

Staff Report to the Planning Commission

Application Number: N/A

Applicant: County of Santa Cruz

Owner: N/A APN: See below Agenda Date: 2/10/10 Agenda Item #: 9 Time: After 9:00 a.m.

Project Description: Revision of the Aptos Village Plan including land use designation changes and rezonings to implement the Plan.

Location: Aptos Village, bounded by Aptos Creek Road to the west, parcels fronting on Granite Way to the north, east and west sides of Trout Gulch south of the post office, the Hihn Subdivision to the east of Trout Gulch Road and parcels fronting Soquel Drive to the south.

APNs Within Aptos Village: 039-241-03; 039-311-55; 040-213-03; 040-216-06, -07; 040-213-13, -14, -21; 040-221-08; 041-011-03, -09, -20, -24, -32 through -35; 041-021-04 through -08, 041-021-11 through -13, -16 through -18, -26 through -29, -38, -40; -41; 041-022-01 through -16; 041-042-02 through -04, -38, -39, -42, -46, -47; 041-561-01 through -06

Supervisorial District: 2nd District (District Supervisor: Ellen Pirie)

Actions Required: General Plan Amendment, Rezoning

Staff Recommendation:

• Adopt the attached resolution recommending approval of the Revised Aptos Village Plan, shown in Exhibit B, Rezoning and General Plan land use designation changes to implement the Plan (Exhibits E and G) and certification of the Mitigated Negative Declaration environmental document (Exhibit H).

Exhibits

Α.	Resolution recommending approval	G.	Proposed General Plan designations
	of the revised Draft Aptos Village	Н.	Negative Declaration with
	Plan and environmental document		Mitigations
В.	Text of the Draft Aptos Village Plan	I.	Initial Study with technical
C.	Comparison Chart of Existing and		attachments
	Proposed Aptos Village Plan	J.	Historic Resources Commission
D.	Existing Zoning designations		Minutes
E.	Proposed Zoning designations	K.	Existing Aptos Village Plan
F.	Existing General Plan designations	L.	Correspondence

Parcel Information

Area Size: 35 acres

Existing Land Use - Parcels: Commercial, residential, public facilities, vacant

Existing Land Use - Surrounding: Residential, commercial, parks

Project Access: Soquel Drive (primary)

Planning Area: Aptos

Land Use Designation: Various (see Exhibit F)
Zone District: Various (see Exhibit D)

Coastal Zone: ___ Inside ___ X_ Outside

Environmental Information

Geologic Hazards: Not mapped/no physical evidence on site

Soils: Elder Sandy Loam, Watsonville Loam, Tierra-Watsonville Complex

Fire Hazard: Not a mapped constraint

Slopes: Mostly gently sloping, with areas greater than 30% slope at the

northwest of Aptos Village and south of Soquel Drive

Env. Sen. Habitat: Mapped sensitive habitat; biotic assessment prepared

Grading: Plan does not authorize grading

Tree Removal: Plan does not authorize tree removal

Scenic: Southwest portion of Village is mapped scenic

Drainage: Drains to Valencia Creek and Aptos Creek

Archeology: Mapped area; cultural resources report completed

Services Information

Urban/Rural Services Line: X Inside Outside
Water Supply: Soquel Creek Water District

Sewage Disposal: County Sanitation District

Fire District: Aptos-La Selva

Drainage District: Zone 6

Background

Development in Aptos Village is currently subject to the provisions of the Aptos Village Community Design Framework (also known as the Aptos Village Plan), attached as Exhibit K, a specific plan adopted by the Board of Supervisors in 1979 and revised in 1985. This Plan, a part of the Santa Cruz County General Plan, is the first of the modern-day Village Plans that specifically address appropriate land uses and infrastructure needs for a particular area in greater detail than the more broad based General Plan.

What the Existing Plan Allows

The existing Plan defines Aptos Village as an 80+ acre area that encompasses the commercial areas of the Village as well as properties to the freeway to the south, Aptos Village Park and the

Village Glen residential subdivision to the west, the residential areas of Vista Mar Court, Cathedral Drive and Village Drive to the north and the residential areas of Quail Run and the Aptos Knolls Mobile Home Park to the east.

Exhibit C contains a chart that summarizes the key features of the existing Plan and includes the following:

Residential

The total number of projected new housing units is not quantified but the existing Plan calls for mixed use in the Village Core area, townhouses and apartments on the northern hillsides and medium density "residential hillside clusters" of multi-family housing for a total new population of about 2,500 additional persons.

Commercial

It is envisioned that the increased population in the residential and commercial mixed-use areas would facilitate the needed population for a pedestrian-oriented Village. No upper limit of overall maximum commercial space was quantified.

In the Village Core area, the existing Plan encourages small-scale pedestrian-oriented commercial with an emphasis on mixed-use buildings oriented to landscaped pedestrian malls. Office use sizes are envisioned to be 300-800 square feet; retail about 1,500-2,000 square feet with a maximum 10,000 square foot size limitation for new buildings.

In the Hihn Subdivision area, specialty shops and cottage industry work/live uses are envisioned.

The commercial areas south of Soquel Drive should continue the then (mid-1970s) level of development.

Scale and Style of Commercial Development

The existing Plan envisions one and two-story commercial buildings with an emphasis on 1890s period architectural style and materials as an homage to the Bayview Hotel era.

Circulation

The Plan recommends extending Granite Way to Aptos Creek Road as a one-way westerly street in conjunction with converting Trout Gulch Road to a one-way northerly road.

What Has Been Developed under the Existing Aptos Village Plan

Since the adoption of the Aptos Village Plan in 1979, three commercial projects have been constructed in the Village: Aptos Station in 1981, the Founders Title Building in 1985 and the Appenrodt building in 2006.

Most of the residential areas have been developed with single-family infill housing rather than the envisioned multi-family townhouses and garden apartments. The 49-unit Village Glen townhouse project, on the west side of Aptos Creek Road, was built in the mid to late 1980s.

Need for Change

Village Core

Even though it is one of the largest vacant commercially zoned areas in the unincorporated area, the 6-acre vacant commercial area behind the Bayview Hotel and Aptos Station has not been developed under the current Aptos Village Plan. While there have been several attempts in the past, current parcel configuration, property owner coordination and infrastructure challenges have stymied these attempts.

The current Plan provides a vision for what the Village should look like but does not provide concrete guidance in how the area can be developed. This lack of specificity is addressed in Objective 2.24(b) of the General Plan which recommends that the County "review and update the Aptos Village Community Design Framework to develop a more specific plan governing land use, circulation, design and improvements in the village area."

Hihn Subdivision

The Hihn subdivision is an eclectic area of residential, commercial and mixed uses scattered willy-nilly on small parcels. This mix of uses gives the area a special charm not found in most County neighborhoods.

Due to the small parcel sizes, the area has parking challenges. Currently, there are existing houses zoned Commercial, businesses zoned Residential and inadequate zoning provisions to recognize the mixed uses (see Exhibit D for current zoning). This has resulted in a number of existing uses becoming legal nonconforming or legal significantly nonconforming, thereby seriously hindering the continued maintenance and vitality of this interesting neighborhood.

South of Soquel Drive

This area of predominantly older commercial buildings hugging Soquel Drive is highly constrained by a sharp drop in slope to the rear of the buildings and insufficient level land to provide parking. The area is currently zoned C-1 (Neighborhood Commercial) which renders several of the existing commercial uses legal nonconforming and stymies changes of commercial use.

Community Involvement and Goals

In 2001, the Aptos business community and the County began discussing the possibilities of coordinating development of these vacant parcels.

In 2002, two community meetings were held to elicit comments from area residents, business owners and other interested persons about what future development should occur in the Village. In response to positive public input at these meetings and Board of Supervisors direction in 2002, a community design charette was held in 2003 where four "design teams" generated their desired concepts for the Village. This resulted in several common goals:

- A memorable community open space (Village Common) surrounded by a variety of mixed-use development;
- A pedestrian friendly mixed-use neighborhood street that runs east-west across the vacant commercial area;
- New residential development on Granite Way and on the upper floors of mixed-use

buildings;

- A desire for a community skatepark; and
- A more pronounced gateway to Nisene Marks State Park.

After the charette, smaller committees focused more deeply into the issues of traffic and parking, building design and uses, the Village Common and the skatepark.

A community "progress" meeting was held in 2008 and, more recently, six community meetings were held in late 2009 to introduce the draft Plan revisions. In response to comments received at these community meetings, the draft Plan was further revised.

Resources, Constraints and Challenges

Soguel Drive

While Soquel Drive is the major arterial in the Aptos area, it is only a 50-foot wide right-of-way in the vicinity of Aptos Village. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road that bisects Aptos Village.

Railroad

The existing railroad runs adjacent to Soquel Drive and also bisects the Village. Its location precludes expansion of Soquel Drive to the north just as the location of existing commercial buildings precludes expansion to the south. Its presence also imposes certain setbacks from crossing gates. In addition, the existing train trestles which bookend the Village preclude significant widening of Soquel Drive.

The installation of railroad crossing arms to new and existing streets adds considerable additional infrastructure costs to developing the Village.

Traffic

A Traffic Impact Study and updates have been prepared by TJKM Transportation Consultants (Attachment 5 of the Initial Study) that address anticipated future mixed-use (commercial and residential) development within the Aptos Village Plan area. Under Existing Conditions, eight out of ten study intersections currently operate at acceptable service levels during the p.m. peak hour. The following two intersections currently operate unacceptably during the a.m. and p.m. peak hour:

- Soquel Drive/Trout Gulch Road: This all-way stop controlled intersection currently
 operates at LOS F during the a.m. peak hour and LOS D during the p.m. peak hour.
 Signalization and installation of an exclusive westbound left-turn lane as specified in the
 2009/2010 County of Santa Cruz Capital Improvement Program (CIP) is expected to
 improve the intersection operating condition to an acceptable level.
- Soquel Drive/Aptos Creek Road: This one-way stop control intersection operates at LOS E during the p.m. peak hour. The 2009/2010 CIP specifies the installation of a traffic signal and an exclusive eastbound left-turn land on Soquel Drive.

The specified CIP projects are expected to improve the operation of the above intersections to acceptable County LOS standards of LOS C or better. These projects are part of the current County Capital Improvement Program and are currently under design.

See the Infrastructure Section for discussion of traffic impacts of proposed future development in Aptos Village.

Archaeology

Aptos Village is located within a mapped archaeological resource area. A Cultural Resources report has been prepared, by Albion Environmental Inc. and Sandy Lydon, which evaluates the archaeological resources within the vacant areas of the Village Core (Attachment 3 of the Initial Study).

The Cultural Resources report determined (through field investigation, review of previous reports, and archival data) that a number of recorded archaeological sites exist within the vicinity of the Aptos Village. A pedestrian survey of the vacant areas within the Village Core was performed and some cultural remains were identified. Further investigation was performed through the excavation of backhoe trenches in the area where the cultural remains were found. The results of the excavation showed that although cultural remains were present in the trenches, the prehistoric cultural remains were intermixed with historic and modern materials. The report concludes that the site does not appear to provide evidence for intensive prehistoric occupation, and that the site integrity appears to have been seriously impacted through historic and modern activities.

Biotic

A Biotic Assessment (botanical and wildlife) was prepared by Ecosystems West, dated November 2009, based on several site visits (Attachment 2 of the Initial Study). One active nest site for the San Francisco Dusky Footed Woodrat was identified in the northwest corner of the Village Plan area, in the vicinity of the future potential skatepark. The nest structure was located approximately 20 feet up in the tree canopy of a coast live oak tree.

Nesting passerine birds, raptors, and roosting bats may be present in the Village Plan area at various times of the year, but were not directly observed during the on-site biotic survey.

Protected fish species including tidewater goby, Coho salmon and steelhead may be present in the creeks on the periphery of the Village Plan area at various times of the year, but were not directly observed during the on-site biotic survey.

No other candidate, sensitive, or special status species are known to exist within the Aptos Village Plan area.

Historic Structures

In 2003, the Historic Resources Commission (HRC) reviewed the historic resources of the Aptos Planning Area and designated/redesignated historic structures within Aptos Village. Currently, there are 18 historic structures. The majority of the structures are located in the Hihn Subdivision area. Three are located in the Village Core area:

- The Bayview Hotel (NR1—property listed in the National Register of Historic Places),
- The Apple Barn (NR3—property eligible, in the opinion of the HRC, to be listed on the National Register),
- The Aptos firehouse/VFW Hall (NR5—property determined to have local historic

significance).

Two historic reports have been prepared: one by Albion Environmental Inc. and one by Urban Programmers. See the Historic Resources Commission Review Section of this report for more information.

Water

Aptos Village is served by the Soquel Creek Water District. The groundwater basin that serves as the principal source of supply has reached or exceeded its safe yield. As a result, the Water District has instituted a number of measures including a "water offset" program that requires developers to retrofit existing water consuming fixtures at a ratio of 1.2 to 1 of projected water demand.

The revised Aptos Village Plan requires any development to meet this offset program or any future requirements adopted by the Water District as well as requiring the use of drought-tolerant landscaping (see page 46 of the draft Plan).

Achieving Appropriate Level of Plan Specificity

As stated earlier, General Plan Objective 2.24(b) recommends that the Aptos Village Plan be reviewed and updated to provide a more specific plan governing land use, circulation, design and improvements.

Staff wrestled with the appropriate degree of specificity to add to the Plan. While it was clear that a more focused vision was needed, locking in every possible detail such as the type of landscaping and allowed building materials and colors seemed destined to result in an inflexible document that would not foresee changing public tastes, changing requirements for green, stormwater and other development standards and innovative developer ideas for the vacant land in the Village. On the other hand, the mostly developed Hihn Subdivision and South of Soquel Drive areas needed specific regulations on land use, parking and signage.

Staff settled on a hybrid approach to these two needs. For the Hihn Subdivision and South of Soquel Drive areas, specific regulations are stated in the revised Plan. For the vacant land in the Village Core, a blueprint for the area is proposed that includes the maximum sizes and stories for commercial and residential buildings, needed parking and desired design elements. The specifics will be imposed by the use of a Planned Unit Development for the Village Core.

Proposed Plan Provisions

General Concept

Building on the goals established by the community meetings, the key goals for the revised Plan are:

- Creating a Village Common in Aptos Village thereby making Aptos Village the heart of the Aptos community.
- Establishing a new east-west street to connect Trout Gulch and Aptos Creek Roads.
- Establishing a new north-south street connecting Soquel Drive to the new east-west street, intersecting at a Village Common, to provide a face of the new Village Core area to the

vehicles and pedestrians using Soquel Drive and to connect the existing Village businesses to the new area.

- Defining improvement of Aptos Creek Road such that it will become a prominent entrance to Nisene Marks State Park.
- Building new housing developed as a transitional edge to the existing residential neighborhoods, with commercial and mixed commercial and residential uses in the interior of the Village.
- Defining a network of sidewalks making it pleasant to be a pedestrian in the Village.
- Requiring abundant parking, both on and off street, to make shopping convenient. To
 enhance the Village atmosphere, most off-street parking will be located behind buildings.
- Establishing well-landscaped streets to give the Village a pleasant and inviting ambience.
- Ensuring a mix of housing, shopping, dining, community services and employment to make the Village a colorful, friendly place and one that complements the scale of the current Village area.
- Providing a mechanism to protect the Hihn Subdivision (east of Trout Gulch Road) as a mixed-use area.
- Providing a mechanism to protect the existing business area along Soquel Drive as a vibrant and integral part of the overall commercial area in the Village.

These concepts are further discussed below.

Village Core

The Village Core area includes the existing commercial buildings fronting on Soquel Drive, the Apple Barn building fronting on Trout Gulch Road and the approximately six acres of vacant land behind these buildings.

To develop this vacant land, adequate access is crucial. To that end and to meet one of the community's goals, a new east-west street is proposed in this area to connect Trout Gulch Road and Aptos Creek Road. In addition, a new north-south street from Soquel Drive to this new street is proposed to open up the area visually to pedestrians and automobiles using Soquel Drive and to connect with the existing commercial businesses. A Village Common is proposed at the intersection of these new streets to provide a new "heart" for Aptos Village and meet another of the community's goals. These proposed features are illustrated in Figure 11 on Page 30 of the Plan.

A market study was commissioned to study this area and concluded that there was a strong economic basis for expanding both commercial and residential land uses in the core of the Village. In order to find the right combination of land uses, it is critical to balance a number of factors, including:

- Providing enough square footage to attract the right range of businesses and create a strong pedestrian element;
- Limiting the square footage so that traffic impacts can be mitigated to reasonable levels;
- Providing enough square footage of uses (commercial and residential) to be able to financially support the substantial infrastructure needed to be constructed in the area; and

• Defining the proper scale of development that fits into the character of the Village.

It is important to achieve a critical mass of activity to create the vitality needed for the economic success for future businesses in the area. It is equally important to establish a scale of development that complements and does not overwhelm the character of the Village.

Based on these factors, the revised Plan proposes a combination of new commercial, mixed use and residential development with 75,000 square feet maximum of commercial use and a maximum of 63 residential units (with the majority of residential units in mixed-use buildings).

The most important buildings are proposed to anchor the area around the Village Common. This includes the main anchor building: the Apple Barn building. The Plan proposes that the Apple Barn building be relocated from its current location at the eastern edge of the Village Core to its center, incorporating this historic building into the heart of the Village. New buildings around the Village Common are proposed to be a maximum of three stories. While three story buildings may be considered, no building is intended to overshadow or displace the prominence of the Bayview Hotel: a four story, approximately 50-foot in height historic building.

Mixed-use buildings containing small businesses are proposed along both sides of the new east-west street to the west of the Village Common area and along both sides of the new north-south street. Buildings in this area are limited to a maximum of two stories with lofts, meaning that the buildings must appear as two stories from the street. The existing historic Aptos firehouse/VFW Hall building will need to be relocated elsewhere in the Village to accommodate the new street and buildings.

Commercial buildings are proposed on both sides of the new east-west street east of the Village Common area. One sub-anchor building not exceeding 7,500 square feet is allowed in the Village and could be located in this area. Buildings in this area are limited to a maximum of two stories.

Abundant parking is proposed and is discussed below in the Infrastructure Section of this report.

Attached multi-family residential units are proposed on the south and north sides of Granite Way to act as a transition area between the new commercial and mixed use areas to the south and the single-family residential areas to the north.

More detail about these various areas of the Village Core are illustrated in Figures 23 and 24 on Pages 58 through 60 of the Plan.

Design Standards for the Village Core

The revised Plan foresees the new commercial and mixed use areas as vital and pedestrian friendly with narrow streets to slow traffic and wide sidewalks conducive to sidewalk cafes and abundant landscaping, an enjoyable place to live and shop.

To implement this vision, the revised Plan establishes some basic design standards for the Village Core. These include:

 To encourage more opportunities for quasi-public outdoor uses, the County-controlled rightof-way along the new roadways in the Village Core will only cover the curb-to-curb area, allowing for more flexible uses along the sidewalk areas and private financing for the maintenance of planters and sidewalk areas.

- To create a more pedestrian and business friendly environment, require that new buildings be built in a location close to the new street (through reduction or elimination of front yard setbacks) with off-street parking generally to the rear of buildings.
- To ensure that larger commercial uses not dominate the new development area or existing commercial areas including the Bayview Hotel, the PUD will establish frontage and appearance standards for anchor, sub-anchor and other new buildings.
- The architectural style of the buildings fronting the new east-west and new north-south streets shall give the impression of being constructed over a period of time, as is the case of organic main streets, rather than appearing to be matching or identical.
- To provide for an interesting variety of exterior materials and to honor the character of the current Village, a variety and mixture of exterior materials are encouraged.
- To encourage more vital activities in commercial and mixed use areas, require dooryard areas
 that allow for quasi-public outdoor areas in the front of businesses for street furniture and
 other uses, wherever possible.
- To enhance the appearance of the new development areas, require privately maintained planting pockets along the new roadways.
- To encourage more interest in business areas and passage to parking lots, allow arcades through commercial and mixed-use buildings.
- To encourage residential activity along the new roadways to enhance vitality and create a
 public presence 24/7, allow overhanging decks (on upper stories) or porches to intrude into
 traditional setback areas.
- To encourage more interesting architectural texture, allow other building projections into setback areas.
- To provide visual interest, a variety of roof types shall be used in both commercial and residential structures.
- To provide for complementary storefronts among buildings and provide light and adequate window area, establish standards for storefronts. Awnings may be used to shield glare and provide visual interest.

To provide more specificity to allowed uses and design, the use of a Planned Unit Development (PUD) will be required.

Village Core PUD

Any developer desiring to develop within the Village Core will be required to apply for a Planned Unit Development to be used as an implementation measure of this Plan. The PUD will establish more specific allowed commercial uses, building and business sizes and heights, number of parking spaces, and design features. The PUD will also provide more specificity to infrastructure requirements, phasing and timing.

Processing of the PUD will require early notification of the public with public meetings and public hearings with the Planning Commission and Board of Supervisors.

Hihn Subdivision

As described previously, development in the Hihn Subdivision is an eclectic mix of residential, commercial and mixed uses on predominantly small parcels. One of the goals of the revised Plan is to recognize the uniqueness of this neighborhood and support its continued use for residential, commercial and mixed uses.

The biggest challenge for this area is the current zoning that mandates that uses be either residential or commercial but not both. Changing the existing Commercial and Residential zoning to the "SU" Special Use zone district allows the parcels to be utilized for either residential, commercial or mixed use.

Many of the existing commercial businesses are legal nonconforming or legal significantly nonconforming. Under current regulations, changing a nonconforming use to a different business requires a public hearing before the Zoning Administrator and may result in imposed conditions, such as parking, that cannot be met. The revised Plan allows these changes of use with a simple administrative permit. Those legal businesses that have inadequate or no parking may change use without meeting current parking standards as long as the new use is not more intensive (such as changing from retail to restaurant use). This is a major change in policy for existing businesses and one long needed in the Hihn Subdivision.

Another challenge in this area is meeting the current parking standards. The revised Plan changes the current requirement for retail and general offices uses of one space per 200 square fect of net commercial area to one space for 300 feet. This new standard would be imposed on new commercial buildings and uses (such as conversion of a residence to commercial use) but not for changes of legal commercial uses as described above.

Staff believes that these proposed changes will contribute to the continued vitality of this special neighborhood.

South of Soquel Drive

Like the Hihn Subdivision, the commercial businesses on the south side of Soquel Drive are not being well served by their existing zoning. The current C-1 (Neighborhood Commercial) zoning renders several of the existing businesses as legal nonconforming and is too restrictive for this commercial area. For example, in the C-1 zone district, a building may not be used solely as an office. Staff is, therefore, recommending that the zoning be changed to C-2 (Community Commercial), a zone district that provides for a wider variety of uses.

As discussed above for the Hihn subdivision, under current regulations, changing a nonconforming use to a different business requires a public hearing and may result in imposed conditions, such as parking, that cannot be met. The revised Plan also allows changes of use in this area with a simple administrative permit and does not require additional parking unless a more intensive use is proposed.

The alternative one parking space per 300 square feet of net commercial area will also apply in this area. In addition, proposed infrastructure improvements to Soquel Drive will retain much needed existing on-street parking on the south side of Soquel Drive and as much of the current informal parking on the north side of Soquel Drive as practical.

The revised Plan proposes to better link this existing commercial area to the commercial areas across Soquel Drive through improved pedestrian crosswalks and consistent signage requirements.

Signage

As discussed earlier in this report, part of the strategy for unifying the various commercial areas of Aptos Village is through harmonious signage.

Signage in Aptos Village should reinforce the pedestrian character of the area. To accomplish this, monument signs are allowed only for businesses facing Soquel Drive or Trout Gulch Road. In a departure from current sign standards, more than one sign per business will be allowed and the calculation of allowable sign size will be based on the frontage of the business rather than the frontage of the building. Staff has found that basing allowable sign size on building frontage does not work well for multi-tenant buildings. More specific information regarding signs are found on Pages 54 and 55 of the Plan document.

Skatepark

One of goals identified in the community charette process was the desire for a community skatepark. Various possible locations were discussed during that process. In the intervening years since the charettes, an informal bike jump area has evolved at the southwest corner of Granite Way and Cathedral Drive.

The revised Plan identifies an area on the east side of Aptos Creek Road near the entrance to Nisene Mark State Park as the proposed skatepark location (see Figure 11 on Page 30 of the Plan). The naturally hilly terrain and proximity to Nisene Marks and Aptos Village Parks lead to the selection of this location.

Infrastructure Needs

A discussion of various infrastructure needs is found in the revised Plan. Some of the most important are discussed below.

Traffic and Intersection Improvements

The Traffic Impact Study investigated the proposed 75,000 square feet of new commercial and 63 new residential units and estimated that future development would generate approximately 3,217 daily vehicle trips (3,217 commercial and 433 residential). This includes 113 trips during the a.m. peak hour and 322 trips during the p.m. peak hour.

Of the thirteen area intersections studied (including new intersections created by the two new streets), we already know that Soquel Drive/Trout Gulch Road and Soquel Drive Aptos Creek Road intersections, under existing conditions, currently operate at unacceptable levels of service (LOS) without mitigation.

With the Existing Conditions + Approved Projects in the Aptos Area + Proposed Village Core development, Aptos Rancho Road's LOS changes from C to D without mitigation.

With the 2025 Cumulative + Proposed Village Core development, Aptos Rancho Road's LOS stays at LOS D, the Soquel Drive/State Park Drive/Sunset Way intersection drops to LOS E and the Soquel Drive/new north-south street drops to LOS F.

The following improvements restore all of these intersections to acceptable LOS:

- The installation of traffic signals at the Soquel Drive–Trout Gulch intersection, including a left-turn lane on westbound Soquel Drive at Post Office Drive;
- Installation of traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane on eastbound Soquel Drive at Aptos Creek Road;
- Installation of a left turn lane on westbound Soquel Drive at the new north-south street with a one-way stop with right-turn only onto Soquel Drive;
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village;
- Installation of an exclusive right-turn lane with storage length of at least 300 feet plus
 transition on eastbound Soquel Drive at the Soquel Drive-State Park-Sunset Way
 intersection, located outside of Aptos Village. Since the installation of a right-turn lane has
 right-of-way issues on the southwest corner of the intersection if ideal land widths are used,
 narrower lane widths are recommended (required as an environmental review mitigation
 measure).

Parking

Existing parking in the entire Village includes about 140 on-street spaces and about 375 spaces in parking lots. The Village Core area currently has about 145 parking spaces in parking lots.

The revised Plan requires adequate on and off-street parking be provided in the range of 400-500 new spaces dependent on the ultimate amount of new commercial space, residential units and intensity of commercial uses. All new residential units must have reserved on-site parking. The required PUD will further clarify the parking requirements.

Staff believes that this number of new parking spaces will result in generous, readily available parking for the Village Core.

Parking for the Hihn Subdivision and South of Soquel Drive areas are addressed earlier in this report.

Railroad Crossings

Railroad safety barriers will be required where Soquel Drive intersects Aptos Creek Road and the new north-south street.

Sidewalks

New sidewalks are needed in the proposed development areas as well as the other streets within the Aptos Village area (see Figures 15 and 16 on Pages 41 and 42 of the Plan) as well as those areas extending beyond the Village boundary. Sidewalks along the north side of Soquel Drive are not proposed in order to maintain the existing bike paths.

Steps Needed to Implement the Plan

Once the revised Aptos Village Plan and associated General Plan land use designations and rezonings are adopted by the Board of Supervisors, a series of actions are needed to implement the Plan:

- Future developers submitting an application for a parcel reconfiguration of the Village Core properties, in cooperation with the property owners, to conform to the new roadway layout and provide appropriate frontage on the proposed new streets;
- Future developers submitting an application for a Planned Unit Development (PUD) within the Village Core. The PUD will both define what would be expected of the developers and provide certainty for the developers, in light of the substantial private infrastructure required to implement the Plan.
- Future developers bringing forward specific development proposals to address the requirements of the PUD. These plans would also be subject to public review to ensure compliance with the Plan vision.
- Ultimately, the developer would receive permits to install required infrastructure and build commercial and residential structures in the Village, as allowed by a phasing plan.
- The County installing infrastructure—such as traffic signals and road improvements—as outlined as Chapter 5 of the revised Plan.
- The County including identified additional public improvements, such as pedestrian improvements in the Hihn Subdivision, along Trout Gulch Road and Spreckles Drive to the Capital Improvement Program (CIP) and identifying funding sources and timelines for installation.

Historic Resources Commission Review

The Historic Resources Commission (HRC) was asked to review sections of the draft Aptos Village Plan that related to historic resources and the accompanying historic reports for two purposes: first, to determine if the text in the Plan is accurate as it relates to the history of the Village and its historic resources and, second, to determine if the proposed approach to the Village's historic structures, including the relocation of the Apple Barn and the Aptos firehouse/VFW hall in the Village Core, will not compromise the historic integrity or NR rating of those structures. Staff recommended that the Commission adopt a resolution recommending approval of the draft Aptos Village Plan.

At their meeting on April 9, 2009 (see Exhibit J for meeting minutes), the HRC reviewed the text for accuracy and suggested several changes. Staff recommended and the HRC agreed that additional information was needed to support the recommendation in the Albion Environmental Inc. report that the relocation of the Apple Barn and Aptos firehouse/VFW hall and development near the Bayview Hotel would not result in substantial adverse changes to the historic structures or their current ratings.

A report prepared by Urban Programmers, a different consultant, was considered by the HRC at their August 13, 2009 meeting. The main difference between the two reports was an expansion of the discussion of the Secretary of the Interior's standards for rehabilitating historic structures and a more thorough explanation of its conclusions. This report also came to the conclusion that the relocation of the two historic buildings, if done in conformance with the Secretary of the Interior's standards, would not compromise the NR rating of the Apple Barn or the firehouse/VFW hall.

The HRC reviewed the revisions to the draft Plan text with no additional corrections requested. They also discussed the new historic report and conclusions and listened to presentations by Urban Programmers and the County's historic consultant, Sheila McElroy. As the minutes show (Exhibit J), there was considerable discussion about whether the relocation of the Apple Barn and firehouse/VFW hall buildings would compromise their current NR ratings.

A motion to recommend approval to the Board of Supervisors of the Aptos Village Plan with the provisos that the Secretary of the Interior Standards be followed and no degradation of current NR ratings for any relocation of historic structures failed on a 2-3 vote with those voting "No" stating that they did not have enough information without a historic preservation plan to be convinced that there will be no loss of historic significance for the relocated structures. The Commission chose to make no further motions on the item.

While no formal recommendation was made by the HRC, staff incorporated the mitigation comments discussed at the meeting into the draft Plan (pages 33 and 34), including:

- The requirement for preparation of historic preservation plans reviewed by the HRC for any work to or relocation of historic structures;
- Review by the HRC of any new structures built adjacent to the Bayview Hotel to ensure that its historic context is not compromised;
- Conformance with the Secretary of the Interior standards for relocation and rehabilitation of any historic structure;
- Restoration of the Aptos Firehouse/VFW to its original size; location on a prominent street within the Village with building presentation to the street in its current narrow-side configuration.

Subsequent to the August 2009 HRC meeting, Sandy Lydon—Professor Emeritus, Cabrillo College—volunteered to rewrite the history of Aptos Village section of the draft Village Plan. Staff gratefully accepted his offer and his history replaced the staff-prepared history. The HRC received copies of Mr. Lydon's history in January 2009 and individual members responded favorably.

Environmental Review

Environmental review has been prepared for the revised Plan per the requirements of the California Environmental Quality Act (CEQA). The revised Plan was reviewed by the County's Environmental Coordinator on November 16, 2009. A preliminary determination to issue a Negative Declaration with One Mitigation (Exhibit H) was made on November 18, 2009.

The environmental review process focused on the potential impacts of the Plan revision. All impacts were found to be either of no impact or less than significant impact except for one category. That category: "Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the county congestion management agency for designated intersections, roads or highways" was determined to have a less than significant impact only if mitigated. In particular, Soquel Drive/Aptos Rancho Road intersection and Soquel Drive/State Park Drive/Sunset Way intersection (both located outside of Aptos Village) would operate unacceptably under the (Year 2025) Cumulative + Project Conditions scenario. The traffic mitigation of providing permissive left turn phasing

for Aptos Rancho Road was already identified in the revised Plan. The Environmental Coordinator added the installation of an eastbound right-turn lane from Soquel Drive onto State Park Drive as a mitigation measure for the Soquel Drive/State Park Drive/Sunset Way intersection. Additional discussion of this category is found starting on Page 49 of the Initial Study.

The mandatory public comment period expired on December 22, 2009, with three comments received: from Caltrans concerning traffic impacts to Highway One; the California Public Utilities Commission regarding the railroad; and from Arnold Lee Versaw Jr. expressing his general concerns about the Aptos Village Plan revisions. Staff responded, by letter, to the issues raised by Caltrans and the California Public Utilities Commission. Mr. Versaw's comments did not specifically address the initial study analysis. As a result of the three comments, no changes were made to the initial study or mitigation measure and the document was not recirculated. The comment letters and responses are included in Exhibit I. Mr. Versaw's comments are also included in Exhibit L—Correspondence.

Conclusion

The revision to the Aptos Village Plan before your Commission today is the result of many years of effort and interest by the Aptos community.

Staff has tried to capture their goals and desires for their Village and update the Aptos Village Plan to result in a blueprint that will allow expanded vitality for the business community, a framework for future businesses and new neighbors and a more enjoyable area for the current Aptos community.

Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.

Report Prepared By:

Glenda Hill, AICP Principal Planner

Santa Cruz County Planning Department

Glanda Will

701 Ocean Street, 4th Floor

Santa Cruz CA 95060

Phone Number: (831) 454-3216

E-mail: PLN610@co.santa-cruz.ca.us

Report Reviewed By:

Tom Burns, Planning Director

Santa Cruz County Planning Department

EXHIBIT A

BEFORE THE PLANNING COMMISSION OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTI	ON NO.	

On the motion of Commissioner: Duly seconded by Commissioner: The following resolution is adopted:

RESOLUTION RECOMMENDING ADOPTION OF AMENDMENTS TO THE APTOS VILLAGE PLAN, GENERAL PLAN LAND USE DESIGNATION AMENDMENTS AND REZONINGS TO IMPLEMENT THE APTOS VILLAGE PLAN

WHEREAS, the Aptos Village Community Design Framework (also known as the Aptos Village Plan) was adopted by the Board of Supervisors in 1979 and amended in 1985; and

WHEREAS, the Aptos Village Community Design Framework is adopted, by reference, as part of the 1994 County General Plan; and

WHEREAS, General Plan Objective 2.24 states: "To continue to use village, town, community and specific plans to provide a planning framework to guide future public and private improvements in town centers and other concentrated urban and rural areas; to provide a higher level of planning detail and public involvement; and to promote economic viability, coherent community design and enhancement of the unique characteristics of the village areas and community centers as focal points for living, working, shopping and visiting;" and

WHEREAS, General Plan Program 2.24(b) states: "Review and update the Aptos Village Community Design Framework to develop a more specific plan governing land use, circulation, design, and improvements in the village area. (Responsibility: Planning Department, Planning Commission, Board of Supervisors); and

WHEREAS, since the 1979 adoption of the Aptos Village Plan, only three commercial buildings have been constructed in Aptos Village; and

WHEREAS, more than six acres of commercially zoned land remain vacant in Aptos Village; and

WHEREAS, community meetings were held in 2002 to discuss the need to update the existing Aptos Village Plan and 94% of attendees voted to review and update the Plan; and

WHEREAS, on June 11, 2002, the Board of Supervisors directed that studies begin for updating the Aptos Village Plan; and

WHEREAS, a series of charettes and community meetings were held to elicit public opinion and comment on desirable goals and features for Aptos Village and on the revised draft Plan; and

WHEREAS, the revised Aptos Village Plan, proposed General Plan land use designation amendments and rezonings have undergone environmental review and have been found to have no

significant negative impacts and a CEQA Negative Declaration with Mitigation has been prepared; and

WHEREAS, the Planning Commission has held a duly noticed public hearing and has considered the proposed revised Aptos Village Plan, General Plan land use designation amendments and rezonings and all testimony and evidence received at the public hearing; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission finds that the revised Aptos Village Plan, General Plan land use designation amendments and rezonings will be consistent with all parts of the General Plan, is appropriate to the level of utilities and community services available to Aptos Village, will serve a public benefit, and is in compliance with the provisions of the California Environmental Quality Act; and

BE IT FURTHER RESOLVED, that the Planning Commission recommends that the Board of Supervisors:

- 1. Approve the revised Aptos Village Plan (as set forth in Exhibit B to the Staff Report and herein referenced) as an amendment to the General Plan;
- 2. Approve the General Plan Amendment to change the land use designations for various parcels in Aptos Village, as set forth in Attachment 1 to Exhibit A;
- 3. Adopt the Ordinance rezoning various parcels in Aptos Village to implement the General Plan land use designation amendments, as set forth in Attachment 2 to Exhibit A; and
- 4. Certify the CEQA Negative Declaration with Mitigation.

cc: County Counsel

Planning Department

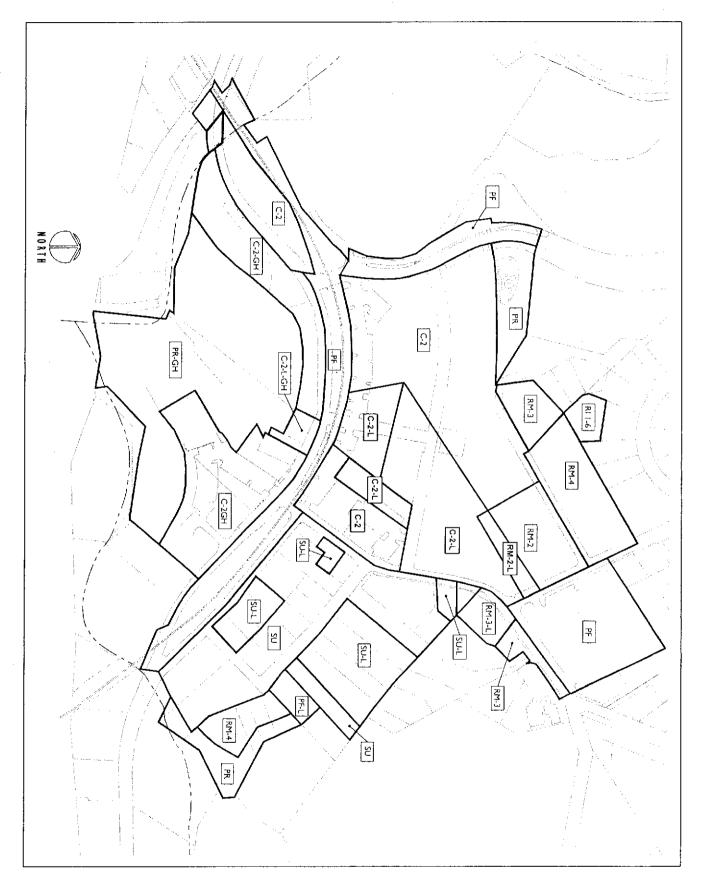
PASSED	AND ADOPTED by the Plan	ning Commission of the County of Santa Cruz, State of
California, th	is day of	, 2010 by the following vote:
AYES:	COMMISSIONERS	
NOES:	COMMISSIONERS	
ABSENT:	COMMISSIONERS	
ABSTAIN:	COMMISSIONERS	
		Chairperson
ATTEST: _		
Se	ecretary	
APPROVED County Coun	AS TO FORM:	

Attachment 1 to EXHIBIT A

Assessor	General Pla	n Designation
Parcel No.	Existing	Proposed
039-241-03	R-UH, P, O-R	P
039-311-55	R-UH, P, O-R	p.
040-213-03	R-UM	R-UM
040-213-06	R-UM	R-UM
040-213-07	R-UM	R-UM
040-213-13	R-UM	R-UM
040-213-14	R-UM	R-UM
040-213-21	R-UL	R-UL
040-221-08	Р	Р
041-011-03	C-C	R-UM, C-C
041-011-09	C-C	O-R
041-011-20	R-UM	C-C, O-R
041-011-24	C-C	C-C
041-011-32	C-C	C-C
041-011-33	0.0	C-C, O-R, R-
	C-C	UM
041-011-34	C-C	C-C
041-011-35	C-C, P	C-C
041-021-04	O-U	O-U
041-021-05	O-U, C-C	C-C, O-U
041-021-06	O-U	C-C, O-U
041-021-07	C-C	C-C
041-021-08	O-U, C-C	C-C, O-U
041-021-11	O-U, C-C	C-C, O-U
041-021-12	0-U, C-C	C-C, O-U
041-021-13	O-U, C-C	
041-021-16	C-C, O-U	C-C, O-U C-C, O-U
041-021-17	C-C, O-U	C-C, O-U
041-021-17	R-UH	
041-021-18		R-UH
041-021-27	R-UM, O-U R-UM, O-U	R-UM, O-U
041-021-27	R-UM, O-U	R-UM, O-U
041-021-28	R-UM, O-U	R-UM, O-U
041-021-38	P P	R-UM, O-U
	R-UH	P
041-021-40 041-021-41		R-UH
	O-U, C-C	C-C, O-U
041-022-01	C-C	C-C
041-022-02	C-C	C-C
041-022-03	C-C	C-C
041-022-04	C-C	C-C
041-022-05	C-C	C-C
041-022-06	C-C	C-C
041-022-07	C-C	C-C
041-022-08	C-C	C-C
041-022-09	C-C	C-C
041-022-10	C-C	C-C
041-022-11	C-C	C-C
041-022-12	C-C	C-C
041-022-13	C-C	C-C
041-022-14	C-C	C-C
041-022-15	C-C	C-C
041-022-16	Р	P
041-042-02	C-C	C-C
041-042-03	O-U, C-C	C-C
041-042-04	O-U, C-C	C-C
041-042-38	O-U, C-C	O-U
041-042-39	O-U, C-C	C-C, O-U
041-042-08	0-0, 0-0	U-U, U-U

Assessor	General Pla	n Designation
Parcel No.	Existing	Proposed
041-042-42	O-U, C-C	C-C, O-U
041-042-46	O-U, C-C	C-C
041-042-47	O-U, C-C	C-C, O-U
041-561-01	C-C	C-C
041-561-02	C-C	C-C
041-561-03	Р	Р
041-561-04	C-C	C-C
041-561-05	C-C	C-C
041-561-06	O-U, C-C	O-U, C-C
N/A	Right-of-way	Right-of-way

PROPOSED GENERAL PLAN CHANGES



ORDINANCE NO).

ORDINANCE AMENDING CHAPTER 13 OF THE SANTA CRUZ COUNTY CODE CHANGING FROM VARIOUS ZONE DISTRICTS TO OTHERS IN APTOS VILLAGE

The Board of Supervisors of the County of Santa Cruz ordains as follows:

SECTION I

The Board of Supervisors finds that the public convenience, necessity and general welfare require the amendment of the County Zoning Regulations to implement the policies of the Aptos Village Plan, incorporated as part of the County General Plan and Local Coastal Program Land Use Plan, regarding the properties listed in Section III of this ordinance; finds that the zoning established herein is consistent with all elements of the Santa Cruz County General Plan; and finds and certifies that all environmental regulations specified in the California Environmental Quality Act, the State and County Environmental Guidelines, and Chapter 16 of the County Code have been complied with by the preparation and approval of a Negative Declaration with Mitigation for the project.

SECTION II

The Board of Supervisors hereby adopts the recommendations of the Planning Commission for the Zoning Plan Amendment as described in Section III, and adopts their findings in support thereof without modification as set forth below:

- 1. The proposed zone districts will allow a density of development and types of uses which are consistent with the objectives and land use designations of the adopted General Plan; and
- 2. The proposed zone districts are appropriate for the level of utilities and community services available to the land; and
- 3. The character of development in the area where the land is located has changed or is changing to such a degree that the public interest will be better served by a different zone district.

SECTION III

Chapter 13.10, Zoning Regulations of the Santa Cruz County Code is hereby amended by amending the County Zoning Plan to change the following properties from the existing zone district to the new zone district as follows and as illustrated in Attachment 3 to Exhibit 1:

Assessor Parcel No.	Existing	Proposed
039-241-03	RM-3, PF, PR	PF
039-311-55	RM-3. PF. PR	PF

EXHIBIT A

Assessor		
Parcel No.	Existing	Proposed
040-213-03	RM-4	RM-4
040-213-06	RM-4	RM-4
040-213-07	RM-4	RM-4
040-213-13	RM-4	RM-4
040-213-14	RM-4	RM-4
		R-1-6
040-213-21	R-1-6	
040-221-08	PF	PF
041-011-03	C-1	RM-2
041-011-09	C-1	PR
041-011-20	C-1, RM-4	C-2
041-011-24	C-1-L	C-2-L
041-011-32	C-1	C-2
044 044 22	C 4.1	C-2, C-2-L,
041-011-33	C-1-L	RM-2
041-011-34	C-1-L, PF	C-2-L
041-011-35	C-1, PF	C-C
041-021-04	C-1	SU
041-021-05	C-1-L	SU-L
041-021-06	C-1	SU
041-021-00	C-1	SU
041-021-08	C-1	SU
041-021-11	C-1-L	SU-L
041-021-12	C-1-L	SU-L
041-021-13	C-1	SU
041-021-16	PA/PR	SU, PR
041-021-17	PA/PR	SU, PR
041-021-18	RM-3	RM-3
041-021-26	RM-4, PR	RM-4, PR
041-021-27	RM-4, PR	RM-4, PR
041-021-28	RM-4, PR	RM-4, PR
041-021-29	RM-4, PR	RM-4, PR
041-021-38	PF-L	PF-L
041-021-40	RM-3-L	RM-3-L
041-021-41	C-1-L	SU-L
	C-1-L	SU
041-022-01		
041-022-02	C-1	SU
041-022-03	C-1	SU
041-022-04	C-1	SU
041-022-05	PA	SU
041-022-06	PA	SU
041-022-07	PA-L	SU-L
041-022-08	PA-L	SU-L
041-022-09	PA-L	SU-L
041-022-10	C-1-L	SU-L
041-022-11	C-1	SU
041-022-12	C-1	SU
041-022-12	C-1	su
041-022-13		SU-L
	C-1-L	
041-022-15	C-1	SU
041-022-16	PF	PF
041-042-02	C-1-L-GH	C-2-L-GH
041-042-03	C-1-L-GH	C-2-L-GH
041-042-04	C-1	C-2
041-042-38	C-1-GH, PR-GH	PR-GH
044 042 20	DA CH BB CH	C-2-GH, PR-
041-042-39	PA-GH, PR-GH	GH
041-042-42	C-1, PR-GH	C-2, PR-GH
041-042-46	C-1, PR-GH	C-2-GH
041-042-47	PA-GH, C-1,	C-2-GH, PR-
<u> </u>		

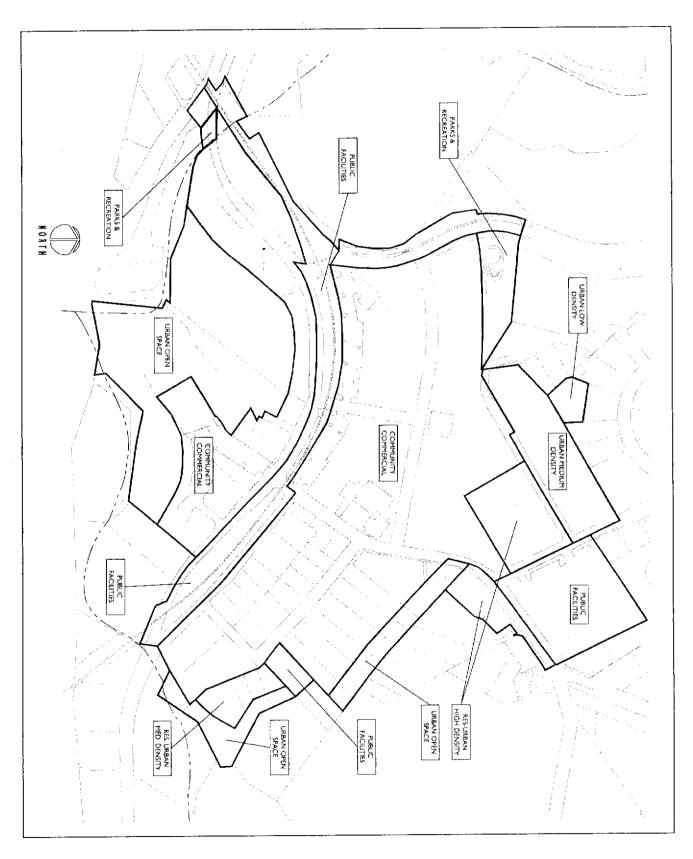
Assessor		
Parcel No.	Existing	Proposed
	PR-GH	GH
041-561-01	C-1	C-2
041-561-02	C-1	C-2
041-561-03	PF	PF
041-561-04	C-1	C-2
041-561-05	C-1-GH	C-2-GH
0.14 504 00	O 4 OLL DD CLL	C-2-GH, PR-
041-561-06	C-1-GH, PR-GH	GH
N/A	Right-of-way	Right-of-way

DISTRIBUTION:

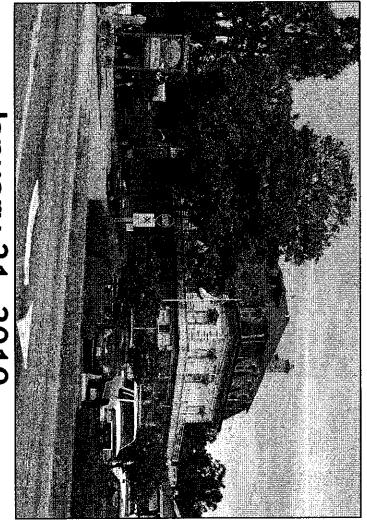
SECTION IV

I nis c	ordinance shall take effect of	ille 31 day lollowing	adoption.
	SED AND ADOPTED this		2010, by the Board of
Supervisors of	of the County of Santa Cruz by	y the following vote:	
AYES:	SUPERVISORS		
NOES:	SUPERVISORS		
ABSENT:	SUPERVISORS		
ABSTAIN:	SUPERVISORS		
		Chairperson of the	Board of Supervisors
Attest:			
Clerk	of the Board		
APPROVED	AS TO FØRM:		
County Co	oursel A		

County Counsel, CAO, Planning Department



Draft Aptos Village Plan



January 21, 2010

TABLE OF CONTENTS

CHAPTER 6: DESIGN... CHAPTER 7: CONCLUSION & CHAPTER 5: INFRASTRUCTURE CHAPTER 4: CORE ELEMENTS OF THE PLAN .. CHAPTER 3: THE PLANNING PROCESS CHAPTER 2: CONTEXT FOR VILLAGE PLAN .. CHAPTER 1: THE VILLAGE OVERVIEW This page intentionally left blank

EXHIBIT B

CHAPTER 1: THE VILLAGE OVERVIEW

NTRODUCTION

Aptos Village, located in the Aptos Planning area within the unincorporated portion of Santa Cruz County, lies about six miles east of the City of Santa Cruz and about eight miles northwest of the City of Watsonville. It is located just north of Highway 1 between the State Park Drive and Rio Del Mar Boulevard interchanges. The Village is 80 feet above the confluence of Aptos and Valencia Creeks and about one-half mile inland from the Monterey Bay.

The surrounding area is mainly developed with residential uses, and the Village serves as the gateway to the 10,000-acre Forest of Nisene Marks State Park. The main access to and from the Village is Soquel Drive, a major east-west arterial that parallels Highway 1. There are both commercial and residential uses to the east and west of the Village, with the major existing commercial development being the Rancho del Mar Shopping Center, just west of the Village.

There are 65 existing parcels within the boundaries of the Aptos Village Plan with a variety of land uses. These parcels range in size from 2,400 square feet to 4 acres. Previous patterns of development are reinforced by the various parcel sizes, especially in the Village Core, with the large parcels behind the Bay View

Hotel and Aptos Station reflecting their previous industrial uses related to the lumber and fruit packing industries.

Most of the parcels that lie south of Soquel Drive are either small or have potentially severe development constraints such as steep slopes, riparian corridors, and floodplains.

The small parcels that front on Valencia Street, Bernal Street, and Aptos Street are part of the Hihn subdivision, laid out in the late 1800s for residences. These parcels are mostly developed and have a mix of commercial and residential uses.

Figure 1 below provides an overview of land uses in the area, while Figure 2 provides an illustration of the current development pattern in the Village.

100.0	132,548	82	TOTAL
14.6	19,398	32 units	Residential
•			
85.4	113,150	50	Subtotal
4.8	6,358	8	Grooming/Fitness
7.7	10,158	3	Commercial Service
14.3	19,010	J	Government
17.2	22,799	7	Dining and Hospitality
22.4	29, 707	20	Office
19.0	25,118	9	Retail
% of Bldg.	Bidg Area Sq. Ft.	Number of uses in category	Category of Development
	EA (2008)	APTOS VILLAGE AREA (2008)	APTo
TS Z	JRRENT US	FIGURE 1: SUMMARY OF CURRENT USES IN	HIGURE 1: S

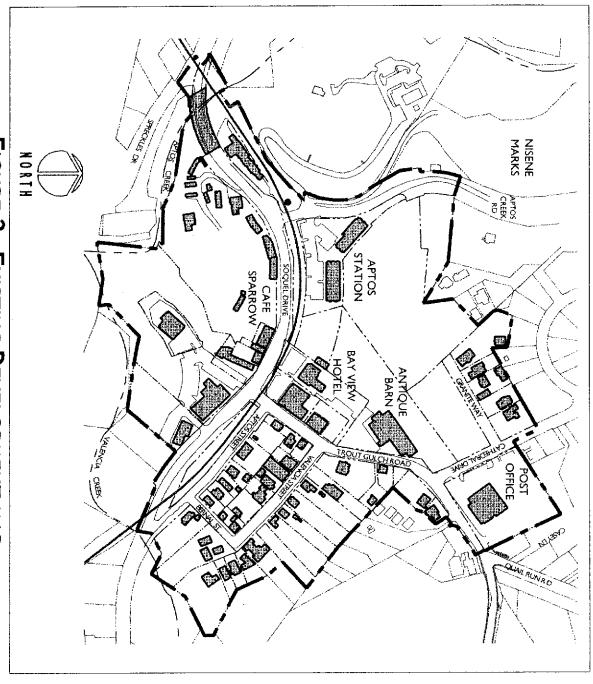


FIGURE 2: EXISTING DEVELOPMENT MAP

VILLAGE PLAN HISTORY

PAST PLANNING EFFORTS

Since 1979, land use in Aptos Village has been governed by the Aptos Village Community Design Framework, a Specific Plan which was originally adopted by the Board of Supervisors on April 17, 1979 and amended on June 18, 1985. The only major new buildings constructed since the late 1960s include the Aptos Station (APN 041-561-01) in 1981, the Founders Title Building (APN 041-042-39) in 1985, and the Appenrodt building (APN 041-042-47) at the southeast corner of Soquel Drive and Post Office Drive in 2006. There were several previous attempts to develop the vacant parcels adjacent to Aptos Station, the Bayview Hotel, and the Hihn apple packing shed (Apple Barn), but for a variety of reasons (including parcel configuration and lack of coordinated planning among all parties regarding development) none of those ever came to fruition.

The Aptos Village Community Design Framework covered an area of about 80 100-acres, including the area covered by this Village Plan. Even though the Framework covered an area larger than the Village, its primary focus was on future development of the Village core area. Due to the lack of progress over the years following approval of the Framework, members of the community felt that a more detailed plan would encourage the Framework vision to be realized. In addition to updating the Framework and re-evaluating the mix of land uses, it was critical to review parcel configuration and infrastructure planning. Therefore, this Plan, which builds upon the Framework, is structured to provide more clarity to guide

possible new development. It is intended that, upon adoption of this Plan by the Board of Supervisors, it will replace the Aptos Village Community Design Framework Specific Plan, focusing on the Village Core area.

SETTING THE STAGE FOR A NEW PLAN

In 2001, the Aptos business community and the County began discussing the possibilities of coordinated development of the vacant parcels in the context of the overall development of Aptos Village. In mid-2002, the County conducted two public meetings to elicit comments from area residents, business owners, and other interested parties about what future development, if any, should occur in the Village.

On a parallel track to that process, the County has, through its Capital Improvement Program (CIP), established a plan for upgrading infrastructure in the Village area. Those efforts will serve to complement the activities called for in this Plan.

- 31 -

HISTORIC ISSUES

A BRIEF HISTORY OF APTOS VILLAGE LINKING SANTA CRUZ COUNTY TOGETHER

On a foggy Sunday morning in May of 1929, two men representing opposite ends of Santa Cruz County met in the middle of the concrete bridge over Aptos Creek and shook hands at the dedication of the bridge. Prohibition required that a bottle of non-alcoholic sparkling apple cider be used in the ceremonial

christening. The ceremony emphasized the historic role that Aptos had played as the main transportation connection within Santa Cruz County. Aptos was and is a place where the major transportation elements come together, where highways and railroad snake around and across a daunting natural landscape.

THE DOMINANT GEOGRAPHY—DOS MALOS PASOS

The Aptos Village site is triangle bounded on the north by foothills, on the east by a ravine cut by Valencia Creek and on the west by a steeper canyon carved by Aptos Creek. The two streams meet at the tip of the triangle, join, and flow to Monterey Bay. This junction of the two creeks was such a dominant feature that many early residents believed the name "Aptos" to be an Indian word meaning "the joining of two waters." There is little evidence in early literature to support that definition, however, and as Donald T. Clark notes in his classic Santa Cruz County Place Names, the source of the name Aptos is "uncertain."

There is nothing uncertain, however, about the transportation challenge posed by those two canyons, and beginning with that first crossing of the "dos malos pasos" Aptos was a challenge for those wishing to travel through it.

THE APTOS TRIBE AND VILLAGE

The prehistoric past of the region is represented by numerous archaeological deposits in Santa Cruz County, and it is doubtless that the ancestors of the historical and present-day Ohlone communities have occupied the county for at least 6,000 years, and likely longer. The Aptos group of Ohlone lived along the shores of

Monterey Bay from the present location of Aptos and eastward about half way to the mouth of the Pajaro River. The Aptos peoples were one of four early groups converted at Mission Santa Cruz, but were actually the last of those four nearby groups to be completely absorbed into the mission in 1796. Although they did marry with their neighbors the Cotoni, Sayanta, and Uypi, they were completely mixed together with the Cajastaca people of the Corralitos area. So much mixing occurred within the nuclear family groups that the idea arises that the Aptos and the Cajastaca were a single tribal group (Milliken 1995).

Several early references from the early Spanish explorers and Spanish Missionary records describe the presence of Indians in the Aptos area when a 1769 exploratory land expedition led by Don Gaspar de Portola saw an Indian village at the confluence of the Valencia and Aptos creeks. The Spaniards recorded the site as "Aptos". In 1791, the Santa Cruz Mission was established west of the San Lorenzo River. Indians from the Aptos area were brought into the Mission compound. Records of Father Crespi in 1769, Father Palou in 1774, and the Santa Cruz Mission in 1791 describe the Aptos region, with some mention of the Native Americans who called their area "Aptos". (Brown, 2001). The first recorded contact came in 1774 when the Rivera Expedition encountered residents of the village at Aptos and offered gifts. The accounts mention seven (or eleven) grass huts and a population that added up to the diarists' estimation of a 'medium sized village" (Brown, 2001)

4

XHIBIT B.

THE SPANISH ERA—1769-1822

The Spanish found traveling across the coastal terrace so "difficult" and "tiresome" that in 1774 they chose the more level and direct route through the Santa Clara Valley connecting Monterey and San Francisco. (Present-day Highway 101.) Santa Cruz and Aptos were on a dead end and the easiest access was by sea. The Indians living in the Aptos area provided most of the converts for the Mission Santa Cruz between 1791 and 1797, and once they were gathered at the mission, except for cattle grazing on the coastal terrace, there is very little activity in Aptos. The road was little traveled, and most access was by sea.

THE CASTRO ERA—1833-1876

In 1833 Rafael Castro, a retired soldier and native of the Villa de Branciforte was awarded a private land grant named Rancho Aptos. The original 4,486 rancho was bounded on the west by Aptos Creek, but in 1840 Castro was granted an additional 2,200 acres extending the boundaries west to Borregas Gulch. Castro built his home on the western bank overlooking Aptos Creek and began raising cattle, shipping the hides off the beach at the mouth of Aptos Creek.

APTOS WHARVES AND THE FIRST APTOS VILLAGE -

Rafael Castro took his Rancho Aptos land title papers to the Land Commission in the early 1850s and in 1860 he received confirmation. Even before he had clear title, Castro received numerous offers to sell his property, but he declined, preferring instead to negotiate leases with the various sawyers and loggers who were interested in the redwood trees growing in the canyons

to the north. To ship the products coming off his own property and those land grants to the east, in 1850 Castro built a relatively short five hundred-foot wharf just west of the creek mouth and during the next twenty-five years, hides, lumber, flour and agricultural products were shipped out across what became known as Aptos Landing. (Collins 1995)

Castro's wharf inspired a small commercial development at the intersection of the County road and the road to the wharf (present-day Wharf Road and Soquel Drive) while several of Castro's adult children built homes along the road to the west. The wharf was improved and extended in the 1860s and lumber, firewood, and agricultural products were shipped off it to San Francisco.

Meanwhile, efforts to create a dependable crossing of Aptos Creek continued. The first bridge built in 1860 was washed out in the 1862 flood and eventually replaced with a covered wagon bridge.

-33*-*

Finally, in 1872 beset with marital difficulties and declining health, sixty-nine year old Rafael Castro sold the bulk of his property to sugar magnate Claus Spreckels for \$71,900 in gold coin. The Castro era of Aptos Village on the western banks of Aptos creek ended in the 1870s with the coming of Claus Spreckels (1872), the arrival of Frederick Augustus Hihn and incorporation of the Santa Cruz Rail Road (1873) and the death of Rafael Castro (1878).

EXHIBIT I

APTOS VILLAGE MOVES EAST: THE LUMBER ERA-1876-1900

Frederick Augustus Hihn had long held a dream of a dependable trans-county railroad and, as the president of the Santa Cruz Rail Road (incorporated, 1873), he led the construction of a narrow gauge railroad between Santa Cruz and the Southern Pacific Railroad junction south of Watsonville. Claus Spreckels was a major stockholder in Hihn's railroad. All of the construction of the Santa Cruz Rail Road was done by Chinese railroad workers. Their conical shaped hats, quilted blue coats and Cantonese work songs were a regular part of the Santa Cruz County landscape during the 1870s and 1880s.

Seeing the potential for his own properties located up Valencia Creek, Hihn guided the route of the Santa Cruz Rail Road into the Aptos Village site even though it required two trestles compared to an easier route downstream that would need but one. Hihn's bringing of the Santa Cruz Rail Road into the present-day Aptos Village set off a boom the results of which are still visible today.

SALOONS AND HOTELS

Before the Santa Cruz Railroad crossed Aptos Creek into Aptos Village in 1876, there was only one small hotel in Aptos Village, but by 1880 there were three hotels and several saloons. One of those hotels, the Anchor House (present-day Bayview) was built beside the railroad track in 1878 by Basque immigrant, Jose Arano. Aptos historians have counted up to 15 saloons in the area by the mid 1880s, serving the needs of the lumbermen and loggers who came into the forests to the north.

ENTER THE SOUTHERN PACIFIC RAILROAD: THE LUMBER BOOM—1883-1900

Though the 1870s were busy in Aptos, the Santa Cruz Rail Road operated at a loss, and in 1882 was sold at a bankruptcy auction to the Southern Pacific Railroad. The entry of the Southern Pacific into Aptos Village brought the fledgling railroad era to its maturity Almost immediately after acquiring the narrow gauge Santa Cruz Rail Road, the Southern Pacific announced it would broad gauge the line, and in the fall of 1883, the first standard gauge locomotive made the trip between Santa Cruz and the SP mainline south of Watsonville. Products could be loaded onto a railroad car and shipped directly anywhere in the United States without having to be re-loaded.

THE LOMA PRIETA LUMBER COMPANY—1883

The Southern Pacific Railroad Company then purchased a 7,000-acre tract of uncut redwood up in the Aptos Canyon and punched a standard gauge railroad up the canyon to get it. Once the Chinese railroad crew had the first three miles of line built, the largest lumber mill in Santa Cruz County in the 1880s began to send a torrent of lumber, railroad ties, shakes and shingles down into Aptos and out to markets all over California.

THE HIHN VALENCIA MILL—1883-1892

Undaunted by losing the Santa Cruz Rail Road and quite willing to take advantage of the Southern Pacific standard gauge railroad connection in the now bustling Aptos Village, in 1883 Hihn built a medium-sized sawmill in Aptos and began cutting, milling and

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shipping part of what he estimated to be hundred million board feet of lumber to his lumberyard in Santa Cruz. The following year Chinese crews built a two-mile narrow gauge track into Valencia Canyon, and over the next eight years redwood lumber flowed out of the Valencia down to Aptos Village. Echoing the paths of the two creeks that framed the village, redwood lumber flowed down into Aptos Village and was shipped out to markets all over the pacific

During the 1880s and into the early 1890s, Aptos Village was a major transportation hub, the area criss-crossed with railroad lines, a depot, and a turntable. One of the legacies of this era is that the land comprising today's Aptos Village was a puzzle of parcels and rights of way. The many parcels, disparate owners and old railroad rights of way became a formidable barrier to later development of the village.

The closing of Hihn's Valencia Mill in 1893 and the Loma Prieta mill in 1899 marked the decline of the Aptos Lumber Boom. Though there were smaller episodic lumber operations into the twentieth century, in 1893 Hihn shut down his Valencia Mill, and in 1899 the Loma Prieta mill was closed, marking the end of the Aptos Lumber Boom. Smaller episodic lumber operations continued north of the village, but when the Loma Prieta tracks up Aptos Canyon were removed in 1926, the lumber era was over.

THE WAREHOUSE—PRESENT-DAY VILLAGE FAIR

In early 1881, in anticipation of opening up his lumber operations in the Valencia watershed, Hihn purchased 27 acres on the Aptos

Village site from the Bernals. He used part of the property as a lumber yard and leased some of it to a local farmer to grow hay. There is evidence that he had a barn on the property by the mid-1880s. A series of recently found Hihn documents leads one to conclude that the main building of the present-day Village Fair (referred to as the Apple Barn in this document) was constructed in 1801

APTOS VILLAGE: THE APPLE ERA-1900-1959

By the late 1890s, paralleling the agricultural trend going on in the Pajaro Valley, apples became the focus of activities on the Apple Village Site. The same railroad that carried lumber to the far corners of the country now began carrying railroad cars filled with apples. Most of the orchards were located north and east of Aptos Village and Frederick Hihn was one of the leaders of this new Aptos industry.

- 35-

By the 1920s Aptos was the second most important apple shipping location in Santa Cruz County. Over 90% of the apples shipped in the 1920s came from Watsonville, and though only 5% of the county's apple crop went through Aptos each year, it was enough to create a microcosm of the apple industry in the Aptos Village. Box making, apple packing, an apple dryer and vinegar works were represented in what became a small apple-centered industrial park.

THE LAM-MATTISON DRYER-1905-1940

While Hihn built the first apple dryer in the Aptos Village, it was not as successful as the Lam-Mattison apple dryer founded in 1905.

Lam Pon, an immigrant from China, became a partner with Ralph Mattison and their dryer became a landmark in the village. Each fall a large group of Chinese laborers came into the village to work in the dryer, and in later years Filipino laborers were the primary laborers. The Lam family continued its partnership with the Mattisons up to 1940. The last of the Aptos apple packing facilities closed in 1959.

A DIVERSE MULTI-CULTURAL AND MULTI-ETHNIC COMMUNITY

In 1920, the U.S. Census taker went from door to door in the Aptos Village, and the surviving manuscript census shows a diverse population living in and around it. Along with those born in California and elsewhere in the United States, nearby farmers included immigrants from Russia, Germany, Spain, Sweden, Denmark, Portugal (Azores), Ireland and England. There was a crew of Italian loggers up in the Aptos Canyon (with their Chinese cook) along with a small crew of woodchoppers from Japan. Croatian apple farmers lived up along Valencia Creek, and that fall the Chinese apple dryer crew would move in to begin working on some of the apples grown up there.

TRANSPORTATION - IMPROVING THE BRIDGES - THE 1920s

Over the years, as automobiles replaced horse-drawn wagons on county roads, the road bridges at the edges of Aptos Village proved to be too narrow for the ever-increasing automobile speeds. In 1925, Santa Cruz County approved and paid for a realignment on the eastern side of Aptos Village, replacing what heretofore had

been a bridge at the end of Valencia Street, rerouting the road to the south and replacing the railroad overcrossing with an undercrossing. Valencia Creek was diverted into a large concrete culvert to allow for the road to cross without building an expensive bridge. That is still the configuration of the Valencia Creek crossing at this writing.

Meanwhile, the approaches at the Aptos Creek road bridge were so abrupt and prone to accidents that by the mid 1920s the first turn was known as the "death curve." In May 1929 a two-lane curved concrete arch replaced the older bridge, and at the dedication representatives from Santa Cruz and Watsonville shook hands at the center of the bridge to signify the unity of the entire county. That bridge continues to be the only western access to the Aptos Village site.

RE-ROUTING HIGHWAY 1—1949

-36-

As part of a county-wide effort to straighten and widen the old-fashioned, narrow state Highway 1, in 1949 the State constructed a new throughway that completely by-passed the original Santa Cruz-Watsonville Road and Aptos Village. As a result, the Village slipped into what several old-timers termed "the doldrums." Even the venerable Bayview Hotel closed for a time. The Aptos Village site continued to have the look of an industrial park, but one by one the businesses closed and the buildings grew empty.

APTOS RENAISSANCE: 1962-1979—THE COMING OF CABRILLO COLLEGE

In 1958, Santa Cruz County voters approved the formation of a junior college with the understanding that the site of a new campus would be located somewhere in or near Aptos. Eventually the site committee selected the Porter-Sesnon property located about two miles west of the Aptos Village site. The coming of Cabrillo Junior College campus in 1962 had an immediate effect on the Aptos area. Resurrection Church opened, Rancho del Mar shopping center opened and Soquel Drive was widened between Porter Gulch and State Park Drive. Also in 1962, the old Loma Prieta Lumber Company property up Aptos Canyon was dedicated as the Forest of Nisene Marks State Park. Surrounding residential neighborhoods which had been primarily dedicated to seasonal, vacation homes slowly changed into permanent housing.

But the Aptos Village site saw few direct effects from this 1960s Aptos renaissance. Many of the older industrial buildings were razed during the 1960s and the lumber-apple industrial history slowly faded away. A strip of older businesses remained on the south side of Soquel Drive, but building activity on the Aptos Village site was sporadic. Efforts to connect with Aptos' history were mostly cosmetic - the naming of the Aptos Station development, for example, in 1974.

Today, there are few visible reminders of Aptos' rich history, save for two notable exceptions: the Apple Barn building representing the lumber and apple industries and the influence of Frederick Augustus Hihn, and the Bayview Hotel, a reminder of the time when Aptos was one of the major redwood labor hubs in Northern California. Perhaps the most visible historical theme is that of transportation - the various pairs of wagon bridge abutments still visible along both Aptos and Valencia Creeks, with Soquel Drive (the old Santa Cruz-Watsonville Road) and the Union Pacific tracks slicing through it all.

HISTORIC RESOURCES

- 37 -

Since the creation of the County's first historic preservation ordinance in the 1970s, a significant number of buildings have been designated as historically significant and have been protected. These buildings add to the character of the Village and County policies require that they be respected by new development in terms of design and scale. The following list contains the sites currently identified in the County's Historic Inventory as historically significant in the Village area, which are illustrated on Figure 3.

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- Aptos Creek Bridge Soquel Dr. at Spreckles Dr.
- General Store and Post Office 8040, 8042 Soquel Dr.
- . Village House 8044 Soquel Dr.
- . Aptos Firehouse/VFW Hall 8037 Soquel Dr.
- Anchor Hotel Bay View 8041 Soquel Dr.
- Apple Barn 417 Trout Gulch Rd.
- 502 Trout Gulch Rd
- Bonner House 420a Trout Gulch Rd
- . Ray McCawley Real Estate 408 Trout Gulch Rd.
- 10. Hihn Aptos Subdivision 140 Summa Court
- 11. Hihn Aptos Subdivision · 140 Summa Court
- 12. Hihn Aptos Subdivision 8059 Valencia Street
- 13. Somerset House 8061 Valencia Street
- 14. Calvary Chapel 8065 Valencia Street
- 15. Hihn Aptos Subdivision 8067 Aptos Street
- 16. Hihn Aptos Subdivision 8065 Aptos Street
- 17. Hihn Aptos Subdivision 8063 Aptos Street
- 18. Twitchell House 8061 Aptos Street

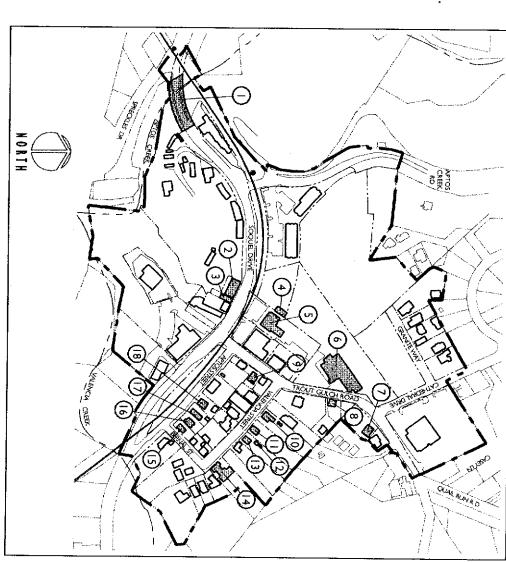


EXHIBIT B.

CHAPTER 2: CONTEXT FOR VILLAGE PLAN

GENERAL PLAN CONTEXT

The Village Plan is intended to comply with General Plan Objective 2.24 and specifically with Program "b", which relates to Aptos Village. Objective 2.24 of the General Plan calls for the continued use of:

Village, town, community and specific plans to provide a planning framework to guide future public and private improvements in town centers... to provide a higher level of planning detail and public involvement; and to promote economic viability, coherent community design and enhancement of the unique characteristics of the village areas... as focal points for living, working, shopping and visiting.

Program "b" of Objective 2.24 recommends that the County "[r]eview and update the Aptos Village Community Design Framework to develop a more specific plan governing land use, circulation, design, and improvements in the village area."

OPPORTUNITIES FOR CHANGE

UNDERUTILIZED PROPERTIES

As mentioned previously, there are several relatively large vacant parcels in the Village Core. These parcels have remained vacant since the demolition of the apple packing related buildings some 40 years ago. Even the Apple Barn property is underutilized, with only about 25 percent of its area developed with buildings and parking.

If more fully developed, these sites could significantly add to the vitality and character of the Village in the future.

MARKET STUDY - COMMERCIAL OPPORTUNITIES

A market study to evaluate the market and financial feasibility of future commercial and residential development in Aptos Village was commissioned by the County and completed by Keyser Marston Associates Inc. in early 2003.

The market study looked first at the Aptos trade area, which the study defined generally as including "all or portions of the communities of Aptos, Seacliff, Rio del Mar, La Selva Beach, and Freedom..." According to the market study "there appears to be sufficient market support for an additional 235,000 square feet of comparison retail, 90,000 square feet of convenience retail and 50,000 square feet of eating and drinking space in the Aptos trade area." The square footages mentioned are net, or leasable, square feet.

- 39 -

The 2003 market study generally described a range of possible mixed- use developments that could occur in the Village to address the market demand. By way of example, they described a mixed-use commercial/housing project that contained 30,000 to 40,000 square feet of retail uses, with office space totaling from 5,000 to 7,500 square feet.

The market study suggests that one of the conditions for success for the Village is to have enough density to create a critical mass and a sufficiently large range of uses to increase pedestrian traffic and business vitality in the overall Village area. While the market study is silent on the precise density needed to create a critical mass and a sufficiently large range of uses to increase Village pedestrian traffic, it states that the density should be significantly above the "typical density" of approximately 25 percent¹.

Insufficient density of development in the Village Core was also noted in an earlier 1989 Aptos Village Market Analysis as a factor in limiting creation of a pedestrian-oriented district. That market analysis suggested a density of 28 to 35 percent would most likely create that critical mass of business activity. Applying the 1989 Market Analysis density range to the Village suggests that available space could provide approximately 54,000 to 67,000 square feet of new commercial development.

MARKET STUDY - HOUSING OPPORTUNITIES

The market study stated that "residential development in the trade area has been primarily targeted to the affluent, younger households newly relocating to the area" and that "nearly all the new residential development in the trade area has been upper-end, luxury single-family executive homes..." Thus the market study reinforced the dubious honor the area has for having some of the highest average and median priced housing in the nation. The Aptos area in particular has some of the highest local housing prices in

the County. According to the market study, "[t]here is little doubt that residential product of various types and of various densities...could be successfully marketed at sites in Aptos Village." Further, the study indicates that it is advantageous to include residential uses in a mix with commercial uses because that enhances financial feasibility and vitality of the area.

The market study did not explore the housing potential in the Village to the degree that it did for the commercial potential. However, the study did suggest that residential units could "consist of a mix of market-rate lofts, flats and townhomes. . .in the range of about 900 to 1,500 square feet" and "might total about 50 units." Thus the residential square footage could be in a range of approximately 45,000 to 75,000 square feet, although there was nothing in the market study that specifically limited the number of units or the square footage.

INFRASTRUCTURE CHANGES

A number of infrastructure improvements that have been planned for years in the Aptos Village area are included in the current Capital Improvement Program (CIP) and could be constructed in the next few years, regardless of what happens elsewhere in the Village. It will be critical to coordinate those improvements with other possible changes in the Village.

POSSIBLE CONSTRAINTS TO CHANGE

TRAFFIC ISSUES

Soquel Drive/Trout Gulch Road intersection currently operates at level of service (LOS) D during the p.m. peak hour. Soquel

Calculating the building area as a percentage of the land area

during the p.m. peak hour. Both are currently not providing Drive/Aptos Creek Road intersection currently operates at LOS E desirable wait times for motorists.

created by additional development are addressed in this Plan. Appropriate solutions to both existing traffic issues and those

PARCEL CONFIGURATION

Station are not conducive to development on an individual lot-by-4 acres. Because of their relatively large size and odd parcel lot basis configuration, the parcels behind the Bayview Hotel and Aptos Village Plan. These parcels range in size from 2,400 square feet to There are 65 existing parcels within the boundaries of the Aptos

buildings on the south side of Soquel Drive (known as Aptos The rest of the Village is comprised mostly of smaller parcels and is required to determine what, if any, development potential exists. Hollow). Further environmental analysis of that area will be largely built out. The one major exception is the area below the

development. Figure 4 illustrates the existing parcel of the Village Core parcel boundaries to allow for coordinated Clearly, one desired outcome of this Plan will be a reconfiguration configurations

INFRASTRUCTURE AND FINANCING

infrastructure needed to support new development and the sources development in the Village Core has been identifying the level of Aside from parcel configuration, the greatest constraint to new

> and vitality of the Village. Chapter 5 presents a discussion of infrastructure needs and financing. and new development, are critical for the successful development of financing. Those improvements, which would serve both existing

EXHIBIT

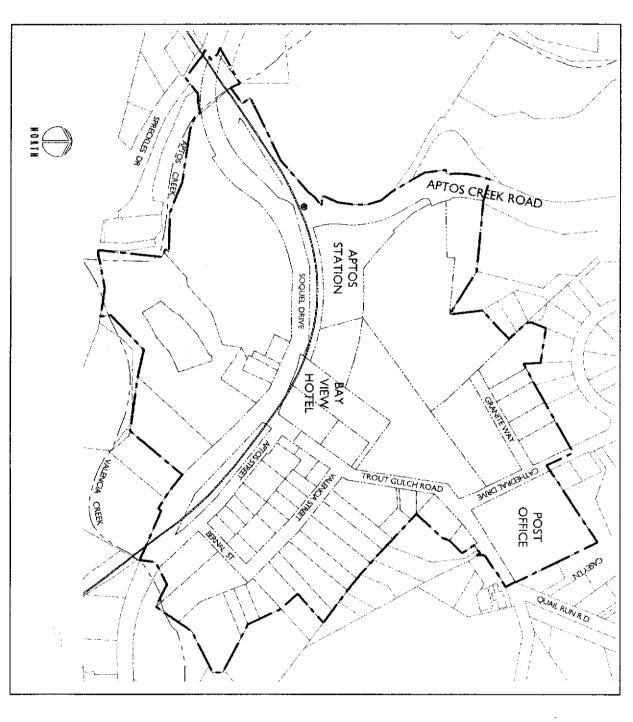


FIGURE 4: EXISTING PARCEL CONFIGURATIONS

CHAPTER 3: THE PLANNING PROCESS

DESIGN CHARETTE

Two initial community meetings were held in late 2002 to discuss the need to update the older Design Framework. In response to positive public input received at those meetings, a community design charette was held at the Valencia School in June 2003. After introductory descriptions of the existing site conditions, opportunities, and constraints, participants were divided into four "Design Teams" to begin the charette process.

COMMON DESIGN CONCEPTS

While each of the four teams generated different design concepts there were significant parallels among them, as discussed below.

Two major organizing principles were common to all four schemes. Each proposed a community open space surrounded by a variety of mixed-use development with retail, office and residential. The open space, through its size, location and nature of adjoining uses could become a memorable gathering place for the Village and the neighboring community. And, each proposed a pedestrian-friendly, mixed-use, neighborhood street that runs east-west across the site.

Commercial uses were proposed on the ground floor of mixed-use buildings and were located along the new east-west street and around the new community open space. Each concept strengthened

the commercial viability of the Village, offering an expanded variety of neighborhood and community-serving retail stores.

New residential developments were proposed on either side of Granite Way, on the sloped hillsides to the north, and on the upper floors of mixed-use development buildings.

Teams shared an interest in providing an information kiosk and entry landmark feature on Aptos Creek Road, which would serve as the gateway to Nisene Marks State Park.

CIRCULATION & PARKING

-43-

All teams developed a circulation concept creating a network of streets and pathways, with an extension of either Trout Gulch Road at Cathedral Drive or Valencia Street at Trout Gulch Road, to Aptos Creek Road, serving as the primary vehicular spine. Most charette concepts extended Granite Way and Village Drive to connect with the new east-west road.

Plans emphasized the need to protect existing parking along Soquel Drive, wherever possible. Various suggestions to locate additional parking to meet the existing and new demands were suggested.

All plans suggested that the Village area should be well connected to the nearby community facilities, such as the Forest of Nisene Marks State Park, the Aptos Post Office, Valencia Elementary

School, and Rancho del Mar Shopping Center, with pleasant and safe pedestrian and bicycle connections.

IMAGE & CHARACTER

Charette participants strongly favored that the overall image for the area should complement the existing village character. The architectural character of the various buildings should be no more than two to three stories.

Most participants felt that the amount of commercial space should not be inappropriately large, with the idea that the nature and size of shops and stores should be primarily to address the needs of the local community and not of a type that would substantially depend on attracting people from a larger regional area, with associated traffic congestion.

Plans suggested that all new and existing streets in the study area should be tree-lined, with pedestrian-friendly, pleasant, walkable sidewalks. The streetscape character of the new east-west street was visualized as a mixed-use street with primarily retail stores fronting the street. Granite Way would be more of a residential street with single-family homes and townhouses on either side. Aptos Creek Road, serving at the primary access route to the Park, could have rows of trees on either side of the road, park entry features, information kiosk, etc.

A strong visible structure would provide a sense of identity and make the Village memorable. Various possibilities proposed for such a structure include a sculpture in the community open space.

park kiosk at the intersection of Soquel Drive and Aptos Creek Road, or an entry feature between the railroad tracks and the Village common.

POST-CHARETTE DISCUSSIONS

Another 10 public meetings were held after the charette, during the fall of 2003. These meetings included smaller committees that refined concepts and general standards for building design, uses, traffic and parking, the Village Common and a skatepark. Finally, a community meeting was held at which attendees wrote and/or drew comments on large conceptual site plans of the Village that were developed from the charette and other meetings. All of the information gathered from the various meetings was then used to develop the vision for the Village Plan.

A progress meeting with the Aptos community was held in February 2008 with additional oral and written comments received from the community.

In addition, 6 neighborhood meetings were held in the fall of 2009 to introduce the draft Plan to the community, elicit comments and answer questions.

THE COMMUNITY VISION

Moving forward with changes in Aptos Village requires a carefully thought out plan and design standards. The design must reflect the community's shared vision for Aptos Village, yet be financially realistic for developers and property owners. Otherwise, it is unlikely that investors will provide the significant investment in infrastructure to make the Plan possible.

As envisioned, Aptos Village will reestablish itself_as the civic heart of Aptos. New private and public investments in the Village will create new shopping, commercial services and residential opportunities that meet the needs of residents. Related infrastructure improvements will increase public parking and reduce traffic congestion. A Village Common and network of sidewalks and bikeways will make the Village an attractive and convenient destination for Aptos residents.

Historic buildings will be preserved and/or relocated such that they provide the setting for new buildings and related infrastructure. The Forest of Nisene Marks State Park, Aptos Village County Park, and Aptos and Valencia Creeks will continue to provide a natural boundary around the Village. New buildings and streets will reflect the small town ambiance of the historic Village.

The vision for the Village includes the following key elements:

- A Village Common at the heart of the community.
- A new east-west street to connect Trout Guich and Aptos Creek Roads.

- A new north-south street connecting Soquel Drive to the new east-west street, intersecting at a Village Common, to provide a face of the new Village Core area to the vehicles and pedestrians using Soquel Drive and to connect the existing Village businesses to the new area.
- Improvement of Aptos Creek Road to become a well announced entrance to Nisene Marks State Park.
- New housing developed as a transitional edge to the existing residential neighborhoods, with commercial and mixed commercial and residential uses in the interior of the Village
- A network of sidewalks making it pleasant to be a pedestrian in the Village.
- Abundant parking, both on and off street, to make shopping convenient. To enhance the Village atmosphere, most offstreet parking will be located behind buildings.
- Well-landscaped streets to give the Village a pleasant and inviting ambience.
- A mix of housing, shopping, dining, community services, and employment to make the Village a colorful, friendly place and one that complements the scale of the current Village area.
- A method to protect and encourage a mix of uses in the Hihn Subdivision (east of Trout Gulch Road).
- A way to include the area south of Soquel Drive as a vibrant and integral part of the overall commercial area in the Village.

Turning this vision into a Village Plan required years of additional work to ensure the feasibility of the vision in the context of financial, land use, property owner, and other realities. Planning staff worked with landowners in the Village and technical consultants to address a number of key issues, including identifying required infrastructure, defining how to finance the required infrastructure, and ensuring that there was a fully cooperative understanding among property owners. Additionally, further traffic

- 46-

analysis and historic and archaeological reviews took place. Once those efforts were completed, this Plan was drafted to reflect both the initial community actions and updated financial and technical information.

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CHAPTER 4: CORE ELEMENTS OF THE PLAN

LAND USES BY LOCATION

area, containing retail, office, service continue the mixed-use theme, although Future development under this Plan will commercial, residential and other uses. The existing Aptos Village area is a mixed-use distinctly residential and those that are there will continue to be areas that are and residential use will provide a transition edge of the Village Core. Mixed commercial existing residential area along the northern Figure 5, new residential uses will abut the distinctly commercial. As is illustrated in as will a mix of commercial and residential continue in the southern parts of the Village of the Village. Finally, commercial uses will new commercial and mixed uses in the heart from the residential uses to the north to the of the Village uses in the Hihn subdivision on the eastside

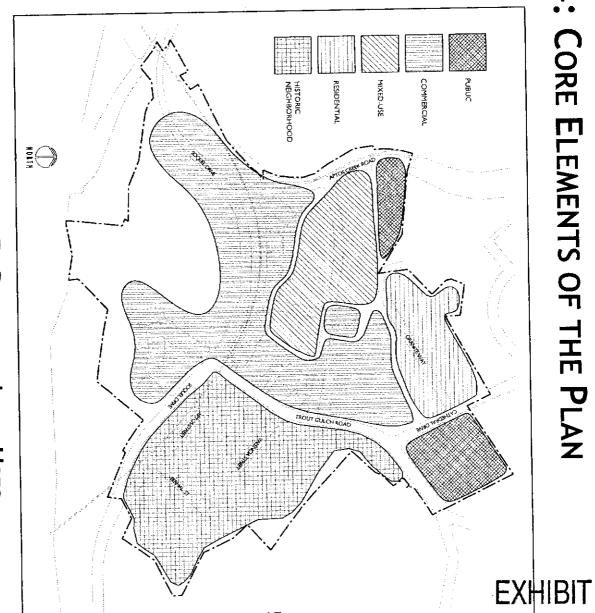


FIGURE 5: PROPOSED LAND USES

PLAN AREAS

detail in the following section of the Plan. Gulch Road. These are illustrated in Figure 6 and discussed in more the Village Core, which lies north of Soquel Drive and west of Trout railroad tracks; II) the area which lies south of Soquel Drive; and III) separated from the rest of the Village by Trout Gulch Road and the structure for discussing future land uses: I) the Hihn subdivision, divide the Village into three major areas that provide a convenient area, as is illustrated in Figure 6. Existing streets and the railroad This Plan, in replacing the prior Framework, focuses on a smaller

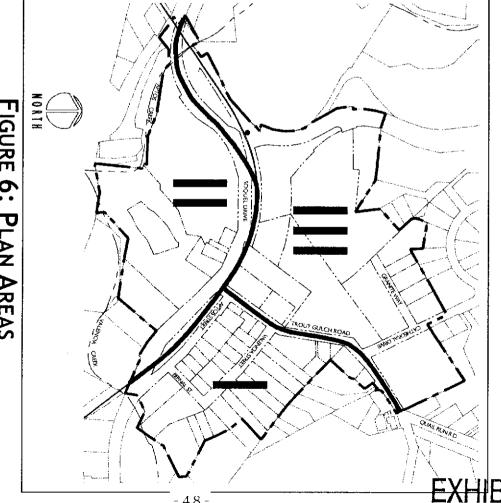


FIGURE 6: PLAN AREAS

- Hihn Subdivision
- South of Soquel Drive
- Village Core

PLAN AREA I: HIHN SUBDIVISION

The Hihn Subdivision lies east of Trout Gulch Road and north of the railroad tracks. The area contains generally small lots with a mix of residential and commercial uses and the largest concentration of historic buildings in the Village with 10 of the 18 designated historic structures in the Village. Additional development potential is limited because the area is mostly built-out and there are challenges in meeting the County Code parking requirements; therefore, required parking for low-intensity commercial uses are relaxed to facilitate commercial vitality of the area.

USES

The intent under this Village Plan is that the Hihn Subdivision area will remain an eclectic mixed-use area allowing stand-alone residential, stand-alone small scale commercial and office uses or mixed uses. The zoning of the area will be changed to promote this variety of uses (see Chapter 7 for proposed zoning.)

PARKING

Residential uses will use the parking standards found in County Code Section 13.10.552.

Commercial uses (except for restaurant or medical office use) will be required to provide 1 space per 300 square feet of gross floor area (excluding areas used only for storage or truck loading).

Restaurant or medical office uses will be required to meet the parking standards found in County Code Section 13.10.552.

NEW COMMERICAL/MIXED USE BUILDINGS

New Commercial or mixed-use buildings shall be processed at the same levels of review as buildings in the C-2 zone district.

CHANGE OF USE

Changes of use that do not result in an intensification of commercial use, as defined in County Code Section 13.10.700-I, and do not include new residential uses will be processed as Level I Use Approvals. This allows existing legal conforming and legal nonconforming uses to change to the same or less intensive use even if there is inadequate or no parking on-site. Changes of use resulting in an intensification of commercial use and/or additional residential uses will be processed as Level IV Use Approvals. All Change of Use approvals shall include a condition requiring compliance with the County Code and Aptos Village Plan sign regulations found in Chapter 6.

PLAN AREA II: SOUTH OF SOQUEL DRIVE

Located between Soquel Drive and the Aptos Creek and Valencia Creek ravines, this area is essentially built out with 21 buildings. While there is little development potential, the amount of new commercial uses in this area is not specifically limited in this Plan; impacts of new development will be analyzed on a project-by-project basis, including the provision of adequate parking.

The limited parking in this area will not support significant new development or intensification of commercial use. Therefore, the two keys for the Plan are how to create strong pedestrian and other connections between Areas II and III and how to address the current inconsistency between commercial uses and zoning.

Connectivity to the other Areas will be through prominent pedestrian crossings of Soquel Drive at Aptos Creek Road, the new north-south street and Trout Gulch Road, a new bus stop on the north side of Soquel Drive and consistent signage throughout the three Areas (see Chapter 6 for sign regulations.) The Area will be rezoned to bring the existing uses closer into consistency (see Chapter 7 for proposed zoning).

The only remaining area with additional possible development potential is the "Aptos Hollow" parcel, APN 041-561-06. However, that parcel, most of which lies 40 feet below Soquel Drive, has numerous constraints on new development including flood plain, biotic, and visual issues. Access to and from Soquel Drive to the lower portion of this area is difficult at best because of the steep slopes and the very low angle of intersection of the existing

driveway with Soquel Drive. Any new proposed development in the Aptos Hollow will need to be addressed outside the context of this Plan.

USES

The intent of this Plan is to allow only low parking demand, pedestrian-oriented commercial uses in expanded or new buildings on those parcels that cannot provide adequate on-site or off-site indentured parking. Mixed-use development is not allowed unless adequate on-site parking is provided. Parcels that can provide adequate on-site parking may apply for uses allowed in the C-2 zone district.

PARKING

Commercial uses (except for restaurant or medical office use) will be required to provide 1 space per 300 square feet of gross floor area (excluding areas used only for storage or truck loading).

- 50 -

Restaurant or medical office uses will meet the parking standards found in County Code Section 13.10.552.

NEW COMMERICAL BUILDINGS

New Commercial buildings shall be processed using the levels of review identified in the C-2 zone district.

CHANGE OF USE

Changes of use that do not result in an intensification of commercial use, as defined in County Code Section 13.10.700-I, will be processed as Level I Use Approvals. This allows existing legal conforming and legal nonconforming uses to change to the

compliance with the County Code and Aptos Village Plan sign Change of Use approvals shall include a condition requiring commercial use shall be processed as Level IV Use Approvals. All on-site. Changes of use resulting in an intensification of regulations found in Chapter 6. same or less intensive use even if there is inadequate or no parking

- 51-

PLAN AREA III: VILLAGE CORE

The focus of the Village Plan is the Village Core. This approximately 15-acre area lies between Trout Gulch Road and Aptos Creek Road, north of the railroad. This part of the Village has the largest potential for new development and is largely underdeveloped. A total of seven commercial buildings currently exist in the Village Core. Three parcels—totaling almost six acres—are vacant. Another three acres have only about 10% of their land area developed. Plan Area III also includes APN 41-561-04: a parcel located on the north side of Soquel Drive with several commercial uses, including Britannia Arms pub.

The Village Core is adjacent to residential development in the Vista Mar Court area at its northern boundary. This Plan envisions providing a residential transitional area with attached housing between the Village's commercial uses and this Urban Low Residential area to the north.

FRAMEWORK FOR THE VILLAGE CORE

TRAFFIC CIRCULATION

As was discussed during the community design process, the existing circulation system must be supplemented to allow for the expanded development in the Village Core. A new east-west road connecting Trout Gulch Road and Aptos Creek Road is required within the Village Core. In addition, a new street is required to connect Soquel Drive to the new east-west street and lead to the new Village Common. Figure 11 illustrates the location of the new

streets. Figure 7 shows a typical cross-section of the new eastwest street.

PLAN FOR VILLAGE COMMON

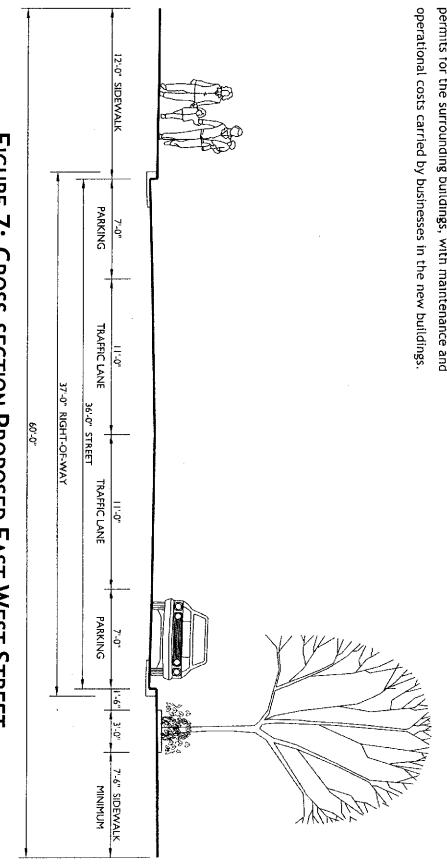
A common feature of most villages is a public open space near the village center that typically includes a lawn area. This open space can serve a number of functions, including public gatherings, a soft contrast to buildings, and a place to simply lie in the sun, read a book, or otherwise relax and take in the surrounding scene.

It is important to the community that the Village Common be a gathering area for social and civic events, so it needs to be large enough to accommodate those events. As well, the location of the Village Common is critical. It should be centrally located and surrounded with or adjacent to uses that encourage pedestrian traffic.

In order to provide this desirable amenity, the Village Common will need to be an open space area of approximately 10,000 square feet (in comparison, a major league baseball infield is 7,000 square feet in size), including a central lawn area, and shall be located at the intersection of the new east-west and new north-south streets (see Figure 11). The Village Common must be integrated with the uses abutting it, meaning that the uses and building designs shall be complementary to the greenspace. A platform or small stage for performances may be incorporated into the design of the Village Common.

EXHIBIT B

permits for the surrounding buildings, with maintenance and design of the Village Common will be reviewed as part of the providing on-going maintenance of the Village Common. Final to be constructed. Future property owners will be responsible for public use. The construction of the Village Common improvements Common shall be located on private property, but reserved for community focus and multi-use community feature. The Village is entirely the responsibility of the owner of the land on which it is At the heart of the Village Core, the Village Common will provide a



- 53-

FIGURE 7: CROSS-SECTION PROPOSED EAST WEST STREET

NORTH - SOUTH

EAST - WEST STREET

Outling Common STREET

- 54 -

FIGURE 8: VILLAGE COMMON (CONCEPTUAL)

SIZE: 10,000 S.F. ±

VILLAGE COMMON

SKATEPARK

As a result of community desires identified during the public input process, development of a skateboard park is included at the edge of the Village Core. During the charette discussions, several possible locations for the skateboard park were identified. This Plan proposes that the skatepark be located at the northwest edge of the Village Core area (see Figure 9). The park will be screened from residential areas by landscape planting and appropriately designed for its location. If a skatepark use is found to be infeasible or undesirable, other public open space/recreational uses may be considered for this area.

It is envisioned that the site will be donated to the County by the landowner, with the County responsible for design, financing and construction of the improvements and operational and maintenance costs. The donation to the County will be credited against the required park in-lieu fees for the new development in the Core area.

NISENE MARKS PARK GATEWAY

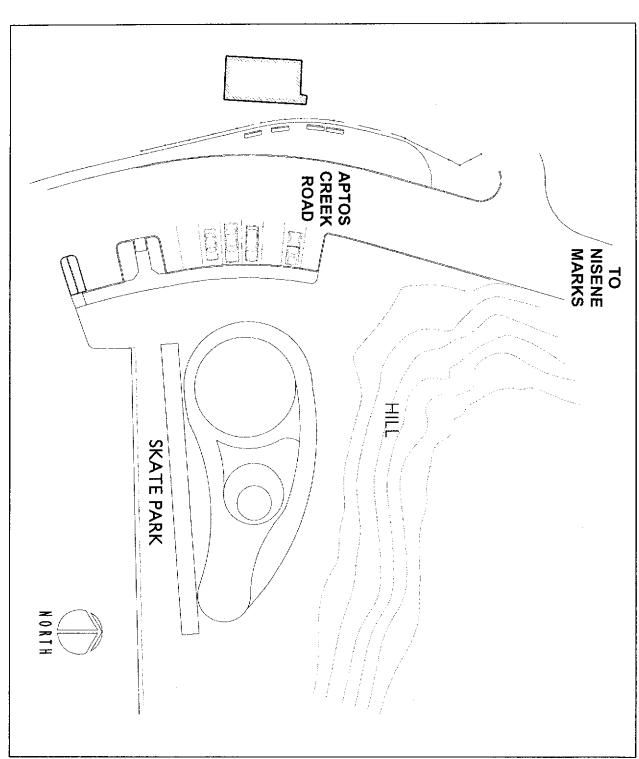
Bordering the Village at its northwest is the entrance to the Forest of Nisene Marks State Park. The Park extends back into the hills many miles and includes hiking and biking trails as well as picnic areas and a large area that is managed as wilderness. It is very popular with local residents who use it extensively. The park provides a dramatic change of scenery from the built environment of Aptos, including several different ecosystems.

Having the park and its entrance abutting the Village is an asset and requires sensitive treatment of that portion of the Village. The entrance of the park also demands better signage than exists now at Soquel Drive and a more defined entrance.

As part of the development of the Village Core, improved park signage shall be provided near the intersection of Soquel Drive and Aptos Creek Road. In addition, an informational kiosk, benches and complementary infrastructure shall be provided (see Figure 10). While it will not be possible to provide a large parking lot to serve the Park in the Village, a parking area will be made available for park visitors along Aptos Creek Road. The construction of these facilities will be the responsibility of the master developer for the Village Core area.

Figure 11 illustrates a summary of the key features of the Village Plan.

- 55 -



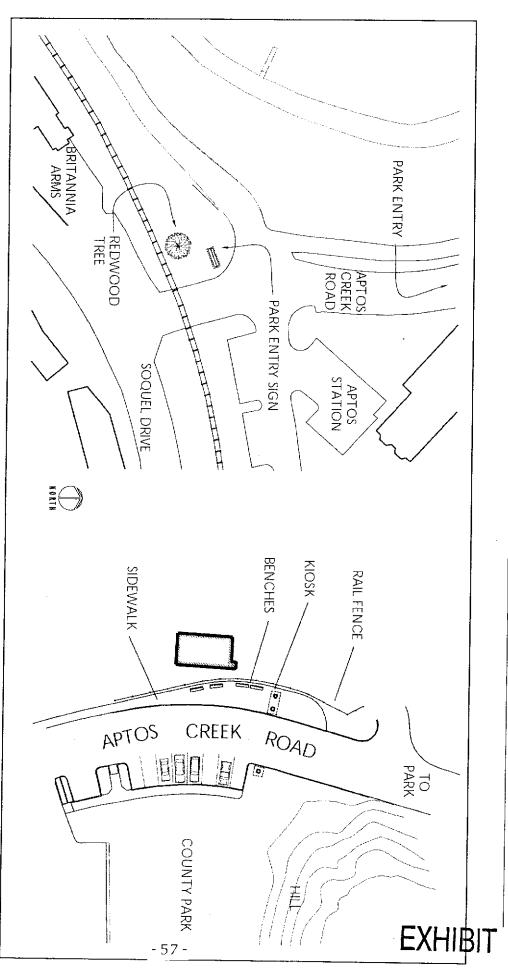
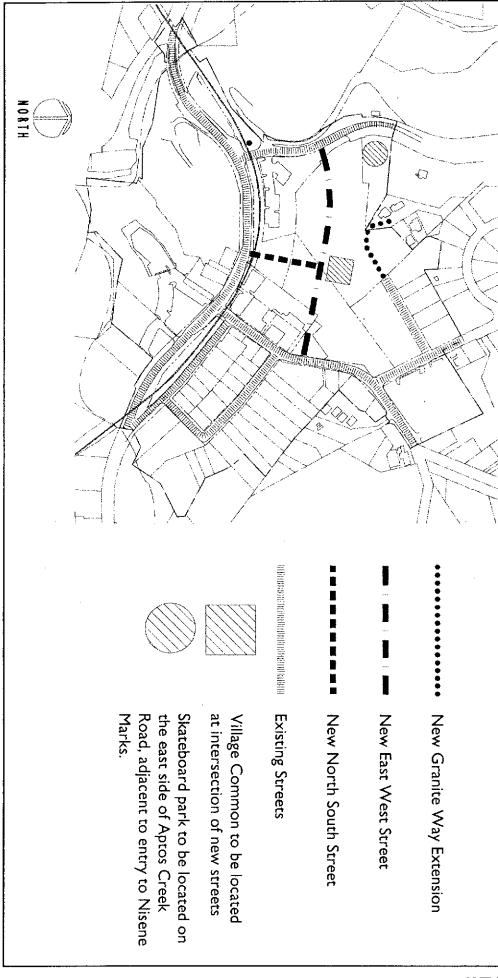


FIGURE 10: NISENE MARKS GATEWAY



- 58 -

FIGURE 11: KEY FEATURES

XHIBIT I

PARCEL RECONFIGURATION

Parcel reconfiguration of the majority of the Village Core will be necessary to facilitate the implementation of the Village Plan, including the creation of the new east-west and north-south streets. Development proposals in the past have not moved beyond the approval stage in part because the proposals attempted to fit the development into a single parcel, without regard to what might occur on adjoining parcels. Therefore, the parcels in the Village Core area must be reconfigured to provide frontage on the new streets as part of the implementation of the Plan.

LAND USES & INTENSITIES

The Keyser Marston market study, mentioned earlier, concluded that there was a strong economic basis for expanding both commercial and residential land uses in the core of the Village. In order to find the right combination of land uses, it is critical to balance a number of factors, including:

- Providing enough square footage to attract the right range of businesses and create a strong pedestrian element;
- Limiting the square footage so that traffic impacts can be mitigated to reasonable levels;
- Providing enough square footage of uses (commercial and residential) to be able to financially support the substantial infrastructure needed to be constructed in the area; and
- Defining the proper scale of development that fits into the character of the Village.

Any change in land uses in the Village will need to address traffic and other infrastructure impacts. It is also important to achieve a

critical mass of activity to create the vitality needed for the economic success for future businesses in the area. While these factors are critical, it is equally important to establish a scale of development that complements and does not overwhelm the character of the Village.

A number of traffic studies have been conducted over the years in the area. The most recent, completed in 2008 and updated in 2009, analyzed potential development of 75,000 gross square feet of neighborhood commercial and 63 residential units. This revised traffic study found that the greatest number of trips—about 320—would occur in the weekday evening peak hour (existing p.m. volume on Soquel Drive is about 1440). The mitigations that would be required to reduce impacts from the additional number of trips to an acceptable level include the following:

The installation of new traffic signals at the Soquel Drive-Trout Gulch intersection (currently needed for existing traffic), including a left-turn lane on westbound Soquel Drive at Post Office Drive;

- 59 -

- Installation of new traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane (currently needed for existing traffic) on eastbound Soquel Drive at Aptos Creek Road;
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village;
- Installation of an exclusive right-turn lane with storage length of at least 300 feet plus transition on eastbound Soquel Drive at the Soquel Drive-State Park-Sunset Way intersection, located outside of Aptos Village. Since the installation of a right-turn lane has right-of-way issues on the southwest corner of the

EXHIBIT B

intersection if ideal lane widths are used, narrower lane widths are recommended.

Assuming that future developments are conditioned to provide those traffic improvements, it appears that development in the neighborhood of that intensity could address the associated traffic impacts, and to some degree, improve current conditions.

Based upon the economic background reports, it appears that this scale of development will also provide the critical mass of development needed to support the vitality of the business area and an active pedestrian element in the Village. Based on further analysis of infrastructure costs, it appears that this level of development can also provide the financing needed for the new infrastructure. While this analysis will assume that the maximum quantity of new development that can be allowed in the Village Core Area will be no greater than 75,000 gross square feet of the total new commercial buildings and new residential use should constitute no greater than 63 new residential units, it is important to note that the issue of proper scale for the feeling of the Village must still be addressed. Scale and other design issues are further explored in Chapter 6.

COMMERCIAL USES

On-site parking and landscaping requirements ultimately limit the area available for commercial use square footage. The County's zoning regulations do not have a maximum limit on commercial lot coverage (the amount of the lot area physically covered with buildings). But the most likely parking-intensive uses anticipated in the Village Core are food service and medical office uses. County

parking standards for food service require one on-site parking space per 100 square feet of area, excluding storage and truck loading area, contrasted with a requirement of one space per 200 square feet of area for retail and general office uses. As well, medical uses require larger parking requirements per square foot of building area (based on the number of practitioners.) A Planned Unit Development (PUD) will be required as an implementation measure of this Plan for the Village Core and is discussed more fully in Chapter 7. The Planned Unit Development will need to establish an upper limit for food-service to ensure that the ultimate combination of uses does not exceed available parking capacity.

The market study indicated office use was the weakest potential commercial use and suggested that office use comprise a relatively small percentage of the total commercial use. As part of the implementation of this Plan, the required Planned Unit Development (PUD) shall specify a limit for new office uses.

In order to respond to the economic report conclusions, the Village Core must include an anchor store (such as a specialty grocery store) in the Apple Barn building. In order to reinforce the Plan goal of attracting small-scale businesses to the area, only one new sub-anchor use not exceeding 7,500 square feet in size is allowed. The size and type of other individual commercial uses will be determined by the Planned Unit Development (PUD) for the Village Core.

RESIDENTIAL USES

Residential uses developed in conjunction with commercial uses enhance the economic viability of commercial uses. Having people living in the Village helps create a more vibrant and livable community. New housing is clearly indicated as a component of new development in the Village Core.

Recognizing that the amount of new residential development must be limited so as not to overwhelm the Village commercial activities, this Plan limits the number of new residential units in the Village Core to not exceed 63 units (this figure includes transitional residential units at the north of the Village Core). As well, the total unit sizes should not exceed 50% of the square footage of the mixed-use buildings so that they do not overwhelm the scale of the commercial uses in the Village.

The Village Core is adjacent to an established Urban Low density residential neighborhood to the north. In order to provide an orderly transition from this area to the commercial areas in the Village Core, the existing area designated Urban Medium density residential on the north side of Granite Way will remain residential and, in addition, a portion of the area on the south side of Granite Way (at the corner with Cathedral Drive) may be used for exclusive attached housing residential purposes.

Like all projects containing residential development, residences built in the Village Core will be required to meet the housing affordability requirements of the County. An allowance for

clustering required affordable units may be considered as part of a Planned Unit Development application for the Village Core.

KEY HISTORIC STRUCTURES

As noted previously, the Village Core was the site of lumber milling and several apple processing and packing operations. One building from the area's past use of apple processing remains: the Apple Barn at the corner of Trout Gulch Road and Cathedral Drive (given an historic rating of NR-3—a designation that recognizes its nomination by the County for national designation). Also located in the Village Core is the Bayview Hotel (rated NR-1 - a nationally recognized structure) and the old Aptos Firehouse/VFW Hall just west of the Bayview Hotel (rated NR-5 - of local interest).

- 61 -

It is envisioned that the Apple Barn could be used as an anchor store. This Plan envisions that the Apple Barn will be relocated to allow its presence on the Village Common and properly interact with the other new buildings. Any such movement will likely require some reconstruction. Because it is an historic resource of significance, any movement, exterior change, or reconstruction of the Apple Barn will require special review and approval by the County's Historic Resources Commission. Available technical information suggests that a minor change in location will not adversely affect the significance of the Apple Barn, given the condition of the surrounding setting. The Plan assumes that the small warehouse, a non-historic building adjacent to the Apple Barn, will be demolished. Any exterior changes must be sensitive to the historic significance and architectural features of the building and any relocation must follow the Secretary of the

Apple Barn is not compromised Interior standards for relocation such that the NR 3 rating of the

significance and architectural features of the building and any original size. Any exterior changes must be sensitive to the historic newer area will be removed to restore the structure to its more added since its period of significance. This Plan assumes that this have determined that a portion of the rear of the building has been need to be relocated within the Village Plan area. Technical studies additional buildings, the historic Aptos Firehouse/VFW Hall will side configuration. Before moving this building, the County's within the Village and present to the street in its current narrowrelocated, the building must be located on a prominent street relocation must follow the Secretary of the Interior standards for To facilitate the new north-south street and the development of associated reconstruction work. Historic Resources Commission must approve the relocation and relocation such that the NR 5 rating is not compromised. If

Village. the Bayview Hotel, any new structures built adjacent to that site that they do not compromise the historic context of this very must be reviewed by the Historic Resources Commission to ensure Finally, given the highest rating of historic significance assigned to important historic resource and centerpiece to the character of the

private and public open spaces, it suggests the likely relocation of Chapter for the Village Core. In addition to new roadways and Figure 12 illustrates in one place the key elements proposed by this

> provide more detailed requirements for these possible buildings. commercial and mixed-use buildings. Figures 23 & 24 in Chapter 6 historic structures and possible footprints for new residential

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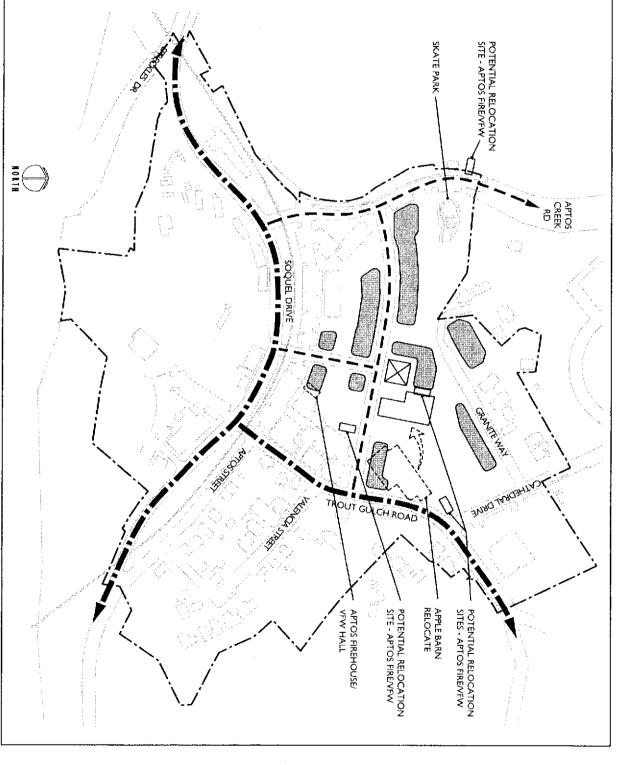


FIGURE 12: VILLAGE CORE DEVELOPMENT POTENTIAL

EXHIBIT 1

Chapter 4: Core Elements of the Plan

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CHAPTER 5: INFRASTRUCTURE

development. congestion, inadequate drainage systems or parking shortages. but also to address additional demand created by new review needed infrastructure—not only to address current needs. Therefore, it is critical that any new Plan for the Village carefully impacts of outdated infrastructure - whether in the form of traffic residents and business owners and customers are dealing with the ways to address the needs of existing development. Currently The infrastructure in the Village is already inadequate in many

will not be realized. Without a clear plan for needed improvements and a means to Plan addresses those improvements and how to finance them. systems, and park and open space amenities. This section of the parking, improved drainage, sewage and water distribution finance them, as has happened in past planning efforts, this Plan improvements, expanded customer, resident and employee infrastructure improvements to the Village area, including traffic The projects envisioned by this Plan will require a wide range of

ROADWAY & TRAFFIC IMPROVEMENTS

and Aptos Creek Road. To address current traffic congestion and the additional traffic anticipated from new development in the Drive to the new east-west roadway, and changes to Granite Way north of Soquel Drive, a north-south roadway connecting Soquel As stated previously, this Plan requires the construction of new roadways to serve the Village, including a new east-west roadway

> Village, several traffic studies have been completed over the years to identify the proper level of traffic improvements that need to be included in the Plan to address traffic impacts. Those additional improvements include the following: included in the Plan to address traffic impacts. Those additional

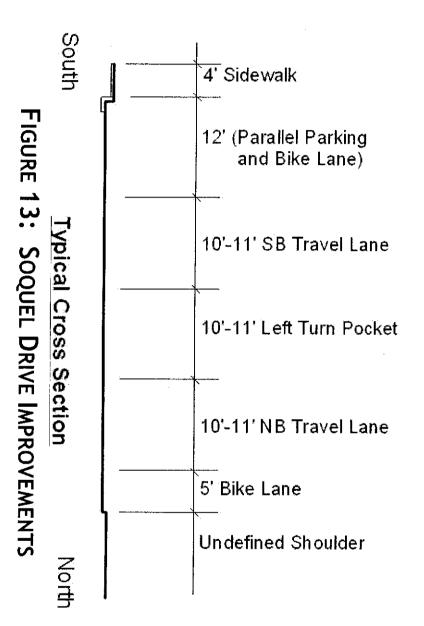
- Soquel Drive at Post Office Drive; Gulch intersection, including a left-turn lane on westbound The installation of traffic signals at the Soquel Drive-Trout
- Soquel Drive at Aptos Creek Road; Installation of traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane on eastbound
- phasing for Aptos Rancho Road, located outside of Aptos Village Modification of signal phasing to provide permissive left-turn (required by the traffic study).
- of at least 300 feet plus transition on eastbound Soquel Drive at Installation of an exclusive right-turn lane with storage length an environmental review mitigation measure). are used, narrower lane widths are recommended (required as outside of Aptos Village (required by the traffic study). Since the Soquel Drive-State Park-Sunset Way intersection, located the southwest corner of the intersection if ideal land widths the installation of a right-turn lane has right-of-way issues on

Additionally, the County and future developers will need to work with the owner of the rail line through the Village to address safety concerns related to the current and proposed railroad crossings.

While Soquel Drive is a major arterial in the Aptos area, it is only a 50-foot wide right-of-way. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road. As illustrated in Figure 13, it is envisioned that Soquel Drive will be improved with 10-11' travel lanes, left turn pockets at Soquel-Aptos Creek Road, Soquel-Trout

Gulch Road and at the intersection of Soquel Drive and the new north-south street. Sidewalks will be provided on the southerly side of Soquel Drive and bike lanes on both sides. Parallel parking will be retained, to the extent feasible, on the north side of Soquel Drive.

Overall roadway and traffic improvements are illustrated in Figure 14.



Chapter 5: Infrastructure

INCLUDING INTERSECTIONS, SIGNALS, & RR XING IMPROVEMENTS FIGURE 14: TRAFFIC IMPROVEMENTS & NEW ROADWAYS,

39

Chapter 5: Infrastructure

SIDEWALK IMPROVEMENTS

Safe movement of pedestrians from one end of the Village to the other is a critical ingredient to the success of the Village Plan. Without improvements, the older part of the Village and the area of new development will never function as one integral Village area. Soquel Drive serves as the single biggest impediment to pedestrian access throughout the Village. Crossing this busy street can be hazardous. Pedestrian access into and out of the Village is also constrained by the lack of sidewalks at the railroad overpasses on Soquel Drive at each end of the Village. Finally, all the streets within the Village have gaps in the sidewalk system. Figure 15 illustrates the location of existing sidewalks in the Village.

Making the Village pedestrian friendly is an important Village Plan goal. New development will be required to create a network of sidewalks that provide for pedestrian connectivity. The elements of a pedestrian-friendly neighborhood include:

- Sidewalks along the edge of all streets, where feasible, and along all building frontages.
- Sidewalk widths that are comfortable for walking two or three people abreast.
- Sidewalks within parking areas and connecting parking areas to street frontages.
- Mid-block sidewalks that connect to parking located at midblock.
- Barrier-free crosswalks with traffic controls, where possible.
- Pedestrian amenities such as benches, lights, trash receptors and landscaping.

Shading for principal sidewalks with street trees, awnings canopies and arcades.

It is critical that most of these improvements be installed concurrently with the private commercial and residential improvements, particularly the crossings of Soquel Drive. Needec sidewalk improvements are illustrated in Figure 16

In addition, an accessible pathway from Aptos Creek Road to the Aptos Village Park is highly desirable to provide improved access to the Park from Aptos Village.

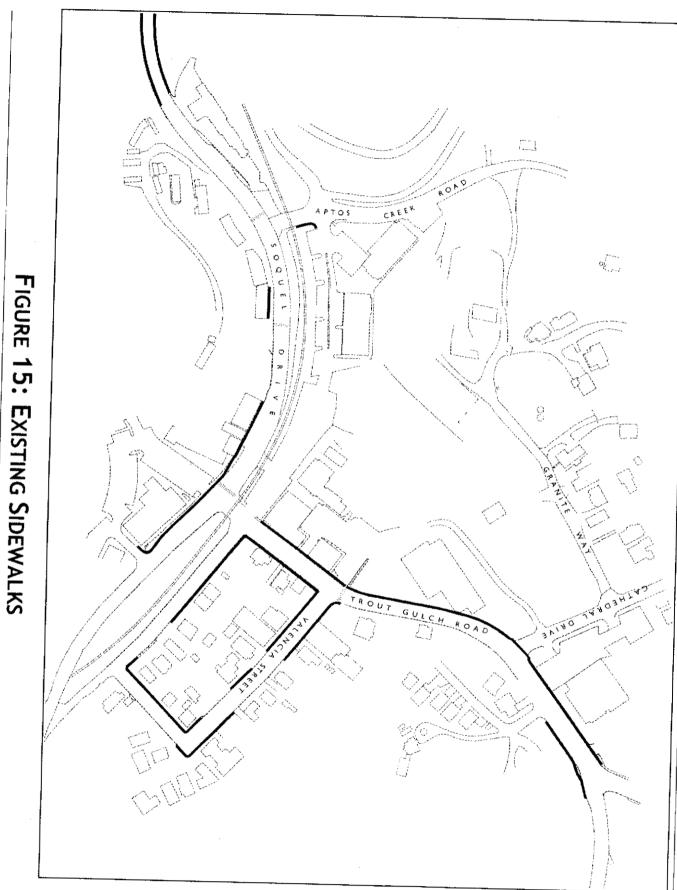
BUS & BIKEWAY IMPROVEMENTS

Bus service is currently provided to the area from Routes 54 and 71 that run between Santa Cruz and Watsonville along Soquel Drive and Freedom Boulevard.

Bicycle lanes exist along parts of Soquel Drive and Trout Gulch Road, but do not connect Aptos Village with other parts of Aptos to the east and west due to the narrowing of Soquel Drive at the two railroad overpasses at each end of the Village on Soquel Drive.

Needed bike improvements include better signage at the junction of Soquel Drive and Trout Gulch Road and bike racks in the commercial areas. Figure 17 shows existing bicycle lanes.

Bus stops will be improved with turnouts, shelters and connecting sidewalks and other pedestrian improvements. Bus stop alternative locations are illustrated in Figure 18



- 69 -

EXHIBIT B

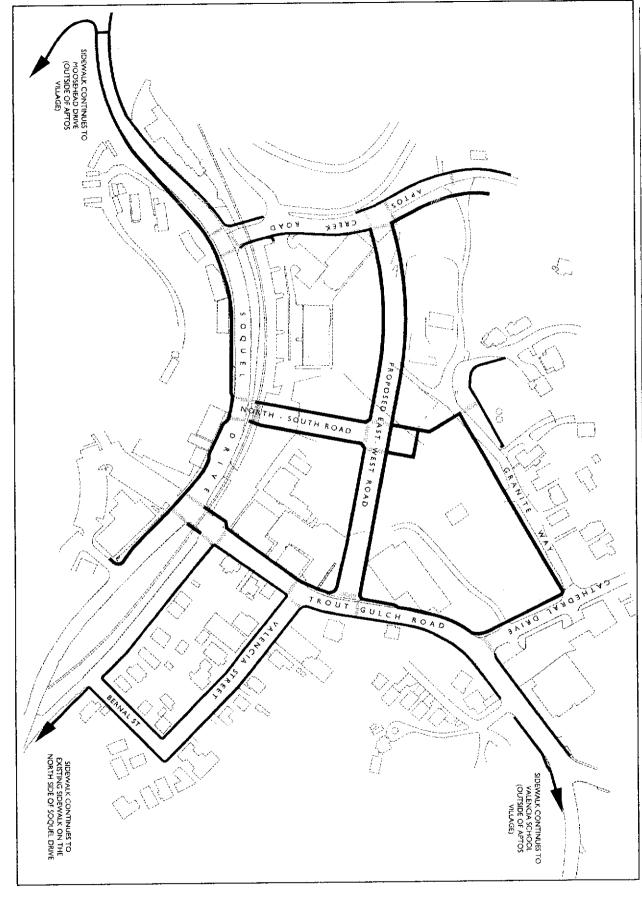
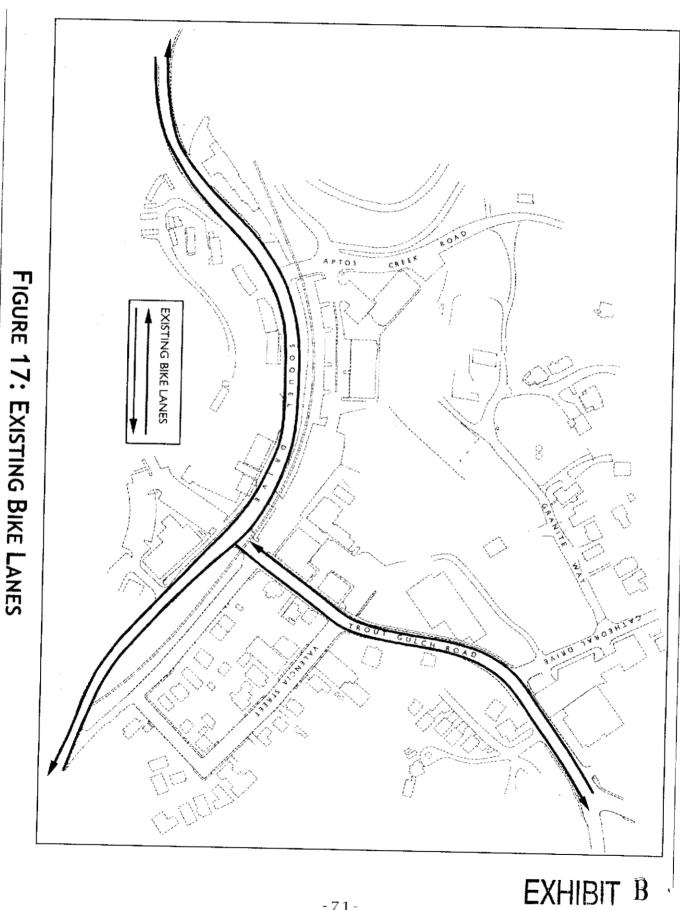


FIGURE 16: PROPOSED SIDEWALKS



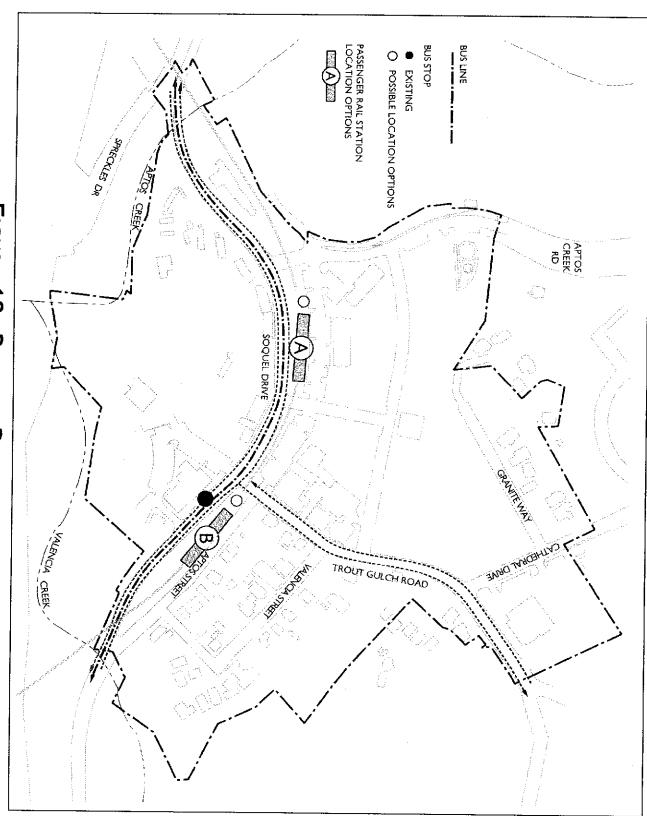


FIGURE 18: BUS AND RAILROAD OPTIONS

RAILWAY LINKS

For many years there has been community-wide discussion about the potential for public ownership of the rail system and the potential for someday having a passenger rail system serving the area. While it is premature to assume that there will be passenger rail service, it is prudent to accommodate the potential for such a plan to occur in the future. Therefore, the Plan identifies two alternate areas to be set aside for locating passenger-loading areas should passenger rail service or a tourist trolley be provided in the future. Both locations A and B are 40' wide and 200' long and bisected by the railroad tracks. Both locations are well connected to the Village by sidewalks. These are illustrated in Figure 18.

VEHICLE PARKING

Existing parking in the entire Village includes about 140 spaces on the street and 375 spaces in parking lots for a total of about 515 spaces. The existing Village Core includes 145 parking spaces in parking lots. It should be noted that this does not include the informal parking that currently is used in the core area - along the north side of Soquel Drive and at the entrance to Nisene Marks Park. As well, these parking tabulations do not include the offstreet parking spaces that serve existing single-family residences on Granite Way, Valencia, Bernal and Aptos Street.

The existing parking supply is poorly distributed and badly connected by driveways and sidewalks to the businesses served. Future parking must not only provide all parking required for new

uses, but also ensure that any existing parking lost to street improvements be replaced when sizing the new parking areas

New off-street parking spaces must be well located to conveniently serve adjacent commercial and residential uses and be well connected by driveways and sidewalks. Additionally, some 80 to 85 more parking spaces will be provided on the new streets.

The Planned Unit Development (PUD) will address the parking needs of the Village Core and require adequate on and off-site parking be provided in the range of 400-500 new spaces dependant on the ultimate amount of new commercial space, residential units and intensity of commercial uses. All new residential units must have reserved on-site parking that is commensurate with the number of bedrooms in the unit. The 400-500 new required spaces will likely exceed the standard number of required parking spaces and can, therefore, be used to mitigate the existing parking spaces lost to street improvements.

In addition, parking spaces for the future skatepark and parking for users of Nisene Mark State Park will be addressed in the PUD. Parking requirements for other areas of Aptos Village are found in Chapter 4.

It is also important to recognize that future County-sponsored improvements along the north side of Soquel Drive could reduce the number of informal parking spaces. This could occur with or without the additional development in the Village Core, given the need to formalize public transit pullouts and related pedestrian

Chapter 5: Infrastructure

The design of this intersection should remove as few existing parking spaces as practical northwest corner of that intersection (currently Britannia Arms). parking at the commercial property (APN 41-561-04) at the Drive/Aptos Creek Road intersection will require reconfiguring well, installation of an eastbound left turn pocket at the Soquel high priority and any spaces lost should be replaced, if feasible. access in the area. Retention of this existing on-street parking is a AS

WATER DISTRIBUTION

Village Plan needs. adequate to meet fire flow demands as well as the proposed District, it has been determined that the existing water system is personnel at both the SCWD and Aptos/La Selva Fire Protection are located in the "flatland" area south of Soquel Drive and along the westerly side of Aptos Creek Road. Through discussions with mains are generally 6-inch to 8-inch diameter. Existing SCWD wells portion of development area lacks any existing facilities. Water with the exception of the extension along Granite Way, the interior operated by the Soquel Creek Water District (SCWD). However, Drive, Trout Gulch Road, Cathedral Drive and Granite Way provide water to serve the Village's needs. The system is owned and Currently, water distribution lines in Aptos Creek Road, Soquel

identified a potential need for a well site within the Village Plan installed throughout the development area. Additionally, SCWD has In conjunction with new development, new water lines will be

WATER SUPPLY

landscaping. Soquel Creek Water District in addition to using drought-tolerant will be subject to these or subsequent requirements adopted by the development (currently 1.2 to 1.) Any development in the Village offset to exceed the projected water demand for the new needs of the new development. In fact, the program requires the other properties in an effort to create "new" water to meet the requires developers to retrofit existing water consuming fixtures on particular, they have instituted a "water offset" program that protection of the water supply for current and future customers. In the District has implemented a number of measures to ensure the Water District, has reached or exceeded its safe yield. As a result, that serves as the principal source of supply for the Soquel Creek how it will be distributed. Over the years, the groundwater basin The issue of the source of water supply is a different issue than

SEWER SERVICES

the Santa Cruz County Sanitation District system. the Bay View Hotel and surrounding buildings. The system is part of extensions along Granite Way and from Trout Gulch Road to serve around the perimeter of the development area with short Much like the existing water system, sanitary sewer mains exist

the system in Soquel Drive flowing westerly toward Spreckles Drive. westerly portion of the development area. The 8-inch line ties into feet and will provide connection points for extensions into the An 8-inch line runs north along Aptos Creek Road approximately 600

46

Waste from the easterly half of the site as well as surrounding neighborhoods is collected in Trout Gulch Road. From there an 8-inch line carries it east along Valencia Street, then Bernal Street to Soquel Drive from where it leaves the Village heading easterly.

All waste from the Village area is sent to a pump station near the beach in Rio del Mar flats, where it will be piped in existing mains northward to the main sewage treatment plant in Santa Cruz. The Santa Cruz County Sanitation District has conducted video inspection of the existing systems within the entire Village Plan area and has identified the need to replace some of the mains. These improvements will be made by the Sanitation District prior to or in conjunction with any other infrastructure improvements made in conformance with the adopted Village Plan.

STORM DRAINAGE

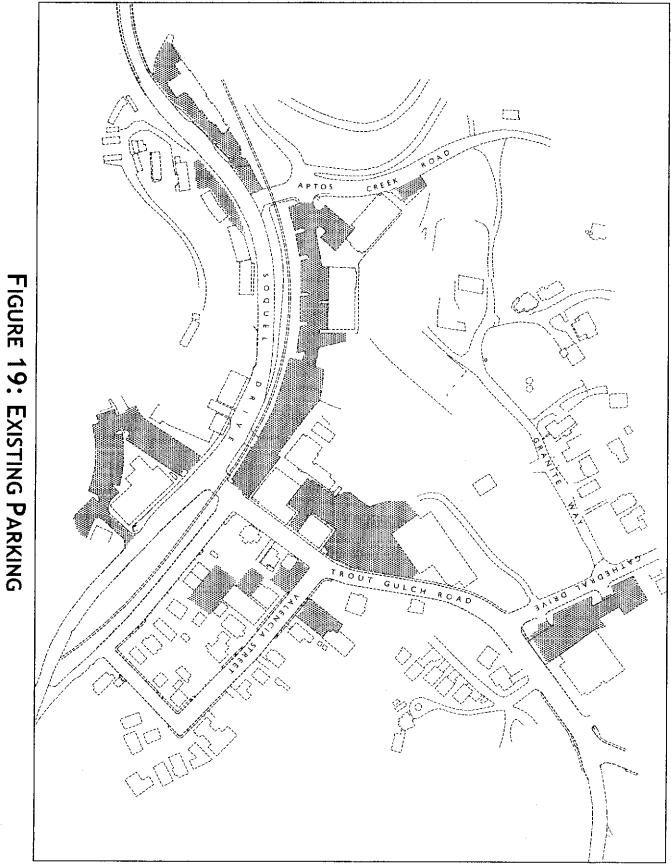
Presently, the Village area has very little in the way of storm drain improvements other than a system in Trout Gulch Road at the intersection of Cathedral Drive. That system conveys storm water easterly to Valencia Creek. Elsewhere throughout the Village storm runoff is handled by surface means in an informal and unregulated fashion with about 2/3 draining to Valencia Creek and about 1/3 draining to Aptos Creek. See Figure 20 for the existing storm drainage system. Soils behind the existing buildings along the northerly side of Soquel Drive are frequently saturated during the winter season, resulting in several areas of standing water. In the lower regions around Aptos Station and the Bay View Hotel, runoff from the parking areas is generally directed toward the northerly side of the railroad tracks paralleling Soquel Drive where the water

tends to pond in the winter months before flowing into Aptos Creek.

Future development must provide engineered drainage improvements that will maintain or improve pre-development release rates and include an engineered system of inlets and storm drains designed to convey peak runoff to designated points of discharge near Aptos Creek and Valencia Creek (as conceptually illustrated in Figure 21). Detention basins, bioswales, rain gardens and other similar "Best Management Practices" will be required to maintain or improve pre-development release rates, maintain water quality and supply and protect the two creeks from hydrologic disturbances. Future developers of the Village Core area will be required to coordinate drainage infrastructure and management.

Chapter 5: Infrastructure

-75-



49

Chapter 5: Infrastructure

EXHIRIT B

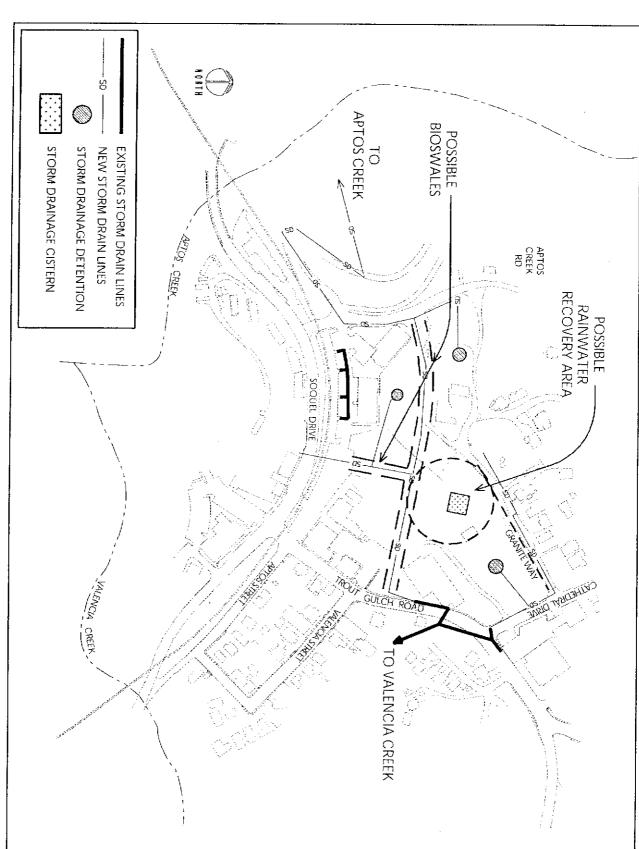


FIGURE 21: PROPOSED STORM DRAINS

INFRASTRUCTURE FINANCING

Providing financing for the scale of infrastructure needed to make this plan possible is a major challenge. Preliminary estimates suggest costs for infrastructure improvements at approximately \$10 million (in 2007 dollars). The majority of these costs will need to be borne by future developers, under the guidance of this Village Plan. It will be critical to ensure that the Plan provide adequate development potential on vacant properties to allow developers to shoulder these substantial costs. It is also appropriate for the County to play a role in financing and constructing some of these improvements.

This Plan envisions that the Village Core be developed as a whole, although various aspects of the development may be phased. As part of the Planned Unit Development (PUD) for the Village Coré, the developers may request that the Board of Supervisors direct the use of impact fees to particular County projects in the Village or reduce all or a portion of the applicant's impact fees in recognition of other off-site improvements that they will construct in and near the Village.

Design and construction of a new east-west street, and new north-south street connecting Soquel Drive to the new east-west street by the developer will qualify for fee offsets.

The following off-site improvements qualify for fee offsets, based on total costs:

- Design and construction of drainage systems outside the boundaries of the Village Core.
- Although not offsite, the skatepark donation (dedication) to the County.
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village.

This Plan envisions that the following improvements will ultimately be constructed by the County, as part of the overall improvements to the Village area:

- Traffic signals and westbound left turn lane onto Post Office Drive for Trout Gulch/Soquel Drive intersection;
- Traffic signals and eastbound left turn lane for Aptos Creek Road/Soquel Drive intersection;

-79-

- Cost-share improvements to Aptos Creek Road roadway with future developers;
- Railroad safety barriers where they are required for Aptos
 Creek Road and Trout Gulch Road railroad crossings.
- Sewer mainline replacements and upgrades along Soquel Drive, Trout Gulch Road, Aptos Street, Bernal Street, Valencia Street and across the northern portions of APNs 41-011-32 and 041-011-34.
- Roadside improvements along the north side of Soquel Drive (between Aptos Creek Road and Trout Gulch), Aptos Creek Road, and Trout Gulch (except the frontage of the new development areas).
- Installation of an exclusive right-turn lane with storage length of at least 300 feet plus transition on eastbound Soquel Drive at the Soquel Drive-State Park-Sunset Way intersection, located outside of Aptos Village. Since the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal land widths are used, narrower lane widths

7

- are recommended (an environmental review required mitigation measure for cumulative impacts).
- Installation of an accessible pedestrian pathway from Aptos Creek Road to the Aptos Village Park.
- Pedestrian improvements across the Soquel Drive Bridge, from Soquel Drive along Spreckles Drive to Moosehead Drive and along Trout Gulch to the Valencia Elementary School. These improvements may occur at a later date, depending on available funding.

Development will address the phasing of and responsibility for whose traffic will impact these intersections. The Planned Unit infrastructure improvements in more detail. installed prior to occupancy of new buildings in the Village Core Road and Soquel Drive-Trout Gulch Road intersections must be adequate public funding sources or grants cannot be identified; however, needed improvements to the Soquel Drive-Aptos Creek components of the infrastructure improvements that are the responsibility of the County could lag behind the development, if County's share of improvements. It is possible that some sources. The County's CIP should be updated to include the through development impact fee revenues, grants, or other would be about \$3,750,000 which would need to be financed costs, or about \$4,200,000. The County's share (in 2007 dollars) Based on the most recent cost estimates, the developer would be responsible for approximately 52% of the overall infrastructure

CHAPTER 6: DESIGN

The purpose of this Chapter is to define in more detail the design requirements for the Village area and for the new development area in the Village Core.

Residents of Aptos have experienced numerous proposals for new developments in the area over the years. For a number of reasons, property owner cooperation and financial feasibility has faded over time. The point of this Chapter is to clearly define the foundation design concepts that will be expected of anyone attempting to implement this Plan -- whether next year or ten years from now.

UNIFYING THE VILLAGE

Before engaging on the details for new possible developments in the Village Core, it is important to first establish key design elements that will serve to unify the overall Village area. Because it is important for the entire commercial area in the Village to function as one cohesive area, with the benefits of the new development experienced by the entire business district, it is important to unify the area with regard to a number of key features, including:

- Entry signage for the Village,
- Common private business signage standards,
- Common street lighting,
- Integrated pedestrian improvements, including key connections across Soquel Drive,

- Access from public transit to all areas of the business district,
- Common street side landscape features, where possible, and
- Common architectural design standards among the commercial buildings.

These are discussed in more detail in the following sections of the Plan.

SIGNAGE

ENTRY SIGNAGE

Clearly defined complementary entry signs for the Village should be provided along Soquel Drive at the eastern and western entries to the Village, as well as entering the Village from Trout Gulch Road. The location of this signage will be addressed in conjunction with planned improvements to Soquel Drive and Trout Gulch Road.

-81-

PRIVATE BUSINESS SIGNAGE

The regulations for business signage in this section are specific, as signage in the Hihn Subdivision and South of Soquel Drive areas will not be further regulated by a PUD.

Private business signage throughout the older and newer sections of the Village should reinforce the pedestrian character of the area. While harmony of signage is desirable, uniformity stifles the uniqueness of the Village; therefore, several types of acceptable signage are allowed.

The following are the sign standards for the Village Plan area:

- inches) per lineal foot of the frontage of the business. Sign area The maximum sign area is limited to $\frac{1}{2}$ square foot (72 square
- The area within a well-defined sign border
- On a sign without a defined border, the area within the perimeter which encloses the letters, symbols or logo.
- More than one sign per business is allowed as long as the maximum sign area is not exceeded

Allowable sign types include (also see Figure 22):

- Wall signs
- wall or hanging from a soffit. Soffit signs must have a Blade signs: Blade signs may extend out from the 6" gap between the sign and the soffit. One blade sign the sign. The sign is limited to 24" extending from a must be at least 7 feet of headroom to the bottom of is allowed per business façade or hang from porch and arcade soffits. There
- ω business) not exceeding 24" in width and 36" in height A-Frame (Sandwich Board) sign: (one maximum per traffic. The sign shall be removed when the business is located inside a dooryard and not impeding pedestrian
- 4. 3 feet and 6 feet above the sidewalk. Window sign area windows except in any portion of the window between Window Signs: Window signs are allowed in storefront which it is located. must not exceed 20% of the glass area of the window in
- Ċι One monument sign may be allowed for each of those buildings facing Soquel Drive or Trout Gulch Road.

Prohibited sign types include:

- 2 dooryard or impeding pedestrian traffic. A-Frame (Sandwich Board) signs located outside of a

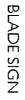
Chapter 6: Design

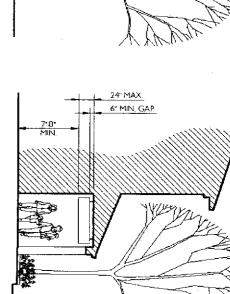
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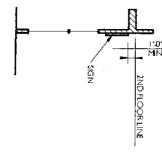
'n Monument signs for buildings not facing Soquel Drive or Trout Gulch Road.

SIGN LIGHTING

allowed. Neon signs are not allowed; however, accents are signs may be lit from below. Internally lit and box signs are not allowed. Wall, blade and window signs may be lit from above. Monument



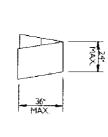




SIGN AREA

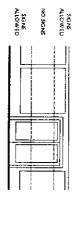
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A-FRAME SIGNS



STOREFRONT

PORCH OR AWNING



WINDOW SIGNS

STREET SIGNS

4" STREET NUMBER REQUIRED



55

Chapter 6: Design

STREET LIGHTING

Street lighting in the Village should be consistent and complement the character of the architecture of the Village by being historically appropriate. Lighting should illuminate the street and not upper-story residential units or the night sky.

It will be important to establish a funding mechanism for maintaining the new street lighting, ideally funded by merchants in both the established and new business areas.

STREET FURNITURE

Attractive street furniture can serve as jewelry to a neighborhood's appearance. Benches, waste receptacles, landscaping grates and similar items should be selected for both their utility and enhancement of the architectural character of the Village.

INTEGRATED PEDESTRIAN IMPROVEMENTS & DISABLED ACCESS

As was already illustrated in Chapter 5, sidewalks will need to create a strong pedestrian connection between the new and older portions of the Village. Additionally, it will be critical that access for persons with disabilities be provided from the new, more formal transit bus pullouts to both the established and new commercial areas of the Village.

UNIFYING LANDSCAPE FEATURES

Since the new east-west and north-south roadways will be designed and built to include street trees and other landscaping, it will be important to provide such features, with similar drought-resistant

landscaping materials, as part of County-funded improvements along Soquel Drive, Trout Gulch Road, and Aptos Creek Road. Because the width of the right-of-way is limited in some areas, such features would only be required where adequate space exists Additionally, it will be important to establish a funding mechanism for maintaining such landscaping, ideally funded by merchants in both the established and new business areas.

ARCHITECTURAL DESIGN

The issue of architectural design is a more delicate topic. Some would suggest that new buildings be designed to strictly conform to the predominant architectural character of the established business area. Others would argue that new structural design requirements, available materials, and the desire for providing opportunities for more diversity in architecture would lead to a lighter touch in terms of architectural standards. In fact, there is room between these two perspectives, which allows for newer buildings that meet current standards while reflecting some of the key elements of the current style buildings. The new Appenrodt building at the southeastern corner of the Soquel Drive/Trout Gulch intersection (APN 41-042-47) is a good example of balancing these two goals.

- 84 -

This Plan recommends that balance be extended to new buildings constructed throughout the Village area. In addition, it is required that new buildings incorporate green building principles in layout, materials and finishes. More details for the Village Core Area (Area III) are discussed in the following section.

NEW DEVELOPMENT AREAS

DEFINING OPPORTUNITY SITES

As was the case with the 1979 Design Framework for the Village, this Plan builds from a core framework of elements within which the various development sites become defined. These key elements include the existing and new roadways serving the area and the private and public recreational areas (Village Common and Skatepark).

Once those elements are defined, a series of possible development sites become defined. These are illustrated and numbered in Figure 23, with development potential within each site described below in Figure 24. Altogether, these sites, if developed to the maximum allowed by Figure 24, would add 75,000 gross square feet of new commercial space and 63 residential units to the Village Core area. While there may be some minor variations to what is laid out in that figure, for the purpose of this Plan, it defines the upper limit of possible development.

Chapter 6: Design FIGURE 23: MAP OF VILLAGE WITH KEY FEATURES AND DEVELOPMENT OPPORTUNITY

58

EXHIBIT B

FIGURE 24: DESCRIPTION OF DEVELOPMENT POTENTIAL OF SITES (KEY TO FIGURE 23)

6	4 0		W	2	_	Site #
2,500	13,000	31,500	10,500	0	0	Maximum Commercial Square Feet
0	0	∞	17	-13	6	Maximum Number of Residential Units
2	2	ω	2 with lofts	2	ω	Maximum Number of Stories
Building must front on the new east-west street. Parking may occur off-site through indenture. If no building is proposed for this area, the 2500 maximum square footage may be reallocated to other site(s). The rear of the Bayview Hotel property, if no building is proposed, must be improved to provide a welcoming presence along the new east-west street frontage.	If a sub-anchor building is proposed for this area, the design of the building, must give the appearance of a multiple tenant building. A portion of the building must front on Trout Gulch Road. Entry and access must be from the new east-west street.	This area includes the Apple Barn and at least two other buildings. 3-story buildings facing the Village Common must minimize shading of the Village Common, include articulation to soften the bulk of 3-story buildings and allow for a harmonious transition to buildings of fewer stories such as the Apple Barn building.	Buildings must appear as 2 stories along the new east-west street frontage.	Attached row-house style multi-family dwellings developed at RM-2 density. Some units must front on Cathedral Drive.	Multi-Family attached dwellings developed at RM-3 density. 3 stories allowed if 1 st story is used for in-grade parking.	Uses/Other Requirements

Chapter 6: Design

Totals	9	8	7	Site #
75,000	6,000	6,000	5,500	Maximum Commercial Square Feet
63	4	10	7	Maximum Number of Residential Units
	2	2 with lofts	2 with lofts	Maximum Number of Stories
	"front" appearance on the new north-south street frontage	street frontage.	articulated corner feature. Buildings must appear as 2 stories along the east-west and north-south street frontages.	Uses/Other Requirements

INITIAL DESIGN STANDARDS

In addition to establishing size, height and uses for the various private development opportunity sites created through this Plan, it is important to establish some basic parameters for the design of the buildings located on these sites. While more detailed design standards will be established in the implementing Planned Unit Development (PUD) for this Plan, key principles can be established at this time, including:

- To encourage more opportunities for quasi-public outdoor uses, establish that the County-controlled right-of-way along the new roadways in the Village Core will only cover the curb-to-curb area, allowing for more flexible uses along the sidewalk areas and private financing for the maintenance of planters and sidewalk areas.
- To create a more pedestrian and business friendly environment, require that new buildings be built in a location close to the new street (through reduction or elimination of

Chapter 6: Design

6

front yard setbacks) with off-street parking generally to the rear of buildings.

- To ensure that larger commercial uses not dominate the new development area or existing commercial areas including the Bayview Hotel, the PUD will establish frontage and appearance standards for anchor, sub-anchor and other new buildings.
- The architectural style of the buildings fronting the new east-west and new north-south streets shall give the impression of being constructed over a period of time, as is the case of organic main streets, rather than appearing to be matching or identical.
- To provide for an interesting variety of exterior materials and to honor the character of the current Village, a variety and mixture of exterior materials are encouraged.
- To encourage more vital activities in commercial and mixed use areas, require dooryard areas that allow for quasi-public outdoor areas in the front of businesses for street furniture and other uses (see Figure 25), wherever possible.

- 88 -

- To enhance the appearance of the new development areas, require privately maintained planting pockets along the new roadways (see Figure 26).
- To encourage more interest in business areas and passage to parking lots, allow arcades through commercial and mixed use buildings (see Figure 27).
- To encourage residential activity along the new roadways to enhance vitality and create a public presence 24/7, allow overhanging decks (on upper stories) or porches to intrude into traditional setback areas (see Figure 28).
- To encourage more interesting architectural texture, allow other building projections into setback areas (see Figure 29).
- To provide visual interest, a variety of roof types shall be used in both commercial and residential structures.
- To provide for complementary storefronts among buildings and provide light and adequate window area, establish standards for storefronts. Awnings may be used to shield glare and provide visual interest (see Figure 29).
- Signs (see text on pages 53 to 54 and illustrations in Figure 22).

Chapter 6: Design

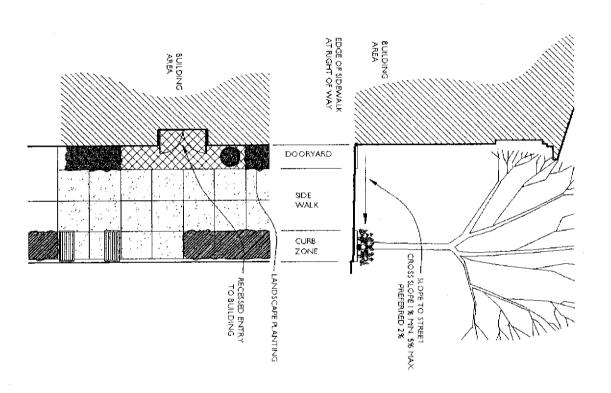


FIGURE 25: DOORYARDS

62

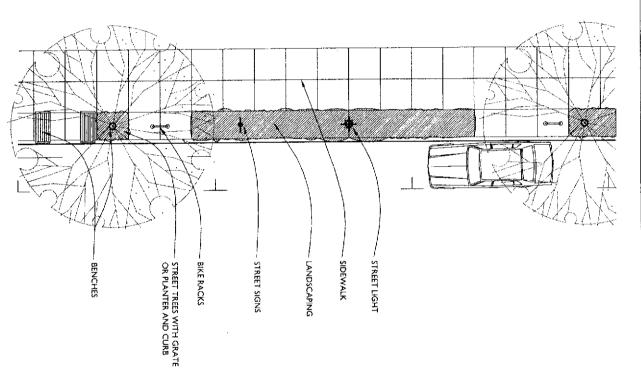


FIGURE 26: PLANTING POCKETS ALONG ROADWAYS

Chapter 6: Design

EXHIBIT B

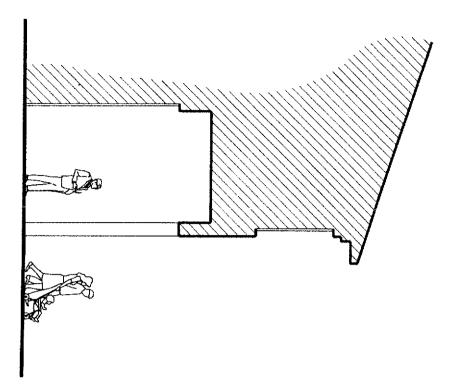


FIGURE 27: ARCADES

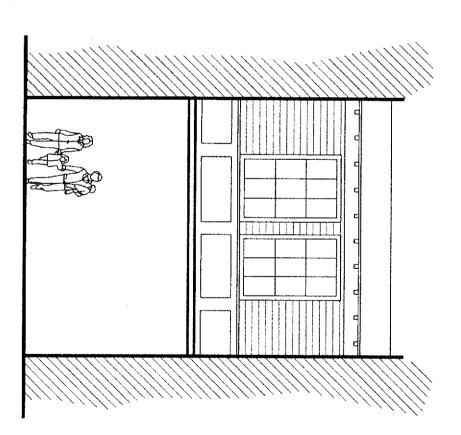


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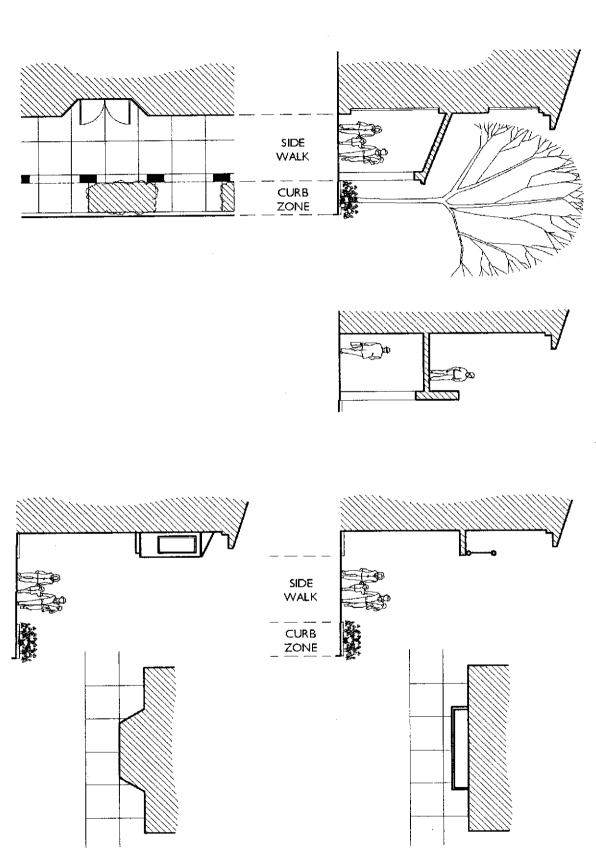
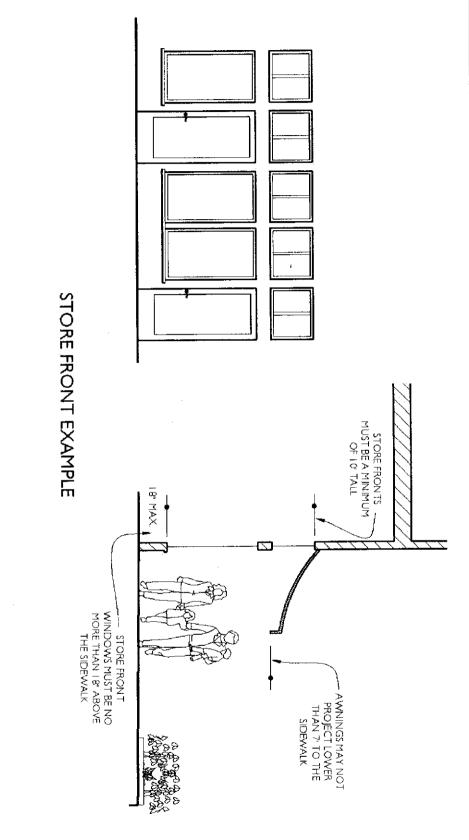
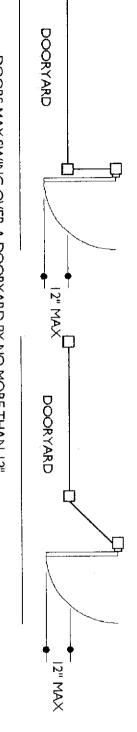


FIGURE 28: UPPER STORY PROJECTIONS

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Chapter 6: Design





DOORS MAY SWING OVER A DOORYARD BY NO MORE THAN 12"

FIGURE 29: STORE FRONTS

66

EXHIBIT B

CHAPTER 7: CONCLUSION & PLAN IMPLEMENTATION

For decades there has been an interest in expanding and unifying the various portions of the Aptos Village area. Building on the Aptos Village Design Framework, developed in the 1970s and modified in the 1980s, the community in 2001 came together to update that Framework and provide further details for changes in the Village area, in the form of a Village Plan. The initial stages of the associated community planning process developed a number of key goals for the Plan, including:

- Creating a Village Common at the heart of the community.
- Establishing a new east-west street to connect Trout Gulch and Aptos Creek Roads.
- Establishing a new north-south street connecting Soquel Drive
 to the new east-west street, intersecting at a Village Common,
 to provide a face of the new Village Core area to the vehicles
 and pedestrians using Soquel Drive and to connect the existing
 Village businesses to the new area.
- Defining improvement of Aptos Creek Road such that it will become a prominent entrance to Nisene Marks State Park.
- Building new housing developed as a transitional edge to the existing residential neighborhoods, with commercial and mixed commercial and residential uses in the interior of the Village.
- Defining a network of sidewalks making it pleasant to be a pedestrian in the Village.
- Requiring abundant parking, both on and off street, to make shopping convenient. To enhance the Village atmosphere, most off-street parking will be located behind buildings.
- Establishing well-landscaped streets to give the Village a pleasant and inviting ambience.

- Ensuring a mix of housing, shopping, dining, community services and employment to make the Village a colorful, friendly place and one that complements the scale of the current Village area.
- Providing a mechanism to protect the Hihn Subdivision (east of Trout Gulch Road) as a mixed-use area.
- Providing a mechanism to protect the existing business area along Soquel Drive as a vibrant and integral part of the overall commercial area in the Village.

NEXT STEPS IN IMPLEMENTATION

The preceding pages of this Plan lay out an approach for accomplishing these goals. But it is important, given the complexities of property lines, infrastructure, and market conditions, to provide a clear path for implementing the Plan and the vision. While past efforts for expanding and revitalizing the Village have failed, key past impediments to progress can be reduced through a series of actions, including:

- 95-

- The County processing amendments to the General Plan and zoning designations for areas of the Village to reinforce this Plan;
- Future developers submitting an application for a parcel reconfiguration of the Village Core properties, in cooperation with the property owners, to conform to the new roadway layout and provide appropriate frontage on the proposed new streets;
- Future developers submitting an application for a Planned Unit Development (PUD) within the Village Core. The PUD will both define what would be expected of the developers and provide certainty for the developers, in light of the substantial private

infrastructure required to implement the Plan. That PUD would be subject to public input prior to final approval by the Board of Supervisors.

- Future developers bringing forward specific development proposals to address the requirements of the PUD. These plans would also be subject to public review to ensure compliance with the Plan vision.
- Ultimately, the developer would receive permits to install required infrastructure and build commercial and residential structures in the Village, as allowed by a phasing plan.
- The County installing infrastructure—such as traffic signals and road improvements—as outlined as Chapter 5.

In order to recognize that the Village Plan addresses more than the area of new development, implementation measures should also include:

- Ensuring that key connections are made between the Village Core and the business area along Soquel Drive through pedestrian connections, common lighting and landscaping, and other features.
- Enhancing the vitality of the current business area along Soquel Drive through amending the current zoning for commercial properties to recognize those legal uses that have and will continue to provide services to the larger Aptos community.
- Amending the current zoning for the Hihn Subdivision area to allow continuation of the current mix of uses in the area.

The key steps are described in more detail below.

RECOMMENDED LAND USE AMENDMENTS

One of the first steps to allow the Plan to proceed is putting into place the appropriate General Plan and Zoning designations for the various properties in the Village area. In order to enact the land use designation changes needed to implement this Plan, the following changes are recommended.

HIHN SUBDIVISION

Because the Hihn Subdivision is almost completely built-out, there is no particular reason or advantage to the community to change the existing General Plan land use designations there. As such, it would remain as Community Commercial (C-C), Residential Urban High Density (R-UH), Residential Urban Medium Density (R-UM), Public Facility/Institutional (P), and Urban Open Space (O-U). The Hihn Subdivision area is comprised of commercial, residential and mixed uses. To better recognize existing uses and to allow for flexibility of use and regulation to ensure consistency with the General Plan, under this Village Plan the zoning of the area should be changed to Special Use (SU) while retaining the existing Historic Resource (-L) Combining District for historic structures. This would formally recognize the mix of stand-alone residential, commercial, and office uses as well as mixed uses and allow the property owners to more easily develop and upgrade their properties.

SOUTH OF SOQUEL DRIVE

Land uses in this area should remain commercial, and therefore are recommended to remain Community Commercial (CC), Parks and

68

Recreation (O-R) and Urban Open Space (O-U) for the parcels included in this Plan. To be consistent with the uses of the rest of the developed parcels in this Plan Area, the zoning of the Plan Area should be changed from Neighborhood Commercial (C-1) and Professional and Administrative Office (PA) to Community Commercial (C-2) and Parks, Recreation and Open Space (PR) and retain the existing Combining Districts.

VILLAGE CORE

Under this Village Plan, the Village Core (including the Residential Transitional area), is proposed to have five land use designations: Community Commercial (C-C); Residential Urban High Density (R-UH); Residential Urban Medium Density (R-UM); Public Facility/Institutional (P); and Park, Recreation and Open Space (O-R). Similarly, the area should be rezoned to seven zone districts: Community Commercial (C-2); Single-Family Residential, 6,000 square feet of land per unit (RM-2); Residential Multifamily, 2,000 square feet of land per unit (RM-3); Residential Multifamily, 3,000 square feet of land per unit (RM-3); Residential Multifamily, 4,000 square feet of land per unit (RM-4); Parks, Recreation and Open Space (PR); and Public Facility (PF).

The existing Historic Resource (-L) Combining District will remain on the properties housing the three historic structures. When and if the Apple Barn or Aptos Firehouse/VFW Hall are proposed to be moved, the future developers will be responsible for filing an application requesting that the new locations be rezoned to add the -L Combining District and the current locations have the -L designation removed.

RESIDENTIAL TRANSITIONAL AREA

Solely residential uses are allowed along the northern edge of the Village Core and on both sides of the existing Granite Way, opposite the Post Office, at densities consistent with the Residential Urban-High and Residential Urban-Medium land use designations.

Since land on the south side of Granite Way will be redesignated from commercial to exclusive residential use, future developers will be required to provide 40% of the resulting residential units as affordable units, pursuant to Chapter 17.10 of the County Code. Inclusionary housing requirements can be met by dispersing the units throughout the Village Core area.

Figures 30 and 31 illustrate proposed General Plan and zoning changes to implement this Plan.

-97-

FIGURE 30: PROPOSED GENERAL PLAN CHANGES

70

EXHIBIT B

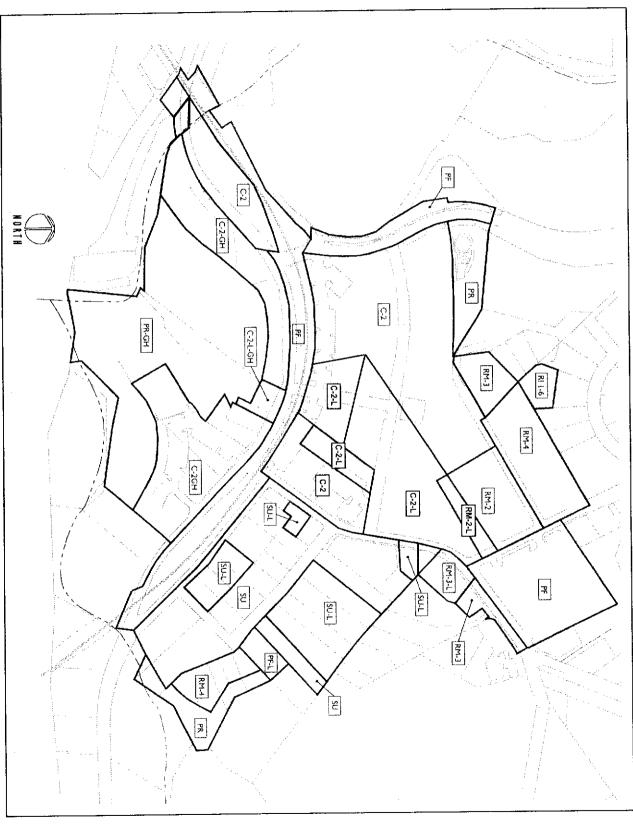


FIGURE 31: PROPOSED REZONINGS

EXHIBIT B

Chapter 7: Conclusion & Plan Implementation

RECOMMENDED FEATURES OF A PLANNED UNIT DEVELOPMENT (PUD)

One of the advantages of a Planned Unit Development (PUD) is that it allows the County to define a portion of the community that, because of unique attributes, warrants creating special development standards, permit processes, and financing structures that are different than those that generally govern development throughout the rest of the County. In the case of Aptos Village, the mixed use nature of the Village Core, the desire to create a more development and ultimate uses in an integrated fashion, makes a strong case for use of a PUD to guide new and existing development in the Village Core. The PUD also provides the developers more certainty with regard to development standards, enabling them to make the long-term investment in infrastructure that will serve both future and existing uses.

Key features to be addressed in the PUD include:

- Ensuring that development of any properties in the Village Core cannot occur without adherence to this Plan;
- Defining preferred uses for existing as well as future buildings;
- Defining allowed special building, zoning and parking standards for any future development;
- Establishing use standards to ensure that new commercial uses are properly scaled for the proposed parking;
- Establishing building scale standards to ensure that they are compatible with the character of the Village;
- Creating standards for protection of historic structures;

- Ensuring that the size and location of the Village Common and Skatepark occur, consistent with the Plan;
- Formalizing infrastructure requirements and financing responsibilities;
- Establishing potential infrastructure and private development phasing;
- Establishing a method for financing the maintenance of private and quasi-public facilities; and
- Providing the developer(s) with surety of allowed building sizes and uses.

POSSIBLE TIMEFRAME FOR ACTION

It is recommended that Planning Department staff bring this Plan, the recommended land use and rezoning changes to the Board of Supervisors for review and adoption concurrently. Actions on these elements will require formal public hearings and are anticipated to be completed in early 2010. The remaining timeframe for implementation of the parcel reconfiguration, adoption of the Planned Unit Development, infrastructure and private development will be driven by the landowners in the area.

- 100 -

Developer actions and timing will be driven by available financing and market conditions to construct the required infrastructure and private development projects as well as a cooperative working relationship among affected property owners. To the extent that improvements are phased over a number of years, the PUD will need to develop a thoughtful plan for phasing infrastructure with private developments.

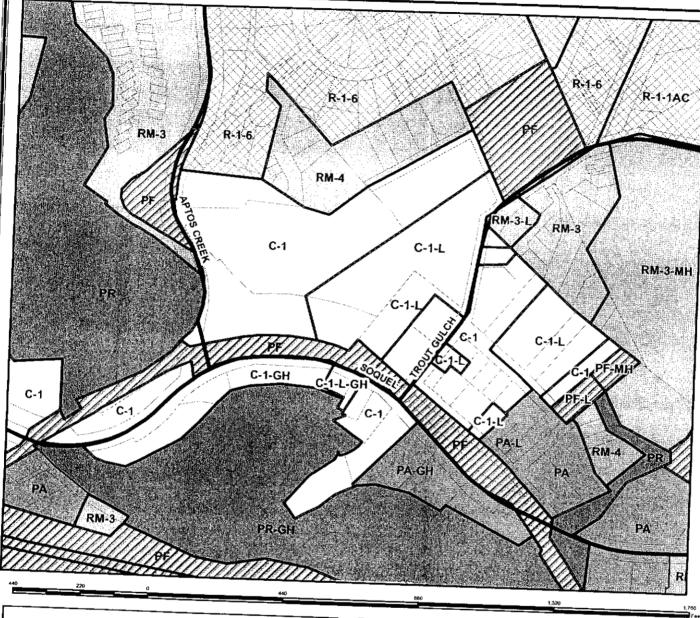
COMPARISON OF EXISTING APTOS VILLAGE PLAN (AVP) AND REVISED PLAN

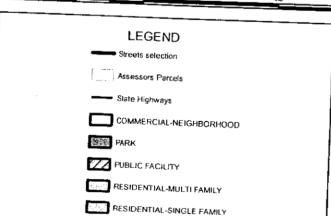
NEX FEATURES	EXISTING AVP	REVISED AVP
Size of Plan Area	80 acres—includes residential areas north,	35 acres in core Village area only.
	northeast, and east of the core and south to	
	the Highway	
Description of "Vision"	Small scale mixed use development	Create a "heart" of Aptos community.
	maintaining "rustic" feel. Community	Mixed commercial and residential uses
	focal point.	serving Aptos community.
Hihn Subdivision	Specialty shops and cottage industries with	Residential, small-scale commercial or
	live/work, small offices.	mixed uses.
South of Soquel Drive	Maintain 1970s era development.	Better incorporate existing commercial
		businesses into the rest of the Village.
Design and Architecture	Identifies 1890s as the architectural style.	More variety of styles and siding
	Wood siding on buildings in a variety of	encouraged so that buildings appear to
	styles, some brick allowed, a rustic look.	have been built over time. Required PUD
	No siding of concrete block, adobe, stucco	will regulate exterior materials and roof
	or plaster.	styles.
Commercial Development	Encourages mixed use. Emphasizes small-	Also emphasizes small-scale retail and
	scale commercial development but does	food service. Allows one large anchor in
	not specify total square footage. Envisions	the Apple Barn and one sub-anchor of
	office space of 300-800 square feet, mostly	7,500 square feet. Total commercial space
	small retail of 1,500-2,000 feet; allows up	of 75,000 square feet. Also emphasizes
	to 10,000 square feet maximum size for	mixed-use buildings and enough density
	any one building.	and variety to have "critical mass" to draw
		pedestrians.
Residential Development	A mixture of exclusively residential areas	Three housing areas: mixed use with up to
	including townhouses and garden	46 apartments in core area. Up to 6 multi-
	apartments on edges of Village. Mixed use	family units on north side of Granite Way:
	in the core Village. Envisions a large	up to 11 multi-family units on south side of
		*

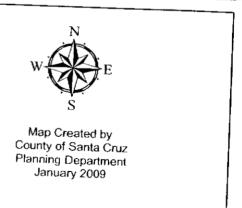
	District restrictions on new water service:
	reduce current demand by 1.2 gallons for
	each gallon of new water demand, or
	future restrictions adopted by the Soquel
	Creek Water District.
No mention.	Buildings must comply with green
	building principles.
∪ndergrounding utilities.	Emphasis on "Best Practices" stormwater
	management including bioswales, cisterns,
X7	etc.
Very little information about parking. Plan	Emphasizes parking and calls for 400-500
suggests elimination of parking on the	new parking spaces. Specific alternative
north side of Soquel Drive would facilitate	parking standards for Hihn Subdivision
for a left turn lane and acceleration lane or,	and South of Soquel Drive areas. Calls for
at minimum, parallel rather than	new Nisene Marks State Park parking area.
perpendicular parking.	
Maximum building height of 2 stories.	Some 2 stories but allows 2 stories with
	lofts and three 3-story buildings.
	Specific sign standards. Wall signs, blade
	signs, sandwich board signs within
	dooryards. Monument signs only for
	buildings facing Soquel Drive or Trout
	Gulch Road. No internally lit or box signs.
	General direction but required PUD will
	specify. Lighting should complement the
	character of the Village, downward focus
	as to not illuminate upper stories or the
	ingili sky.
	Plan Plan itate litate ne or, s h s hary.

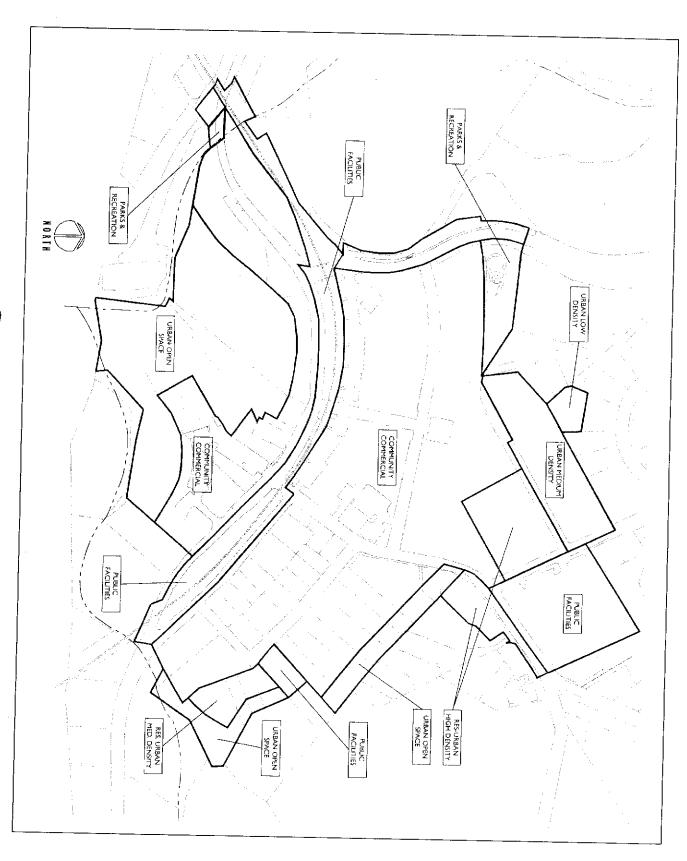


Existing Zone Districts



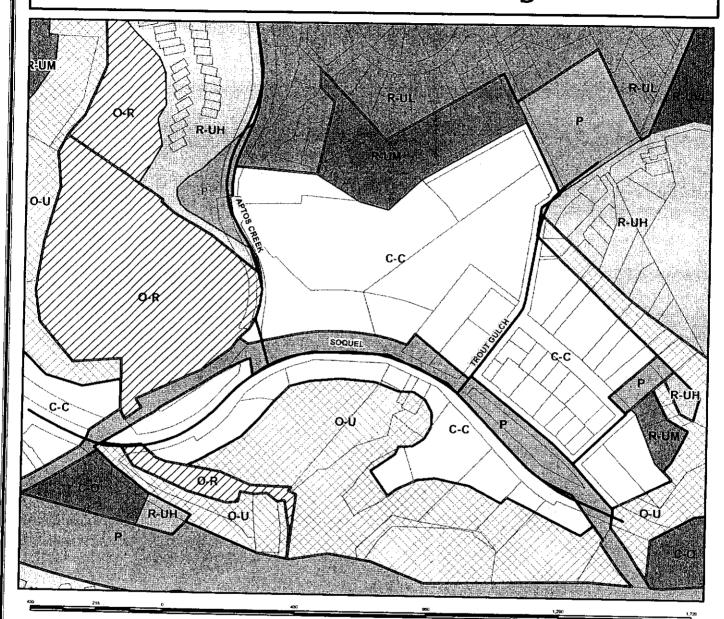








Existing General Plan Designations



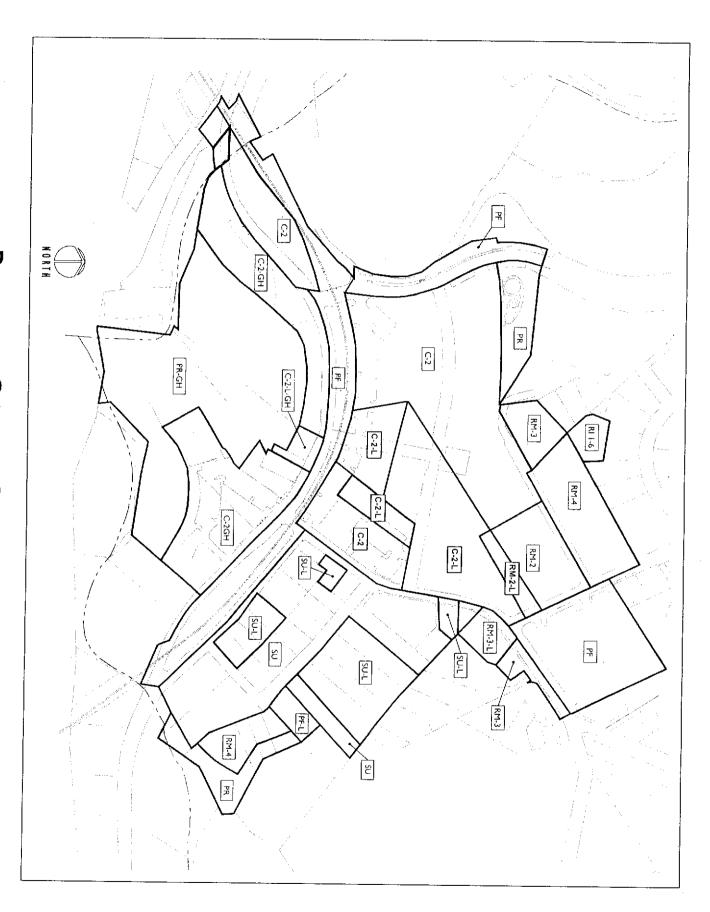
LEGEND

- Assessors Parcels
- Major Roads
- Commercial-Community
- Commercial-Office
- SING BIRD NECEDAR
- _____ orban Open Sp
- Public Facilites
- Residential Urban Very Low Density
- Residential Urbar Low Density
- Residential Urban Medium Density

Residential - Urban High Density



Map Created by County of Santa Cruz Planning Department January 2009





COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

N/A THE APTOS VILLAGE PLAN	
APN: 039-241-03; 039-311-55; 040-213-03; 040-213-06, -07; 040-213-	
13, -14, -21; 040-221-08; 041-011-03, -09, -20, -24, -32 through -35;	
041-021-04 through -08, 041-021-11 through -13, -16 through -18, -26	
through -29, -38, -40; -41; 041-022-01 through -16; 041-042-02 through -	
04, -38, -39, -42, -46; -47; 041-561-01 through -06	
The project consists of the adoption of the Aptos Village Plan, including a General Plan Amendment and	
Rezoning. The Aptos Village Plan establishes the guidelines and parameters for the future development	of .
the mostly vacant area between Trout Gulch Road and Aptos Creek Road (north of Soquel Drive) and	
would replace the Aptos Village Community Design Framework (a Specific Plan) for all areas of Aptos	
Village. ZONE DISTRICT: VARIOUS	
APPLICANT: COUNTY OF SANTA CRUZ	
OWNERS: VARIOUS	
STAFF PLANNER: TODD SEXAUER, 454-3511	
Email: pln459@co.santa-cruz.ca.us	
ACTION: NEGATIVE DECLARATION WITH MITIGATIONS	
REVIEW PERIOD ENDS: DECEMBER 21, 2009	
The Planning Commission will consider this project at a public hearing. The time, date and location have not	
been set. When scheduling does occur, these items will be included in all public hearing notices for the	
project.	
Findings:	
This project, if conditioned to comply with required mitigation measures or conditions shown below, will not have signific	ant
effect on the environment. The expected environmental impacts of the project are documented in the Initial Study on this	
project, attached to the original of this notice on file with the Planning Department, County of Santa Cruz, 701 Ocean Street	et,
Santa Cruz, California.	
Required Mitigation Measures or Conditions:	
None	
XX Are Attached	
Davious Pariod Ends: Date Pavious Pariod Ends	
Review Period Ends: Date Review Period Ends Date Approved By Environmental Coordinator: 2010	
CO V. CI ! -	
CLAUDIA SLATER	
Environmental Coordinator	
(831) 454-5175	
If this project is approved, complete and file this notice with the Clerk of the Board:	
NOTICE OF DETERMINATION	
The Final Approval of This Project was Granted by	
• •	
on No EIR was prepared under CEQA. (Date)	a pressi
EXHIB	
<u> </u>	
THE PROJECT WAS DETERMINED TO NOT HAVE SIGNIFICANT EFFECT ON THE ENVIRONMENT.	
Date completed notice filed with Clerk of the Board:	



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

NOTICE OF ENVIRONMENTAL REVIEW PERIOD

SANTA CRUZ COUNTY

APPLICANT:	COUNT	Y OF SANTA CRUZ
APPLICATION	NO.: N/A	APTOS VILLAGE PLAN
APN:	VARIOL	IS
The Environmer following prelimi		r has reviewed the Initial Study for your application and made the ition:
XX	Negative Deci	aration will not have a significant impact on the environment.)
	_XX Mis	tigations will be attached to the Negative Declaration.
	No	mitigations will be attached.
	(Your project	Impact Report may have a significant effect on the environment. An EIR must address the potential impacts.)
Act (CEQA), this finalized. Please	s is your opport contact Matt J t on the prelimi	view process required by the California Environmental Quality unity to respond to the preliminary determination before it is ohnston, Environmental Coordinator at (831) 454-3201, if you nary determination. Written comments will be received until 5:00 ew period.
Review Period E	Ends: <u>De</u>	cember 21, 2009
	Todd Sexaue	r, staff planner
Phone:	(831) 454-351	1
Deter	Navember 10	2000



Environmental Review Initial Study

Application Number: NA

Date:

November 16, 2009

Staff Planner:

Todd Sexauer

I. OVERVIEW AND ENVIRONMENTAL DETERMINATION

APPLICANT:

APN: 039-241-03; 039-311-55; 040-213-03; 040-213-06, -07; 040-213-13. County of Santa Cruz -14, -21; 040-221-08; 041-011-03, -09, -20, -24, -32 through -35; 041-021-

04 through -08, 041-021-11 through -13, -16 through -18, -26 through -29, -38, -40; -41; 041-022-01 through -16; 041-042-02 through -04, -38, -39, -42.

-46; -47; 041-561-01 through -06

OWNERS: Various

SUPERVISORIAL DISTRICT: 2nd

LOCATION: The project is located in Aptos Village in Aptos, California. (see Figure 1)

SUMMARY PROJECT DESCRIPTION:

The project consists of the adoption of the Aptos Village Plan, including a General Plan Amendment and Rezoning. The Aptos Village Plan establishes the guidelines and parameters for the future development of the mostly vacant area between Trout Gulch Road and Aptos Creek Road (north of Soquel Drive) and would replace the Aptos Village Community Design Framework (a Specific Plan) for all areas of Aptos Village.

ALL OF THE FOLLOWING POTENTIAL ENVIRONMENTAL IMPACTS ARE EVALUATED IN THIS INITIAL STUDY. CATEGORIES THAT ARE MARKED HAVE BEEN ANALYZED IN GREATER DETAIL BASED ON PROJECT SPECIFIC INFORMATION.

Geology/Soils	Noise
Hydrology/Water Supply/Water Quality	Air Quality
Biological Resources	Public Services & Utilities
Energy & Natural Resources	Land Use, Population & Housing
Visual Resources & Aesthetics	Cumulative Impacts
Cultural Resources	Growth Inducement
Hazards & Hazardous Materials	Mandatory Findings of Significance
X Transportation/Traffic	

County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor, Santa Cruz CA 95060

DISCRETIONARY APPROVAL(S) BEING CONSIDERED

X	General Plan Amendment		Use Permit			
	Land Division		Grading Permit			
X	Rezoning		Riparian Exception			
	Development Permit		Other:			
	Coastal Development Permit					
Othe	N-LOCAL APPROVALS er agencies that must issue permits or automorphisms //IRONMENTAL REVIEW ACTION	thorizat	tions: None			
	the basis of this Initial Study and supporting	ng doci	uments:			
envi	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.					
envi mitig	I find that although the proposed project ronment, there will not be a significant effortion measures have been added to the CLARATION will be prepared.	ect in ti	nis case because the attached			
and	I find that the proposed project MAY hav an ENVIRONMENTAL IMPACT REPORT	_				
<u>C</u> 2	Matt Johnston		Date Date			

For: Claudia Slater

Environmental Coordinator

II. BACKGROUND INFORMATION

EXISTING SITE CONDITIONS

Parcel Size: Total area of Aptos Village is approximately 35 acres, comprised of 65 parcels, individually ranging in size from 2,400 square feet to 4 acres. The plan includes guidelines for the development of a currently vacant area of approximately 6 acres in the Village Core.

Existing Land Use: Commercial retail, office, and residential

Vegetation: Existing trees, shrubs, and grasses

Slope in area affected by project: The Village Core area, where most new development will take place, has slopes less than 10 percent, except for a small portion of approximately one-half acre at the northwest corner where slopes increase to 30 percent.

Nearby Watercourse: Aptos Creek, Valencia Creek, and Trout Gulch Creek

Distance To: Adjacent

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

Groundwater Supply: None Mapped Water Supply Watershed: None Mapped Groundwater Recharge: None Mapped Timber or Mineral: None Mapped Agricultural Resource: None Mapped Biologically Sensitive Habitat: Yes

Fire Hazard: None Mapped

Floodplain: Yes, south of Soquel Drive (above confluence of Aptos Creek and Valencia Creek)

Erosion: Low to Moderate Potential

Landslide: None Mapped

Liquefaction: Low to High Potential

Fault Zone: None Mapped Scenic Corridor: Yes

Historic: Yes Archaeology: Yes

Noise Constraint: None Mapped

Electric Power Lines: Yes Solar Access: Adequate

Solar Orientation: Level Hazardous Materials: None

SERVICES

Fire Protection: Aptos-La Selva FPD School District: Pajaro Valley USD

Sewage Disposal: Santa Cruz County

Sanitation District

Drainage District: Zone 6

Project Access: Soquel Drive, Trout Gulch Road, Cathedral Drive, Aptos Creek Road

Water Supply: Soquel Creek Water District

PLANNING POLICIES

Zone District: See Table 1 General Plan: See Table 1

Urban Services Line: Coastal Zone:

X Inside

Special Designation: See Table 1

___ Outside ____

PROJECT SETTING AND BACKGROUND:

Aptos Village, located in the Aptos Planning area within the unincorporated portion of Santa Cruz County, lies about six miles east of the City of Santa Cruz and about eight miles northwest of the City of Watsonville (see Figure 1, Project Location Map). It is located just north of Highway 1 between the State Park Drive and Rio Del Mar Boulevard interchanges. The Village is 80 feet above the confluence of Aptos and Valencia Creeks and about one-half mile inland from the Monterey Bay.

The surrounding area is mainly developed with residential uses, and the Village serves as the gateway to the 10,000-acre Forest of Nisene Marks State Park. The main access to and from the Village is Soquel Drive, a major east-west arterial that parallels Highway 1. There are both commercial and residential uses to the east and west of the Village, with the major existing commercial development being the Rancho del Mar Shopping Center, just west of the Village.

The Village itself is composed of small retail commercial and residential uses and vacant parcels. Most of the Village is level to gently sloping, although there are areas of steep slopes to the south of Soquel Drive, west of Aptos Creek Road, and to the rear of the parcels fronting on Valencia Street and Bernal Street. Vegetation consists of scattered Coast live oaks, Coast redwoods, eucalyptus, grasses, and ornamentals.

Since 1979, land use in Aptos Village has been governed by the Aptos Village Community Design Framework, a Specific Plan that was originally adopted by the Board of Supervisors on April 17, 1979 and amended on June 18, 1985. The only major new construction since the late 1960s was the development of Aptos Station in 1981, the Founders Title Building in 1985, and the Appenrodt building at the southeast corner of Soquel Drive and Post Office Drive in 2006. There have been several previous attempts to develop the vacant parcels to the rear of Aptos Station and the Bayview Hotel. For a variety of reasons, including parcel configuration and lack of coordinated planning among property owners, these vacant areas have not been developed.

Recognizing the challenges involved with developing the mixed assortment of vacant parcels, it was felt that a more detailed plan would encourage the Framework vision to be realized, including the important factors of parcel configuration and joint infrastructure planning. Without modifications to the existing parcel configuration and a joint effort to develop infrastructure for the Village, it would be difficult to create an integrated development with a Village atmosphere. The Aptos Village Plan, which builds upon the Aptos Village Community Design Framework, would provide a guide for new development in the Village.

DETAILED PROJECT DESCRIPTION:

The Aptos Village Plan (Attachment 1) replaces the Aptos Village Community Design Framework for the existing developed areas of Aptos Village and establishes the parameters and guidelines for the future development of the mostly vacant area between Trout Gulch Road and Aptos Creek Road (north of Soquel Drive). The adoption of the Aptos Village Plan requires a General Plan Amendment and Rezoning.

General Plan Land Use Designations and Zone Districts

The existing Aptos Village Community Design Framework is a village plan, as described in General Plan Objective 2.24. The update of the existing plan is recommended in General Plan under Program "b" of Objective 2.24. The Aptos Village Plan would require a General Plan Amendment to replace the Aptos Village Community Design Framework and to adopt the new Aptos Village Plan.

EXHIBIT I 4

Aptos Village Plan Project Location Map





Existing General Plan and Zoning Designations

In order to achieve the desired goals of the Aptos Village Plan, the General Plan land use designations and zone districts would be modified. There are seven General Plan designations and seven basic zone districts in the Aptos Village Plan Area. Besides parcels within the basic zone districts, there are also parcels that are in one or more combining zone districts (see Table 1). The Geologic Hazards (-GH) combining district denotes the presence of a particular physical hazard and the Historic Resource (-L) combining district denotes that the site contains a designated historic resource.

Proposed General Plan and Zoning Designations

One of the first steps to allow the Plan to proceed is putting into place the appropriate General Plan and zoning designations for the various properties in the Village area. In order to enact the land use designation changes needed to implement the Plan, the changes depicted in Figures 2 and 3 are proposed. The changes proposed to the existing zone districts in the Village include the replacement of the Neighborhood Commercial (C-1) and portions of the Professional and Administrative Offices (PA) zone districts through the establishment of Community Commercial (C-2) and Special Use (SU) zone districts in the same areas. Existing combining districts will remain unchanged.

Village Plan Areas

Existing streets divide the Village into three major areas (see Figure 4): Area I, the Hihn subdivision, is separated from the rest of the Village by Trout Gulch Road and the railroad tracks; Area II, is the area south of Soquel Drive; and Area III, is the Village Core, which lies north of Soquel Drive and west of Trout Gulch Road. The recommended changes to the General Plan and zoning designations are described in further detail for each of the plan areas below.

Plan Area I: Hihn Subdivision

The Hihn Subdivision is the area to the east of Trout Gulch Road and to the north of the railroad tracks. Because the Hihn Subdivision is almost completely built-out, there is no particular reason or advantage to the community to change the existing General Plan land use designations there. As such, it would remain as Community Commercial (C-C), Residential Urban High Density (R-UH), Residential Urban Medium Density (R-UM), Public Facility/Institutional (P), and Urban Open Space (O-U). The Hihn Subdivision area is comprised of commercial, residential and mixed uses. To better recognize existing uses and to allow for flexibility of use and regulation to ensure consistency with the General Plan, the zoning is recommended to be changed to Special Use (SU). This would formally recognize the mix of stand-alone residential, commercial, and office uses as well as mixed uses and allow the property owners to more easily develop and upgrade their properties. Parking standards for commercial uses (not including restaurant or medical office uses) are recommended to be reduced from 1 space per 200 square feet of commercial square footage to 1 space per 300 square feet to allow for further flexibility in mixed-use projects.

Plan Area II: South of Soquel Drive

The South of Soquel Drive area is located between Soquel Drive to the north and Aptos and Valencia Creeks. The South of Soquel Drive area is essentially built out, with the exception of the floodplain below the existing development to the south. The amount of new commercial uses in the South of Soquel Drive area is not specifically limited in the Plan; however, the impacts of new development would be analyzed in the future, on a project-by-project basis, as

Tabl	e 1: Existing	and Propo	sed General I	lan and Zoni	ng Designations
Assessor	The state of the s	n Designation	<u> 41 4 6 4 7 6 6 6 6 6 6 6 7 6 6 7 6 7 6 7 6</u>	District	d a company a superior de company a superior de company a superior de company a superior de company a superior
Parcel No.	Existing	Proposed	Existing	Proposed	Existing Assessor Use
039-241-03*	R-UH, P, O-R	Р	RM-3, PF, PR	PF	State Park/Recreation
039-311-55*	R-UH, P, O-R			PF	
040-213-03	R-UM	R-UM	RM-3, PF, PR		Vacant County Land
040-213-06	R-UM	R-UM	RM-4	RM-4	Single Residence
040-213-07	R-UM	R-UM		RM-4	Single Residence
040-213-13	R-UM	R-UM	RM-4	RM-4	Single Residence
040-213-14	R-UM	R-UM	RM-4	RM-4	Single Residence
040-213-21	R-UL	R-UL	RM-4	RM-4	Single Residence
040-213-21	P P	P R-UL	R-1-6	R-1-6	Single Residence
	C-C			PF	Fed. Bldg. U.S. Post Office
041-011-03* 041-011-09	C-C	R-UM, C-C	C-1	RM-2, C-2	Warehouse/Dry Storage
		0-R	C-1	PR	Lot/Commercial Zone
041-011-20*	R-UM	C-C, O-R	C-1, RM-4	C-2, PR, C-2-L	Lot/Commercial Zone
041-011-24*	C-C	C-C	C-1-L	C-2-L	Single Store (Historic ³)
041-011-32*	C-C	C-C	C-1	C-2	Multi Stores/1Bldg.
041-011-33*	C-C	C-C, O-R, R-	C-1-L	C-2, C-2-L,	Warehouse/Dry Storage
071 011 00	0-0	[UM	C-1-L	RM-2	(Historic ⁵)
041-011-34*	C-C	C-C	C-1-L, PF	C-2-L	Hotel (Historic ⁴)
041-011-35	C-C, P	C-C	C-1, PF	C-C	Multi Stores/1 Bldg.
041-021-04	O-U	O-U	C-1	SU	Lot/Residential Zone
041-021-05	O-U, C-C	C-C, O-U	C-1-L	SU-L	Single Residence (Historic ⁷)
041-021-06	O-U	C-C, O-U	C-1	SU	Single Residence
041-021-07	C-C	C-C	C-1	SU	Single Residence
041-021-08	O-U, C-C	C-C, O-U	C-1	SU	SFR W/Secondary Use
041-021-11	0-U, C-C	C-C, O-U	C-1-L	SU-L	Single Residence (Historic ¹¹)
041-021-12	0-U, C-C	C-C, O-U	C-1-L	SU-L	Store W/Living Unit (Historic ¹²)
041-021-13	0-U, C-C	C-C, O-U	C-1	su	Lot Residential Zone
041-021-16	C-C, O-U	C-C, O-U	PA/PR	SU, PR	Two SFR& a pos S/1 APN
041-021-17	C-C, O-U	C-C, O-U	PA/PR	SU, PR	SFR W/Secondary Use
041-021-18	R-UH	R-UH	RM-3	RM-3	Single Residence
041-021-26	R-UM, O-U	R-UM, O-U	RM-4, PR	RM-4, PR	Single Residence
041-021-27	R-UM, O-U	R-UM, O-U	RM-4, PR	RM-4, PR	Single Residence
041-021-28	R-UM, O-U	R-UM, O-U	RM-4, PR	RM-4, PR	Single Residence
041-021-29	R-UM, O-U	R-UM, O-U	RM-4, PR	RM-4, PR	† *
041-021-38	P.	P	PF-L	PF-L	Single Residence
041-021-40	R-UH	R-UH	RM-3-L	RM-3-L	Church (Historic 13) Single Residence
041-021-41	O-U, C-C	C-C, O-U	C-1-L	SU-L	(Historic ⁶) Two SFR & a pos; 1 APN (Historic ^{9 & 10})
041-022-01	C-C	C-C	C 1	CII	(FISIONC)
041-022-01	C-C		C-1	SU	Multi Offices/1Bldg.
041-022-02	C-C	C-C	C-1	SU	Single Office
	C-C	C-C	C-1	SU	SFR & Second Unit
041-022-04		C-C	C-1	SU	Single Residence
041-022-05	C-C	C-C	PA	SU	Non-conforming Residence
041-022-06 041-022-07	C-C	C-C C-C	PA-L	SU-L	Two SFR & a pos; S/1 APN Non-conforming Residence
			1		(Historic ¹⁴)
041-022-08 041-022-09	C-C C-C	C-C	PA-L PA-L	SU-L SU-L	Medical Office (Historic ¹⁵) Non-conforming Residence
					(Historic ¹⁶)
041-022-10	C-C	C-C	C-1-L	SU-L	Single Store (Historic 17)

Tabl	e 1: Existin	g and Propo	sed General P	lan and Zonir	ng Designations	
Assessor	General Pla	an Designation	Zoning	District	Janes et sameraures	
Parcel No.	Existing	Proposed	Existing	Proposed	Existing Assessor Use	
041-022-11	C-C	C-C	C-1	su	Multi Stores/1 Bldg.	
041-022-12	C-C	C-C	C-1	SU	Lot/Commercial Zone	
041-022-13	C-C	C-C	C-1	su	Single Store	
041-022-14	C-C	C-C	C-1-L	SU-L	Single Store (Historic ⁸)	
041-022-15	C-C	C-C	C-1	su	Dental Office	
041-022-16	Р	Р	PF	PF	Assessed by SBE	
041-042-02	C-C	C-C	C-1-L-GH	C-2-L-GH	Multi Stores/1 Bldg. (Historic ¹)	
041-042-03	O-U, C-C	C-C	C-1-L-GH	C-2-L-GH	Store W/Living Unit (Historic ²)	
041-042-04	O-U, C-C	C-C	C-1	C-2	Single Store	
041-042-38	O-U, C-C	O-U	C-1-GH, PR-GH	PR-GH	Single Residence	
041-042-39	O-U, C-C	C-C, O-U	PA-GH, PR-GH	PA-GH, PR-GH	Multi Offices/1 Bldg.	
041-042-42	O-U, C-C	C-C, O-U	C-1, PR-GH	C-2, PR-GH	Single Store	
041-042-46	O-U, C-C	C-C	C-1, PR-GH	C-2-GH	Multi Stores/1 Bldg.	
041-042-47	O-U, C-C	C-C, O-U	PA-GH, C-1, PR-GH	C-2, PR-GH	Multi Stores/Offices	
041-561-01*	C-C	C-C	C-1	C-2	Multi Stores/Offices	
041-561-02*	C-C	C-C	C-1	C-2	Unbuildable Lot	
041-561-03	P	Р	PF	PF	Assessed by SBE	
041-561-04	C-C	C-C	C-1	C-2	Multi Stores/Offices	
041-561-05	C-C	C-C	C-1-GH	C-2-GH	Auto/Truck Repair	
041-561-06	O-U, C-C	O-U, C-C	C-1-GH, PR-GH	C-2-GH, PR- GH	Auto/Truck Repair	
N/A	Right-of-way	Right-of-way	Right-of-way	Right-of-way	Aptos Creek Bridge 18	

Notes:

General Plan Designations

C-C: Community Commercial P: Public Facility/Institutional

O-R: Parks, Recreation and Open Space

O-U: Urban Open Space

R-UL: Urban Low Density Residential

R-UM: Urban Medium Density Residential R-UH: Urban High Density Residential

Zone Districts

C-1: Neighborhood Commercial

C-2: Community Commercial

PA: Professional & Administrative Offices

Public Facilities (PF)

PR: Parks, Recreation and Open Space

RM-2: Multi-family Residential

SU: Special Use

R-1-6: Single Family Residential RM-4: Multi-family Residential

RM-3: Multi-family Residential

Historic Properties

- 1. General Store and Post Office 8040, 8042 Soquel Drive
- 2. Village House 8044 Soquel Drive
- 3. Aptos Firehouse/VFW Hall 8037 Soquel Drive
- 4. Anchor Hotel Bayview 8041 Soquel Drive
- 5. Apple Barn 417 Trout Gulch Road
- 6. 502 Trout Gulch Road
- 7. Bonner House 420a Trout Gulch Road
- 8. Ray McCawley Real Estate 408 Trout Gulch Road
- 9. Hihn Aptos Subdivision 140 Summa Court (formerly 8055 Valencia Street)
- 10. Hihn Aptos Subdivision 140 Summa Court (Formerly

Combining Districts

GH: Geologic Hazards

L: Historic Landmark

- 8077 Valencia Street) 11. Hihn - Aptos Subdivision - 8059 Valencia Street
- 12. Somerset House 8061 Valencia Street
- 13. Calvary Chapel 8065 Valencia Street
- 14. Hihn Aptos Subdivision 8067 Aptos Street
- 15. Hihn Aptos Subdivision 8065 Aptos Street 16. Hihn - Aptos Subdivision - 8063 Aptos Street
- 17. Twitchell House 8061 Aptos Street
- 18. Aptos Creek Bridge County Right-of-way,

* Reconfiguration of parcel may occur as a part of potential future development proposals.

Source: County of Santa Cruz 2009.

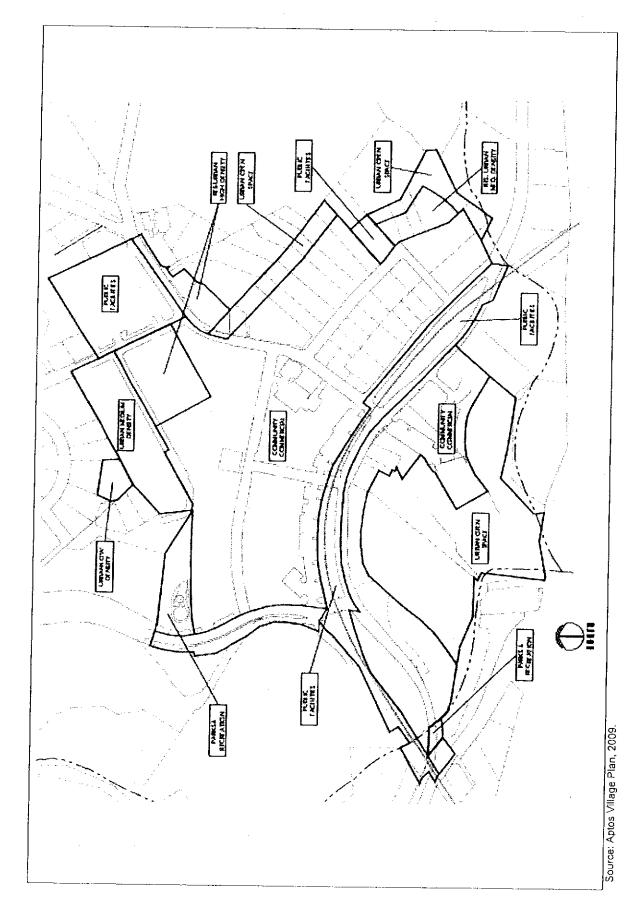


FIGURE 2: Proposed General Plan Changes

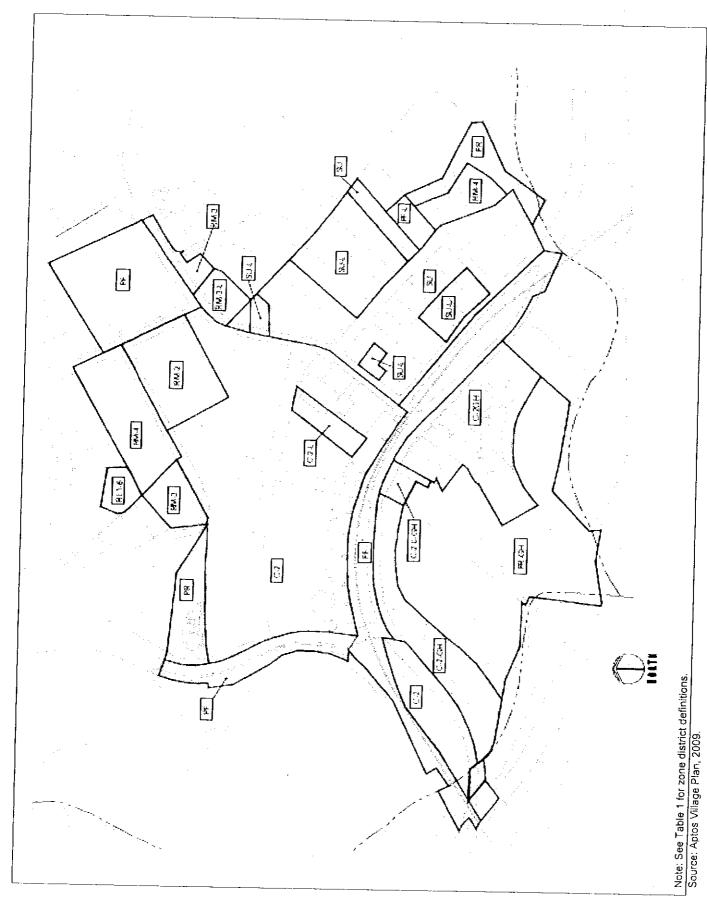


EXHIBIT I :

FIGURE 4: Plan Areas

any new development is proposed. Land uses in this area should remain commercial, and therefore are recommended to remain Community Commercial (C-C) and Urban Open Space (O-U) for the parcels included in the Plan. To be consistent with the existing pattern of development, the zoning is recommended to be changed from Neighborhood Commercial (C-1) to Community Commercial (C-2) and Parks, Recreation, and Open Space (PR). Parking standards for commercial uses (not including restaurant or medical office uses) are recommended to be reduced from 1 space per 200 square feet of commercial square footage to 1 space per 300 square feet to allow for continued use of existing commercially developed parcels.

Plan Area III: Village Core

The Village Core area lies between Trout Gulch Road and Aptos Creek Road, north of Soquel Drive. Five land use designations are recommended for the Village Core area: Community Commercial (C-C); Residential Urban High Density (R-UH); Residential Urban Medium Density (R-UM); Public Facility/Institutional (P); and Park, Recreation, and Open Space (O-R). Similarly, the area should be rezoned to five zone districts: Community Commercial (C-2); Multi-family Residential - 3,000 square feet of land per unit (RM-3); Multi-family Residential - 4,000 square feet of land per unit (RM-4); Parks, Recreation, and Open Space (PR); and Public Facility (PF), retaining the existing Historic Resource (-L) Combining District for historic structures. The guidelines for future development of the Village Core area are discussed in more detail in the next section.

Figures 2 and 3 illustrate proposed General Plan and zoning changes recommended to implement the Plan.

Framework for the Village Core

Traffic Circulation

A new East-West road connecting Trout Gulch Road and Aptos Creek Road is proposed within the Village Core. In addition, a second new street is proposed that would connect Soquel Drive to the new East-West street, which would lead to the new Village Common (see Figure 5).

Plan for Village Common

The project proposes a Village Common area that would serve as a public open space near the village center. The proposed Village Common area would be an open space area of approximately 10,000 square feet, including a central lawn area, and would be located at the intersection of the new East-West and new North-South streets. A platform or small stage for performances may be incorporated into the design. Although the Village Common area would be located on private property, it would be reserved for public use.

Skatepark

The Village Plan proposes that a skatepark be located at the northwest edge of the Village Core area (Figure 5). The park would be screened from residential areas by landscape planting and appropriately designed for its location. If a skatepark use is found to be infeasible or undesirable, other public open space/recreational uses may be considered for this area. It is envisioned that the site would be donated to the County by the landowner, with the County responsible for design, financing, construction of the improvements, and operational and maintenance costs. The value of the donation to the County would be credited against the required park in-lieu fees for the new development in the Core area.

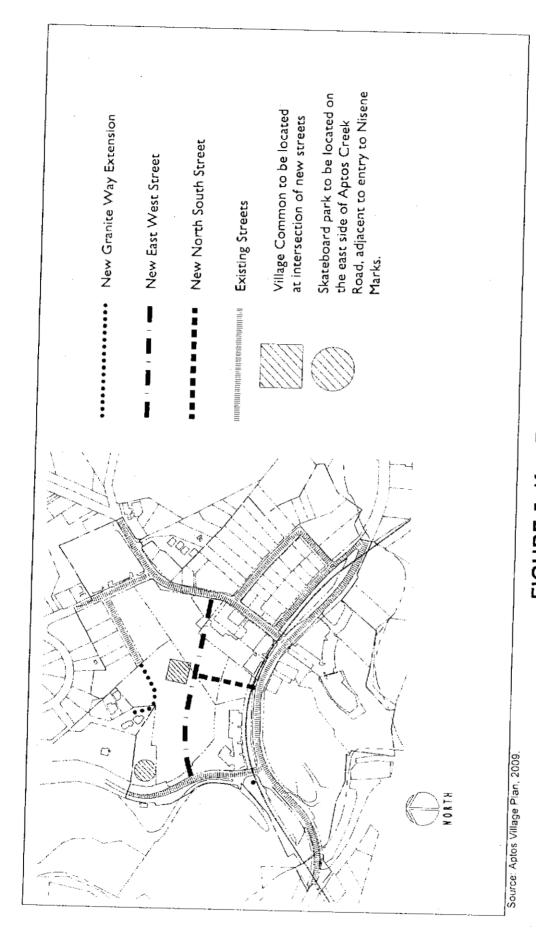


FIGURE 5: Key Features

Nisene Marks Park Gateway

Bordering the Village at its northwest is the entrance to the Forest of Nisene Marks State Park (Figure 5). Having the park at its entrance abutting the Village is an asset and requires sensitive treatment of that portion of the Village. However, the entrance of the park demands better signage with a more defined entrance than exists now at Soquel Drive and Aptos Creek Road.

As part of the development of the Village Core, improved park signage would be provided near the intersection of Soquel Drive and Aptos Creek Road. In addition, an informational kiosk, benches and complementary infrastructure would be provided. While it would not be possible to provide a large parking lot to serve the Park in the Village, a parking area located along Aptos Creek Road would be made available for park visitors. The construction of these facilities would be the responsibility of the developers for the Village Core area.

Parcel Reconfiguration

Parcel reconfiguration of the majority of the Village Core would be necessary to facilitate the implementation of the Village Plan, including the creation of the new East-West and North-South streets. Development proposals in the past have not moved beyond the approval stage in part because the proposals attempted to fit the development into a single parcel, without regard to what might occur on adjoining parcels. Therefore, the parcels in the Village Core area must be reconfigured to provide frontage on the new streets as part of the implementation of the Village Plan.

Land Uses and Intensities

In order to find the right combination of land uses, it is critical to balance a number of factors, including:

- Providing enough square footage to attract the right range of businesses and create a strong pedestrian element;
- Limiting the square footage so that traffic impacts can be mitigated to reasonable levels;
- Providing enough square footage of uses (commercial and residential) to be able to financially support the substantial infrastructure needed to be constructed in the area; and
- Defining the proper scale of development that fits into the character of the Village.

Any change in land uses in the Village would need to address traffic and other infrastructure impacts. It is also important to achieve a critical mass of activity to create the vitality needed for the economic success for future businesses in the area. While these factors are critical, it is equally important to establish a scale of development that complements the character of the Village.

A number of traffic studies have been conducted over the years in the area. The most recent, completed in 2008 and updated in 2009, analyzed potential development of 75,000 gross square feet of neighborhood commercial and 63 residential units. This revised traffic study found that the greatest number of trips—about 320—would occur in the weekday evening peak hour (existing p.m. peak hour volume on Soquel Drive is about 1,440 trips). The Village plan proposes the following improvements that would be required to reduce impacts from the additional number of trips to an acceptable level:

 The installation of new traffic signals at the Soquel Drive—Trout Gulch intersection (currently needed for existing traffic), including a left-turn lane on westbound Soquel Drive at Post Office Drive:

- Installation of new traffic signals at the Soquel Drive—Aptos Creek Road intersection, including a left-turn lane (currently needed for existing traffic) on eastbound Soquel Drive at Aptos Creek Road; and
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of the Aptos Village Plan area.

Because future developments are conditioned to provide the outlined traffic improvements, it appears that development in the neighborhood of the proposed intensity could address the associated traffic impacts, and to some degree, improve current conditions.

Based upon the economic background reports, it appears that this scale of development would also provide the critical mass of development needed to support the vitality of the business area and an active pedestrian element in the Village. Based on further analysis of infrastructure costs, it appears that this level of development can also provide the financing needed for the new infrastructure.

Commercial Uses

On-site parking and landscaping requirements ultimately limit the area available for commercial use square footage. The County's zoning regulations do not have a maximum limit on commercial lot coverage (the amount of the lot area physically covered with buildings). But the most likely parking-intensive uses anticipated in the Village Core are food service and medical office uses. County parking standards for food service require one on-site parking space per 100 square feet of area, excluding storage and truck loading area, contrasted with a requirement of one space per 200 square feet of area for retail and general office uses. As well, medical uses require larger parking requirements per square foot of building area (based on the number of practitioners.) A Planned Unit Development (PUD) would be required as an implementation measure of this Plan for the Village Core. The PUD would need to establish an upper limit for food service to ensure that the ultimate combination of uses does not exceed available parking capacity.

The market study indicated office use was the weakest potential commercial use and suggested that office use comprise a relatively small percentage of the total commercial use. As part of the implementation of the Village Plan, the required PUD would specify a limit for new office uses.

In order to respond to the economic report conclusions, the Village Core must include an anchor store (such as a specialty grocery store) of no more than 15,000 square feet in size for a new freestanding building or 17,500 square feet for reuse of the Apple Barn building. In order to reinforce the Village Plan goal of attracting small-scale businesses to the area, other freestanding individual retail uses would generally not be allowed if they exceed 7,500 square feet in size.

Residential Uses

Residential uses developed in conjunction with commercial uses enhance the economic viability of commercial uses. Having people living in the Village helps create a more vibrant and livable community. New housing is clearly indicated as a component of new development in the Village Core.

Recognizing that the amount of new residential development must be limited so as not to overwhelm the Village commercial activities, the proposed Village Plan limits the number of new residential units in the Village Core to not exceed 63 units (this figure includes transitional residential units at the north of the Village Core). As well, the total unit sizes should not

exceed 50 percent of the square footage of the mixed-use buildings so that they do not overwhelm the scale of the commercial uses in the Village.

The Village Core is adjacent to an established Urban Low density residential neighborhood to the north. In order to provide an orderly transition from this area to the commercial areas in the Village Core, the existing area designated Urban Medium density residential on the north side of Granite Way would remain residential and, in addition, a portion of the area on the south side of Granite Way (at the corner with Cathedral Drive) may be used for exclusive Urban High density residential purposes.

Like all projects containing residential development, residences built in the Village Core would be required to meet the housing affordability requirements of the County. An allowance for clustering required affordable units may be considered as part of a PUD application for the Village Core.

Key Historic Structures

The Village Core was the site of lumber milling and several apple processing and packing operations. One building from the area's past use of apple processing remains: the Apple Barn at the corner of Trout Gulch Road and Cathedral Drive (given an historic rating of NR-3—a designation that recognizes its nomination by the County for national designation). Also located in the Village Core is the Bayview Hotel (rated NR-1 – a nationally recognized structure) and the old Aptos Firehouse/VFW Hall just west of the Bayview Hotel (rated NR-5 – of local interest).

It is envisioned that the Apple Barn could be used as an anchor store. This Plan envisions that the Apple Barn would be relocated to allow its presence on the Village Common and properly interact with the other new buildings. Any such movement would likely require some reconstruction. Because it is an historic resource of significance, any movement, exterior change, or reconstruction of the Apple Barn would require special review and approval by the County's Historic Resources Commission. Available technical information suggests that a minor change in location would not adversely affect the significance of the Apple Barn, given the condition of the surrounding setting. The Plan assumes that the small warehouse, a non-historic building adjacent to the Apple Barn, would be demolished. Any exterior changes must be sensitive to the historic significance and architectural features of the building, and any relocation must follow the Secretary of the Interior standards for relocation such that the NR-3 rating of the Apple Barn is not compromised.

To facilitate the new North-South street and the development of additional buildings, the historic Aptos Firehouse/VFW Hall would need to be relocated within the Village Plan area. Technical studies have determined that a portion of the rear of the building has been added since its period of significance. This Plan assumes that this newer area would be removed to restore the structure to its more original size. Any exterior changes must be sensitive to the historic significance and architectural features of the building, and any relocation must follow the Secretary of the Interior standards for relocation such that the NR-5 rating is not compromised. If relocated, the building must be located on a prominent street within the Village and present to the street in its current narrow-side configuration. Before moving this building, the County's Historic Resources Commission must approve the relocation and associated reconstruction work.

Finally, given the highest rating of historic significance assigned to the Bayview Hotel, any new structures built adjacent to that site must be reviewed by the Historic Resources Commission to ensure that they do not compromise the historic context of this very important historic resource and centerpiece to the character of the Village.

Figure 6 illustrates the key elements proposed by the Village Plan for the Village Core. In addition to new roadways and private and public open spaces, it suggests the likely relocation of historic structures and possible footprints for new residential, commercial and mixed-use buildings.

Infrastructure

Although the details of the infrastructure associated with the development of the Village Core would be evaluated at the time the development is proposed, it is clear that the additional commercial and residential development would require certain improvements. These improvements include the following:

Roadway & Traffic Improvements

The Plan proposes the construction of new roadways to serve the Village, including a new East-West roadway north of Soquel Drive, a North-South roadway connecting Soquel Drive to the new East-West roadway, and changes to Granite Way and Aptos Creek Road (see Figure 7). To address current traffic congestion and the additional traffic anticipated from new development in the Village, several traffic studies have been completed over the years to identify the proper level of traffic improvements that need to be included in the Plan to address traffic impacts. Those additional improvements include the following:

- The installation of traffic signals at the Soquel Drive/Trout Gulch intersection, including left-turn lane on westbound Soquel Drive at Post Office Drive;
- Installation of traffic signals at the Soquel Drive/Aptos Creek Road intersection, including a left-turn lane on eastbound Soquel Drive at Aptos Creek Road; and
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village.

Additionally, the County and future developers would need to work with the railroad to address safety concerns related to the current and proposed railroad crossings within the Village.

While Soquel Drive is a major arterial in the Aptos area, it is only a 50-foot wide right-of-way. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road. As illustrated in Figure 8, it is envisioned that Soquel Drive would be improved with 10-11' travel lanes, left turn pockets at Soquel-Aptos Creek Road, Soquel-Trout Gulch Road and at the intersection of Soquel Drive and the new North-South street. Sidewalks would be provided on the southerly side of Soquel Drive and bike lanes on both sides. Parallel parking would be retained, to the extent feasible, on the north side of Soquel Drive.

Sidewalk Improvements

Making the Village pedestrian friendly is an important Village Plan goal. New development would be required to create a network of sidewalks that provide for pedestrian connectivity. The elements of a pedestrian-friendly neighborhood include:

- Sidewalks along the edge of all streets, where feasible, and along all building frontages.
- Sidewalk widths that are comfortable for walking two or three people abreast.
- Sidewalks within parking areas and connecting parking areas to street frontages.



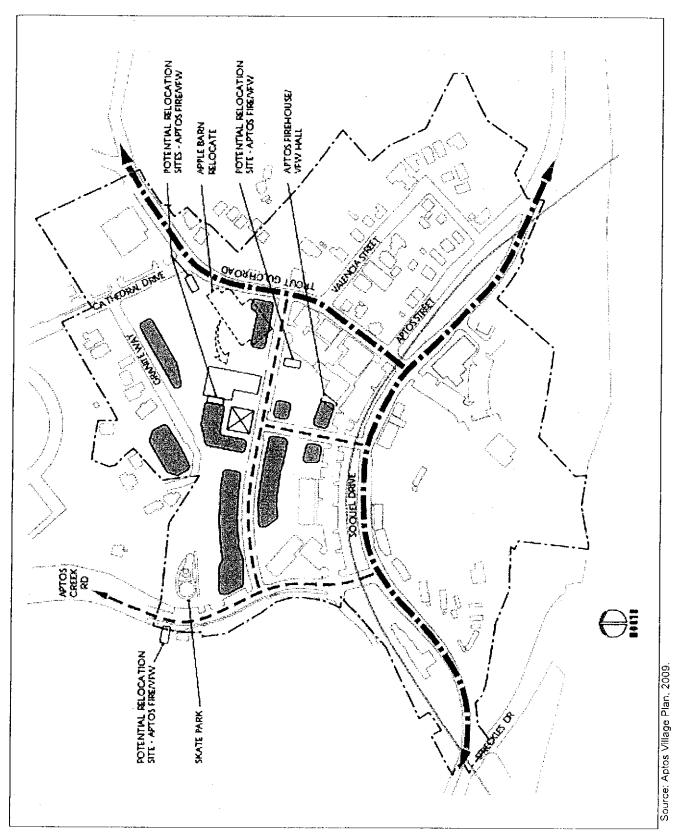


FIGURE 6 - Village Core Development Potential

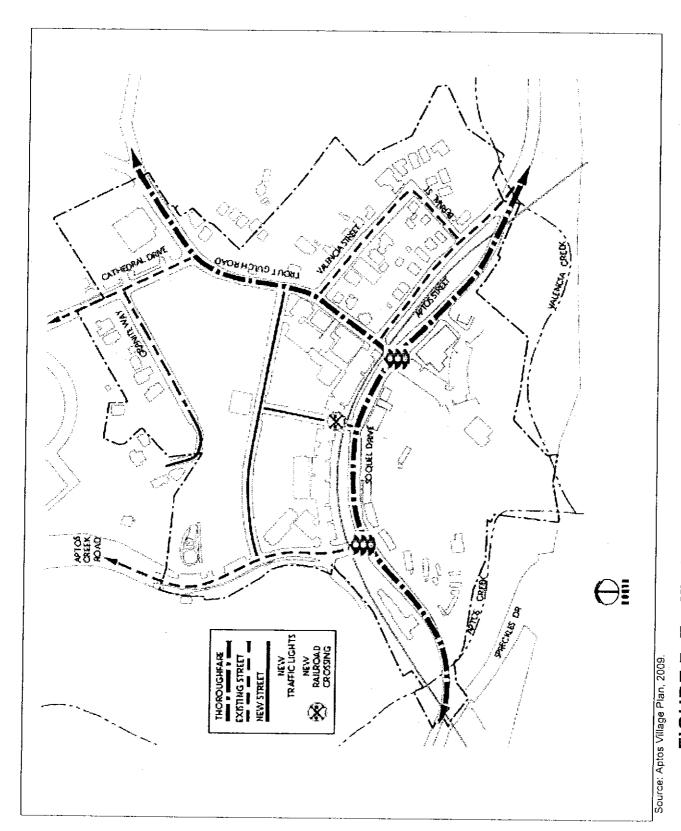


FIGURE 7: Traffic Improvements and New Roadways, Including Intersections, Signals, and Railroad Crossing Improvements

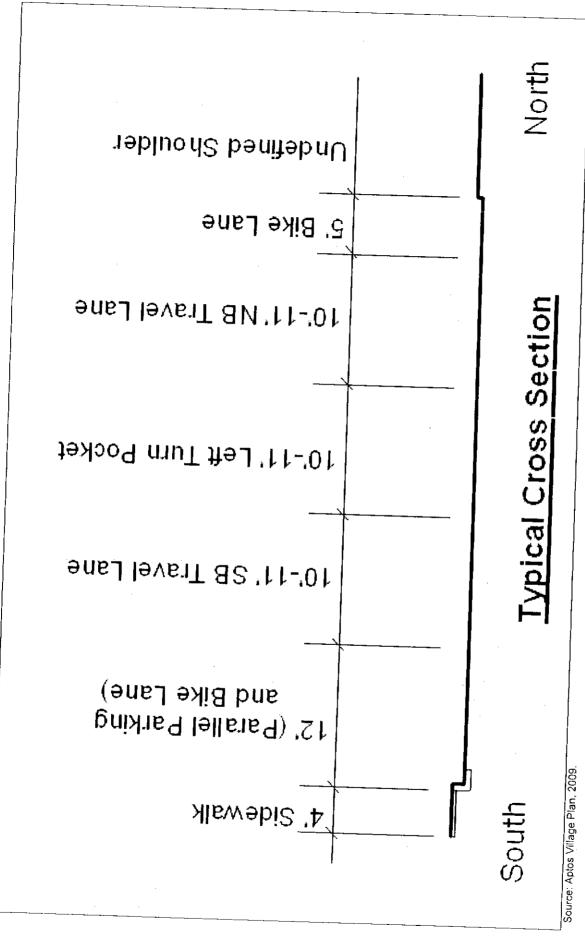


FIGURE 8: Soquel Drive Improvements

- Mid-block sidewalks that connect to parking located at mid-block.
- Barrier-free crosswalks with traffic controls, where possible.
- Pedestrian amenities such as benches, lights, trash receptors and landscaping.
- Shading for principal sidewalks with street trees, awnings, canopies and arcades.

It is critical that most of these improvements be installed concurrently with the private commercial and residential improvements, particularly the crossings of Soquel Drive.

Bus and Bikeway Improvements

Bus service is currently provided to the area from Routes 54 and 71 that run between Santa Cruz and Watsonville along Soquel Drive and Freedom Boulevard. Bicycle lanes exist along parts of Soquel Drive and Trout Gulch Road, but do not connect Aptos Village with other parts of Aptos to the east and west due to the narrowing of Soquel Drive at the two railroad overpasses at each end of the Village on Soquel Drive.

Needed Bike improvements include better signage at the junction of Soquel Drive and Trout Gulch Road and bike racks in the commercial areas. Bus stops would be improved with turnouts, shelters and connecting sidewalks and other pedestrian improvements (see Figure 9).

Railway Links

For many years there has been community-wide discussion about the potential for public ownership of the rail system and the potential for someday having a passenger rail system serving the area. While it is premature to assume that there will be passenger rail service, it is prudent to accommodate the potential for such a plan to occur in the future. Therefore, the Plan identifies two alternate areas to be set aside for locating passenger-loading areas should passenger rail service or a tourist trolley be provided in the future. Both locations A and B are 40' wide and 200' long and bisected by the railroad tracks. Both locations are well connected to the Village by sidewalks.

Vehicle Parking

Existing parking in the entire Village includes about 140 spaces on the street and 375 spaces in parking lots for a total of about 515 spaces. The existing Village Core includes 145 parking spaces in parking lots. It should be noted that this does not include the informal parking that currently is used in the core area – along the north side of Soquel Drive and at the entrance to Nisene Marks Park. As well, these parking tabulations do not include the off-street parking spaces that serve existing single-family residences on Granite Way, Valencia, Bernal and Aptos streets.

New off-street parking spaces must be well located to conveniently serve adjacent commercial and residential uses and be well connected by driveways and sidewalks. Additionally, some 80 to 85 more parking spaces would be provided on the new streets. The Planned Unit Development (PUD) would address the parking needs of the Village Core and require adequate on and off-site parking be provided in the range of 400-500 spaces dependant on the ultimate amount of new commercial space, residential units and intensity of commercial uses. In addition, parking spaces for the future skatepark and parking for users of Nisene Marks State Park would be addressed in the PUD.

It is also important to recognize that future County-sponsored sidewalk improvements along the north side of Soquel Drive would likely reduce the number of informal parking spaces. This could occur with or without the additional development in the Village Core, given the need to formalize public transit pullouts and related pedestrian access in the area. As well, installation



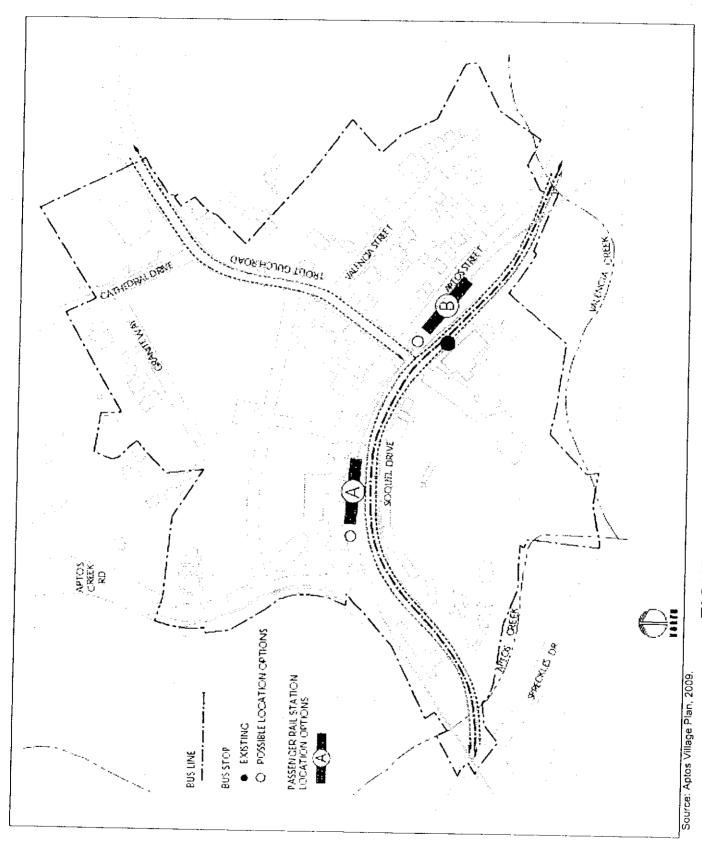


FIGURE 9: Bus and Railroad Options

of an eastbound left turn pocket at the Soquel Drive/Aptos Creek Road intersection would require reconfiguring parking at the commercial property (APN 41-561-04) at the northwest corner of that intersection (currently Britannia Arms).

Water Distribution

Currently, water distribution lines in Aptos Creek Road, Soquel Drive, Trout Gulch Road, Cathedral Drive and Granite Way provide water to serve the Village's needs. The system is owned and operated by the Soquel Creek Water District (SCWD). However, with the exception of the extension along Granite Way, the interior portion of development area lacks any existing facilities. Water mains are generally 6-inch to 8-inch diameter. Existing SCWD wells are located in the "flatland" area south of Soquel Drive and along the westerly side of Aptos Creek Road. Through discussions with personnel at both the SCWD and Aptos/La Selva Fire Protection District, it has been determined that the existing water system is adequate to meet fire flow demands as well as the proposed Village Plan needs. In conjunction with new development, new water lines would be installed throughout the development area.

Water Supply

The issue of the source of water supply is a different issue than how it would be distributed. Over the years, the groundwater basin that serves as the principal source of supply for the SCWD has reached or exceeded its safe yield. As a result, the District has implemented a number of measures to ensure the protection of the water supply for current and future customers. In particular, they have instituted a "water offset" program that requires developers to retrofit existing water consuming fixtures on other properties in an effort to create "new" water to meet the needs of the new development. In fact, the program requires the offset to exceed the projected water demand for the new development (currently 1.2 to 1). Any development in the Village would be subject to these and subsequent requirements adopted by the Soquel Creek Water District.

Sewer Services

Much like the existing water system, sanitary sewer mains exist around the perimeter of the development area with short extensions along Granite Way and from Trout Gulch Road to serve the Bayview Hotel and surrounding buildings. The system is part of the Santa Cruz County Sanitation District system.

An 8-inch line runs north along Aptos Creek Road approximately 600 feet and would provide connection points for extensions into the westerly portion of the development area. The 8-inch line ties into the system in Soquel Drive flowing westerly toward Spreckles Drive.

Waste from the easterly half of the site as well as surrounding neighborhoods is collected in Trout Gulch Road. From there an 8-inch line carries it east along Valencia Street, then Bernal Street to Soquel Drive from where it leaves the Village heading easterly.

All waste from the Village area is sent to a pump station near the beach in Rio del Mar flats, where it would be piped in existing mains northward to the main sewage treatment plant in Santa Cruz. The Santa Cruz County Sanitation District has conducted video inspection of the existing systems within the entire Village Plan area and has identified the need to replace some of the mains. These improvements would be made by the County prior to or in conjunction with any other infrastructure improvements made in conformance with the adopted Village Plan.



Storm Drainage

Presently, the Village area has very little in the way of storm drain improvements other than a system in Trout Gulch Road at the intersection of Cathedral Drive. That system conveys storm water easterly to Valencia Creek. Elsewhere throughout the Village, storm runoff is handled by surface means in an informal and unregulated fashion with about 2/3 draining to Valencia Creek and about 1/3 draining to Aptos Creek. Soils behind the existing buildings along the northerly side of Soquel Drive are frequently saturated during the winter season, resulting in several areas of standing water. In the lower regions around Aptos Station and the Bayview Hotel, runoff from the parking areas is generally directed toward the northerly side of the railroad tracks paralleling Soquel Drive where the water tends to pond in the winter months before flowing into Aptos Creek.

Future development must provide drainage improvements that would include an engineered system of inlets and storm drains designed to convey runoff to designated points of discharge near Aptos Creek and Valencia Creek. Detention basins, bioswales, water gardens and other similar "Best Management Practices" would be required to maintain pre-development release rates, maintain water quality and supply and protect the two creeks from hydrologic disturbances. Future developers of the Village Core area will be required to coordinate drainage infrastructure and management.

The Aptos Village Plan would set the stage for the future development, but further analysis of any proposed development would occur when applications are made in the future to develop the properties within the Village Plan area.

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III. ENVIRONMENTAL REVIEW CHECKLIST

A. Geology and Soils

Does the project have the potential to:

- 1. Expose people or structures to potential adverse effects, including the risk of material loss, injury, or death involving:
 - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or as identified by other substantial evidence?

	X	
_	 	

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Uniform Building Code

The Uniform Building Code (UBC) was first enacted by the International Conference of Building Officials (ICBO) on October 18-21, 1927. Revised editions of this code are published approximately every 3 years. The UBC (1997) includes provisions associated with engineering design and building requirements.

California Building Standards Code

The California Building Code (CBC) is another name for the body of regulations known as the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code and establishes minimum requirements for a buildings structural strength and stability to safeguard the public health, safety and general welfare. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable.

Published by the International Conference of Building Officials, the UBC is a widely adopted model building code in the United States. The California Building Code incorporates by



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reference the 2006 International Building Code with necessary California amendments.

Local

County of Santa Cruz General Plan and Local Coastal Program

The County of Santa Cruz General Plan and Local Coastal Program (LCP) was adopted by the Board of Supervisors in May of 1994 and certified by the California Coastal Commission in December of 1994. The following policies are applicable to geology and soils.

Policy 6.1.4: Site Investigation Regarding Liquefaction Hazard (LCP). Require site-specific investigation by a certified engineering geologist and/or civil engineer of all development proposals of more than four residential units in areas designated as having a high or very high liquefaction potential. Proposals of four units and under and non-residential projects shall be reviewed for liquefaction hazard through environmental review and/or geologic hazards assessment, and when a significant potential hazard exists a site-specific investigation shall be required.

Policy 6.3.4: Erosion Control Plan Approval Required for Development (LCP). Require approval of an erosion control plan for all development, as specified in the Erosion Control ordinance. Vegetation removal shall be minimized and limited to that amount indicated on the approved development plans, but shall be consistent with fire safety requirements.

Policy 6.3.5: Installation of Erosion Control Measures. Require the installation of erosion control measures consistent with the Erosion Control ordinance, by October 15, or the advent of significant rain, or project completion, whichever occurs first. Prior to October 15, require adequate erosion control to be provided to prevent erosion from early storms. For development activities, require protection of exposed soil from erosion between October 15 and April 15 and require vegetation and stabilization of disturbed areas prior to completion of the project. For agricultural activities, require that adequate measures are taken to prevent excessive sediment from leaving the property.

Policy 6.3.7: Reuse of Topsoil and Native Vegetation Upon Grading Completion. Require topsoil to be stockpiled and reapplied upon completion of grading to promote regrowth of vegetation; native vegetation should be used in replanting disturbed areas to enhance long-term stability.

Policy 6.3.8: On-Site Sediment Containment (LCP). Require containment of all sediment on the site during construction and require drainage improvements for the completed development that will provide runoff control, including onsite retention or detention where downstream drainage facilities have limited capacity. Runoff control systems or Best Management Practices shall be adequate to prevent any significant increase in site runoff over pre-existing volumes and velocities and to maximize on-site collection of non-point source pollutants.

Policy 6.3.9: Site Design to Minimize Grading (LCP). Require site design in all areas to minimize grading activities and reduce vegetation removal based on the following guidelines:

- (a) Structures should be clustered;
- (b) Access roads and driveways shall not cross slopes greater than 30 percent; cuts and fills should not exceed 10 feet, unless they are wholly underneath the footprint and adequately retained;
- (c) Foundation designs should minimize excavation or fill;
- (d) Building and access envelopes should be designated on the basis of site inspection to



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avoid particularly erodable areas;

(e) Require all fill and sidecast material to be recompacted to engineered standards, reseeded, and mulched and/or burlap covered.

The Aptos Village Plan is a guiding document that establishes land uses and does not propose physical development. The Aptos Village Plan would not result in any significant geological impacts because the Plan must be consistent with the goals, policies and standards established within the General Plan that are intended to protect the safety of the community. Individual projects in the future would address any parcel specific geotechnical and geologic issues, as required by the California Building Code.

All of Santa Cruz County is subject to some hazard from earthquakes. However, the Village Plan area is not located in a fault zone mapped by the state or the County. The nearest earthquake-producing faults in the area include the Zayante Fault Zone approximately three miles northeast of Aptos Village and the San Andreas Fault Zone approximately six miles northeast of the Village. Because there is no evidence of active faulting in the immediate vicinity of the Village, potential for ground rupture in the Village is low.

b.	Seismic ground shaking?	X
The Californ structures a Code, as we	se A-1-a. Aptos will likely be subject to seis nia Building Code requires a geotechnical in nd improvements would be designed in acc ell as any additional requirements dictated l presented by seismic shaking is would be o	nvestigation for new structures. Future cordance with the California Building by a geotechnical engineer, such that
C.	Seismic-related ground failure, including liquefaction?	X
mapped with geotechnical designed in requirement	nefaction potential varies on the project site in a high potential for liquefaction. The Califul investigation for new structures. Future succordance with the California Building Coast dictated by a geotechnical engineer, suclawould be considered less-than-significant.	fornia Building Code requires a tructures and improvements would be de, as well as any additional
d.	Landslides?	X

Most of the Village is relatively flat and risks due to landslides are considered to be less-than-significant. The vacant parcels in the Village Core area behind the Bayview Hotel and Aptos Station are mostly flat, except at their northerly edges. Future development is not intended to encroach into steeply sloped areas with the exception of the potential skatepark. The California Building Code requires a geotechnical investigation for new structures. Future development on or adjacent to steeply sloped areas would require a geotechnical investigation to ensure slope stability. Future development would not be allowed on unstable or steeply sloped areas. The other area of steep slopes lies south of Soquel Drive and no new

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development is considered in that location as a part of the Village Plan. No significant impact is anticipated.

2.	Subject people or improvements to damage from soil instability as a result of on- or off-site landslide, lateral spreading, to subsidence, liquefaction, or structural collapse?	X
investi accord by a go signific	esponses A-1c & A-1d. The California Building Code requires a ge- gation for new structures. Future structures and improvements shance with the California Building Code, as well as any additional reotechnical engineer, such that any geotechnical hazards are mitigant level. The areas of the Village intended for future developmental spreading or subsidence. No significant impact is anticipated.	nall be designed in requirements dictated gated to a less-than-
3.	Develop land with a slope exceeding 30%?	X
physic	otos Village Plan is a guiding document that establishes land uses al development. Individual projects in the future would address ar chnical and geologic issues, as required by the California Building	ny parcel specific
	sponse A-1d. Future development is not intended to encroach int cent slopes.	o areas that exceed
4.	Result in soil erosion or the substantial loss of topsoil?	X
physica	otos Village Plan is a guiding document that establishes land uses al development. Individual projects in the future would address ar chnical and geologic issues, as required by the California Building	ny parcel specific
paved erosior steep s Code t	of the Village is relatively level and large parts are currently developed areas, so the potential for accelerated erosion is generally reduced is greatest when exposed soils are subject to rainfall and stormwislopes. All future development that includes ground disturbance is a submit an erosion control plan. Erosion potential would be miniped part through standard erosion control methods, as specified in a	d. Potential for vater runoff and on s required by County mized for future
5.	Be located on expansive soil, as defined in section 1802.3.2 of the California Building Code, creating substantial risks to property?	X

The Aptos Village Plan is a guiding document that establishes land uses and does not propose

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physical development. Individual projects in the future would address any parcel specific geotechnical and geologic issues, as required by the California Building Code.

The California Building Code requires a geotechnical investigation for new structures. Future structures and improvements shall be designed in accordance with the California Building Code, as well as any additional requirements dictated by a geotechnical engineer, such that the potential hazards from expansive soils are mitigated to a less-than-significant level.

6.	Place sewage disposal systems in areas dependent upon soils incapable of adequately supporting the use of septic tanks, leach fields, or alternative waste water disposal systems?		X		
existing	Village is located within the Urban Services Line g and future development. No septic tanks, lea al systems are proposed. No impact is anticipa	ch fields, or alternative w			
7.	Result in coastal cliff erosion?		X		
Neithe	Aptos Village is located approximately one-half mile inland from the nearest coastal bluff. Neither the Aptos Village Plan nor the future development within the plan area would have any anticipated effect on coastal bluffs or result in coastal cliff erosion. No impact is anticipated.				
	drology, Water Supply and Water Quality he project have the potential to:				
1.	Place development within a 100-year flood hazard area?		X		
The Apflood p (wheth Aptos \	Only the area below existing development south of Soquel Drive is within a mapped floodplain. The Aptos Village Plan does not recommend development of these parcels due to the existing flood plain, biotic issues, and visual issues. Any new proposed development in this area (whether commercial or residential) would need to be addressed outside the context of the Aptos Village Plan. No future development is considered in that location as a part of the Village Plan. No significant impacts are anticipated.				
2.	Place development within the floodway resulting in impedance or redirection of flood flows?		Х		
See re	sponse B-1.				
3.	Be inundated by a seiche or tsunami?		Χ		
		4			

EXHIBIT T .

Aptos Village is located approximately one-half mile inland from Monterey Bay at an elevation

Environmental	Review	Initial	Study
Page 30			

Less than
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Less than Significant Impact

No Impact

of about 100 feet above sea level. Therefore, the likelihood of inundation by a seiche or tsunami is extremely low. No significant impact is anticipated.

4	Deplete groundwater supplies or interfere
-+ .	substantially with groundwater recharge
	such that there would be a net deficit, or a
	significant contribution to an existing net
	deficit in available supply, or a significant
	lowering of the local groundwater table?

X

Future development within the Village Plan area would obtain water from the Soquel Creek Water District and thus would not rely on private well water. The Soquel Creek Water District's Water Demand Offset Policy requires that new service reduce demand by a factor of 1.2. This reduction would be accomplished by the use of low flow fixtures in new development and retrofitting existing development with low flow fixtures, in consultation with the Water District. The Village Plan proposes that any new development within the Village would be subject to these and subsequent requirements adopted by the Soquel Creek Water District. All construction would comply with the California Building Code and local ordinances regarding the conservation and use of water. In addition, each discretionary development proposal would be analyzed to determine whether that particular development would have any impact on groundwater supply or groundwater recharge. The following General Plan policies are applicable to water supply: Policy 7.18.1, Linking Growth to Water Supplies; Policy 7.18.2, Written Commitments Confirming Water Service Required for Permits; 7.18.3, Impacts of New Development on Water Purveyors, Policy 7.18.5, Groundwater Management; Policy 7.18.6, Water Conservation Requirements; and Policy 7.18.7, Water Reuse. Therefore, the impacts associated with the Aptos Village Plan would be less-than-significant.

 Degrade a public or private water supply? (Including the contribution of urban contaminants, nutrient enrichments, or other agricultural chemicals or seawater intrusion).

~		

See responses A-4 and B-4. As required by the County Design Criteria, all new stormwater drainage systems would incorporate Best Management Practices (BMPs) to filter stormwater runoff and remove urban contaminants. No significant impacts are anticipated.

6. Degrade septic system functioning?



See response A-6. No new septic systems are allowed within the Urban Services Line and there are no other septic systems in the site vicinity that could be affected by the project. No impact is anticipated.

EXHIBIT I

Environmental Review Initial Study Page 31	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
7. Alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river in a manner, which could result in flooding, erosion, or siltation on or off-site?			X	
The majority of the storm water runoff enters the site Court, Village Drive and Granite Way via sheet flow shallow surface depressions and infiltrates into the state Valencia Creek or Aptos Creek. There is an existing site from near the lower end of Village Drive, through property and to the existing crosswalk on Soquel Dri Gulch Road. Approximately two-thirds of the site not third drains toward Aptos Creek About half of the run collected in the existing Trout Gulch Road drainage branch of (or gulch draining to) Valencia Creek. The the site flows toward the intersections of Trout Gulch and then to Valencia Creek. Runoff from the wester Aptos Village Park or the section of Soquel Drive ne to Aptos Creek was calculated to be 1.1 cubic feet pyear, 10-year, and 25-year storms, respectively. Cu	Runoff from the eastern of the easte	om the site of soft of the site of the site of the soft of the soft of the soft of the soft of the site of the sit	either collectite toward to south this e Village Siek Drive arcia Creek areek is now ged directly rom the easie and Apt is to Aptos and 1.6 cf	cts in either rough the tation and Trout and one- v into a st side of tos Street, Creek via discharge fs for 5-

The existing drainage pattern would not be significantly altered by future development, except that the area of current ponding would be captured into a new stormwater drainage system. The Aptos Village Plan proposes that all future developments provide drainage improvements that would include an engineered system of inlets and storm drains designed to convey runoff to designated points of discharge near Aptos Creek and Valencia Creek. Detention Basins, bio-swales, water gardens and other similar "Best Management Practices" are also specified to maintain pre-development release rates.

the same design storms was calculated to be 4.0, 4.9, and 5.9 cfs, respectively (Ifland

The following General Plan policies are applicable to alteration of drainage patterns: Policy 6.4.7, New Construction to be Outside Flood Hazard Areas; Policy 6.4.8, Elevation of Residential Structures; Policy 6.4.9, Septic Systems, Leach Fields, and Fill Placement; and Policy 6.4.10, Flood Control Structures. Each development proposal would necessitate independent review of environmental impacts. No significant impact is anticipated.

8.	Create or contribute runoff, which would		
	exceed the capacity of existing or planned storm water drainage systems, or create		
	additional source(s) of polluted runoff?	 X	

See responses B-5 and B-7. As required by the County Design Criteria, all new stormwater drainage systems would incorporate BMPs to filter stormwater runoff and remove urban contaminants. No significant impact is anticipated.

EXHIBIT I .

Engineers, 2009).

Environmental Review Initial Study Page 32		Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
9.	Contribute to flood levels or erosion in natural watercourses by discharges of newly collected runoff?			X	
See r	esponse B-7.				
10.	Otherwise substantially degrade water supply or quality?			X	
See r	esponse B-7.				
	iological Resources the project have the potential to:				
1.	Have an adverse effect on any species identified as a candidate, sensitive, or special status species, in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service?			X	

Per a Biotic Assessment prepared by Ecosystems West, dated November 2009 (Attachment 2), one active nest site for the San Francisco Dusky Footed Woodrat (SFDW) was identified in the northwest corner of the Village Plan area, in the vicinity of the future potential skate park. The nest structure was located approximately 20 feet up in the tree canopy of a coast live oak tree. The SFDW is considered a state "Species of Special Concern". The woodrat builds nests/houses from sticks, either on the ground or in trees; some up to heights of 3 to 5 feet tall on the ground and up to 30 feet up in tree canopies. They also utilize slash piles of woody debris and abandoned buildings or structures in which to forage, seek refuge, or construct nest structures (Ecosystems West 2009).

Any future development that is proposed under the Aptos Village Plan would be required to comply with all applicable County General Plan Policies and Ordinances, specifically, Policy 5.1.6, Development within Sensitive Habitats. The policy states, "Sensitive Habitats shall be protected against any significant disruption of habitat values; and any proposed development within or adjacent to these areas must maintain or enhance the functional capacity of the habitat. Reduce in scale, redesign, or, if no other alternative exists, deny any project which cannot sufficiently mitigate significant adverse impacts on sensitive habitats unless approval of a project is legally necessary to allow a reasonable use of the land." In addition, the following polices would also apply: Policy 5.1.7, Site Design and Use Regulations, which protects sensitive habitats against any significant disruption or degradation of habitat values in accordance with the Sensitive Habitat Protection Ordinance; and Policy 5.1.9, Biotic Assessment, which requires a biotic assessment as part of normal project review to determine whether a full biotic report should be prepared by a qualified biologist. Implementation of the above described General Plan policies and the Sensitive Habitat Protection Ordinance would ensure that all future development proposals would result in a less-than-significant impact to the SFDW.

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Less than Significant Impact

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Nesting passerine birds, raptors, and roosting bats may be present in the Village Plan area at various times of the year, but were not directly observed in the on site biotic survey. Implementation of the above-described General Plan policies and the Sensitive Habitat Protection Ordinance would ensure that all future development proposals would result in a less-than-significant impact to roosting bats and nesting birds.

Protected fish species to include tidewater goby, Coho salmon and steelhead, may be present in the creeks on the periphery of the Village Plan area at various times of the year, but were not directly observed in the on site biotic survey. Implementation of the above-described General Plan policies and the Sensitive Habitat Protection Ordinance would ensure that all future development proposals would result in a less-than-significant impact to protected fish species.

No other candidate, sensitive, or special status species are known to exist in the within the Aptos Village Plan area.

2.	Have an adverse effect on a sensitive			
	biotic community (riparian corridor),			
	wetland, native grassland, special forests,			
	inter-tidal zone, etc.)?		X	
	• • •	 		

The Aptos Village is an existing urbanized area. Although approximately 6 acres of land in the northern part of the Village is vacant, the area is heavily disturbed. Portions were used in the past for fruit processing facilities and some of the foundations remain. Unimproved dirt roads cross the area. There are riparian corridors along the edges of the Village Plan area adjacent to both Aptos Creek and Valencia Creek. However, the only future development that may occur in these areas would be drainage pipe outlets and energy dissipation structures.

Any future development that is proposed under the Aptos Village Plan would be required to comply with all applicable County General Plan Policies and Ordinances. These include: Policy 5.2.1, Designation of Riparian Corridors and Wetlands; Policy 5.2.2, Riparian Corridor and Wetland Protection Ordinance; Policy 5.2.3, Activities within Riparian Corridors and Wetlands; Policy 5.2.4, Riparian Corridor Buffer Setback; Policy 5.2.7, Compatible Uses with Riparian Corridors; Policy 5.2.8, Environmental Review for Riparian Corridor and Wetland Protection; and Policy 5.2.9, Management Plans for Wetland Protection. Implementation of the above-described General Plan policies and the Riparian Corridor and Wetland Protection Ordinance would ensure that all future development proposals would result in a less-than-significant impact to riparian corridors and wetlands. See responses to C-1 above for a discussion on protection for other sensitive habitat areas.

3. Interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native or migratory wildlife nursery sites?

X

See responses C-1 and C-2. The Aptos Village Plan does not propose future development within riparian areas, so the project would not interfere with the movement of any native

EXHIBIT I .

Environmental	Review	Initial Study
Page 34		

Significant with Mitigation Incorporation

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resident or migratory fish species in the creeks or with wildlife species that might use the riparian areas as wildlife corridors. There are no known established wildlife corridors or wildlife nursery sites in the area where future development is anticipated.

4.	Produce nighttime lighting that will illuminate animal habitats?	X
would I	development within the Village would include nightti be focused within the urbanized Village Plan area ar n corridors.	me lighting; however, the lighting and would not be directed towards the
5.	Make a significant contribution to the reduction of the number of species of plants or animals?	X
Existing vegeta	sponses to C-1 and C-2 above. The Aptos Village is government parcels within the Village are disturbed and tion. Future development of these parcels would not be of species of plants or animals.	I are mostly exposed dirt with little
6.	Conflict with any local policies or ordinances protecting biological resources (such as the Significant Tree Protection Ordinance, Sensitive Habitat Ordinance, provisions of the Design Review ordinance protecting trees with trunk sizes of 6 inch diameters or greater)?	X
or ordin remove are not	sponses C-1 and C-2. The Aptos Village Plan would nances protecting biological resources. Some existi ed to accommodate future development. However, t considered as significant trees per County Code. S result in an increase in the total number of trees with	ng trees on vacant parcels may be the trees within the Village Plan area Street trees, required by the plan,
7.	Conflict with the provisions of an adopted Habitat Conservation Plan, Biotic Conservation Easement, or other approved local, regional, or state habitat conservation plan?	X

There are no conservation plans or biotic conservation easements in effect or planned in the Village Plan area.

Environmental Review Initial Study Page 35

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D.	Energy	and	Natural	Resources

Does the project have the potential to:

DUC	sine project have the potential to.
1.	Affect or be affected by land designated as "Timber Resources" by the General Plan?
	and within the Aptos Village Plan area is designated as Timber Resources. No impacts to er resources would occur.
2.	Affect or be affected by lands currently utilized for agriculture, or designated in the General Plan for agricultural use?
	and within the Aptos Village Plan area is currently utilized or designated for agricultural No impacts to agricultural lands would occur.
3.	Encourage activities that result in the use of large amounts of fuel, water, or energy, or use of these in a wasteful manner?

Future development would not result in the use of large amounts of fuel, water, or energy, or the use of these in a wasteful manner. The following General Plan policies are applicable to fuel, water, and energy use: Policy 5.17.1, Promote Alternative Energy Sources; Policy 5.17.2, Design Structures for Solar Gain; Policy 5.17.3, Solar Access; Policy 5.17.5, Weatherization Improvements; Policy 5.17.6, Tubs and Pools; Policy 5.17.7, Street Lighting; Policy 5.17.8, Unnecessary Waste; Policy 7.18.6, Water Conservation Requirements; and Policy 7.18.7, Water Reuse. Each discretionary development proposal within the Aptos Village Plan area would necessitate independent review of environmental impacts. No significant impact is anticipated. In addition, standards established within the California Building Code for conservation of energy and resources would apply for all future development.

4. Have a substantial effect on the potential use, extraction, or depletion of a natural resource (i.e., minerals or energy resources)?

No extraction, use, or depletion of minerals would occur directly as a result of the Village Plan. Some amount of minerals and energy would be used in the future development within the Village Plan area, but this amount would be negligible in terms of local, regional, state, national, or world-wide mineral and energy resource use. Future development would require additional energy from that currently consumed in the Aptos Village. Standards established within the California Building Code for conservation of energy and resources would apply for all future development. No impact is anticipated.

Enviro Page	onmental Review Initial Study 36	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	isual Resources and Aesthetics the project have the potential to:				·
1.	Have an adverse effect on a scenic resource, including visual obstruction of that resource?	of 		X	
advei south sceni	e is no mapped scenic road or public view rsely impacted by future development wit nwest corner of the Village is within the m ic area is either already developed, under idered for future development. No signific	hin the Village P apped scenic co velopable (steep	lan area. Al rridor of Hig slopes, floo	though the hway 1, the	e mapped
2.	Substantially damage scenic resource within a designated scenic corridor or public view shed area including, but no limited to, trees, rock outcroppings, an historic buildings?	ot		X	
See i	response E-1. No significant impact is ar	nticipated.			
3.	Degrade the existing visual character of quality of the site and its surroundings including substantial change in topography or ground surface relief features, and/or development on a ridgeline?			X	
visua would	Aptos Village is an existing urbanized are at character of the vacant areas would chard be involved. However, there would be accerelief features. No significant impacts	ange with future no substantial ch	developmer	it and some	e grading
4.	Create a new source of light or glare, which would adversely affect day or nighttime views in the area?			X	

Future development would include additional nighttime lighting; however, the lighting would be focused within the Village area. The Aptos Village Plan states, "Lighting should illuminate the street and not upper-story residential units or the night sky." As directed by the Plan, lighting would be shielded and directed downward to reduce any illumination beyond the development areas. No significant impacts are anticipated.

EXHIBIT I .

Environmental Review Initial Study Page 37	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
5. Destroy, cover, or modify any unique geologic or physical feature?				X

No unique geologic or physical features are known to occur within the Aptos Village Plan area. No impact is anticipated.

F. Cultural Resources

Does the project have the potential to:

1.	Cause an adverse change in the	
	significance of an historical resource as	•
	defined in CEQA Guidelines 15064.5?	X

There are 18 designated historic resources within the Aptos Village Plan area listed on the County's Historic Resources Inventory, including the Bayview Hotel, which is listed on the National Register of Historic Places as an NR-1 (see Table 2). Future development under the Plan would include relocation of the Apple Barn (APN 041-011-33) to the center of the Village Core area and the relocation of the Aptos Fire House / VFW Hall (APN 041-011-24) to an undetermined site within the Village Plan area. No impacts to the remaining 15 historic structures located within the Aptos Village Plan area would occur.

Table 2: Historic Properties within the Aptos Village Plan Area					
No.	Resource	Location	Assessor Parcel No.		
1.	Aptos Creek Bridge	Soquel Drive at Spreckles Drive	Right-of-Way		
2.	General Store and Post Office	8040, 8042 Soquel Drive	041-042-02		
3.	Village House	8044 Soquel Drive	041-042-03		
4.	Aptos Firehouse/VFW Hall	8037 Soquel Drive	041-011-24		
5.	Anchor Hotel-Bayview	8041 Soquel Drive	041-011-34		
6.	Apple Barn	417 Trout Gulch Road	041-011-33		
7.	Single-family Residence	502 Trout Gulch Road	041-021-40		
8.	Bonner House	420a Trout Gulch Road	041-021-05		
9.	Ray McCawley Real Estate	408 Trout Gulch Road	041-022-14		
10.	Hihn-Aptos Subdivision	140 Summa Court (formerly 8055 Valencia Street)	041-021-41 (formerly 041-021-09)		
11.	Hihn-Aptos Subdivision	140 Summa Court (formerly 8057 Valencia Street)	041-021-41 (formerly 041-021-10)		
12.	Hihn-Aptos Subdivision	8059 Valencia Street	041-021-11		
13.	Somerset House	8061 Valencia Street	041-021-12		
14.	Calvary Chapel	8065 Valencia Street	041-021-38		
15.	Hihn-Aptos Subdivision	8067 Aptos Street	041-022-07		
16.	Hihn-Aptos Subdivision	8065 Aptos Street	041-022-08		
17.	Hihn-Aptos Subdivision	8063 Aptos Street	041-022-09		
18.	Twitchell House	8061 Aptos Street	041-022-10		

Note: Italics denote that resource may potentially be impacted under Aptos Village Plan. Source: County of Santa Cruz 2009.



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Less than Significant Impact

No impact

The Aptos Village Plan envisions that the Apple Barn could be used as an anchor store. The Plan states that the Antique Apple Barn would be relocated to allow its presence on the Village Common and to properly interact with the other new buildings. Any such movement would likely require some reconstruction. Because it is an historic resource of significance, any movement, exterior change, or reconstruction of the Apple Barn would require special review and approval by the County's Historic Resources Commission. Available technical information provided in Attachment 3 suggests that a minor change in location would not adversely affect the significance of the Apple Barn, given the condition of the surrounding setting. The Plan assumes that the small warehouse, a non-historic building adjacent to the Apple Barn, would be demolished. Any exterior changes must be sensitive to the historic significance and architectural features of the building, and any relocation must follow the Secretary of the Interior standards for relocation such that the NR-3 rating of the Apple Barn is not compromised.

To facilitate the new North-South street and the development of additional buildings, the historic Aptos Firehouse/VFW Hall would need to be relocated to a new location within the Village Plan area. Technical studies provided in Attachment 3 have determined that a portion of the rear of the building has been added since its period of significance. Upon relocation, the Aptos Village Plan assumes that the newer portion of the structure would be removed to facilitate restoration of the structure to its more original size during its period of significance. Any exterior changes must be sensitive to the historic significance and architectural features of the building and any relocation must follow the Secretary of the Interior standards for relocation such that the NR-5 rating is not compromised. If relocated, the building must be located on a prominent street within the Village and present to the street in its current narrow-side configuration. Before moving this building, the County's Historic Resources Commission must approve the relocation and associated reconstruction work.

Finally, given the highest rating of historic significance assigned to the Bayview Hotel, any new structures built adjacent to that site must be reviewed by the Historic Resources Commission to ensure that they do not compromise the historic context of this very important historic resource and centerpiece to the character of the Village.

The following General Plan policies and ordinances would ensure that no significant impact to historic resources would occur under the Aptos Village Plan:

- Policy 5.20.1, Historic Preservation Program Maintain, update and strengthen, where appropriate, a County Historic Preservation program and Historic Resource Preservation ordinance with the assistance of an appointed Historic Resources Commission in accordance with State Historic guidelines.
- Policy 5.20.2, Historic Resources Inventory Maintain and update a County Historic Resources Inventory to describe those historic structures, objects, properties, sites, and districts which have been designated by the Board of Supervisors for protection of their heritage values.
- Policy 5.20.3, Development Activities For development activities on property
 containing historic resources, require protection, enhancement and/or preservation of
 the historic, cultural, architectural, engineering or aesthetic values of the resource as
 determined by the Historic Resources commission. Immediate or substantial hardship
 to a project applicant shall be considered in establishing project requirements.
- Policy 5.20.4, Historic Resources Commission Review Require that applicants for

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development proposals on property containing a designated Historic Resource, submit plans for the protection and preservation of the historic resource values to the Historic Resources Commission for their review and approval; require an evaluation and report by a professional historian or a cultural resources consultant when required by the Commission.

- Policy 5.20.5, Encourage Protection of Historic Structures Encourage and support
 public and private efforts to protect and restore historic structures and to continue their
 use as an integral part of the community.
- Policy 5.20.6, Maintain Designation as a Certified Local Government Support existing and further develop local historic resource programs in order to maintain the California State Department of Parks and Recreation's designation of Santa Cruz County as a Certified Local Government.
- A Historic Preservation Plan would be required for the protection, enhancement, and/or preservation of the historic resource values of a structure, object, site or district and which is prepared according to the guidelines established by the Historic Resources Commission (Sections 16.42.050 and 16.42.070 of the County Code). County Code specifies that all changes to designated historic resources require review and approval by the County Historic Resources Commission to ensure preservation of the historic resources. In order to ensure the preservation of local historic resources, Historic Resource Preservation Plans would be prepared for the Apple Barn and the Aptos Firehouse/VFW Hall prior to building relocation or modification. The Historic Resource Preservation Plans would be reviewed by the County Historic Resources Commission, and all recommendations of the Historic Resources Preservation Plan and the Commission would be incorporated into the relocation plans. Additionally, adherence to Secretary of the Interior's Standards for Rehabilitation shall be required for relocation of, or modifications to, any historic structure.

Implementation of the above-described General Plan policies and the historic preservation criteria outlined in the County Code would ensure that all future development proposals would result in a less-than-significant impact to historic resources. No significant impact is anticipated.

2.	Cause an adverse change in the			
	significance of an archaeological resource			
	pursuant to CEQA Guidelines 15064.5?		Х	
	•	 		

The Aptos Village is located within a mapped archaeological resource area. A Cultural Resources report has been prepared, by Albion Environmental Inc. and Sandy Lydon, which evaluates the archaeological resources within the vacant areas of the Aptos Village (Attachment 3).

The Cultural Resources report determined (through field investigation, review of previous reports, and archival data) that a number of recorded archaeological sites exist within the vicinity of the Aptos Village. A pedestrian survey of the vacant areas within the Village Core was performed and some cultural remains were identified. Further investigation was performed through the excavation of backhoe trenches in the area where the cultural remains were found. The results of the excavation showed that although cultural remains were present in the trenches, the prehistoric cultural remains were intermixed with historic and modern

EXHIBIT I .

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Less than Significant Impact

No Impact

materials. The report concludes that the site does not appear to provide evidence for intensive prehistoric occupation, and that the site integrity appears to have been seriously impacted through historic and modern activities.

Future development under the Aptos Village Plan could result in the disturbance of buried prehistoric and/or historic archaeological resources at site CA-SCR-222/H that potentially meet the California Register of Historic Resources (CRHR) criteria and may also constitute "unique archaeological resources" under CEQA. There is also potential for the proposed project to disturb human remains within the prehistoric component of CA-SCR-222/H.

The following General Plan policies and ordinances would ensure that no significant impact to prehistoric resources would occur under the Aptos Village Plan:

- Policy 5.19.1, Evaluation of Native American Cultural Sites Protect all archaeological resources until they can be evaluated. Prohibit any disturbance of Native American Cultural Sites without an appropriate permit. Maintain the Native American Cultural Sites Ordinance.
- Policy 5.19.2, Site Surveys Require an archaeological site survey (surface reconnaissance) as part of the environmental review process for all projects with very high site potential as determined by the inventory of archaeological sites, within the Archaeological Sensitive Areas, as designated on General Plan and LCP Resources and Constraints Maps filed in the Planning Department.
- Policy 5.19.3, Development around Archaeological Resources Protect archaeological resources from development by restricting improvements and grading activities to portions of the property not containing these resources, where feasible, or by preservation of the site through project design and/or use restrictions, such as covering the site with earthfill to a depth that ensures the site will not be disturbed by development, as determined by a professional archaeologist.
- Policy 5.19.4, Archaeological Evaluations Require the applicant for development proposals on any archaeological site to provide an evaluation, by a certified archaeologist, of the significance of the resource and what protective measures are necessary to achieve General Plan and LCP Land Use Plan objectives and policies.
- Policy 5.19.5, Native American Cultural Sites Prohibit any disturbance of Native American Cultural Sites without an archaeological permit which requires, but is not limited to, the following:
 - (a) A statement of the goals, methods, and techniques to be employed in the excavation and analysis of the data, and the reasons why the excavation will be of value.
 - (b) A plan to ensure that artifacts and records will be properly preserved for scholarly research and public education.
 - (c) A plan for disposing of human remains in a manner satisfactory to local Native American Indian groups.
- Chapter 16.40 of the County Code, Native American Cultural Sites.

Implementation of the above-described General Plan policies and requirements outlined in Chapter 16.40 of the County Code would ensure that all future development proposals would result in a less-than-significant impact to archaeological resources. No significant impact is

EXHIBIT I

Enviro Page 4	nmental Review Initial Study I1	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact	
anticip	pated.					
3.	Disturb any human remains, including those interred outside of formal cemeteries?			X		
See re	esponse to F-2 above. Pursuant to Section 16.	40.040 of	the Santa C	ruz County	/ Code:	
otherv	roperty owner who, at any time in the preparati- vise disturbing the ground, discovers any huma evidence of a Native American cultural site whi of age, shall:	n remains	of any age,	or any arti	fact or	
1.	Cease and desist from all further excavations discovery.	and distu	rbances with	nin 200 fee	t of the	
2.	2. Arrange for staking completely around the area of discovery by visible stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery; provided, however, that such staking need not take place on adjoining property unless the owner of the adjoining property authorizes such staking.					
3.	Notify the Sheriff-Corner of the discovery if hu Notify the Planning Director if the discovery of				ered.	
4.	Grant all duly authorized representatives of the permission to enter onto the property and to to chapter.					
an insported by Director NICPA accommand the insported by Disturb	rty Inspection. Upon notification of the discove pection of the property. Said inspection shall to of the discovery. A representative of local NA, and the property owner shall be notified of the pany the Director and his/he representative at spection shall be to determine whether the discovering shall not resume until the significance of oppropriate mitigations to preserve the resource	ake place ative Calif e time of t all times o overy is a the arche	within 72 hor ornia Indian he inspection on the proper site of cultur cological resc	urs of notic groups, sun and both rty. The pural significa burce is de	ce to the ach as may urpose of ance.	
require develo	nentation of the above-described General Planements contained in Chapter 16.40 of the Cour epment proposals would result in a less-than-signant impact is anticipated.	ity Code v	vould ensure	that all fut		

A database search of the University of California Museum of Paleontology Specimen Search was conducted on October 26, 2009. No paleontological resources have been identified or are expected to occur within the Aptos Village Plan area. No impact is anticipated.



Directly or indirectly destroy a unique paleontological resource or site?

4.

Environmental Review Initial Study Page 42

Significant Or Potentially Significant Impact Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

G. Hazards and Hazardous Materials

Does the project have the potential to:

1. Create a significant hazard to the public or the environment as a result of the routine transport, storage, use, or disposal of hazardous materials, not including gasoline or other motor fuels?

__X_

The uses allowed in the Aptos Village Plan would be residential, retail commercial, food service, and office uses. These uses do not involve the routine transport, storage, use, or disposal of hazardous materials. Small amounts of household hazardous waste, and similar chemicals, would be properly disposed of through the local solid waste service provider.

The potential release of hazardous materials along roadways is an on-going condition that is regulated by federal, state, and local regulations. This condition would exist with or without the proposed Aptos Village Plan. Because the Aptos Village Plan is a planning level document, the Aptos Village Plan does not include any site specific designs or proposals that would enable an assessment of potential site specific hazardous impacts that may result from future development proposals. Approval of the Aptos Village Plan would not result in any significant hazards, such as exposure to potential health hazards, or creation of a health hazard. The actions included in the Aptos Village Plan must be consistent with the goals, policies, and standards established within the elements of the General Plan that are intended to protect the safety of the community. General Plan policy 6.7.10, Distance from Residences, is applicable to address hazardous materials. Furthermore, to ensure that development of housing on specific sites does not result in potentially significant hazards or expose people to potential health hazards, future projects would be reviewed for consistency with state, federal, and local requirements and guidelines. Adherence to such requirements would ensure that potential impacts associated with this issue are less-than-significant.

2. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Х

Two properties within the Village are included on the 10/29/09 list of hazardous materials sites. The Aptos Garage at 8026-8028 Soquel Drive (APN 041-561-05 & -06) and the former Terrible Herbst gas station site at 8060 Soquel Drive (APN 041-042-47). Both of these properties are currently developed, and the fuel tanks and contaminated soil were removed from the former Terrible Herbst site prior to construction of the commercial building in 2005. No change to the existing development on these properties is anticipated as a part of the Village Plan.

Future development would be located on vacant property within the Village Core area. Phase I Environmental Site Assessments have been performed for two of the properties in the Village Core area. The area around the current location of the Apple Barn and Aptos Firehouse/VFW Hall were both examined. Soil testing was performed on both properties, and an underground storage tank was removed from the Apple Barn property. Soil testing results indicated that all

EXHIBIT I

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

soils samples were not above the reporting limits for all target compounds other than arsenic, which can be naturally occurring. No further testing was recommended for these properties.

The Aptos Village Plan is intended to comply with General Plan Objective 2.24 and specifically with Program "b," which relates to Aptos Village. Objective 2.24 of the General Plan calls for the continued use of: "Village, town, community and specific plans to provide a planning framework to guide future public and private improvements in town centers... as focal points for living, working, shopping and visiting." Program "b" of Objective 2.24 recommends that the County "[r]eview and update the Aptos Village Community Design Framework to develop a more specific plan governing land use, circulation, design, and improvements in the village area."

Review of potential impacts related to this issue would be conducted during the environmental review of specific developments requiring discretionary review. General Plan Policy 6.6.1, Hazardous Materials Ordinance, is applicable to hazardous materials sites. Adherence to applicable County, state, and/or federal regulations would ensure that potential hazards to the public are less-than-significant.

3.	Create a safety hazard for people residing or working in the project area as a result of dangers from aircraft using a public or private airport located within two miles of	~
	the project site?	X
The	Aptos Village is not located within two miles o	any airport. No impact is anticipated.
4.	Expose people to electro-magnetic fields associated with electrical transmission lines?	X
	e are no regional high-voltage transmission lir onsidered less-than-significant.	es in the Aptos Village. This impact would
5.	Create a potential fire hazard?	X

Approval of the Aptos Village Plan would not create a potential fire hazard because the Plan must be consistent with the goals, policies, and standards established within the General Plan that are intended to protect the safety of the community (e.g., Public Safety and Noise). The following General Plan policies are applicable to fire hazards: Policy 6.5.1, Access Standards; Policy 6.5.2, Exceptions to Access Standards; Policy 6.5.3, Conditions for Project Approval; Policy 6.5.5, Standards for New Dead End Roads; Policy 6.5.6, Maintenance for Private Roads; Policy 6.5.7, Certification of Adequate Fire Protection Prior to Permit Approval; Policy 6.5.9, Consistency with Adopted Codes Required for New Development; Policy 6.5.10, Land Divisions Access Requirements; and Policy 6.5.11, Fire Protection Standards for Land Divisions Inside the Urban Services Line. In addition, any potential future project design would incorporate all applicable fire safety code requirements. This impact would be considered less-than-significant.

Page 44	Potentially Significant Impact	Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
6. Release bio-engineered organisms or chemicals into the air outside of project buildings?				X

The uses allowed in the Aptos Village Plan would be residential, retail commercial, food service, and office uses. These uses would not include activities, which would result in the release of bio-engineered organisms or chemical agents.

H. Transportation/Traffic

Environmental Davis, Julius Charle

Does the project have the potential to:

 Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

__X

The Aptos Village Plan establishes land use guidelines for commercial and residential development beyond what currently exists in the Village. In regards to development of the Village Core area, the Aptos Village Plan provides more specific guidelines in terms of commercial square footage and new residential units, which can be evaluated for traffic related impacts.

Policy 3.12.1 of the County General Plan states, "In reviewing the traffic impacts of proposed development projects or proposed roadway improvements, Level of Service (LOS) C should be considered the objective, but LOS D as the minimum acceptable (where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible). Review development projects or proposed roadway improvements to the Congestion Management Program network for consistency with Congestion Management Plan goals."

"Proposed development projects that would cause LOS at an intersection or on a uninterrupted highway segment to fall below D during the weekday peak hour will be required to mitigate their traffic impacts. Proposed development projects that would add traffic at intersections or on highway segments already at LOS E or F shall also be required to mitigate any traffic volume resulting in a one percent increase in the volume/capacity ratio of the sum of all critical movements. Projects shall be denied until additional capacity is provided or where overriding finding of public necessity and or benefit is provided.

A Traffic Impact Study has been prepared by TJKM Transportation Consultants (Attachment 5) that addresses anticipated future mixed-use (commercial and residential) development within the Aptos Village Plan area. Table 3 summarizes the results of the intersection LOS analysis for existing conditions. Under Existing Conditions, eight out of ten study intersections operate at acceptable service levels during the p.m. peak hour. The following two intersections operate

EXHIBIT I .

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

Table 3: Intersection Level of Service – Existing Conditions							
ID	Intersection	Control	A.M. Peak Hour'		P.M. Peak Hour		
			Delay	LOS	Delay	Los	
1	Aptos Creek Road/Granite Way	One-way Stop	8.8	Α	9.6	A	
2	Cathedral Drive/Granite Way	One-way Stop	9.0	Α	8.9	A	
3	Cathedral Drive/Trout Gulch Road	One-way Stop	14.1	В	12.6	В	
4	Soquel Drive/Trout Gulch Road	All-way Stop	53.4	F	26.9	D	
,	CIP Project: Install a signal and a westbound left-turn lane	Signal	19.5	В	27.7	C	
	Soquel Drive/Aptos Creek Road	One-way Stop	19.6	С	47.2	E	
5	CIP Project: Install a signal and an eastbound left-turn lane	Signal	11.5	В	10.3	В	
6	Soquel Drive/Spreckels Drive	Signal	16.5	В	12.8	B	
7	Soquel Drive/Aptos Rancho Road	Signal	29.0	c	30.1	C	
8	Soquel Drive/State Park Drive/Sunset Way	Signal	27.7	C	35.6	D	
9	State Park Drive/Hwy. 1 NB Ramps	Signal	14.2	В	8.6	A	
10	State Park Drive/Hwy. 1 SB Ramps	Signal	7.2	A	6.8	A	

Notes: 1) A.M. Peak Hour numbers provided from Draft Aptos Village Traffic Impact Study prepared by TJKM Transportation Consultants dated, February 23, 2004.

Delay = Overall average intersection delay for Signalized/All-way Stop control intersection or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

CIP = County of Santa Cruz Capital Improvement Program.

Source: TJKM Transportation Consultants, 2009

unacceptable during the a.m. and p.m. peak hour:

- Soquel Drive/Trout Gulch Road: This all-way stop controlled intersection currently
 operates at LOS F during the a.m. peak hour and LOS D during the p.m. peak hour.
 Signalization and installation of an exclusive westbound left-turn lane as specified in the
 2009/2010 County of Santa Cruz Capital Improvement Program (CIP) is expected to
 improve the intersection operating condition to an acceptable level.
- Soquel Drive/Aptos Creek Road: This one-way stop control intersection operates at LOS E during the p.m. peak hour. The 2009/2010 CIP specifies the installation of a traffic signal and an exclusive eastbound left-turn land on Soquel Drive.

The specified CIP projects are expected to improve the operation of the above intersections to acceptable County LOS standards of LOS C or better. These projects are part of the current County Capital Improvement Program and are currently under design.

The traffic study estimated that future development would generate approximately 1,947 daily vehicle trips (this includes 169 trips during the a.m. peak hour and 226 trips during the p.m. peak hour). Table 4 summarizes the results of the Intersection LOS analysis. Under this scenario, the same eight study area intersections that currently operate at acceptable levels of service are expected to continue operating acceptably. The CIP improvements identified in the previous scenario (Existing Conditions) are expected to be able to accommodate approved project traffic as well.

The following two intersections are expected to continue to operate unacceptably under the Existing + Approved Project Conditions:

Soquel Drive/Trout Gulch Road: This all-way stop controlled intersection currently
operates at LOS F during the a.m. peak hour and LOS D during the p.m. peak hour.
Signalization and installation of an exclusive westbound left-turn lane is expected to

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

improve the intersection operating condition to an acceptable level.

 Soquel Drive/Aptos Creek Road: This one-way stop control intersection operates at LOS F during the p.m. peak hour. Installation of a traffic signal and an exclusive eastbound left-turn lane on Soquel Drive is expected to improve the intersection operating condition to an acceptable level.

Both of the above-described improvements are part of the current CIP and are currently under design.

Table 4: Intersection Level of Service – Existing + Approved Conditions						
ID	intersection		A.M Peak Hour!		P.M. Peak Hour	
		Control	Delay	LOS	Delay	Los
1	Aptos Creek Road/Granite Way	One-way Stop	8.8	Α	9.6	Α
2	Cathedral Drive/Granite Way	One-way Stop	9.1	Α	8.9	A
3	Cathedral Drive/Trout Gulch Road	One-way Stop	14.3	В	12.7	В
4	Soquel Drive/Trout Gulch Road	All-way Stop	58.8	F	29.7	D
	CIP Project: Install a signal and a westbound left-turn lane	Signal	20.3	С	27.2	C
	Soquel Drive/Aptos Creek Road	One-way Stop	22.0	С	66.7	F
5	CIP Project: Install a signal and an eastbound left-turn lane	Signal	8.4	А	9.8	A
6	Soquel Drive/Spreckels Drive	Signal	17.5	В	13.1	В
7	Soquel Drive/Aptos Rancho Road	Signal	30.6	С	33.3	c
8	Soquel Drive/State Park Drive/Sunset Way	Signal	28.5	С	39.1	D
9	State Park Drive/Hwy. 1 NB Ramps	Signal	14.4	В	9.3	A
10	State Park Drive/Hwy. 1 SB Ramps	Signal	7.2	A	7.1	A

Notes: 1) A.M. Peak Hour numbers provided from Draft Aptos Village Traffic Impact Study prepared by TJKM Transportation Consultants dated, February 23, 2004.

Delay = Overall average intersection delay for Signalized/All-way Stop control intersection or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

CIP = County of Santa Cruz Capital Improvement Program.

Source: TJKM Transportation Consultants, 2009.

Table 5 summarizes the results of intersection LOS analysis under the Existing + Approved + Project Conditions. The new East-West street would be the preferred through access within the Aptos Village core area via Trout Gulch Road and Aptos Creek Road. The alignment of Granite Way would affect forecasted turning movement volumes at five study intersections to include: 1) Aptos Creek Road/new East-West street; 2) new East-West street/new North-South street; 3) Soquel Drive/new North-South street; 4) Soquel Drive/Trout Gulch Road; and 5) Soquel Drive/Aptos Creek Road. In addition, the LOS of four intersections [1) Soquel Drive/Trout Gulch Road; 2) new East-West street/new North-South street; 3) new East-West street/Trout Gulch Road; and 4) Soquel Drive/new North-South street] would be influenced by prohibiting southbound left turns from the new North-South street onto eastbound Soquel Drive, as well as results from the one-way stop control at the intersection of Soquel Drive/new North-South street. The southbound left-turn restriction at the intersection of Soquel Drive/new North-South street would cause the project trips to re-route through the intersections of new East-West street/new North-South street; new East-West street/Trout Gulch Road; and Soquel Drive/Trout Gulch Road (see Figure 7). Table 5 includes a summary of results of the expected traffic conditions for these intersections

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

JD	Intersection	Control	A.M Pe	ak Hour	P.M. Pe	ak Hour
		Control	Delay	Los	Delay	Los
1	Aptos Creek Road/New East-West Street	One-way Stop	9.0	Α	9.5	Α
2	Cathedral Drive/Granite Way	One-way Stop	9.1	Α	8.9	А
3	Cathedral Drive/Trout Gulch Road	One-way Stop	14.8	В	13.1	В
	Soquel Drive/Trout Gulch Road	All-way Stop	55.0	F	31.6	D
4	Project Feature: Install a signal and a westbound left-turn lane	Signal	19.5	С	30.2	С
	Soquel Drive/Aptos Creek Road	One-way Stop	21.7	С	>120.0	F
5	Project Feature: Install a signal and an eastbound left-turn lane	Signal	22.3	С	12.2	В
6	Soquel Drive/Spreckels Drive	Signal	16.0	В	16.8	В
	Soquel Drive/Aptos Rancho Road	Signal	34.4	С	37.4	D
7	Project Feature: Provide permissive phasing for minor street	Signal	N/A	N/A	30.5	С
8	Soquel Drive/State Park Drive/Sunset Way	Signal	28.3	С	44.0	D
9	State Park Drive/Hwy. 1 NB Ramps	Signal	17.8	В	11.4	В
10	State Park Drive/Hwy. 1 SB Ramps	Signal	7.4	Α	7.5	Α
11	New East-West Street/New North-South Street	One-way Stop	N/A	N/A	8.7	Α
12	New East-West Street/Trout Gulch Road	One-way Stop	14.8	В	29.1	D
13	Soquel Drive/New North-South Street	One-way Stop	N/A	N/A	15.7	С

Notes: 1) A.M. Peak Hour numbers provided from Draft Aptos Village Traffic Impact Study prepared by TJKM Transportation Consultants dated, February 23, 2004.

Delay = Overall average intersection delay for Signalized/All-way Stop control intersection or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service N/A = Data not available

Source: TJKM Transportation Consultants, 2009.

Under the Existing + Approved + Project Conditions scenario, ten out of 13 study area intersections are expected to operate acceptably during the p.m. peak hour. The same two intersections that currently operate unacceptably plus one additional intersections impacted by the addition of proposed project traffic are expected to operate at unacceptable levels of service under Existing + Approved + Project Conditions:

- Soquel Drive/Trout Gulch Road
- Soquel Drive/Aptos Creek Road
- Soquel Drive/Aptos Rancho Road

A previous study for a mixed-use project was analyzed for Aptos Village in February 2004. The previous study analyzed weekday a.m., mid-day, and p.m. peak hour conditions. This 2004 study found that the p.m. peak was the critical peak period at most study intersections. The proposed intersection improvements in the 2004 study were found to result in acceptable operations, even for the few intersection where a.m. or mid-day peaks were the critical periods. Therefore, since the p.m. peak was previously found to be the critical traffic period for the overall study area, the current proposal was evaluated only for the p.m. peak hour conditions. As a result, all impacted intersections would operate at an acceptable LOS following implementation of the proposed intersection improvements proposed under the Aptos Village Plan during a.m. peak hour.

The proposed CIP projects/Aptos Village Plan intersection improvements identified for the first two intersections are expected to accommodate the Aptos Village Plan project traffic as well.

Aptos Village Plan - Initial Study

EXHIBIT I

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

The County is currently in the design process for these recommended mitigations as CIP projects, and the traffic signals are expected to become functional prior to full occupancy of any future development. At the intersection of Soquel Drive and Aptos Rancho Road, the delay is expected to increase by about four seconds, which would cause the LOS to decrease from C to D due to the traffic added from the project. Currently, Aptos Rancho Road operates with split phasing. Modifying the Aptos Rancho Road signal phasing to permissive left-turn phasing would be required. With this improvement, the intersection is expected to operate at an acceptable LOS C. There is sufficient capacity for left turns, and no protected left turn arrow would be required for this minor street.

Future development projects outlined under the Aptos Village Plan would be required to pay Traffic Impact Area (TIA) fees intended to mitigate the impact of new development on County-maintained roads. These fees, Transportation Improvement Fees and Roadside Improvement Fees, are calculated by using a standard flat fee depending on the type of unit constructed (i.e., single-family residential, multi-family residential, and new bedroom). Non-residential uses calculate fees based on an estimate of the increase in trip-ends generated by the project. According to the traffic study, the future development of the Village Core is estimated to generate approximately 1,947 daily vehicle trips. The TIA fees are used to fund projects identified in the Capital Improvement Program within the TIA. The 2009-2010 CIP includes funding for the design and construction of signals at the Soquel Drive/Trout Gulch Road intersection and the Soquel Drive/Aptos Creek Road intersection. These signals would be installed and operational prior to the occupancy of the future Village Core development.

As a result of the traffic improvements specified in the Aptos Village Plan, no significant impact from increased project traffic is anticipated.

2.	Cause an increase in parking demand,			
	which cannot be accommodated by		9.	
	existing parking facilities?		X	

The Aptos Village Plan specifies parking requirements for all areas of the Village. In areas with existing parking shortages (Area I - Hihn Subdivision & Area II - South of Soquel Drive) the Plan requires all new development to comply with County Code requirements for parking, with the exception of a reduction in parking for commercial uses (not including restaurant or medical office uses). The current County Code requirement for these commercial uses is one parking space for each 200 square feet of commercial space. In order to allow ongoing and future use of existing commercial and mixed use properties in these areas, it is recommended that the onsite parking requirements be reduced to one parking space for each 300 square feet of commercial space. This reduction would not result in an increase in parking demand, due to existing parking shortfalls within these developed areas. The reduction simply reflects the existing conditions and, in most cases, would result in an increase of on-site parking over the existing parking provided by commercial uses in these areas of the village.

Future development within the Village Core would require the construction of on-site parking facilities. The future development would be required to provide sufficient parking for the proposed uses as required by County Code. No significant impact is anticipated.

3.	Increase hazards to motorists, bicyclists,			
	or pedestrians?	 	X	

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

Future development within the Aptos Village is likely to result in an increase in the number of motor vehicles, bicycles, and pedestrians. However, new signals at the Soquel Drive/Trout Gulch Road and Soquel Drive/Aptos Creek Road intersections, as well as roadside improvements to Soquel Drive are included in the Capital Improvement Program for 2009-2010. These improvements would result in an increased level of safety for motorists, bicyclists, and pedestrians in the Village Plan area.

Future development within the Village Core area would include two new roadways and new sidewalks that would allow for ease of pedestrian access through the Village. All new improvements would be designed to applicable traffic engineering standards to ensure safety for motorists, bicyclists, and pedestrians in the Aptos Village Plan area. No significant impact is anticipated.

4. Exceed, either individually (the project alone) or cumulatively (the project combined with other development), a level of service standard established by the county congestion management agency for designated intersections, roads or highways?

X	

Under the 2025 Cumulative + Project Conditions scenario, ten study intersections are expected to continue to operate at acceptable levels of service during both the a.m. and p.m. peak hours (see Attachment 5). Table 6 summarizes the results of the LOS analysis under Year 2025 Cumulative + Project Conditions. The intersection improvements identified in the previous scenario, Existing + Approved + Project Conditions (see H-1) are expected to accommodate the Aptos Village Plan generated traffic as well. However, the following two intersections would continue to operate unacceptably:

- Soquel Drive/Aptos Rancho Road: This intersection is expected to operate at an
 unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions.
 Currently, Aptos Rancho Road operates with split phasing. The Aptos Village Plan
 proposes modification of the Aptos Rancho Road signal phasing to provide permissive
 left turn phasing. As a result, the intersection is expected to operate at an acceptable
 LOS D.
- Soquel Drive/State Park Drive/Sunset Way. This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. The following mitigation measures would be required to improve the LOS to an acceptable level. Installing an exclusive eastbound right-turn lane on Soquel Drive is expected to improve the intersection LOS to an acceptable level. However, the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal lane widths are used. As a result, narrower lane widths are recommended. The analysis of this mitigation measure was also performed for the a.m. peak hour, and the intersection was found to operate acceptably at LOS D. However, a right-turn lane storage length of at least 300 feet plus transition will be required.

A previous study for a mixed-use project was analyzed for Aptos Village in February 2004. The previous study analyzed weekday a.m., mid-day, and p.m. peak hour conditions. This



Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

2004 study found that the p.m. peak was the critical peak period at most study intersections. The proposed intersection improvements in the 2004 study were found to result in acceptable operations, even for the few intersection where a.m. or mid-day peaks were the critical periods. Therefore, since the p.m. peak was previously found to be the critical traffic period for the overall study area, the current proposal was evaluated only for the p.m. peak hour conditions. As a result, all impacted intersections would operate at an acceptable LOS following implementation of the proposed intersection improvements proposed under the Aptos Village Plan during a.m. peak hour.

	Table 6: Intersection Level of Service – (Year 2025) Cumulative +Project Conditions					
ID.	Intersection	Control	Cumulative P.M. Peak Hour		Cumulative + Project P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1	Aptos Creek Road/New East-West Street	One-way Stop	9.9	Α	9.9	Α
2	Cathedral Drive/Granite Way	One-way Stop	9.1	Α	9.1	Α
3	Cathedral Drive/Trout Gulch Road	One-way Stop	15.8	С	16.4	С
4	Soquel Drive/Trout Gulch Road	Signal	33.6	С	36.3	D
5	Soquel Drive/Aptos Creek Road	Signal	11.5	В	14.9	В
6	Soquel Drive/Spreckels Drive	Signal	23.2	С	45.6	D
	Soquel Drive/Aptos Rancho Road	Signal	56.1	E	72.0	E
7	Project Feature: Provide permissive phasing for minor street	Signal	37.4	D	43.6	D
8	Soquel Drive/State Park Drive/Sunset Way	Signal	58.3	E	66.8	E
ō	Install an eastbound right-turn lane	Signal	35.6	D	41.7	D
9	State Park Drive/Hwy. 1 NB Ramps	Signal	13.3	В	18.1	В
10	State Park Drive/Hwy. 1 SB Ramps	Signal	8.1	А	8.0	А
11	New East-West Street/New North-South Street	One-way Stop	-	-	8.9	A
12	New East-West Street/Trout Gulch Road	One-way Stop	-	-	28.6	D
13	Soquel Drive/New North-South Street	One-way Stop	-	-	15.4	С

Notes: 1) A.M. Peak Hour numbers provided from Draft Aptos Village Traffic Impact Study prepared by TJKM Transportation Consultants dated, February 23, 2004.

Delay = Overall average intersection delay for Signalized/All-way Stop control intersection or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

Source: TJKM Transportation Consultants, 2009.

As a result of the traffic improvements specified in the Aptos Village Plan and the recommended mitigation measures at the intersection of Soquel Drive/State Park Drive/Sunset Way, no significant impact from increased Cumulative project traffic is anticipated.

I. Noise

Does the project have the potential to:

1.	Generate a permanent increase in			
	ambient noise levels in the project vicinity			
	above levels existing without the project?	 	X	

The development of new residential and commercial uses typically increases the traffic volumes in the vicinity of new development. Because traffic noise is a primary contributor to

EXHIBIT I .

Less than
Significant
with
Mitigation

Less than Significant Impact

No Impact

the local noise environment, any increase in traffic resulting from the development of new residential and commercial uses would be expected to proportionally increase local noise levels. The following General Plan policies are applicable to noise generation: Policy 6.9.1, Land Use Compatibility Guidelines; Policy 6.9.2, Acoustical Studies; Policy 6.9.3, Noise Sensitive Land Uses; Policy 6.9.5, Residential Development; and Policy 6.9.7, Construction Noise. An analysis of potential impacts associated with permanent increases in ambient noise levels brought about through implementation of the Aptos Village Plan would be conducted as part of the environmental review required for discretionary residential and commercial developments. In addition, adherence to applicable County and/or state noise standards would ensure that potential impacts related to this issue are less-than-significant.

Expose people to noise levels in excess of standards established in the General Plan, or applicable standards of other agencies?

Х

The proposed Aptos Village Plan includes the development of both commercial and residential uses within the Aptos Village Plan area. Typically, residential housing does not generate unacceptable noise levels, which would exceed County standards. However, the commercial uses and the Village Common area could potentially generate unacceptable noise levels on a temporary basis. All new residential and noise sensitive land developments should conform to a noise exposure standard of 60 dB L_{dn} (day/night average noise level) for outdoor noise and 45 dB L_{dn} for indoor noise according to the General Plan. Actions included in the Aptos Village Plan must be consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect the safety of the community. Any future development within the Aptos Village Plan area is required to be consistent with General Plan Objectives and the following Policies: Policy 6.9.1, Land Use Compatibility Guidelines: Policy 6.9.2, Acoustical Studies: Policy 6.9.3, Noise Sensitive Land Uses: Policy 6.9.5. Residential Development; Policy 6.9.6, Vibrations from Rail; and Policy 6.9.7, Construction Noise. Each future discretionary development proposal would necessitate independent review of environmental impacts. The proposed Aptos Village Plan would comply with General Plan policies and the Noise Ordinance. Noise generated by adjacent commercial and public uses would be not be considered significant. Adherence to applicable County and/or state noise standards would ensure that potential impacts related to this issue are less-than-significant.

3. Generate a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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See response to I-2 above. Noise generated during construction for the future development of the Aptos Village Plan area would temporarily increase the ambient noise levels for adjoining areas. Given the limited duration of this construction related noise, it is considered to be less-than-significant.

An analysis of potential impacts associated with temporary increases in ambient noise levels brought about through implementation of the Aptos Village Plan would be conducted as part of the environmental review of future discretionary residential developments. Adherence to

EXHIBIT I .

Environmental Review Initial Study Page 52 Significant Or Potentially Significant Impact Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

applicable County and/or state noise standards would ensure that potential impacts related to temporary noise are less-than-significant.

J. Air Quality

Does the project have the potential to: (Where available, the significance criteria established by the MBUAPCD may be relied upon to make the following determinations).

upon	to make the following determinations).
1.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
uses v consist intend or hou Policie Altern Greer	roposed Aptos Village Plan identifies the development of both commercial and residential within the Aptos Village Plan area. Actions included in the Aptos Village Plan must be tent with the goals, policies, and standards established within the General Plan that are ed to protect the safety of the community. Any future development of commercial uses sing units are required to be consistent with General Plan Objectives and the following es: Policy 5.18.1, New Development; Policy 5.18.6, Plan for Transit Use; Policy 5.18.7, atives to the Automobile; Policy 5.18.8, Encouraging Landscaping; and Policy 5.18.9, house Gas Reduction. Each future discretionary development proposal would sitate independent review of environmental impacts. No significant impacts are lated.
2.	Conflict with or obstruct implementation of an adopted air quality plan?
	oject would not conflict with or obstruct implementation of the regional air quality plan. 1 above.
3.	Expose sensitive receptors to substantial pollutant concentrations?
service substa and gu	ses allowed in the Aptos Village Plan would be residential, retail commercial, food and office uses. These uses will not include activities, which result in the release of ntial pollutant concentrations. Also se J-4 below. Adherence to all applicable standards idelines would ensure that potential impacts related to sensitive receptors would be an-significant.
4.	Create objectionable odors affecting a

The uses allowed in the Aptos Village Plan would be residential, retail commercial, food service, and office uses. Food service establishments shall be required to comply with all applicable sanitation, ventilation, and odor control standards of the County Department of Environmental Health Services. New development within the County must comply with the

EXHIBIT I

substantial number of people?

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

density and intensity standards outlined in the Land Use Element and the County's Zoning Ordinance. A case-by-case review of future discretionary projects would be necessary to ensure that air quality is protected and that the projects are consistent with all General Plan goals, objectives, and policies (See J-1 above). Furthermore, the construction of residential and commercial uses, in addition to the activities associated with those uses would not result in the creation of objectionable odors. Adherence to all applicable standards and guidelines would ensure that potential impacts related to sensitive receptors would be less-than-significant.

K. Public Services and Utilities

Does the project have the potential to:

- 1. Result in the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
 - a. Fire protection?

Χ

Future development proposed under the Aptos Village Plan would be served by the Aptos-La Selva Fire District. Future development may require improvements to existing facilities or increases in staffing and equipment. Through the County's environmental review process, future discretionary development would be evaluated on an individual basis for potential impacts related to the provision of fire protection services. Without specific details regarding each development, the adequacy of fire protection is impossible to determine with any precision. These needs would be evaluated in the environmental review for each individual project. The following General Plan policies are applicable to fire protection: Policy 7.16.1, Reviewing New Development for Fire Protection; Policy 7.16.2, Development to be Consistent with Fire Hazards Policies; Policy 7.16.3, and Future Fire Station Sites. Appropriate mitigation measures would be required to ensure that potential impacts of future discretionary projects would be less-than-significant. Therefore, the proposed Aptos Village Plan would result in less-than-significant impacts to fire protection.

b. Police protection?

Χ

Future development proposed under the Aptos Village Plan would be served primarily by the Santa Cruz County Sheriff's Department. The additional development set forth by the Aptos Village Plan may increase the need for police protection services within the Aptos Village area. Future development may require improvements to existing facilities or increases in staffing and equipment. Through the County's environmental review process, future discretionary development would be evaluated on an individual basis for potential impacts related to the provision of police protection services. Without specific details regarding each development, the adequacy of police protection is impossible to determine with any precision. These needs would be addressed and met as each development is constructed. The following General Plan

Less than Significant with Mitigation Incorporation

Less than Significant Impact

No Impact

policies are applicable to police protection: Policy 7.17.1, Financing of New Facilities; Policy 7.17.2, Maintaining Adequate Levels of Service; and Policy 7.17.3, Cost Effectiveness. Appropriate mitigation measures would be required to ensure that potential impacts of future discretionary projects would be less-than-significant. Therefore, the proposed Aptos Village Plan would result in less-than-significant impacts to police protection.

c. Schools?	X
-------------	---

Public school education in Aptos is provided by the Pajaro Valley Unified School District. The Development of additional housing within the Aptos Village area would increase the demand on schools. Additional facilities and staffing may be necessary to accommodate the growth. Payment of the School Facilities Mitigation Fee has been deemed by the state legislature to be full and complete mitigation of the impacts of a development project on the provision of adequate school facilities. The environmental assessment of each individual project would require, at minimum, the standard School Facilities Mitigation Fee, which ensures that the proposed Aptos Village Plan would not result in a significant impact, in accordance with Senate Bill 50, which became effective in 1998. The following General Plan policies are applicable to school facilities: Policy 7.12.1, Mitigating Impacts from New Development; Policy 7.12.2, Locations of New Schools; and Policy 7.12.3, School Financing. Therefore, the impact from the proposed Aptos Village Plan would be less-than-significant.

d.	Parks or other recreational activities?		Х	

The implementation of the Aptos Village Plan would result in an additional contribution to the need for parks and recreational services. However, the Aptos Village Plan designates a portion of the Village Core area as a Village Common, and an area in the northeast corner of the Village Core as a park site. Additionally, future development under the Plan would be subject to the payment of parks capital improvement fees (charged for residential units) to offset the impacts of the incremental increase in public parks usage and recreational needs.

All future residential development would be reviewed to ensure consistency with the County of Santa Cruz General Plan and all applicable County ordinances. The following General Plan policies are applicable to park facilities: Policy 7.1.7, Park Financing; Policy 7.1.8, Sharing Parks and Recreation Facilities; Policy 7.1.9, Priorities for Park Development; Policy 7.1.11, Private Local Parks; Policy 7.2.1, Neighborhood Park Standards; Policy 7.2.2, Mini-park Sites; Policy 7.2.3, Neighborhood Park Siting Criteria; Policy 7.2.5, Beaches in Neighborhoods; Policy 7.3.1, Community Park Standards; Policy 7.3.2, Priority for Mid-County Community Park; Policy 7.3.3, Community Park Siting Criteria; Policy 7.3.4, Establishing Community Centers; Policy 7.4.1, Rural Park Standards; Policy 7.4.2, Rural Park Siting Criteria; Policy 7.4.3, Beaches as Rural Parks; Policy 7.5.1, Regional Park Siting and Standards; Policy 7.5.2, Capital Improvement Program; and Policy 7.5.7, Beaches as Regional Parks.

The payment of Park Capital Improvement fees is based on the number of new bedrooms within the development proposal. The fund is used to purchase and develop land for parks in the area where the fee is charged. Adherence to these measures would ensure that impacts associated with this issue are less-than-significant.



Environ Page 5		al Review Initial Study	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	e.	Other public facilities; including the maintenance of roads?			X	
deman the Ap consis In addi improv for mai facilitie Policy Improv	nd for tos V tency ition, remer intena s: Po 7.27. remer	elopment anticipated under the proposed a public facilities and road maintenance (collilage Plan area. All future residential development the County of Santa Cruz General Froadside improvement fees, transportationt fees, drainage-control zone fees, and sance of public facilities. The following Geolicy 7.27.1, Focus Public Services and Face, Capital Improvement Program; and Ponts Program. Adherence to these measurue are less-than-significant.	onstruction velopment velopment velopment velopment on improvement connection plant plant plant plant velopment velo	of two new would be re applicable nent fees, rection fees policies are to the Urba Countywid	roadways) viewed to e County ord oadway would be c applicable in Services e Capital	within ensure linances. harged to public Line;
2	storr expa cons	ult in the need for construction of new mater drainage facilities or ansion of existing facilities, the struction of which could cause ificant environmental effects?			X	
construaceomic Aptos Notes ignored to by-case ensure Plan go drainag surface Assess	uction moda Villag s or p mpace e env the s pals, o ge faces; Po ment	se to B-7. Future development under the of new inlets, detention basins, and drain ate the volume of runoff generated by future. Plan is a planning level document, the foreposals that would enable an assessments that may result with future housing devironmental review of future discretionary loafety of future communities, and that future objectives, and policies. The following General Policy 7.23.1, New Development; Folicy 7.23.3, On-site Storm Water Detention; and Policy 7.23.5, Control Surface Runoff ethal potential impacts associated with the	nage pipes, re developred an does not of potent velopment phousing projects eneral Plan Policy 7.23. on; Policy 7.	which are ment. How not include a tial site spectroposals. Dipects would are consist policies are 2, Minimizion 23.4, Down noe to such	adequate to ever, because any site sport of the carried be carried to the carried applicable applicable of Impervious tream Impervious requirements	o use the ecific water a case- d out to General e to pus pacts ents
	wate expa cons	ult in the need for construction of new r or wastewater treatment facilities or unsion of existing facilities, the truction of which could cause ficant environmental effects?			X	

See response B-4 regarding water service. Future development under the Aptos Village Plan would be connected to existing sanitary sewers in the Aptos Village. The existing sanitary sewer mains are in the process of being upgraded by the Santa Cruz County Sanitation District. Upon completion of sanitary sewer main upgrades, the sanitary sewers would be

EXHIBIT I .

Environmental Review Initial Study Page 56 Significant Or Potentially Significant Impact Less than
Significant
with
Mitigation

Less than Significant Impact

No Impact

adequate to accommodate the volume of wastewater generated by future development.

The proposed Aptos Village Plan would be consistent with the applicable General Plan policies. The following General Plan policies are applicable to water and wastewater treatment: Policy 7.18.1, Linking Growth to Water Supplies; Policy 7.18.2, Written Commitments Confirming Water Service Required for Permits; Policy 7.18.3, Impacts of New Development on Water Purveyors; Policy 7.18.4, Improvement of Water Systems; Policy 7.18.7, Water Reuse; Policy 7.19.1, Sewer Service to New Development; Policy 7.19.2, Development Linkage to Downstream Sewer System Improvements; and Policy 7.19.3, Sizing Sewer Facilities. The County would continue to carefully review individual projects and work with utility providers to ensure that future projects do not result in localized or project specific utility impacts and ensure that each project is contributing a fair share financial contribution to the ongoing improvement of the public systems. Water and wastewater improvements are required as part of a building permit for most types of "new development." Therefore, the proposed Aptos Village Plan would result in less-than-significant impacts to water and wastewater treatment facilities. Adherence to such requirements would ensure that potential impacts associated with this issue are less-than-significant.

4.	Cause a violation of wastewater treatment standards of the Regional Water Quality Control Board?	X
the im	esponse to K-3 above. No violation of wastewater trea aplementation of the proposed Aptos Village Plan. Add l ensure that potential impacts associated with this issu	nerence to such requirements
5.	Create a situation in which water supplies are inadequate to serve the project or provide fire protection?	X
fire flo assoc protec	esponse B-4. The existing water mains serving the Vilous and pressure for fire suppression. Water line extended with future development would be designed to election. No violation of wastewater treatment standards mentation of the proposed Aptos Village Plan. Impacts cant.	nsions and new fire hydrants nsure adequate capacity for fire would occur with the
6.	Result in inadequate access for fire protection?	X

See K-1a above. Future development within the Village Core area would include two new roadways that will be designed to comply with the requirements of the local fire agency. The new roadways would provide enhanced access for fire protection purposes. Each discretionary development proposal would necessitate independent review of environmental impacts. Impacts would be considered less-than-significant.

EXHIBIT I

Environ Page 57	mental Review Initial Study 7	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
7.	Make a significant contribution to a cumulative reduction of landfill capacity or ability to properly dispose of refuse?			X	
uses d develo Implem of land landfill County 7.24.8, for Rec Waste	gional landfills in the area have sufficient capa escribed in the Plan, although the additional sepment would result in a small reduction in the nentation of the existing General Plan policies fill capacity would not occur. The following Georgacity: Policy 7.24.1, Materials Recovery; Paragraphics (Policy 7.24.7, Providing a Variety Meeting State and Local Landfill Diversion Gocyclable Materials; Policy 7.24.11, On-site Yard Collection; and Policy 7.24.13, Compost Mulcoments would ensure that potential impacts assent.	olid waste remaining would enseneral Plan Policy 7.24 of Recyclicals; Polic d Waste Ches for La	generated by life of the experience that a control policies are .5, Recyclinging Collection y 7.24.9, Stormposting; and scaping.	oy future xisting land umulative re applicable g Opportur n Services orage Requ Policy 7.24 Adherence	Ifills. reduction e to hities for ; Policy uirement I.12, Yard e to such
8.	Result in a breach of federal, state, and local statutes and regulations related to solid waste management?			X	
develor of fede not occ	7 above. The Aptos Village Plan is a planning pment projects and would be consistent with a ral, state, and local statutes and regulations recur. No significant impact is anticipated. Adhetential impacts associated with this issue are le	pplicable lated to se erence to s	General Pla olid waste m such requirel	n policies. anagemer	nt would
	nd Use, Population, and Housing ne project have the potential to:				
1.	Conflict with any policy of the County adopted for the purpose of avoiding or mitigating an environmental effect?				<u> </u>
	itos Village Plan does not conflict with any poli pating an environmental effect. No impact is a			urpose of a	avoiding
2.	Conflict with any County Code regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

The Aptos Village Plan does not conflict with any policies adopted for the purpose of avoiding or mitigating an environmental effect. No impact is anticipated.

EXHIBIT I .

Enviro Page (nmental Review Initial Study 58	Significant Or Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
3.	Physically divide an established community?				X
estab	ptos Village Plan would not include any eleme lished community. The new roadways and peo would increase pedestrian access throughout	destrian co	nnections wi	ithin the Vil	llage pated.
4.	Have a potentially significant growth inducing effect, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
develothe Aptos provid Plan wastenders of the control of the contr	roposed Aptos Village Plan remains consistent opment allowed under the General Plan and zo atos Village Plan is a planning level document, ties (e.g., water, sewer, or new road systems) Village Plan calls for the development of road e access and services to existing vacant parce would not require substantial extensions of utilities into areas previously not served, and is contations for the parcels involved. Consequently a-inducing effect.	one for the the proposinto areas and utility els within thies such a sistent with	County. Ad- sal would no previously n infrastructure ne Urban Se s water, sew n the Genera	ditionally, to the control of the co	tensions The to The road use
5.	Displace substantial numbers of people, or amount of existing housing, necessitating the construction of replacement housing elsewhere?				X
The fu housin	ture development of the Village Core area wou g units and would not involve demolition of any	ıld result ir y existing h	a gain of ap nousing units	oproximate s. No impa	ly 63 ict is

M. Non-Local Approvals

	s the project require approval of federal, state, or onal agencies?	Yes	No X
<u>N. N</u>	Mandatory Findings of Significance		
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant, animal, or natural community, or eliminate important examples of the major periods of California history or prehistory?	Yes	No X
	Camerina filotory of promotory:	165	NOX
2.	Does the project have the potential to achieve short term, to the disadvantage of long-term environmental goals? (A short term impact on the environment is one which occurs in a relatively brief, definitive period of time while long term		
	impacts endure well into the future)	Yes	No X
3.	Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of reasonably foreseeable future projects, which have entered the Environmental Review stage)?	Yes	No X
1		•	
1.	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Yes	No X

Attachments:

- 1. November 2009, Draft Aptos Village Plan
- 2. Biotic Assessment for Aptos Village Project, Santa Cruz County, California, prepared by Ecosystems West, dated November 2009.
- 3. Cultural Resources Reports: Cultural Resources Study for Aptos Village (Resources & Recommendations) prepared by Albion Environmental Inc. and Sandy L. Lydon, dated February, 2009; Peer Review for Aptos Village Plan prepared by Circa Historic Property Development, dated March 24, 2009; Addendum to Peer Review for Aptos Village Plan prepared by Circa Historic Property Development, dated April 3, 2009; Aptos Village Plan, Considering the Significant Historic Resources and the Secretary of the Interior's Standards for the Treatment of Historic Properties, Comments in Response to the Historical Resource Commission's Questions, prepared by Urban Programmers, dated July 16, 2009; Peer Review for Aptos Village Plan, prepared by Circa Historic Property Development, dated July 31, 2009; Aptos Village Plan, Considering the Significant Historic Resources and the Secretary of the Interior's Standards for the Treatment of Historic Properties, Comments in Response to the Historical Resource Commission's Questions, prepared by Urban Programmers, dated July 31, 2009; and Aptos Fire House/VFW Hall evaluation letter from James A. Salata of Garden City Construction, dated October 19, 2009.
- 4. Staff report to the Historic Resources Commission, 8/13/09 public hearing date, with attachments (including Historic Resources evaluation prepared by Urban Programmers, dated 7/16/09, and peer review of Albion and Urban Programmers documents by Circa, dated 3/24/09, 4/3/09, & 7/29/09).
- Revised Final Traffic Impact Study for Aptos Village Mixed-Use Development (Summary & Conclusions) prepared by TJKM Transportation Consultants, dated November 3, 2009.

List of other documents consulted: (on file with the Planning Department)

- 1. Aptos Village Community Design Framework by County of Santa Cruz dated June 18, 1985
- Phase I Environmental Site Assessment, prepared by Weber, Hayes & Assoc., dated July 31, 2001
- 3. Soil Sampling & Testing Summary Letter, prepared by Toxichem Management Systems, Inc., dated July 12, 2005
- 4. Soil Sampling & Geophysical Survey, prepared by Ceres Assoc., dated January 12, 2007
- 5. Report of Field Activities, prepared by Ceres Assoc., dated February 5, 2007
- 6. Aptos Village Site Drainage, prepared by Ifland Engineers, dated October 27, 2009.
- 7. Draft Aptos Village Traffic Impact Study prepared by TJKM Transportation Consultants, dated, February 23, 2004.

County of Santa Cruz

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
TOM BURNS, PLANNING DIRECTOR

MITIGATION MONITORING AND REPORTING PROGRAM Aptos Village Plan, November 2009 for the

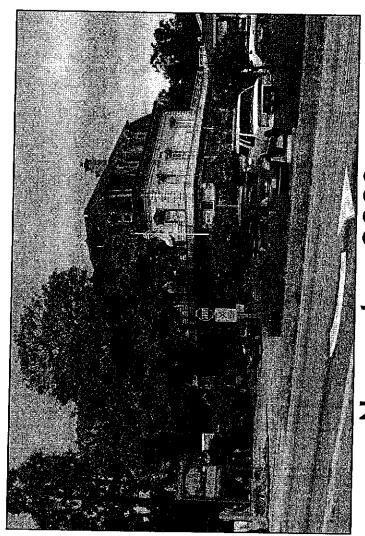
Timing of Compliance	Prior to Occupancy of Project	
Method of Compliance	Building/Grading Permit	
Responsibility for Compliance	County Department Building/Grading of Public Works Permit	
Mitigation Measures	Exceed, either individually (the project operate at an unacceptable LOS E due to the traffic increase forecasted for cumulatively cumulative Conditions. The following mitigation measures would be required to improve the LOS to an acceptable level. Installing an exclusive eastbound with other development), a level an acceptable level. However, the installation of a right-turn lane on Soquel Drive is expected to improve the intersection LOS to an acceptable level. However, the installation of a right-turn lane has right-of-astablished by the acceptable level. As a result, narrower lane widths are recommended. The analysis of intersection was found to operate acceptably at LOS D. However, a right-turn lane storage length of at least 300 feet plus transition will be required.	
Environmental Impacts Transportation/Traffic		
5 <u>E</u>	- 169	_

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ATTACHMENT 1

Draft Aptos Village Plan November 2009

Draft Aptos Village Plan



November 2009

TABLE OF CONTENTS

CHAPTER 1: THE VILLAGE OVERVIEW

CHAPTER 2: CONTEXT FOR VILLAGE PLAN

CHAPTER 3: THE PLANNING PROCESS

CHAPTER 4: CORE ELEMENTS OF THE P

CHAPTER 4: CORE ELEMENTS OF THE PLAN

CHAPTER 6: DESIGN...

CHAPTER 7: CONCLUSION

EMENT

Table of Contents

CHAPTER 1: THE VILLAGE OVERVIEW

INTRODUCTION

Aptos Village, located in the Aptos Planning area within the unincorporated portion of Santa Cruz County, lies about six miles east of the City of Santa Cruz and about eight miles northwest of the City of Watsonville. It is located just north of Highway 1 between the State Park Drive and Rio Del Mar Boulevard interchanges. The Village is 80 feet above the confluence of Aptos and Valencia Creeks and about one-half mile inland from the Monterey Bay.

The surrounding area is mainly developed with residential uses, and the Village serves as the gateway to the 10,000-acre Forest of Nisene Marks State Park. The main access to and from the Village is Soquel Drive, a major east-west arterial that parallels Highway 1. There are both commercial and residential uses to the east and west of the Village, with the major existing commercial development being the Rancho del Mar Shopping Center, just west of the Village.

There are 65 existing parcels within the boundaries of the Aptos Village Plan with a variety of land uses. These parcels range in size from 2,400 square feet to 4 acres. Previous patterns of development are reinforced by the various parcel sizes, especially in the Village Core, with the large parcels behind the Bay View

Hotel and Aptos Station reflecting their previous industrial uses related to the lumber and fruit packing industries.

Most of the parcels that lie south of Soquel Drive are either small or have potentially severe development constraints such as steep slopes, riparian corridors, and floodplains.

The small parcels that front on Valencia Street, Bernal Street, and Aptos Street are part of the Hihn subdivision, laid out in the late 1800s for residences. These parcels are mostly developed and have a mix of commercial and residential uses.

Figure 1 below provides an overview of land uses in the area, while Figure 2 provides an illustration of the current development: pattern in the Village.

FS IN	% of Bldg. Area	19.0	22.4	17.2	14.3	7.7	4.8	85.4			14.0	100.0
JRRENT US	Bldg Area Sq. Ft.	25,118	29, 707	66/,77	19,010	10,158	6,358	113,150		10 200	025,7	132,548
FIGURE 1: SUMMARY OF CURRENT USES IN APTOS VILLAGE ARFA	Number of uses in Category	6	07		3	20	30	20		32 units	60	70
FIGURE 1: S	Category of Development Retail	Office	Dining and Hospitality	Government	Commercial Service	Grooming / Fitness	Subtotal		Booker	vesidential	TOTAL	

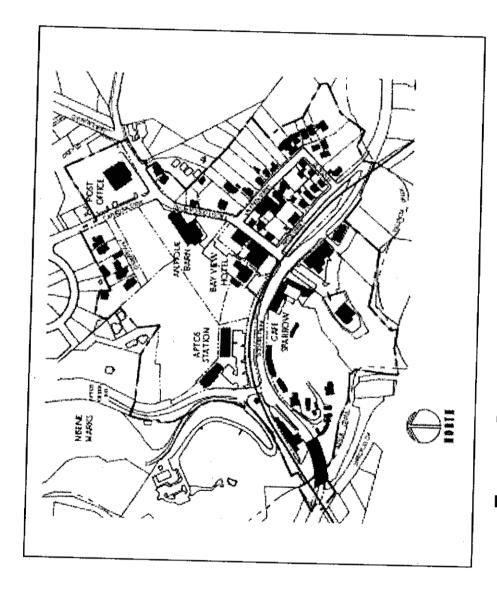


FIGURE 2: EXISTING DEVELOPMENT MAP

VILLAGE PLAN HISTORY

PAST PLANNING EFFORTS

Since 1979, land use in Aptos Village has been governed by the Aptos Village Community Design Framework, a Specific Plan which was originally adopted by the Board of Supervisors on April 17, 1979 and amended on June 18, 1985. The only major new buildings constructed since the late 1960s include the Aptos Station in 1981, the Founders Title Building in 1985, and the Appenrodt building at the southeast corner of Soquel Drive and Post Office Drive in 2006. There were several previous attempts to develop the vacant parcels adjacent to Aptos Station, the Bayview Hotel, and the Hihn apple packing shed (Apple Barn), but for a variety of reasons (including parcel configuration and lack of coordinated planning among all parties regarding development) none of those ever came to fruition.

The Aptos Village Community Design Framework covered an area of about 100 acres, including the area covered by this Village Plan.

Even though the Framework covered an area larger than the Village, its primary focus was on future development of the Village core area. Due to the lack of progress over the years following approval of the Framework, members of the community felt that a more detailed plan would encourage the Framework vision to be realized. In addition to updating the Framework and re-evaluating the mix of land uses, it was critical to review parcel configuration and infrastructure planning. Therefore, this Plan, which builds upon the Framework, is structured to provide more clarity to guide possible new development. It is intended that, upon adoption of

this Plan by the Board of Supervisors, it will replace the Aptos Village Community Design Framework Specific Plan, focusing on the Village Core area.

SETTING THE STAGE FOR A NEW PLAN

In 2001, the Aptos business community and the County began discussing the possibilities of coordinated development of the vacant parcels in the context of the overall development of Aptos Village. In mid-2002, the County conducted two public meetings to elicit comments from area residents, business owners, and other interested parties about what future development, if any, should occur in the Village.

On a parallel track to that process, the County has, through its Capital Improvement Program (CIP), established a plan for upgrading infrastructure in the Village area. Those efforts will serve to complement the activities called for in this Plan.

- 175-

HISTORIC ISSUES

HISTORIC CONTEXT

The name "Aptos" has been was associated with the area since as early as 1791 when reference was made to a Costanoan native village. In 1833, Mexican Governor Jose Figueroa granted Rafael Castro 5,500 acres of land known as Aptos Rancho. In 1855, Rafael Castro deeded most of the property, which is now known as Aptos Village, to Maria Antonia Castro and her husband Guadalupe Bernal who were already living on the property. On their ranch, the Bernals produced stock, grain, and other agricultural products. The Bernal property was accessed by a spur off the "Old Coach Road"

Drive and Trout Gulch Road. In 1857, access to the Bernal property which entered the ranch at what is today the junction of Soquel was improved when a new road alignment was constructed that corresponds roughly with present-day Soquel Drive,

The first commercial activity in Aptos began in the late 1860s with Frederick Hihn began buying rights-of-way from Rafael Castro, the a narrow gauge line, began in 1874 and was completed to Aptos by the construction of the Arano Store on Aptos Wharf Road. In 1874, Construction of the railroad, connecting Pajaro to Santa Cruz with earnest during the 1870s, spurred on by the arrival of the railroad. 1875. Commercial activity in what is now Aptos Village began in Bernals, and others for his Santa Cruz Railroad Company.

Spreckles, the millionaire sugar baron, bought 6,685 acres of Aptos early 1850s when Rafael Castro authorized the construction of the activity, with the resulting products being shipped from the Aptos known as Nichols Mill). By 1870, lumbering was a major economic Hotel, located south of Aptos. The lumber industry dates to the Rancho and surrounding area and developed the elegant Aptos construction of Judge John Watson's shingle mill in 1852 (later first sawmill (1851) south of present-day Aptos Village and the Tourism in Aptos dates back to the early 1870s when Claus

-176-

Agriculture was another prominent industry in Aptos during the late 1800s, with a grain warehouse located on one of the railroad spurs west of the Bay View Hotel. With the development of orchards on the farms in the vicinity, Aptos became a center for the packing

Orchards & Packinghouse (located behind the Bay View Hotel), was and shipping of apples by the late 1890s, continuing until the late constructed between 1892 and 1899 by F. A. Hihn. Added to over antique collective. By 1959, succumbing to public concern about inadequate sewer facilities and pollution of the creek, Western 1950s. The earliest packing house, then known as the Valencia Frozen Foods relocated their operation to Watsonville, ending the years, it was most recently known as the Village Fair, an Aptos's tenure as a fruit-processing center.

in the 1890s. During the 1920s through the 1940s, the subdivision of The Hihn Subdivision, to the east of Trout Gulch Road, was created many new residents into the area. During the 1930s and 1940s new many of the nearby farms and the large Spreckles holdings brought construction waned. After the war, construction resumed in the Aptos, spearheaded modernizing the Village by building several Village as Fred Toney, one of the prominent entrepreneurs in new commercial buildings.

Unfortunately, during that time many of the older buildings in the From 1960 on, the area experienced little new construction. Village were demolished.

HISTORIC RESOURCES

ordinance in the 1970s, a significant number of buildings have been policies require that they be respected by new development in These buildings add to the character of the Village and County designated as historically significant and have been protected. Since the creation of the County's first historic preservation

terms of design and scale. The following list contains the sites currently identified in the County's Historic Inventory as historically significant in the Village area, which are illustrated on Figure 3.

- Aptos Creek Bridge Soquel Dr. at Spreckles Dr.
- General Store and Post Office 8040, 8042 Soquel Dr.
 - Village House 8044 Soquel Dr.
- . Aptos Firehouse/VFW Hall 8037 Soquel Dr.
- . Anchor Hotel Bay View 8041 Soquel Dr.
- 5. Apple Barn 417 Trout Gulch Rd.
- ····· 502 Trout Gulch Rd.
- . Bonner House 420a Trout Gulch Rd.
- Ray McCawley Real Estate 408 Trout Gulch Rd.
- 0. Hihn Aptos Subdivision 140 Summa Court
- 11. Hihn Aptos Subdivision · 140 Summa Court
- 12. Hihn Aptos Subdivision 8059 Valencia Street
- Somerset House 8061 Valencia Street
- Calvary Chapel 8065 Valencia Street
- 15. Hihn Aptos Subdivision 8067 Aptos Street
- 6. Hihn Aptos Subdivision 8065 Aptos Street
- 17. Hihn Aptos Subdivision 8063 Aptos Street
- Twitchell House 8061 Aptos Street

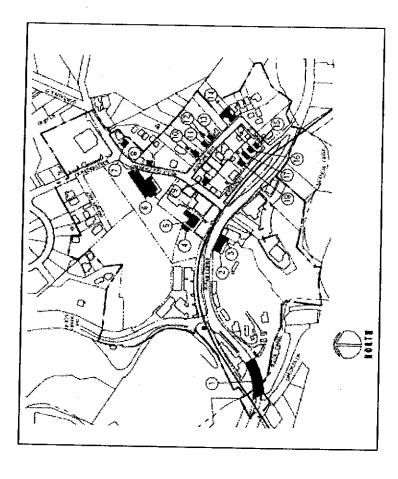


FIGURE 3: HISTORIC PROPERTIES

Chapter 1: The Village Overview

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Chapter 2: Context for Village Plan

CHAPTER 2: CONTEXT FOR VILLAGE PLAN

GENERAL PLAN CONTEXT

The Village Plan is intended to comply with General Plan Objective 2.24 and specifically with Program "b", which relates to Aptos Village. Objective 2.24 of the General Plan calls for the continued use of:

Village, town, community and specific plans to provide a planning framework to guide future public and private improvements in town centers.... to provide a higher level of planning detail and public involvement; and to promote economic viability, coherent community design and enhancement of the unique characteristics of the village areas... as focal points for living, working, shopping and visiting.

Program "b" of Objective 2.24 recommends that the County "[r]eview and update the Aptos Village Community Design Framework to develop a more specific plan governing land use, circulation, design, and improvements in the village area."

OPPORTUNITIES FOR CHANGE

UNDERUTILIZED PROPERTIES

As mentioned previously, there are several relatively large vacant parcels in the Village Core. These parcels have remained vacant since the demolition of the apple packing related buildings some 40 years ago. Even the Antique Barn property is underutilized, with

only about 25 percent of its area developed with buildings and parking. If more fully developed, these sites could significantly add to the vitality and character of the Village in the future.

MARKET STUDY - COMMERCIAL OPPORTUNITIES

A market study to evaluate the market and financial feasibility of future commercial and residential development in Aptos Village was commissioned by the County and completed by Keyser Marston Associates Inc. in early 2003.

The market study looked first at the Aptos trade area, which the study defined generally as including "all or portions of the communities of Aptos, Seacliff, Rio del Mar, La Selva Beach, and Freedom..." According to the market study "there appears to be sufficient market support for an additional 235,000 square feet of comparison retail, 90,000 square feet of convenience retail and 50,000 square feet of eating and drinking space in the Aptos trade area." The square footages mentioned are net, or leasable, square feet.

The 2003 market study generally described a range of possible mixed- use developments that could occur in the Village to address the market demand. By way of example, they described a mixeduse commercial/housing project that contained 30,000 to 40,000

square feet of retail uses, with office space totaling from 5,000 to 7,500 square feet.

The market study suggests that one of the conditions for success for the Village is to have enough density to create a critical mass and a sufficiently large range of uses to increase pedestrian traffic and business vitality in the overall Village area. While the market study is silent on the precise density needed to create a critical mass and a sufficiently large range of uses to increase Village pedestrian traffic, it states that the density should be significantly above the "typical density" of approximately 25 percent".

Insufficient density of development in the Village Core was also noted in an earlier 1989 Aptos Village Market Analysis as a factor in limiting creation of a pedestrian-oriented district. That market analysis suggested a density of 28 to 35 percent would most likely create that critical mass of business activity. Applying the 1989 Market Analysis density range to the Village suggests that available space could provide approximately 54,000 to 67,000 square feet of new commercial development.

- 180 -

MARKET STUDY - HOUSING OPPORTUNITIES

The market study stated that "residential development in the trade area has been primarily targeted to the affluent, younger households newly relocating to the area" and that "nearly all the new residential development in the trade area has been upper-end, luxury single-family executive homes..." Thus the market study

reinforced the dubious honor the area has for having some of the highest average and median priced housing in the nation. The Aptos area in particular has some of the highest local housing prices in the County. According to the market study, "[t]here is little doubt that residential product of various types and of various densities...could be successfully marketed at sites in Aptos Village." Further, the study indicates that it is advantageous to include residential uses in a mix with commercial uses because that enhances financial feasibility and vitality of the area.

The market study did not explore the housing potential in the Village to the degree that it did for the commercial potential. However, the study did suggest that residential units could "consist of a mix of market-rate lofts, flats and townhomes. . .in the range of about 900 to 1,500 square feet," and "might total about 50 units." Thus the residential square footage could be in a range of approximately 45,000 to 75,000 square feet, although there was nothing in the market study that specifically limited the number of units or the square footage.

INFRASTRUCTURE CHANGES

A number of infrastructure improvements that have been planned for years in the Aptos Village area are included in the current Capital Improvement Program (CIP) and could be constructed in the next few years, regardless of what happens elsewhere in the Village. It will be critical to coordinate those improvements with other possible changes in the Village.

¹ Calculating the building area as a percentage of the land area

POSSIBLE CONSTRAINTS TO CHANGE

TRAFFIC ISSUES

Soquel Drive/Trout Gulch Road intersection currently operates at level of service (LOS) D during the p.m. peak hour. Soquel Drive/Aptos Creek Road intersection currently operates at LOS E during the p.m. peak hour. Both are currently not providing desirable wait times for motorists.

Appropriate solutions to both existing traffic issues and those created by additional development are addressed in this Plan.

PARCEL CONFIGURATION

There are 65 existing parcels within the boundaries of the Aptos Village Plan. These parcels range in size from 2,400 square feet to 4 acres. Because of their relatively large size and odd parcel configuration, the parcels behind the Bayview Hotel and Aptos Station are not conducive to development on an individual lot-bylot basis.

The rest of the Village is comprised mostly of smaller parcels and is largely built out. The one major exception is the area below the buildings on the south side of Soquel Drive (known as Aptos Hollow). Further environmental analysis of that area will be required to determine what, if any, development potential exists.

Clearly, one desired outcome of this Plan will be a reconfiguration of the Village Core parcel boundaries to allow for coordinated development. Figure 4 illustrates the existing parcel configurations.

INFRASTRUCTURE AND FINANCING

Aside from parcel configuration, the greatest constraint to new development in the Village Core has been identifying the level of infrastructure needed to support new development and the sources of financing. Those improvements, which would serve both existing and new development, are critical for the successful development and vitality of the Village. Chapter 5 presents a discussion of infrastructure needs and financing.

Chapter 2: Context for Village Plan

Chapter 2: Context for Village Plan

FIGURE 4: EXISTING PARCEL CONFIGURATIONS

EXHIBIT I-

CHAPTER 3: THE PLANNING PROCESS

DESIGN CHARETTE

Two initial community meetings were held in late 2002 to discuss the need to update the older Design Framework. In response to positive public input received at those meetings, a community design charette was held at the Valencia School in June 2003. After introductory descriptions of the existing site conditions, opportunities, and constraints, participants were divided into four "Design Teams" to begin the charette process.

COMMON DESIGN CONCEPTS

While each of the four teams generated different design concepts, there were significant parallels among them, as discussed below.

Two major organizing principles were common to all four schemes. Each proposed a community open space surrounded by a variety of mixed-use development with retail, office and residential. The open space, through its size, location and nature of adjoining uses could become a memorable gathering place for the Village and the neighboring community. And, each proposed a pedestrian-friendly, mixed-use, neighborhood street that runs east-west across the site.

Commercial uses were proposed on the ground floor of mixed-use buildings and were located along the new east-west street and around the new community open space. Each concept strengthened

the commercial viability of the Village, offering an expanded variety of neighborhood and community-serving retail stores.

New residential developments were proposed on either side of Granite Way, on the sloped hillsides to the north, and on the upper floors of mixed-use development buildings. Teams shared an interest in providing an information kiosk and entry landmark feature on Aptos Creek Road, which would serve as the gateway to Nisene Marks State Park.

CIRCULATION & PARKING

All teams developed a circulation concept creating a network of streets and pathways, with an extension of either Trout Gulch Road at Cathedral Drive or Valencia Street at Trout Gulch Road, to Aptos Creek Road, serving as the primary vehicular spine. Most charette concepts extended Granite Way and Village Drive to connect with the new east-west road.

Plans emphasized the need to protect existing parking along Soquel Drive, wherever possible. Various suggestions to locate additional parking to meet the existing and new demands were suggested.

All plans suggested that the Village area should be well connected to the nearby community facilities, such as the Forest of Nisene Marks State Park, the Aptos Post Office, Valencia Elementary

School, and Rancho del Mar Shopping Center, with pleasant and safe pedestrian and bicycle connections.

IMAGE & CHARACTER

Charette participants strongly favored that the overall image for the area should complement the existing village character. The architectural character of the various buildings should be no more than two to three stories.

Most participants felt that the amount of commercial space should not be inappropriately large, with the idea that the nature and size of shops and stores should be primarily to address the needs of the local community and not of a type that would substantially depend on attracting people from a larger regional area, with associated traffic congestion.

Plans suggested that all new and existing streets in the study area should be tree-lined, with pedestrian-friendly, pleasant, walkable sidewalks. The streetscape character of the new east-west street was visualized as a mixed-use street with primarily retail stores fronting the street. Granite Way would be more of a residential street with single-family homes and townhouses on either side. Aptos Creek Road, serving at the primary access route to the Park, could have rows of trees on either side of the road, park entry features, information kiosk, etc.

A strong visible structure would provide a sense of identity and make the Village memorable. Various possibilities proposed for such a structure include a sculpture in the community open space,

park kiosk at the intersection of Soquel Drive and Aptos Creek Road, or an entry feature between the railroad tracks and the Village common.

POST-CHARETTE DISCUSSIONS

Another 10 public meetings were held after the charette, during the fall of 2003. These meetings included smaller committees that refined concepts and general standards for building design, uses, traffic and parking, the Village Common and a skatepark. Finally, a community meeting was held at which attendees wrote and/or drew comments on large conceptual site plans of the Village that were developed from the charette and other meetings. All of the information gathered from the various meetings was then used to develop the vision for the Village Plan.

A progress meeting with the Aptos community was held in February 2008 with additional oral and written comments received from the community.

THE VISION

Moving forward with changes in Aptos Village requires a carefully thought out plan and design standards. The design must reflect the community's shared vision for Aptos Village, yet be financially realistic for developers and property owners. Otherwise, it is unlikely that investors will provide the significant investment in infrastructure to make the Plan possible.

As envisioned, Aptos Village will continue its historical role as the civic heart of Aptos. New private and public investments in the

4

residential opportunities that meet the needs of residents. Related sidewalks and bikeways will make the Village an attractive and infrastructure improvements will increase public parking and reduce traffic congestion. A Village Common and network of Village will create new shopping, commercial services and convenient destination for Aptos residents. Historic buildings will be preserved and/or relocated such that they boundary around the Village. New buildings and streets will reflect The Forest of Nisene Marks State Park, Aptos Village County Park, and Aptos and Valencia Creeks will continue to provide a natural provide the setting for new buildings and related infrastructure. the small town ambiance of the historic Village.

The vision for the Village includes the following key elements:

- A Village Common at the heart of the community.
- A new east-west street to connect Trout Gulch and Aptos Creek
- east-west street, intersecting at a Village Common, to provide A new north-south street connecting Soquel Drive to the new a face of the new Village Core area to the vehicles and pedestrians using Soquel Drive.
- Improvement of Aptos Creek Road to become a well announced entrance to Nisene Marks State Park,
- commercial and residential uses in the interior of the Village. New housing developed as a transitional edge to the existing residential neighborhoods, with commercial and mixed
- A network of sidewalks making it pleasant to be a pedestrian in the Village

- Abundant parking, both on and off street, to make shopping convenient. To enhance the Village atmosphere, most offstreet parking will be located behind buildings
- Well-landscaped streets to give the Village a pleasant and inviting ambience.
- employment to make the Village a colorful, friendly place and A mix of housing, shopping, dining, community services, and one that complements the scale of the current Village area.
- A method to protect and encourage a mix of uses in the Hihn Subdivision (east of Trout Gulch Road)
- and integral part of the overall commercial area in the Village. A way to include the area south of Soquel Drive as a vibrant

consultants to address a number of key issues, including identifying those efforts were completed, this Plan was drafted to reflect both understanding among property owners. Additionally, further traffic Turning this vision into a Village Plan required years of additional financial, land use, property owner, and other realities. Planning analysis and historic and archaeological reviews took place. Once the initial community actions and updated financial and technical infrastructure, and ensuring that there was a fully cooperative required infrastructure, defining how to finance the required work to ensure the feasibility of the vision in the context of staff worked with landowners in the Village and technical

Chapter 3: The Planning Process

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Draft Aptos Village Plan, November 2009

CHAPTER 4: CORE ELEMENTS OF THE PLAN

LAND USES BY LOCATION

The existing Aptos Village area is a mixed-use area, under this Plan will continue the mixed-use theme, to the new commercial and mixed uses in the heart continue in the southern parts of the Village as will Mixed commercial and residential use will provide distinctly residential and those that are distinctly a transition from the residential uses to the north although there will continue to be areas that are area along the northern edge of the Village Core. residential uses will abut the existing residential residential and other uses. Future development a mix of commercial and residential uses in the containing retail, office, service commercial, Hihn subdivision on the eastside of the Village. commercial. As is illustrated in Figure 5, new of the Village. Finally, commercial uses will

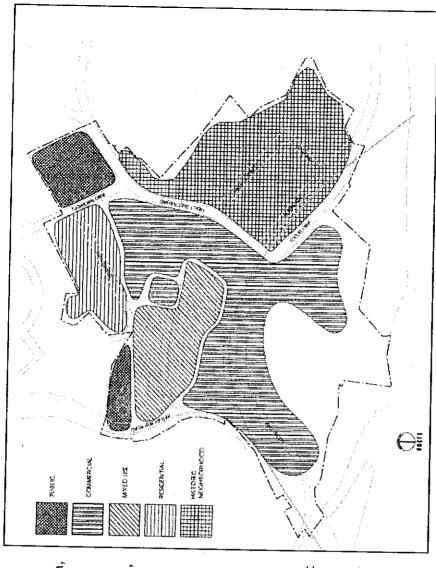


FIGURE 5: PROPOSED LAND USES

EXHIBIT

Chapter 4: Core Elements of the Plan

This Plan, in replacing the prior Framework, focuses on a somewhat smaller area, as is illustrated in Figure 6. Existing streets and the railroad divide the Village into three major areas that provide a convenient structure for discussing future land uses: I) the Hihn subdivision, separated from the rest of the Village by Trout Gulch Road and the railroad tracks; II) the area which lies south of Soquel Drive; and III) the Village Core, which lies north of Soquel Drive and west of Trout Gulch Road. These are illustrated in Figure 6 and discussed in more detail in the following section of the Plan.

PLAN AREA I: HIHN SUBDIVISION

The Hihn Subdivision lies east of Trout Gulch Road and north of the railroad tracks. The area contains generally small lots with a mix of residential and commercial uses and the largest concentration of historic buildings in the Village with 10 of the 18 designated historic structures in the Village. Additional development potential is limited because the area is mostly built-out and there are challenges in meeting the County Code parking requirements; therefore, required parking for low-intensity commercial uses are relaxed to facilitate commercial vitality of the area.

-190-

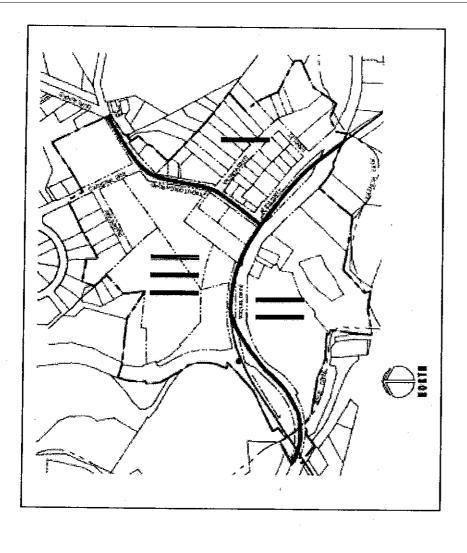


FIGURE 6: PLAN AREAS

- I. Hihn Subdivision
- II. South of Soquel Drive
- III. Village Core

48

USES

The intent under this Village Plan is that the Hihn Subdivision area will remain an eclectic mixed-use area allowing stand-alone residential, stand-alone small scale commercial and office uses or mixed uses. The zoning of the area will be changed to promote this variety of uses (see Chapter 7 for proposed zoning.)

ARKING

Residential uses will use the parking standards found in County Code Section 13.10.552.

Commercial uses (except for restaurant or medical office use) will be required to provide 1 space per 300 square feet of gross floor area (excluding areas used only for storage or truck loading).

Restaurant or medical office uses will be required to meet the parking standards found in County Code Section 13.10.552.

- 191-

NEW COMMERICAL/MIXED USE BUILDINGS

New Commercial or mixed-use buildings of less than 2,000 square feet will be processed as Level IV Use Approvals and new commercial or mixed-use buildings of 2,000 to 20,000 square feet will be processed as Level V Use Approvals. New commercial or mixed-use buildings greater than 20,000 square feet will be processed as Level VI Use Approvals.

CHANGE OF USE

Changes of use that do not result in an intensification of commercial use, as defined in County Code Section 13.10.700-1, and do not include new residential uses will be processed as Level I

Use Approvals. This allows existing legal conforming and legal nonconforming uses to change to the same or less intensive use even if there is inadequate or no parking on-site. Changes of use resulting in an intensification of commercial use and/or additional residential uses will be processed as Level IV Use Approvals. All Change of Use approvals shall include a condition requiring compliance with the County Code and Aptos Village Plan sign regulations found in Chapter 6.

PLAN AREA II: SOUTH OF SOQUEL DRIVE

Located between Soquel Drive and the Aptos Creek and Valencia Creek ravines, this area is essentially built out with 21 buildings. While there is little development potential, the amount of new commercial uses in this area is not specifically limited in this Plan; impacts of new development will be analyzed on a project-by-project basis, including the provision of adequate parking.

The limited parking in this area will not support significant new development or intensification of commercial use. Therefore, the two keys for the Plan are how to create strong pedestrian and other connections between Areas II and III and how to address the current inconsistency between commercial uses and zoning.

Connectivity to the other Areas will be through prominent pedestrian crossings of Soquel Drive at Aptos Creek Road, the new north-south street and Trout Gulch Road, a new bus stop on the north side of Soquel Drive and consistent signage throughout the three Areas (see Chapter 6 for sign regulations.) The Area will be

rezoned to bring the existing uses closer into consistency (see Chapter 7 for proposed zoning).

driveway with Soquel Drive. Any new proposed development in the potential is the "Aptos Hollow" parcel, APN 041-561-06. However, Aptos Hollow will need to be addressed outside the context of this lower portion of this area is difficult at best because of the steep numerous constraints on new development including flood plain, biotic, and visual issues. Access to and from Soquel Drive to the that parcel, most of which lies 40 feet below Soquel Drive, has The only remaining area with additional possible development slopes and the very low angle of intersection of the existing Plan.

-192-

pedestrian-oriented commercial uses in expanded or new buildings indentured parking. Mixed-use development is not allowed unless on those parcels that cannot provide adequate on-site or off-site adequate on-site parking may apply for uses allowed in the C-2 adequate on-site parking is provided. Parcels that can provide the intent of this Plan is to allow only low parking demand, zone district,

PARKING

Commercial uses (except for restaurant or medical office use) will be required to provide 1 space per 300 square feet of gross floor area (excluding areas used only for storage or truck loading).

Restaurant or medical office uses will meet the parking standards found in County Code Section 13.10.552.

NEW COMMERICAL BUILDINGS

processed as Level IV Use Approvals and new commercial buildings New Commercial buildings of less than 2,000 square feet will be of 2,000 to 20,000 square feet will be processed as Level V Use Approvals.

CHANGE OF USE

same or less intensive use even if there is inadequate or no parking egal conforming and legal nonconforming uses to change to the commercial use shall be processed as Level IV Use Approvals. All commercial use, as defined in County Code Section 13.10.700-1, will be processed as Level I Use Approvals. This allows existing compliance with the County Code and Aptos Village Plan sign Change of Use approvals shall include a condition requiring Changes of use that do not result in an intensification of on-site. Changes of use resulting in an intensification of regulations found in Chapter 6.

PLAN AREA III: VILLAGE CORE

The focus of the Village Plan is the Village Core. This approximately 15-acre area lies between Trout Gulch Road and Aptos Creek Road, three acres have only about 10% of their land area developed. Plan Core. Three parcels—totaling almost six acres—are vacant. Another potential for new development and is largely underdeveloped. A total of seven commercial buildings currently exist in the Village north of the railroad. This part of the Village has the largest

20

Area III also includes APN 41-561-04: a parcel located on the north side of Soquel Drive with several commercial uses, including Britannia Arms pub.

The Village Core is adjacent to residential development in the Vista Mar Court area at its northern boundary. This Plan envisions providing a high and medium density residential transitional area between the Village's commercial uses and this Urban Low Residential area to the north.

FRAMEWORK FOR THE VILLAGE CORE

TRAFFIC CIRCULATION

As was discussed during the community design process, the existing circulation system must be supplemented to allow for the expanded development in the Village Core. A new east-west road connecting Trout Gulch Road and Aptos Creek Road is required within the Village Core. In addition, a new street is required to connect Soquel Drive to the new east-west street and lead to the new Village Common. Figure 9 illustrates the location of the new streets.

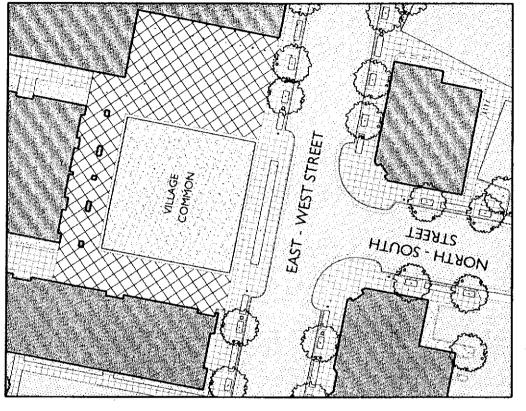
PLAN FOR VILLAGE COMMON

A common feature of most villages is a public open space near the village center that typically includes a lawn area. This open space can serve a number of functions, including public gatherings, a soft contrast to buildings, and a place to simply lie in the sun, read a book, or otherwise relax and take in the surrounding scene.

It is important to the community that the Village Common be a gathering area for social and civic events, so it needs to be large enough to accommodate those events. As well, the location of the Village Common is critical. It should be centrally located and surrounded with or adjacent to uses that encourage pedestrian

In order to provide this desirable amenity, the Village Common will need to be an open space area of approximately 10,000 square feet (in comparison, a major league baseball infield is 7,000 square feet in size), including a central lawn area, and shall be located at the intersection of the new east-west and new north-south streets (see Figure 9). The Village Common must be integrated with the uses abutting it, meaning that the uses and building designs shall be complementary to the greenspace. A platform or small stage for performances may be incorporated into the design of the Village Common.

At the heart of the Village Core, the Village Common will provide a community focus and multi-use community feature. The Village Common shall be located on private property, but reserved for public use. The construction of the Village Common improvements is entirely the responsibility of the owner of the land on which it is to be constructed. Future property owners will be responsible for providing on-going maintenance of the Village Common. Final design of the Village Common will be reviewed as part of the permits for the surrounding buildings, with maintenance and operational costs carried by businesses in the new buildings.



VILLAGE COMMON

SIZE: 10,000 S.F. ±

FIGURE 7: VILLAGE COMMON (CONCEPTUAL)

SKATEPARK

As a result of community desires identified during the public input process, development of a skateboard park is included at the edge of the Village Core. During the charette discussions, several possible locations for the skateboard park were identified. This Plan proposes that the skatepark be located at the northwest edge of the Village Core area (see Figure 8). The park will be screened from residential areas by landscape planting and appropriately designed for its location. If a skatepark use is found to be infeasible or undesirable, other public open space/recreational uses may be considered for this area.

It is envisioned that the site will be donated to the County by the landowner, with the County responsible for design, financing and construction of the improvements and operational and maintenance costs. The donation to the County will be credited against the required park in-lieu fees for the new development in the Core area.

NISENE MARKS PARK GATEWAY

Bordering the Village at its northwest is the entrance to the Forest of Nisene Marks State Park. The Park extends back into the hills many miles and includes hiking and biking trails as well as picnic areas and a large area that is managed as wilderness. It is very popular with local residents who use it extensively. The park provides a dramatic change of scenery from the built environment of Aptos, including several different ecosystems.

Having the park and its entrance abutting the Village is an asset and requires sensitive treatment of that portion of the Village. The entrance of the park also demands better signage than exists now at Soquel Drive and a more defined entrance.

As part of the development of the Village Core, improved park signage shall be provided near the intersection of Soquel Drive and Aptos Creek Road. In addition, an informational kiosk, benches and complementary infrastructure shall be provided (see Figure 8). While it will not be possible to provide a large parking lot to serve the Park in the Village, a parking area will be made available for park visitors along Aptos Creek Road. The construction of these facilities will be the responsibility of the master developer for the Village Core area.

Figure 9 illustrates a summary of the key features of the Village

Chapter 4: Core Elements of the Plan

- 196 -

FIGURE 8: SKATEPARK AND NISENE GATEWAY

- 197 -

FIGURE 9: KEY FEATURES

PARCEL RECONFIGURATION

Parcel reconfiguration of the majority of the Village Core will be necessary to facilitate the implementation of the Village Plan, including the creation of the new east-west and north-south streets. Development proposals in the past have not moved beyond the approval stage in part because the proposals attempted to fit the development into a single parcel, without regard to what might occur on adjoining parcels. Therefore, the parcels in the Village Core area must be reconfigured to provide frontage on the new streets as part of the implementation of the Plan.

LAND USES & INTENSITIES

The Keyser Marston market study, mentioned earlier, concluded that there was a strong economic basis for expanding both commercial and residential land uses in the core of the Village. In order to find the right combination of land uses, it is critical to balance a number of factors, including:

- 198 -

- Providing enough square footage to attract the right range of businesses and create a strong pedestrian element;
- Limiting the square footage so that traffic impacts can be mitigated to reasonable levels;
- Providing enough square footage of uses (commercial and residential) to be able to financially support the substantial infrastructure needed to be constructed in the area; and
- Defining the proper scale of development that fits into the character of the Village.

Any change in land uses in the Village will need to address traffic and other infrastructure impacts. It is also important to achieve a

critical mass of activity to create the vitality needed for the economic success for future businesses in the area. While these factors are critical, it is equally important to establish a scale of development that complements the character of the Village.

A number of traffic studies have been conducted over the years in the area. The most recent, completed in 2008 and updated in 2009, analyzed potential development of 75,000 gross square feet of neighborhood commercial and 63 residential units. This revised traffic study found that the greatest number of trips—about 320—would occur in the weekday evening peak hour (existing p.m. volume on Soquel Drive is about 1440). The mitigations that would be required to reduce impacts from the additional number of trips to an acceptable level include the following:

- The installation of new traffic signals at the Soquel Drive-Trout Gulch intersection (currently needed for existing traffic), including a left-turn lane on westbound Soquel Drive at Post Office Drive;
- Installation of new traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane (currently needed for existing traffic) on eastbound Soquel Drive at Aptos Creek Road;
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village.

Assuming that future developments are conditioned to provide those traffic improvements, it appears that development in the neighborhood of that intensity could address the associated traffic impacts, and to some degree, improve current conditions.

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Based upon the economic background reports, it appears that this scale of development will also provide the critical mass of development will also provide the critical mass of development needed to support the vitality of the business area and an active pedestrian element in the Village. Based on further analysis of infrastructure costs, it appears that this level of development can also provide the financing needed for the new infrastructure. While this analysis will assume that the maximum quantity of new development that can be allowed in the Village Core Area will be no greater than 75,000 gross square feet of the total new commercial buildings and new residential use should constitute no greater than 63 new residential units, it is important to note that the issue of proper scale for the feeling of the Village must still be addressed. Scale and other design issues are further explored in Chapter 6.

COMMERCIAL USES

On-site parking and landscaping requirements ultimately limit the area available for commercial use square footage. The County's zoning regulations do not have a maximum limit on commercial lot coverage (the amount of the lot area physically covered with buildings). But the most likely parking-intensive uses anticipated in the Village Core are food service and medical office uses. County parking standards for food service require one on-site parking space per 100 square feet of area, excluding storage and truck loading area, contrasted with a requirement of one space per 200 square feet of area for retail and general office uses. As well, medical uses require larger parking requirements per square foot of building area (based on the number of practitioners.) A Planned Unit Development (PUD) will be required as an implementation measure

of this Plan for the Village Core and is discussed more fully in Chapter 7. The Planned Unit Development will need to establish an upper limit for food-service to ensure that the ultimate combination of uses does not exceed available parking capacity.

The market study indicated office use was the weakest potential commercial use and suggested that office use comprise a relatively small percentage of the total commercial use. As part of the implementation of this Plan, the required Planned Unit Development (PUD) shall specify a limit for new office uses.

In order to respond to the economic report conclusions, the Village Core must include an anchor store (such as a specialty grocery store) of no more than 15,000 square feet in size for a new freestanding building or 17,500 square feet for reuse of the Antique Barn building. In order to reinforce the Plan goal of attracting small-scale businesses to the area, other freestanding individual retail uses will generally not be allowed if they exceed 7,500 square feet in size.

RESIDENTIAL USES

Residential uses developed in conjunction with commercial uses enhance the economic viability of commercial uses. Having people living in the Village helps create a more vibrant and livable community. New housing is clearly indicated as a component of new development in the Village Core.

Recognizing that the amount of new residential development must be limited so as not to overwhelm the Village commercial

footage of the mixed-use buildings so that they do not overwhelm transitional residential units at the north of the Village Core). As activities, this Plan limits the number of new residential units in well, the total unit sizes should not exceed 50% of the square the Village Core to not exceed 63 units (this figure includes the scale of the commercial uses in the Village.

Way (at the corner with Cathedral Drive) may be used for exclusive residential on the north side of Granite Way will remain residential and, in addition, a portion of the area on the south side of Granite The Village Core is adjacent to an established Urban Low density Village Core, the existing area designated Urban Medium density orderly transition from this area to the commercial areas in the residential neighborhood to the north. In order to provide an Urban High density residential purposes.

clustering required affordable units may be considered as part of a Like all projects containing residential development, residences built in the Village Core will be required to meet the housing affordability requirements of the County. An allowance for Planned Unit Development application for the Village Core.

-200-

KEY HISTORIC STRUCTURES

As noted previously, the Village Core was the site of lumber milling nomination by the County for national designation). Also located in and several apple processing and packing operations. One building Barn at the corner of Trout Gulch Road and Cathedral Drive (given from the area's past use of apple processing remains: the Apple an historic rating of NR·3-a designation that recognizes its

recognized structure) and the old Aptos Firehouse/VFW Hall just the Village Core is the Bayview Hotel (rated NR-1 - a nationally west of the Bayview Hotel (rated NR-5 - of local interest),

significance, any movement, exterior change, or reconstruction of store. This Plan envisions that the Apple Barn will be relocated to Barn, will be demolished. Any exterior changes must be sensitive require some reconstruction. Because it is an historic resource of Interior standards for relocation such that the NR 3 rating of the allow its presence on the Village Common and properly interact condition of the surrounding setting. The Plan assumes that the adversely affect the significance of the Antique Barn, given the It is envisioned that the Apple Barn could be used as an anchor small warehouse, a non-historic building adjacent to the Apple the Apple Barn will require special review and approval by the information suggests that a minor change in location will not with the other new buildings. Any such movement will likely County's Historic Resources Commission. Available technical building and any relocation must follow the Secretary of the to the historic significance and architectural features of the Apple Barn is not compromised.

need to be relocated within the Village Plan area. Technical studies have determined that a portion of the rear of the building has been original size. Any exterior changes must be sensitive to the historic added since its period of significance. This Plan assumes that this To facilitate the new north-south street and the development of newer area will be removed to restore the structure to its more additional buildings, the historic Aptos Firehouse/VFW Hall will

significance and architectural features of the building and any relocation must follow the Secretary of the Interior standards for relocation such that the NR 5 rating is not compromised. If relocated, the building must be located on a prominent street within the Village and present to the street in its current narrow-side configuration. Before moving this building, the County's Historic Resources Commission must approve the relocation and associated reconstruction work.

Finally, given the highest rating of historic significance assigned to the Bayview Hotel, any new structures built adjacent to that site must be reviewed by the Historic Resources Commission to ensure that they do not compromise the historic context of this very important historic resource and centerpiece to the character of the Village.

Figure 10 illustrates in one place the key elements proposed by this Chapter for the Village Core. In addition to new roadways and private and public open spaces, it suggests the likely relocation of historic structures and possible footprints for new residential, commercial and mixed-use buildings. Figure 16 in Chapter 6 provides more detailed requirements for these possible buildings.

Draft Aptos Village Plan, November 2009

FIGURE 10: VILLAGE CORE DEVELOPMENT POTENTIAL

CHAPTER 5: INFRASTRUCTURE

The infrastructure in the Village is already inadequate in many ways to address the needs of existing development. Currently residents and business owners and customers are dealing with the impacts of outdated infrastructure - whether in the form of traffic congestion, inadequate drainage systems or parking shortages. Therefore, it is critical that any new Plan for the Village carefully review needed infrastructure—not only to address current needs, but also to address additional demand created by new development.

The projects envisioned by this Plan will require a wide range of infrastructure improvements to the Village area, including traffic improvements, expanded customer, resident and employee parking, improved drainage, sewage and water distribution systems, and park and open space amenities. This section of the Plan addresses those improvements and how to finance them. Without a clear plan for needed improvements and a means to finance them, as has happened in past planning efforts, this Plan will not be realized.

ROADWAY & TRAFFIC IMPROVEMENTS

As stated previously, this Plan requires the construction of new roadways to serve the Village, including a new east-west roadway north of Soquel Drive, a north-south roadway connecting Soquel Drive to the new east-west roadway, and changes to Granite Way and Aptos Creek Road. To address current traffic congestion and

the additional traffic anticipated from new development in the Village, several traffic studies have been completed over the years to identify the proper level of traffic improvements that need to be included in the Plan to address traffic impacts. Those additional improvements include the following:

- The installation of traffic signals at the Soquel Drive-Trout
 Gulch intersection, including a left-turn lane on westbound
 Soquel Drive at Post Office Drive;
- Installation of traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane on eastbound Soquel Drive at Aptos Creek Road;
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village (required by the traffic study).

Additionally, the County and future developers will need to work with the owner of the rail line through the Village to address safety concerns related to the current and proposed railroad crossings.

While Soquel Drive is a major arterial in the Aptos area, it is only a 50-foot wide right-of-way. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road. As illustrated in Figure 11A, it is envisioned that Soquel Drive will be improved with 10-11' travel

Typical Cross Section

Soquel Drive Improvements

will be retained, to the extent feasible, on the north side of Soquel side of Soquel Drive and bike lanes on both sides. Parallel parking

Gulch Road and at the intersection of Soquel Drive and the new north-south street. Sidewalks will be provided on the southerly

Zort nabluori2 benitabnU Soquel Drive Improvements 2. Bike fane Typical Cross Section 10-11'NB Trayel Lane 10-11" Left Turn Pocket ans I lavel Lane and Bike Lane) 12' (Parallel Parking South d' Sidewalk

FIGURE 11A: SOQUEL DRIVE IMPROVEMENTS

Chapter 5: Infrastructure

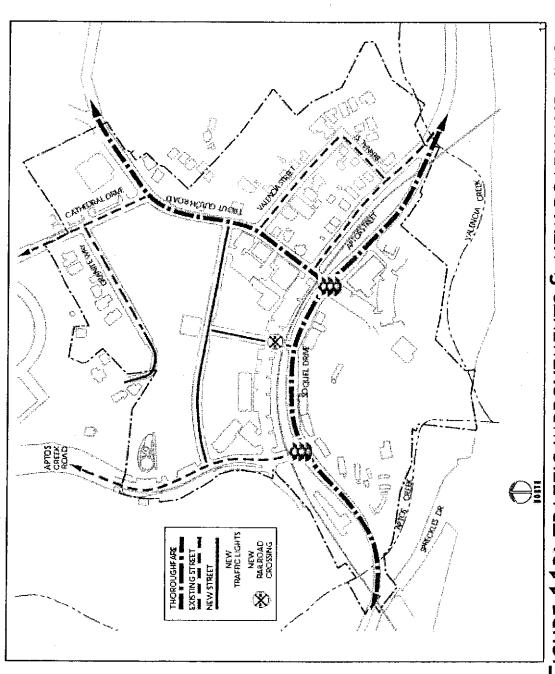


FIGURE 11B: TRAFFIC IMPROVEMENTS & NEW ROADWAYS, INCLUDING INTERSECTIONS, SIGNALS, & RR XING IMPROVEMENTS

SIDEWALK IMPROVEMENTS

Safe movement of pedestrians from one end of the Village to the other is a critical ingredient to the success of the Village Plan. Without improvements, the older part of the Village and the area of new development will never function as one integral Village area. Soquel Drive serves as the single biggest impediment to pedestrian access throughout the Village. Crossing this busy street can be hazardous. Pedestrian access into and out of the Village is also constrained by the lack of sidewalks at the railroad overpasses on Soquel Drive at each end of the Village. Finally, all the streets within the Village have gaps in the sidewalk system.

Making the Village pedestrian friendly is an important Village Plan goal. New development will be required to create a network of sidewalks that provide for pedestrian connectivity. The elements of a pedestrian-friendly neighborhood include:

- 207 -

- Sidewalks along the edge of all streets, where feasible, and along all building frontages.
- Sidewalk widths that are comfortable for walking two or three people abreast.
- Sidewalks within parking areas and connecting parking areas to street frontages.
- Mid-block sidewalks that connect to parking located at midblock.
- Barrier-free crosswalks with traffic controls, where possible.
- Pedestrian amenities such as benches, lights, trash receptors and landscaping.
- Shading for principal sidewalks with street trees, awnings, canopies and arcades.

It is critical that most of these improvements be installed concurrently with the private commercial and residential improvements, particularly the crossings of Soquel Drive.

BUS & BIKEWAY IMPROVEMENTS

Bus service is currently provided to the area from Routes 54 and 71 that run between Santa Cruz and Watsonville along Soquel Drive and Freedom Boulevard.

Bicycle lanes exist along parts of Soquel Drive and Trout Gulch Road, but do not connect Aptos Village with other parts of Aptos to the east and west due to the narrowing of Soquel Drive at the two railroad overpasses at each end of the Village on Soquel Drive.

Needed bike improvements include better signage at the junction of Soquel Drive and Trout Gulch Road and bike racks in the commercial areas.

Bus stops will be improved with turnouts, shelters and connecting sidewalks and other pedestrian improvements.

Bus stop alternative locations are illustrated in Figure 12.

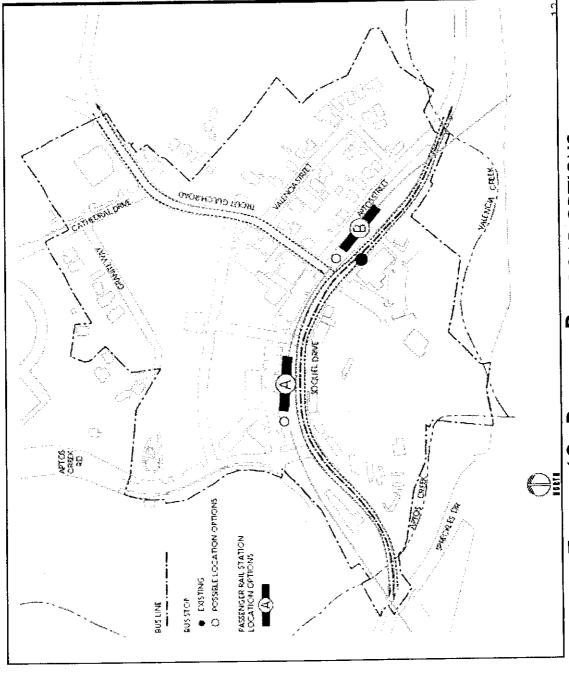


FIGURE 12: BUS AND RAILROAD OPTIONS

H B Chapter 5: Infrastructure

RAILWAY LINKS

alternate areas to be set aside for locating passenger-loading areas should passenger rail service or a tourist trolley be provided in the rail service, it is prudent to accommodate the potential for such a area. While it is premature to assume that there will be passenger bisected by the railroad tracks. Both locations are well connected For many years there has been community-wide discussion about potential for someday having a passenger rail system serving the plan to occur in the future. Therefore, the Plan identifies two future. Both locations A and B are 40' wide and 200' long and to the Village by sidewalks. These are illustrated in Figure 12. the potential for public ownership of the rail system and the

VEHICLE PARKING

-210-

street parking spaces that serve existing single-family residences on informal parking that currently is used in the core area - along the Existing parking in the entire Village includes about 140 spaces on the street and 375 spaces in parking lots for a total of about 515 spaces. The existing Village Core includes 145 parking spaces in north side of Soquel Drive and at the entrance to Nisene Marks Park. As well, these parking tabulations do not include the offparking lots. It should be noted that this does not include the Granite Way, Valencia, Bernal and Aptos Street

Future parking must not only provide all parking required for new connected by driveways and sidewalks to the businesses served. The existing parking supply is poorly distributed and badly

improvements be taken into account when sizing the new parking uses, but also ensure that any existing parking lost to street

New off-street parking spaces must be well located to conveniently connected by driveways and sidewalks. Additionally, some 80 to 85 serve adjacent commercial and residential uses and be well more parking spaces will be provided on the new streets.

Park will be addressed in the PUD. Parking requirements for other parking be provided in the range of 400-500 spaces dependant on the ultimate amount of new commercial space, residential units and intensity of commercial uses. In addition, parking spaces for the future skatepark and parking for users of Nisene Mark State needs of the Village Core and require adequate on and off-site The Planned Unit Development (PUD) will address the parking areas of Aptos Village are found in Chapter 4.

equire reconfiguring parking at the commercial property (APN 41without the additional development in the Village Core, given the access in the area. As well, installation of an eastbound left turn improvements along the north side of Soquel Drive could reduce the number of informal parking spaces. This could occur with or need to formalize public transit pullouts and related pedestrian 561-04) at the northwest corner of that intersection (currently pocket at the Soquel Drive/Aptos Creek Road intersection will It is also important to recognize that future County-sponsored

WATER DISTRIBUTION

Currently, water distribution lines in Aptos Creek Road, Soquel Drive, Trout Gulch Road, Cathedral Drive and Granite Way provide water to serve the Village's needs. The system is owned and operated by the Soquel Creek Water District (SCWD). However, with the exception of the extension along Granite Way, the interior portion of development area lacks any existing facilities. Water mains are generally 6-inch to 8-inch diameter. Existing SCWD wells are located in the "flatland" area south of Soquel Drive and along the westerly side of Aptos Creek Road. Through discussions with personnel at both the SCWD and Aptos/La Selva Fire Protection District, it has been determined that the existing water system is adequate to meet fire flow demands as well as the proposed Village Plan needs.

In conjunction with new development, new water lines will be installed throughout the development area. Additionally, SCWD has identified a potential need for a well site within the Village Plan area.

-211-

WATER SUPPLY

The issue of the source of water supply is a different issue than how it will be distributed. Over the years, the groundwater basin that serves as the principal source of supply for the Soquel Creek Water District, has reached or exceeded its safe yield. As a result, the District has implemented a number of measures to ensure the protection of the water supply for current and future customers. In particular, they have instituted a "water offset" program that

requires developers to retrofit existing water consuming fixtures on other properties in an effort to create "new" water to meet the needs of the new development. In fact, the program requires the offset to exceed the projected water demand for the new development (currently 1.2 to 1.) Any development in the Village will be subject to these or subsequent requirements adopted by the Soquel Creek Water District.

SEWER SERVICES

Much like the existing water system, sanitary sewer mains exist around the perimeter of the development area with short extensions along Granite Way and from Trout Gulch Road to serve the Bay View Hotel and surrounding buildings. The system is part of the Santa Cruz County Sanitation District system.

An 8-inch line runs north along Aptos Creek Road approximately 600 feet and will provide connection points for extensions into the westerly portion of the development area. The 8-inch line ties into the system in Soquel Drive flowing westerly toward Spreckles Drive.

Waste from the easterly half of the site as well as surrounding neighborhoods is collected in Trout Gulch Road. From there an 8-inch line carries it east along Valencia Street, then Bernal Street to Soquel Drive from where it leaves the Village heading easterly.

All waste from the Village area is sent to a pump station near the beach in Rio del Mar flats, where it will be piped in existing mains northward to the main sewage treatment plant in Santa Cruz. The Santa Cruz County Sanitation District has conducted video

inspection of the existing systems within the entire Village Plan area and has identified the need to replace some of the mains. These improvements will be made by the County prior to or in conjunction with any other infrastructure improvements made in conformance with the adopted Village Plan.

STORM DRAINAGE

presently, the Village area has very little in the way of storm drain improvements other than a system in Trout Gulch Road at the intersection of Cathedral Drive. That system conveys storm water easterly to Valencia Creek. Elsewhere throughout the Village storm runoff is handled by surface means in an informal and unregulated fashion with about 2/3 draining to Valencia Creek and about 1/3 draining to Aptos Creek. Soils behind the existing buildings along the northerly side of Soquel Drive are frequently saturated during the winter season, resulting in several areas of standing water. In the lower regions around Aptos Station and the Bay View Hotel, runoff from the parking areas is generally directed toward the northerly side of the railroad tracks paralleling Soquel Drive where the water tends to pond in the winter months before flowing into Aptos Creek.

Future development must provide drainage improvements that will include an engineered system of inlets and storm drains designed to convey runoff to designated points of discharge near Aptos Creek and Valencia Creek. Detention basins, bioswales, water gardens and other similar "Best Management Practices" will be required to maintain pre-development release rates, maintain water quality and supply and protect the two creeks from hydrologic

disturbances. Future developers of the Village Core area will be required to coordinate drainage infrastructure and management.

Figure 13 illustrates the overall infrastructure improvements that would be required in the Village area to accommodate current and future developments needs.

FIGURE 13: INFRASTRUCTURE

EXHIBIT

INFRASTRUCTURE FINANCING

Providing financing for the scale of infrastructure needed to make this plan possible is a major challenge. Preliminary estimates suggest costs for infrastructure improvements at approximately \$10 million (in 2007 dollars). The majority of these costs will need to be borne by future developers, under the guidance of this Village Plan. It will be critical to ensure that the Plan provide adequate development potential on vacant properties to allow developers to shoulder these substantial costs. It is also appropriate for the County to play a role in financing and constructing some of these improvements.

This Plan envisions that the Village Core be developed as a whole, although various aspects of the development may be phased. As part of the Planned Unit Development (PUD) for the Village Core, the developers may request that the Board of Supervisors direct the use of impact fees to particular County projects in the Village or reduce all or a portion of the applicant's impact fees in recognition of other off-site improvements that they will construct in the Village.

Design and construction of a new east-west street, and new north-south street connecting Soquel Drive to the new east-west street by the developer will qualify for fee offsets.

The following off-site improvements qualify for fee offsets, based on total costs:

- Design and construction of drainage systems outside the boundaries of the Village Core.
- Although not offsite, the skatepark donation (dedication) to the County.
- Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village.

This Plan envisions that the following improvements will ultimately be constructed by the County, as part of the overall improvements to the Village area:

- Traffic signals and westbound left turn lane onto Post Office Drive for Trout Gulch/Soquel Drive intersection;
- Traffic signals and eastbound left turn lane for Aptos Creek Road/Soquel Drive intersection;
- Eastbound left turn lane for Soquel Drive/new north-south street intersection;
- Railroad safety barriers where they are required for Aptos Creek Road and Trout Gulch Road railroad crossings.
- Sewer mainline replacements and upgrades along Soquel Drive, Trout Gulch Road, Aptos Street, Bernal Street, Valencia Street and across the northern portions of APNs 41-011-32 and 041-011-34.
- Roadside improvements along the north side of Soquel Drive (between Aptos Creek Road and Trout Gulch), Aptos Creek Road, and Trout Gulch (except the frontage of the new development area).
- Pedestrian improvements across the Soquel Drive Bridge and along Trout Gulch to the Valencia Elementary School will occur at a later date, depending on available funding.

Based on the most recent cost estimates, the developer would be responsible for approximately 52% of the overall infrastructure

Chapter 5: Infrastructure

adequate public funding sources cannot be identified. The Planned Unit Development will address the phasing of and responsibility for responsibility of the County could lag behind the development, if costs, or about \$4,200,000. The County's share (in 2007 dollars) would be about \$3,750,000 which would need to be financed components of the infrastructure improvements that are the sources. The County's CIP should be updated to include the through development impact fee revenues, grants, or other County's share of improvements. It is possible that some infrastructure improvements in more detail.

EXHIBIT

4

CHAPTER 6: DESIGN

The purpose of this Chapter is to define in more detail the design requirements for the Village area and for the new development area in the Village Core.

Residents of Aptos have experienced numerous proposals for new developments in the area over the years. For a number of reasons, property owner cooperation and financial feasibility has faded over time. The point of this Chapter is to clearly define the foundation design concepts that will be expected of anyone attempting to implement this Plan -- whether next year or ten years from now.

UNIFYING THE VILLAGE

-216-

Before engaging on the details for new possible developments in the Village Core, it is important to first establish key design elements that will serve to unify the overall Village area. Because it is important for the entire commercial area in the Village to function as one cohesive area, with the benefits of the new development experienced by the entire business district, it is important to unify the area with regard to a number of key features, including:

- Entry signage for the Village,
- Common private business signage standards,
- Common street lighting,
- Integrated pedestrian improvements, including key connections across Soquel Drive,

- Access from public transit to all areas of the business district,
- Common street side landscape features, where possible, and
- Common architectural design standards among the commercial buildings.

These are discussed in more detail in the following sections of the Plan.

SIGNAGE

ENTRY SIGNAGE

Clearly defined complementary entry signs for the Village should be provided along Soquel Drive at the eastern and western entries to the Village, as well as entering the Village from Trout Gulch Road.

PRIVATE BUSINESS SIGNAGE

Private business signage throughout the older and newer sections of the Village should reinforce the pedestrian character of the area. While harmony of signage is desirable, uniformity stifles the uniqueness of the Village; therefore, several types of acceptable signage are allowed.

The following are the sign standards for the Village Plan area:

- The maximum sign area is limited to ½ square foot (72 square inches) per lineal foot of the frontage of the business. Sign area includes:
- The area within a well-defined sign border;
- o On a sign without a defined border, the area within the perimeter which encloses the letters, symbols or logo.

Allowable sign types include (also see Figure 14):

Wall signs

7

- Blade signs: Blade signs may extend out from the façade or hang from porch and arcade soffits. There must be at least 7 feet of headroom to the bottom of the sign. The sign is limited to 24" extending from a wall or hanging from a soffit. Soffit signs must have a 6" gap between the sign and the soffit. One blade sign is allowed per business
- A-Frame (Sandwich Board) sign: (one maximum per business) not exceeding 24" in width and 36" in height located inside a dooryard and not impeding pedestrian traffic. The sign shall be removed when the business is not open.

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Window Signs: Window signs are allowed in storefront windows except in any portion of the window between 3 feet and 6 feet above the sidewalk. Window sign area

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- 217 -

must not exceed 20% of the glass area of the window in which it is located.

Monument Signs

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One monument sign may be allowed for those buildings facing Soquel Drive or Trout Gulch Road.

Prohibited sign types include:

Roof signs

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- A·Frame (Sandwich Board) signs located outside of a dooryard or impeding pedestrian traffic.
- Monument signs for buildings not facing Soquel Drive or Trout Gulch Road.

SIGN LIGHTING

Wall, blade and window signs may be lit from above. Monument signs may be lit from below. Internally lit and box signs are not allowed. Neon signs are not allowed; however, accents are allowed.

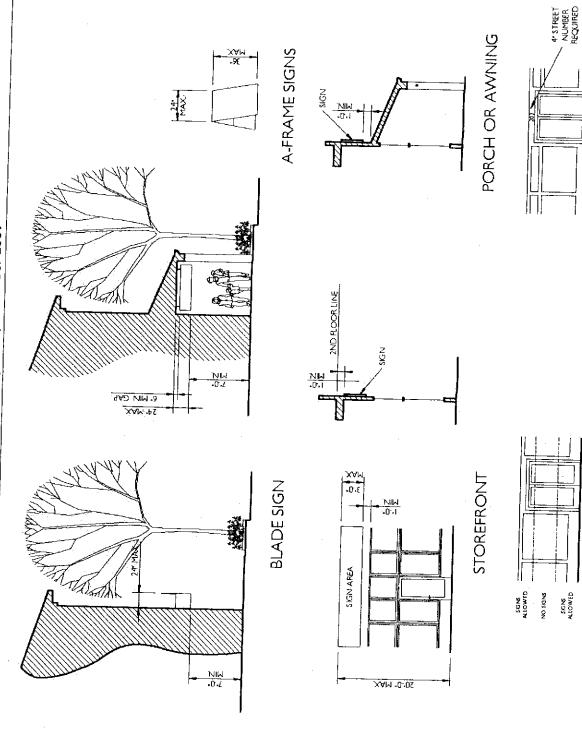


FIGURE 14: SIGNS

WINDOW SIGNS

STREET SIGNS

Chapter 6: Design

STREET LIGHTING

Street lighting in the Village should be consistent and complement the character of the architecture of the Village. Lighting should illuminate the street and not upper-story residential units or the night sky.

It will be important to establish a funding mechanism for maintaining the new street lighting, ideally funded by merchants in both the established and new business areas.

STREET FURNITURE

Attractive street furniture can serve as jewelry to a neighborhood's appearance. Benches, waste receptacles, landscaping grates and similar items should be selected for both their utility and enhancement of the architectural character of the Village.

INTEGRATED PEDESTRIAN IMPROVEMENTS & DISABLED ACCESS

As was already illustrated in Chapter 5, sidewalks will need to create a strong pedestrian connection between the new and older portions of the Village. Additionally, it will be critical that access for persons with disabilities be provided from the new, more formal transit bus pullouts to both the established and new commercial areas of the Village.

UNIFYING LANDSCAPE FEATURES

Since the new east-west and north-south roadways will be designed and built to include street trees and other landscaping, it will be important to provide such features, with similar landscaping

materials, as part of County-funded improvements along Soquel Drive, Trout Gulch Road, and Aptos Creek Road. Because the width of the right-of-way is limited in some areas, such features would only be required where adequate space exists. Additionally, it will be important to establish a funding mechanism for maintaining such landscaping, ideally funded by merchants in both the established and new business areas.

ARCHITECTURAL DESIGN

The issue of architectural design is a more delicate topic. Some would suggest that new buildings be designed to strictly conform to the predominant architectural character of the established business area. Others would argue that new structural design requirements, available materials, and the desire for providing opportunities for more diversity in architecture would lead to a lighter touch in terms of architectural standards. In fact, there is room between these two perspectives, which allows for newer buildings that meet current standards while reflecting some of the key elements of the current style buildings. The new building at the southeastern corner of the Soquel Drive/Trout Gulch intersection (APN 41-042-47) is a good example of balancing these two goals.

This Plan recommends that balance be extended to new buildings constructed throughout the Village area. In addition, it is required that new buildings incorporate green building principles in layout, materials and finishes. More details for the Village Core Area (Area III) are discussed in the following section.

NEW DEVELOPMENT AREAS

DEFINING OPPORTUNITY SITES

As was the case with the 1979 Design Framework for the Village, this Plan builds from a core framework of elements within which the various development sites become defined. These key elements include the existing and new roadways serving the area and the private and public recreational areas (Village Common and Skatepark).

Once those elements are defined, a series of possible development sites become defined. These are illustrated and numbered in Figure 15, with development potential within each site described below in Figure 16. Altogether, these sites, if developed to the maximum allowed by Figure 16, would add 75,000 gross square feet of new commercial space and 63 residential units to the Village Core area. While there may be some minor variations to what is laid out in that figure, for the purpose of this Plan, it defines the upper limit of possible development.

Chapter 6: Design

FIGURE 15: MAP OF VILLAGE WITH KEY FEATURES AND DEVELOPMENT OPPORTUNITY

Chapter 6: Design

20

EXHIBIT I

FIGURE 16: DESCRIPTION OF DEVELOPMENT POTENTIAL OF SITES

(KEY TO FIGURE 15)

maximum Commercial Square Feet	Maximum Number of Residential Units	Maximum Number of Stories	Uses/Other Requirements
	9	m	Multi-Family dwellings developed at RM-3 density. 3 stories allowed if 1st story is used for in-grade parking.
	-	2	Row-house style multi-family dwellings developed at RM-2 density. Some units must front on Cathedral Drive.
	17	2 with lofts	Buildings must appear as 2 stories along the new east-west street frontage.
	∞	e.	3-story buildings facing the Village Common must minimize shading of the Village Common, include articulation to soften the bulk of 3-story buildings and allow for a harmonious transition to buildings of fewer stories such as the Apple Barn building.
	0	2	Design of the building, if proposed as a sub-anchor, must give the appearance of a multiple tenant building. A portion of the building must front on Trout Gulch Road. Entry and access must be from the new east-west street.
	0	2	Building must front on the new east-west street. Parking may occur off-site through indenture. If no building is proposed for this area, the 2500 maximum square footage may be reallocated to other site(s). The rear of the Bayview Hotel property, if no building is proposed, must be improved to provide a welcoming presence along the new east-west street frontage.

	<u> </u>				
	Uses/Other Requirements	Buildings must front on both streets and include an articulated corner feature.	Buildings must appear as 2 stories along the new east-west street frontage.	Buildings must present well to Soquel Drive and provide a "front" appearance on the new north-south street frontage	
	Maximum Number of Stories	m	2 with lofts	2	
	Maximum Number of Residential Units	7	10	4	63
Marine	Square Feet	5,500	6,000	6,000	75,000
	Site #	7	_∞	6	Totals 75,000

INITIAL DESIGN STANDARDS

In addition to establishing size, height and uses for the various private development opportunity sites created through this Plan, it is important to establish some basic parameters for the design of the buildings located on these sites. While more detailed design standards will be established in the implementing Planned Unit Development (PUD) for this Plan, key principles can be established at this time, including:

- To encourage more opportunities for quasi-public outdoor uses, establish that the County-controlled right-of-way along the new roadways in the Village Core will only cover the curb-to-curb area, allowing for more flexible uses along the sidewalk areas and private financing for the maintenance of planters and sidewalk areas.
- To create a more pedestrian and business friendly environment, require that new buildings be built in a location close to the new street (through reduction or elimination of front yard setbacks) with off-street parking generally to the rear of buildings.

- To ensure that larger commercial uses not dominate the new development area, the PUD will establish frontage and appearance standards for anchor and sub-anchor stores.
- The architectural style of the buildings fronting the new eastwest and new north-south streets shall give the impression of being constructed over a period of time, as is the case of organic main streets, rather than appearing to be matching or identical.
- To provide for an interesting variety of exterior materials and to honor the character of the current Village, a variety and mixture of exterior materials are encouraged.
- To encourage more vital activities in commercial and mixed use areas, require dooryard areas that allow for quasi-public outdoor areas in the front of businesses for street furniture and other uses (see Figure 17), wherever possible.
- To enhance the appearance of the new development areas, require privately maintained planting pockets along the new roadways (see Figure 18).

- To encourage more interest in business areas and passage to parking lots, allow arcades through commercial and mixed use buildings (see Figure 19).
- To encourage residential activity along the new roadways to enhance vitality and create a public presence 24/7, allow overhanging decks (on upper stories) or porches to intrude into traditional setback areas (see Figure 20).
- To encourage more interesting architectural texture, allow other building projections into setback areas (see Figure 20).
- To provide variety and to reduce the appearance of bulk and mass, horizontal and vertical elements shall be incorporated into both commercial and residential structures (see Figure 21).
- To provide visual interest, a variety of roof types shall be used in both commercial and residential structures.
- To provide for complementary storefronts among buildings and provide light and adequate window area, establish standards for storefronts. Awnings may be used to shield glare and provide visual interest (see Figure 22).

Signs (see text and illustrations on Pages 43-45).

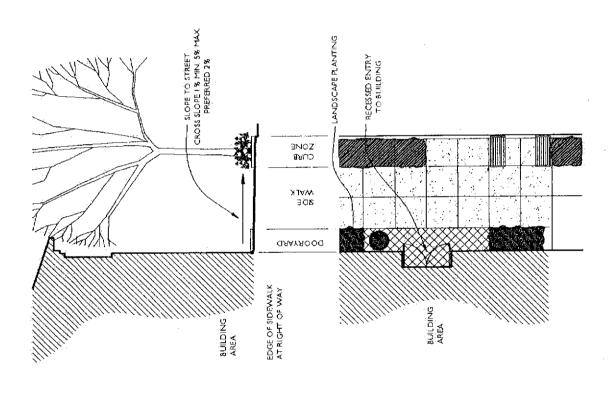


FIGURE 17: DOORYARDS

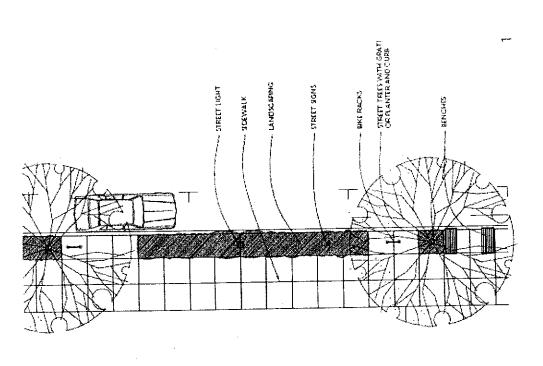
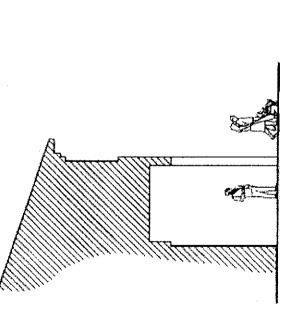


FIGURE 18: PLANTING POCKETS ALONG ROADWAYS



-227-

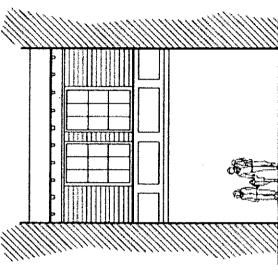


FIGURE 19: ARCADES

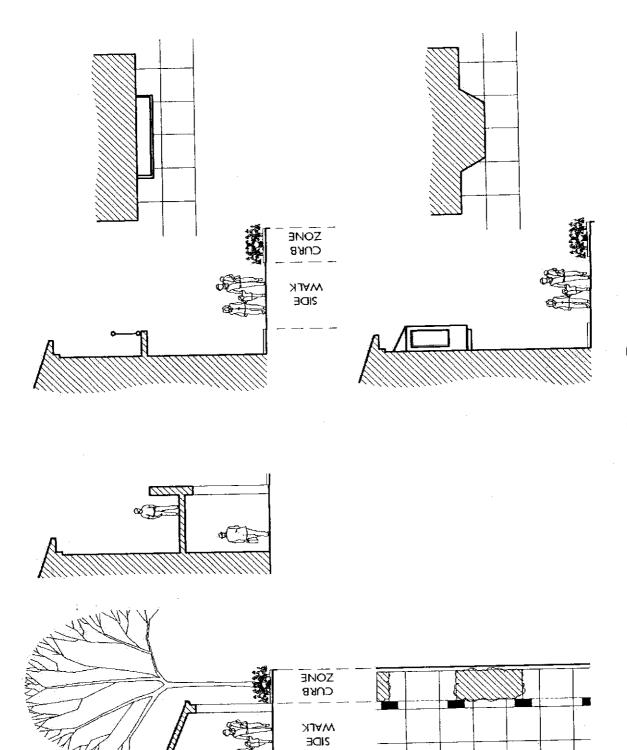


FIGURE 20: UPPER STORY PROJECTIONS

57

EXHIBIT I

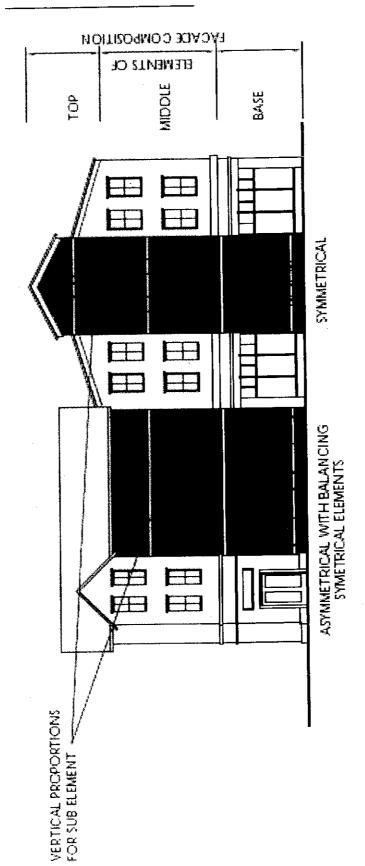
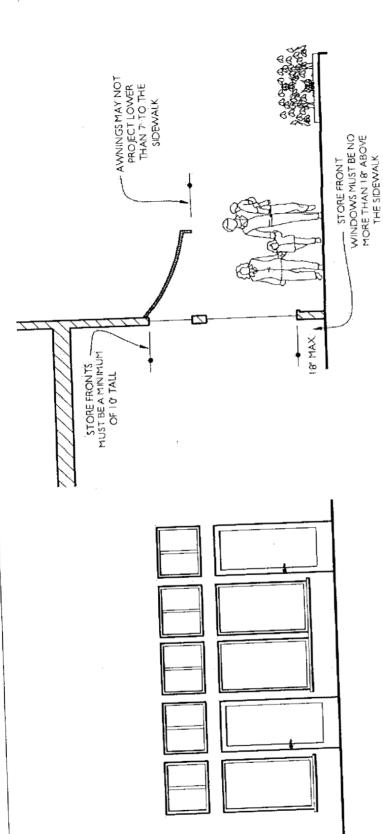
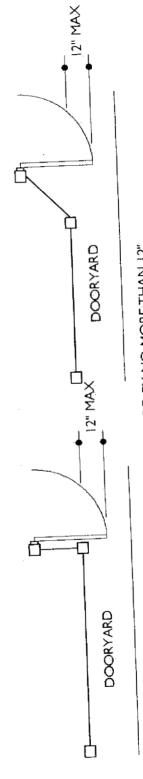


FIGURE 21: INCORPORATE HORIZONTAL AND VERTICAL ELEMENTS



STORE FRONT EXAMPLE



DOORS MAY SWING OVER A DOORYARD BY NO MORE THAN 12"

FIGURE 22: STORE FRONTS

CHAPTER 7: CONCLUSION & PLAN IMPLEMENTATION

For decades there has been an interest in expanding and unifying the various portions of the Aptos Village area. Building on the Aptos Village Design Framework, developed in the 1970s and modified in the 1980s, the community in 2001 came together to update that Framework and provide further details for changes in the Village area, in the form of a Village Plan. The initial stages of the associated community planning process developed a number of key goals for the Plan, including:

- Creating a Village Common at the heart of the community.
- Establishing a new east-west street to connect Trout Gulch and Aptos Creek Roads.
- Establishing a new north-south street connecting Soquel Drive to the new east-west street, intersecting at a Village Common, to provide a face of the new Village Core area to the vehicles and pedestrians using Soquel Drive.

-232-

- Defining improvement of Aptos Creek Road such that it will become a prominent entrance to Nisene Marks State Park.
- Building new housing developed as a transitional edge to the existing residential neighborhoods, with commercial and mixed commercial and residential uses in the interior of the Village.
- Defining a network of sidewalks making it pleasant to be a pedestrian in the Village.
- Requiring abundant parking, both on and off street, to make shopping convenient. To enhance the Village atmosphere, most off-street parking will be located behind buildings.
- Establishing well-landscaped streets to give the Village a pleasant and inviting ambience.

- Ensuring a mix of housing, shopping, dining, community services and employment to make the Village a colorful, friendly place and one that complements the scale of the current Village area.
- Providing a mechanism to protect the Hihn Subdivision (east of Trout Gulch Road) as a mixed-use area.
- Providing a mechanism to protect the existing business area along Soquel Drive as a vibrant and integral part of the overall commercial area in the Village.

NEXT STEPS IN IMPLEMENTATION

The preceding pages of this Plan lay out an approach for accomplishing these goals. But it is important, given the complexities of property lines, infrastructure, and market conditions, to provide a clear path for implementing the Plan and the vision. While past efforts for expanding and revitalizing the Village have failed, key past impediments to progress can be reduced through a series of actions, including:

- The County processing amendments to the General Plan and zoning designations for areas of the Village to reinforce this Plan;
- Future developers submitting an application for a parcel reconfiguration of the Village Core properties, in cooperation with the property owners, to conform to the new roadway layout and provide appropriate frontage on the proposed new streets;
- Future developers submitting an application for a Planned Unit
 Development (PUD) within the Village Core. The PUD will both
 define what would be expected of the developers and provide
 certainty for the developers, in light of the substantial private

infrastructure required to implement the Plan. That PUD would be subject to public input prior to final approval by the Board of Supervisors.

- Future developers bringing forward specific development proposals to address the requirements of the PUD. These plans would also be subject to public review to ensure compliance with the Plan vision.
- Ultimately, the developer would receive permits to install required infrastructure and build commercial and residential structures in the Village, as allowed by a phasing plan.
- The County installing infrastructure—such as traffic signals and road improvements—as outlined as Chapter 5.

In order to recognize that the Village Plan addresses more than the area of new development, implementation measures should also include:

 Ensuring that key connections are made between the Village Core and the business area along Soquel Drive through pedestrian connections, common lighting and landscaping, and other features.

-233*-*

- Enhancing the vitality of the current business area along Soquel Drive through amending the current zoning for commercial properties to recognize those legal uses that have and will continue to provide services to the larger Aptos community.
- Amending the current zoning for the Hihn Subdivision area to allow continuation of the current mix of uses in the area.

The key steps are described in more detail below.

RECOMMENDED LAND USE AMENDMENTS

One of the first steps to allow the Plan to proceed is putting into place the appropriate General Plan and Zoning designations for the various properties in the Village area. In order to enact the land use designation changes needed to implement this Plan, the following changes are recommended.

HIHN SUBDIVISION

Because the Hihn Subdivision is almost completely built-out, there is no particular reason or advantage to the community to change the existing General Plan land use designations there. As such, it would remain as Community Commercial (C-C), Residential Urban High Density (R-UH), Residential Urban Medium Density (R-UM), Public Facility/Institutional (P), and Urban Open Space (O-U). The Hihn Subdivision area is comprised of commercial, residential and mixed uses. To better recognize existing uses and to allow for flexibility of use and regulation to ensure consistency with the General Plan, under this Village Plan the zoning of the area should be changed to Special Use (SU) while retaining the existing Historic Resource (-L) Combining District for historic structures. This would formally recognize the mix of stand-alone residential, commercial, and office uses as well as mixed uses and allow the property owners to more easily develop and upgrade their properties.

SOUTH OF SOQUEL DRIVE

Land uses in this area should remain commercial, and therefore are recommended to remain Community Commercial (CC), Parks and

Recreation (O-R) and Urban Open Space (O-U) for the parcels included in this Plan. To be consistent with the uses of the rest of the developed parcels in this Plan Area, the zoning of the Plan Area should be changed from Neighborhood Commercial (C-1) and Professional and Administrative Office (PA) to Community Commercial (C-2) and Parks, Recreation and Open Space (PR) and retain the existing Combining Districts.

VILLAGE CORE

Under this Village Plan, the Village Core (including the Residential Transitional area), is proposed to have five land use designations: Community Commercial (C-C); Residential Urban High Density (R-UH); Residential Urban Medium Density (R-UM); Public Facility/Institutional (P); and Park, Recreation and Open Space (O-R). Similarly, the area should be rezoned to seven zone districts: Community Commercial (C-2); Single-Family Residential, 6,000 square feet of land per unit (R-1-6); Residential Multifamily, 2,000 square feet of land per unit (RM-2); Residential Multifamily, 4,000 square feet of land per unit (RM-3); Residential Multifamily, 4,000 square feet of land per unit (RM-1); Parks, Recreation and Open Space (PR); and Public Facility (PF), while retaining the existing Historic Resource (-L) Combining District for historic structures.

RESIDENTIAL TRANSITIONAL AREA

Solely residential uses are allowed along the northern edge of the Village Core and on both sides of the existing Granite Way, opposite the Post Office, at densities consistent with the Residential Urban-High and Residential Urban-Medium land use designations.

Since land on the south side of Granite Way will be redesignated from commercial to exclusive residential use, future developers will be required to provide 40% of the resulting residential units as affordable units, pursuant to Chapter 17.10 of the County Code.

Figures 24 and 25 illustrate proposed General Plan and zoning changes to implement this Plan.

Chapter 7: Conclusion & Plan Implementation

FIGURE 23: PROPOSED GENERAL PLAN CHANGES

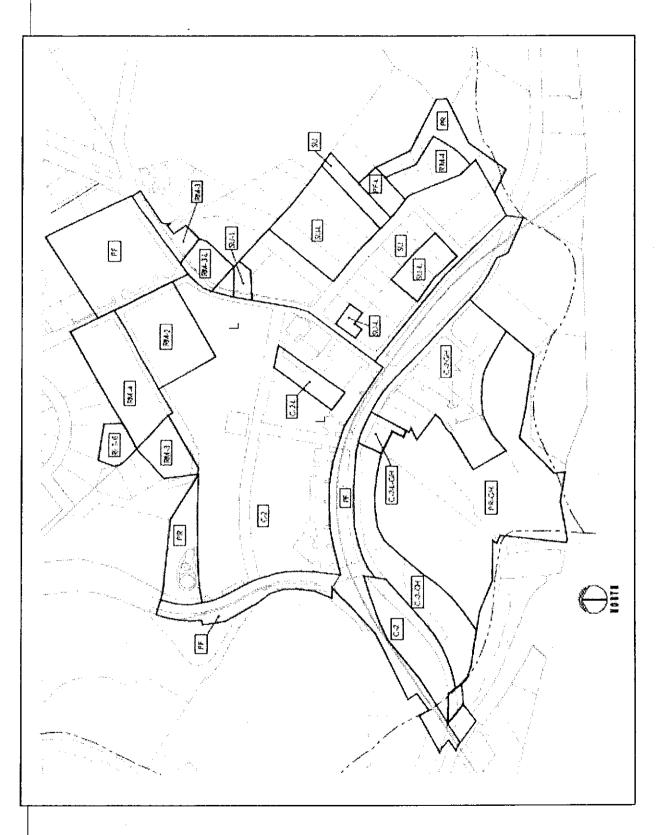


FIGURE 24: PROPOSED REZONINGS

PLANNED UNIT DEVELOPMENT RECOMMENDED FEATURES OF

strong case for use of a PUD to guide new and existing development One of the advantages of a Planned Unit Development (PUD) is that throughout the rest of the County. In the case of Aptos Village, the development standards, permit processes, and financing structures certainty with regard to development standards, enabling them to development and ultimate uses in an integrated fashion, makes a mixed use nature of the Village Core, the desire to create a more that are different than those that generally govern development make the long-term investment in infrastructure that will serve in the Village Core. The PUD also provides the developers more it allows the County to define a portion of the community that, "Main Street" feel to the area, and the goal to manage the because of unique attributes, warrants creating special both future and existing uses

Key features to be addressed in the PUD include:

-237 -

- Ensuring that development of any properties in the Village Core cannot occur without adherence to this Plan;
- Defining preferred uses for existing as well as future buildings;
- Defining allowed special building, zoning and parking standards for any future development;
- Establishing use standards to ensure that new commercial uses are properly scaled for the proposed parking;

Creating standards for protection of historic structures; Creating standards for protection of historic that a hapter 7: Conclusion & Plan Implementation

- Ensuring that the size and location of the Village Common and Skatepark occur, consistent with the Plan;
- Formalizing infrastructure requirements and financing responsibilities;
- Establishing potential infrastructure and private development phasing;
- Establishing a method for financing the maintenance of private and quasi-public facilities; and
- Providing the developer(s) with surety of allowed building sizes and uses

POSSIBLE TIMEFRAME FOR ACTION

Planned Unit Development, infrastructure and private development Supervisors for review and adoption concurrently. Actions on these elements will require formal public hearings and are anticipated to It is recommended that Planning Department staff bring this Plan, the recommended land use and rezoning changes to the Board of implementation of the parcel reconfiguration, adoption of the be completed in early 2010. The remaining timeframe for will be driven by the landowners in the area

and market conditions to construct the required infrastructure and Developer actions and timing will be driven by available financing need to develop a thoughtful plan for phasing infrastructure with relationship among affected property owners. To the extent that improvements are phased over a number of years, the PUD will private development projects as well as a cooperative working private developments.

ATTACHMENT 2

Biotic Assessment for Aptos Village Project November 2009

BIOTIC ASSESSMENT FOR THE PROPOSED APTOS VILLAGE PROJECT SANTA CRUZ COUNTY, CALIFORNIA

Prepared for

Barry Swenson Builders 5300 Soquel Avenue, Suite 103 Santa Cruz, CA 95062

Prepared by

EcoSystems West Consulting Group 819 ½ Pacific Avenue, Suite 4 Santa Cruz, CA 95060

TABLE OF CONTENTS

INTRODUCTION	
SITE DESCRIPTION	
PROJECT DESCRIPTION	
METHODS	
BOTANY	3
Review of Literature and Data Sources	
Preliminary Field Survey	
WILDLIFE	
Review of Literature and Data Sources	4
Wildlife Habitat Requirements	
Distribution Information and Preliminary Field Visit	11
RESULTS	12
Floristic Inventory and Habitat Characterization	
Special-Status Plant Species	
Significant Tree Protection Error! Bookma	irk not defined.
SENSITIVE HABITATS	
Potential Wetlands and "Other Waters" of the United States	
Waters of the State of California	14
Wildlife Dispersal Routes WILDLIFE	
Fish	
Amphibians and Reptiles	10
Raptors and Birds	17
Mammals	18
REFERENCES	The second second second
PERSONAL COMMUNICATION	
APPENDIX A. SPECIAL-STATUS PLANTS WITH POTENTIAL TO OCCUR	A-1
APPENDIX B. LIST OF VASCULAR PLANT SPECIES OBSERVED	B-1
LIST OF FIGURES	
FIGURE 1. GENERAL LOCATION OF THE PROPOSED APTOS VILLAGE PROJECT, SANTA CRUZ COUNTY, CA	ALIFORNIA2
LIST OF TABLES	
FABLE 1. CONSERVATION STATUS AND HABITAT REQUIREMENTS FOR SPECIAL-STATUS WILDLIFE SPECIAL OCCUR IN THE VICINITY OF THE PROPOSED APTOS VILLAGE PROJECT.	

INTRODUCTION

This report presents the methodologies and findings of a botanical and wildlife assessment conducted by EcoSystems West Consulting Group for the proposed Aptos Village Project in Santa Cruz County, California. The objectives of the botanical and wildlife assessment were:

- To characterize the vegetation in the vicinity of proposed project area.
- To identify the wildlife resources (habitats and species) in the vicinity of the project area.
- To identify special-status plant and wildlife species and sensitive habitats occurring, or potentially occurring, in the project area.

SITE DESCRIPTION

The project site is located within the community of Aptos, north of State Highway 1. The site is located adjacent to the present footprint of the Aptos Village commercial district and is in close proximity to Aptos Village Park and the Forest of Nisene Marks State Park. The approximately 13.5 acre site is bordered by Soquel Drive to the south, Village Drive, Grante Way and Cathedral Avenue to the north, Trout Gulch Road to the east, and Aptos Creek Road to the west (Figure 1). The site is situated in an open area between Aptos Creek to the west, Trout Gulch to the east and Valencia Creek to the south. Residential neighborhoods comprise the majority of the surrounding areas.

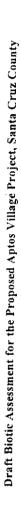
Existing features within the proposed project site include various businesses such as a historic barn built in 1890 that presently operates as an antique dealership, the historic Bayview Hotel, retail merchants, and professional office buildings along Soquel Drive. The Aptos Bike (BMX) Park maintained by the County of Santa Cruz, the foundations of several remnant structures, an open ruderal field, a densely vegetated wooded hillside, and unpaved roads and parking areas occupy the remainder of the site.

PROJECT DESCRIPTION

The County of Santa Cruz and Barry Swenson Builders plan to redevelop the Aptos Village project area for residential and commercial mixed-use development and public open space, including a network of sidewalks and bike paths. Previous plans for this site were proposed in 1979 and were last updated 1985. The County Board of Supervisors has addressed the need to revise the antiquated plans to reflect inputs from the community gathered in a series of public meetings between 2002 and 2003. Community members, business representatives, and planning staff have gathered over a series of more than 12 meetings to outline issues such as traffic, housing, shopping, parking and a town plaza.

According to the preliminary site plan drawings for the project (Ifland Engineers April 18, 2008), the proposed village plan includes the construction of 15 new commercial buildings and 60 residential units (one-bedroom flats, townhouses, and work-live flats).

EXHIBIT I





-242-

Figure 1. General location of the proposed Aptos Village Project, Santa Cruz County, California.

METHODS

Botany

Review of Literature and Data Sources

An EcoSystems West botanist reviewed literature and botanical resource databases to identify special-status plant species and sensitive habitat types with potential to occur in the study area. Sources reviewed include California Natural Diversity Data Base (CNDDB) occurrence records for the Soquel USGS 7.5 minute quadrangle; county occurrence records, USGS quadrangle occurrence records in the California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Vascular Plants of California (Tibor 2001; CNPS 2007) for the Soquel quadrangle and the seven surrounding quadrangles, and local and regional floras (Thomas 1960; Munz and Keck 1973; Hickman 1993; Morgan et al. 2005).

Sources consulted for current agency status information include U.S. Fish and Wildlife Service (USFWS) (2008a, b, c) for federally listed species (including federal Proposed and Candidate species) and California Department of Fish and Game (CDFG) (2008a) for State of California listed species. Special-status species also include species listed on List 1A (Plants Presumed Extinct in California), List 1B (Plants Rare, Threatened, or Endangered in California and Elsewhere), or List 2 (Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere) of the CNPS Inventory (Tibor 2001; CNPS 2007). These species fall under state regulatory authority under the provisions of the California Environmental Quality Act (CEQA) Guidelines.

Also considered special-status species are species included on List 3 (Plants About Which We Need More Information -- A Review List) or List 4 (Plants of Limited Distribution - A Watch List) of the CNPS Inventory. These species are considered to be of lower sensitivity, and generally do not fall under specific state or federal regulatory authority. Specific mitigation considerations are not generally required for species in these categories.

Based on information from the above sources, we developed a target list of special-status plants with potential to occur in the vicinity of the Study Area. This table is presented in Appendix A.

Sensitive habitats may include riparian corridors, wetlands, habitats for legally protected species and CDFG Species of Special Concern, areas of high biological diversity, areas providing important wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the CNDDB working list of "high priority" habitats for inventory (i.e., those habitats that are rare or endangered within the borders of California) (Holland 1986; CDFG 2003). EcoSystems West botanists reviewed the CNDDB list of "high priority" habitats and local Santa Cruz County riparian protection and sensitive habitat ordinances (Santa Cruz County General Plan 1994).

Preliminary Field Survey

EcoSystems West botanists conducted a botanical assessment of the proposed project area 3 June and 15 September, 2008. The entire site was evaluated on foot. All vascular plant species that were in identifiable condition at the time the site visit was conducted, regardless of regulatory status, were identified to species or infraspecific taxon using keys and descriptions in Thomas (1960); Munz and Keck (1973); and Hickman (1993). The timing of the surveys was appropriate for identification of the special-status species listed in Appendix A.

EcoSystems West characterized and mapped all habitat types occurring on the site, and recorded data on physiognomy, dominant and characteristic species, topographic position, slope, aspect, substrate conditions, hydrologic regime, and evident disturbance for each habitat type. In classifying the habitat types on the site, we consulted the generalized plant community classification schemes of Holland (1986); Sawyer and Keeler-Wolf (1995); and CDFG (2003). Our final classification and characterization of the habitat types of the study area was based on field observations.

Wildlife

Review of Literature and Data Sources

Prior to our site visit, EcoSystems West biologists reviewed CNDDB occurrence records of special-status wildlife species for the USGS 7.5 minute Soquel quadrangle. In addition, we reviewed documents for previous projects in the vicinity that contained sensitive wildlife species lists for Santa Cruz County. Sources consulted for up-to-date agency status information include the USFWS (2000, 2005a, 2006, and 2008 b,c,d) and the National Oceanic Atmospheric Administration (NOAA) (2005 and 2006) for federally listed species and/or designations of critical habitats, and the CDFG for state species listed as 'Threatened' or 'Endangered' or as 'Species of Special Concern', (CDFG 2008b). Maps produced by the Biogeographic Information and Observation System (BIOS) (CDFG 2008c) and Santa Cruz County (2004) were also reviewed to obtain distribution information for special-status species.

The preliminary list of Revised CDFG Mammal Species of Special Concern (CDFG 1996) was reviewed, as was the list of species considered 'High Priority' by the Western Bat Working Group (WBWG) (1998). According to the CDFG Special Animals List, species designated as 'High Priority' by WBWG are defined as "imperiled or are at high risk of imperilment based on available information on distribution, status, ecology and known threats" (CDFG 2008b). These species fall under State regulatory authority under the provisions of the CEQA Guidelines.

From these sources we developed a target list of special status wildlife species and their habitat requirements to consider while assessing the project area (Table 1).

EXHIBIT I

Table 1. Conservation status and habitat requirements for special-status wildlife species that may occur in the vicinity of the proposed Aptos Village Project, Santa Cruz County, California.

)	and, Camornia,	a me vicinity of the
Common Name		Status			
Scientific Name	Federal	F-4	Other	Habitat Requirements	Potential Occurrence
				453	
Tidewatcr goby Eucyclogobius newberryi	표	os _	AFS-E	Coastal lagoons and creeks; found up to 3 miles upstream in slow-moving water; nearest known record occurs in Aptos Creek.	Presumed present along the segment of Aptos Creek from the coastal lagoon upstream to the confluence with Mangels Gulch. This segment of Aptos Creek is designated within the Greater Bay Area Recovery Unit for the tidewaler goby (USFWS 2005a). Recommend agencies (USFWS) review project proposed discharge sites in stormwaler Assis.
Coho salmon Oncorhynchus kisuch	<u> </u>	SE		Spawns in loose silt-free coarse gravel; requires sufficient fall stream flow for spawning. Reintroduced into Aptos Creek by Monterey Bay Salmon and Trout Project and agency recovery teams.	area does not provide aquatic habitat. Present Presumed present in Aptos Creek from reintroduction agencies (NOAA-NMFS) review proposed discharge sifes in stormwater during the proposed discharge.
					area does not provide aquatic habitat.
Steelhead Oncorhynchus mykiss irideus	Fra Lis		1	Requires sift-free gravel for spawning; spends the first few years of its life in fresh water before migrating to the ocean. Adults later return to breed in the same freshwater locations where they were spawned.	Present in segment of Aptos and Valencia creeks west and east of the project site. Aptos Creek and Valencia Creek are federally designated as Evolutionary Significant Units for Central California Coast steelhead. Recommend agencies (NOAA-NMFS) review project proposed discharge sites in stormwater drain night Tumodia.
				AmphibiansandRewille	provide aquatic habitat.
California red-legged frog Rana aurora draytonii	E	os o	,	Requires the presence of surface water until mid to late summer for reproduction; utilizes ephemeral and/or perennial systems with standing or slow moving flows; upland habitat includes leaf litter, burrows and crevices; adults may travel over 2 miles overland between annotic aircel.	Not Expected Project site does not provide aquatic habitat. Nearest historic record (1963) is within less than one-mile north of project area off of Cathedral Drive near Mangles Gulch (Kittleson & Biosearch 2005). Nearest knows beading
			1	aduatic sites.	approximately 4 mi SE of project site.

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Second 10 - 10		Status			
Scientific Name	Federal	State	Other	Habitat Requirements	Potential Occurrence
Western pond turtle Actinemys marmorata	,	sc	,	Found in ponds, marshes, rivers, streams, and ditches containing aquatic vegetation; usually seen sunning on logs, banks, or rocks. Moves up to 3-4 miles within a creek system; nests in burrows in upland areas up to several hundred feet away from aquatic habitat, in woodlands, grasslands, or open forest.	Not Expected Project site lacks aquatic habitat. Nearby Aptos and Valencia creeks lack documented survey efforts and occurrence records. Low quality potential upland aestivation and nesting habitat available on site if individuals are present in nearby watershed.
			2	Raptors and Birds (Nesting and/or Wintering)	
Nesting birds of prey (Various species)	•		3503.5	Variety of woodland , riparian, and savanna habilats	Possible Tree stands in project area provides potential for nesting birds of prey including owls and hawks.
Golden eagle Aquila chrysaetos	1	SC; FP	BCC	Resident in open mountains, foothills, canyons, and open fields of Santa Cruz County. Nests in a mass of sticks on cliffs or in trees.	Not Expected Study area lacks suitable nesting habitat; May forage or occur as migrant.
White-tailed kite Elanus leucurus	,	£	•	Nests in conifers on the margins of open areas including grasslands and sloughs containing a high abundance of small manuals and lizards.	Not Expected Study area lacks suitable nesting habitat. May forage over site or occur as migrant.
Bald eagle Haliaeens leucocephalus	Delisted	SE; FP	•	In western North America, nests and roosts in coniferous forests within approximately one mile of a lake, reservoir, stream, river, or the ocean.	Not Expected Study area lacks suitable nesting habitat. May forage over Aptos and Valencia Creeks or occur as seasonal migrant.
Merlin Falco columbarius	,	SC	•	Does not nest in California. Rare but widespread winter visitor to the Central Valley and coastal areas. Forages along coastline in open grasslands, savannas, and woodlands. Often forages near takes and other wetlands	Possible (wintering) May forage or migrate through site.
Long-eared owl Asio otus	,	SC	•	Utilizes abandoned stick nests of other large birds or squirrel nests in a variety of wooded areas, including orchards and usually near aquatic and open areas for foraging; forages mostly on rodents.	Not Expected Tree stands in project area lack potential nesting habitat Nearest recent (2008) detections is approx. 5 miles west at O'Neill Ranch Open Space in Soquel. May forage or migrate through site.
Willow flycatcher Empidonax traillii		SE	, 	Nests in riparian areas and large wet meadows with abundant willows. Usually found in riparian habitats during migration	Not Expected Study area lacks dense willow riparian stand for nesting; may forage or occur as migrant.
Yellow-breasted chat Icteria virens		sc		Nests in dense riparian vegetation 1-8 ft. above the ground, with a well-developed understory.	Not Expected Shidy area lacks dense riparian vegetation for nesting; may forage or occur as migrant.

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Common Name		Status			
Scientific Name	Federal	State	Other	Habitat Requirements	Potential Occurrence
Yellow warbler Dendroica petechia brewsteri	,	SC		Nests in deciduous riparian woodland with open canopy along streams or other watercourses, forages in dense understory of riparian woodland.	Not Expected Study area lacks dense willow riparian vegetation for nesting; may forage or occur as migrant.
Vaux's swift Chaetura vauxi	,	SC	•	Nests communally, usually in large diameter hollow trees, less commonly in chimneys. Nesting habitat is forest, either coniferous or mixed, but primarily old growth with snags for nesting and roosting. Foraging habitat is open sky over woodlands, lakes, and rivers, where flying insects are abundant	Not Expected Nearest historical nesting record (1999) is from a chimney of a private home near the corner of Trout Gulch Road and Valencia Street. Also known from Nisene Marks State Park. (Suddjian personal communication 2008). May forage over site or occur as migrant.
				Wammals	
Townsend's western big-eared bat Corynorhinus townsendii townsendii	,	sc	HP	Roost sites are highly associated w/ caves and mines; buildings must offer "cave-like" features; known to roost in tree hollows, under bridges, in residential attics and under decks.	Potential roost sites available in structures in study area.
Pallid bat Antrozous pallidus		. SC	EH.	Roost sites are primarily associated with oak, redwood, ponderosa pine, and griant sequoia forests. Will also roost under bridges and in buildings and rock outcrops.	Potential roost sites available in structures in study area. May forage over site or occur as migrant.
Western red bat Lasiurus blossevillii		SC	HP;**	Roosts in foliage, primarily in riparian and wooded habitats.	Not Expected Project site lacks dense riparian and/wooded canopy for roost sites. May forage over site or occur as seasonal migrant.
Fringed myotis Myotis thysanodes		1	HP: **	Roosts sites in California are primarily in buildings or mines; will also roost in large conifer snags and caves.	Possible Potential roost sites available in structures in study area. May forage over site or occur as migrant.
Long-legged myotis Myotis volans		,	HP;**	Roosts primarily in large hollow tree snags or live trees with exfoliating bark; also uses rock crevices, mines, and buildings.	Possible Potential roost sites available in structures, snags, and trees with exfoliating bark in study area. May forage over site or occur as migrant.
San Francisco dusky-footed woodrat Neotoma fuscipes annectens	ı	SC	•	Associated with riparian, oak woodland and redwood forest habitats. Builds stick nests under or in buildings, hollow trees, or in tree canopy.	Present Occurs onsite in proposed skatepark area. Potential habitat occurs among other scattered oaks and old structures.

- 247 -

Draft Biotic Assessment for the Proposed Aptos Village Project, Santa Cruz County

Table 1 Notes:

Federal Status (USFWS 2008d; CDFG 2008b)

FT=Threatened: Any species, which is likely to become an endangered species within the foreseeable future throughout all, or a significant portion of its range

Delisted= Delisted from the federal Endangered Species List.

State Status (CDFG 1996; CDFG 2008h)

SF-Endangered: A native species or subspecies of animal which is in serious danger of becoming extinct throughout all, or a significant portion of its range, due to loss of habitat, change in habitat, ever exploitation, predation, competition and/or disease. ST=Threatened: A native species or subspecies that, although no presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts. SC=CDFG 'Species of Special Concern' are taxa given special consideration because they are biologically rare, very restricted in distribution, declining throughout their range, or at a critical stage in their life cycle when residing in California or taxa that are closely associated with a habitat that is declining in California (e.g., wetlands).

FP= Fully Protected: This classification was the State's initial effort in the 1960's to identify and provide additional protection to those animals that were rare or faced possible extinction. Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.

Other (WBWG 1998; CFGC 2006; CDFG 2008b)

- 248

AFS-E= Fish species considered 'Endangered' by the American Fisheries Society under a set of criteria developed from peer review and expert scientific opinion.

3503.5 = Protected birds of prey (Order Falconiformes and Strigiformes) under California Fish and Game Code 3503.5.

HP --Considered "High Priority" on the Western Bat Working Group's (WBWG) Western Bat Species Regional Priority Matrix (1998).

BCC=Species of migratory nongame birds that USFWS considers to be of concern in the United States because of (1) documented or apparent population declines, (2) small or restricted populations, (3) dependence on restricted or vulnerable habitats.

**=Included on preliminary list of revised CDFG Mammal Species of Special Concern (CDFG 1996).

Wildlife Habitat Requirements

FISH

Tidewater Goby

The tidewater goby is listed by USFWS as 'Endangered' under the federal Endangered Species Act and is recognized as a 'Species of Special Concern' by the CDFG (USFWS 2000; CDFG 2008b). It is also listed as 'Endangered' based on a set of criteria developed by the American Fisheries Society (AFS) to determine global extinction (CDFG 2008b). According to the federal Recovery Plan for the Tidewater Goby (USFWS 2005a), the Aptos Creek population is genetically distinct from all other nearby localities and is dominated by an ancestral line found originally in that location. The Aptos Creek population is considered a source for re-colonization efforts in neighboring watersheds in Santa Cruz County (e.g. Soquel Creek) (USFWS 2005a).

The tidewater goby is uniquely adapted to coastal lagoons and the uppermost brackish zone of larger estuaries. Its life history is keyed to the annual cycles of the coastal lagoons and estuaries (Swift et al. 1989; Swenson 1999; USFWS 2005a). Goby may be found approximately 3 to 5 miles upstream from coastal lagoon environments. The species is typically found in water less than 1 meter (3.3 feet) deep and salinities of less than 12 parts per thousand (USFWS 2005a).

Male tidewater gobies begin digging breeding burrows in relatively unconsolidated, clean, coarse sand in April or May after lagoons close to the ocean (Swift et al. 1989; USFWS 2005a). Female tidewater gobies aggressively spar with each other for access to males and burrows in which to lay their eggs. They may lay several clutches of hundreds of eggs per clutch per year. Eggs are attached to sand grains in the burrow ceiling and walls. Males remain in the burrow to guard and care for the eggs for approximately 9 to 11 days until they hatch, rarely if ever emerging from the burrow to feed. Reproduction occurs year-round with the peak of spawning occurring during the spring and again in late summer. Impacts from increases in sediment loads, urban runoff, introduced non-native predators and diversions are known to affect the reproductive success of tidewater gobies (USFWS 2005a).

Coho Salmon and Steelhead

The federal and state endangered coho salmon and federally threatened steelhead are both anadromous fish spending part of their lives in fresh water and part in the ocean. The coho spends its initial 12 to 18 months in the fresh water river where it hatched and then up to two years in the ocean while developing into an adult. During its third year, coho return to their natal stream to spawn and then die. Along the Central California Coast, upstream migration of adult coho usually occurs in November and December with peak times in December, depending upon river flows. Migration may vary widely according to local rainfall and runoff (Titus et al 1994; Moyle 2002).

The life cycle of the steelhead differs from the coho in that it initially spends up to two years in fresh water and continues to migrate between the ocean and its freshwater natal streams to repeat spawning cycles in the adult stage before dying (Alley 2001; Flosi et al 1998). Along the Central California Coast, upstream migrations of adult steelhead typically occur between December and

EXHIBIT I

April with a peak between late December and March (Leidy 2005). Downstream migrations of juvenile and adult steelhead generally occur between April and June with a large percentage of the population completing migration by May. However, the timing of their migration depends on the level of river/creek flow. Both the coho and steelhead require silt-free gravel and sufficient flows for spawning.

AMPHIBIANS AND REPTILES

California red-legged frog

The CRLF is federally listed as 'Threatened' and as a state Species of Special Concern (CDFG 2008b). The CRLF breeds in still water such as ponds, or in creek environments with off-channel pools or backwater areas. Although most CRLF are thought to stay within approximately 300 feet of a suitable aquatic environment, dispersing frogs have been found at much greater distances (Bulger 1998; USFWS 2006). Dispersing CRLFs are known to travel overland distances of over two miles. Radio-tracking studies have shown that they may travel across watersheds and out of riparian corridors; therefore, the upland (non-aquatic) habitat was evaluated within the project site.

Western pond turtle

The WPT is considered by the state as a 'Species of Special Concern' (CDFG 2008b). In riverine environments, the WPT is known to choose an upland nest location as far as approximately 1300 feet from a suitable aquatic habitat, but generally uses an area within approximately 650 feet (Rathbun et al. 1992). Areas with vegetation cover, sun exposure to incubate eggs, and well-drained soils with some clay content provide suitable nest locations for the WPT (Rathbun et al. 1992).

RAPTORS AND BIRDS

All nesting raptors (i.e., hawks and owls), native birds, and their occupied nests are federally protected under the Migratory Bird Treaty Act (MBTA) and individual birds of prey under California Fish and Game Commission Code Section 3503.5 (CFCG 2006). Special-status raptors and birds that may occur in the vicinity of the project property are included in Table 1. These species may occur as seasonal migrants, year-long residents, or nest in the vicinity of the project site. Nesting seasons for raptors takes place between January and August. The smaller passerine birds listed in Table 1, such as the willow flycatcher, yellow-breasted chat, and yellow warbler utilize similar nesting habitats in riparian areas, primarily with a well-developed understory. Their nesting season generally occurs during the spring and summer.

MAMMALS

Bats

Three of the five target bat species listed in Table 1 are considered 'Species of Special Concern' by the State (CDFG 2008b) and the conservation status of all five are considered a 'High Priority' by the Western Bat Working Group (WBWG 1998). Specific habitat requirements for each of the five special status species of bats are briefly summarized in Table 1. The typical

breeding season for bats occurs from May to September. Depending on the species, female bats congregate in small or large numbers to form maternity colonies to give birth and rear their young over the spring/summer season while males roost separately as individuals or in small bachelor groups. Juvenile bats begin flying by the fall season to forage and prepare for migration. Also depending on the species, males and females communally roost during the fall to breed before and during migration or hibernating through the winter season (Brown et al., 1996).

San Francisco dusky footed woodrat

The San Francisco dusky-footed woodrat is considered a state 'Species of Special Concern' (CDFG 2008b). The woodrat builds nests/houses from sticks, either on the ground or in trees; some up to heights of 3-5 feet tall on the ground and approximately up to 30 feet up in tree canopies (K. Glinka personal observation). They also utilize slash piles of woody debris and abandoned buildings or structures in which to forage, seek refuge, or construct nest structures (Sakai and Noon 1993).

Distribution Information and Preliminary Field Visit

EcoSystems West wildlife biologists reviewed distribution information and conducted site visits on 16 June and 21 August 2008. Our objective during these visits was to evaluate the site to determine if the identified target wildlife species (Table 1) are present or if potential habitat for these species occurs in the vicinity of the proposed project site. Focused-level wildlife surveys were not conducted as part of this assessment. Habitat evaluation methods for specific taxa are described below.

FISH

Distribution information from BIOS maps (CDFG 2008c) and a review of documents detailing the status of special-status fish species and their habitat within the Aptos Creek Watershed (Hagar Environmental 2003; Kittleson and Biosearch 2005; Adelman and Adelman 2006; Santa Cruz County 2004) was made prior to visiting the proposed project area.

Specific locations of stormwater discharge sites were not available at the time of our assessment to determine whether the proposed project would have any potential impacts on the federally listed tidewater goby, coho salmon and, steelhead.

AMPHIBIANS AND REPTILES

Our habitat evaluation of the site was conducted for both the California red-legged frog (CRLF) and for the western pond turtle (WPT) (Table 1). Frogs and turtles depend on both aquatic and non-aquatic habitats for substantial portions of the year. Information was gathered from aerial maps and from BIOS maps (CDFG 2008c) showing the location of potential aquatic and upland habitat conditions and locations of documented resources within one mile for the amphibians and reptile species in Table 1 (USFWS 2005b). Museum and data base records were also reviewed. With this information, an evaluation was made to determine the likelihood that transient frogs would migrate from nearby known locations through the project site.

EXHIBIT I

Draft Biotic Assessment for the Proposed Aptos Village Project, Santa Cruz County

Our biologists made a preliminary evaluation of upland (non-aquatic) habitat within the project site, including locations with the appropriate soils, some vegetation cover, and good sun exposure near suitable aquatic habitat. We estimated the project boundary distances from nearby aquatic habitats in Aptos and Valencia creeks. The scope of this assessment did not include physically assessing potential aquatic habitat features within one mile of the project site. A formal protocol-level assessment and set of surveys (USFWS 2005b) for CRLF were not conducted as part of this effort.

RAPTORS AND BIRDS

EcoSystems West biologists conducted a visual assessment to evaluate the suitability of available habitat in order to determine which birds could potentially nest, migrate through, or winter on the site and which species would not be expected to occur within the project site. During this evaluation we identified and documented the location of any active nests or existing stick nest structures within the tree stands of the project site. Locations of active nest sites and potential nest structures were noted on field maps.

MAMMALS

During our site visits, our biologists assessed the availability and suitability of potential habitat for the five special-status bats listed in Table 1. Areas assessed included the tree stand canopy and fallen trees within the project area. During the day, we visually inspected trees on the property for potential bat roosting features such as senescent limbs, hollows, crevices, holes, and furrowed bark. The exterior of some of the structures (e.g., sheds, awnings, storage space, and businesses) on site were briefly examined to determine the potential for bat use. No interior inspections, evening bat acoustic monitoring, emergence surveys, were conducted during our habitat assessment. We anticipate these advanced levels of survey effort will be conducted at a later date once evening access to the structures is arranged with property owners.

Biologists searched the project site for individual woodrats and their stick nest structures. An examination was made of the ground, understory vegetation, tree stand canopies, slash piles, and structures (when accessible) within the project area. Locations of active woodrat nest structures were noted on field maps and photographed.

RESULTS

Botany

Floristic Inventory and Habitat Characterization

We recorded a total of 69 species of vascular plants in the project area. Of these, 16 species are native, and 53 species are non-native. A complete species list is presented in Appendix B. The majority of vegetation consists of an assortment of weedy grasses and herbaceous species with Coast live oak, eucalyptus and acacia scattered throughout the project site and on a hillside along the northwestern boundary.

We recognize three predominant habitat types occurring in the study area: California annual grassland, Coast live oak woodland, and ruderal/disturbed areas. Only Coast live oak woodland

EXHIBIT I

is considered a native habitat in the sense that it is not primarily associated with heavy, ongoing or repeated human disturbance. California annual grassland habitat is typically comprised of a dense assortment of naturalized grasses and forbs of Eurasian origin.

CALIFORNIA ANNUAL GRASSLAND

This habitat type corresponds to the California annual grassland series of Sawyer Keeler-Wolf (1995) and to a phase of the non-native grassland type described by Holland (1986). California annual grassland occurs on the flat to gently sloped areas throughout the majority of undeveloped portions of the project site. Due to isolation from nearby coastal prairie habitat, as well as close proximity to urban development, annual grassland within the site is highly disturbed and comprised primarily of weedy, non-native species.

Within the Aptos Village plan area, California annual grassland is dominated by brome grasses (Bromus diandrus, B. hordeaceus), wild oats (Avena spp.), foxtail barley (Hordeum murinum), Italian ryegrass (Lolium multiflorum), filaree (Erodium botrys), wild radish (Raphanus sativus), black mustard (Brassica nigra), English plantain (Plantago lanceolata), and rough cat's ear (Hypochaeris radicata). A large percentage of plant species identified within this habitat type are listed as invasive weeds with "moderate to high ecological impacts" by the California Invasive Plant Council (Cal-IPC).

COAST LIVE OAK WOODLAND

The Coast live oak woodland habitat type corresponds to a phase of the Coast live oak series of Sawyer Keeler-Wolf (1995) and to the Coast live oak woodland habitat type of Holland (1986). This habitat type is present along the intermediate to steep slopes forming the northwestern boundary of the project site and represents a fragment of a larger remnant oak woodland/mixed evergreen forest largely displaced by urban development.

Within the project site, Coast live oak woodland contains an overstory dominated almost entirely by mature Coast live oak trees (Quercus agrifolia) with scattered green wattle acacia (Acacia decurrens), cotoneaster (Cotoneaster pannosus), and blue gum eucalyptus (Eucalyptus globulus). The understory is comprised of a mixture of herbaceous shrubs including California blackberry (Rubus ursinus), Himalayan blackberry (Rubus discolor) and poison oak (Toxicodendron diversilobum), and herbaceous species such as periwinkle (Vinca major), English ivy (Hedera helix), German ivy (Delairea odorata), snakeweed (Ageratina adenophora) and crimson clover (Trifoium incarnatum). A small remnant patch of native coastal prairie grassland is located in an opening in the canopy and features a dense stand of the native bunchgrass purple needlegrass (Nasella pulchra).

RUDERAL/DISTURBED

Ruderal areas are not described by Sawyer Keeler-Wolf or Holland. Within the project area, ruderal communities consist of highly disturbed, weedy areas immediately adjacent to existing urban infrastructure or in recently reclaimed areas along old road cuts, the BMX park, or untended landscaped areas. Ruderal vegetation is comprised of aggressive, early-successional species such as bull mallow (Malva nicaensis), smartweed (Polygonum arenastrum), sand spurry

EXHIBIT I

(Spergularia rubra), pineapple weed (Chamomilla suaveolens), poison hemlock (Conium maculatum), wild radish, black mustard, and filaree.

Special-Status Plant Species

We did not observe any special-status plant species occurring in the project area during the assessment site visit (Appendix A). Only one species, Santa Cruz tarplant (Holocarpha macradenia), is considered to have a moderate potential for occurrence within the study area due to specific habitat requirements and proximity of extant occurrences of these species (Appendix A). Santa Cruz tarplant is often found in disturbed grassland and coastal prairie habitat with a high percent cover of non-native species (Bainbridge 2003). Disturbance such as grazing, mowing, scraping and burning has been shown to reduce the distribution and cover of species that compete with Santa Cruz tarplant for resources (Hayes 1998).

Sensitive Habitats

Potential Wetlands and "Other Waters" of the United States

Wetlands and "other waters" of the United States (U.S) including streams, ponds and lakes are regulated by the U.S Army Corps of Engineers (Corps) Sections 404 of the Clean Water Act.

Wetlands are defined as, "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (EPA, 40 CFR 230.3, and CE 33 CFR 328.3). No Section 404 jurisdictional wetlands were identified within the project area. One isolated seasonal wetland not subject to federal jurisdiction was identified and is described in the following section.

Areas that are inundated for sufficient duration and depth to exclude growth of hydrophytic vegetation, such as lakes and ponds, or convey water, such as streams, are also subject to Section 404 jurisdiction. Along the Central California coast, these "other waters" can include intermittent and ephemeral streams, as well as lakes, and rivers. "Other waters' are identified by the presence of an ordinary high water (OHW) mark, a defined river or stream bed, a bank, or by the absence of emergent vegetation in ponds or lakes. An OHW mark is defined as the natural line on the shore established by fluctuations of water. The project area was concurrently evaluated for the presence of "other waters" at the time of the assessment site visit. No other waters are located within the project site. However, Valencia Creek and Aptos Creek are both located less than one-quarter mile from the project site and have direct connectivity with the Pacific Ocean.

Waters of the State of California and CDFG Wetlands Resources Policy

Section 401 of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Act (2002) assign overall responsibility for water rights and water quality protection to the State Water Resource Control Board (SWRCB) and direct the nine statewide Regional Water Quality Control Boards (RWQCBs) to develop and enforce water quality standards within their boundaries. Under California State law, "waters of the state" pertains to "any surface water or groundwater,

November 2009

including saline waters, within the boundaries of the state." As a result, water quality laws and permitting authority apply to both surface and groundwater.

Following the 2001 U.S. Supreme Court decision in Solid Waste Agency of Northern Cook County v. Army Corps of Engineers (SWANCC) the SWRCB released a legal memorandum confirming the State's jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act, discharges to wetlands and other "waters of the state" are subject to State regulation, including wetlands isolated from navigable waters or their tributaries. In general, the RWQCB regulates discharge into isolated waters in much the same way as they do for Federal-jurisdictional waters, using Porter-Cologne rather than Section 404 authority (SWRCB 2001).

The Wetlands Resources Policy of the CDFG states that the Fish and Game Commission will strongly discourage development in or conversion of wetlands, unless, at a minimum, project mitigation assures that there will be no net loss of either wetland habitat values or acreage. The CDFG is also responsible for commenting on projects requiring Corps permits under the Fish and Wildlife Coordination Act of 1958.

One small, marginal potential seasonal wetland occurs in the western portion of the project area below an extension of Granite Way. This feature exhibits evidence of prolonged soil saturation and supports ruderal wetland plant species including Italian ryegrass, rabbit-foot grass (*Polypogon monspeliensis*), and curly dock (*Rumex crispus*). This feature is located in an isolated topographical depression, likely lacking a significant nexus with navigable waters of the U.S. The primary sources of hydrology for this feature are direct precipitation and overland flow from surrounding uplands.

CDFG Lake and Streambed Alteration

Jurisdictional authority of the CDFG over relatively permanent bodies of standing or flowing water is established under Sections 1600-1616 of the Fish and Game Code. The Fish and Game Code stipulates that it is unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any lake, river, or stream without notifying CDFG, incorporating necessary mitigation, and obtaining a Streambed Alteration Agreement.

Aptos Creek flows north to south and is located immediately west of Aptos Creek Road, just west of the proposed Plan area. The confluence of Trout Gulch and Valencia Creek is located approximately 760 feet east of the Plan Area, with Trout Gulch running northeast to southwest and Valencia Creek running from east to west along Hwy 1 just upstream of the confluence. From that point, Valencia Creek continues to travel east to west, south of the Plan area (coming within approximately 470 feet of the Plan area) flowing approximately 1500 feet to the confluence of Valencia Creek and Aptos Creek. After this confluence, Aptos Creek turns south and empties into the ocean at Rio del Mar.

Any disturbances to Aptos Creek, Trout Gulch, and/or Valencia Creek from the proposed project would be regulated by CDFG under Section 1600.

EXHIBIT I

Wildlife Dispersal Routes

Functional habitat connectivity between natural areas is essential to sustaining healthy wildlife populations and for the continued dispersal of native plant and animal species. Open spaces near watersheds in developed or urban areas often offer dispersal routes for wildlife (Hayden, 2002). The Aptos Village Plan area is located between Aptos Creek, Trout Gulch, and Valencia Creek, which are recognized as part of the larger Aptos Creek watershed within Santa Cruz County. EcoSystems West observed individual wildlife, and/or their trails, tracks, and scat including black-tailed deer (Odocoileus hemionus), raccoon (Procyon lotor), and brush rabbit (Sylvilagus bachmani) within open and vegetated areas of the Plan area (approximately 8 acres). Numerous migratory bird species were also observed nesting, foraging, and/or moving through the area. Minimal evidence of wildlife movement was observed on the developed areas of the property; however, raccoon tracks and Santa Cruz garter snakes (Thamnophis atratus atratus) were observed near the structures and debris piles on the property.

The Plan area is situated such that the available open spaces and vegetated areas provide a spatial link between three nearby branches of the Aptos Creek watershed. Our direct observations of resident wildlife further suggest that wildlife utilize the space for foraging and open space access between Trout Gulch, Valencia Creek, and Aptos Creek. Maintaining sufficient buffers along wildlife dispersal routes and open space links between riparian corridors sustains wildlife access to foraging and water resources, as well as contributes to the maintenance of species richness and diversity (Hayden 2002; Hilty et al 2006). The scope of this assessment did not include determining the frequency of wildlife passing through the site, or determining the buffer width needed to maintain sufficient wildlife dispersal.

Wildlife

Fish

Outflows of the proposed storm water drain biotreatment system are planned to discharge into both Aptos and Valencia creeks. At the time of our assessment, the details of the storm water conveyance system were being developed. This information will be available for agency review at a later date (Fall Creek Engineering 2008). As more information becomes available, we recommend USFWS review any proposed discharge sites to determine if the project will impact fisheries resources.

TIDEWATER GOBY

Tidewater gobies occur within Aptos Creek from the coastal lagoon to the confluence of Mangels Gulch (CDFG 2008c). This segment of Aptos Creek is designated within the Greater Bay Area Recovery Unit for the tidewater goby (USFWS 2005a). No suitable aquatic habitat occurs directly within the immediate project area; however, outflows of the proposed storm water drain biotreatment system are planned to discharge into both Aptos and Valencia creeks.

November 2009

COHO SALMON AND STEELHEAD

The Aptos Creek Watershed historically supported healthy runs of both coho salmon and steelhead trout. Aptos and Valencia creeks are currently known to support steelhead and resident rainbow trout (*Oncorhynchus mykiss*). Both creeks are federally designated as Evolutionary Significant Units for Central California Coast steelhead (NOAA 2005 and 2006).

The coho salmon were thought to be extinct in the Aptos Creek watershed until recent stocking efforts by the Monterey Bay Salmon and Trout Project (Kittleson and Biosearch Associates 2005). Recent fisheries assessments of perennial streams within the watershed suggest that sufficient habitat exists to support both coho and steelhead (Hagar Environmental Services 2003; Santa Cruz County 2004).

No suitable aquatic habitat occurs directly within the immediate project area; however, outflows of the proposed storm water drain biotreatment system are planned to discharge into both Aptos and Valencia creeks.

Amphibians and Reptiles

CALIFORNIA RED-LEGGED FROG

A historic record (1963) documents a CRLF occurrence within one mile and north of the project site along Mangles Gulch (Kittleson and Biosearch 2005). The nearest known breeding CRLF are located approximately 4 miles southeast of the project site at Millsap Pond (Kittleson and Biosearch 2005). No other museum or current records document CRLF occurring in the Aptos Creek watershed, including Valencia Creek. CRLF are not expected to occur within the project area. The site does not provide suitable aquatic habitat or occur within potential CRLF dispersal routes between currently known breeding populations. The project area does not occur in federally designated CRLF critical habitat (USFWS 2006).

WESTERN POND TURTLE

The project site lacks suitable aquatic habitat for WPT but lies within 1300 feet of nearby creeks; therefore low quality potential upland aestivation and nesting habitat is available on site. The nearest record for WPT is approximately 5 miles northwest of the site within the Soquel Creek watershed. No other museum or current records document WPT occurring in the Aptos Creek watershed, including Valencia Creek. WPT are not expected to utilize the project site because of the distance and number of the urban barriers and roadways between their known locality and the project area, as well as the lack of occurrence records for WPT in nearby Aptos and/or Valencia creeks.

Raptors and Birds

We observed one potential stick-nest structure within the tree canopy of the project area, near the entrance to Nisene Marks State Park. At the time of our spring and summer season site visits, we did not observe any special-status raptors or their active nests within the project area (Table 1). The nearest records of special status raptors are for long-eared owls occurring approximately 5 miles west of the project vicinity at O'Neill Ranch Open Space Area in Soquel (Suddjian 2008).

EXHIBIT I

The nearest records of special-status birds are for Vaux's swifts nesting in a chimney of a private residence at the corner of Valencia Street and Trout Gulch Road (Suddjain, personal observation 1999; Sterling and Paton 1996). The swifts have not utilized the chimney since the top has been covered with a spark arrestor (Suddjian, personal communication 2008). Many of the bird species listed in Table 1 are not expected to nest within the project site. We heard an individual red-shouldered hawk calling within the vicinity of the project site.

The tree stands above and surrounding the project area provide potential habitat for more common species such as the red-shouldered hawk, red-tailed hawk, great horned owl, and many other passerine birds that are not considered special-status species. Within the project site, we observed two active Anna's hummingbird nests in two separate coast live oak trees and two California towhee nests; one within the understory of a large coast live oak tree and one among shrubs next to the southeast corner of the antique barn. The federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes (CFGC) prohibit the destruction or possession of individual birds, birds of prey, eggs or active nests without federal and/or State authorization.

Mammals

BATS

Our preliminary assessment was conducted when many of the target bat species (Table 1) would have had maternity colonies during the summer season. Our limited access to many of the structures on site prohibits us from making an accurate determination as to whether or not bats roost within the project site. The project site is also within the range of more common bat species found in California. These species include but are not limited to the big brown bat (*Eptesicus fuscus*), California myotis (*Myotis californicus*), and hoary bat (*Lasiurus cinerueus*). All of the bats in Table 1 and other more common bat species may forage in or migrate through the project area.

The California Fish and Game Codes (CFGC) protect non-listed bat species and their roosting habitat, including individual roosts and maternity colonies. These include CFGC Section 86; 2000; 2014; 3007; 4150, along with several sections under Title 14 of California Code of Regulations (CFGC 2006). EcoSystems West recommends examining the interior of structures offering potential roosting habitat and conducting acoustic and emergence bat surveys prior to any project-related activities (e.g. tree removal or barn relocation) to confirm that bats are not roosting within the project area.

SAN FRANCISCO DUSKY-FOOTED WOODRAT

During our preliminary assessment of the immediate project area, we observed one active San Francisco dusky woodrat nest structure. The nest structure was approximately 20 feet up in the tree canopy of a coast live oak in the area that was proposed for a future skate park at the time that surveys were conducted. The project site is within the range of the species and potential habitat occurs within the project site. EcoSystems West recommends conducting focused surveys to document any other nest structures prior to project-related activities, especially vegetation removal, excavation, or grading.

November 2009
EXHIBIT I

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PERSONAL COMMUNICATION

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APPENDIX A. SPECIAL-STATUS PLANTS WITH POTENTIAL TO OCCUR

Appendix A. Status, distribution and habitat of special-status plants with potential to occur in the vicinity of the proposed Aptos Village Project in Aptos, Santa Cruz County, California.

Species Common Name ¹	USFWS Listing²	State Status ³	CNPS Status	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Amsinckia lunaris bent-flowered fiddleneck	None	None	List 1B.2	Cismontane woodland. valley and foothill grassland, coastal bluff scrub	ALA, CCA, COL, LAK, MRN, NAP, SBT, SCL, SCR, SHA?, SIS?, SMT, SON, YOL	March-June	LOW. Poor quality grassland habitat within the project site. Nearest known occurrence in Scotts Valley.
.4rubis blepharophylla bent-flowered fiddleneck	None	None	List 4.3	Broadleaved upland forest, lower montane coniferous forest, North Coast coniferous forest; damp rock and soil on outcrops, usually on roadcuts	CCA, MRN, SCR, SFO, SMT, SON	February-May	NONE. Suitable habitat not present within the project site.
Arctostaphylos andersonii Santa Cruz manzanita	None	None	List 1B.2	Chaparral; openings in and edges of broadleaved upland forest and north coast coniferous forest	SCL, SCR, SMT	November- April	NONE. Broadleaved forest habitat suitable to support manzanita not present within the project site.
Arciostaphylos pajaroensis Pajaro manzanita	None	None	List 1B.1	Sandy soil, chaparrai	MNT, SBT, SCR*	December- March	NONE, Suitable habitat not present within the project site.
Arctostaphylos silvicola Bonny Doon manzanita	None	None	List 1B.2	Inland marine sands in chaparral, closed-cone coniferous forest, sand parkland, sandhill ponderosa pine forest	SCR	February- March	NONE. Suitable habitat not present within the project site.
Arenaria paludicola marsh sandwort	Endangered	Endangered	List 1B.1	Freshwater marshes	LAX*, SBD*, SCR*, SFO*, SLO, Washington*	May-August	NONE. Suitable habitat not present within the project site.

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Species Common Name ¹	USFWS Listing²	State Status ³	CNPS Status	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Calandrinia breweri Brewer's calandrinia	None	None	List 4.2	Chaparral, coastal scrub; sandy or loamy, disturbed sites and burns	CCA. LAX, MEN. MNT, MPA. MRN, NAP, SBA. SBD, SCL, SCR, SCZ, SDG, SLO, SMT, SON, VEN. BA	March-June	NONE, Suitable habitat not present within the project site.
Callivopsis abramsiana Santa Cnz Cypress	Endangcred	Endangered	List 1B.2	Closed cone coniferous forest, chaparral, lower montane coniferous forest; sandstone or granitic substrates	SCR, SMT	Z/A	NONE. Suitable habitat not present within the project site
Calochortus umbellata Oakland marposa lily	None	None	List 4.2	Broadleaved upland forest, chaparral, cismontanc woodland, lower montane coniferous forest, valley and foothill grassland; often serpentinite.	ALA, CCA, MRN. SCL, SCR*, SMT	March-May	NONE. Presumed extirpated from Santa Cruz County. Almost always associated with serpentinite.
Calypridium partyi vat. hesseae Santa Cruz Mins. pussypaws	None	None	List 3	Chaparral, cismontane woodland	MNT, SBT, SCL, SCR*	May-July	NONE. Suitable habitat not present within the project site.
Campanula californica swamp harebell	None	None	List 1B.2	Moist places; bogs and fens, closed-cone conferous forest, coastal prairie, meadows, freshwater marshes and swamps, north coast coniferous forest	MEN, MRN, SCR*, SON	June-October	NONE. Percunial flowing waterways not typical mesic habitat for this species. Other suitable wetland types not present within project site.
Carex comosa bristly sedge	None	None	List 2.1	Marshes and swamps, lake margins, coastal prairie, valley and foothill grassland	CCA, LAK, MEN, SAC, SBD*, SCR*, SFO*, S1A, SJQ, SON, Idaho, Oregon, Washington, other states	May- September	NONE. Perennial wetland types associated with this species not present within the project site. Presumed extirpated from Santa Cruz. County.

Appendix A. (continued)	u)						
Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status	Habitat Type ^s	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Carex saliniformis deceiving sedge	None	None	List 1B.2	Coastal prairie, coastal scrub, meadows, coastal salt marshes	HUM, MEN, SCR*, SON	June-July	NONE, Perennial saline welland habitat not present within the project site.
Castilleja latifolia Monterey paintbrish	None	None	List 4.3	Closed cone coniferous forest, cismontane woodland (openings), coastal dunes, coastal scrub; sandy soils	MNT, SCR	February- September	NONE. Suitable habitat not present within the project site.
Ceanothus cuneatus var. rigidus Monterey ceanothus	None	None	List 4.2	Closed cone coniferous forest, chaparral, coastal scrub; sandy soils	MNT, SLO, SCR*	April-June	NONE, Suitable habitat not present within the project site.
Ceanothus ferrisiae Coyote ceanothus	Endangered	None	List 1B.1	Chaparral, coastal scrub, valley and foothill grassland; scrpentinite	SCI	January- March	NONE, Serpentinite soils not present within project site. Not known from Santa Cruz County.
Centromadia parryi ssp. congdonii Congdon's tarplant	None	None	List 1B.2	Valley and foothill grassland; alkaline soils	ALA*, CCA*, MNT, SCL(*?), SCR*, SLO, SOL*	May- November	NONE. Alkaline soils not present within the project site.
Chorizanthe pungens Var. hartwegiana Ben Lomond spineflower	Endangered	Nonc	List 1B.1	Inland marine sands in chaparral, closed-cone coniferous forest, sand parkland, sandhill pondcrosa pine forest	SCR	April-July	NONE. Suitable habitat not present within the project site.
Chorizanthe pungens var. pungens Monterey spineflower	Threatened	None	List 1B.2	Maritime chaparral, cismontane woodland coastal dunes, coastal scrub, valley and foothill grassland; sandy soils	MNT, SCR	April-June	LOW. Disturbed grassland with sandy loam soils not likely to provide suitable habitat for this species.

EXHIBIT

Appendix A. (continued)

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Species Common Name ¹	USFWS Listing ²	State Status³	CNPS Status⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Chorizanthe robusta var. hartwegii Scotts Valley spineflower	Endangered	None	List 1B.1	Meadows, grasslands in sandy or mudstone soil	SCR	April-July	NONE. Suitable sandstone or mudstone habitat not present within the project site.
Chorizanthe robusta var. robusta robust spineflower	Endangered	None	List 1B.1	Coastal dunes, coastal scrub, openings in cismontane woodland, in sandy or gravelly soil	ALA*, MNT, MRN, SCJ.*, SCR, SFO, SMT*	April- September	NONE, Suitable habitat not present within the project site.
Clarkia concina ssp. automixa Santa Clara red ribbons	None	None	List 4.3	Cismontane woodland	ALA, SCL	April-July	NONE, Suitable habitat not present within the project site.
Cordylanthus rigidus ssp. litoralis scaside hird's beak	None	Endangered	List 1B.1	Closed cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites	MNT, SBA	May- September	NONE. Suitable habitat not present within the project site.
Cyperidium fasciculatum clustered lady's slippers	None	None	List 4.2	Lower montane coniferous forest, North Coast coniferous forest; usually scrpentinite seeps and streambanks	BUT, DNT, HUM. NEV, PLU, SCI., SCR*, SHA, SIE, SIS, SMT, TEH, TRI, YUB, ID, OR, UT, WA+	March-July	NONE. Suitable habitat not present within the project site.
Cyperidium montanum mountain lady's slipper	None	None	List 4.2	Broadleaved upland forest, cismontane woodland, lower montane coniferous forest, North Coast coniferous forest	DNT, HUM, MAD, MEN, MOD, MPA, PLJ, SIE, SIS, SMT, SON, TEH, TRI, TUO, OR, WA++	March-July	NONE. Low quality broadleaved upland forest within the project site does not provide suitable mesic habitat for this species.

Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status ⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Elymus californicus Califômia bottle-brush grass	None	None	List 4.3	Broadleaved upland forest, cismontane woodland, North Coast coniferous forest, riparian woodland	MNT, MRN, SCR, SMT, SON	July- September	LOW, Very limited potential for occurrence within low quality broadleaved upland forest habitat within the project site.
Eriogonum nudum var. decurrens Ben Lomond buckwheat	None	None	List 1B.1	Inland marine sands in chaparral, closed-cone coniferous forest, sand parkland, sandhill ponderosa pine forest	ALA, SCI., SCR	June-October	NONE. Suitable habitat not present within the project site.
Erysimum ammophilum sand-loving wallflower	None	None	List 1B.2	Chaparral, coastal dunes, coastal scrub; sandy openings	SCR	March-July	NONE. Suitable habitat not present within the project site.
Erysimum fransicanum San Franciso wallflower	None	None	List 4,2	Chaparral, coastal dunes, coastal scrub, valley and foothill grassland; often serpentinite or granitic substrates, roadcuts	MRN, SCL, SCR, SFO, SMT, SON	March-Iune	NONE, Granitic or serpentine soils not present within the project site. Nearest know occurrence north of Santa Cruz.
Erysimum terctifolium Santa Cruz wallflower	Endangered	Endangered	List IB.1	Inland marine sands in chaparral, closed-cone coniferous forest, sand parkland, sandhill ponderosa pine forest	SCR	March-July	NONE. Suitable habitat not present within the project site.
Fritillarià agrestis stinkbells	None	None	List 4.2	Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland; clay or serpentinite.	ALA, CCA, FRE, KRN, MEN, MNT, MPA, PLA, SAC, SBT, SCR*, SMT*, STA, TUO, VEN, YUB	March-April	NONE. Poor quality grassland habitat within the project site does not contain clayey or serpentine soils.

- 270 -

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

Appendix A. (continued)	1)						
Species Common Name	USFWS Listing ²	State Status	CNPS Status	Habitat Type ⁸	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Gilia tenuiflora ssp. arenaria sand gilia	Endangered	Threatened	List 1B.2	Chaparral, cismontane woodland, coastal dunes, coastal scrub, valiey and foothill grassland; sandy openings	MNT	April-June	NONE, Not known from Santa Cruz County, sandy openings not present within the project site.
Grindelia hirsutula var. maritima San Francisco gumplant	None	None	List 1B.2	Coastal bluff scrub, coastal scrub, valley and foothill grassland; sandy or serpentinite soils	MNT, MRN, SCR, SFO, SLO, SMT	June- September	NONE. Not known from Santa Cruz County, sandy openings not present within the project area.
Hoita strobilina Loma Prieta hoita	None	None	List 1B.1	Moist sites in chaparral, cismontane woodland, riparian woodland, often serpentinite soil	ALA*, CCA*, SCL, SCR	May-July (August- October)	NONE, Suitable habitat not present within the project site.
Holocarpha macradenia Santa Cruz tarplant	Threatened	Endangered	List 1B.1	Coastal prairie, valley and foothill grassland, coastal scrub, often in clay or sandy soils	ALA*, CCA*, MNT, MRN*, SCR, SON*	Junc-October	MODERATE. Suitable low quality grassland habitat with Watsonville sandy loam soils present within the project area. Nearby extant occurrences located within several miles of the project site.
Horkelia cuneaia ssp. sericea Kellogg's horkelia	None	None	List 1B.1	Openings in closed-cone coniferous forest, maritime chaparral, coastal scrub, coastal prairie, in sandy or gravelly soil	ALA*, MRN*, MNT, SBA, SCR, SFO*, SLO, SMT	April- September	NONE, Suitable habitat not present within the project site.
Horkelia marinensis Point Reyes horkelia	None	None	List 1B.2	Coastal dunes, coastal prairie, coastal scrub, in sandy soil	MEN, MRN, SCR. SMT, SON	May- September	NONE. Suitable habitat not present within the project site.

A-7

ECOSystems West Consulting Group

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

Appendix A. (continued)	d)						
Species Common Name	USFWS Listing ²	State Status ³	CNPS Status ⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period	Potential for Occurrence
Leptosiphon ambiguous serpentine leptosiphon	None	None	List 4.2	Cismontane woodland, coastal scrub, valley and foothill grassland; serpentinite	ALA, CCA, MER, SBT, SCL, SCR, SJQ, SMT, STA	March-June	NONE, Serpentinite not present within the project site.
Leptosiphon grandiforus Iæge-flowered leptosiphon	None	None	List 4.2	Coastal bluff scrub, closed cone conferous forest, cismontane woodland, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland; usually sandy	ALA, KRN, MAD, MER, MNT, MRN, SBA*, SCL, SCR*, SFO, SLO, SMT, SON	April-August	LOW. Low quality grassland habitat exists within the project site; however, no recent extant occurrences known from Santa Cruz County.
Lessingia micradenia var. glabrata smooth lessingia	None	None	List 1B.2	Chaparral, cismontane woodland, valley and foothill grassland, roadsides, usually in serpentine soils	SCL	July- November	NONE. Not known from Santa Cruz County. Serpentine soils not present within the project site.
Lilium rubescens redwood lily	None	None	List 4.2	Broadleaved upland forest, lower montane coniferous forest, North Coast coniferous forest, upper montane coniferous forest; sometimes serpentinite and/or roadsides	DNT, HUM, LAK. MEN, NAP, SCR*, SHA, SIS	June-July	NONE, Suitable habitat not present within the project site.
Lomatium parvifolium small-leaved lomatium	None	None	List 4.2	Closed cone coniferous forest, chaparral, coastal scrub, riparian woodland; serpentinite soils	MNT, SCR, SLO	February-June	NONE. Suitable habitat not present within the project site.

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

Appendix A. (continued)	(F						
	USFWS Listing ²	State Status	CNPS Status	Habitat Type ⁵	Distribution by County ⁶	Flowering Period	Potential for Occurrence
1	None	None	List 4.2	Moist to wet places, broadleaved upland forest, coastal scrub, coastal bluff scrub, closed-cone conferous forest, cismontane woodland, coastal prairie, meadows and seeps, marshes, north coast coniferous forest, valley and foothill grassland	DNT, HUM, MEN, MNT, MRN, SBT, SCR, SFO, SLO, SMT, SON, Oregon, Washington	March-July	LOW. Low quality grassland and broadleaved upland forest present within the project. Seasonal wetland depression not likely to support this species. No documented occurrences in nearby vicinity of the project site.
Malacothamnus arcuatus arcuate bush mallow	None	None	List 1B.2	Chaparral, cismontane woodland	SCL, SCR, SMT	April- September	NONE. Suitable habitat not present within the project site.
	None	None	List 3.2	Rocky areas in broadleaved upland forest, chaparral, cismontane woodland, valley and foothill grassland, coastal scrub	ala, cca, col. lak, mnt, mrn, nap, sba, sci., scr, sjq, slo, sol., son	March-May	LOW. Low quality broadleaved upland forest and grassland habitat located within the project site. Several extant occurrences documented throughout Santa Cruz County.
Microseris pahudosa marsh microseris	None	None	List 1B.2	Moist places in closed- cone coniferous forest, cismontane woodland, coastal scrub, valley and footnill grassland	MEN, MNT, MRN, SBT, SCR, SFO*, SLO, SMT*, SON	April-June	NONE, Mesic, marshy habitat required for this species not present within the project site.
Mimulus rattanii ssp. decurtatus Santa Cruz County monkeyflower	None	None	List 4.2	Chaparral, lower montane coniferous forest/margins; gravelly substrates	SCR	May-July	NONE. Suitable habitat not present within the project site.

A-9

EcoSystems West Consulting Group

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

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Appendix A. (continued)	1						
Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status ⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Monardella undulata curiy leaved monardella	None	None	List 4.2	Closed cone coniferous forest, chaparral, coastal dunes, coastal prairie, coastal scrub, lower montane coniferous forest (pine sandhills); sandy areas	MNT,MRN, SBA, SCR,SF0,SLO, SMT, SON	May-July	NONE. Sandhill habitat or true sand soils not present within the project site.
Monardella viliosa var. giobosa robust monardella	None	None	List 1B.2	Broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, valley and footnill grassland	ALA, CCA, HIM, LAK, MRN, NAP, SMT, SON	June-August	LOW. Low quality broadleaved upland forest and grassland habital has limited potential to support this species. Nearest known occurrence on eastern slope of Santa Cruz mountains.
Pedicularis dudleyi Dudley's Iousewort	None	Rare	List 1B.2	Maritime chaparral, north coast coniferous forest. cismontane woodland, valley and foothill grassland	MNT, SCR*, SLO, SMT	April-June	NONE. Last known record for Santa Cruz County dates to 1884 collection. Extant occurrences in adjacent counties occur primarily in mixed evergreen forest habitat.
Penstemon rattanii var. kleei Santa Cruz Mtns. Beardtongue	None	None	List 1B.2	Chaparral, lower montane coniferous forest, North Coast coniferous forest, often in sandy soil	SCL, SCR	May-June	NONE. Suitable habitat not present within the project site.
Pentachaeta bellidiflora white-rayed pentachacta	Endangered	Endangered	List 1B.1	Valley and foothill grassland, coastal scrub, coastal prairie	MNT, MRN*, SCR*,	March-May	NONE. Nearest extant occurrence north of Santa Cruz near Eagle Rock. Presumed extirpated in Santa Cruz County.

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

Appendix A. (continued)

	Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
	Perideridia gairdneri ssp. gairdneri Gairdner's yampah	None	None	List 4.2	Moist sites in coastal prairie, broadleaved upland forest, chaparral, valley and foothill grassland, vernal pools	CCA, DNT, KRN, LAX*, MEN, MNT, MRN, NAP, ORA*, SBT, SCL, SCR, SDG*, SLO, SMT(**), SOL, SON	Junc-October	NONE. Moist areas in broadleaved upland forest or grassland habitat not present within the project site. Low quality seasonal wetland in project dominated entirely by nonnative weedy species.
	Pinus radiata Monterey pine	None	None	List 1B.1	Closed cone coniferous forest, cismontane woodland	MNT, SCR, SLO, SMT. BA, GU	Y /Z	NONE. Suitable habitat not present within the project site. Monterey pine only considered native to three stands in California: Cambria, Monterey Peninsula, Swanton Ranch.
	Piperia candida white-flowered rein orchid	None	None	List 1B.2	Lower montane coniferous forest, North Coast coniferous forest, sometimes serpentinite	DNT, HUM, MEN, SCR, SIS, SMT, SON, TRI, OR, WA	May-August	NONE. Suitable habitat not present within the project site.
	Piperia michaelii Michael's rein orchid	Zonc	None	List 4.2	Coastal bluff scrub, closed cone coniferous forest, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest	ALA, CCA, HUM, MNT, MRN, SBT. SCR, SCZ, SFO, SLO, SMT	May-August	NONE. Suitable habitat not present within the project site
EXHI	Plagiobothrys chorisianus var. chorisianus Choris' popcom-flower	None	None	List 1B.2	Moist places in chaparral, coastal prairie, coastal scrub	ALA(*?), SCR, SFO, SMT	March-June	NONE. Suitable habitat not present within the project site.
BIT I	EcoSystems West Consulting Group	ting Group			A-11			November 2009

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A-12

Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status ⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Plagiobothrys chorisianus var. hickmanii Hickman's popcom-flower	None	Хопс	List 4.2	Moist places in closed- cone coniferous forest, chaparral, coastal scrub, marshes and swamps, vernal pools	MNT, SBT, SCL, SCR, SLO, SMT?	April-June	NONE, Suitable habitat not present within the project site.
Plagiobothrys diffusus San Francisco popcornflower	None	Endangered	List 1B.1	Coastal prairie, valley and foothill grassland	ALA, SCR, SFO*, SMT	March-June	NONE. This species occurs almost exclusively in coastal prairie or seasonally wet areas. The low quality seasonal wetland within the project site is not expected to support this species.
Polygonum hickmanii Scotts Valley polygonum	Endangered	Endangered	List 1B.1	Valley and foothill grassland; sandstone	SCR	May-August	NONE, This sandstone specific species is known only from two small populations in Scotts Valley.
Ranunculus lobbii Lobb's aquatic huttercup	None	Nonc	List 4.2	Cismontane woodland, North Coast coniferous forest, valley and foothill grassland, vernal pools; mesic areas	ALA, CCA, MEN, MRN, NAP, SCI., SOL. SON	March-April	NONE, Not known from Santa Cruz County. Small seasonal wetland depression within project site supports mix of ruderal weedy species.
Rosa pinetorum pine rose	None	None	List 1B.2	Closed cone coniferous forest	MNT, SCR	May-July	NONE. Suitable habitat not present within the project site.
Sanicula hoffmanni Hoffmann's sanicle	None	None	List 4.3	Broadleaved upland forest, mixed evergreen forest, chaparral, coastal scrub; scrpentinite or clay	MNT, SBA, SCR, SCZ, SLO, SMT, SRO	March-May	NONE. Low quality broadleaved upland forest within the project site
							9996

EcoSystems West Consulting Group

Appendix A. (continued)

Appendix A. (Continued)	1)						
Species Common Name ¹	USFWS Listing ²	State Status ³	CNPS Status ⁴	Habitat Type ⁵	Distribution by County ⁶	Flowering Period ⁷	Potential for Occurrence
Sidalcea malachroides maple-leaved checkerbloom	None	None	List 4.2	Broadleaved upland forest, coastal prairie, coastal scrub, valley and foothill grassland; sandy areas	HUM, MEN, MNT, SCL, SCR, OR	May-August	LOW. Typically found in mesic forest habitats. Limited potential for occurrence in understory of low quality broadleaved upland forest within the project site.
Silene verecunda ssp. verecunda San Francisco campion	None	None	List 1B.2	Coastal bluff scrub, chaparral, coastal prairie, coastal scrub, valley and foothill grassland, in sandy or rocky soil	SCR. SFO, SMT, SUT	March- August	LOW. Known mainly from rocky areas and rock outcrops. Nearest documented occurrence north of Santa Cruz near Wadell Beach.
Trifolium buckwestiorum Santa Cruz clover	None	None	List 1B.1	Coastal prairie; margins of broadleaved upland forest, cismontane woodland	MEN, MNT, SCL. SCR, SMT, SON	April-October	NONE. Known primarily from mesic meadows, suitable habitat not present within the project site.
Tifolium depauperatum var. hydrophyllum salinc clover	None	None	List 1B.2	Marshes and swamps, mesic valley and foothill grassland, vernal pools; alkaline soils	ALA, COL(?), MNT, NAP, SBT, SCL, SCR, SLO, SMT, SOL, SON	April-June	NONE. Mesic habitat with alkaline soils not present within the project site.
Zigadenus micranthus var. fontanus marsh zigadenus	None	None	List 4.2	Chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, marshes and swamps,	LAK, MEN. MNT, MRN, NAP, SBT, SCR, SLO, SMT, SON	April-July	NONE. Suitable habitat not present within the project site.

EXHIBIT I

EcoSystems West Consulting Group

DRAFT Biotic Assessment of the Proposed Aptos Village Project in Aptos, California

Appendix A. (continued)

Nomenclature follows Hickman (1993); Tibor (2001); California Native Plant Society (2007).

Section 1904, California Fish and Game Code (California Department of Fish and Game 2007a). ²U.S. Fish and Wildlife Service (2007a, b, c).

CNPS Lists: List 1A: Presumed extinct in California. List 1B: Rare, Threatened, or Endangered in California and elsewhere. List 2: Rare, Threatened, or Endangered in California, more common elsewhere. List 3: Plants about which more information is needed. List 4: Plants of limited distribution: a watch list. Endangered in California, more common elsewhere. List 3: Plants about which more information is needed. List 4: Plants of limited distribution: a watch list. ⁴Tibor (2001); California Native Plant Society (2007).

Threat Code extensions: 1: Seriously endangered in California. 2: Fairly endangered in California. 3 Not very endangered in California. 3 Threat Code extensions: 1: Seriously endangered in California Native Plant Society (2007); and unpublished information; counties abbreviated by a three-letter code (below); occurrence in other fribor (2001); California Native Plant Society (2007); and unpublished information; counties abbreviated by a three-letter code (below); occurrence in other fribor (2001); California Native Plant Society (2007); and unpublished information; counties abbreviated by a three-letter code (below);

Munz and Keck (1973); Tibor (2001); California Native Plant Society (2007) states as indicated.

SRO: Santa Rosa Island SLO: San Luis Obispo SJQ: San Joaquin SMT: San Mateo SON: Sonoma SOL: Solano NEV: Nevada ORA: Orange PLA: Placer NAP: Napa

SAC: Sacramento RJV: Riverside PLU: Plumas

CCA: Contra Costa

AMA: Amador ALA: Alameda

BUT: Butte

DNT: Del Norte

FRE: Fresno GLE: Glenn KRN: Kern JAK: Lake

COL: Colusa

STA: Stanislaus

(SBA Co.)

TEH: Tehama

SUT: Sutter

SCZ: Santa Cruz Island SBA: Santa Barbara SBD: San Bernardino SCL: Santa Clara SCR: Santa Cruz SBT: San Benito

AX: Los Angeles

MEN: Mendocino

MAD: Madera MER: Mcrced MNT: Montercy MPA: Mariposa

MOD: Modoc

MRN: Marin

SFO; San Francisco SDG: San Diego SIE: Sierra SIS: Siskiyou SHA: Shasta (SBA Co.)

* Presumed extinct in these counties or states

TUO: Tuolumne

IUL: Tulare (RI: Trinity

VEN: Ventura

YUB: Yuba YOL: Yolo

A-14

HUM: Humboldt

APPENDIX B. LIST OF VASCULAR PLANT SPECIES OBSERVED

Scientific Name	Common Name
*Acacia dealbata	silver wattle
*Ageratina adenophora	snakeweed
Artemisia drancunculus	wild tarragon
*Anagallis arvensis	scarlet pimpernel
*Avena barbata	slender wild oat
*Avena fatua	wild oat
Baccharis pilularis	coyote bush
*Brassica nigra	black mustard
*Briza maxima	rattlesnake grass
Bromus carinatus	California brome
*Bromus diandrus	ripgut grass
*Bromus hordeaceus	soft chess
*Carduus pycnocephalus	Italian thistle
*Chamomilla suaveolens	pineapple weed
*Cirsium vulgare	bull thistle
*Conium maculatum	poison hemlock
*Convolvuls arvensis	bindweed
*Cortaderia selloana	pampas grass
*Cotoneaster pannosa	silverleaf cotoneaster
*Cynodon dactylon	Bermuda grass
*Delairea odorata	cape ivy
*Erodium botrys	common filaree
Eschscholzia californica	California poppy
*Eucalyptus globulus	blue gum eucalyptus

Scientific Name	Common Name
Galium aparine	common bedstraw
*Genista monsplessulana	French broom
*Geranium dissectum	cutleaf geranium
Gnaphalium luteo-album	everlasting cudweed
*Hedera helix	English ivy
*Hordeum marinum	Mediterranean barley
*Hordeum murinum ssp. leporinum	foxtail barley
*Hypochaeris radicata	rough cat's ear
Juncus patens	spreading rush
*Lactuca serriola	prickly lettuce
*Lathyrus latifolius	perennial sweet pea
*Lolium multiflorum	annual ryegrass
Lupinus bicolor	miniature lupine
*Malva nicaeensis	bull mallow
*Medicago polymorpha	burclover
*Melìlotus indicus	yellow sweetclover
Mimulus aurantiacus	sticky monkeyflower
Nassella pulchra	purple needlegrass
Oxalis albicans ssp. pilosa	radishroot woodsorrel
*Papaver somniferum	opium poppy
*Phalaris aquatica	Harding grass
*Picris echioides	prickly ox-tongue
*Plantago lanceolata	English plantain
*Polygonum arenastrum	common knotweed

Appendix B. List of Vascular Plant Species Observed During Aptos Village Plan Habitat Assessment Site Visit.		
Scientific Name	Common Name	
*Polypogon monspeliensis	rabbit-foot grass	
Quercus agrifolia	Coast live oak	
*Raphanus sativus	wild radish	
*Rubus discolor	Himalayan blackberry	
Rubus ursinus	California blackberry	
*Rumex acetosella	sheep sorrel	
*Rumex crispus	curly dock	
*Rumex pulcher	fiddle dock	
Salix lasiandra ssp. lasiandra	Pacific willow	
*Sonchus asper	prickly sow thistle	
*Sonchus oleraceus	common sow thistle	
*Spergularia rubra	sand spurry	
*Spirea sp.	Spirea	
*Taraxacum officinale	common dandelion	
Toxicodendron diversilobum	poison oak	
*Tragopogon porrifolius	purple salsify	
Trifolium hirtum	rose clover	
*Trifolium incarnatum	crimson clover	
*Vicia sativa	common vetch	
*Vinca major	periwinkle	
*Vulpia bromoides	six-weeks fescue	

^{*} non-native plant species



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ATTACHMENT 3 Cultural Resources Reports

CULTURAL RESOURCES STUDY FOR THE PROPOSED APTOS VILLAGE PROJECT

SANTA CRUZ COUNTY, CALIFORNIA

FINAL DRAFT

BARRY SWENSON BUILDER 777 NORTH FIRST STREET, 5TH FLOOR San Jose, California 95112-6303

PREPARED BY:

ALBION ENVIRONMENTAL, INC. 1414 SOQUEL AVENUE, SUITE 205 Santa Cruz, California 95062

AND

SANDY L. LYDON CONSULTING HISTORIAN 2255 REDWOOD DRIVE APTOS, CALIFORNIA 95003

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EXHIBIT I .

TABLE OF CONTENTS

List of Figures	
List of Appendices	iii
Project Description	1
Prehistoric Research	
Prehistoric and Historic Context	6
**** *** *** **** **** **** **** **** ****	
- 2 · 1 T 17(0 107)	•
The Spanish Eta, 1709-1622	9
2333	
L. Diller Marine Engl	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
GD 3 1 D 1003 1800	
The Apple Era, 1900-1959	10
Known and Potential Resources in the Project Area	
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0 2000	
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13) . ' A -ll-aight Decourage	
n 1 2000	
Built Environment Resources.	
Conclusions and Signficance Evaluations	18
a side to the affiliate and Decourage Uniting	
Traduction	
Built Environment Resources Evaluation	
Potential Impacts and Recommended Mitigation Measures	2
area of talking for Cinding of hillers	***********
1 1 1 1 D manager	
Built Environment Resources	2
	2

LIST OF FIGURES

:		
Figure J. Project Lo	ocation Map. illage Project Site	::::::::::::::::::::::::::::::::::::::
Figure 2. Aplos Vil	illage Project Site	1
Figure 3 Aplos Vi	illage Project Site	979) 1
Figure 4 Historic	LESITION III THE MANAGEMENT OF THE PROPERTY OF	
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4		
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Albion Environmental, Inc.
final Draft February 2009

LIST OF APPENDICES

Appendix A. Phase I Investigations at CA-SCR-222/H (Albion Environmental Inc., 2009)

PROJECT DESCRIPTION

Barry Swenson Builder (BSB) is proposing development in Aptos Village, an unincorporated historic hamlet in the geographic midpoint of Santa Cruz County, California. The project area is located along the northern side of Soquel Drive, the southeastern side of Granite Way, the western side of Trout Gulch Road, and the eastern side of Aptos Creek Road (Figures 1, 2). The project proposes to construct a total of 17 new buildings for mixed residential and retail/commercial use. Residential space will include townhouses, cortages and a hotel. The proposed commercial building area encompasses approximately 113,180 square feet, with an additional 19,400 square feet to be used for 32 dwellings. Land for a skate park is also a part of the planned development.

The proposed project will require a significant level of ground disturbance to install appropriate infrastructure for the development. Water management will be important because the project lies near the confluence of two watersheds (Aptos and Valencia Creeks), necessitating control of natural runoff to the proper dramage. The project will also require transportation access from Trout Gulch Road and potentially from Soquel Drive.

BSB contracted with Albion Environmental, Inc., (Albion) in May 2008 to prepare a cultural resources sensitivity study of the project area and to provide recommendations for identifying and assessing cultural resources in this area for purposes of CEOA compliance. This study was submitted to BSB in July 2008 (Albion Environmental Inc. 2008a). Subsequently, Albion conducted limited (Phase 1) geoarchaeological test excavations in the project area to determine the presence or absence of native soil surfaces or intact archaeological deposits, particularly any containing evidence of CA-SCR-222/H (SCR-222/H); a large prehistoric habitation site and historic industrial complex confedent with Aptos Village. A summary of results from the Phase 1 investigations, along with an included cultural resources sensitivity study for the overall project area, was submitted to BSB in November 2008 (Albion Environmental Inc., 2008b).

The following report is responsive to review requirements according to CEQA. It documents the conclusions of the archaeological investigations, updates previous evaluations of the project area's "built" environment (historic architecture and landscape), and provides final recommendations regarding the overall potential for encountering additional archaeological deposits during project construction. It does not include consultation with Native American tribes or individuals who may have concerns or input regarding cultural resources in or near the project area. The County of Santa Cruz has assumed the responsibility of initial and ongoing consultation with Native Americans under the guidelines of Senate Bill 18 (SB 18) (personal communication between Mark Deming, Santa Cruz County Planning Department, and Clinton Blount, Albion, August 2008).

Cultival Resources Study for the Proposed Apros Village Project Barry Swenson Builder

Albion Environmental, Inc. Final Draft February 2009

EXHIBIT I

PROJECT METHODS AND STAFF

In June 2008, Albion contracted with the Northwest Information Center at Sonoma State University to perform a cultural resources records search for the project area and a %-mile surrounding radius. This search indicated that 35 cultural resource studies have been conducted within % mile of the project, five of which included the project area itself.

To date, 31 prehistoric and historic archaeological sites have been recorded within ½ mile of the project. Of these, two cultural resources sites have been recorded within the current project area: prehistoric habitation site SCR-222 (now -222/H), and historic buildings associated with the Aptos Village Historic District (PR-44-000514). Most of the existing cultural resources documentation for the project area was produced in conjunction with an earlier (late 1970s) plan to develop Aptos Village property (Cartier 1979; Cartier et al. 1979).

Additionally, detailed information regarding the proposed project's construction and adaptive reuse plans was collected from BSB project managers (Jessie Thielen and Ricardo de la Cruz), BSB Vice President Jesse Nickell, and Matthew Thompson of Thatcher & Thompson Architects in Santa Cruz.

The initial sensitivity study for this project included a summary of the records search, an overview of Aptos Village history, and preliminary recommendations regarding the potential for the project to impact significant historic (built environment) resources (Albion Environmental Inc. 2008a). Subsequently, BSB requested that these recommendations be summarized in a letter (dated August 1, 2008) to Glenda Hill, Principal Planner for the County of Santa Cruz Planning Department, in order to facilitate preparation of the Area Plan for Aptos Village.

Prehistoric Research

Albion's preliminary recommendations for further work to assess prehistoric site potential at SCR-222/H included:

- a pedestrian survey of entire project area;
- recording of any new cultural resources and/or isolates;
- updating the existing site record for SCR-222/H using standard DPR forms;
- conducting limited test excavations in the project area to determine, minimally, the presence or absence of intact cultural deposits; and
- geoarchaeological investigation in the project area to assess its sensitivity for buried land surfaces that may harbor deeply buried prehistoric sites.

An intensive pedestrian survey of the project area was conducted September 10, 2008 by Albion archaeologists. The surface inspection identified small quantities of shell and other potential artifacts corresponding to the previously recorded location of SCR-222/H. During September 23-25, Albion archaeologists oversaw the excavation of five backhoe trenches and two hand-excavated test units at judgmentally placed locations in the project area (Appendix A). Trenches and test units were excavated to sterile soils, and bucket samples from stratigraphic contexts throughout the trenches were screened through 6mm mesh to identify cultural materials. The geoarchaeological assessment was also conducted during mechanical trenching of deeper soils.

Albion Environmental, Inc. Final Draft February 2009







prehistoric lightation site SCR 222 (now 222/H) and historic buildings associated with the Aptos Village Historic District (PR M4.000514). Must of the existing cultival resources documentation for Village Historic District (PR M4.000514). Must of the existing cultival resources documentation for the project allegates produced in conjunction with an earlier (late 1970s) plan to develop Aptos the project allegates project (late 1970s). Village project (Canter 1970).

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Prehistoric Research

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Because of the diverse resources associated with the project area. Althon employed as multidisciplinary team to address them. Clinton Blount, Allaco Principal and annatopologist, acted as multidisciplinary team to address them. Clinton Blount, Allaco Principal and annatopologist, addressed boilt environment project manager. Leslie Fryman, staff-historian and archaeologist, addressed boilt environment project manager. Leslie Fryman, staff-historian and archaeology. The project area as well as historical archaeology. The project and senior archaeologist beninfer subsequent Phase I investigation was led by Albion Principal and senior archaeologist beninfer. Friquinar and staff archaeologist Ryan Brady. The project staff is qualified for work in archaeology, history and architectural history in accordance with the professional qualifications standards put forth by the U.S. Secretary of the Interior (36CFR Part 61), Additionally, consulting historian Sandy Lydon provided local history research and expertise.

Albion Environmental, Inc. Final Dialt February 2009

EXHIBIT I

PREHISTORIC AND HISTORIC CONTEXT

Regional Prehistory

While the ethnographic record of the central coast is relatively rich, with accounts from early explorers describing certain aspects of Native American lifeways, research investigating prehistoric lifeways and the culture history of native inhabitants of the Monterey Bay was not undertaken until the past few decades (Hylkema 1991; Jones et al. 2007). Interpretation of Monterey Bay prehistory has been developed through both local and regional archaeological investigations. Through these projects, general patterns of prehistoric lifeways along the central California coast have been developed and the most common taxonomic framework used today involves six distinct temporal periods, viewed to represent differences in the organization of past subsistence and settlement patterns of the region's inhabitants.

Prehistoric Periods

Paleo-Indian	(pre-10,000 B.P.)
Millingstone	(10,000-5500 B.P.)
Early	(5500-2600 B.P.)
Middle	(2600-1000 B.P.)
Middle/Late Transition	(1000-850 B.P.)
Late	(850-Historic)

The periods are characterized by either specific artifact types or suites of artifacts and site locations that typify the particular lifeway that each period is seen to represent. The patterns may reflect one or a few aspects of the past manner of living and are generally not understood as a bolistic representation of how Central Coast populations were living at a particular point in time. The Paleo-Indian Period is generally viewed as a time where people were focusing their subsistence pursuits on large Pleistocene mammals, such as mammoths, and were highly mobile in search of game, though associations between the animal bones and archaeological sites are spotty at best. Two sites located in San Luis Obispo County are reported to have contained fluted points (Gibson 1996, Mills et al. 2005), the main marker of this time period, though their archaeological context is difficult to interpret. Artifacts associated with sites of this antiquity are suggested to be scrapers, scraper-planes, bifaces, and the lack of milling equipment. More locally, the Scotts Valley site (CA-SCR-177) may have association with the Paleo-Indian Period, containing leaf and lanceolate projectile points/knives, flake tools, hammerstones, and ochre (Cartier 1993; Fenenga 1993: 245-254); though similar to the other sites, its integrity is suspect (Jones et al. 2007:130).

The Millingstone Period is typified by an abundance of milling equipment that includes handstones and millingstone, along with a sparse flaked stone assemblage that lacks formalized tools.

Millingstone Period sites are present in the Monterey Bay near the mouth of Elkhorn Slough (CA-MNT-229) (Jones et al. 1996) and Moss Landing (CA-MNT-234) (Milliken et al. 1999). These sites contained cobble and core tools fabricated form chert and quantzite, grinding stones, estuary shellfish and small terrestrial mammal bone.

The Early Period is recognized by a change in artifact assemblages, signifying a shift in subsistence and settlement practices during this timeframe. It is recognized by an increased abundance of bifacially flaked projectile points, along with the presence of mortar and pestle technology. Projectile

points dating to this time period are Rossi Square stemmed and Side notched points, large Side-notched, and Año Nuevo Long-stemmed varieties. This may be a time when hunting came to dominate the more generalized plant and small game focused economy of the Millingstone Period. Early Period sites are more abundant in the Monterey Bay area than earlier ones and are represented by CA-MNT-108 near Fisherman's Wharf in Monterey (Breschini and Haversat 1992a), CA-MNT-831 in Pacific Grove (Breschini and Haversat 2008), and CA-SCR-38/123 at Wilder Ranch (D. Jones and Hildebrand 1992). The sites are typified by dark midden soils, abundant shellfish, mortars and pestles along with flaked stone tools and chipping debris, and certain shell head types (Bennyhoff and Hughes 1987).

The Middle Period is understood to be a time when the use of shellfish declines relative to earlier times, and like exploitation of more mobile small game such as rabbits and otters increases. Artifact assemblages contain contracting stemmed projectile points, mortars and pestles, along with in increased presence of fishing equipment, including grooved and notched net weights and circular shell fish books. Handstones, millingstones, and pitted stones may also be present at sites dating to this period (lones et al. 2007; 138-139). In the Monterey Bay, Middle Period components are present at CA-MNT-229 and -234 as well as CA-SCR-7 (Jones and Hildebrandt 1990) and CA-SCR-9 (Hylkema 1991; 141-183).

The Middle/Late Transition reflects a short period of time where rapid culture change is argued to have occurred. This may have been influenced by a time of rapid chimate change that has been identified at various locations in the Western United States (Jones et al. 1999) as well as in Palagonia (Stine 1994). It is suggested that occupants of the central coast underwent a dramatic reorganization of their social structure and subsistence practices. Sites dating to this period in Monterey County are restricted to the Big Sur locality (Jones 1995).

The Late period is better represented in the Monterey Bay, yet these sites are most often short term, lask-specific sites. Occupation sites are located at inland areas such as the Upper Carmel Valley (Breschiff and Haversat 1992b) and Santa Clara. Valley (Hildebrandt and Mikkelson 1993). Late Period sites in the Monterey Bay area include (CA-MNT-1765 at Moro Cojo Slough, which appears to represent a collection station and held camp (Fitzgerald et al. 1995), and CA-MNT-143 at Asilomar Sidile Beach (Brady et al. 2008), which is a site that was used for the short term acquisition of Sidile Beach (Brady et al. 2008), which is a site that was used for the short term acquisition of Sidile Beach (Brady et al. 2008), which is a site that was used for the short term acquisition of Monterey Hay (Breschim and Haversat 1991), signifying the importance of the acquisition of this resource, though more long-term occupation is generally not found to co-occur.

The Aptos Tribe and Village

The current project site lies within a territory once inhabited by speakers of Costanoan languages, a domain which extended from San Francisco Bay, along coast and west central California, to just south of Monterey Bay. The word Costanoan' derives from the Spanish word Costanos meaning coast people (Lewy 1978 483). The Costanoan language, family contained eight distinct but related tanguages each of which was spoken by several different groups or "tribelets" (Levy 1978). During the Mission Period (1770-1830s) there were many tribelets in what is now Santa Cruz County.

The Aptor tribelet was located along the shores of Monterey Bay from the present location of Aptos and eastward about half way to the mouth of the Pajaro River. The Aptos peoples were one of four early groups converted at Mission Santa Cruz, but were actually the last of those four nearby groups to be completely absorbed into the mission in 1796. Although they did marry with their neighbors, the Cotoni, Sayanta, and Uypi, they were completely mixed together with the Cajastaca people of the

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Corralitos area. So much mixing occurred within the nuclear family groups that the idea arises that the Aptos and the Cajastaca were a single tribal group (Milliken 1995).

Several early references from early Spanish explorers and missionaries describe the presence of Native Americans in the Aptos area at the time of contact. An exploratory land expedition led by Don Gaspar de Portolá in 1769 is said to have come upon an Indian village at the confluence of the Valencia and Aptos creeks. The Spaniards recorded the site as "Aptos". In 1791, the Santa Cruz Mission was established west of the San Lorenzo River. Indians from the Aptos area were brought into the mission compound. Records of Father Crespi in 1769, Father Palou in 1774, and the Santa Cruz Mission in 1791 describe the Aptos region, with some mention of the Native Americans who called their area "Aptos" (Brown 2001). The first recorded contact came in 1774 when the Rivera Expedition encountered residents of the village at Aptos and offered gifts. The accounts mention seven (or eleven) grass buts and a population that added up to the diarists estimation of a 'medium sized village" (Brown 2001).

In 1872 it was reported that Claus Spreckels, who owned 3,500 acres of the Old Aptos Rancho, had the major Indian village site and the cemetery enclosed with large bamboo (Santa Cruz Sentine) 1872). These sites have been interpreted as being the recorded sites CA-SCR-1 and CA-SCR-2 (Cartier et al. 1979).

Native inhabitants of the region were first encountered by Spanish explorers in 1602 (Vizcaino) and again between 1769-1776 (Portola, Fages, Riviera, and Anza). During the Mission Period (1770-1835), devastating changes occurred for the Costanoan people. Over the following several decades, the population was recruited into nearby missions and their traditional subsistence economy was replaced by an agricultural economy. Analyses of mission baptismal records demonstrate that the last Costanoan tribelets living a traditional existence had disappeared by 1810 (Levy 1978). The population experienced dramatic decline due to the introduction of European diseases, which consequently caused higher death rates and lower birth rates. The secularization or abandonment of the missions by the Mexican government in 1832 caused people to relocate to different areas and establish small settlements, thus, separating them farther away from their cultural heritage. Levy (1978) believes that Costanoan languages were probably not spoken after the year 1935:

On a final note, the use of the term "Ohlone" has recently gained favor in reference to prehistoric Costanoan populations (Levy 1978; Munoz in Hildebrandt 1983; Milliken 1993). Originally appearing in F.W. Beechey's description of his 1826 encounter with native populations in San Francisco Bay (Beechey 1941), this term has also been adopted by many Costanoan descendants. Levy (1978) states that in 1971 a group of Costanoan descendants formed a corporate entity, the Ohlone Indian Tribe, and gained title to the Ohlone Indian Cemetery at Mission San Jose. Today, the term Ohlone is basically synonymous with Costanoan and is preferred by contemporary Native American people (Bean 1994; Margolin 1978).

Aptos Village History

The Aptos Village site is triangular, bounded on the north by foothills, on the east by the canyon cut by Valencia Creek and on the west by a steeper canyon carved by Aptos Creek. The two streams meet at the tip of the triangle, join, and flow to Monterey Bay as Aptos Creek. This junction of the two creeks was such a dominant feature that many early residents believed the name "Aptos" to be an Indian word based on that intersection, leading to the legend that the name meant "the joining of two waters." There is little evidence in early literature to support that definition, however, and as Donald T. Clark notes in his classic Santa Cruz County Place Names, the source of the name Aptos is "uncertain" (Clark 2008). There is nothing uncertain, however, about the transportation challenge

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Albion Environmental, Inc.
Final Draft February 2009

posed by those two canyons, and beginning with the first passage through the area by the Portola expedition in October, 1769, Aptos has proved difficult for those wishing to travel across the coastal The control of the state of the control of the state of t en Grand Bellin och de generalisten och der kanne i den state state i det state i det state i det state i det s Den Grand Bellin och de generalisten och det state i det state

The Spanish Ena; 1769-1822, Andrew Mark Court Co

SEN SECTION AND THE PARTY OF THE PARTY The Spanish found traveling across the coastal terrace so "difficult" and "tiresome" that in 1774 they chose the more level and direct route through the Santa Clara Valley connecting Monterey and San Francisco (present-day Highway 101). When the mission was established at Santa Cruz in 1791 and the pueblo of Villa de Brancisorie six years later, the road through Aptos ended at the mission. Santa Cruz and Aptos were on a dead end and the easiest access was by sea. The Indians living in the Aptos area provided most of the converts for the Mission Santa Cruz between 1794 and 1797, and once they were gone, except for cattle grazing on the coastal terrace, there was very little activity in Aptos to Note or a little through the

The Castro Era, 1833-1876 des et and the filled some offen property of the property and the capacity of the

In 1833 Refael Castro, a retired soldier and native of Villa de Branciforte was awarded a private land grant named Rancho Aptos. The original 4,486 rancho was bounded on the west by Aptos Creek, but in 1840 Castro was granted an additional 2,200 acres extending the boundaries west to Boreas Gulch. Castro builthis home on the western bank overlooking Aptos Creek and began raising cattle, shipping the hides off the beach at the mouth of Apros Creek (Ward 1984) the hides off the beach at the mouth of Apros Cicca (more see 1907), 161 for the control of the beach at the mouth of the control of the cont

Aptos Wharves the constitute and the consecutive and bottoms are artists

Rafael Castro took his Rancho Aptos land title papers to the Land Commission in the early 1850s. and in 1860 he received confirmation. Even before he had clear title Castro received numerous offers to sell his property, but he declined, preferring instead to negotiate leases, with the various sawyers and loggers who were interested in the redwood trees growing in the conyons to the north. To ship the products coming from his properly and from land grants to the east, in 1850 Castro built a relatively short 500-fool what just west of the creek mouth. Over the next 25 years, hides, lumber, flour and agricultural products were shipped from what became known as Aples Landing (Collins 1995).

The First Aptos Village

Casting what inspired a small commercial development at the intersection of the County road and the joad to the what (present day What Road and Soquel Drive), while several of Castro's adult children built homes along the road to the west. The wharf was improved and extended in the 1860s for use in shipping fulfiller, firewood, and agricultural products to San Francisco. Meanwhile, efforts to create a dependable crossing of Aptos Creek continued. The first bridge, built in 1860, was washed out in the 1862 flood and eventually replaced with a covered bridge.

In 1872, beset with marital difficulties and declining health, 69 year-old Rafael Castro sold the bulk of his property to sugar magnate Claus Spreckels for \$71,900 in gold coin. The Castro era of Aptos Village on the western banks of Apios creek ended in the 1870s with the coming of Claus Spreckels (1872) The arrival of Frederick Augustus Hihn and incorporation of the Santa Cruz Rail Road in 1873 and the death of Rafael Castro in 1878 (Waid) 1984) · 中国 · 数据的目的。这个中国的中国中国的自由中国的自由中国的自由中国的

Apros Village Moves East of Bath and The Company of the transfer of the Company

Frederick Augustus Hihn had long held a dream of a dependable trans-county railroad, and following the entry of the SPRR into the region in 1872, he transformed his vision into reality. As the president of the Santa Cruz Railroad (incorporated in 1873), he led the construction of a narrow gauge railroad

Cilibral Resources Study for the Proposed Aplos Village Project

Albion Environmental luc Final Draft February 2009 between Santa Cruz and the SPRR junction south of Watsonville. Claus Spreckels was a major stockholder in the railroad. All of the construction of the Santa Cruz Railroad (SCRR) was done by Chinese railroad workers. Their copical hats, quilted blue coats and Cantonese work songs were a regular part of the Santa Cruz County landscape during the 1870s and 1880s (Hamman 2002; Lydon 2008).

Seeing the potential for his own properties located up Valencia Creek, Hihn guided the route of the SCRR into the Aptos Village site even though it required two trestles compared to an easier route downstream that would need but one. Hihn's bringing the Santa Cruz Rail Road into the present-day Aptos Village set off a boom, the results of which are still visible today (MacGregor 2003).

By 1879 Aptos had three good hotels, where before the coming of the railroad, there was only one small establishment owned by Irish immigrant Patrick Walsh. Basque storekeeper Jose Arano built the Anchor House (present-day Bay View Hotel) beside the railroad tracks in 1878. Aptos historians have counted up to 15 saloons in the area by the mid 1880s, serving the needs of the lumbermen and loggers who worked in the forests to the north (Watsonville Pajaronian 1879).

The Lumber Boom, 1883-1899

Though the 1870s were busy in Aptos, the SCRR operated at a loss, and in 1882 was sold at a bankruptcy auction to the SPRR. The entry of SPRR into Aptos Village brought the fledgling railroad era to its maturity. Almost immediately after acquiring the narrow gauge SCRR, Southern Pacific (SPRR) announced it would broad-gauge the line, and in the fall of 1883, the first standard gauge locomotive made the trip between Santa Cruz and the SPRR mainline south of Watsonville. Products could be loaded onto a railroad car and shipped anywhere in the United States without having to be reloaded (Hamman 2002).

In 1883, Southern Pacific purchased a 7,000 acre tract of uncut redwood up in Aptos Canyon, containing an estimated 200,000,000 board feet of lumber, and punched a standard gauge railroad up the canyon to get it. Once the Chinese railroad crew had the first three miles of line built, the largest lumber mill in 1880s Santa Cruz County began sending a torrent of lumber, railroad ties, shakes and shingles down into Aptos and out to markets all over California (Lydon 2008).

Undaunted by losing the SCRR and quite willing to take advantage of the SPRR connection in the now bustling Aptos Village, in 1891 Hihn purchased 27 acres of the Aptos Village site from the Bernals. By 1883 he had built a medium-sized sawmill and from there, he began moving part of what he estimated to be 100,000,000 board feet of lumber to his yard in Santa Cruz. The following year Chinese crews built a two-mile narrow gauge track into Valencia Canyon, and over the next eight years, tedwood lumber flowed out of the Valencia down to Hihn's Valencia Mill in Aptos Village (Hamman 2002; Lydon 2008).

These two streams of redwood lumber converged in Aptos, just as the two creeks did south of the village. In 1893 Hihn shut down his Valencia Mill, and in 1899 the Loma Prieta Mill was closed, marking the end of the Aptos lumber boom. Smaller episodic lumber operations continued north of the village, but by the 1920s, that too had ended.

The Apple Era, 1900-1959

By the late 1890s, paralleling the agricultural trend going on in the Pajaro Valley, apples became the focus of activities at Aptos Village. The same railroad that carried lumber to the far comers of the

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country now began carrying railroad cars filled with apples. Most of the orchards were located north and east of Aplos Village, and Frederick Hilin was one of the leaders of this new Apros industry.

By the 1920s Aptos was the second most important apple shipping location in Santa Cruz County. Over 90 percent of the apples shipped in the 1920s came from Watsonville, and though only five percent of the county's apple crop went through Aptos each year, it was enough to create a microcosm of the apple industry in Aptos. Village. Box making, apple packing, an apple dryer and vinegar works were represented in what became a small apple-centered industrial park.

One of the most prominent of these businesses was the Lam-Mattison apple dryer founded in 1905.

Lam Pon, an immigrant from China, became a partner with Ralph Mattison and their dryer became a landimark in the village. Each fall a large group of Chinese laborers would move into the village and landimark in the village. Each fall a large group of Chinese laborers were the dominant laborers. The work in the dryer well into the winter in later years Filipino laborers were the dominant laborers. The lam family continued its partnership with the Mattisons up to 1940. The last of the Aptos apple lam family continued its partnership with the Mattisons up to 1940. The last of the Aptos apple packing facilities closed in 1959 (Lydon 2008).

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KNOWN AND POTENTIAL RESOURCES IN THE PROJECT AREA

CA-SCR-222/H, Prehistoric Component

First recorded in 1979, the prehistoric component of SCR-222/H is located in the open field west of the Bay View Botel, on both sides of Soquel Drive, and east of Aptos Creek Road. Its boundaries, as initially recorded, measure approximately 550 by 300 meters (1,800 by 985 feet), or largely the western half of the current project area (Figure 3). The prehistoric component is described in the original record as an extensive occupation site with a midden deposit, including fire-cracked rock, large mammal bone, and shellfish remains (Morris 1979).

Also in 1979, a general surface reconnaissance of SCR-222/H was conducted by Robert Cartier, Principal Investigator for Archaeological Resource Management, and C. Detlefs, a historic specialist. Areas that were clear of vegetation and soil brought to the surface by rodent activity contained fire-altered rock, chipped lithics, shellfish remains, and charcoal. Historic resources in the form of glassware, ceramics, and other artifacts, possibly dating as early as the mid-1800s, were also found on the surface. Cartier (1979) noted that the site had been impacted in historic times by roads, railroad tracks, and several building sites.

Survey, 2008

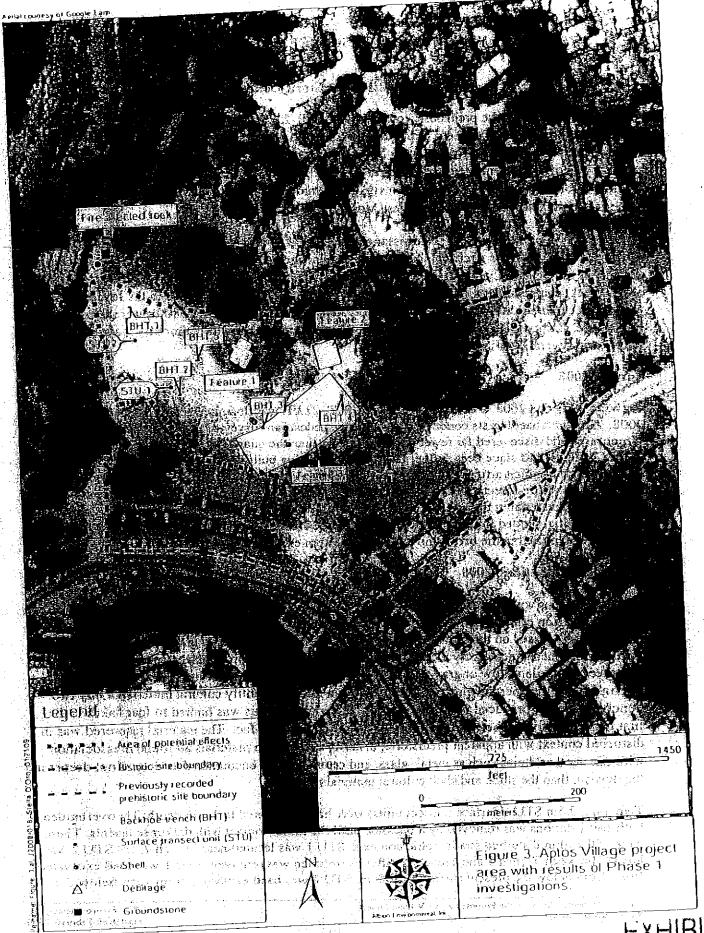
Between 1979 and 2008, it does not appear that SCR-222/H was documented further. In September 2008, Albion archaeologists conducted an intensive pedestrian survey of the proposed Aptos Village project area and discovered far fewer surface artifacts than the quantities noted in 1979, suggesting that SCR-222/H has since been further impacted by ongoing building demolition and interim use, and probably also by illicit artifact collecting. Nevertheless, Albion's survey revealed small quantities of shell, a piece of fire-affected rock, a possible ground stone artifact, and a piece of cryptocrystalline silicate stone material in the western portion of the project area. The location of these items appears to match the initial plotted location of SCR-222/H. Additionally, some fragments of clam and abalone shell were identified in the bike jump park at the eastern extent of the project area.

Phase 1 Investigations, 2008

Following the survey, Albion archaeologists conducted Phase 1 archaeological investigations in the project area in an effort to further assess the spatial extent, depth, and integrity of SCR-222/H (Appendix A). Based on the previous survey results, five trench locations in the project area were identified for mechanical excavation (Figure 3). Trenches were approximately $2m \times 1m$, and were excavated to sterile yellow or gray soils (180-220cm). Bucket samples from stratigraphic contexts throughout the trenches were screened through 6mm mesh to identify cultural materials. Only two trenches (1 and 2) produced prehistoric cultural materials, and this was limited to four flakes in the first trench and five in the second, along with a ground stone artifact. The material recovered was in a disturbed context with apparent prehistoric, historic, and modern materials all found in association with one another. Items such as metal, glass, and ceramics were encountered as deep, if not deeper in the deposit, than the stone and shell cultural materials.

Two 1m x 0.5m STUs (surface transect units) were hand excavated to 1m in depth. The overburden at both unit locations was removed by a backhoe until the initial contact with darker sediments. These were still within disturbed stratigraphic contexts. STU 1 was located near Trench 2, and STU 2 was located between Trench 1 and Trench 2. After overburden was removed, STU 1 was hand excavated from 40cm below the present surface to 100cm. STU 2 was hand excavated from 25cm below the

Cultural Resources Study for the Proposed Aptos Village Project Barry Swenson Builder Albion Environmental, Inc. Final Draft February 2009



present surface to 100cm. Similar to Trenches 1 and 2, a small amount of lithic material and shell was recovered, along with a greater quantity of historic and modern debris.

Additionally, a geoarchaeological investigation was performed during mechanical trenching of select areas to assess sensitivity for buried land surfaces that may harbor deeply buried archaeological sites. Identification of these landforms prior to construction (as opposed to discovery during construction) is an integral part of the larger resource identification effort, and can reduce the likelihood that the project is delayed due to unanticipated cultural resource discoveries. The investigation showed disturbances from modern activities from the surface to the bottom of each of the trenches.

Based on the results of the Phase I investigations, several conclusions were drawn:

- The prehistoric component of SCR-222/H is present in the western and southwestern portion
 of the current project area,
- Shell debris present at the bike jump park may be related to redeposited site matrix as the
 easternmost backhoe trenches did not produce more than modern and historic materials,
- The prehistoric component of SCR-222/H does not appear to provide evidence for intensive prehistoric occupation, and
- Sile integrity appears to have been severely impacted by historic and modern activities.

Historic Archaeological Resources

Research addressing the sensitivity of the project area for historic archaeological deposits was conducted as early as 1979 by Archaeological Resource Management in conjunction with three small "project areas," all of which are overlaid by the current, larger project area (Cartier et al. 1979). This "archival" study evidently followed a surface survey of one parcel east of Aptos Creek, on which was found a significant quantity of glassware and ceramic fragments, and other historic artifacts in addition to prehistoric materials (Cartier 1979). The archival research identified two locations sensitive for historic archaeological deposits associated with nineteenth-century occupation of the area by railroad workers, specifically Asian laborers (Cartier et al. 1979).

It does not appear that any test excavations or other confirmation of this sensitivity analysis was undertaken, and 30 years later, the presence or absence of intact historic archaeological deposits in the project area remains unknown. Additionally, due to the age of the 1979 sensitivity study, the potential for early twentieth century archaeological deposits in the project area was apparently not addressed. Such deposits may include refuse-filled features associated with domestic occupation of the project area by apple industry workers, who were also largely of Asian descent (Cartier et al. 1979).

Research, 2008

A review of historic maps and archival material indicates that the current project area is located within the former boundaries of a historic industrial complex (1880s-1940s) containing various railroad facilities (SPRR) and a lumber mill (1880s-1900) that later evolved into a center for apple processing, packing and shipping (1900-1960. Though primarily industrial, secondary domestic use of the complex is clearly demonstrated in conjunction with railroad, lumber and apple-processing workers' quarters, at least one owner-operators residence, and more than one hotel for visitors.

The historic locations of buildings and structures, both residential and industrial, in this complex are illustrated in Figure 4. Remnant concrete foundations for several buildings, mostly those that were in

operation well into the twentieth century, are still visible in the project area. Only three of the buildings and structures depicted in Figure 4 are still standing: the Bay View Hotel (19), the Hihm Apple-Packing Warehouse (21) and the Loma Prieta Lumber Yard Office (16) (see Built Environment Resources below).

Most of the abeleenth century railroad buildings and structures located in Aptos Village have since been removed on demolished. This includes several sets of spur tracks that traversed the industrial complex and to which large packing buildings (13, 21) were oriented. At present, only the main track of the 1880s SPRR remains along Soquel Drive, at the southern end of the project area (see Built Environment Resources below).

Additionally, a railroad turntable (14), constructed as early as 1883, was located in the southern part of the project area. Turntables are typically semi-subterranean structures constructed with circular walls and a central column or pedestal of mortared brick. Circular track was mounted on top of the brick walls, and an iron pivot anchored in the center on which the locomotives were turned. Though the iron is generally removed from turntables after they are no longer in use, the brick-walled pit is often buried intact when surrounding rail houses are demolished. Several of these unique historic railroad leatures have been uncertained and restored for interpretive history purposes. If the SPRR turntable in the project area is intact or even partly intact, it would potentially be an unportant historical resource associated with SPRR engineering and early Aptos railroad history.

Other locations potentially sensitive for historic archaeological deposits are in the northern part of the current project area: the Chinese Bunkhouse (7), Lam Pon's house/office (6); as well as the earliest apple processing facilities in the complex: the Lam/Mattison apple dryer (8a), the vinegar press/warchouse (8b), and the vinegar barreling house (17), Filled features or buried remains associated with any of the above buildings may contain important archaeological data.

Surface surveys and recent Phase I investigations strongly suggest that historic archaeological deposits in the project and have been distribled or possibly obliterated by ongoing demolition and historic redevelopment of the complex; which began as early as 1900 and continued through the 1970s. Without extensive excavation (data recovery), it is difficult to identify and assess the integrity of any miniming features within this relatively large area. However, the types of historic archaeological deposits that may exist in the project area have the potential to contain important data. Since 1980, archaeological studies of 1910s—1940s Asian neighborhoods, agricultural communities and indigitual sites throughout California and the western states (Schulz and Allen 2004; Yoss 2005) have extiplished a larger base of comparative data from which important twentieth century archaeological research issues can now be addressed.

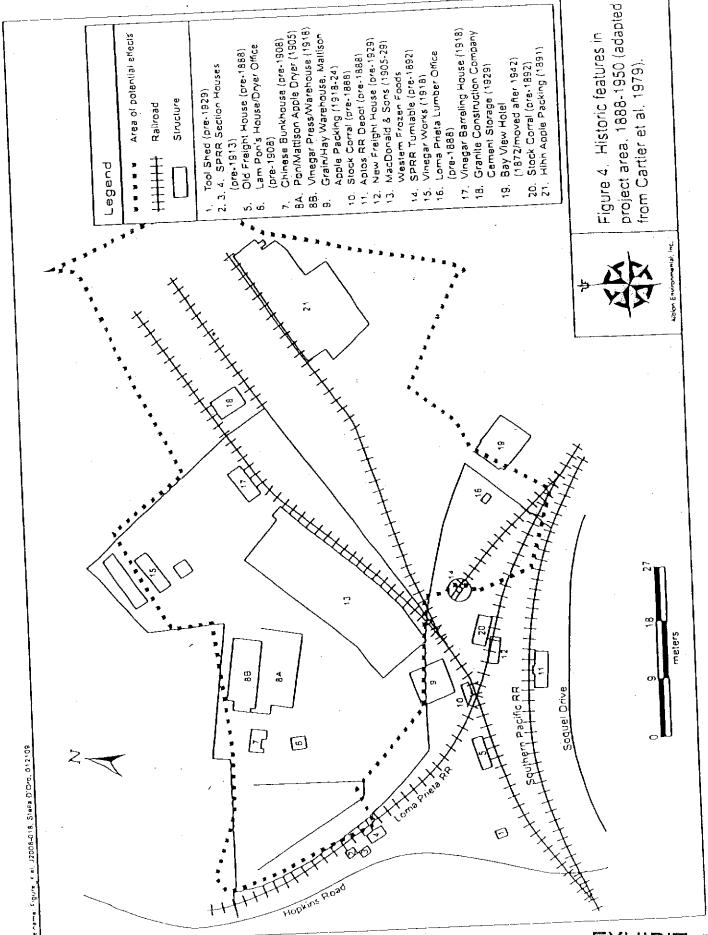
Built Environment Resources.

Two historic buildings are located in the current project area, the Hihn Apple Packing House and the Aptos Fife House/VFW Hall, which may have originally served as the office for the Loma Prieta Lumber Will.

The Hills Apple Packing House is currently located at 41.7 Trout Gulch Road. This property, constructed in the mid 1880s or early 1890s for Frederick Hilan, previously served as an apple packing form (Oosterbous 2003a). Mid-County historian Vincent Leonard noted that additions to Hilm's facking shed were made in 1899, 1915; and 1920 (Leonard 1975). The business employed Aptos fire women during the fall through the winter, grading and packing apples for shipment. Local men in after pinewood apple boxes for shipping until the 1920s and 1930s, when lug hauling by truck

Albion Environmental, Inc.
Final Drah February 2009

EXHIBIT I



caused the Aplos packing industry to decline. The Hihn Apple Packing House is currently in use as a collection of artique shops called Village Fair.

The Aptos Fire House/VFW Hall is located at 8037 Soquel Drive, adjacent to the western side of the Bay View Hall. The building was constructed in 1889 to serve as the office of the Loma Prieta Lumber Company, but it was highly modified of entirely rebuilt in subsequent years. By 1892, it appeared to the associated with the Aptos Milling Company lumberyard. A 1908 Sanborn Fire Insurance may indicates the structure had been converted to a residence. By 1923, the property was donated by the Arano for use as a firehouse. The building was rotated 90 degrees and remodeled. In 1952, the firehouse moved to its new location on Aptos Street, and the building again became a lumber office, this time used by Lester Toney. In the early 1950s, Mrs. Helen Wikkerink opened a small library in the building. Later, it was enlarged and served as the VFW Hall, Monterey Bay Post No. 7778. American Legion. It continued to be used in this capacity until 1979 (Oosterhous 2003b). In later years it was used as an antique store, fruit stand, and currently as a gift shop, "Fleur Gifts."

Two other historic resources are located directly adjacent to the project area and may be affected by the proposed development. These are the Bay View Hotel and the historic SPRR track along Soquel Drive

The Bay View Hotel, located at 8041 Soquel Drive, is situated adjacent to the southeastern boundary of the proposed area of development. Proposed development will not impact the historic structure. The building was constructed in 1878 at the comer of Soquel Drive and Trout Gulch Road, and was originally named the Anchor House (Oosterhous 2003c). The hotel was owned by Jose Arano and Augustia Castro, who operated a grocery store onto the main floor of the hotel. In 1929, Edward Arano, the son of Joe and Augustia Arano, renovated the hotel. In 1942, the hotel was sold to Fred and Elma Toney, and in 1946 the hotel was moved to its present location.

The historic SPRR line (1883-circa 1960) through Aptos Village is immediately adjacent to the project area along its southern end. This railroad, currently under private ownership and still in regular operation, is central to Aptos and regional history. The current railroad was the main SPRR route through Aptos, forming its essential landscape and morphology. Originating as a shipping point on this failroad, all buildings and roads in Aptos Village were, and still are, offented to the historic SPRR line.

CONCLUSIONS AND SIGNFICANCE EVALUATIONS

California Register of Historical Resources Criteria

Section 15064.5 of CEQA provides that, in general, a resource not listed on state or local registers of historical resources shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1. California Code of Regulations Section 4852). This section also provides standards for determining what constitutes a "substantial adverse change" that must be considered a significant impact on archaeological or historic resources.

When a project will impact a historical resource, it must be determined whether or not that resource:

- a) Is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- b) Meets any of the following criteria:
 - Is associated with events that have made a significant contribution to the broad patterns
 of California's history and cultural heritage;
 - 2. Is associated with the lives of persons important in our past;
 - Embodies the distinctive characteristics of a type; period, region, or method of
 construction, or represents the work of an important creative individual, or possesses high
 artistic values; or
 - 4. Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA also requires lead agencies to consider whether projects will impact "unique archaeological resources." PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- 1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- 2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- 3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Archaeological Resources Evaluation

Should intact subsurface deposits, either prehistoric or historic, be identified at SCR-222/H, such deposits would have potential to yield information important in prehistory or history. Therefore, SCR-222/H is a potentially significant archaeological site (a), and also has the potential to meet

Cultural Resources Study for the Proposed Aptos Village Project Bany Swenson Builder

Albion Environmental, Inc. Finat Diali February 2009

EXHIBIT T

CRHR Criterion 4 above Both prehistoric and historic components of SCR 222/H would also be likely to meet the CEQA definition of a "unique archaeological resource" as outlined above.

While results of recent test excavations at CA-SCR-222/H suggest that site components are highly disturbed and lack subsurface integrity, this cannot be determined for certainty without further investigation. Therefore, it is Albion's recommendation that all ground-disturbing activity in the project are the monitored by a qualified archaeologist in the event that a substantial intact deposit is found within the property. The difference of the second se Built Environment Resources Evaluation

In 2002-2003. Aplos Village was documented as a mixed commercial residential historic district by Dill Design Group (Los Galos), in response to an earlier cultural resources analysis for the proposed Aplos Stalion Development (Dill et al. 2003). Dill Design Group found the Apros Village Historic District to be historically and architecturally significant for listing in a local (County) historic register. The 2002-2003 documentation established boundaries for the district as well as a period of significance spanning nearly 85 years, from the arrival of the SCRR in Apros (1874)75) to the last phase of instoric development following World War II (ending in 1959).

A total of 32 properties were inventoried and evaluated as contributing (or non-contributing) elements of a local historic districty 25 buildings were deemed contributing to the district's integrity, and 7 buildings within the district boundaries were designated as non-contributors.

Contributing buildings include the Bay View Hotel, which is also listed individually in the National Register of Historic Places (NRHP); the Aptos Fire Hall; and the Hihn Apple Packinghouse However, the documentation clearly states that though eligible for the County's List of Historic Respurces, the district as a whole lacks the level obsignificance and integrity necessary to meet crijeris for inclusion in the CRHR or the NRHP (Dill et al. 2003). 20 : 154 fir 156 para

Subsectionity, the county assigned the Apros Eirestall a County significance rating of NR 5. - a property determined to have local significance," and the Hihn Apple Packinghouse a rating of NR 3. a property eligible in the opinion of the County Historical Resources Commission, to be listed on the National Register of Historic Places" (Section 16,42,080(e)). The laguremains, however, that neither building meets the criteria for inclusion in the CRHR, and would not be considered important historical resources for purposes of CEQA compliance of the purposes of GEQA compliance of the purposes of GEQA

Que to the County's local significance rating, as well as community interest in the dwindling architectival remnants of historic Apios. Village, the current project proposes to relocate the Apros Fire Hall and the Hihn Apple Packinghouse. The Fire Hall will be relocated outside of the project area and continue to be used. The Packinghouse will be moved slightly north within the project area, reoriemed to a new street location and adapted for new commercial use. The defining characteristics of both historic buildings will remain unaltered. Section in the second

The Bay View Holel was placed on the National Register of Historic Places in 1992 (Oosterhous 2003 exergardless of the fact that it was relocated in 1946, and that much of the railroad/lumber mill/apple processing complex with which it was historically associated has long been gone. It is significant largely for its architectural style and elements; and currently has no aspects of setting (other man the railroad) that contribute to its significance. Its NRHP status automatically qualifies it for listing in the CRHR, and it is has a local (County) significance rating of NR1. a property listed in the National Register of Historic Places (Section 16.42.080[e]). It will not be directly impacted by (Made 1996年) 1996年 (1996年) 1996年 (1996年) 1996年 (1996年) 1996年 (1996年) 1996年 (1996年) 1996年 (1996年) 1996年 (1996年)

Cullibrat Resoluces Study for the Proposed Aptos Village Project Bany Swenson Builder

Albion Environmental, Inc

the proposed Project, not will its integrity and/or significance be indirectly (visually) affected by surrounding new development.

The historic SPRR line (1883-circa 1960) through Apios Village has not been formally evaluated for its historical significance. Forming the basis of Apios history and its landscape, the current railroad route is potentially eligible for inclusion in the CRHR under Criteria 1, for its major geographical and economical contribution to the Monterey Bay region. It would also be eligible for a local (County) significance designation.

POTENTIAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

CEQA Guidelines for Finding of Effect

Section 15064.5 of CEQA states that a project will have significant adverse impacts to cultural resources if the project will:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
- Disturb any human remains, including those interred outside of formal cemeteries.

Archaeological Resources

Impact J. Construction of the proposed project could result in the disturbance of buried prehistoric and/or historic archaeological resources at site CA-SCR-222/H that potentially meet CRHR criteria and may also constitute "unique archaeological resources" under CEQA. There is also potential for the proposed project to disturb human remains within the prehistoric component of CA-SCR-222/H.

Mitigation Measure 1. The potential for impacts to occur at CA-SCR-222/H may be mitigated to less than significant by having all ground-disturbing activity in the project area monitored by a qualified archaeologist, in the event that a substantial intact deposit is found during construction. If this occurs, all work within 50 feet of the find shall be halted, and the find shall be investigated and assessed by professional archaeologists working under the stipulations of a monitoring/treatment plan approved in advance by the County.

Built Environment Resources

Relocation and reuse of the Hihn Apple Packinghouse at 417 Trout Gulch Road will not result in a substantial adverse change to a historical resource as defined by CEQA. In accordance with Santa Cruz County criteria for historic preservation (SCC16.42.070), a Historical Resource Preservation Plan will be prepared and approved by the County Historic Resources Commission prior to relocation of the Packinghouse. No further action is recommended.

Relocation of the Aptos Fire Hall at 8037 Soquel Drive will not result in a substantial adverse change to a historical resource as defined by CEQA. In accordance with Santa Cruz County criteria for historic preservation (SCC16.42.070), a Historical Resource Preservation Plan will be prepared and approved by the County Historic Resources Commission prior to relocation of the Fire Hall. No further action is recommended.

The proximity of the Bay View Hotel (8041 Soquel Drive) to the proposed project will not result a substantial adverse change to a historical resource as defined by CEQA. No further action is recommended.

Albion Environmental, Inc. Final Draft February 2009 Construction of the project to include an additional crossing of the historic SPRR line along Soquel Drive will not result in a substantial adverse change to a historical resource as defined by CEQA. No further action is recommended.

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Circa: Historic Property Development One Sutter Street, Suite # 930 San Francisco, CA 94104 415 362 7713

Glenda Hill County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA 95060

March 24, 2009

Re: Peer review for Apros Village Plan

Glenda,

I have recently reviewed the Cultural Resources Study for the Proposed Apros Village Project (Study, Albion Environmental, Inc., January 2009) regarding the proposed Apros Village Plan, Santa Cruz County, California. Three properties within or immediately adjacent to the proposed Apros Village Plan project area were previously surveyed and found to be historic resources (DPR A&B Dill Design Group 2003). They are therefore considered historic resources for purposes of the California Environmental Quality Act (CEQA).

"Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850)."

In the Impacts and Mitigation Measures section of the Study, relocation and reuse of two properties is mentioned and a statement that there will be no substantial adverse change, however, there is no discussion as to how that conclusion was arrived at. Both the Hihn Apple Packinghouse and the Aptos Fire Hall are considered historic resources. Relocation of an historic resource is always an impact, the level of which is concluded through analysis. The Secretary of the Interior Standards and National Register Bulletin 15, specifically the section on Aspects of Integrity and Criterion Consideration B-Moved Properties, should be utilized for such an analysis. Also in the Impacts and Mitigation Measures section of the Study new construction adjacent to the Bayview Hotel is also concluded as not having a substantial adverse change. Again, impact levels must be concluded through analysis using the Secretary of the Interior Standards and Aspects of Integrity. Conclusions that there will be no substantial adverse change may remain the same but the discussion must be thorough enough to be defensible under CEQA.

¹ California Office of Historic Preservation Technical Assistance Series, Colifornia Environmental Quality Act (CEQA)& Historical Resources, pg 8.

Additionally, I have reviewed the January 2009 Draft Apios Village Plan (the Plan). The project proposes the relocation of both the Antique Barn and the Apios Firehouse/VFW Hall within the project area; demolition of several, non-historic buildings; retention of the historic Bayview Hotel and surrounding landscaped parcel; construction of residential and commercial buildings on what is currently 66 parcels. In the Plan chapters 4 & 6 (Core Elements and Design, respectively) the historic resources are acknowledged directly and indirectly. Discussion of the proposed relocation of the Hihn Apple Packinghouse and the Aptos Fire Hall states that prior to the relocations special review and approval by the County's Historic Resources Commission must be acquired. The chapter also mentions that "...it will be essential that any new structures built adjacent to [the Bayview Hotel] will need to be reviewed by the Historic Resources Commission". These are appropriate directives, however, the Plan should specifically state that the review would be for consistency with the Secretary of the Interior's Standards for Rehabilitation and the seven Aspects of Integrity to avoid arbitrary and/or personal taste influencing the review.

The Architectural Design section* of the Plan should specify that the Secretary of the Interior's Standards for Rehabilitation will be utilized for all rehabilitation. The Standards also apply to new construction adjacent to historic resources to avoid creating a false sense of history (see Standard 3) and to differentiate the new from the historic (see Standard 9). The ten Secretary of the Interior's Standards for Rehabilitation are attached for your reference.

According to CEQA "Generally, a project that follows The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or The Secretary of the Interior's Standards for Rehabilitating Historic Buildings, shall be considered as mitigated to a level of less, than a significant impact on the historical resource" (State CEQA Guidelines Section 15064.5 (b)(3))

"The Secretary of the Interior is responsible for establishing standards for all programs under Departmental authority and for advising Federal agencies on the preservation of historic properties listed or eligible for listing in the National Register of Historic Places. In partial fulfillment of this responsibility, the Secretary of the Interior's Standards for Historic Preservation Projects have been developed to ginde work undertaken on historic buildings.

The Standards for Rehabilitation (36 CFR 67) complise that section of the overall historic preservation project standards and addresses the most prevalent treatment. Rehabilitation is defined as the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic; architectural, and cultural values.

The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials, features [and spaces]. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and interior of the buildings. They also encompass related landscape features

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and the building's site and environment, as well as attached, adjacent, or related new construction" [emphasis added].

In summary, the Cultural Resources Study for the Proposed Apros Village Project report should thoroughly discuss potential impacts (relocation, new construction etc.) and proposed mitigation measures (utilizing Secretary of the Interior's Standards, Aspects of Integrity, etc.), and the January 2009 Draft Apros Village Plan should direct rehabilitation and new construction to follow the Suretary of the Interior's Standards for Rehabilitation.

Should therebe any questions please contact me 415 362 7711.

Sincerely,

Shl McEling

Sheila McElroy

^{*} Footers on pages 41 - 58 of the Plan alternatively identify the chapters as Chapter 6: Design and Chapter 7: Conclusion and Plan Implementation. This should be corrected for the final report.

⁷ Secretary of the Interior Standards for Rehabilitation and Mustrated Guidelines for Applying the Standards, NPS, 1992

Secretary of Interior's Standards for Rehabilitation

- 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- 3. Each property shall be recognized as a physical record of oits time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- 4. Most properties change over time; changes that have acquired historic significance in their own right shall be retained and preserved.
- 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

of deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, and pictorial evidence.

- 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- 8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- 9. New additions, exterior alterations, or related new construction shall not destroy historic malerials that characterize the property. The new work shall be differentiated from the old and be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- 10 New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Circa: Historic Property Development One Sutter Street, Suite # 910 San Francisco, CA 94104 415 362 7711

Glenda Hill County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA95060 April 3, 2009

Re: Peer review for Aptos Village Plan

Glenda,

I have recently reviewed the recent revisions to the Cultural Resources Study for the Proposed Apios Village Project (Study, Albion Environmental, Inc., January 2009) regarding the proposed Apios Village Plan, Santa Cruz County, California. This memo is an addendum to the March 24, 2009 peer review report.

The Potential Impacts and Recommended Mitigation Measures section of the Study still does not explain, or defend, how the conclusion of "...will not result in a substantial adverse change..." was arrived at.

According to CEQA "Generally, a project that follows The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or The Secretary of the Interior's Standards for Rehabilitating Historic Buildings...hall be considered as mitigated to a level of less than a significant impact on the historical resource". (State CEQA Guidelines Section 15064.5 (b)(3)).

One way the Study could answer the question "How does the project follow The Secretary of the Interior's Standards" is to go through each of the ten standards (attached to the previous March 24 report) and give abrief answer as to how the project meets that standard. The second way is to address each of the proposed changes that are: relocation, rehabilitation, and new construction adjacent to a resource; and explain why there is no significant impact. This can be done by again addressing consistency with the Standards.

In summary, the Cultural Resources Study for the Proposed Aptos Village Project report should thoroughly discuss potential impacts and proposed mitigation measures utilizing Secretary of the Interior's Standards, and retaining much or all of the seven Aspects of Integrity.

Should there be any questions please contact me 415 362 7711.

Sincerely,

Sheila McElroy Principal

Shl-MiEling

EXHIBIT I

Circa: Historic Property Development One Sutter Street, Suite # 910 San Francisco, CA 94104 415 362 7711

Glenda Hill County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA 95060

July 29, 2009

Re: Review for Aptos Village Plan

Glenda,

I have recently reviewed the report Considering the Significant Historic Resources and the Secretary of the Interior Standards for the Treatment of Historic Properties (The Report, Urban Programmers, July 2009) and the accompanying Questions and Comments from the Historic Resources Commission (Questions and Comments, Urban Programmers, undated). The Cultural Resources Study for the Proposed Aptos Village Project (Study, Albion Environmental, Inc, January 2009) that was developed for the proposed project was reviewed by Circa in a letter dated March 24, 2009 with a follow-up memo dated April 3, 2009. All reports, studies and subsequent reviews are related to potential impacts to three properties within or immediately adjacent to the proposed Aptos Village Plan project area. These properties were found to be historic resources (DPR A&B forms Dill Design Group 2003) and therefore the California Environmental Quality Act (CEQA) applies.

As a result of the various studies two major concerns were raised: 1) does the relocation, rehabilitation and reuse of two of the properties meet the criteria of the Secretary of the Interior Standards for the Treatment of Historic Properties, and 2) does the proposed relocation, rehabilitation and reuse have any effect on the historic status rankings of the resources.

The following is a review of *The Report* and *Questions and Comments* to determine if they address the two major concerns identified by the County.

- 1) Does the relocation, rehabilitation and reuse of two of the properties meet the criteria of the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards)?
 - As was suggested in the Circa memo of April, The Report describes how the proposed relocation, rehabilitation and reuse will meet the Rehabilitation Standards for each of the three properties. Generally 1 agree with the findings of this section, however, 1 am concerned that many of the responses are predicated on what will or should happen, not what has already been completed. This is not the error of the Report review but as a

result of lack of specific information on the proposed project. Case in point is the review of the Standards for the Hihn Apple Warehouse section page12, Standard 2: "The preliminary architectural facade drawing...show the building will retain and repair the material that created the original historic character..." This is true, but because the drawing is conceptual the reviewer has to rely on good faith that this will be implemented.

- To assure meeting the Standards, the Preservation Plan will have to be very specific as to how the relocation and rehabilitation will be conducted. This point is emphasized by the Report's recommendation that "...project plans that show relocation methods and subsequent construction work would be consistent with the Secretary of the Interior's Standards..." I would also add that the Preservation Plan require that the relocation and rehabilitation project plans be completed by an architectural firm that specializes in historic preservation and meets the Secretary of the Interior Standards: Professional Qualifications. These firms may be found on the www.chrisinfo.org.
- Regarding the Standards as they apply to the Aptos Fire House/VFW Hall, Standards 2 & 4, it should be added that no materials should be removed unless there is substantiated documentation such as period photographs.
- Regarding the Bayview Hotel, Standard 10, it should be added that the new construction should have massing, scale, material and quality of construction to the level that is compatible with the hotel.
- 2) Does the proposed relocation, rehabilitation and reuse have any effect on the historic status rankings of the resources?
 - Generally I agree with the Urban Programmers' comments in Questions and Comments in response to Commissioner Fisher's questions about ranking or rating of buildings, however, they are again dependant on the Preservation Plan for the proposed project being very specific and carried through.
 - The County of Santa Cruz recognizes significant historical resources in the County utilizing a status code based on the National Register status code list. The County of Santa Cruz historic preservation enteria states:
 - "For purposes of administering the historic preservation program, general public information, and aid in the nomination of historic resources to the National Register, designated historic structures, objects, sites and districts shall be assigned a National Register (NR) Rating code for historic significance based upon guidelines published by the United States Department of Interior, National Park Service as follows;
 - NR 1. A property listed in the National Register of Historic Places
 - NR 2. A property that has been determined to be eligible for listing on the National Register by the U.S. Department of Interior.
 - NR 3. A property eligible, in the opinion of the County Historical Resources Commission, to be listed on the National Register of Historic Places.

NR 4. Property which may become eligible for listing on the National Register if additional research provides a stronger statement of significance, or if the architectural integrity is restored. These buildings have either high architectural or historic significance, but have a low rating in the other categories.

NR 5. A property determined to have local historical significance..."

In August 2003 the Office of Historic Preservation adopted the California Historical Resource Status Codes (formerly known as the National Register Status Codes). These codes compare to the National Register status codes; however, they provide subcate gories within codes 1-7. These sub-categories provide a greater definition and therefore understanding as to the level of historic importance, particular at the local level. It is recommended that the County consider adopting the California Status Codes for consistency with the State.

In summery, the report Considering the Significant Historic Resources and the Secretary of the Interior Standards for the Treatment of Historic Properties and the accompanying Questions and Comments from the Historic Resources Commission by Urban Programmers adequately addresses concerns raised by the County.

Should therebe any questions please contact me 415 362 7711.

Sincerely,

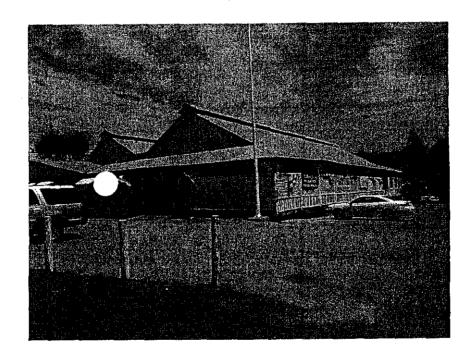
Sheila McElroy

APTOS VILLAGE PLAN

(Barry Swenson Builder)

Considering the Significant Historic Resources and the Secretary of the Interior's Standards for the Treatment of Historic Properties

Comments in Response to the Historical Resource Commission's Questions (April 4, 2009)



Prepared At the Request of:

Jessie Thielen

Barry Swenson Builders

Prepared by:

URBAN PROGRAMMERS

Bonnie Bamburg 10710 Ridgeview Ave. San Jose CA95127 408-254-7171

Date:

July 16, 2009

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Section	n I	
	Executive Summary	2
	Introduction	4
	National Register of Historic Places —criteria	5
	Secretary of the Interior's Standards for the Treatment of Historic Proper	ties 6
	Choosing the Appropriate Treatment	7
	Secretary of the Interior's Standards for Rehabilitating Buildings,	8
	California Environmental Quality Act and Historic Resources	8
Section	n II	
	Aptos Village Plan and the Secretary of the Interiors Standards for the	10
	Treatment of Historic Properties	
Section	n III	
	Relocating the Hihn Apple Warehouse and maintaining National	
	Register Eligibility	13
	CEQA-California Register of Historic Resources	13
	Secretary of the Interior's Standards for Rehabilitating the Historic Hihn	
	Apple Warehouse	13
Section	n IV	
	Relocating the Aptos Fire House/VFW Hall	1!
	CEQA- California Register of Historic Resources	
	Secretary of the Interior's Standards for Rehabilitating the historic building	ng 1
Section	V – Bayview Hotel	
	Secretary of the Interior's Standards for the Treatment of Historic Proper	rty 2:

Executive Summary

Urban Programmers was asked by Barry Swenson Builder, applicant for the proposed Aptos Village Plan, to review the Cultural Resources Study prepared by Albion Environmental Inc. (February 2009) for the project and to respond to comments that had been received from the Santa Cruz County Planning Department, the Santa Cruz Historical Resources Commission (April 4, 2009) and from Circa: Property Development Company, consultant to the County (Letters: March 24, 2009 & April 3, 2009),

The primary concern was the possible impact of the proposed plan to the historical resource buildings in Aptos and how implementation of the plan might;

- effect the Hihn Apple Warehouse's eligibility for listing in the National Register of Historic Places,
- 2 consider CEQA and the California Register of Historic Resources,
- 3 evaluate any potential effect of the proposed plan to the Bayview Hotel,
- 4 consider the impact if the Aptos Fire House/VFW Hall is relocated,
- describe the way the plan can meet the criteria of the <u>Secretary of the Interior's Standards for</u> the <u>Treatment of Historic Properties.</u>

After reviewong several cultural resource studies and consulting with both the project sponsor's representative, Jessie Thielen, and the County Planning Staff, Annie Murphy, and Glenda Hill, Urban Programmers believes it has sufficient information to comment on the concerns and to offer recommendations. However it must be pointed out that the proposed plan is not in final form and decisions regarding the relocation of the Aptos Fire House/VFW Hall are not final.

The Hihn Apple Warehouse is potentially eligible for listing in the National Register of Historic Places under criteria A and/or C. Criterion Consideration B describes the facts that must be supported for a relocated building to be eligible for listing in the National Register (assuming it fully meets the criteria of significance). Buildings that are significant under criteria C for their architecture may retain eligibility. Buildings eligible under Criterion A or B must represent the sole remaining resource associated with a significant historical event or person. It appears that the Hihn Apple Warehouse meets this criteria consideration B for its association with Frederick Hahn and his position in the apple industry in Aptos.

CEQA considers buildings eligible for the California Register to be important historic resources that must be considered when planning relocation, remodeling or demolition- all considered significant adverse impacts. The buildings that appear to be eligible for listing in the California Register are the Bayview Hotel, the Hihn Apple Warehouse and the Aptos Fire House/VFWHall. CEQA generally accepts conformance with the Secretary of the Interior's Standards for the Treatment of Historic Building to mitigate the impact to less than significant. The proposed plan has included architectural drawings showing the Hihn Apple Warehouse rehabilitation is following the Standards. The Bayview Hotel is already rehabilitated and is no further work is proposed. The former Aptos Fire House/VFW Hall is a small wood frame building that has undergone numerous changes. At present there are no relocation or rehabilitation plan available for this building, however it is believed that the project will follow the requirements of the Santa Cruz County Historic Preservation Plan and will follow the guidance in the County Code that is modeled after the Standards.

To considering the potential loss of historic relationship created by moving the Aptos Fire House/VFW Hall from next to the Bayview Hotel, it is important to know the date the building became the fire house. Research that was conducted in the brief time allowed for this report did not uncover the exact date, but that it was after June 1929. Another question that is unanswered is the condition under which the building was "donaed" by Joe Arano. Was it to keep the service close to the hotel or was it just a good-citizen effort to keep the fire house close to the center of town. Reading the historic files on the subject it does not appear that the relationship of the two buildings is so significant that the rating would be lowered if the building is relocated and rehabilitated in conformance with an approved Preservation Plan..

This report describes how <u>The Secretary of the Interiors Standards for the Treatment of Historic Properties</u> may be applied to the proposed plan and that the plan must be in conformance with the County Code Sections 16.42.050 and 16.42.070 which are modeled after the Standards.

In summary, The information available when this response was undertaken demonstrates that the Aptos Village Plan provides for the preservation of significant historic resources and can meet the criteria of the County Code Sections 16.42.059 & 16.42.070. A Preservation Plan, will be created for the eligible buildings, that will demonstrate that the "Standards" will be met and the Hihn apple warehouse will remain eligible for listing in the National Register, the Bayview Hotel will remain listed in the National Register and the Aptos Fire House/VFW Hall will remain listed in the County Inventory of Historic Resources.

Introduction:

The Aptos Village is one of the specific planning areas in Santa Cruz county. In 1979 the County adopted the Aptos Village Community Design Framework to guide development and public services within the area. The plan was updated in 1985 to focus on providing a framework for the development of the area around the Bayview Hotel and Aptos Station. Since the first County plan the "Village" has been the subject of several studies to identify and qualify the historical, architectural and archeological importance of the group of buildings and sites within the history and heritage of Santa Cruz County. The first survey of the Village appears to have been Archival Background to the Aptos Village Project, in 1979 prepared by Archeological Resources. This study did not rate buildings; rather it described the development history of Aptos. The next study was in the mid-1980's, when the County of Santa Cruz commissioned The Firm of Bonnie L. Bamburg to conduct a county- wide survey to identify historic resources in the unincorporated areas of the County and to categorize the resources using the National Register of Historic Places identification system. In Aptos Village the Bayview Hotel was found eligible for listing in the National Register, the Apple Packing Sheds were found to be of local interest, as were the houses in the Hihn Subdivision. It was not until 1998, that the State of California adopted criteria for the California Register of Historic Resources, thus it was not identified in the earlier surveys and studies. Subsequently, the Santa Cruz County Historical Trust nominated the Bayview Hotel to the National Register of Historic Places (listed 1992). The next study, was prepared for the Santa Cruz County Planning Department in 2003, by Dill Design Group. This study identified the potential for a local historic district that included several buildings in the Aptos Village. The study found that in addition to the Bayview Hotel, that the Hihn Apple Packing Barns (Hihn Apple Warehouse), might be eligible for listing in the National Register of Historic Places with additional research that would allow a stronger statement of significance under The National Register criteria 1 & 3 to reflect the historic district was considered for patterns of town development and architecture. The latest study was prepared by Albion Environmental Inc. Cultural Resources Study for the Proposed Aptos Village Project, Santa Cruz County, California Final Draft February 2009. This study referenced the previous studies and was tasked with updating the studies to consider the effects of a proposed development plan for Aptos Village, prepared by Thacher & Thompson Architects, 1/9/09, for Barry Swenson Builder. Of specific concern was the effect upon the historic resources, and particularly to the National Register eligible or listed properties. Because the Aptos Village Plan changes traffic patterns and includes new development it is essential for the County to understand how these changes may affect the historic resources. The Albion Environmental Inc. study was given peer review by the County's consultant Circa: Historic Property Development, who suggested areas for further inclusion in the report. After revisions were made to the Albion Environmental Inc. study, Circa Historic Property Development was asked to review the revisions responding in a letter dated April 3, 2009, in which Circa: Historic Property Development Principal, Sheila McElroy stated:

"The Potential Impacts and Recommended Mitigation Measures section of the Study still does not explain or defend how the conclusion of "...will not result in a substantial adverse change was arrived at."

This is the point where Urban Programmers, Principal Bonnie Bamburg, was asked to look at all the materials, including the comments from the Historic Resources Commission and assess the proposed

¹ Dill Design Group, Aptos Village Historic District, March 7, 2003 DPR D6 Significance

plan in addressing the Commissioners comments and the County criteria for a Historic Preservation Plan (SCC 16.42.070). If necessary to she was to advise the project sponsor, Barry Swenson Builder, on revisions to the study or plan that would result in an understanding that the proposed project (revised or not) would result in a less than substantial change to National Register or CEQA eligible properties.

A review of the Santa Cruz County Historical Resources Commission's comments and questions indicates that the Commissioners are particularly interested in knowing how the <u>Secretary of the Interior's Standards for the Treatment of Historic Properties</u> is being or should be addressed. The Commissioners also expressed the desire to understand how eligibility for listing the Hihn Apple Warehouse in the National Register would be effected by the plan and the relationship of the Aptos Fire House/VFW Hall, a building that is proposed to be relocated, to the Bayview Hotel.

The analysis and recommendations begin with a review of the underlying criteria from the National Register of Historic Places and continues with selected sections form National Park Service publications detailing the Secretary of the Interior's Standards for the Treatment of Historic Property.²

National Register Criteria for listing historic properties³:

A property is generally expected to be over 50 years old and must retain integrity as well as meeting at least one of the following criteria;

- are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. are associated with the lives of persons significant in our past; or
- embody the distinctive characteristics of a type, period, or method that possess high artistic
 values, or that represents a significant and distinguishable entity whose components may lack
 individual distinction; or
- d. have yielded, or may be likely to yield, information important in prehistory or history.

To consider the effect of the plan it is also necessary to consider the integrity of the resources in Aptos Village. The National Register defines seven aspects that create integrity. Eligible properties will retain most if not all aspects.

<u>Location</u>: the place where the historic property was constructed or where the historic event occurred.

<u>Design</u>: The combination of elements that create the form, plan, space, structure, and style of a property.

Setting: the physical environment of a historic property.

<u>Materials</u>: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

² Department of the Interior, National Park Service, Cultural Resources Division, Technical Preservation Services, The Secretary of the Interior's Standards for the Treatment of Historic Properties, 2001

³ National Register Bulletin: How to Apply the National Register Criteria for Evaluation,1995

<u>Workmanship</u>: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

<u>Feeling</u>: a property's expression of the aesthetic or historic sense of a particular period of time.

<u>Association</u>: the direct link between an important historic event or person and a historic property.

The Secretary of the Interior's Standards for the Treatment of Historic Buildings: The following is taken from the National Park Service publication, <u>The Secretary of the Interiors Standards for the Treatment of Historic Properties.</u>⁴

The Standards are neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources. For example, they cannot, in and of themselves, be used to make essential decisions about which features of the historic building should be saved and which can be changed. But once a treatment is selected, the Standards provide philosophical consistency to the work.

The four treatment approaches are Preservation, Rehabilitation, Restoration, and Reconstruction, outlined below in hierarchical order and explained:

The first treatment, Preservation, places a high premium on the retention of all historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made.

Rehabilitation, the second treatment, emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work. (Both Preservation and Rehabilitation standards focus attention on the preservation of those materials, features, finishes, spaces, and spatial relationships that, together, give a property its historic character.)

Restoration, the third treatment, focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods.

Reconstruction, the fourth treatment, establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

Choosing the most appropriate treatment for a building requires careful decision-making about a building's historical significance, as well taking into account a number of other considerations:

Relative importance in history. Is the building a nationally significant resource—a rare survivor or the work of a master architect or craftsman? Did an important event take place in it? National Historic Landmarks, designated for their "exceptional significance in American history," or many buildings individually listed in the National Register often warrant Preservation or Restoration. Buildings that

⁴ Department of the Interior, National Park Service, Cultural Resources Division, Technical Preservation Services, The Secretary of the Interior's Standards for the Treatment of Historic Properties, 2001

contribute to the significance of a historic district but are not individually listed in the National Register more frequently undergo Rehabilitation for a compatible new use. 5

Comment and Review by Bonnie Bamburg: The two Aptos Village buildings listed or potentially eligible for listing in the National Register of Historic Places are the Bayview Hotel (listed) and the Hihn Company Apple Warehouse (potentially eligible). Considering the historic importance of both buildings it is appropriate to chose "Rehabilitation" as the appropriate treatment based upon their significance at the local level, changes that have already occurred to the buildings and the uses that are foreseen to preserve the utility of the buildings and thus the buildings. The following are the Standards for rehabilitating historic buildings.

The Secretary of the Interior's Standards for Rehabilitating Historic Buildings:

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.⁶

- 1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- 3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- 8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

⁵ National Park Service, <u>The Secretary of the Interior's Standards for the Treatment of Historic Properties</u>, <u>Introduction</u>.

⁶ Ibid- Rehabilitation Standards

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidelines (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

Site: Identifying, retaining, and preserving buildings and their features as well as features of the site that are important in defining its overall historic character. Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools, or lakes; and subsurface archeological features which are important in defining the history of the site. Retaining the historic relationship between buildings and the landscape.

Setting: Identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

Additions Designing new onsite parking, loading docks, or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of historic relationship between the building or buildings and the landscape.

Designing new exterior additions to historic buildings or adjacent new construction which is compatible with the historic character of the site and which preserves the historic relationship between the building or buildings and the landscape.

Removing non-significant buildings, additions, or site features which detract from the historic character of the site.

Review and Comment: The Bayview Hotel and the Hihn Company Apple Warehouse as individual properties should follow The Secretary of the Interior's Standards for Rehabilitating Historic Buildings, whenever a modification, alteration or substantial maintenance is proposed. This is in addition to how individual buildings identified by the County to be historically important are required to follow the Santa Cruz County Historic Preservation sections of the County Code.

California Environmental Quality Act (CEQA)

Properties considered Historic Resources under CEQA are Properties listed in or determined eligible for listing in the National Register, California Historic Landmarks, those listed or eligible for listing in the

California Register of Historic Resources (CRHR), including properties of local significance that have been designated or identified in a local historic resources inventory.⁷

Properties within the proposed Aptos Village Plan that are Historic Resources under the CEQA Guidelines are the Bayview Hotel (National Register listed), Hihn Apple Warehouse (Eligible for CRHR, potentially eligible for National Register), Aptos VFW Hall/Aptos Fire House (CRHR eligible as locally designated).

CEOA Considerations for relocating historic buldings:

Section 15064.5(b)(1) and (2) of the California Environmental Quality Act (CEQA) states that demolition or the destruction, relocation or alteration activities that would impair the significance of a historic resource results in a "substantial adverse change."

Relocation of an historical resource may constitute an adverse impact to the resource. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains eligibility for listing on the /California register (14 CCR Section 4852 (d) (1)).

CRHR: Special Considerations- Moved buildings, structures or objects:

The State Historical Resources Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic building into parks of districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.

Section 11. Aptos Village Plan and the Secretary of the Interior's Standards for the Treatment of Historic Properties.

At the heart of the plan is the primary axis created by Parade Avenue leading from Soquel Drive into the Village Green. This north/south axis creates an organized arrangement of buildings and open spaces that echoes the formal orientation of a cuidad plaza or village square, an organization that is missing from the historic Hihn land use or historic orientation of Soquel Drive and Trout Gulch Road as the Commercial Center of Aptos. The axis also allows traffic circulation on the sides of the Village center and east and west on Valencia Street from Trout Gulch to Aptos Creek Road. Providing circulation that enhances the

⁸ California Environmental Quality Act (CEQA) & Historical Resources Technical Assistance Series, page 32

⁷ California Office of Historic Preservation Technical Assistance Series, California Environmental Quality Act (CEQA)& Historic Resources ,page 8

north-south pattern and creates better east-west access is required by the Santa Cruz Planning Department to safely and efficiently serve the population.

Recently Trout Gulch Road was widened and to improve public safety. This realignment encroaches upon the Hihn Apple Warehouse along Trout Gulch Road where traffic is brought to the edge of the building. The circulation plan includes a organized parking areas to serve the historic and new development.

These proposed changes are part of the plan that a new development with mixed-use commercial and residential buildings, a central plaza open space, surface parking lots, and on the North West corner, land to be added to the State Park. The total development would include 62,208 square feet of commercial use, 60 residential units and parking spaces. ⁹ Currently parking is accommodated primarily on unpaved areas around the Village Fair (Hihn Apple Warehouse), in areas between buildings, some of which do not connect, or in front of the Bayview Hotel.

The plan proposes to relocate two buildings, the Hihn Apple Warehouse to the side of the Village Green open space and the Aptos Fire House/VFW Hall to a location as yet unspecified. Both buildings appear to lack sufficient financial resources for the differed maintenance that is damaging the historic resources. While the plan contemplates a design that was never part of the organization of buildings and circulation in Aptos, it has the potential to bring attention to the community's historic resources and thereby assist in preserving historic buildings that demonstrate the community's history. The plan works to bring a sense of community and central focus to the area that has segregated historic former industrial use buildings behind Soquel Drive from the commercial uses along Soquel Drive and provides the significant historic resources buildings with enhanced locations either by relocating them or in the case of the Bayview Hotel, providing additional open space. The overall plan addresses and retains the significant historic resources but is not entirely consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Section III - Hihn Apple Warehouse

Relocating the Hihn Company Apple Warehouse-Retaining Eligibility for Listing in the National Register of Historic Places:

A relocation plan must consider the seven aspects of integrity; seven aspects: Location, Design Setting, Materials, Workmanship, Feeling and Association.

The first aspect of historic integrity is location, that place where the building was constructed and used. However consideration must be given to the importance of the location in defining the historic significance of the property. A relocated historic building may retain National Register eligibility if it is significant primarily for architectureal value or it is the surviving property most importantly associated with a historic person or event.¹⁰

⁹ Thacher & Thompson Architects, Site Plan Aptos Village January 9,2009

¹⁰ National Register Bulletin, How to Apply the National Register Criteria for Evaluation Criteria Consideration B — Moved Properties, pg 29

The Hihn Apple Warehouse was determined potentially eligible for listing in the National Register by the Dill Design Group in the study of Aptos Village Historic District, March 7, 2003. The significance of the potential Historic District was determined to be History (city development patterns) and Architecture. Stated on DPR 523L was the condition that individual eligibility depended upon a stronger statement of significance. In the time alloted for this review we did not find the "stronger statemetnof significance" and do not know which criteria the Commissioners selected for the building. A building determined eligible under criterian "C" for its architectural value, if moved could potentially retain eligibility. A building determined eligible under Criterian "A" would retain eligibility when it can be demonstrated to be the the surviving property most importantly associated with a particular historic event or an important aspect of a historic person's life. The phrase"most importantly associated" means that it must be the single surviving property that is most closely associated with the event orwith the part of the person's life for which he or she is significant. 11 If the Santa Cruz County Historic Resources Commission found the building eligible under criterian "C" when it elevated the rating to NR 3, the building could be considered to retain eligibility after being relocated. To retain eligibility the relocated building must be rehabilitated in conformance with The Secretary of the Interior's Standards for Rehabilitating Historic Buildings. If the Commission found the building eligible under Criteria A, it must be determined that the Hihn Apple Warehouse is the sole surviving building associated with Hihn and the period of agricultureal importance associated with the apple.

Review and Comment: Considering the building's history as it is described in the reports, and the scant number of resources that remain from the agricultural industry in Aptos – apples in particular- it appears that the building is the *sole surviving property* associated with Hihn's apple business and that he and apples were very important in the history of Aptos. It appears the Hihn Apple Warehouse could retain eligibility for listing in the National Register of Historic Places.

CEQA: California Register of Historic Resources -Pertaining to relocating the Hihn Apple Warehouse

Review and Comment: Relocating a historic resource creates a significant impact under CEQA. Mitigation may lessen the impact to less than significant. A photographic survey of the historic building while on the original site that is suitable for local repositories and future research together with project plans that show relocation methods and subsequant construction work would be consistant with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings and is generally accepted mitigation to reduce the impact to less than significant and retain eligibility for listing in the CRHR.

The Hihn Apple Warehouse has been altered for use as a multi-tenant commercial/retail building. The integrity of the original building has been comprimised by both the desire for a "cute" appearance in keeping with selling antiques and what appears to be insufficient maintenance. Deferred maintenance is a serious problem for historic buildings that can lead to demolition by neglect – a point where the building loses alure and the feasibility for rehabilitation is not realized. Long term preservation of the Hihn Apple Warehouse may be promoted by including it in a plan for economic revitalization within the Aptos Village that assures the rehabilitation is consistant with the "Standards." The relocation of the Hihn Apple Warehouse, and rehabilitation consistant with the "Standards" would retain eligibility for listing in the CRHR.

Review of the Relocation and the Secretary of the Interior's Standards for Rehabilitating Histoirc Buildings.

¹¹ National Register Bulletin, How to Apply the National Register Criteria for Evaluation Criteria Consideration B – Moved Properties, pg 30

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The Hihn Apple Warehouse, a large post and beam constructed building will be used for retail sales, a use that requires minimal change to the distinctive design, original materials, significant features, spaces or spatial relationships of the building.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The preliminary architectural façade drawing prepared by Thacher & Thompson show the building will retain and repair the materials that created the original historic character of the Hihn Apple Warehouse.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The Hihn Apple Warehouse has been adorned with features that are not consistent with a utilitarian warehouse use and create a false sense of historic development. Rehabilitating the building to remove the lattice and other decorative features and to reveal/ return the historic features will be consistent with Standard #3.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The Hihn Apple Warehouse is a series of attached buildings that were constructed and altered over time. Retaining the existing building form, materials and features associated with the period of significance will be consistent with Standard # 4

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The rehabilitation of the Hihn Apple Warehouse, a relatively typical wood frame, post-and-beam utilitarian structure will retain the materials, features and finishes. The distinctive craftsmanship—of the large timber construction will be preserved. Rehabilitation plans to preserve the structure and materials would be consistent with Standard # 5.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The architectural façade drawings prepared by Thacher & Thompson Architects note restoring existing painted board and batten siding. This typical approach meets Standard # 6.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

It is not necessary to use harsh treatments to rehabilitate the historic wood building.

Rehabilitation planning will specify gentle cleaning and not harsh treatments that could damage the wood. Standard # 7 can be met during the rehabilitation of the building.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Archeological testing was conducted by Albion Environmental Inc. The investigation included intensive pedestrian survey and five backhoe trenches. Archeologists processed 21.5 cubic meters of excavated soil without encountering intact cultural features. Should deposits be discovered during the rehabilitation of the Hihn Apple Warehouse, appropriate measures will follow state law and archeological best practices in conformance with Standard 8.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The architectural drawings do not show any additions or significant exterior alterations. The rehabilitation plans completed at this time are consistent with Standard # 9

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

No additions are planned for the Hihn Apple Warehouse. Standard # 10 is consistent with the plans for the rehabilitation of the building.

Additional Rehabilitation Guidelines (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

Site and Setting: The site around the Hihn Apple Warehouse exhibits minimal features, primarily packed dirt and parking surfaces. It may be said that the parking areas depicted on the proposed plan for Aptos Village are consistent with the open parking that exists around the building. A new mixed-use building is planned in proximity to the site for relocating the Hihn Apple Warehouse. While somewhat closer than the Bayview Hotel it appears the massing is similar. The site affords open space on 3 ½ sides of the building. The proposed relocation provides acceptable distances between the old and new buildings. A difference will be in the Village Green and other formal landscaping of the Aptos Village Plan. The proposed plan appears to allow sufficient open space—for the historic—building to be viewed from all sides as it is currently. The proposed plan although more formal that the current setting maintains a relationship between buildings of the similar sizes.

¹² Albion Environmental, Inc. Cultural Resources Study for the Proposed Aptos Village Project, February 2009pg A-1

Additions The Aptos Village Plan shows parking around the Hihn Apple Warehouse that is a similar condition to the existing location.

Summary: Although the architectural plans and specifications are not complete, enough work has been done to show the way the building can be rehabilitated in accordance with the <u>Secretary of the Interior's</u> Standards for Rehabilitating Historic <u>Properties</u>

Section IV- Aptos Fire House/VFW Hall

The former Aptos Fire House, later the Veterans of Foreign Wars Hall was rated NR 5; a resource of local significance, by the Fill Design Group in 2003. Resources rated 5 are considered eligible for listing in the California Register of Historic Resources.

CEQA Review of the proposed relocation of the Aptos Fire House/VFW Hall.

Relocating a historic resource creates a significant impact under CEQA. Mitigation may lessen the impact to less than significant. A photographic survey of the historic building while on the original site that is suitable for local repositories and future research together with project plans that show relocation methods and subsequant construction work would be consistant with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings are generally accepted mitigation to reduce the impact to less than significant and retain eligibility for listing in the CRHR.

The Aptos Fire House/VFW Hall has been altered from the significant use as a fire house for use as a commercial building. The integrity of the building from when it was a fire house has been compromised by alterations to the exterior and interior. The fact that the building has been moved once and is not on the original site is also a factor in considering integrity. Long term preservation of the Aptos Fire House may be promoted by including it in a plan for economic revitalization within the Aptos Village. Rehabilitation of moved resource buildings would be is consistant with the "Standards", a threshold for care that would benefit the small building. The relocation of the Aptos Fire House and rehabilitation consistant with the "Standards" would retain eligibility for listing in the CRHR.

Relocation and the Secretary of the Interior's Standards for Rehabilitating Historic Buildings applied to the Aptos FireHouse/VFW Hall.

The following assessment is based upon the proposed plans for the building as articulated by Ms. Jessie Thielen the Project Manager from Barry Swenson Builder-the project sponsor. The new location has not been selected and architectural drawings and specifications have not yet been prepared for this building. The review is based upon the existing architecture and what is reasonable foreseen as rehabilitation consistant with the Santa Cruz County Code sections and the "Standards".

The building is a small wood frame building that has a long history in Aptos. Commissioners raised the concern that the building has additional significance because it is located next to the Bayview Hotel and that the relationship was promoted because the owner of the Bayview Hotel, Joe Arano wanted the Fire Department close at hand in case of fire at the hotel. The Commissioners asked to have the origins and dates of use as a fire house documented. During the time available research was conducted using public

records and land ownership was found to remain with Southern Pacific. ¹³ However, the Sanborn Insurance Map 1908 updated to June 1929 shows the building labeled Fire Department indicating that the location was selected sometime prior to the Bayview Hotel fire and that the location is not a direct relationship of the fire. The Sanborn Map also states that the fire equipment was not housed in the Fire House but at Larson's Garage. Other sources state it was selected as early as 1923. The actual date that the building was placed in service as the Aptos Fire Department was not found.

The Secretary of the Interior's Standards for Rehabilitating the Aptos Fire House/FW Hall. The plans for relocating this building have not been finalized. The following are suggestions for adhering to the Standards that are appropriate for the building in the present or future location.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The building is proposed to be used for a commercial or quasi-public purpose that require minimal change to the building's, design, original materials, significant features such as the false front and the location of windows and doors, spaces or the spatial relationships within the building. Due to its small size the spaces within the building have typically been partitioned to create a larger open area without significant corridors or volumes. The use will continue this pattern.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The proposal as articulated by the Ms. Jessie Thielen is to relocate the small building within the Aptos Village area and to retain the building's architectural features, as they currently exist or to return features that can be documented to have been part of the building during its period of significance. Rehabilitation work will follow the Secretary of the Interior's Standards for Rehabilitating Historic Buildings and guidance provided by the National Park Service on methods for moving historic buildings. Currently corrugated metal appears to cover wood siding. If this metal is determined not to be original by the presence of exterior wood siding under it, removal would be appropriate. This metal siding may be to provide an incombustible material between the Aptos Fire House/VFW Hall and the Bayview Hotel., or it may be to cover deteriorated materials. Relocation with appropriate set-backs will allow this material to be removed and the building returned to the original appearance.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The building should not be adorned with decorative embellishments that have not been documented to have existed in the past. Rehabilitating the building to reveal/ return the simple historic features such as the wood siding would be consistent with Standard #3.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

¹³ Santa Cruz County, Official Records, deeds.

The Aptos Fire House/VFW Hall has experienced several uses, office, dwelling, fire house, commercial/quasi public (VFW). The building began as a simple rectangular form with a gable ends (pitched roof). ¹⁴ The origin and period when the false front was added were not identified in any of the survey reports. The belief expressed in the Dill Design Group's DPR 523 L that the false front is recent may have been influenced by the belief that the photograph of the library c. 1950's was the Aptos Fire House without a false front. The Historic Resources Commission disagreed with that assertion. ¹⁵ If the false front is documented to have existed during the period of significance or to have achieved significance in its own right, it could be considered an architectural feature that has gained importance over time it should be retained. On the other hand, if the false front is a relatively recent addition, the building could be returned to its historic form. Documenting the architectural history of the building should be completed prior to undertaking rehabilitation. Retaining the historically accurate building form, materials and features associated with the period of significance will be consistent with Standard # 4

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The rehabilitation of the Aptos Fire House/VFW Hall, will retain the typical wood frame, building and as much of the original materials and construction methods as is feasible. It will preserve the evidence of past craftsmanship and the simple materials of the small building. Rehabilitation that preserves the structure and materials of the building as they existed during the period of significance would be consistent with Standard # 5.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The small wood frame building appears to have areas where the wood is deteriorated. Wood that is deteriorated may be replaced with wood milled to the same pattern and size. Systems such as windows should be repaired or replaced with windows of the same materials. Aged glass is particularly important in communicating the historic nature of a building and should not be removed unless it is virtually impossible to be retained. As stated in Standard #4, it is important to document the features of the building prior to developing the rehabilitation plan. This approach meets Standard # 6.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

It is not necessary to use harsh treatments to rehabilitate the historic wood building. Rehabilitation specifications will call for hand cleaning or gentle cleaning (low psi water or air) and no harsh treatments that could damage the wood. Standard # 7 can be met during the rehabilitation of the wood frame building.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

¹⁴ Dill Design Group, DPR 523L, 8037 Soquel Road, 2003

¹⁵ Commissioner Swift, Santa Cruz County Historic Resource Commission, comments undated (attached to this evaluation)

Archeological testing was conducted by Albion Environmental Inc., The investigation included intensive pedestrian survey and five back hoe trenches. Archeologists processed 21.5 cubic meters of excavated soil without encountering intact cultural features. Should deposits be discovered during the relocation/rehabilitation of the Aptos Fire House/VFW Hall,, appropriate measures will follow state law and archeological best practices in conformance with Standard #8.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

At this time there is no discussion of additions to the building. The rehabilitation plans discussed at this time are consistent with Standard # 9

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

No additions are planned for the Aptos Fire House/VFW Hall. The building may be located in proximity to new construction. The new location for the building must consider the attributes that comprise integrity and select a site that is constant with the setting of the original location. The plans discuss for the relocation/rehabilitation of the building appear consistent with Standard #10.

Additional Rehabilitation Guidelines (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

Site and Setting: The site and setting around the Aptos Fire House/VFW Hall exhibits minimal features, primarily it is mature—overgrown vegetation and the proximity to other buildings including the historic Bayview Hotel, a large and imposing building. The building has been rotated on the site so that it faces the street. To the extent possible the new location should allow a similar orientation to the street and proximity to other buildings.

Section V. The Bayview Hotel

Secretary of the Interior's Standards for the Treatment of Historic Property

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

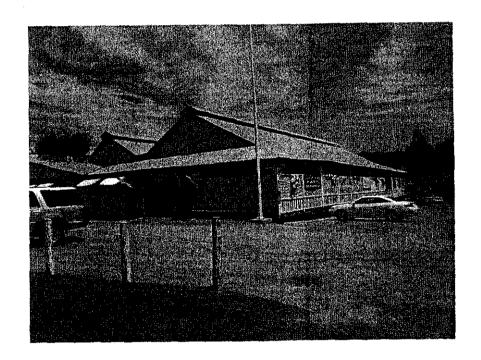
At this time, the Aptos Village Plan does not contemplate changes, rehabilitation or other work to the Bayview Hotel. The Commissioners and Circa Historic Property Development have raised the question of how the proposed Aptos Village Plan addresses the National Register listed property. Without more information on what is planned for the area around the hotel we can only comment in generalizations that Standard#10 must guide the planning. No buildings should dominate or attempt to copy the architecture of the Bayview Hotel. It will be important that sufficient open space be left around the hotel so that the building has and adequate setting and the architecture can be appreciated.

APTOS VILLAGE PLAN

(Barry Swenson Builder)

Considering the Significant Historic Resources and the Secretary of the Interior's Standards for the Treatment of Historic Properties

Comments in Response to the Historical Resource Commission's Questions (April 4, 2009)



Prepared At the Request of:

Jessie Thielen

Barry Swenson Builders

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Date:

July 31, 2009

	Table of Contents:	Page	
Section	I		
	Executive Summary		2
	Proposed Site Plan		4
	Introduction		5
	National Register of Historic Placescriteria		6
	Secretary of the Interior's Standards for the Treatment of Historic Properties		7
	Choosing the Appropriate Treatment		8
	Secretary of the Interior's Standards for Rehabilitating Buildings,		9
	California Environmental Quality Act and Historic Resources		10
Section	II – Aptos Village Plan		
	Aptos Village Plan and the Secretary of the Interiors Standards for the Treatment of Historic Properties		10
Section	III - Hihn Apple Warehouse		
	Relocating the Hihn Apple Warehouse and maintaining National Register Eligibility		11
	CEQA-California Register of Historic Resources		12
	Secretary of the Interior's Standards for Rehabilitating the Historic Hihn Apple Warehouse		13
Section	1V – Aptos Fire House/VFW Hall		
	Relocating the Aptos Fire House/VFW Hall		15
	CEQA- California Register of Historic Resources, Review of Relocated Resources	٠	16
	Secretary of the Interior's Standards for Rehabilitating Historic Buildings		16
Section	V - Bayview Hotel Secretary of the Interior's Standards for the Treatment of Historic Property		19

SECTION I

Executive Summary

Barry Swenson Builder, applicant for the proposed Aptos Village Plan, asked Urban Programmers to review the Cultural Resources Study prepared by Albion Environmental Inc. (February 2009) for the project and to respond to comments that had been received from the Santa Cruz County Planning Department, from the Santa Cruz Historical Resources Commission (April 4, 2009) and from Circa: Property Development Company, consultant to the County (Letters: March 24, 2009 and April 3, 2009).

Of primary concern was the possible impact of the proposed plan to the historical resource buildings in Aptos and how implementation of the plan might:

- 1 affect the Hihn Apple Warehouse's eligibility for listing in the National Register of Historic Places.
- 2 consider CEQA and the California Register of Historic Resources,
- 3 evaluate any potential effect of the proposed plan to the Bayview Hotel,
- 4 consider the impact if the Aptos Fire House/VFW Hall were to be relocated,
- 5 describe the way the plan can meet the criteria of the <u>Secretary of the Interior's Standards for the Treatment of Historic Properties.</u>

After reviewing several cultural resource studies and consulting with both the project sponsor's representative, Jessie Thielen, and the County Planning Staff, Annie Murphy, and Glenda Hill, Urban Programmers believes it has sufficient information to comment on the concerns and to offer recommendations. However it must be pointed out that the proposed plan is not in final form and decisions regarding the relocation of the Aptos Fire House/VFW Hall are not final.

The Hihn Apple Warehouse is potentially eligible for listing in the National Register of Historic Places under criteria A and/or C. Criterion Consideration B describes the facts that must be supported for a relocated building to be eligible for listing in the National Register (assuming it fully meets the criteria of significance). Buildings that are significant under criteria C for their architecture may retain eligibility. Buildings eligible under Criterion A or B must represent the sole remaining resource associated with a significant historical event or person. It appears that the Hihn Apple Warehouse meets this criteria consideration B for its association with Frederick Hahn and his position in the apple industry in Aptos.

CEQA considers buildings eligible for the California Register to be important historic resources that must be considered when planning relocation, remodeling or demolition- all considered significant adverse impacts. The buildings that appear to be eligible for listing in the California Register are the Bayview Hotel, the Hihn Apple Warehouse and the Aptos Fire House /VFW Hall. CEQA generally accepts conformance with the Secretary of the Interior's Standards for the Treatment of Historic Buildings to mitigate the impact to less than significant. The proposed plan has included architectural drawings showing the Hihn Apple Warehouse rehabilitation follows the Standards. The Bayview Hotel is already rehabilitated and is no further work is proposed. The former Aptos Fire House/ VFW Hall is a small wood frame building that has undergone numerous changes. At present there are no relocation or rehabilitation plans available for this building; however, it is believed that the project will follow the requirements of the Santa Cruz

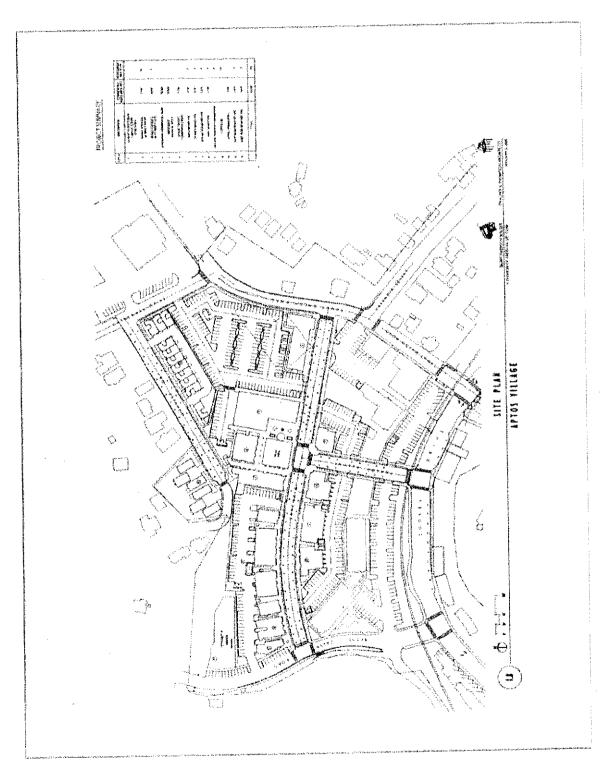
County Historic Preservation Plan and will follow the guidance in the County Code which is modeled after the Standards.

In order to consider the potential loss of historic relationship created by moving the Aptos Fire House/VFW Hall from next to the Bayview Hotel, it is important to know the date the building became the fire house. Research that was conducted in the brief time allowed for this report did not uncover the exact date, but confirmed that it was after June 1929. Another question that remains unanswered is the condition under which the building was "donated" by Joe Arano. Was it to keep the service close to the hotel or was it just a good-citizen effort to keep the fire house close to the center of town where he had a building available. It should be noted that Joe Arano did not own the property but leased it from the railroad. Reading the historic files on the subject it does not appear that the relationship of the two buildings is so significant that the rating would be lowered if the building were relocated and rehabilitated in conformance with an approved Preservation Plan.

This report describes how <u>The Secretary of the Interior's Standards for the Treatment of Historic Properties</u> may be applied to the proposed plan and that the plan must be in conformance with the Santa Cruz County Code Sections 16.42.050 and 16.42.070 which are modeled after the "Standards".

In conclusion: The information available when this response was undertaken demonstrates that the Aptos Village Plan provides for the preservation of significant historic resources and can meet the criteria of the County Code Sections 16.42.059 and 16.42.070. A Preservation Plan will be created for the eligible buildings that will demonstrate that the "Standards" will be met and the Hihn apple warehouse will remain eligible for listing in the National Register, the Bayview Hotel will remain listed in the National Register and the Aptos Fire House/VFW Hall will remain listed in the County Inventory of Historic Resources.

Figure #1. Proposed Aptos Village Plan, Barry Swenson Builder By: Thacher & Thompson Architects March 4, 2009



Introduction

The Aptos Village is one of the specific planning areas in Santa Cruz County. In 1979 the County adopted the Aptos Village Community Design Framework to guide development and public services within the area. The plan was updated in 1985, to focus on providing a framework for the development of the area around the Bayview Hotel and Aptos Station. Since the first County plan the "Village" has been the subject of several studies to identify and qualify the historical, architectural and archeological importance of the group of buildings and sites within the history and heritage of Santa Cruz County. The first survey of the Village appears to have been Archival Background to the Aptos Village Project, in 1979 prepared by Archeological Resources. This study did not rate buildings; rather it described the development history of Aptos. The next study was in the mid-1980's, when the County of Santa Cruz commissioned The Firm of Bonnie L. Bamburg to conduct a county- wide survey to identify historic resources in the unincorporated areas of the County and to categorize the resources using the National Register of Historic Places identification system. In Aptos Village the Bayview Hotel was found eligible for listing in the National Register, the Apple Packing Sheds were found to be of local interest, as were the houses in the Hihn Subdivision. The State of California adopted criteria for the California Register of Historic Resources in 1998, thus, it was not identified in the earlier surveys and studies. Subsequently, the Santa Cruz County Historical Trust nominated the Bayview Hotel to the National Register of Historic Places (listed 1992). The next study, was prepared for the Santa Cruz County Planning Department in 2003 by Dill Design Group. This study identified the potential for a local historic district that included several buildings in the Aptos Village. The study found that in addition to the Bayview Hotel, that the Hihn Apple Packing Bams (Hihn Apple Warehouse), might be eligible for listing in the National Register of Historic Places with additional research that would allow a stronger statement of significance under The National Register criteria 1 and 3 to reflect the historic district was considered for patterns of town development and architecture. 1 The latest study was prepared by Albion Environmental Inc. Cultural Resources Study for the Proposed Aptos Village Project, Santa Cruz County, California Final Draft February 2009. This study referenced the previous studies and was tasked with updating the studies to consider the effects of a proposed development plan for Aptos Village, prepared by Thacher & Thompson Architects, 1/9/09, for Barry Swenson Builder. Of specific concern was the effect upon the historic resources, and particularly to the National Register eligible or listed properties. Because the Aptos Village Plan changes traffic patterns and includes new development, it is essential for the County to understand how these changes may affect the historic resources. The Albion Environmental, Inc. study was given peer review by the County's consultant Circa: Historic Property Development that suggested areas for further inclusion in the report. After revisions were made to the Albion Environmental, Inc. study, Circa: Historic Property Development was asked to review the revisions, responding in a letter dated April 3, 2009, in which Circa: Historic Property Development Principal, Sheila McElroy stated:

"The Potential Impacts and Recommended Mitigation Measures section of the *Study* still does not explain or defend how the conclusion of "...will not result in a substantial adverse change was arrived at."

¹ Dill Design Group, Aptos Village Historic District, March 7, 2003 DPR D6 Significance

This is the point where Urban Programmers, Principal Bonnie Bamburg, was asked to look at all the materials, including the comments from the Historic Resources Commission and assess how the proposed plan addresses the Commissioners' comments and the County's criteria for a Historic Preservation Plan (SCC 16.42.070). If necessary she was to advise the project sponsor, Barry Swenson Builder, on revisions to the study or plan that would result in a less than substantial change to National Register or CEQA eligible properties.

A review of the Santa Cruz County Historical Resources Commission's comments and questions indicates that the Commissioners are particularly interested in knowing how the Secretary of the Interior's Standards for the Treatment of Historic Properties is being addressed. The Commissioners also expressed the desire to understand how eligibility for listing the Hihn Apple Warehouse in the National Register would be affected by the plan. They also requested information regarding the relationship of the Aptos Fire House/VFW Hall, to the Bayview Hotel, and if this relationship was important when considering moving the building.

The analysis and recommendations begin with a review of the underlying criteria from the National Register of Historic Places and continues with selected sections from National Park Service publications detailing the Secretary of the Interior's Standards for the Treatment of Historic Property.²

National Register Criteria for listing historic properties³:

A property is generally expected to be over 50 years old and must retain integrity as well as meeting at least one of the following criteria:

- a. are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. are associated with the lives of persons significant in our past; or
- embody the distinctive characteristics of a type, period, or method that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- d. have yielded, or may be likely to yield, information important in prehistory or history.

To consider the effect of the plan it is also necessary to consider the integrity of the resources in Aptos Village. The National Register defines seven aspects that create integrity. Eligible properties will retain most, if not all aspects.

<u>Location</u>: the place where the historic property was constructed or where the historic event occurred.

<u>Design</u>: The combination of elements that create the form, plan, space, structure, and style of a property.

<u>Setting</u>: the physical environment of a historic property.

³ National Register Bulletin: How to Apply the National Register Criteria for Evaluation, 1995



² Department of the Interior, National Park Service, Cultural Resources Division, Technical Preservation Services, <u>The Secretary of the Interior's Standards for the Treatment of Historic Properties</u>, 2001

<u>Materials</u>: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

<u>Workmanship</u>: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling: a property's expression of the aesthetic or historic sense of a particular period of time.

<u>Association</u>: the direct link between an important historic event or person and a historic property.

The Secretary of the Interior's Standards for the Treatment of Historic Buildings: The following is taken from the National Park Service publication, *The Secretary of the Interior's Standards for the Treatment of Historic Properties.*⁴

The Standards are neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources. For example, they cannot, in and of themselves, be used to make essential decisions about which features of the historic building should be saved and which can be changed. But once a treatment is selected, the Standards provide philosophical consistency to the work.

The four treatment approaches are Preservation, Rehabilitation, Restoration, and Reconstruction, outlined below in hierarchical order and explained:

The first treatment, <u>Preservation</u>, places a high premium on the retention of all historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made.

<u>Rehabilitation</u>, the second treatment, emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work. (Both Preservation and Rehabilitation standards focus attention on the preservation of those materials, features, finishes, spaces, and spatial relationships that, together, give a property its historic character.)

<u>Restoration</u>, the third treatment, focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods.

<u>Reconstruction</u>, the fourth treatment, establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

Choosing the most appropriate treatment for a building requires careful decision-making about a building's historical significance, as well taking into account a number of other considerations:

⁴ Department of the Interior, National Park Service, Cultural Resources Division, Technical Preservation Services, <u>The Secretary of the Interior's Standards for the Treatment of Historic Properties</u>, 2001

Relative importance in history. Is the building a nationally significant resource--a rare survivor or the work of a master architect or craftsman? Did an important event take place in it? National Historic Landmarks, designated for their "exceptional significance in American history," or many buildings individually listed in the National Register often warrant Preservation or Restoration. Buildings-that contribute to the significance of a historic district but are not individually listed in the National Register more frequently undergo Rehabilitation for a compatible new use. ⁵

Comment and Review by Bonnie Bamburg: The two Aptos Village buildings listed or potentially eligible for listing in the National Register of Historic Places are the Bayview Hotel (listed) and the Hihn Company Apple Warehouse (potentially eligible). Considering the historic importance of both buildings it is appropriate to choose "Rehabilitation" as the appropriate treatment. This is based upon their significance at the local level, changes that have already occurred to the buildings and the uses that are foreseen to preserve the utility of the buildings and thus the buildings. The following are the Standards for rehabilitating historic buildings.

The Secretary of the Interior's Standards for Rehabilitating Historic Buildings:

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.⁶

- 1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- 3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

⁵ National Park Service, <u>The Secretary of the Interior's Standards for the Treatment of Historic</u> Properties, Introduction.

⁶ Ibid- Rehabilitation Standards

- 8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- 10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

<u>Guidelines</u> (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

<u>Site</u>: Identifying, retaining, and preserving buildings and their features as well as features of the site that are important in defining its overall historic character. Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools, or lakes; and subsurface archeological features which are important in defining the history of the site, retaining the historic relationship between buildings and the landscape.

<u>Setting</u>: Identifying retaining and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

<u>Additions:</u> Designing new onsite parking, loading docks, or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of historic relationship between the building or buildings and the landscape.

Designing new exterior additions to historic buildings or adjacent new construction which is compatible with the historic character of the site and which preserves the historic relationship between the building or buildings and the landscape.

Removing non-significant buildings, additions, or site features which detract from the historic character of the site.

Review and Comment by Bonnie Bamburg: The Bayview Hotel and the Hihn Company Apple Warehouse, as individual properties should follow The Secretary of the Interior's Standards for Rehabilitating Historic Buildings, whenever a modification, alteration or substantial maintenance is proposed. This is in addition to how individual buildings identified by the County to be historically important are required to follow the Santa Cruz County Historic Preservation sections of the County Code.

California Environmental Quality Act (CEQA)

Properties considered Historic Resources under CEQA are Properties listed in, or determined eligible for listing in the National Register of Historic Places, California Historic Landmarks, those listed or eligible for listing in the California Register of Historic Resources (CRHR), including properties of local significance that have been designated or identified in a local historic resources inventory.⁷

Properties within the proposed Aptos Village Plan that are considered Historic Resources under the CE-QA Guidelines are the Bayview Hotel (National Register listed), Hihn Apple Warehouse (Eligible for CRHR, potentially eligible for National Register), Aptos VFW Hall/Aptos Fire House (CRHR eligible as locally designated).

CEQA Considerations for relocating historic buldings:

Section 15064.5(b) (1) and (2) of the California Environmental Quality Act (CEQA) states that demolition or the destruction, relocation or alteration activities that would impair the significance of a historic resource results in a "substantial adverse change."

Relocation of an historical resource may constitute an adverse impact to the resource. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains eligibility for listing on the California register (14 CCR Section 4852 (d) (1)).

CRHR: Special Considerations- Moved buildings, structures or objects:

The State Historical Resources Commission encourages the retention of historical resources on site and discourages the non-historic grouping of historic building into parks or districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.⁸

Section II. Aptos Village Plan and the Secretary of the Interior's Standards for the Treatment of Historic Properties.

At the heart of the plan is the primary axis created by Parade Avenue leading from Soquel Drive into the Village Green. This north-south axis creates an organized arrangement of buildings and open spaces that echoes the formal orientation of a cuidad plaza or village square, an organization that is missing from the historic Hihn land use or historic orientation of Soquel Drive and Trout Gulch Road as the Commercial Center of Aptos. The axis also allows traffic circulation on the sides of the Village center and east and

⁷ California Office of Historic Preservation Technical Assistance Series, California Environmental Quality Act (CEQA)& Historic Resources, p. 8

⁸ California Environmental Quality Act (CEQA) and Historical Resources Technical Assistance Series, p. 32

west on Valencia Street from Trout Gulch to Aptos Creek Road. The Santa Cruz Planning Department requires any proposed plan for the Aptos Village to provide circulation that enhances safety and efficiency in the north-south pattern and creates better east-west access for the existing and future population. The proposed circulation plan and organized parking areas would increase safety while better serving the historic buildings and allow for new development.

These proposed changes are part of an overall village plan that includes new development with mixed-use commercial and residential buildings, a central plaza (open space), surface parking lots, and on the North West corner, land to be added to the Niesene Marks State Park. The total development would include 62,208 square feet of commercial use, 60 residential units and organized parking areas.

Currently parking is accommodated primarily on unpaved, unregulated, areas around the Village Fair (Hihn Apple Warehouse), in areas between buildings, some of which do not connect, and in front of the Bayview Hotel.

Recently, Trout Gulch Road was widened to improve public safety. This realignment encroaches upon the Hihn Apple Warehouse along Trout Gulch Road where traffic is brought to the edge of the building, a condition that is potentially threatening to the historic building and appears to give rise the concept of moving the building.

The proposed plan is to relocate two buildings, the Hihn Apple Warehouse to the side of the Village Green open space, and the Aptos Fire House/VFW Hall to a location as yet unspecified. Both buildings appear to lack sufficient financial resources for the differed maintenance that is damaging these historic resources. While the plan contemplates a design that was never part of the organization of buildings and circulation in Aptos, it has the potential to bring attention to the community's historic resources and thereby assist in preserving historic buildings that demonstrate the community's history. The plan works to bring a sense of community and central focus to the area that historically segregated the industrial use building from the commercial buildings along Soquel Drive and it provides the significant historic resources buildings with enhanced locations either by relocating them, or in the case of the Bayview Hotel, by providing additional open space that allows the building to be viewed on all sides. The overall plan addresses and retains the significant historic resources but is not entirely consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Section III - Hihn Apple Warehouse

Relocating the Hihn Company Apple Warehouse- Retaining Eligibility for Listing in the National Register of Historic Places:

A relocation plan must consider the seven aspects of integrity: Location, Design, Setting, Materials, Workmanship, Feeling and Association.

The first aspect of historic integrity is location; that place where the building was constructed and used. However, consideration must be given to the importance of the location in defining the historic significance of the property. A relocated historic building may retain National Register eligibility if it is

⁹ Thacher & Thompson Architects, Site Plan Aptos Village January 9, 2009

significant primarily for architectureal value or it is the surviving property most importantly associated with a historic person or event.¹⁰

The Hihn Apple Warehouse was determined potentially eligible for listing in the National Register by the Dill Design Group in the study of Aptos Village Historic District, March 7, 2003. The significance of the potential Historic District was determined to be History (city development patterns) and Architecture. Stated on DPR 523L was the condition that individual eligibility for the Hihn Apple Warehouse was dependent upon a stronger statement of significance. In the time alloted for this review, we did not find the "stronger statement of significance" and do not know which criteria the Commissioners selected for determining the building was eligible for listing in the National Register. A building determined eligible under criterian "C" for its architectural value, if moved could potentially retain eligibility. A building determined eligible under Criterian "A" would retain eligibility when it can be demonstrated to be the the surviving property most importantly associated with a particular historic event or an important aspect of a historic person's life. The phrase "most importantly associated" means that it must be the single surviving property that is most closely associated with the event orwith the part of the person's life for which he or she is significant. 11 If the Santa Cruz County Historic Resources Commission found the building eligible under criterian "C" when it elevated the rating to NR 3, the building could be considered to retain eligibility after being relocated, assuming the setting and other elements are comprable at the new site. To retain eligibility under either scenario, the relocated building must be rehabilitated in conformance with The Secretary of the Interior's Standards for Rehabilitating Historic Buildings. If the Commission found the building eligible under Criteria A, it must be determined that the Hihn Apple Warehouse is the sole surviving building associated with Hihn during the period of agricultureal importance associated with the apple industry. This is likely the essence of the stronger statement of significance referred to in the DPR 523L.

Review and Comment by Bonnie Bamburg: Considering the building's history as it is described in the reports, and the scant number of resources that remain from the agricultural industry in Aptos – apples in particular- it appears that the building is the *sole surviving property* associated with Hihn's apple business and that he and apples were very important in the history of Aptos. It appears the Hihn Apple Warehouse could retain eligibility for listing in the National Register of Historic Places.

CEQA: California Register of Historic Resources -Pertaining to Relocating the Hihn Apple Warehouse

Review and Comment by Bonnie Bamburg: Relocating a historic resource creates a significant impact under CEQA. Mitigation may lessen the impact to less than significant. A photographic survey of the historic building while on the original site that of a quality that a can be preserved in local repositories for future research, together with project plans that show relocation methods and subsequant construction work would be consistant with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings, is generally accepted mitigation for releatom to reduce the impact to less than significant and retain eligibility for listing in the California Register of Historic Resources.

The Hihn Apple Warehouse has been altered for use as a multi-tenant commercial/retail building. The integrity of the original building has been comprimised by both the desire for a "cute" appearance in keeping with selling antiques and what appears to be insufficient maintenance. Deferred maintenance is a

¹¹ National Register Bulletin, <u>How to Apply the National Register Criteria for Evaluation</u> Criteria Consideration B – Moved Properties, P. 30



¹⁰ National Register Bulletin, <u>How to Apply the National Register Criteria for Evaluation</u> Criteria Consideration B – Moved Properties, p. 29

serious problem for historic buildings that can lead to demolition by neglect – a point where the building loses alure and the feasibility for rehabilitation is not realized. Long term preservation of the Hihn Apple Warehouse may be promoted by including it in a plan for economic revitalization within the Aptos Village that assures the rehabilitation is consistant with the "Standards." The relocation of the Hihn Apple Warehouse, and rehabilitation that is consistant with the "Standards" would retain eligibility for listing in the CRHR.

The Secretary of the Interior's Standards for Rehabilitating Histoirc Buildings, considering a building that has been relocated.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The Hihn Apple Warehouse, a large post and beam constructed building with a truss structure roof, is proposed to continue the retail use that was established in the 1965. This use allows the building to retain the historic openings and architectural features of the original building, and is therefore a use that would require minimal change to the distinctive design, original materials, significant features, spaces or spatial relationships of the building. Following this philosophy would be consistent with Standard #1.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The preliminary architectural elevation drawing prepared by Thacher & Thompson show the building will retain and repair the materials that created the original historic character of the Hihn Apple Warehouse. It appears the alterations proposed in the drawings would be consistent with the Standard #2

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The Hihn Apple Warehouse is comprised of several additions that were added to a horse barn as the apple industry grew to prominence. As an antique sales mall, it has been adorned with features that are not consistent with a utilitarian warehouse use and create a false sense of historic development. Rehabilitating the building to remove the lattice and other decorative features and to reveal/return the historic features would be consistent with Standard #3.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The Hihn Apple Warehouse is a series of attached buildings that were constructed and altered over time. Retaining the existing building form, materials and features associated with the period of significance would be consistent with Standard # 4.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

EXHIBIT I

The rehabilitation of the Hihn Apple Warehouse, a relatively typical wood frame, post-and-beam, utilitarian structure will retain the materials, features and finishes. The distinctive crafts-manship of the large timber construction will be preserved. Rehabilitation plans to preserve the structure and materials would be consistent with Standard # 5.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The architectural façade drawings prepared by Thacher & Thompson Architects note restoring existing painted board and batten siding. This typical approach meets Standard # 6.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

It is not necessary to use harsh treatments to rehabilitate the historic wood building. Rehabilitation planning and specifications will specify gentle cleaning and not harsh treatments that could damage the wood. Standard # 7 can be met during the rehabilitation of the building.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Archeological testing was conducted by Albion Environmental, Inc. The investigation included intensive pedestrian survey and five backhoe trenches. Archeologists processed 21.5 cubic meters of excavated soil without encountering intact cultural features. ¹² Should deposits be discovered during the rehabilitation of the Hihn Apple Warehouse, appropriate measures will follow state law and archeological best practices in conformance with Standard 8.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The architectural drawings do not show any additions or significant exterior alterations. The rehabilitation plans completed at this time are consistent with Standard # 9.

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

No additions are planned for the Hihn Apple Warehouse. Standard # 10 is consistent with the plans for the rehabilitation of the building.

Additional Rehabilitation Guidelines (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

EXHIBIT I

¹² Albion Environmental, Inc. Cultural Resources Study for the Proposed Aptos Village Project, February 2009, p. A-1

Site and Setting: The site around the Hihn Apple Warehouse exhibits minimal features, primarily packed dirt and parking surfaces. Parking areas depicted on the proposed plan for Aptos Village are consistent with the open parking that exists around the building. A new mixed-use building is planned in proximity to the site selected for relocating the Hihn Apple Warehouse. While somewhat closer than the Bayview Hotel it appears the massing is similar. The site affords open space on 3½ sides of the building. The proposed relocation provides acceptable distances between the old and new buildings. A difference will be in the Village Green and other formal landscaping of the Aptos Village Plan. The proposed plan appears to allow sufficient open space for the historic building to be viewed from all sides as it is currently. The proposed plan, although more formal that the current setting, maintains a relationship between buildings of similar sizes.

<u>Additions</u>: The Aptos Village Plan shows parking around the Hihn Apple Warehouse that is a similar condition to the existing location.

<u>Summary:</u> Although the architectural plans and specifications are not complete, enough work has been done to show the way the building can be rehabilitated in accordance with the <u>Secretary of the Interior's Standards for Rehabilitating Historic Properties</u>

Section IV- Aptos Fire House/VFW Hall

The former Aptos Fire House, later the Veterans of Foreign Wars Hall was rated NR 5; a resource of local significance, by the Dill Design Group in 2003. Resources rated 5 are considered eligible for listing in the California Register of Historic Resources.

CEOA Review of the proposed relocation of the Aptos Fire House/VFW Hall.

Relocating an historic resource creates a significant impact under CEQA. Mitigation may lessen the impact to less than significant. A photographic survey of the historic building while on the original site that is suitable for local repositories and future research together with project plans that show relocation methods and subsequant construction work would be consistant with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings are generally accepted mitigation to reduce the impact to less than significant and retain eligibility for listing in the CRHR.

The Aptos Fire House/VFW Hall has been altered from the "significant use" as a fire house for use as a commercial building. The integrity of the building from when it was a fire house has been compromised by alterations to the exterior and interior. The fact that the building has been moved once and is not on the original site is also a factor in considering integrity. Long term preservation of the Aptos Fire House may be promoted by including it in a plan for economic revitalization within the Aptos Village. Rehabilitation of moved resource buildings would be is consistant with the "Standards," a threshold for care that would benefit the small building. The relocation of the Aptos Fire House and rehabilitation consistant with the "Standards" would retain eligibility for listing in the CRHR.

The Secretary of the Interior's Standards for Rehabilitating Historic Buildings applied to the Aptos FireHouse/VFW Hall.(Relocation)

The following assessment is based upon the proposed plans for the building as articulated by Jessie Thielen, Project Manager from Barry Swenson Builder-the project sponsor. The new location has not been selected and architectural drawings and specifications have not yet been prepared for this building. The review is based upon the existing architecture and what is reasonably foreseen as rehabilitation consistant with the Santa Cruz County Code sections and the "Standards."

The building is a small wood frame building that has a long history in Aptos. Commissioners raised the concern that the building has additional significance because it is located next to the Bayview Hotel and that the relationship was promoted because the owner of the Bayview Hotel, Joe Arano wanted the Fire Department close at hand in case of fire at the hotel. The Commissioners asked to have the origins and dates of use as a fire house documented. During the time available research was conducted using public records and land ownership was found to remain with Southern Pacific. However, the Sanborn Insurance Map 1908 updated to June 1929 shows the building labeled Fire Department indicating that the location was selected sometime prior to the Bayview Hotel fire and that the location is not a direct result of the fire. The Sanborn Map also states that the fire equipment was not housed in the Fire House but at Larson's Garage. Other sources state it was selected as early as 1923. The actual date that the building was placed in service as the Aptos Fire Department was not found.

The Secretary of the Interior's Standards for Rehabilitating the Aptos Fire House-FW Hall. The plans for relocating this building have not been finalized. The following are suggestions for adhering to the Standards that are appropriate for the building in the present or future location.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The building is proposed to be used for a commercial or quasi-public purpose that require minimal change to the building's design, original materials, significant features such as the false front and the location of windows and doors, spaces or the spatial relationships within the building. Due to its small size the spaces within the building have typically been partitioned to create a larger open area without significant corridors or volumes. The use will continue this pattern.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The proposal as articulated by the. Jessie Thielen is to relocate the small building within the Aptos Village area and to retain the building's architectural features, as they currently exist or to return features that can be documented to have been part of the building during its period of significance. Rehabilitation work will follow the <u>Secretary of the Interior's Standards for Rehabilitating Historic Buildings</u> and guidance provided by the National Park Service on methods for moving historic buildings. Currently corrugated metal appears to cover wood siding. If this metal is determined not to be original by the presence of exterior wood siding under it, removal would be appropriate. This metal siding may be to provide an incombustible material between the Aptos Fire House/VFW Hall and the Bayview Hotel., or it may be to cover deteriorated materials. Relo-

¹³ Santa Cruz County, Official Records, deeds.

cation with appropriate set-backs will allow this material to be removed and the building returned to the original appearance.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The building should not be adorned with decorative embellishments that have not been documented to have existed in the past. Rehabilitating the building to reveal/ return the simple historic features such as the wood siding would be consistent with Standard #3.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The Aptos Fire House/VFW Hall has experienced several uses, office, dwelling, fire house, commercial/quasi public (VFW). The building began as a simple rectangular form with a gable ends (pitched roof). ¹⁴ The origin and period when the false front was added were not identified in any of the survey reports. The belief expressed in the Dill Design Group's DPR 523 L that the false front is recent may have been influenced by the belief that the photograph of the library c. 1950's was the Aptos Fire House without a false front. The Historic Resources Commission disagreed with that assertion. ¹⁵ If the false front is documented to have existed during the period of significance or to have achieved significance in its own right, it could be considered an architectural feature that has gained importance over time it should be retained. On the other hand, if the false front is a relatively recent addition, the building could be returned to its historic form. Documenting the architectural history of the building should be completed prior to undertaking rehabilitation. Retaining the historically accurate building form, materials and features associated with the period of significance will be consistent with Standard # 4

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The rehabilitation of the Aptos Fire House/VFW Hall, will retain the typical wood frame building and as much of the original materials and construction methods as is feasible. It will preserve the evidence of past craftsmanship and the simple materials of the small building. Rehabilitation that preserves the structure and materials of the building as they existed during the period of significance would be consistent with Standard # 5.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The small wood frame building appears to have areas where the wood is deteriorated. Wood that is deteriorated may be replaced with wood milled to the same pattern and size. Systems such as windows should be repaired or replaced with windows of the same materials. Aged glass is particularly important in communicating the historic nature of a building and should not be removed

¹⁴ Dill Design Group, DPR 523L, 8037 Soquel Road, 2003

¹⁵ Commissioner Swift, Santa Cruz County Historic Resource Commission, comments undated (attached to this evaluation)

unless it is virtually impossible to be retained. As stated in Standard #4, it is important to document the features of the building prior to developing the rehabilitation plan. This approach meets Standard # 6.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

It is not necessary to use harsh treatments to rehabilitate the historic wood building. Rehabilitation specifications will call for hand cleaning or gentle cleaning (low psi water or air) and no harsh treatments that could damage the wood. Standard #7 can be met during the rehabilitation of the wood frame building.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Archeological testing was conducted by Albion Environmental, Inc.; the investigation included intensive pedestrian survey and five back hoe trenches. Archeologists processed 21.5 cubic meters of excavated soil without encountering intact cultural features. Should deposits be discovered during the relocation/rehabilitation of the Aptos Fire House/VFW Hall, appropriate measures will follow state law and archeological best practices in conformance with Standard #8.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

At this time there is no discussion of additions to the building. The rehabilitation plans discussed at this time are consistent with Standard # 9.

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

No additions are planned for the Aptos Fire House/VFW Hall. The building may be located in proximity to new construction. The new location for the building must consider the attributes that comprise integrity and select a site that is constant with the setting of the original location. The plans discussed for the relocation/rehabilitation of the building appear consistent with Standard #10.

Additional Rehabilitation Guidelines (although there is extensive guidance for the rehabilitation of buildings, the following are particularly germane to the review of the proposed plan):

Site and Setting: The site and setting around the Aptos Fire House/VFW Hall exhibits minimal features, primarily it is mature—overgrown vegetation and the proximity to other buildings including the historic Bayview Hotel, a large and imposing building. The building has been rotated on the site so that it faces the street. To the extent possible the new location should allow a similar orientation to the street and proximity to other buildings.

Section V. The Bayview Hotel

Secretary of the Interior's Standards for the Treatment of Historic Property

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

At this time, the Aptos Village Plan does not contemplate changes, rehabilitation or other work to the Bayview Hotel. The Commissioners and Circa: Historic Property Development have raised the question of how the proposed Aptos Village Plan addresses the National Register listed property. Without more information on what is planned for the area around the hotel we can only comment in generalizations that Standard#10 must guide the planning. No buildings should dominate or attempt to copy the architecture of the Bayview Hotel. It will be important that sufficient open space be left around the hotel so that the building has and adequate setting and the architecture can be appreciated.

Questions and comments from the Historical Resources Commission:

Urban Programmers (formerly the Firm of Bonnie Bamburg) was asked to respond to a list of comments and questions that were raised by the Santa Cruz County Historical Resources Commission on April 4, 2009 while discussing the Aptos Village Plan submitted by Barry Swenson Builder.

Many of the comments questioned the status of historic buildings if they were to be relocated. Others expressed concern that Albion Environmental, Inc., provided a Documentation Report but not a Preservation Plan to describe how the historic resources would be treated and if their significance would be preserved. Note that the Santa Cruz County Code requires a Preservation Plan to be prepared and approved by the Historical Resources Commission before a project that involves historic resources can receive project approval.

The Commissioners' questions are provided as they were given to us and precede (in italics) our responses. Although the questions might be grouped, we tried to answer each Commissioner's questions individually. This creates some redundancy and for that we apologize.

Commissioner Carolyn Swift's Comments:

Swift #1 Concerned that moving the apple barn may have an adverse impact.

Under CEQA, moving a resource that is eligible for listing in the California Register of Historic Resources (CRHR) creates a substantial adverse impact. The circumstances for proposing to relocate a historic resource and the proposed treatment of the resource may mitigate the impact to a level that is less than significant. Generally speaking if relocation benefits the preservation of the resource, and the resource will be preserved in a setting that is comparable with its historical setting, and the work follows The Secretary of the Interior's Standards for the Treatment of Historic Properties, the CEQA guidelines find the mitigation reduces the level of adverse impact to less than significant.

Swift #2. Doesn't like the fact that the report questions the validity of the Bayview being an NR1 because it was moved and then the (Albion Environmental, Inc.) report suggests moving two other resources without discussion of lessening significance or ratings.

The comment appears directed toward the Albion Environmental, Inc., report and not the criteria of the National Register of Historic Places or the California Register of Historic Resources. Both registers accept moved buildings if they meet the express criteria. The area and theme of significance are considered, as are the circumstances and treatment of the moved buildings. (National Register Criteria Consideration B: Moved Properties is attached).

Swift #3. **** maybe we should take out language regarding questioning the validity of the NRI rating due to the move. *****

July 31, 2009 Page 1

The language is immaterial; the Bayview Hotel (Anchor House) was listed in the National Register of Historic Places (#92000259, in 1992). The application includes information about the 60 foot move in 1946, as well as the reason for the building's significance. The relocation of the hotel meets Criteria Consideration B.

Swift #4. Need to review the resources and potential movement by the Secretary of Interior Standards.

Attached is a review of the proposed development plan and the individual resources that describes how and why the proposed work can be consistent with the <u>Secretary of the Interior's Standards for the Treatment of Historic Properties</u> and <u>the Secretary of the Interior's Standards</u> for the <u>Rehabilitation of Historic Properties</u>.

Swift #5. In the history section of the report it says that Aptos is an Ohlone word meaning the meeting of two creeks when in fact this is a much more recent name and is likely a real estate marketing term that was created in the 1920's.

"Aptos is a Spanish rendering of the Indian name of a Rancheria. It is mentioned in 1807 and applied to a land grant in 1831." The Aptos land grant was 6.680 acres granted to Rafael Castro.² The reference in the report does not appear to be accurate.

Swift # 6. It talks about agriculture being an industry... just because there was a grain warehouse doesn't mean it was an agricultural industry. Lumber was the industry.

The issue appears to be one of semantics and the importance of one industry over another. While lumber may have been the most important industry, agricultural products that are grown for sale are part of an agricultural industry. Products were grown for sale in the Aptos area.

Swift #7. The report refers to the Hihn subdivision and suggests with the following language "new residents in the 1920-1940's" that the Hihn development wasn't around until then. It should be stated that the Hihn subdivision has been around since 1890.

The Commissioner's comment should be reflected in the report.

Swift #8. The apple barn is described with various names throughout the report. Edit the report to only refer to the building by one name.

Swift #9. The fire department building or VFW hall:

Both comments #8 and #9 should be reflected in the report. Where necessary to convey the change in names that is relevant to the historical record, the report could have the original in parentheses.

Swift #10 A. There is a Vincent Leonard article that states it was built in 1915. 1878 was when it was built and someone should verify when it was built and if there have been any documented changes to the

¹ Gudde, Erwin, 1000 California Place names, University of California 1959

² Koch, Margaret, Santa Cruz County-Parade of the Past, 1953:11

building. By her account via a picture from World War II era there are little changes to the building less the corrugated metal, etc.

Swift #10 B. In Bonnie Bamburg's DPR there were photos provided by Paul Johnson. Photos, Sanborn maps, and aerials from the 1950's should be included in this report.

Swift # 10 C. She (Caroline Swift) said that the report makes an error in concluding that the building was a library. It was never a library. When you look at aerial photos, you can see the library was in a building closer to the entry of Niesene Marks State Park.

It is not clear which report Commissioner Swift it referencing. The building was constructed circa, 1878 as an office for the Loma Prieta lumber company and is shown on the Sanborn Maps for 1888, 1892, 1908 and 1908-1929. If the library-use is not substantiated, the Dill Design Group's DPR 523L for the building should be updated (the underlying survey document) and the Albion report corrected.

Swift #11A. She has concern over movement of the VFW hall due to its relation to the Bayview Hotel:

Swift 11 B. In an interview with Ralph Maddison that she conducted in the 90's he said the fire department was established in the early 1920's. Paul _____? was also interviewed and he said the fire department was on his property at first and later moved to the VFW building.

The relationship of the Aptos Fire House/VFW Hall and Bayview Hotel could be researched further. However, there is a body of citations describing the locations for the Aptos Fire Department, including the Sanborn Map of 1908 updated to June 1929, that first shows the Fire Department identified at the subject building. However, the fire equipment listed on the map was stored in Larson's Garage. This may indicate that the building had not completed the transformation from an office to a fire house by June of 1929.

Moving the VFW Hall must be judged after understanding the elements that contribute to the significance of the resource and how that is affected by moving the building. The Aptos Fire Department and later the VFW Hall are only two of the building's uses. While each use is important to understanding the building's history, the location of the building, close to the center of town, appears to be the reason it was selected for the later uses. Its proximity to the lumber yards relates to the earlier uses.

The DPR523A by Dill Design Group dated 6/02 revised 3/7/03 provides a description of the building and a brief history. Because this was a district evaluation there is not a 523B to specify the significance of individual buildings. Dill Design Group's DPR 523L states that the building has had extensive alterations and this was confirmed by Bonnie Bamburg during a site visit in June 2009, and in a conversation with the owner, Joe Appenrod (7/16/09). Following the statements and citations in the Dill Design Group's DPR523 A, page 2 dated 3/07/09, the evaluation concludes that the significance is as a "contributing or supporting element describing the growth and history of Aptos as it developed from the late 1800's to the 1950's." If relocated within the Village of Aptos and rehabilitated in conformance with the County Code, the small building will continue to contribute to the architectural history of the Village. Moving buildings in Aptos was a historical phenomenon that resulted in several of the buildings,

July 31, 2009 Page 3

including the Aptos Fire house/VFW Hall being reused and retained. Relocating the small building will allow the Bayview Hotel to be more visible. This somewhat follows the philosophy of a hierarchy of historic importance since the more significant hotel historically was surrounded by open space. Moving the small building would allow the hotel to have better visibility and perhaps period landscaping that would enhance the understanding of its historic setting. This is something to consider.

Swift 12 A. There was an article at the time of the Bayview fire that said the fire bell was rung and the bucket brigades came and chopped out a section of the roof to stop the fire from spreading to the main building

Swift 12 B. There is documentation that the fire department was not formed until Sept 21, 1928 (proof that maybe at the time of the Bayview fire the fire department was not next door?)

Citations in all of the historic Preservation Surveys and reports indicate that the Aptos Fire Department was formally organized in 1928 and that the department took possession of the building in 1927. The difference is likely the time needed to rehabilitate the building.

Swift 13. 7 days after the fire in the obituary of Arano it stated that the fire was not the direct cause of death, but that the fire and related events was related to the death.

This is an interesting historical comment, but is not directly related to the significance of the Fire House/VFW Hall's history or significance.

Swift 14 In May 1929 there was an article that states that Aptos prepares for fire and talks about the purchase of firefighting equipment. The Bayview (fire caused people to raise funds for the new fire department in 1929 and that is when the fire house opened... the conclusion she was drawing here was that because the building was used for the fire department after the Bayview fire there is significance to the location of the building adjacent to the Bayview.

This appears to be in reference to the article in the Santa Cruz Sentinel, "Interesting History of Aptos and its Fire Development," May 17,1929. This article is referenced in the Albion Environmental, Inc., report and in the Dill Design Group report and DPR 523L for the Fire House/VFW Hall. It may be presumed that the information is incorporated in the statements contained in the documents.

It appears likely that the location of the Aptos Fire Station is due to the available building and the cost required for rehabilitating a building for use as a firehouse. The citation for this conclusion is the Dill Design Group, DPR523 A, 3/07/09 page 2. "By 1923, the property was donated by Joe Arano for use as a firehouse." The donation of a building suitable to be rehabilitated and located in the center of Aptos appears a more compelling conclusion, than that the location was selected because of the relationship to the Bayview Hotel. The 1908 Sanborn Map shows that the fire hose was kept in front of the Post Office, just across the street from the lumber office that became the Fire House. Conjecture could find that it was the desire of Joe Arano, to have the firehouse close to his property but in addition to a self-serving interest,

³ The source for this statement is not clear in the report.

the location was close to the center of town and the building appears to have been available. The thinking of the men involved in the selection of the building may never be known.

Swift 15 In the history of the Bayview no one ever mentions that it was a boarding house or that Jose Arano disappeared from 1892-1900 abandoning his family. He was found living as a hermit in Steamer's? village in Capitola. This content should be added in.

She held up a document which is where she said most of the content from the report came from. She called the document the Aptos Village Plan for Aptos Station.

She said that report did a much better job of conveying the sense of history and built environment and suggested we add this content to our report.

It is not necessary to include all information or historical notes when they do not pertain to the significance of the property. Historical information can be added, but it tends to create a research paper whose goals are not the same as the defining significance of a property. Historical research is an ongoing process and maintaining the historical record is generally something that is done by archivists or librarians at a repository (library or museum) and not included in every historical survey prepared for a land-use decision. The Albion Environmental, Inc., report is brief, but it references many of the previous historical preservation surveys and reports. The survey is the basic document that reports use as a starting point. To include previous reports would create a very large, redundant document that may not serve the current purpose any better than citing documents by reference and noting their location in case someone wanted more information. Perhaps the Staff could clarify the purpose of the report and the methodology for retaining reports or archiving information in a central location.

Commissioner Ann Jenkins made the following comments:

Jenkins #1 Concerned that the peer reviewer states the report does not consider the resources in context of the Department of Interior Standards.

The Albion Environmental, Inc., report does not discuss the plan in the context of the Standards or make recommendations that the plans for the Bayview Hotel and/or the Hihn Apple Warehouse should be in conformance with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings. Attached is a brief analysis of the resources that considers all the information available at this time and makes recommendations that any work on the buildings follow the Standards. The overall plan requires a Preservation Plan for each significant building. The Preservation Plan would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties in describing the preservation goals and how the work is to be undertaken.

Commissioner Orlando comments:

Orlando #1. Is the report following the standards?

The report titled "Cultural Resources Study for the Proposed Aptos Village Project" Albion Environmental, Inc. February 2009, appears to document the existence of resources that meet

July 31, 2009 Page 5

the criteria or are listed in the National Register of Historic Places, the California Register of Historic Resources, and/or the County of Santa Cruz Historic Preservation Ordinance in the County Code Chapter 16.42.050-16.42.100 and16.40.060. Following the direction of the County Code, the requirement is for a *Preservation Plan* to be prepared whenever there are alterations or changes to the exterior of an historical structure or object or, for relocation of an historical structure or object. (SCC. 19.42.070) The *Preservation Plan* if (when) implemented will preserve and maintain the cultural and historical heritage of the County and/or further cultivate the knowledge of the past. The Albion Environmental Inc., report states that "a Preservation Plan will be prepared and approved by the County Historical Resources Commission prior to the relocation of the Fire Hall." Knowing the requirement to prepare a *Preservation Plan* that conforms to the County criteria and the Secretary of the Interior's Standards- is likely the basis for the report making the statement that there is no adverse impact. Albion's report appears to error by not knowing that the reports are needed by the Commission and that the *Preservation Plan* would form the basis for their approval or denial of the project.

Orlando # 2. She cites the peer reviewer as saying that if you move the buildings there is an adverse change.

"Adverse change" is a CEQA term to consider the negative effects of changes to the environment, including historic resources,. Eligible resources are those that are eligible for listing or are listed in the National Register of historic Places or the California Register.(CRHR). It does not appear that any changers are contemplated for the Bayview Hotel (N1), a building listed in the National Register of Historic Places. The building is part of the Aptos Village Plan remaining in the current location without alterations. The Hihn Apple Warehouse (Hihn Apple Packing Barn) and the Aptos Fire House/VFW Hall, appear to be eligible for listing in the California Register and are proposed for relocation. The relocation of historic resource buildings that is not mitigate, causes an adverse change. Adverse changes must be mitigated by appropriate actions, such combatable settings and rehabilitation that follows the "Standards" or the Santa Cruz County Board of Supervisors must find an overriding benefit to the proposed project.

Commissioner Terri Fisher comments:

Fisher # 1. She agrees with staff's recommendation to continue the item prior to action.

Fisher #2. She wants to see all of the comments addressed as well as the standards before they take action.

The comments in this document are offered to answer Commissioner Fisher's request.

Fisher #3. She notes that when you move a building it can diminish the rating of the buildings: She wants to know specifically if moving these buildings causes any degradation of the ratings or would moving them trigger having to take them off of the registry.

⁴ Albion Environmental Inc., Cultural Resource Study for the Proposed Aptos Village Project: Feb.2009; p.21

If by "registry" Commissioner Fisher is referring to the County Inventory of Historic Resources, it is unlikely that resources that are moved consistent with an approved Preservation Plan (SCC Code16.42.070) would warrant their removal from the inventory. Buildings listed in the National Register of Historic Places or eligible for listing, by meeting one or more of the four criteria must also meet Criteria Condition B- Moved Properties. Buildings that meet Criteria B are eligible for listing in the National Register of Historic Places after they are moved.

Fisher #4. She considers the movement of the Bayview in 1949 not adverse to the rating or resource because it was done so long ago that it is still historical.

The Bayview Hotel was listed in the National Register of Historic Places in 1992, in full recognition that it had been moved, and that the building met the criteria of the National Register of Historic Places, including Criteria Consideration B- Moved Properties.

Fisher # 5. She wants to know if moving the VFW Hall will degrade the rating?

The Aptos Fire House/VFW Hall is a building rated in the Dill Design Group survey as 5 A building of local significance. A Preservation Plan that follows the County Code Section 16.42.070, describing the relocation and rehabilitation of a building listed in the County Inventory is not likely to result in a lower rating for the resource.

Fisher # 6. The continuance is scheduled for the June 11th meeting.

No Comment



"Think Green Build Green"

October 19, 2009

Barry Swenson Builder 777 Nth First Street 5th Floor San Jose, Ca. 95112

Att: Ms. Jessie Thielen

Re: Aptos Fire House/VFW Hall

Dear Ms. Thielen

You asked me to perform a quick investigation on the above referenced building to determine if there was wood board siding under the existing metal panels.

On Sunday October 18th 2009 I went to the subject property and pulled back the siding in two locations per the attached photographs. What I found was bare wood framing and new insulation.

In addition, it appears the building has been altered significantly over time. The rafters are exposed where it is suspect there previously may have been a fascia board, and new framing has been added. The exposed rafter tails are dimensioned lumber in some locations and not rough sawn. My guess is there was considerable rot in the building and members were removed, some were replaced, and some not. One other interesting item is that the one part of the building looks like an attached addition, as an old corrugated door was partially covered by the siding. If you want detailed information on the addition we would need to perform minor demolition of finishes.

Whether wood siding existed at one time is unknown from my limited investigation.

If you need additional help please contact me at your convenience.

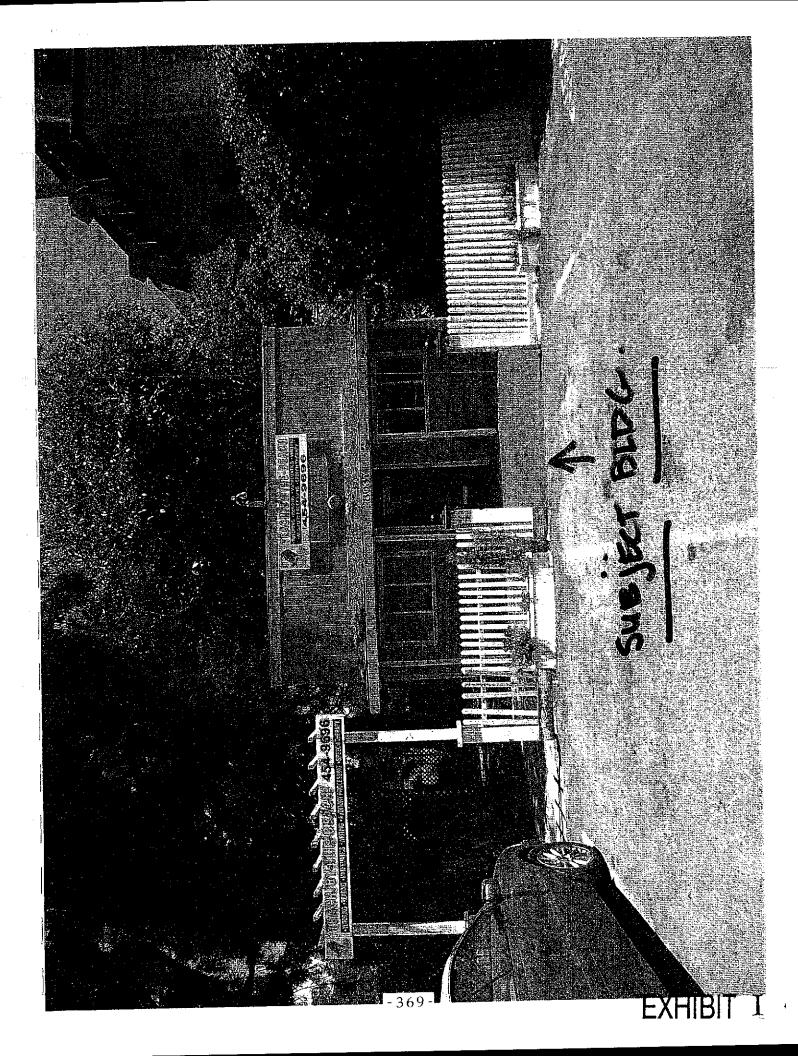
Sincerely and regards,

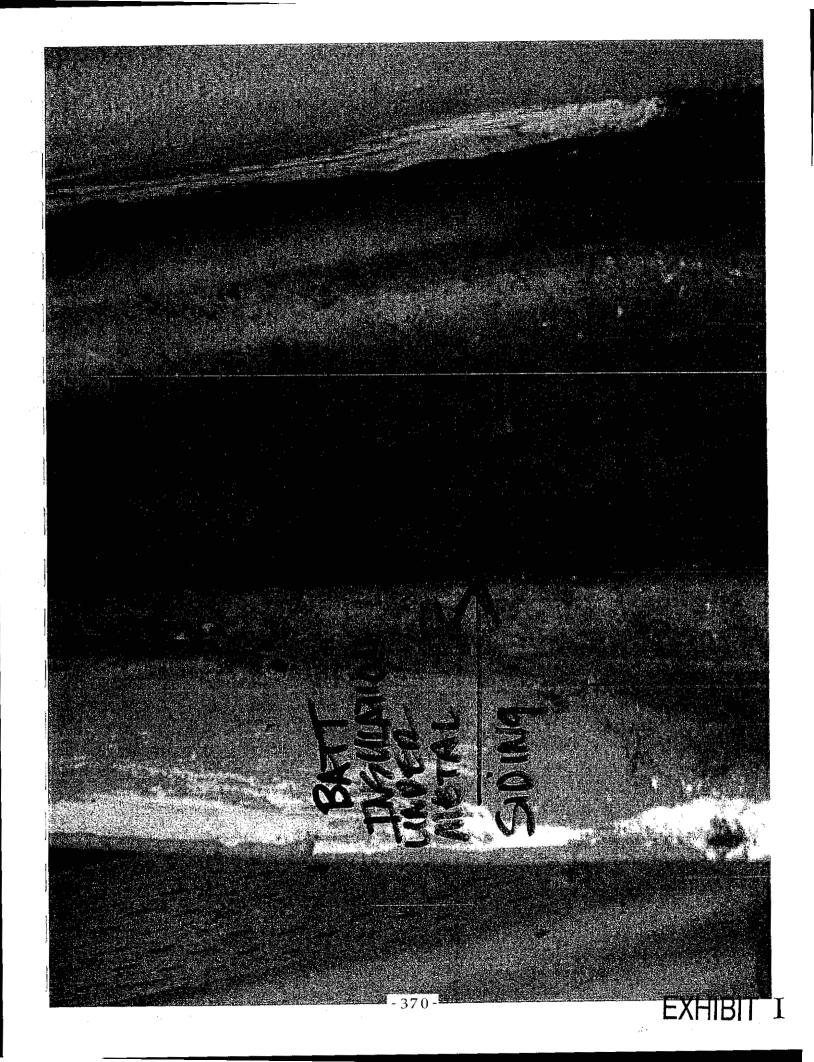
James A. Salata

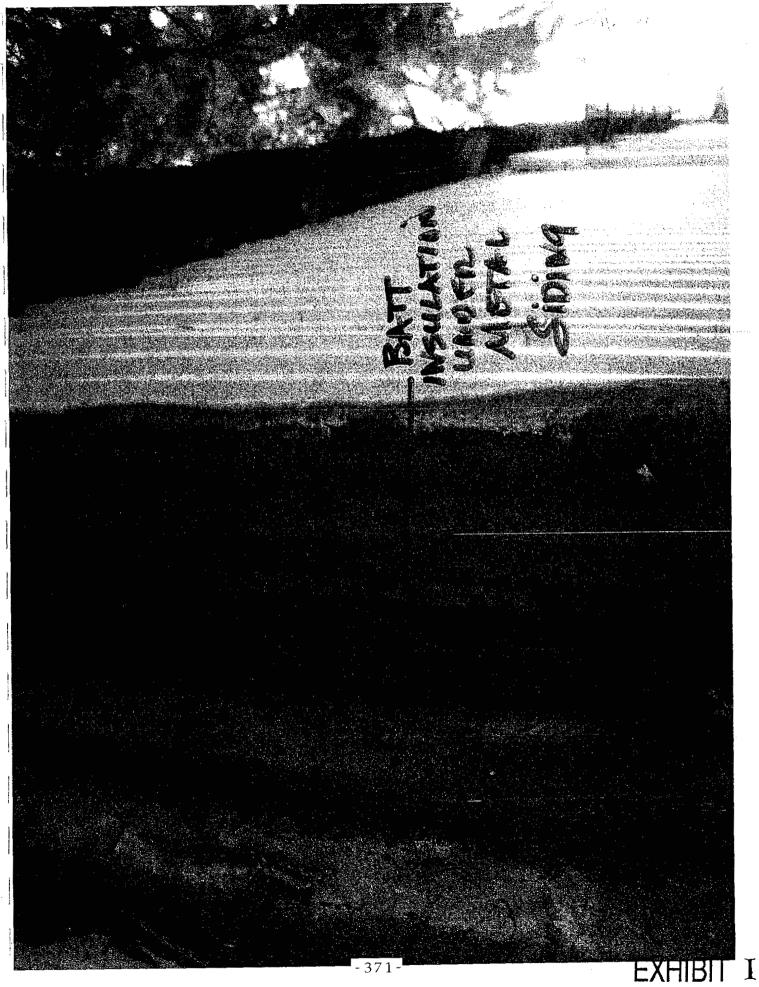
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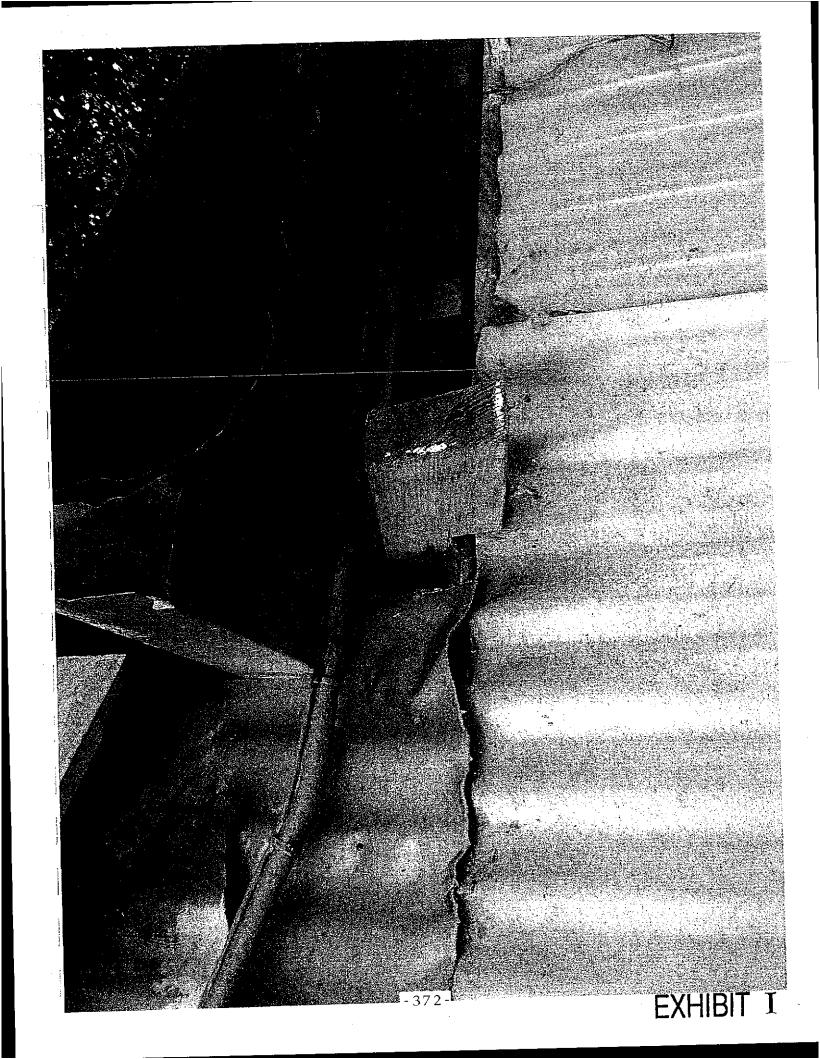
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ATTACHMENT 4

Staff Report to the Historic Resources Commission August 13, 2009



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 Ocean Street, 4[™] floor, Santa Cruz, Ca 95060 (831) 454-2580 Fax: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

August 3, 2009

AGENDA: August 13, 2009

CONTINUED REVIEW OF PORTIONS OF THE DRAFT APTOS VILLAGE PLAN REVISION AND HISTORIC REPORT

Commissioners:

Planning staff is in the process of updating the current Aptos Village Plan. Since Aptos Village contains several historic structures, staff is bringing those portions of the draft Plan revisions related to historic resources to your Commission for review and recommendation to the Board of Supervisors. Your Commission first reviewed this item on April 9, 2009 and continued consideration until expanded historic report materials were prepared and reviewed. Those materials have been submitted, reviewed and are now ready for your consideration.

Background

The Aptos Village Community Design Framework (usually referred to as the Aptos Village Plan) is the oldest of the County's area plans -- adopted in 1979 and updated in 1985. Its focus was on providing a framework for the development of the Village Core: the undeveloped area behind the Bayview Hotel and Aptos Station.

While there were several proposed developments of this area over the years, the irregular lot configurations, number of property owners affected and infrastructure challenges resulted in these proposals not proceeding. Currently, there is a developer interested in developing the Village Core.

The Aptos Village Plan is being updated to provide a new framework to allow for the orderly development of the Village Core area. This process has involved numerous meetings with the Aptos community to capture their visions for their Village.

Historic Resources

In 2003, your Commission reviewed the historic resources of the Aptos Planning Area and designated/redesignated historic structures within Aptos Village. Aptos Village currently contains eighteen structures with a NR rating of 5 or greater (see Figure 3 of draft Plan).

The majority of these structures are located within the Hihn subdivision to the east of Trout Gulch Road. The Village Core (the area north of Soquel Drive between Aptos Creek Road and Trout Gulch Road contains three hi- 374 tructures:

EXHIBIT 1

TJKM Transportation Consultants



Vision That Moves Your Community

Revised Final Report

Traffic Impact Study for Aptos Village Mixed-Use **Development**

In Santa Cruz County

November 3, 2009

Pleasanton Fresno Sacramento Santa Rosa





Vision That Moves Your Community

Revised Final Report

Traffic Impact Study for Aptos Village Mixed-Use Development

In Santa Cruz County

November 3, 2009



Prepared by: TJKM Transportation Consultants 3875 Hopyard Road Suite 200 Pleasanton, CA 94588-8526

Tel: 925.463.0611 Fax: 925.463.3690

J:\JURISDICTION\S\Santa Cruz County\159-060 Aptos Village Trip Gen\Task 6\Report\R 110309.docx

EXHIBIT

Table of Contents Introduction and Summary! Summary......1 Intersection Analysis Methodology......5 Study Intersections and Scenarios......5 Level of Service Analysis Methodology.......5 Significant Impact Criteria......6 Existing Traffic Conditions......7 Roadway Network......7 Existing plus Approved Conditions12 Approved Projects Trip Generation......12 Project Trip Generation......17 Cumulative (Year 2025) Conditions26 Cumulative (Year 2025) plus Project Conditions......30 Conclusions and Recommendations33 Study Participants and References......35 TJKM Personnel.......35 Others.......35 List of Appendices Appendix A - Level of Service Methodology Appendix B – Existing Traffic Counts Appendix C - Level of Service Worksheets: Existing Conditions Appendix D - Level of Service Worksheets: Existing + Approved Conditions Appendix E - Level of Service Worksheets: Existing + Approved + Project Conditions Appendix F - Level of Service Worksheets: Cumulative (2025) Conditions Appendix G - Level of Service Worksheets: Cumulative (2025) + Project Conditions

List of Figures	
Figure 1: Vicinity Map	4
Figure 2: Existing Turning Movement Volumes	9
Figure 3: Existing Lane Geometry	10
Figure 4: Recommended Mitigations for Existing Lane Geometry	
Figure 5: Assignment of Approved Project Trips	
Figure 6: Existing + Approved Turning Movement Volumes	16
Figure 7: Preliminary Site Plan	19
Figure 8: Project Trip Distribution	20
Figure 9: Assignment of Proposed Project Trips	21
Figure 10: Existing + Approved + Project Turning Movement Volumes	25
Figure 11: Cumulative (2025) Turning Movement Volumes	28
Figure 12: Recommended Mitigations for Cumulative Conditions	29
Figure 13: Cumulative (2025) + Project Turning Movement Volumes	32
List of Tables	
Table I: Intersection LOS – Existing Conditions	8
Table II: Trip Generation Summary for Approved Projects	12
Table III: Intersection LOS – Existing + Approved Conditions	14
Table IV: Proposed Project Trip Generation	17
Table V: Intersection LOS - Existing + Approved + Project Conditions - Alternative I	22
Table VI: Intersection LOS - Existing + Approved + Project Conditions, Alternative 2	24
Table VII: Intersection LOS – Cumulative Conditions	
Table VIII: Intersection LOS - Cumulative + Project Conditions - Alternative	
Table IX: Intersection LOS – Cumulative + Project Conditions – Alternative 2	

Introduction and Summary

Introduction

This report presents the results of TJKM's traffic impact study for the proposed Aptos Village mixed-use development in Santa Cruz County. The project consists of 74,950 square feet of neighborhood commercial retail and 63 multi-family residential units on three lots with assessor's parcel numbers (APNs) 041-011-20 (4.02 acres), 041-011-03 (1.1 acres), and 041-011-33 (2.5 acres). Lot number 041-011-33 already includes other existing development, with approximately 1.5 acres (60 percent of the area) remaining available for development. Overall, the proposed project would be developed on a combined vacant land area of approximately 6.62 acres.

Previously for this project, TJKM analyzed a proposed mixed-use development at the same location with different land uses and sizes (Refer to Draft - Aptos Village Traffic Impact Study, February 23, 2004) as part of a planning study for the County of Santa Cruz. The previous study analyzed weekday a.m., mid-day, and p.m. peak hour conditions. This 2004 study found that the p.m. peak was the critical peak period at most study intersections. The proposed mitigations in the 2004 study were found to result in acceptable operations, even for the few intersections where a.m. or midday peaks were the critical periods. Therefore, since the p.m. peak was previously found to be the critical traffic period for the overall study area and given that expected p.m. peak hour trip generation (documented in this 2009 study) for the proposed development is about three times the expected a.m. peak hour project trip generation, TJKM is evaluating the current proposed project only for the p.m. peak hour conditions. The one exception is the Soquel Drive/State Park Drive/ Sunset Way intersection, where the recommended mitigation was also analyzed for a.m. peak conditions and the detailed discussion is provided under Cumulative Conditions (see page 27).

The purpose of this traffic study is to evaluate the proposed project for potential traffic impacts during p.m. peak hour conditions, identify short-term roadway and circulation needs, determine potential mitigation measures, and identify any critical traffic issues that should be addressed in the on-going planning process. The study primarily focuses on traffic conditions at 13 study intersections in the vicinity that the proposed project may potentially impact. Figure 1 (Page 4) in the report illustrates the project site location and the ten existing study intersections. Figure 7 (Page 19) shows the preliminary site plan of the proposed project, and Figure 8 shows the additional three study intersections created by the project.

Summary

Based on Institute of Transportation Engineers' (ITE) trip generation rates, it is expected that the proposed Aptos Village project would generate approximately 3,650 daily trips, with 113 trips (52 inbound and 61 outbound) occurring during the a.m. peak hour and 322 trips (162 inbound and 160 outbound) during the p.m. peak hour.

Under Existing Conditions, eight out of ten study intersections operate at acceptable service levels during the p.m. peak hour. The following two intersections operate unacceptably during the p.m. peak hour:

- Soquel Drive/Trout Gulch Road: This all-way stop controlled intersection currently operates at level of service (LOS) D during the p.m. peak hour. Signalization and installation of an exclusive westbound left-turn lane is expected to improve intersection operating conditions to acceptable County LOS standards.
- Soquel DrivelAptos Creek Road: This one-way stop controlled intersection operates at LOS E during the p.m. peak hour. The recommended mitigation is to install a traffic signal and an

Page 1

exclusive eastbound left-turn lane on Soquel Drive. This mitigation is expected to improve intersection operating conditions to acceptable County LOS standards.

The above recommended mitigations are part of the County's current capital improvement program and are currently under design. The traffic signals are expected to become functional prior to full occupancy of the proposed project.

Under Existing plus Approved Conditions, the same two intersections identified under Existing Conditions are expected to continue operating unacceptably with the addition of traffic from nearby approved projects. The mitigations identified under the previous scenario (Existing Conditions) are expected to improve operating conditions at these intersections to acceptable County LOS standards.

Under Existing plus Approved plus Project Conditions, ten of 13 study intersections are expected to operate acceptably during the p.m. peak hour. The same two existing intersections that currently operate unacceptably plus one additional existing intersection are expected to operate at unacceptable service levels:

- Soquel Drive/Trout Gulch Road
- Soquel Drive/Aptos Creek Road
- Soquel Drive/Aptos Rancho Road

The mitigations identified at the first two intersections above in the previous scenarios (Existing and Existing plus Approved) are expected to result in acceptable operations under Existing plus Approved plus Project Conditions. At the Soquel Drive / Aptos Rancho Road intersection, LOS is expected to decrease from C to D due to traffic added from the project. As mitigation, TJKM recommends converting the existing Aptos Rancho Road signal split phasing to permissive left-turn phasing. With this mitigation, the intersection is expected to operate at an acceptable LOS C. There is sufficient capacity for left turns, and no protected left turn phasing is necessary on the minor street.

Although the new intersection of Parade Avenue and Soquel Drive would operate acceptably with installation of a signal, it does not meet signal warrants. Signal installation is also problematic in terms of interaction with other nearby signalized intersections. Therefore, TJKM recommends one-way stop control on Parade Avenue, with only right turns permitted onto Soquel Drive during all hours. This is because even during off peak hours, left turns from Parade Avenue are expected to operate at an unacceptable LOS. Motorists desiring to travel east on Soquel Drive can be rerouted easily to the Valencia/Trout Gulch intersection, then south to the Trout Gulch/Soquel Drive intersection.

Under Cumulative (2025) Conditions, all of the study intersections are expected to continue operating acceptably except the following two intersections:

- Soquel DrivelAptos Rancho Road: This intersection is expected to operate unacceptably at LOS E due to forecasted cumulative year traffic conditions. With the recommended conversion of Aptos Rancho Road split phasing to permissive left-turn phasing, the intersection is expected to operate at an acceptable LOS D. There is sufficient capacity for left turns, and no protected left turn arrow is required for the minor street.
- Soquel Drive/State Park Drive/Sunset Way: This intersection is expected to operate at
 unacceptable LOS E due to forecasted cumulative year traffic conditions. Installing an
 exclusive eastbound right-turn lane on Soquel Drive is expected to improve intersection
 service levels to an acceptable LOS D. Since a full-width lane may provide right-of-way
 issues on the southwest corner of the intersection, TJKM recommends that the County

Page 2 November 3, 2009

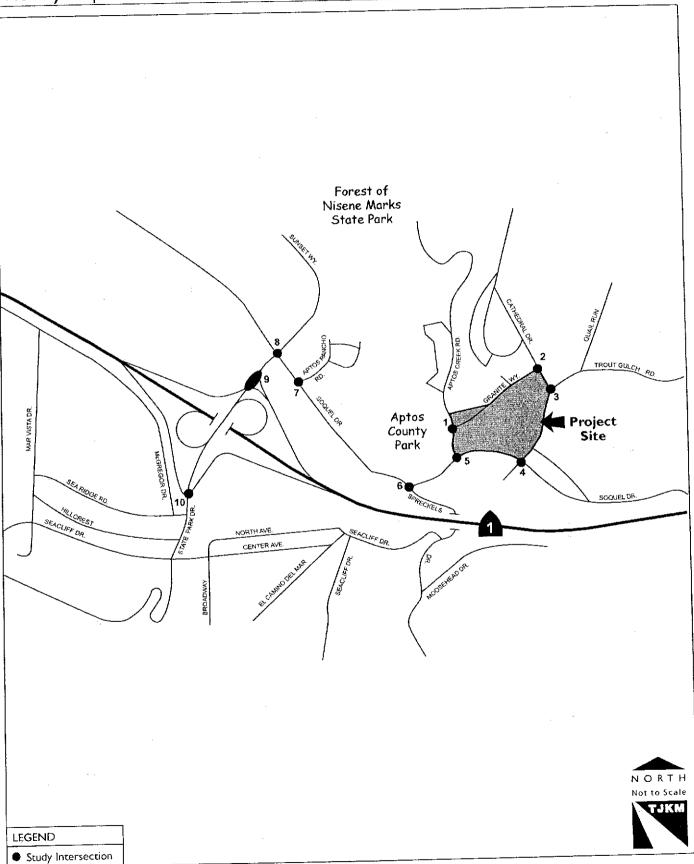
EXHIBIT

consider a narrower lane. Under a.m. peak hour conditions, this mitigation would also yield an acceptable LOS D.

Under Cumulative (2025) plus Project Conditions, three of the thirteen study intersections are expected to operate unacceptably with the addition of Aptos Village project traffic (Soquel Drive/Aptos Rancho Road, Soquel Drive/State Park Drive/Sunset Way, and Soquel Drive/Parade Avenue). The mitigations identified under the previous scenario (Cumulative Conditions) are expected to yield acceptable LOS at the two existing intersections. Additionally, although the new intersection of Soquel Drive/Parade Avenue would operate acceptably with a signal, it is not warranted. Instead, TJKM recommends one-way stop control and right turns only on southbound Parade Avenue, due to lack of signal warrants and potential traffic pattern problems at the nearby intersection of Soquel Drive and Trout Gulch Road.

In conclusion, with the above recommended mitigations needed to address unacceptable operations under either Existing or Cumulative Conditions without the project, added traffic from the Aptos Village Mixed-Use Development is not expected to result in any unacceptable traffic operations.

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Intersection Analysis Methodology

Study Intersections and Scenarios

The traffic study focused on evaluating traffic conditions at 10 existing and 3 future study intersections in the vicinity that proposed project may potentially impact. The study intersections were selected by County staff, and are listed below:

- 1. Aptos Creek Road/Granite Way (existing intersection) or Aptos Creek Road/Valencia Street (future intersection)
- 2. Cathedral Drive/Granite Way
- 3. Cathedral Drive/Trout Gulch Road
- 4. Soquel Drive/Trout Gulch Road
- 5. Soquel Drive/Aptos Creek Road
- 6. Soquel Drive/Spreckels Drive
- 7. Soquel Drive/Aptos Rancho Road/Rancho Aptos Drive
- 8. Soquel Drive/State Park Drive/Sunset Way
- 9. State Park Drive/Highway | Northbound Ramps
- 10. State Park Drive/Highway I Southbound Ramps
- 11. Valencia Street/Parade Avenue (future intersection)
- 12. Valencia Street/Trout Gulch Road (future intersection)
- 13. Soquel Drive/Parade Avenue (future intersection)

The following five scenarios were addressed in this traffic study:

- 1. Existing Conditions This scenario evaluates existing traffic volumes and roadway conditions based on the current traffic counts and the field surveys.
- 2. Existing plus Approved Conditions Same as the previous scenario, but with the addition of the trips from approved projects.
- 3. Existing plus Approved plus Proposed Project Conditions This scenario is similar to Existing plus Approved Conditions, but with the expected trips to be generated by the proposed Aptos Village Mixed-Use Development.
- 4. Cumulative (Year 2025) Conditions Cumulative (year 2025) traffic volumes were forecasted based on an annual growth rate of 1.3 percent per year as directed by County staff.
- 5. Cumulative (Year 2025) plus Proposed Project Conditions This scenario is similar to Cumulative Conditions, but with the added project generated trips.

Level of Service Analysis Methodology

Level of service (LOS) is a qualitative description of traffic operating conditions, including expected traffic conflicts and delay. Levels of service describe these conditions in terms of such factors as speed, travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Levels of service are given letter designations ranging from A to F. LOS A indicates free-flow conditions with little or no delay and LOS F indicates congested conditions with excessive delays and long backups. Various methodologies are used to determine LOS at specific roadway facilities, including signalized and unsignalized intersections, rural two-lane and multi-lane highways, urban arterials and freeways.

Page 5 November 3, 2009 Unsignalized study intersections were evaluated using the appropriate methodologies for One-, Two-and All-Way STOP-controlled intersections contained in the 2000 Highway Capacity Manual. These methodologies report peak hour operating conditions based on average control delay (length of time a vehicle waits to pass through the intersection from the end of a queue) for all vehicles entering the intersection for All-Way STOP-controlled intersections, and based on average control delay of the critical movements (stopping and yielding movements) for One- and Two-Way STOP controlled intersections.

Signalized intersections were evaluated using the corresponding methodology contained in the 2000 Highway Capacity Manual. This methodology reports peak hour operating conditions based on average control delay for all vehicles entering the intersection.

Appendix A contains detailed descriptions of all the LOS methodologies.

Significant Impact Criteria

The County of Santa Cruz's LOS standard is LOS C. Intersections that fall below LOS D are considered impacted and should be considered for mitigation. The County will accept LOS D if there are valid constraints, such as right-of-way, geography, financial, or others.

Existing Traffic Conditions

Roadway Network

The project site and surrounding study area are illustrated in Figure 1. Important roadways serving the project site are discussed below.

Highway I is a north-south freeway extending along the coast of California. In the project vicinity, Highway I runs east-west and carries approximately 83,000 vehicles per day near its interchange with State Park Drive. This highway provides regional access to the project area, and serves as the connector to State Route 17 in Santa Cruz and to State Route 156 in Castroville.

Soquel Drive is a two-to-six-lane roadway that serves as a major arterial in the area. The road runs parallel to Highway 1, extending from just west of Freedom Boulevard in Aptos Village westerly to the City of Santa Cruz. Abutting land uses are primarily commercial, office and light industrial.

State Park Drive is a two-lane arterial that runs north-south and is approximately half a mile west of the project site. The road also extends from Soquel Drive southerly to Seacliff State Beach at the south end.

Aptos Creek Road runs north-south and is located adjacent and to the west of the project site. It is a two-lane road providing access to the Aptos County Park and the Forest of Nisene Marks State Park.

Cothedral Drive runs north-south and is located to the east of the project site. It is generally a two-lane road that extends northerly from Soquel Drive. It provides access to residents along both sides of the street.

Granite Way is an east-west road connecting Aptos Creek Road on its west end and Cathedral Drive on its east end.

Trout Gulch Road is a north-south two-lane collector that provides access to residential uses north of Highway 1.

Intersection Level of Service Analysis

Figure 2 shows the current peak hour turning movement volumes at the study intersections. The traffic counts were conducted during October 2006 and December 2007 for nine of the ten study intersections (except for State Park Drive/Soquel Drive intersection) and they are provided in Appendix B.

For the intersection of State Park Drive/Sunset Way/Soquel Drive, the turning movement counts were obtained from the Poor Clares Senior Residential Housing Project traffic study dated February 14, 2009 performed by Fehr & Peers, and the counts were conducted during April 2008. It should be noted that the counts collected during April 2008 showed significantly lower volumes on northbound State Park Drive approach compared to the traffic counts collected during December 2007. It appears that the significantly higher traffic counts recorded during December 2007 at this intersection are likely due to event related traffic or holiday season peak. Thus, the traffic study conducted by Fehr & Peers for Poor Clares project balanced the traffic volume by reducing the peak hour data reasonably at the State Park Drive/Highway I ramp intersections. To be consistent, TJKM utilized the traffic data from the Poor Clares traffic study report for the

Page 7 November 3, 2009 intersection State Park Drive/Sunset Way/Soquel Drive and the two ramp intersections with Highway 1.

Figure 3 illustrates the existing intersection lane configurations. It should be noted that the left-turn movement from westbound Soquel Drive onto southbound Spreckels Drive (Intersection 6) is currently prohibited during the a.m. and the p.m. peak hours. The analysis assumes this left-turn prohibition remains effective for all future scenarios analyzed. Table I summarizes the results of the intersection LOS analysis for existing conditions. Detailed calculations are contained in Appendix C.

Table I: Intersection LOS - Existing Conditions

			P.M. Peak Hour		
łD	Intersection	Control	Delay	LOS	
ī	Aptos Creek Road/Granite Way	One-way Stop	9.6	Α	
2	Cathedral Drive/Granite Way	One-way Stop	8.9	Α	
3	Cathedral Drive/Trout Gulch Road	One-way Stop	12.6	В	
	Soquel Drive/Trout Gulch Road	All-way Stop	26.9	D	
4	Recommended Mitigation: Install a signal and a westbound left-turn lane	Signal	27.7	С	
	Soquel Drive/Aptos Creek Road	One-way Stop	47.2	E	
5	Recommended Mitigation: Install a signal and an eastbound left-turn lane	Signal	10.3	В	
6	Soquel Drive/Spreckels Drive	Signal	12.8	В	
7	Soquel Drive/Aptos Rancho Road	Signal	30.1	С	
8	Soquel Drive/ State Park Drive/Sunset Way	Signal	35.6	D	
9	State Park Drive/Hwy. NB Ramps	Signal	8.6	A	
10	State Park Drive/Hwy. I SB Ramps	Signal	6.8	A	

Note: Delay = Overall average intersection delay for Signalized/All-way Stop control intersections or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

Under Existing Conditions, eight out of ten study intersections operate at acceptable service levels during the p.m. peak hour. The following two intersections operate unacceptably during the p.m. peak hour:

- Soquel Drive/Trout Gulch Road: This all-way stop controlled intersection currently operates
 at LOS D during the p.m. peak hour. Signalization and installation of an exclusive
 westbound left-turn lane is expected to improve the intersection operating condition to an
 acceptable level.
- Soquel DrivelAptos Creek Road: This one-way stop control intersection operates at LOS E
 during the p.m. peak hour. The recommended mitigation is to install a traffic signal and an
 exclusive eastbound left-turn lane on Soquel Drive.

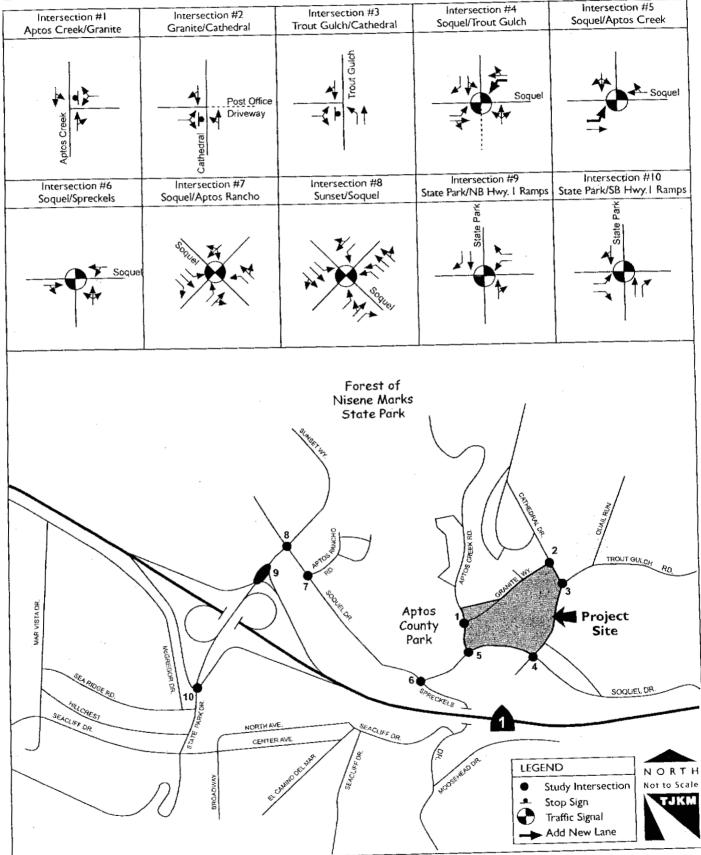
The recommended mitigations are expected to improve the operation of the above intersections to acceptable County LOS standards of LOS C or better. These mitigations are part of the current County capital improvement program and are currently under design. Figure 4 summarizes the recommended mitigations for Existing Conditions.

Page 8 November 3, 2009

	Provement volum			
Intersection #1 Aptos Creek/Valencia	Intersection #2 Granite/Cathedral	Intersection #3 Trout Guich/Cathedral	Intersection #4 Soquel/Trout Gulch	Intersection #5 Soquel/Aptos Creek
34 72 72 102 72 72 74 75	26 26 26 26 26 26 26 26 26 26 26 26 26 2	14 178 178 3388 8388 8388 8388 8388 8388 8	345 305 46	88 € 27 414 79 ₹ 655 →
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy.1 Ramps
700 → 531 700 → 7 201 → 2	13, 13 to 12, 13, 13, 13, 13, 13, 13, 13, 13, 13, 13		465 443 443 443 443 443 443 443 443 443 44	371 1 2 298 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200
SEA PROGERO MILLOREST SEACLIFF OR	Magregon Dr. 10 RICH AVE CENTER:	Con Pro	otos 1 Septembro de LEGEND Study I	Project Site NORTH Not to Scale Intersection ak Hour Volume

Existing Lane Ge	ometry			<u> </u>
Intersection #I Aptos Creek/Valencia	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Intersection #4 Soquel/Trout Guich	Intersection #5 Soquel/Aptos Creek
Aptos Creek	Post Office Driveway	Trout Guleh	Soquel	Soquel
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy.1 Ramps
Soquei	Score 12	Seques	State Park	State Park
SEACURE DR. SEACURE DR.	MAGRESOR OR. 10 BIOLANTE A AVAIDAGE AVAIDA	VE. SEACHE	Aptos ounty Park 5 6 SAMECKELS LEGE S LEGE S S S S S S S S S S S S S	2 TROUT GULCH RO 3 Project Site SOQUEL DR. N O R T H Not to Scale Stop Sign Fraffic Signal

	Ottricta					
I	Recommended	Mitigations	for	Existing	Lane	Geometry



Existing plus Approved Conditions

This Scenario is similar to Existing Conditions, but with the addition of traffic from Countyapproved developments within the project vicinity. Approved projects consist of developments that were either under construction, were built but not fully occupied, or that were not built but had final development approval from the County, when the Existing traffic volume counts were conducted. Based on recent communication with County staff (September 2009), the approved projects shown in Table II are expected to generate traffic through the study intersections.

Table II: Trip Generation Summary for Approved Projects

	Land Use	ł	Daily	Daily	A.M. Peak Hour				P.M. Peak Hour			
No.	(ITE Code)	Size	Rate	Trips	Trip Rote	ln	Out	Total	Trip Rate	In	Out	Total
	Medical-Dental Office Building (720)	3.3 ksf	36.13	119	2.48	6	2	8	3.72	3	9	12
!	S.F. Detached (210)	2.0 d.u.	9.57	19	0.75	0	J	2	10.1	1	ı	2
2	Medical-Dental Office Building (720)	0.93 ksf	36.13	34	2.48	2	0	2	3.72	I	3	3
2	S.F. Detached (210)	1.0 d.u.	9.57	10	0.75	0	ı	l	1.01	ı	0	
_	General Office Building (710)	1.4 ksf	11.01	15	1.55	2	0	2	1.49	0	2	2
3	S.F. Detached (210)	2.0 d.u.	9.57	19	0.75	0	ı	2	1.01	l	ı	2
4	General Office Building (710)	10.0 ksf	11.01	110	1.55	14	2	16	1.49	3	12	15
5	Church (560)	-	-	-	-	36	0	36	-	30	18	48
6	Res. Condo/ Townhouse (230)	10.0 d.u.	5.86	59	0.44	ı	4	4	0.52	3	2	5
7	Res. Condo/ Townhouse (230)	12.0 d.u.	5.86	70	0.44	ı	4	5	0.52	4	2	6
8	Res. Condo/ Townhouse (230)	28.0 d.u.	5.86	164	0.44	2	10	12	0.52	10	5	15
9	Res. Condo/ Townhouse (230)	43.0 d.u.	5.86	252	0.44	3	16	19	0.52	15	7	22
10	Apartments (220) – Net Total (41 new minus 10 existing d.u.)	31 d.u.	6.72	330	0.51	4	15	19	0.62	22	12	34
П	Senior Housing – Detached (251)	110 d.u.	3.71	408	0.22	8	16	24	0.27	18	12	30
12	Townhomes (230)	19 d.u.	5.86	111	0.44	ı	7	8	0.52	7	3	10
13	Hotel (310)	12 rooms	8.17	98	0.56	4	3	7	0.59	4	3	7
13	Quality Restaurant (931)	45 seats	2.86	129	0.03	1	1	2	0.26	8	4	12
	Total		1	1,947		85	83	169		131	96	226

Notes: ksf = 1000 square feet; d.u. = Dwelling Units

Source: ITE Trip Generation, 7th Edition

Approved Projects Trip Generation

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as having an origin and a destination, and is not a round trip. The total number of trips generated by each land use includes the inbound and outbound trips.

Page 12

Trip generation estimates for the approved projects were based on empirical observations at similar land uses. The rates are contained in the standard reference Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE). Table II summarizes the trip generation assumption for the approved projects. The approved projects are expected to generate approximately 1,947 daily trips, with 169 trips during the a.m. peak hour and 226 trips during the p.m. peak hour. It should be noted that this traffic study is limited to the analysis of the p.m. peak hour conditions.

Approved Projects Trip Distribution and Assignment

Trip distribution is the process of determining in what proportion vehicles would travel between the project site and various destinations within a study area. Trip assignment is the process of determining the various paths vehicles would take from the project site to each destination. Trip distribution assumptions were developed based on existing traffic counts, knowledge of the area, and consultation with County staff. Figure 5 illustrates the assignment of the approved project trips to the study intersections.

The trips generated by the approved projects were added to the existing volumes to forecast the turning volumes under the Existing plus Approved Conditions.

Intersection Level of Service Analysis

Figure 6 shows the forecasted turning movement volumes at the study intersections under the Existing plus Approved scenario. Table III summarizes the results of the intersection LOS analysis. Detailed calculations are contained in Appendix D. Under this scenario, the same eight study intersections that currently operate at acceptable service levels are expected to continue operating acceptably. The mitigations identified in the previous scenario (Existing Conditions) are expected to be able to accommodate approved project traffic as well.

The following two intersections are expected to continue to operate unacceptably under the Existing plus Approved conditions:

- Soquel Drive/Trout Gulch Road: This All-way Stop controlled intersection currently operates
 at LOS D during the p.m. peak hour.
 Recommended mitigation: Signalization and installation of an exclusive westbound left-turn
 lane is expected to improve the intersection operating condition to an acceptable level.
- Soquel Drive/Aptos Creek Road: This One-way Stop control intersection operates at LOS F during the p.m. peak hour.
 Recommended mitigation: Install a traffic signal and an exclusive eastbound left-turn lane on Soquel Drive.

Both of the above mitigations are part of the current County capital improvement program and are currently under design.

Page 13 November 3, 2009



Table III: Intersection LOS - Existing + Approved Conditions

	le III: Intersection LOS – Existing : Approved Condition	_	P.M. Peak Ho	
ID	Intersection	Control	Delay	LOS
	Aptos Creek Road/Granite Way	One-way Stop	9.6	Α
2	Cathedral Drive/Granite Way	One-way Stop	8.9	A
3	Cathedral Drive/Trout Gulch Road	One-way Stop	12.7	В
	Soquel Drive/Trout Gulch Road	All-way Stop	29.7	D
4	Recommended Mitigation: Install a signal and a westbound left-turn lane	Signal	27.2	C
	Soquel Drive/Aptos Creek Road	One-way Stop	66.7	F
5	Recommended Mitigation: Install a signal and an eastbound left-turn lane	Signal	9.8	А
6	Soquel Drive/Spreckels Drive	Signal	13.1	В
	Soquel Drive/Aptos Rancho Road	Signal	33.3	С
8	Soquel Drive/Sunset Way/State Park Drive	Signal	39.1	D
9	State Park Drive/Hwy. NB Ramps	Signal	9.3	A
10		Signal	7.1	A

Note: Delay = Overall average intersection delay for Signalized/All-way Stop control intersections or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

		Trips		
Intersection#I Aptos Creek/Granite	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Intersection #4 Soquel/Trout Guich	Intersection #5 Soquel/Aptos Creek
<u>+</u>	2-+	27	5	1
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy.1 Ramps
28 17 3	25,50	263	127 18 18 19 10	7 1 7 7 20 - 7 - 1
SEACURE OR SEACURE OR	MCGREGOR DR. 10 RORTHAN CENTER	CO P	ptos tunty ark 5	3 Project Site NORT Not to Sc TJK

|--|

Intersection #1 Aptos Creek/Granite	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Intersection #4 Soquel/Trout Gulch	Intersection #5 Soquel/Aptos Creek
35 103 12 103 12 103	1	208 343 343 343	350 11 11 192 776 350 14 18 18 18 18 18 18 18 18 18 18 18 18 18	80 4 671 671
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy.1 Ramps
717 → 559 717 → 5 204 → 7	10,50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3, 8, 10 A A A A A A A A A A A A A A A A A A	159 159 159 159	378 7 7 878 378 7 7 878 378 7 878 378 7 878
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Existing plus Approved plus Project Conditions

This Scenario is similar to the Existing plus Approved Conditions, but with traffic added from the proposed Aptos Village mixed-use development. The project is comprised of 74,950 square feet of neighborhood commercial retail and 63 multi-family residential units on three lots with assessor's parcel numbers (APN) of 041-011-20 (4.02 acres), 041-011-03 (1.1 acres), and 041-011-33 (2.5 acres). Lot number 041-011-33 is already partially developed, with approximately 60 percent of the area (1.5 acres) remaining for development. The proposed project would occupy a currently combined vacant land area of approximately 6.62 acres. The project site is bounded by existing residential uses to the north, a post office to the east, and commercial uses to the west and south. The project will have access from Aptos Creek Road, Trout Gulch Road, and Soquel Drive.

Figure 7 shows the proposed project's preliminary site plan. A new roadway, Valencia Street, runs through the project site in an east-west direction between Trout Gulch Road and Aptos Creek Road. With the development of the project, Granite Way would be re-aligned north-south as a culde-sac adjacent to the project site. Parade Avenue runs north-south between Valencia Street and Soquel Drive as shown in the site plan.

Project Trip Generation

The project consists of neighborhood commercial retail and multi-family residential uses. The project trip generation was estimated based on rates provided in Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE). Table IV shows the expected trip generation for the proposed project. As shown, the proposed project is expected to generate approximately 3,650 daily trips, with 113 trips occurring during the a.m. peak hour and 322 trips during the p.m. peak hour.

Table IV: Proposed Project Trip Generation

Land Use Type	<u> </u>	Do	ily	,	I.M. Trip	os .	P	.M. Trip)s
(ITE Code)	Size	Rate	Total	In	Out	Total	İn	Out	Total
Neighborhood Commercial Retail (820)	74.95 ksf	42.92	3,217	47	30	77	135	146	281
Multi Family Residential (230)	63 d.u.	6.87*	433	5	31	36	27	14	41
Total			3,650	52	61	113	162	160	322

Source: ITE Trip Generation, 7th Edition Note: d.u. = Dwelling Units

KSF = 1000 Square Foot

* =Regression equation was used

Project Trip Distribution and Assignment

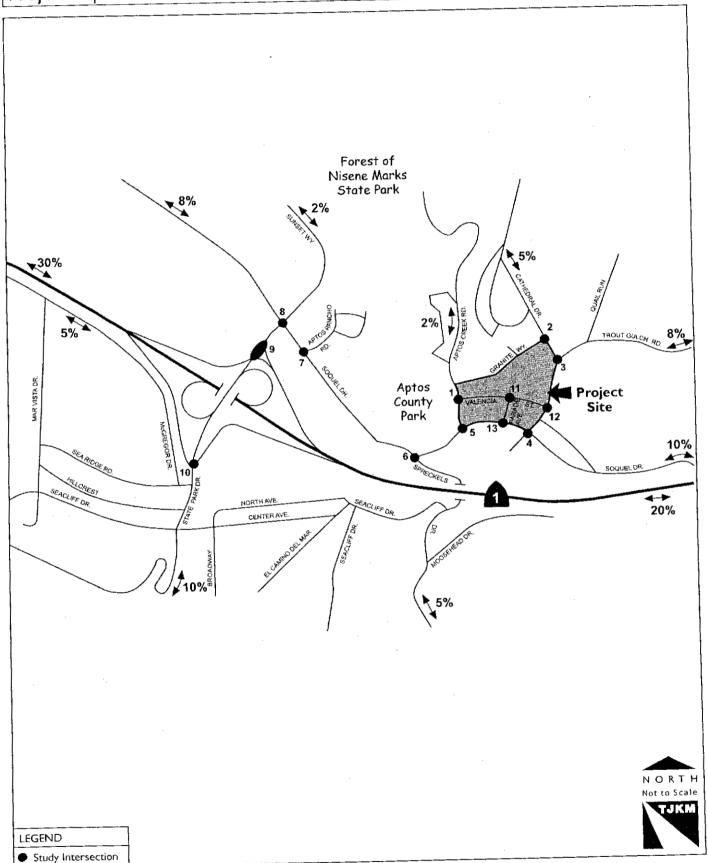
Trip distribution assumptions for the Aptos Village project were developed based on existing travel patterns, knowledge of the study area, and input from County staff. These assumptions are shown in Figure 8. Project trips are expected to travel to and from the site according to the distribution assumptions described below:

- 30 percent to/from the north via Highway I
- 20 percent to/from the south via Highway 1
- 10 percent to/from the east via Soquel Drive
- 8 percent to/from the west via Soquel Drive
- 8 percent to/from the east via Trout Gulch Road
- 5 percent to/from the north via Cathedral Drive
- 5 percent to/from the south via Spreckels Drive
- 5 percent to/from the west via McGregor Drive
- 3 percent to/from the south via Central Avenue
- 2 percent to/from the west via Seacliff Drive
- 2 percent to/from the north via Sunset Way
- 2 percent to/from the north via Aptos Creek Road

Figure 9 shows the assignment of the proposed project trips.

Figure Santa Cruz County – Aptos Village Update Preliminary Site Plan 59-060 - 12/18/08 - AY N O R T H
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EXHIBIT



Assignment of t	roposed Project	111ps		
Intersection #I Aptos Creek/Valencia	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Intersection #4 Soquel/Trout Gulch	Intersection #5 Soquel/Aptos Creek
۳ <u>ا</u> کے ع	8 →	3. d	13	125-7
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy, I Ramps	Intersection #10 State Park/SB Hwy,1 Ramps
117 — 8 0	112	16 3 16	49	32 4 9
Intersection #1 ! Valencia/Parade	Intersection #12 Valencia/Trout Gulch			Intersection #13 Sogel/Parade
21->	21_\$\frac{1}{2}\$	Forest of Nisene Marks State Park		<u>5</u>
		8 OF STATE O	Contest Ho.	TROUT GULCH RO.
MARVISTA DR.	WO-CULE OF DE CONTROL OF THE CONTROL	O Co	ptos punty valence state of the same chers	Project Site 12 SOQUEL DR
SEACLIFF OR	NORTH AV	SEACUES	LEGEND Structure	NORT Not to So Intersection eak Hour Volume

Intersection Level of Service Analysis

Figure 10 shows the turning movement volumes resulting from project trip assignment at the study intersections under the Existing plus Approved plus Project scenario. Table V summarizes the results of the intersection LOS analysis under an Alternative I described below. Detailed calculations are contained in Appendix E.

Table V: Intersection LOS - Existing + Approved + Project Conditions - Alternative |

ID	Intersection	Control	Existing + Approved P.M. Peak Hour		Existing + Approved + Project P.M. Peak Hour (Alternative I)	
			Delay	LOS	Delay	LOS
ı	Aptos Creek Road/Granite Way	One-way Stop	9.6	A	9.5	Α
2	Cathedral Drive/Granite Way	One-way Stop	8.9	Α	8.9	Α
3	Cathedral Drive/Trout Gulch Road	One-way Stop	12.7	В	13.1	В
	Soquel Drive/Trout Gulch Road	All-way Stop	29.7	D	31.6	D
4	Recommended Mitigation: Install a signal and a westbound left-turn lane	Signal	27.2	С	31.3	С
_	Soquel Drive/Aptos Creek Road	One-way Stop	66.7	F	>120.0	F
5	Recommended Mitigation: Install a signal and an eastbound left-turn lane	Signal	9.8	A	J 2.2	В
6	Soquel Drive/Spreckels Drive	Signal	13.1	В	8.61	В
	Soquel Drive/Aptos Rancho Road	Signal	33.3	С	37.4	D
7	Recommended Mitigation: Provide permissive phasing for minor street	Signal	-	-	30.5	С
8	Soquel Drive/Sunset Way/State Park Drive	Signal	39.1	D	44.0	D
9	State Park Drive/Hwy. I NB Ramps	Signal	9.3	Α	11.4	В
10	State Park Drive/Hwy. J SB Ramps	Signal	7.1	Α	7.5	Α
11	Valencia Street/Parade Avenue	One-way Stop	-	-	8.9	Α
12	Valencia Street/Trout Gulch Road	One-way Stop	-	-	34.9	D
	Soquel Drive/Parade Avenue	One-way Stop	-	T -	32.0	D
13	Mitigation Alternative: Install a signal	Signal	-	-	6.7	А

Note:

Delay = Overall average intersection delay for Signalized/All-way Stop control intersections or

Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service;

Alternative 1 = Intersection of Soquel Drive/Parade Avenue is analyzed as signalized intersection.

The new Valencia Street would be the preferred through access to the project site via Trout Gulch Road and Aptos Creek Road. The new alignment of Granite Way would affect forecasted turning movement volumes at five study intersections:

- 1. Aptos Creek Road/Valencia Street
- 2. Valencia Street/Parade Avenue
- 3. Soquel Drive/Parade Avenue
- 4. Soquel Drive/Trout Gulch Road
- 5. Soquel Drive/Aptos Creek Road

Page 22 November 3, 2009 Table V includes summary results of the expected traffic conditions for these five intersections with the mitigation alternative of installing a traffic signal at Soquel Drive/Parade Avenue intersection (Alternative 1).

Under this scenario, ten study intersections are expected to continue to operate acceptably during the p.m. peak hour. The same two intersections that currently operate unacceptably plus one additional intersection impacted by the addition of proposed project traffic are expected to operate at unacceptable service levels under Existing plus Approved plus Project Conditions:

- Soquel Drive/Trout Gulch Road
- Soquel Drive/Aptos Creek Road
- Soquel Drive/Aptos Rancho Road

The mitigations identified at the first two intersections above under the previous scenarios (Existing and Existing plus Approved) are expected to accommodate Aptos Village project traffic as well. The County is currently in the design process for these recommended mitigations as capital improvement projects, and the traffic signals are expected to become functional prior to full occupancy of the project:

- Soquel DrivelTrout Gulch Road: Signalization and installation of an exclusive westbound leftturn lane is expected to improve the intersection operating condition to an acceptable level.
- Soquel DrivelAptos Creek Road: Signalization and installation of an exclusive eastbound leftturn lane on Soquel Drive is expected to improve the intersection operating condition to an acceptable level.

At the intersection of Soquel Drive and Aptos Rancho Road, the delay is expected to increase by about four seconds, which would cause the LOS to decrease from C to D due to the traffic added from the project. Currently, Aptos Rancho Road operates with split phasing. TJKM recommends modifying the Aptos Rancho Road signal phasing to permissive left-turn phasing. With this mitigation, the intersection is expected to operate at an acceptable LOS C. There is sufficient capacity for left turns, and no protected left turn arrow is required for the minor street.

Although the installation of a signal at Parade Avenue and Soquel Drive indicates that the poor LOS can be mitigated, it does not meet signal warrants. This intersection is very close to the future signal at the Soquel Drive/Trout Gulch Road intersection. Eastbound queues on Soquel Drive at Trout Gulch Road will sometimes extend past the Parade Avenue intersection. Even if coordination is employed, this queuing is still likely to occur, and also westbound traffic stopped for Parade Avenue could easily queue back into the Soquel Drive/Trout Gulch intersection. Because the signal is unwarranted and is also problematic in terms of interactions with other adjacent signalized intersections, TJKM recommends that only right turns onto Soquel Drive be permitted. Even during the off peak hours, left turns from Parade Avenue would operate at a poor LOS, so left turns should be prohibited at all times. Motorists desiring to travel east on Soquel Drive are really not sent far out of the way by being rerouted to the Valencia/Trout Gulch intersection, then south to the Trout Gulch/Soquel Drive intersection.

Table VI shows the resulting delays and LOS for the intersections that would be influenced by prohibiting southbound left turns from Parade Avenue onto eastbound Soquel Drive, as well as results from analyzing the intersection of Soquel Drive/Parade Avenue as a one-way stop control

Page 23 November 3, 2009



intersection (identified in the table as Alternative 2). The southbound left turn restriction at this intersection would cause the project trips to re-route through the intersections of:

- Valencia Street/Parade Avenue
- Valencia Street/Trout Gulch Road
- Soquel Drive/Trout Gulch Road

Table VI: Intersection LOS - Existing + Approved + Project Conditions, Alternative 2

מו	Intersection	Control	Existing + Approved P.M. Peak Hour		Existing + Approved + Project P.M. Peak Hour (Alternative 2)	
			Delay	LOS	Delay	LOS
<u> </u>	Soquel Drive/Trout Gulch Road	All-way Stop	29.7	D	31.6	D
4	Recommended Mitigation: Install a signal and a westbound left-turn lane	Signal	27.2	v	30.2	C
11	Valencia Street/Parade Avenue	One-way Stop	-		8.7	Α
12	Valencia Street/Trout Gulch Road	One-way Stop	-	-	29.1	D
<u> </u>	Soquel Drive/Parade Avenue	One-way Stop	-	-	32.0	D
13	Recommended Mitigation: Prohibit SB Left-turn movement	One-way Stop	-	-	15.7	C

Note:

Delay = Overall average intersection delay for Signalized/All-way Stop control intersections or

Minor street (worst approach) delay for unsignalized intersections in seconds

LOS = Level of Service

Alternative 2 = Intersection of Soquel Drive/Parade Avenue is analyzed as one-way stop control with left turns prohibited on southbound approach.

		rning Movement	Intersection #4	Intersection #5
Intercoction #1	Intersection #2	Intersection #3	Soquel/Trout Guich	Soquel/Aptos Creek
Intersection #1 Aptos Creek/Valencia	Granite/Cathedral	Trout Gulch/Cathedral		
38 15 8 15 8 7 8 7 8	1	14 — 58 322 — 881 388 — 388	350 32 11 350 329 46 329 46 3	205 -441 692 -
ļ	ļ	Intersection #8	Intersection #9	Intersection #10
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Sunset/Soquel	State Park/NB Hwy. I Ramps	State Park/SB Hwy.1 Ramps
833 - 13 204 \$\frac{1}{2} \frac{1}{2} \fra	13 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	35,73	25.8 1617 1743 1617 1743	410 410 2
Intersection #11	Intersection #12			Intersection #13 Soqel/Parade
Valencia/Parade	Valencia/Trout Gulch	_		
31 - 31 8 - 0 m	22 475 306 4 475	Forest of Nisene Mark State Park	s /	45
MAR VISTA DR.	No.	8 PHONE OF STATE OF S	Aptos County Park Type Park Typ	TROUT GULCH RO. Project Site
	WOOREGON ON.		- Jan 14	SOQUEL DR.
SEACUFF DR	T NORTH	TERANE. SEACLIFE DR.	WOSEPH DON	idy Intersection
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Cumulative (Year 2025) Conditions

This scenario evaluates conditions based on forecasted traffic volumes for the Year 2025. Future peak hour turning movement volumes for the year 2025 were forecasted based on traffic growth patterns in the study area from 1994 to 2004. Traffic at the major intersections has increased by approximately 1.3 percent per year for the past several years. This scenario assumes that the traffic in the study area would increase at a similar annual rate between 2006 and 2025.

Intersection Level of Service Analysis

Figure 11 shows the forecasted turning movement volumes for Year 2025 Conditions. Table VII summarizes the results of the LOS analysis. The detailed LOS calculations are contained in Appendix F. Cumulative Conditions scenario assumes that the intersections of Soquel Drive/Trout Gulch Road and Soquel Drive/Aptos Creek Road are already signalized with lane improvements. The County is currently in the design process for these capital improvement projects, and the traffic signals are expected to become functional prior to full occupancy of the project.

Table VII: Intersection LOS - Cumulative Conditions

ID		Control	P.M. Peak Hour	
ID	Intersection	Control	Delay	LOS
l	Aptos Creek Road/Granite Way	One-way Stop	9.9	Α
2	Cathedral Drive/Granite Way	One-way Stop	9.1	A
3	Cathedral Drive/Trout Gulch Road	One-way Stop	15.8	С
4	Soquel Drive/Trout Gulch Road	Signal	33.6	С
5	Soquel Drive/Aptos Creek Road	Signal	11.5	В
6	Soquel Drive/Spreckels Drive	Signal	23.2	С
7	Soquel Drive/Aptos Rancho Road	Signal	56.1	E
′	Modify minor street split phasing to provide permissive phasing	Signal	37.4	D
	Soquel Drive/Sunset Way/State Park Drive	Signal	58.3	E
8	Install an eastbound right-turn lane	Signal	35.6	D
9	State Park Drive/Hwy. NB Ramps	Signal	13.3	В
10	State Park Drive/Hwy. 1 SB Ramps	Signal	8.1	Α

Delay = Average intersection delay for signalized intersections or Minor street (worst approach) delay for unsignalized intersections in seconds; LOS = Level of Service

Under the Cumulative scenario, eight study intersections are expected to continue to operate at acceptable service levels during the p.m. peak hour. The following two intersections would operate unacceptably:

1. Soquel DrivelAptos Rancho Road: This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Currently, Aptos Rancho Road operates with split phasing. TJKM recommends the modification of signal phasing to provide permissive left-turn phasing on Aptos Rancho road. As a result, the intersection is expected to operate at LOS D.

> Page 26 November 3, 2009

EXHIBIT I .

2. Soquel Drive/State Park Drive/Sunset Way: This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Installing an exclusive eastbound right-turn lane on Soquel Drive is expected to improve the intersection LOS to an acceptable level. However, the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal lane widths are used. TJKM recommends that the County consider narrower lanes. Analysis of this mitigation measure was also performed for the a.m. peak hour, and the intersection was found to operate acceptably at LOS D. A right-turn lane storage length of at least 300 feet plus transition is suggested by the analysis.

Figure 12 shows the recommended mitigations for the Cumulative Conditions.

EXHIBIT

-		ment Volumes	Intersection #4	Intersection #5
Intersection #I ptos Creek/Granite	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Soquel/Trout Gulch	Soquel/Aptos Creek
45. 45. 13. 13. 13. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	33 7 8 7	18 7 227 7 227 4	430 14 -211 -95 -430 15 15 15 15 15 15 15 15 15 15 15 15 15	99 1 817 -
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 os State Park/SB Hwy.1 Ramps
50quel/spreckets -662 -5 873 -251 -255	10,10 16,3 1,10 1,10 1,10 1,10 1,10 1,10 1,10 1,	× 40 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	465 176 176 178	463 4 2 463 331 7 372 331 8
		Forest of Nisene Mark State Park	ks (/
g.		8 CHOWN OF THE PARTY OF THE PAR	Aptos 1	2 TROUT GULCH RD
SEA COST TO SEA CO	Mediagona 10 and 2		Park 5	Site soquel DR.
SEACUFF DR.	S CEI	ENTER AVE. SEACLIFF DR	JEGE LEGE	END Study Intersection PM Peak Hour Volume
			IVV L	ATTECON FORM TO COMME TO COMME

Intersection #I Aptos Creek/Granite	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Intersection #4 Soquel/Trout Gulch	Intersection #5 Soquel/Aptos Creek
Aptos Greek	Post Office Post Office Driveway	Trout Guich	Soquel	Soquel
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy. I Ramps
Soque	San	Sague	State Park	State Pa
		Forest of Nisene Mark State Park	«s	
		State Give		,
		8 OH-Wiles	4070S CRREEK RO.	2 TROUT GULCH FO
MAR VISTA DR.		7 3	Aptos 1	Project Site
SEA RIDGE RO	MediateGOR DR		Park 5	SCOUEL DR
SEACLIFF OR	TO NORT	HAVE. SEACLIFF DR		
	\(\frac{\fir}{\fir}}}}}}}}}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}}}}}}}}{\frac{	i december de la companya de la comp	LEG	

Stop Sign
Traffic Signal
Add New Lane

Cumulative (Year 2025) plus Project Conditions

This Scenario is similar to the Cumulative Year 2025 conditions, but with traffic added from the proposed Aptos Village mixed-use development. The proposed project trip generation and trip distribution are same as mentioned under the Existing plus Approved plus Project Conditions.

Intersection Level of Service Analysis

Figure 13 shows the forecasted turning movement volumes for the Cumulative plus Project Conditions. Table VIII summarizes the results of the LOS analysis with the alternative of signalization of the intersection, Soquel Drive/Parade Avenue (Alternative 1).

Table VIII: Intersection LOS - Cumulative + Project Conditions - Alternative I

ID	Intersection LOS – Cumula	Control	Cumu		Cumulative + Project P.M. Peak Hour (Alternative 1)	
			Delay	LOS	Delay	LOS
ı	Aptos Creek Road/Valencia Street	One-way Stop	9.9	A	9.9	Α
2	Cathedral Drive/Granite Way	One-way Stop	9.1	A	9.1	A
3 .	Cathedral Drive/Trout Gulch Road	One-way Stop	15.8	С	16.4	С
4	Soquel Drive/Trout Gulch Road	Signal	33.6	С	35.2	D
5	Soquel Drive/Aptos Creek Road	Signal	11.5	В	14.9	В
6	Soquel Drive/Spreckels Drive	el Drive/Spreckels Drive Signal 23.2 C		45.6	D	
	Soquel Drive/Aptos Rancho Road	Signal	56.1	E	72.0	E
7	Provide permissive phasing for minor street	Signal	37.4	D	43.6	D
	Soquel Drive/Sunset Way/State Park Drive	Signal	58.3	E	66.8	E
8	Install an eastbound right-turn lane	Signal	35.6	D	41.7	D
9	State Park Drive/Hwy. I NB Ramps	Signal	13.3	В	18.1	В
10	State Park Drive/Hwy. SB Ramps	Signal	8.1	Α	8.0	Α
H	Valencia Street/Parade Avenue	One-way Stop	-	-	8.9	Α
12	Valencia Street/Trout Gulch Road	One-way Stop	-		34.3	D
	Soquel Drive/Parade Avenue	One-way Stop	-	-	55.5	F
13	Install a signal	Signal	-	1 -	7.7	A

Note: Delay = Average intersection delay for signalized intersections or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service:

Detailed LOS calculations are contained in Appendix G. Similar to the previous scenario, the intersections of Soquel Drive/Trout Gulch Road and Soquel Drive/Aptos Creek Road are analyzed as signalized intersections. The County is currently in the design process for these capital improvement projects, and the traffic signals are expected to become functional prior to full occupancy of the project.

Page 30 November 3, 2009 EXHIBIT I Under the Cumulative plus Project Conditions, ten study intersections are expected to continue to operate at acceptable service levels during the peak hours. The mitigation identified in the previous scenario (Cumulative Conditions) is expected to accommodate the Aptos Village project traffic as well. The following two intersections would continue to operate unacceptably:

- 1. Soquel DrivelAptos Rancho Road: This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Currently, Aptos Rancho Road operates with split phasing. TJKM recommends the modification of the Aptos Rancho Road signal phasing to provide permissive left turn phasing. As a result, the intersection is expected to operate at an acceptable LOS D.
- 2. Soquel Drive/State Park Drive/Sunset Way: This intersection is expected to operate at unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Installing an exclusive eastbound right-turn lane on Soquel Drive is expected to improve the intersection LOS to an acceptable level. However, the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal lane widths are used. TJKM recommends that the County consider narrower lanes. The analysis of this mitigation measure was also performed for the a.m. peak hour, and the intersection was found to operate acceptably at LOS D. A right-turn lane storage length of at least 300 feet plus transition is suggested by the analysis.

Table IX summarizes the LOS conditions for the intersections influenced with the re-routing of project trips due to the recommended restriction of southbound left-turn movement at the intersection of Soquel Drive/Parade Avenue (Alternative 2).

Table IX: Intersection LOS - Cumulative + Project Conditions - Alternative 2

ID	Intersection	Control	Cumulative P.M. Peak Hour		Cumulative + Project P.M. Peak Hour (Alternative 2)	
		}	Delay	LOS	Delay	LOS
4	Soquel Drive/Trout Gulch Road	Signal	33.6	С	36.3	D
11	Valencia Street/Parade Avenue	One-way Stop	-	-	8.9	Α
12	Valencia Street/Trout Gulch Road	One-way Stop	-	-	28.6	D
	Soquel Drive/Parade Avenue	One-way Stop		-	58.6	F
13	Recommended Mitigation: Prohibit SB Left-turn movement	One-way Stop	-	-	15.4	C

Note: Delay = Average intersection delay for signalized intersections or Minor street (worst approach) delay for unsignalized intersections in seconds;

LOS = Level of Service

Alternative 2 = Intersection of Soquel Drive/Parade Avenue is analyzed as one-way stop control with left turns prohibited on southbound approach.

iumulative (2025) + Project luri	ing Movement vo		Intersection #5
Intersection #1	Intersection #2 Granite/Cathedral	Intersection #3 Trout Gulch/Cathedral	Soquel/Trout Gulch	Soquel/Aptos Creek
Aptos Creek/Valencia	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	235 18 445 445 14 349	25 25 25 25 25 25 25 25 25 25 25 25 25 2	224 1 817 -
Intersection #6 Soquel/Spreckels	Intersection #7 Soquel/Aptos Rancho	Intersection #8 Sunset/Soquel	Intersection #9 State Park/NB Hwy. I Ramps	Intersection #10 State Park/SB Hwy.1 Ramps
990 — 777 251 — 258	1200 1200 1200 1200 1200 1200 1200 1200	*#3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	514 - 176 - 176 - 176 - 108	495 1 1 2 2 372 372 372 372 372 372 372 372 372
Intersection #11 Valencia/Parade	Intersection #12 Valencia/Trout Gulch			Intersection #13 Soqel/Parade
31 - 31 8 0 m	25 4 7 0 5 1 1 2 3 3 5 1 1 2 3 3 5 1 1 2 3 3 5 1 1 2 3 3 5 1	Forest of Nisene Mar State Par	ks ,	45 — 663 757
		8 0-10 No. 10 No	CN NEED CONTROL OF THE CONTROL OF TH	TROUT GULCH RO
MAR VISTA DR.	MICOREGON DR.	7 State of	Aptos County Park 5 13	Project Site 12 scauel DR
SEACLUFE DR	A NO.	SEACLIFF SENTER AVE SEACLIFF	DR. J. OSERIEBOOK. LEGE	tudy Intersection M Peak Hour Volume
159-060 - 9/29/09 - VG		- 410-		EXHIBIT

Conclusions and Recommendations

TJKM has reached the following conclusions regarding the proposed Aptos Village mixed-use development in Santa Cruz County:

- The proposed project is expected to generate approximately 3,650 daily trips, with 113 trips (52 inbound and 61 outbound) occurring during the a.m. peak hour and 322 trips (162 inbound and 160 outbound) during the p.m. peak hour.
- Under Existing Conditions, eight out of ten study intersections operate at acceptable service levels during the p.m. peak hour. The following two intersections operate unacceptably during the p.m. peak hour:
 - Soquel Drive/Trout Gulch Road: This All-way Stop controlled intersection currently operates at LOS D during the p.m. peak hour. Signalization and installation of an exclusive westbound left-turn lane is expected to improve the intersection operating condition to an acceptable level.
 - Soquel DrivelAptos Creek Road: This One-way Stop control intersection operates at LOS E during the p.m. peak hour. The recommended mitigation is to install a traffic signal and an exclusive eastbound left-turn lane on Soquel Drive.
- The County is currently in the design process for these recommended mitigations as capital improvement projects, and the traffic signals are expected to become functional prior to full occupancy of the project.
- Under Existing plus Approved Conditions, two of the ten study intersections continue to operate unacceptably. The mitigations identified in the previous scenario (Existing Conditions) would accommodate the added approved projects traffic as well.
- Under Existing plus Approved plus Project Conditions, ten study intersections are expected to continue to operate acceptably during the p.m. peak hour. The same two intersections that currently operate unacceptably plus one additional intersection impacted by the addition of proposed project traffic are expected to operate at unacceptable service levels:
 - o Soquel Drive/Trout Gulch Road
 - Soquel Drive/Aptos Creek Road
 - Soquel Drive/Aptos Rancho Road

The mitigations identified at the first two intersections above in the previous scenarios (Existing and Existing plus Approved) are expected to accommodate the Aptos Village project traffic as well. At the intersection of Soquel Drive and Aptos Rancho Road, the LOS is expected to decrease from LOS C to D due to the traffic added from the proposed project. Currently, Aptos Rancho Road operates with split phasing. TJKM recommends the modification of signal phasing to provide permissive left-turn phasing. With this mitigation, the intersection is expected to operate at an acceptable LOS C. There is sufficient capacity for left turns, and no protected left turn arrow is required for the minor street.

Although the new intersection at Parade Avenue and Soquel Drive would operate acceptably with installation of a signal, it does not meet signal warrants. Because the signal is unwarranted and is also problematic in terms of interactions between adjacent signalized intersections, TJKM recommends one-way stop control on Parade Avenue, with only right turns onto Soquel Drive permitted. Even during the off peak hours, left turns from Parade Avenue would operate at a poor LOS, so left turns should be prohibited at all times. Motorists desiring to travel east on Soquel

Page 33 November 3, 2009

EXHIBIT ${
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Drive are really not sent far out of the way by being rerouted to the Valencia/Trout Gulch intersection, then south to the Trout Gulch/Soquel Drive intersection.

- Under Cumulative Conditions, all the study intersections are expected to continue to operate acceptably except for the following two intersections:
 - O Soquel Drive/Aptos Rancho Road: This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Currently, Aptos Rancho Road operates with split phasing. TJKM recommends the modification of the Aptos Rancho Road signal phasing to provide permissive left turn phasing. As a result, the intersection is expected to operate at an acceptable LOS D.
 - O Soquel Drive/State Park Drive/Sunset Way: This intersection is expected to operate at an unacceptable LOS E due to the traffic increase forecasted for Cumulative Conditions. Installing an exclusive eastbound right-turn lane on Soquel Drive is expected to improve the intersection LOS to an acceptable level. However, the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal lane widths are used. TJKM recommends that the County consider narrower lanes. Analysis of this mitigation measure was also performed for the a.m. peak hour, and it was found that the intersection would operate acceptably at LOS D.
- Under Cumulative plus Project Conditions, three of the thirteen study intersections
 continue to operate unacceptably. The mitigations identified in the previous scenario
 (Cumulative Conditions) are expected to be able to accommodate the added Aptos Village
 project traffic. In addition, although the new intersection of Soquel Drive/Parade Avenue
 would operate acceptably with a signal, TJKM instead recommends one-way stop control
 and prohibiting southbound left-turns on Parade Avenue. Re-routing project trips due to
 the restriction of southbound left turns would result in improved intersection operations.

Study Participants and References

TJKM Personnel

Rich Haygood, P.E., T.E.

Vishnu Gandluru

Andrew Kluter, P.E.

Travis Richards, P.E.

Erik Bjorklund

Geri Foley Margie Pfaff Project Manager

Project Engineer

Quality Control

Assistant Transportation Engineer Conceptual Design, State Park and Soquel Drive

Graphic Designer

Word Processor

Others

Jack R. Sohriakoff, P.E., T.E.

Jessie Thielen

Santa Cruz County

Barry Swenson Builders

References

Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2000.

Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, D.C., 2003.

ATTACHMENT 5

Revised Final Traffic Impact Study for Aptos Village Mixed-Use Development November 3, 2009 Historic Resources Commission Staff Report Draft Aptos Village Plan

Bayview Hotel: NR 1

o Apple Barn: NR3.

Aptos firehouse/VFW Hall: NR5

Plan Recommendations

In order for the area behind Aptos Station and the Bayview Hotel to be developed, adequate road access needs to be provided. To that end, the draft Aptos Village Plan recommends the creation of a new street to connect Aptos Creek and Trout Gulch Roads. In addition, it was important to the Aptos community to create a Village Common: a center of town that would anchor the Village and provide a place to meet and relax. A new access street to connect Soquel Drive to the Village Common is proposed to the west of the Aptos firehouse/VFW Hall (see Figure 9 of Draft Plan for these key features).

Commercial and mixed uses are envisioned along these two new streets. The prime commercial area will be around the proposed Village Common. It is proposed that the Apple Barn be relocated from its current location and become one of the anchor buildings of the Village Common area. In addition, to accommodate new development along the proposed north-south street, it is proposed that the Aptos firehouseNFW Hall be relocated and re-purposed elsewhere in Aptos Village (see Draft Plan language and Figure 10 for additional information).

No change is proposed to the Bayview Hotel property.

Albion Historic Report

A Cultural Resources Study was prepared by Albion Environmental, Inc. in January 2009 and revised in February 2009 (Attachment 7). The Study focused on archaeological and historic characteristics of the Village Core and drew several conclusions (see Pages 19-22 of the Study), including:

- o The Apple Barn and Aptos firehouse/VFW Hall do not meet the criteria for inclusion in the CRHR and would not be considered important historical resources for purposes of CEQA compliance;
- o The Bayview Hotel has no aspects of setting (other than the railroad) that contribute to its significance;
- o The Bayview Hotel will not be directly impacted by the proposed Aptos Village Plan revision nor will its integrity and/or significance be indirectly (visually) affected by surrounding new development; and
- o Relocation and reuse of the Apple Barn, relocation of the Aptos firehouse/VFW Hall and proximity of future development to the Bayview Hotel will not result in substantial adverse changes to a historical resource as defined by CEQA.

Peer Review of Albion Historic Report

The January 2009 Cultural Resources Study was referred to the County's historic consultant—Circa: Historic Property Development—for peer review. A review of the Study, dated March 24, 2009, was sent to the Planning Department (Attachment 8). Circa had concerns that there was insufficient discussion of how the conclusions of no EXHIBIT I substantial adverse impacts were determined. It was recommended that the Study thoroughly discuss potential impacts and proposed mitigation measures. In addition, it was recommended that the Draft Aptos Village Plan contain language directing rehabilitation and new construction to follow the Secretary of the Interior's Standards for Rehabilitation.

The January 2009 Study was revised to include additional specificity (this February 2009 Study is attached) and resubmitted to Circa for review. Circa reviewed this revision and still concluded that additional discussion was warranted (Aftachment 9).

April 9, 2009 Historic Resources Commission Meeting

Your Commission reviewed relevant portions of the draft Aptos Village Plan, the Albion Historic Report and Circa's comments at your April 2009 meeting. Staff recommended and Barry Swenson Builder requested that the item be continued for additional information. Your comments focused on both the draft Plan language and the Historic Report (see Attachment 3 for the meeting minutes).

Regarding the draft Aptos Village Plan language, your Commission had the following comments.

- Delete reference to the name "Aptos" as an Ohlone word referring to the meeting of two streams;
- o Standardize the term for the Apple Barn in the document;
- o Correct the reference to the Hihn Subdivision being created in the 1920s-1940s.

These requested changes have been made and are illustrated in the revised Draft document (Attachment 1).

Regarding the Albich report and Circa review comments, your Commission had a number of comments and clarifications of Aptos history. Your main concerns were:

- The report lacked a discussion of the reasoning that lead to the conclusion that relocating the two historic structures would have no significant impact under CEQA;
 - That relocation of the two historic structures might affect their integrity, not meet the Secretary of the Interior's standards and result in a downgrading or loss of their current NR ratings. You requested that these concerns be addressed.

Urban Programmers Historic Report

In July 2009, Urban Programmers (the new consultant for Barry Swenson Builders) submitted materials—consisting of three documents—to the County (See Attachment 10):

- 1. "Aptes Village Plan—Comments in Response to the Historic Resource Commission's Questions",
- 2. "Questions and Comments from the Historical Resources Commission"; and
- 3. "U.S. Department of the Interior, National Park Service—VII. How To Apply The Criteria Considerations."

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Historic Resources Commission Staff Report Draft Aptos Village Plan

The documents contain the following statements/conclusions¹:

- The Apple Barn (Hihn Apple Warehouse) is potentially eligible for National Register listing under Criteria A and/or C;
- The Apple Barn may retain eligibility, if relocated, due to its association with Frederick Hahn and the apple industry;
- For CEQA purposes, conformance with the Secretary of the Interior's Standards for the Treatment of Historic Buildings for historic structures eligible for California Register listing generally mitigates impacts to less than significant;
- For the Apple Barn and Aptos firehouse/VFW Hall, suggested mitigations include a photographic survey at its current site and project plans showing relocation methods and subsequent construction work;
- It appears that the Aptos firehouse location was based on the building availability and cost rather than proximity to the Bayview Hotel, which is important for the determination of potential loss of historic relationship with the Bayview Hotel;
- The integrity of the Aptos firehouse/VFW Hall building has been compromised by interior and exterior alterations. Relocating and rehabilitation consistent with Department of Interior standards would retain eligibility for the structure;
- Under the Secretary of the Interior's standards for rehabilitating historic buildings, "Rehabilitation" is the appropriate category of treatment that should be applied to the Apple Barn and Bayview Hotel;
- No nearby buildings should copy or dominate the Bayview Hotel. Sufficient open space should be retained to provide for an adequate setting.

Peer Review of the Urban Programmers Materials

The Urban Programmers materials were referred to the County's historic consultant—Circa: Historic Property Development—for peer review. A review of the materials, dated July 29, 2009, was sent to the Planning Department (Attachment 11).

Circa concluded that the Urban Programmers materials adequately addressed the concerns your Commission posed. Future preservation plans for the historic buildings will need to be specific in their requirements and protections.

Staff Recommendation

Additional information has been provided to conclude that the proposed relocation of the Apple Barn and Aptos firehouse/VFW Hall, if in compliance with the Secretary of the Interior's Standards, will not result in the degradation of their current NR ratings and that significant adverse impacts, relating to CEQA, can be mitigated.

It is important to note that what is before your Commission for review is a planning document that does not authorize any development at this time. Any future proposed development that involves or affects an historic structure in Aptos Village will be subject to preparation of a Historic Preservation Plan and review by your Commission.

4

¹ It should be noted that the consultant has reviewed proposed development plans prepared for Barry Swenson and is, in part, responding to its proposed treatment of the Apple Barn building. Review of those plans are not within the purview of your Commission at this time.

Staff is, therefore, recommending that your Commission:

Conduct the continued public hearing on this matter, and 1.

THE SERVICE STATE OF THE SERVICE

Adopt the attached Resolution (Attachment 2) recommending that the proposed amendments to the Aptos Village Plan regarding historic resources be approved by the Board of Supervisors.

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Attachments:

- Portions of the Draft Aplos Village Plan Francis To garges of a service to a designation of a
- Resolution
- Meeting Minutes of April 9, 2009
- 4. DSR Form for the Apple Packinghouse (Apple Barn)
- 5. DSR Form for the Aptos firehouse/VFW Hall
- 6. DSR Form for the Bayview Hotel
- Cultural Resources Study dated February 2009
- 8. Circa review of Cultural Resources Study (January 2009) dated March 24, 2009

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- Circa review of Cultural Resources Study (February 2009) dated April 3, 2009
- 10. Urban Programmers materials (3 documents) dated July 16, 2009
 - 11. Circa review of Urban Programmers materials dated July 29, 2009

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BEFORE THE HISTORIC RESOURES COMMISSION OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

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On the motion of Commissioner duly seconded by Commissioner the following is adopted:

HISTORIC RESOURCES COMMISSION RESOLUTION REGARDING AMENDMENTS TO THE APTOS VILLAGE PLAN

WHEREAS, the Aptos Village Plan—a component of the County General Plan—is being revised to facilitate the orderly development of the Village; and

WHEREAS, the County General Plan includes historic resources policies with an objective to protect historic structures, objects, sites and districts in the unincorporated portion of the County; and

WHEREAS, in 2003, a review of historic resources in the Aptos Planning Area resulted in the continued designation or redesignation of eighteen historic structures in the Aptos Village area; and

WHEREAS, preservation of such structures as community resources for present and future generations is beneficial to the public interests and welfare; and

WHEREAS, the draft Aptos Village Plan adequately addresses the preservation of these structures while furthering the orderly development of the Village.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the Historic Resources Commission recommends that the proposed amendments to the Aptos Village Plan regarding historic resources be approved by the Board of Supervisors.

PASSED AND ADOPTED by the Historic Resources Commission of the County of Santa Cruz, State of California, this _____ day of ______ 2009 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson of the Historic Resources Commission

EXHIBIT I

ATTEST:

Secretary to the Historic Resources Commission

DISTRIBUTION: County Counsel Planning Department



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4[™] FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

HISTORIC RESOURCES COMMISSION MINUTES

Thursday, April 9, 2009 4:30 p.m. REGULAR MEETING

Board of Supervisors Meeting Room
County Building, 5th Floor
Santa Cruz, CA 95060

1. CALL TO ORDER/ROLL CALL

Interim Chairperson Fisher called the meeting to order at 4:50 p.m.

Commissioners Present:

Fisher, Swift, and Jenkins

Orlando arrived at 5:02 p.m.

Commissioners Absent:

Kennedy

Staff Present:

Bussey, Murphy and Hill

Members of the Public Present:

Jessie Thielsen

2. AGENDA APPROVAL OR MODIFICATION No modification to the agenda was made.

3. APPROVAL OF MINUTES
01/08/2009: Consideration of the minutes was deferred for a full commission.

4. PUBLIC COMMUNICATIONS (Members of the public may speak on items <u>not</u> on this agenda)

No member of the public spoke.

5. CONSENT ITEMS

There were no consent items.

6. PUBLIC HEARING ITEMS

Aptos Village

Review of the Cultural Resources text and the Historic Resource Documentation for the CEQA review of a proposed General Plan Amendment updating the Aptos Village Plan

Property located on the north and south side of Soquel Drive between Aptos Creek Road, Bernal Street and Granite Way.

Owner: Various

Supervisorial Dist: Second

APN: Vorious

Staff presented the item. They gave a brief history of the Aptos Village Plan and the Plan update. They noted that the public input had three key points. They were:

- New road access.
- A Community area.
- Commercial and mixed use in the area.

To achieve these goals, the plan proposes the relocation of the "Apple Shed" or "Apple Barns" and the "fire house". No change to the Bayview Hotel is proposed.

CIRCA reviewed the report and concluded that additional information was required to answer all questions and to address CEQA. Based upon those comments, staff recommended that this item be continued to a future date so an update to the historic background report can be submitted and reviewed. Once that additional information has been submitted and analyzed, it will be brought back to the Commission for comments on the Plan and the resource protection component and a recommendation to the Board of Supervisors.

The public haring was opened and Ms. Jessie Theisen representing Barry Swenson indicated that they would like a continuance to address all of the questions/ deficiencies in the report. The public hearing was closed and the item was brought back to the Commission for comment.

Commissioner Swift had several comments.

- Concerned that moving the apple barn or shed will affect its integrity, and will not meet the Secretary of the Interior's standards.
- Impressed by CICRA's review.
- All three resources are very important.

Commissioner Swift had the following suggestions:

- She commented on various items.
- She noted that the DPR form may not be accurate with respect to the referenced dates to the Hihn Subdivision.
- She noted that the use of photographs and aerial photographs such as the Sanborn map would be beneficial in the updated report.

Commissioner Jenkins indicated that she had concerns as to whether the Secretary of the Interior Standards ore being met.

Commissioner Orlando indicated that she too had concerns regarding the report and

whether the Secretary of the Interior Standards are being met, especially given the letters from CIRCA.

Commissioner Fisher indicated that she supported the continuance of the item. This would allow for an update to the report and peer review of the update. She was concerned that when the historic structures are moved, it will diminish the historic rating, and requested that CIRCA comment on this.

On a motion by Commissioner Swift, seconded by Commissioner Jenkins, the item was continued to June 11, 2009.

7. NEW BUSINESS

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- a. Election of Chairperson and Vice Chairperson for 2009-2010.

 This item was deferred for a full commission.
 - b. Consider the Replacement of an existing DPR Form with an updated DPR Form for 1975 Chanticleer Ave., Santa Cruz, CA.
 Staff gave a brief presentation
 - On a motion by Commissioner Jenkins, seconded by Commissioner Swift the Commission adopted the staff recommendation. The updated DPR form is now the official record for this site.
- 8. SOLD BUSINESSO to his hear social humbles has a harded ad two hage considerations
 - a Reminder of the required ethics training under AB1234 and the required training volf Commissioners to remain a CLG.

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- Staff reminded the Commission that they are required to complete ethics training by State Law. Staff also brought up that this must be undated every two years. A memo listing a web site where training could be obtained was distributed.

 Staff also reminded the Commission that they are required to attend "training"
 - classes for the County to remain a Certified Local Government. Staff noted that the training must be obtained between October 1, 2008 and September 30, 2009 to be included in the 08-09 Annual Report to the State.
 - Staff distributed information regarding the upcoming Keeping Time II conference in Columbia 06/19/09. This conference meets the criteria for CLG Training.
- 9. COMMISSIONER PRESENTATIONS/ INFORMATIONAL ITEMS

 Commissioner Swift noted the upcoming Blue Plaque awards presentation on

 05/02/2009

Commissioner Swift noted that Capitola was celebrating its 60th birthday May 15, 16 and 17th. She noted that an historical talk by Sandy Lydon was selectuled for May 15, 2009.

Commissioner Orlando noted that History Journal 6: Pathways to the Past was available.

Commissioner Orlando noted that the Davenport Jail was scheduled to be open to

the public for limited hours after 05/03/2009. She also noted that a "new" desk was now in the jail.

Commissioner Orlando noted that a self-guided walking tour of Davenport would be available soon and that postcards of the historic resources in Bonny Doon and Davenport would soon be available.

10. WRITTEN COMMUNICATIONS

Acknowledge receipt of a copy of a letter from the Board of Supervisors acknowledging receipt of the 2008 Annual Report for the HRC and thanking the Commissioners for their participation. No other written communication was submitted.

11. ADJOURNMENT

Interim Chairperson Fisher adjourned the meeting at 6:01 p.m.

Minutes Approved

Ayes:

Noes:

Absent:

Abstain:

*Resource Name or #: (Assigned by recorder) 417 Treut Gulth Road

P1. Other Identifier: Hihn Apple Packinghouse

*P2. Location: [] Not for Publication [Unrestricted Santa Cruz a. County: and (P2b and P2t or P2d. Allach a Location Map as necessary.)

Date 1994 Revised b. USGS 7.5' Ovad Socuel

7 135

c. Address 411 Trout Gulch Road City Agles d. UTM: (Give mere Than one for large and/or linear resources) Zone 10\$ 5ga023mE 4692849mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 041-013-33

*P3a: Description: (Describe resource and its major elements: Include design, materials, condition, alterations, size, setting, and boundaries)

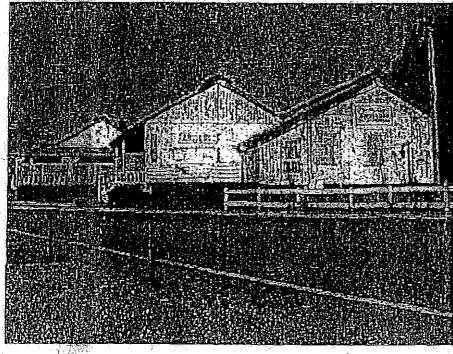
CONTRIBUTING BUILDING INR 3D1

The Hihn Apple Packinghouse is located at 417 Irout Gulch Road. Constructed in the early 1850s for Frederick Hihn, this building served as an apple-packing barn for many years.

This building is comprised of three distinct bays. It is probable that a modeful foundation supports the walls that are clad in board and batten and vertical wood siding. Three side-by-side monitor roofs, sheathed in metal, crown this primarily rectangular-shaped barn. The present-day entrance is located on the southwest end and is denoted by two large sliding doors, each with decorative spindles. A porch added at an unknown date wrap: around the building part of the southwest end, the southeast side, and a portion of the northeast the building. The roof over the porch is supported by square posts that are evenly spaced between the ornate balustrades of wood cutouts. Lattice is located above the balustrade and stops approximately twelve to sixteen inches below the roofline. Hany of the original openings for doors and windows are still (Continued page 7)

*P3b: Resource Altributes: (List attributes and codes) HP6, HP8 - Apple Packing Facility

*P4 Resources Present: 🛛 Building 🔲 Structure 📋 Object 📋 Site 📋 District 🔯 Element of District 📋 Other (Isolates, etc.)



P5b. Description of Photo: Man, east, accession of Photo of the northeast elevation: June 2007, K. Oosterhous

*P6. Date Constructed/Age and Sources: Mistoric Prehistoric Both Early 1890s

P7. Owner and Address: Patricia Toney Thompson & Gail T. Costello P.O. Bon 391 Aptos, CA 95002

"P8. Recorded by Manni, attractor, and address)

Rara Costerhous Dill Design Group 110 N Santa Cruz Ave Los Gatos, CA 95030 Charlene Duval (Consultant) *P9. Date Recorded: 06/02 Rev 3/7/03

*P10. Survey Type: (Describe) Reconnaissance

P11. Report Citation: (Ste survey report and pather advices or anter nove) Notice

'Altachments' NONE Decation Map Desketch Map Of Continuation Sheet Devilding, Structure and Object Record Dechaeological Record District Record Linear Feature Record Milling State Record Rock Art Record Artifact Record Photograph Record Other (List) DPR 523L (1/95)

STATE OF CANTONIA THE RESOURCE AGENCYALE ADEPARTMENT OF PARKS AND RECREATIONS OF THE PARKS AND RECREATI

Page 2 of 2

Resource Name or # (Assigned by Recorder)

417 Trout Guich Road

Recorded By: K. Oosterhous & C. Duval

8/31/02 Rev 3/7/03 ___ Continuation Date:

X. Updale

present but have been intilled with sheets of plywood or vertical wood siding. Many of the original large sliding doors are intact while only the hinges and track remain for others. This barn, which currently serves as an antique shop, is set in the commercial center of Aptos, which is comprised of both historic and nonhistoric income producing businesses. It is also a contributing resource to the Aptcs Village Historic District. Despite the new construction, this area of Aptos still possesses a sense of place. Overall, this building possesses integraty of location, setting, design, feeling, association, workmanship, and materials as it remains true to its historic design and appearance. This building may become eligible for individual listing on the National Register if additional research provides a stronger statement of significance.

The apple packing and distribution history of Aptos began quickly upon the completion of Frederick Hinn's narrow usee railroad, the Santa Cruz-Fajaro line of the Santa Cruz Railroad. Oral histories credit Hihn with the first packing sheds in 1878, but early maps show no such use of the existing Village Tair buildings before 1892. Following the decline of the lumbering industry, apple packing was concentrated at the site in several buildings, including Hihn's early packing shed. A 1905 photo includes a packing shed identical in appearance to the current Village Tair shops. Mid-County historian Vincent Leonard noted that additions to Hihn's packing shed were made in 1899, 1935, and 1920, before the first structure was removed in the early 1950s by Aptos promoter Fred Toney. Numerous photographs from the Paul Johnston collection depict the activities in the sheds, where Aptos area women found employment during the long (al) through winter season grading and packing apples for shipment, and local men made pinewood apple boxes at award-winning speed. With the advent of lug hauling by truck in the 1970s and 30s, the Aptos packing industry withered. The remaining packing sheds dating from 1899 found new life as Village Fair, a collection of antique shops. The industrial style buildings offer a rich reminder of the mid-county's agricultural history and apple heyday (Quoted directly from survey document research and produced by the firm of Bonnie L. Bamburg, April 1985, amended by Edna Kimbro in 1988).

Souters Bamburg, Bonnie.

1985 Survey Document.

*Required Information

State of California - The Accounces Agency DEPARTMENT OF PARKS AND ASCREATION

HISTORIC RESOURCES INVENTORY

	_	<u> </u>	
Sey NoSHUN	0	Nล เรษาบ	5_
HARS HAEH UTM: A 10/597994. 4092 835	∑ C.		
AB	D.		

ENTIFICATION	village Fair	
1. Common name	Apple Packing Sheds	
3. Street of intall	eddress: 417. Trout Gulch Road	Santa Cruz
Circ Acto	Zip <u>95003</u> Cou	nty
a. Parcel number	41-011-05 33 4 4 s.	idress: P. O. Box 391
	or 003 o sinite Put	blic Private Y
City Apto	Zip 95003 Ownership in to a Qriginal use: Apple	Warehouse

DESCRIPTION

7b. Briefly describe the present physical appearance of the site of structure and describe any major alterations from its

story rectangular warehouse structure. Four structures with medium tched gable roofs that extend at each end and slope along the side to form anapy over long porches (formerly loading areas). Canopy supports s with carpenter cut-out decorative braces. A decorative railing lines The structures are sheathed in vertical board.

- 1987年 - 19874 - 1987年 - 19874 - 1987年 - 19874 - 1987年 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 19874 - 198	
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Construction deter Factual 1800 Estimated _____

Unk nown

Unknown

Approx. property size (in feet) Frontage 336 Depth 00 or approx. acreage 3 ACRES

Date(s) of enclosed photograph(s) May 1986

EXHIBÎT I

Alteration: Altered to accommodate retail use	- decorative woodwork	w > > + 1 = + 3
Surroundings: (Check more than one it necessary) Open land Residential Industrial Commercial Other:	d Scattered buildings Densely built-up	,
Threets to site: None known X Private development Public Works project Other:	Zoning Vandalism	
Is the structure: On its original site? X Moved?	Unknown?	
Related teatures:		_
NIFICANCS Briefly state historical and/or architectural importance finclude	de dates, events, and persons associated with the site.)	
The apple packing and distribution history of to an abrupt start with the completion of Freder narrow gauge, the Santa Cruz-Pajaro line of the Rail Road. Oral histories credit Hihn with the sheds in 1878, but early maps show no such use willage Fair buildings before 1892. Following of the lumbering industry, apple packing was considered this site in several buildings, including Hipacking shed. A 1905 photo includes a packing in appearance to the current Village Fair shops historian Vincent Leonard noted that additions packing shed were made in 1899, 1915 and 1920, first structure was removed in the early 1950s Fred Toney. Numerous photographs from the Pauldepict the activities in the sheds, where APtograding and packing apples for shipment, and lipinewood apple boxes at award-winning speed. Of lug hauling by truck in the 1970s and 30s, industry withered. The remaining packing shed 1899 found new life as Village Fair, a collect shops. The industrial style buildings offer a of the mid-county's agricultural history and a Main theme of the historic resource: (If more than one is checked, number in order of importance.) Architecture Architecture	he SAnta Cruz he first packing he first packing he of the existing he decline concentrated Bihn's early hashed identical has. Mid-County has to Hihn's hasher the hash Aptos promotor hasher season hotal men made With the advent hasher the Aptos packing heds dating from hation of antique ha rich reminder happing heydays. Sunnounding sizes, 10ads, and prominent landmarks]:	
Error mic/Industrial Exploration/Settlement		
c _ion Social/Education	TROUT EULE	
Junces (List books, documents, surveys, personal interviews and their dates). Eyan Interview files: Vincent leonard, Faul D. Johnston, lands Public Library files. Ralph D. Hattison, correspondence, 1988. Richard C. Polse, correspondence, 1988. Sanborn Insurance Haps, 1888-1908. Date form prepared April 1000 By (name) The Firm of Organization Office of April 1000 City Sar Jose CA 951177ip Phone: 100 071-1421	1978, 1985-86.	
Amended by Edna Kimbro (9/88)	EFRUEL	

STATE ON CAMPONIA THE RESOURCES AGENCY TO THE PERSON OF PARKS AND RECREATION AS PRIMARY RECORD AS THE PRIMARY

Property of the control of the contr

Total services and the services of the service	
Page 1 of 3 Resource Name or #: (Assigned by	y recorder) 3037 Socuel Drive
P1. Other Identified Aptos Fire House/VFH Hall	A secondary
*P2. Location: Not for Publication & Unrestricted	a. County: Santa Cruz
and (P2b and P2c) P2d. Allach a Locallon Map as necessary.)	
b. USGS 7.5' Quad. Somel Date 1994 Revised	Tins Rum B.M. Mc Diablo
	, 733
d. UTM: (Give more than one for large and/or linear resources) Zone	
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation	
Assessor's Parcel Number: 043 013,74	make the first the state of the
*P3a Description Describe resource and its major elements. Include de	sign, materials, condition, allerations, size, setting, and boundaries)
CONTRIBUTING ENALDING (NR 5D)	
	37 Soquel Drive Constructed are 1889, this building is
This small building with front-facing gable roof and fa	ise frontills assimple structure. It sits alon what he not of this building, which is of frame construction, is
covered in Vigroove siding. The sides are covered in co	orangated metal [which likely conceals V-groove siding].
A raised paraget of recent construction, clad in vertic	ally applied V-groove siding, conceals the front facing
store and two ribbons of three windows flank the centra	ts and topped with a shed root, spans the front of the
	r, and a garage door is located on the northeast elevation
*P3b. Resource Antibutes: (List attributes and codes) HP6, HP35-F31	e House & Library, HP13-VIW
P4 Resources Fresent: Building Structure Object Site	가 있었다. 한 일반점 한 한경 시간 한경 학생들이 되는 그 그 그 그 사람들이 되는 생각이 되었다. 그는 그는 그는 그는 것 같아.
	P5b. Description of Photo jour sin accision at
	Photo of the south elevation.
And the second s	P6. Ozie Constructed/Age and Sources; Historic Prehistoric Both
	pre 1889
	13 P7 Owner and Address:
	Edward W. Newman
	3331 Capitola Ave Capitola CA / 25010
	- "P8. Recolded by: [Name, afficience and address]
	Kara Oosterhous V
	Dill Design Group a santa Group a santa Group a santa Group ave
	Los Gatos, CA 95030
	Charlene Deval (Consultant)
	P9. Dale Recorded: 06/07 Rev 3/7/03
	P10. Survey Type: (Describe)
	Reconnalisance()
P11. Report Citation: (5): survey reported the squitte o only novel None	and the state of t
Attachments: [NONE] Location Map [] Sketch Map [S Continuation District Record [Million State Grand] D	on Sheet [] Building, Structure and Object Record [] Archaeological Record ock Arl Record [] Artifact Record [] Photograph Record [] Other (List)
O penne vecolo [24] ripest i estate ustrita [1] withing State viscolo [1] Hi	BOY WE GEORG TO WHISTO WERRING TO LINGUISING MECOND TO COUNTY LESSA

DPR 523A (1/95)

*Required Information

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Page 2 of 3

· Resource Name or # (Assigned by Recorder)

BD37 Soquel Drive

Recorded By: X. Oosterhous & C. Duval

8/15/02 Rev 3/7/03 X Continuation Date:

___ Update

There is no question that the building has been extensively altered throughout the years; however, it plays an important part in better understanding the history of the district.

This building is set in the commercial center of Apros, which is comprised of both historic and non-historic income producing businesses. It is also a contributing resource to the Apros Village Eistoric District. Despite the new construction, this area of Aptos still possesses a sense of place. Overall, this building possesses integrity of location, setting, design, feeling, association, workmanship, and materials as it remains true to it's historic design and appearance.

The original building located on this site was constructed by 1828 and was identified at the office of the Loma Priets Lumber Company. By 1897, it appeared to be associated with the Aptos Milling Company lumberyard, and still identified as a lumber office. The 1908 Sanborn Map shows the building as being used as 2 dwelling. By 1923, the property was donated by Joe Arano for use as a firehouse. It was rotated 90 degrees on the lot and remodeled with materials donated by Norton-Phillips Lumber Company. The 1929 Sanborn hap shows a fire alarm/bell was out front of the building. In 1957, the firehouse moved to its new location at on Apros Street. and the building once again was used as a lumber office. This time it was used by Lester Toney the son of George Toney who was stationmaster at the Southern Pacific Depot for many years. In the early 1950s, MTS. Helen Wikkerink opened a small library in the building. Later, it was enlarged and served as the VFW (Veterans of the Foreign Warel Hall. Monterey Bay Post No. 778, American Legion, a was that continued until at least 1979. In recent years it has been an antique store. It is currently a imput stand.

Sources

Aptos and the Mid Santa Crut County Area, 1890 to World War Ji. Edited by Elizabeth Spedding Johnston, P. 1973 Calciano. UCSC Regional History Project.

Leonard, V. Fire-Fighting in Aptos has come a long way since bucket brigades. Green Sheet. 25 March. 2973

Sanborn Fire Insurance Mapa 🗓 3868-APCGE. 1929

Santa Cruz Sentinel Interesting History of Apros and Its Development. 17 May. 1929

Aptos Neighbors honor David McFadden, the man who brought Books to Jovn. Mid County Post. 1 Swift, C. 1993 June .

Polk's Watsonville City Directory Socuel Drive. 1967

"Required Information

EXHIBIT I

SCHE OF SHOOM THE RESOUTE AGENCY IS IN THE LAND PRINT OF THE PERSON OF THE PRINT OF

Resource Name of # (Assigned by Recorder) ore (8037 Soquel Drive

Recorded By: X=00scerhous & C. Duvel Date: 8/31/07 Rev 3/7/03 X Continuation __ Update

Comprehensive Comprehensive of their



Photo circa 1950s, Aptos Museum.

Zip

Page 1 of 3 "Resource Name or #: (Assigned by records) 8041 Sogne) Drive

P1. Other Identifier: Bay View Hotel

*P2. Location: [] Not for Publication [9] Unrestricted Santa Cruz a. County: and (P2b and P2c or P2d. Allach a Location Map as necessary.)

b, USGS 7.5' Quad Soquel

Mt. Diablo 7 215

1994 Revised c. Address 804) Some) Drive

City 4092738mN

d. UTM: (Give more than one tor large and/or linear resources) 2one 105 597962mE

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor's Parcel Number: 041 Cil 34

193a Description: (Describe resource and its major elements. Include design, materials, condition, afterations, size, setting, and boundaries)

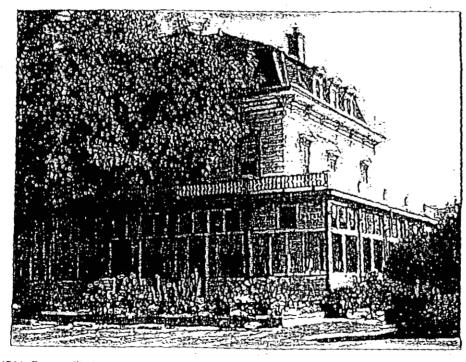
CONTRIBUTING FULLDING (NR 1D)

The Bay View Rote) is located at 8041 Soquel Drive. Constructed in 1878 at the corner of Soquel and Trout Gulch Rosa, the hotel was moved in 1946 to its present-day location. This hotel is a good example of the Second Empire architectural style.

This frame-constructed building, clad in Channel Rustic siding, sits stop what appears to be a cripple wall on concrete perimeter foundation. The style-defining mansard roof - clad in composition shingles and pierced by a red brick chimney - shelters what was originally a square floor plan. Later rear additions have made the present-day floor plan more rectangular. A wrap-around two-story front porch dominates the south and east elevations. Square Tuscan columns support the flat root of the porch that is now enclosed with glass and Vgroove siding and serves as a dining area. Large heavily ornamented brackets are located beneath the slightly overhanging taves that shelter a dentil frieze and panel entablature. (Comtinued page 2)

*P3b. Resource Attributes: (List altributes and codes) HPS

*P4 Resources Present: 🛛 Building 🔲 Structure 🗍 Object 🗍 Site 📋 Oistrict 🖾 Element of Olstrict 🗍 Other (Isolates, etc.)



PSb. Description of Photo: prom. don, recession 19 Photo of the south elevation. June 2007, K. Oosterhous

95003

*P6. Date Constructed/Age and Sources: Misloric | Prehistoric | Both

1878

*P7. Owner and Address: Christina Locke Job Newpark Mall Rd. #304 Newark, CA 9:560

*P8. Recorded by: (Name, affiliation, and Kara Costerhous Dill Design Group 116 N Santa Cruz Ave Los Gatos, CA 95030 Charlene Duval (Consultant) *P9. Date Recorded: 06/07 Rev 3/7/03

*P10. Survey Type: (Describe) Reconnaissance

P11. Report Claim. 1510 aurus 1990 and other access to main rough Bay View Hotel National Register Nomination, 30 March 1997.

'Allachments: [] NONE [] Location Map [] Sketch Map [] Continuation Sheet [] Building, Structure and Object Record [] Archaeological Record District Record [Linear Feature Record [Milling State Record [Rock An Record [Artifact Record [Photograph Record [Other (List)

OPR 523A (1/95)

Required information

Stale ORE alloima — phe ResourcestAgency of DE PARTMENDOS PARKS AND REGREATION CONTINUATION SHEET ZERS

Page 7 of 1

Resource Name or # (Assigned by Recorder)

" 8041 Soquel Drive

Recorded By:

RV Oosterhous t C. Duval Oale: 8/33/02 Rev 3/7/03 ... Continuation

Two-over-two windows with wood sash and wood window casings tenestrate the oldest portion of the house. First story windows are topped with a decorative crown while second erory windows are topped with heavy pediments and decorative obtackets. Dormer windows are one-over-one, double-hung with wood sash. Other architectural accents include the grounding on the edges of the building made of wood to simulate stone, elaborately cut balustrade on the porches, and bay window projections. A large addition, which serves as the commercial style kitchen and a small living area tas been added to the rear of the original building and admires are well

Historic plannings associated with the house include a majure Magnolia tree and rosebush.

Carrier as the making as a great

This historic hotel is set in the commercial center of Aptos, which is comprised of both historic and non-historic income producing dustnesses. It is also a contributing resource to the Apton village as storic District. Despite the new construction, this area of Aptos still possesses a sense of place: Overall, this building possesses integrity of location, setting, design, feeling, association, workmanship, and materials as it wembens true it dits historic design and approximent the same and approximent the same and approximately the same and approxim 网络薄荷 机噻唑甲基基磺胺 医水子性神经 医上颌炎

History

The Hay Wiew Robel, originally named the Anchor House, was constructed in 1628 by Joseph and Augstia Arano. August in was the daughter of Radwell Castro, grantee of Rancho Aptos. The one-acre piece of property for the hotel was purchased from Augustia's sister and Ausband, Maria Antonia and Gradalupe Bernal on November 7, 1872 On June 1, 1818; the Santa Cruz Sentinel announced that a contract had been let to J. F. Doyle t. Co. Lor \$3,268 Local historian Sandy Lydon attributes the architecture to Thomas Beck who built other similar style buildings during this period. Upon it's completion, the Aranos moved from their home located on Aptos Whar! Road. Jose Arano vas born in Barcelona Spain and immigrated to California in 1852. In 1862, he and Augustia Castro married. In 1867, they leased the property where their first home stood on Wharf Road from Rafael. Castro. This home had been the first store and post office in the area. The new location was ideally located adjacent to the new Santa Civi Narrow Gauge Railroad, which was completed as far as Apros in 1875. The Aranos moved Their Grocesy Store into the main Ilbor of the notel, Augustia died in 1896. Jose lived until 1928, who he died in the hotel. The hotel's dining room, which was attached to the rear of the building, burned in 197: but the intiganal structure remained intact. In 1979, Edward Arano, the son of the building, burned in 1979, but the intiganal structure remained intact. In 1979, Edward Arano, the son of Josefand Augustia, Lenovated the hotel limitation in 1984, the hotel was sold to Fred and Elma Toney by Amelia Arano; In 1984, the hoteling was moved west emilias present location and a fourth floor attic constructed. Fred and filmationer passed may 1979, his daughter's maintained ownership until selling the hoteling was placed military building. In 1997, the building was placed military attacks of listoric Places.

Sources:

Colling 8

Collins, A.

The Hostels of Aptos, Historical Skelthese Meistepsred lot Charles P. Holcomb. 1.950

Craigo, S. R. Name

2: 1992 Letter to Joan Brady, County of Santa Cruze Planning Departments concerning placement of the Bayviev Hotel on the National Register of Historike Places 1 May 1

Elliott, W. W. (Pub.)

1879 Santa Cruz County, California. San Francisco III W Elliope

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1990 Canyons, Tracks and Bridger Reep Apros Stroil Interesting, Santa Cruz Sentine].

Sant's Cruz Evening News

Memories of Don Raisel Castio and his Day when California a Alatoric Hospitality Thrived. 1929 标题的中CY 公**博文**种中的广东文学。

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DPR 5231 (1195)

*Required Information

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Resource Name or # (Assigned by Recorder) 8041 Soquel Drive Page 3 of 3 8/31/07 Rev 3/7/03 X Continuation Update Date: Recorded By: X. Obsterhous & C. Duval Swift, C. The Heart of Aptos Village. The Mid-County Post. Clipping on file at the Aptos Museum/Aptos n.d. Chamber of Commerce. Toney, F. Personal communication with C. Detleis [Duval] and tour of Bay View Hotel. 1 979 Wilcox, Kay The Bay View Hotel. MS prepared for History of Santa Cruz, Sandy Lydon, Instructor, Cabrillo 1 984 College.

EXHIBIT I

DEPARTMENT OF PEAKS AND RECREATION

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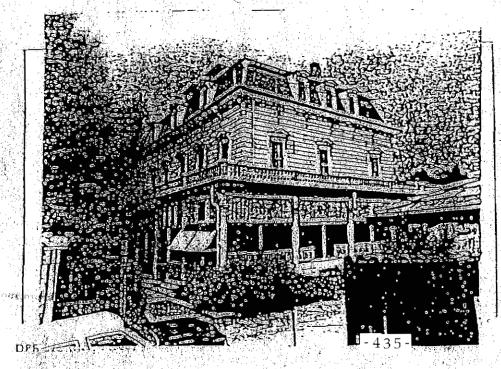
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 	"天然而解答,只是多种的是一个人的人的主义是他们	4.5

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3.	Street or rural address: PANT	Codies Drive	<u> </u>	en e	
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	Parcel number: BAYVIEW Pa	ARTHERS	Addres	331 Capitol	a Ave.
(j 5 _.	Eresen Owner: Capitola, (A	95010		·	Charge Control of the
<i>.</i>	- City	Aip	Control strip is a constant		

DESCRIFTION

- 7a. Architectural style: Italianate
- 7b. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its condition:

three story structure was cripinally a two story restancelar structure ct Italianate proportions. The addition of the Mansard roof third story was a root raising that lest the hipped root in tact above a new ilcar. in this band have elaborate molded and bracketed triangular peciments as Classic Italianate cetails e windows of the second floor. The first floor achets, and decorated frieze bands are all present. surrounded on two sides by a wide veranda that has been enclosed. netive rail surmounts the veranda creating an upper porch or deck.



	Estimated Factual 1871	-
9	Architect	
7.	Unknown	
1		
10.	Builder	_
	Unknown	_
11.	Approx. property size (in leet)	
	Finnisce /00 Depth	_
	or abbrox screage 1 163	-

Construction date:

12. Datels of enclosed photograph(s) May 1986

EXHIBIT 1-7

【章】對對於	
Condition: Excellent Good Y Fair Beteriorated	No langer in existence
Alteration: Priced Roof Extension to the rea	2
Surroundings: (Check more than one if necessary) Open land Residential Industrial Commercial Y Other:	Scattered buildings Densely built-up X 3
Threats to site: None known Y Private development Public Works project Other:	Zoning
Is the structure: Ordits original site? Moved? X	Unknown)
•	
Related features:	
GNIFICANCE Beiefly mate historical and/or architectural importance (include	dates, events, and persons associated with the site.)
les. King Kalakaua and Lillian Russel he hotel. The hotel functioned during closed in the early 1900s. In 1	cince its construction, the Pay
	·
	Locational sketch map ldraw and label size and
•	Surrounding streets, roads, and prominent landmarks):
the second of the more than one in	HIRON NORTH
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)	1
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Economic/Industrial Exploration/Settlement 2	
Government Military	
Religion Social/Education	
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21. Sources (List books, documents, surveys, personal interviews and their dates).	25632
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ADDENDUM—1994

PHYSICAL INSPECTION

Date:

April 8, 1994

Result of Inspection: No apparent structural change.

CONSULTANT'S PRELIMINARY RECOMMENDATIONS:
Structure has been listed in the National Register of Historic Places. Change designation to 1.

(Change of rating pending public hearing before the Historical Resources Commission with final approval by the Board of Supervisors).

Context; 1 (tourism), 2 (architecture) Property type: hotel 据的概念。1954年,1957年,政府的1950年,1957年

United States Department of the Interior National Park Service

lational Register of Historic Places Registration Form

FEB 2 8 1991

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. Set Rejections in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and stead of significance, anter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

Bay View.	Hotel Bayview
dav View.	Hotel Bayview
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	not for publication
	vicinity
coda · ()	87 . · zip code 9500
	25 7300
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EXHIBIL I

Domestic/Hatel	Domestic/Hotel
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7. Description	
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Describe present and historic physical appearance.	and the second s
The Rayview Rotellis an imposing three story	building that dominates the surrounding sma
	its size and its stately Italianate style.
The arrangement of windows dormers and brack	kets is extremely orderly on all Sides, givi
the building a dignified appearance from any	
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· Paul ()	d with shiplap siding, finished with quoins
all corners. A corch extends across the entit	ire front (southern) facade and wraps around
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nall of the eastern side as well. Originally	sts and decorative scrollwork remain intact.
grass arous 1946; its original chamiered pos A shallow course of platform stairs runs the	full length of the north. The north of
A shallow course of platform stairs runs the	. Tull length of the porth. The porth is
copped with a scrollwork balustrade. Entranc	ce to the hotel is through two doors at eith
end of this lacade. Uriginally there were t	three identical panelled doors with transoms
above: fun of: These bow Lall Within the entlo	
	osed porch, but remain intact, ine litsu
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8. Statement of Significance		
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Applicable National Register Criteria XA B C) o	-
iteria Considerations (Exceptions) A 🔣 B 🔲 C	D DE DF DG	
Areas of Significance (enter categories from instructions)	Period of Significance 1878-1919	Significant Date.
Architecture		
	Cultural Attiliation	
	NA	
Significant Person	Architect/Builder	
NA.	J.E. Doyle and Company	

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY: The Bayview Hotel represents a type of construction that occurred during a period of economic development throughout Santa Cruz County in the 1870s as rail lines were extended to once-remote areas, leading to parallel expansion of both tourism and commerce. Joseph Arano, already a successful merchant, chose the Aptos location specifically because of the newly-established rail connection. The hotel was designed to serve a "first class" clientele of travelers, business visitors, and well-to-do vacationers, lead of which were being attracted to the area. Two other comparable hotels were built in the rea around the same time, but these no longer exist. Because of its quality design and construction, its size in relation to adjoining buildings, and its function as a hub of social activity, the Bayview Hotel was from the beginning a focus point for the community. Although the hotel fell into a period of disuse between the two wars, at a time when the county's economy was virtualy stagnant, it has in recent years revived to play its historic role.

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United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

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Local Historical Context

The area of central coastal California that was to be politically defined as Santa Cruz County has consistently attracted settlement by its natural resources. Abundantly endowed with copiously flowing freshwater streams. loamy bottomlands, heavily forested hills, subsurface mineral deposits, and diverse maritime resources, the area attracted a series of prehistoric settlers from 12,000 BP. The well favored area was selected as a Spanish mission site in 1791, and as one of only three Alta California pueblos. Villa de Branciforte, in 1796. By 1810 the mission at Santa Cruz had profoundly disrupted pre-contact settlement patterns through depletion of the native local population, while the mission's limited subsistence agriculture and grazing economy had little impact on the natural resources. Secularization of mission lands under the Mexican political regime brought little change in broad patterns of land use, and repopulation by Mexican settlers never reached the numbers estimated in local residence prior to missionization. The richness of the region did not escape the notice of entrepreneurial foreigners, who were quick to manipulate restrictive Mexican land laws to their advantage.

The Gold Rush brought tens of thousands to California, and many of those seekers recognized the potential for reward in agricultural, industrial and land speculation ventures. With the passage of United States land redistribution laws in 1851, a new era of concentrated settlement and resource use began, and at this time Santa Cruz County was created as a political entity.

The earliest American development in the new County took place within agricultural floodplains or in the forested hills around major rivers, creating landings, ports and shipping wharves strategically located around Monterey Bay. From the 1850s to the 1870s the valleys were a sea of grain in summer, and a quagmire of interlocking sloughs in winter. As bottomlands were drained and rivers leveed or bridged, a narrow gauge rail system was developed by private investors in the area's land speculation and industrial enterprises. The local rail system linked communities, provided connections with spur lines into the mountain lumber camps, and most importantly met the national rail system with its market contacts in the south county.

The 1870s and 1880s were boom times for the County, marked by the rapid development of labor intensive agricultural, forest, maritime and mineral industries. During this period the landscape was reorganized into economically stratified communities along primary transportation routes, surrounded by well spaced farmsteads; industrial sites such as mills and factories

EXHIBIT I

United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

Section	number	8	Page	3
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were located along the major rivers; and temporary camp communities moved from canyon to canyon in the mountains. By the mid 1890s each of these activities had left the indelible mark of their presence in the form of settlement patterns and place names; domestic, commercial, industrial, public and recreational architectural forms; ethnic enclaves; and the beginnings of polarization of political alliances and resource bases in the "north" and "south" county,

As the county emerged from the widespread economic recession of the 1890s. which had been exacerbated locally by profit-driven depletion of the area's natural resource bases a new industry emerged in the promotion of tourism. Always recognized as a place of retreat and restorative leisure by leading families from the San Francisco Bay area, the county's natural attributes. were touted to a new market as the idea of Everyman's vacation spot. Grand hotels were joined by tent camps, while the lumber camp spur lines were rejuvenated to carry the adventurous into the mountains, and an electric trolley system carried quests to the seashore. Casinos, dance pavilions and bath houses were erected at the shoreline, pushing the fishing industry into ethnic and geographic enclaves. A preservation ethic was born as excursions revealed the beauty of the remaining redwood forests and shore time marshes to the city dwellers. The automobile soon overtook rail as the favored mode of transportation, giving rise to a sprinkling of enroute communities supported by traveler services.

CATODIST THE INMOSTER BRISTONS The post World War II era brought renewed agricultural and food processing. industries to the south county, widening the schism between the stable . agricultural south county and the more heavily populated, tourism dependent north county. Teday residential infill with its attendant services and a burgeoning high technology industry blue the distinctions created by late nineteenth century settlement processes, but the landscape retains a visable memory of its history. Historical resources representing each of the chronological perjods and activities described above were identified in a 1987 Historical Respurces Inventory for the Unincorporated county areas. and are summarized here;

- A) Prehistoric to early mission era, 12,000 BP 1810 AD:
 - Organized villages, resource camps, shrines, trade and communication routes; represented in archaeological distribution and place mames...
- (B) Frontier settlement, subsistence agriculture and grazing, early industries, 1797 - 1850:

Mission architecture and outpost buildings, hacienda style ranchsteads with associated laborer villages, townhouses and commercial buildings, sawmills and flouring mills. Activities represented in adobe architecture, wood frame architec 443 foundation rulns, place names LYLIDI

United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

Section number	8	Page	4
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(C) Commercial agriculture, extractive industries, manufacturing, resource processing, trade and shipping, community development, 1850 - 1880:

Special function industrial architecture of wood frame, mortared stone, brick and iron; domestic and commercial architecture reflecting period styles interpreted by local carpenters; farmsteads of vernacular construction; small hotels; village and community landscape organization; wharf and rail depot and terminus structures. Activities represented in landscape remnants, agriculture buildings, wood frame and brick domestic architecture, wood frame, brick and stone industrial and commercial buildings, depots and depot sites, wharf remnants and sites, place names.

(D) Commercial agriculture and horticulture, commercial lumbering, extractive industries, dairying, manufacturing, packing and bottling, rail transportation and trade, recreation, community development, 1875 - 1895.

Ethnic communities, company camps, laborer housing, stratified community development with architecture reflecting influence of period styles using standard decorative elements and local architect/builders, large hotels and resorts, country estates, special function architecture for industries and manufacturing, rail depots and terminals. Activities represented by architectural constructions of wood frame, stone, brick, and iron; transportation and communication routes; social service architecture; recreation sites; community social and political organization.

(E) Promotion of tourism, expansion of transportation system, development of transportation strip communities, polarization of economic bases, 1890 - 1940:

Day visitor facilities, recreational services, publicly owned nature reserves, public works facilities and services, conversion of country estates to apartment housing, packing and processing industrial plants, in addition to continued activities and use of sites and facilities from previous era. Activities represented by recreation and amusement structures; multi-unit domestic architecture; residential infill; camp and recreation facilities; public transportation, communication, water and power system facilities; fair-weather cottage construction; in addition to domestic, public, and commercial structures of recognized architectural style rendered by professional architects.

(f) Post-war mass housing, high-technology industries, residential housing replacing agricultural lands, increased polarization of economic base and multi-cultural community, 1940 - 1960.

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United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

Section number 12 raye	Section	number = 8	Page	5
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Tract domestic architecture; clustered services away from town centers; industrial park development with tilt-up construction; continued application of formal architectur; style in domestic, commercial and public architecture; expension of publicly funded preserves and recreation sites. Activities represented by structures of wood frame, concrete, stone, brick, post and adobe, steel frame; concrete bridges, transportation routes.

Site Context:

The Bayview Hotel represents context D in chronological and land use setting. Its architectural and cultural significance continued into context E as an active contributor to the tourism industry.

History:

Ar Apros correspondent to the Santa Cruz Sentinel vrote on March 27, 1875, "The engine is here. It crossed the Apros creek on last Saturday afternoon for the first time. Although he present engine is of rather a diminutive partern, nevertheless it will bring important anges to our flourishing village." And change it did.

By 1879 Wallace Elliott observed, "The twenty miles of narrow gauge railroad from the Pajaro Valley to the Bay of Monterey at Santa Cruz has been in operation about eighteen months, and has wonderfully quickened the growth of the town. It connects with the Southern Pacific Railroad at Pajaro, and acts as a feeder to that line. The railroad, by giving the means of rapid communication with San Francisco, and all parts of the State and the East, has called attention to the town and valley."

Establishment of the line encouraged expansion of lumbering operations throughout the Aptos hills. The numerous mills along Valencia Creek and Aptos Creek now had an efficient transportation system to reach larger markets throughout the state, where their high grade lumber was in great demand. At the same time, agriculture was a developing economy in the area, with a need for quick, reliable transport to distant markets.

But certainly the most noticeable demand for hotel space was that created by the emerging tourist industry. The fabulous Apros Hotel built by sugar-baron Claus Spreckles in 1874 had established the community as a fashionable destination for wealthy vacationers. Promotions for the resort mention its elegantly furnished rooms, grounds and recreational facilities, magnificent panoramic views, mearness to the long safe beach, and also note that "Apros is very easy of access. The cars of the Southern Pacific Railroad Company make daily trips connecting the narrow-gauge road at Pajaro, which passes within a short distance of the hotel."

ring this period in the mid 1870s, Jose Arano had already established himself as a successl merchant in the town of Aptos. A native of France who had reached California in 1852, arano married a daughter of Californio Rafael Castro in 1862 and established his business in Aptos. Described as intelligent, multi-lingual, an astute businessman, genial and well-respected. Arano established his store and post office as a principal focus for the town-

EXHIBIT T

Na S Marie Investor

United States Department of the Interior National Park Service

National Register of Historic Places Continuation Sheet

<u> </u>		8	D	6
Section	number		Page	<u> </u>

Perceiving the potential impact of the new railway on the town's economy, Arano began in 1874 to plan for expansion of his business at a location right next to the train line. The building was completed in 1878, and an account written the following year states:

"This fine hotel building, known as the Anchor House was erected by Joseph Arano, at the Aptos depot on the Santa Cruz Railroad, and about one hundred yards from the beach, on a nice level plateau, between two of the finest trout streams in the State. The house contains, on the first floor, one fine store, Post Office and bar-room. The hotel proper contains 28 fine, large sunny rooms, all of which are in elegant order. The grounds contain one and one-half acres of land, with good outbuildings, and plenty of good mountain water. The house is new and elegantly finished. It is in every respect a first-class hotel. Our illustration shows the situation of this fine property close to the railroad, with a view of the hills in the immediate rear. Attached to the hotel is a fine yard and gerden, with arbors and fountains."

The name of the hotel was changed within a few years to the Bay View Hotel. Its best year: came during the period of the 1880s and 1890s. During this time the Loma Prieta Mill on Aptos Creek became one of the largest lumber operations in the state, contributing to a thriving local economy. The personal estates of Claus Spreckles and his brother-in-law Henry Mangels drew frequent parties of distinguished visitors to the area. By 1896 Spreck had torn down his own hotel for the expansion of his estate, and a contemporary account notes, "The principal hotel is owned and kept by the Aranos, whose Spanish dinners are famous." Famous guests included Lillian Russell, King Kalakawa and many European visitors

Arano (by this time known as Joe or Joseph) and his daughter Amelia continued to run the hotel until 1914; Amelia then ran the hotel with the help of two nieces until 1919. The advent of World War I and changing fashions led to a decline in fortunes for the hotel, and in 1919 it was closed up. A service wing of the unused hotel was destroyed by fire in 1928, a great personal blow to Arano who was 94 years old at the time.

In 1942, Arano's heirs sold the hotel to Fred Toney. Toney's original plan was to demoli the hotel for the lumber, but coincidentially a local utility crew needed short term housing and so Toney was convinced to reopen the hotel. In 1946 Toney decided to move the hotel about 60 feet north and west back from the intersection, leaving that land available for other commercial uses. The move was done by Toney himself with a crew of local workers. At this time modern plumbing and electric lights were installed, but care was to preserve the marble fireplaces and other interior features. Other than partial enclos of the porch, very few alterations were made. The hotel retained its historic proximity southerly orientation to the train tracks. Toney reopened the hotel and restaurant, which was operated by his family until 1973. At that time, the business itself was leased, which ownership of the property remained in the hands of Toney's daughters. A 1975 fire descrete the hipped roof, which was rebuilt. The business was sold again in 1982 and 83, at which the modern wrought iron fence was installed. In 1989 the business and property were sold again to a local partnership which intends to restore the building to its original use as quality accommodations for visitors.

EXHIBIT I

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BARRY SWENSON BUILDER

CULTURAL RESOURCES STUDY FOR THE PROPOSED APTOS VILLAGE PROJECT

SANTA CRUZ COUNTY, CALIFORNIA

FINAL DRAFT

FEBRUARY 2009

ALBION ENVIRONMENTAL, INC.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE SAN FRANCISCO, CA 94102-3298

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December 9, 2009

Todd Sexauer County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA 95060

Re:

Notice of Completion, Initial Study/Mitigated Negative Declaration (IS/MND)

Aptos Village Plan SCH# 2009112080

Dear Mr. Sexauer:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian movement at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

- The discussion of transportation/traffic impacts does not include analysis of rail safety-related impacts, such as whether traffic queues could extend across the nearby Union Pacific railroad tracks as a result of the project. Such queuing increases the possibility that a motorist would stop on the tracks and be unable to clear the tracks as a train approaches, e.g., due to congestion or a stalled vehicle. The IS/MND discussion assumes that traffic signals would be installed at the Soquel Drive/Trout Gulch and Soquel Drive/Aptos Creek Road intersections, but their effect on traffic at the at-grade rail crossings near these locations is not addressed. The statement "Additionally, the County and future developers would need to work with the railroad to address safety concerns related to the current and proposed railroad crossings within the Village" (page 17) does not constitute sufficient documentation that potentially significant adverse safety impacts would be mitigated to less than significant levels.
- The proposed project would include the improvement of the railroad crossing at Trout Gulch Road near Soquel Drive, or the construction of a new crossing (Figure 7). (The language of the IS/MND is unclear on whether the existing crossing would be improved or whether a new crossing would be constructed; Figure 7 lists both "New Railroad Crossing" and "Railroad Crossing Improvements.") Please note that construction or alteration of a railroad crossing requires approval by the CPUC. Establishment of a new crossing requires a formal application to and approval by the Commission (Rules of Practice and Procedure, Rule 3.7 to 3.9).

Modification of an existing crossing, where all interested parties are in agreement, may be authorized by Commission staff pursuant to General Order 88-B "Rules for Altering Public Highway-Rail Crossings." I

- The Aptos Creek Road and Bayview Hotel railroad crossings are private crossings. The project would alter the status of these crossings to public crossings. This also would require a formal application to and approval by the Commission. CPUC policy is to not allow any new at-grade public crossings. In order to convert a private crossing to a new public at-grade crossing, two crossings with similar characteristics and agreed upon by the CPUC and railroad would be required to be closed.
- The Aptos Creek Road railroad crossing currently has passive warning signs. If this crossing is
 allowed to remain open and converted to a public crossing via a formal application, automatic
 warning devices along with signalization of the intersection with Soquel Drive and preemption
 would be required.
- The Bayview Hotel private crossing will not be allowed to remain open. This parcel already has alternate access from the Trout Gulch Road and Aptos Creek Road railroad crossings. There was also an accident at this crossing on September 14, 2007. The CPUC has the authority to determine the necessity for any crossing under Public Utilities Code section 7537. The existence of three railroad crossings over such a short distance is an unnecessary safety hazard. Consolidation of the railroad crossings by closing the Bayview Hotel crossing and directing motorists to crossings with appropriate safety devices would increase the safety of the general public.
- A new East-West Street railroad crossing is shown at the location of the current Bayview Hotel private crossing. This crossing will not be approved by the CPUC unless it is grade separated from the readway. If the crossing is not grade separated no new public at-grade crossing will be approved, and the proposed firehouse on East-West Street should be relocated to either Aptos Creek Drive or Trout Gulch Road to provide quicker access to a roadway across the tracks.
- Both the Aptos Creek Road and Bayview Hotel private crossings are technically currently
 considered publicly used due to their use by the general public to access the Trout Gulch
 Crossing plaza. Improvements to the Aptos Creek Road crossing and closure of the Bayview
 Hotel crossing mentioned previously should be considered regardless of the Aptos Village
 Plan.
- Trout Gulch Road has a high Average Daily Traffic (ADT) count. The high ADT combined with a stop controlled intersection with Soquel Drive results in queuing of vehicles onto the crossing. Signalization of the Soquel Drive intersection along with preemption is a necessity, regardless of whether the Aptos Village Plan proceeds or not. A General Order 88-B application is required to be filed with the CPUC to modify a crossing.
- · All railroad crossings will be required to accommodate pedestrians. Americans with

See http://www.cpuc.ca.gov/PUC/Transportation/crossings/Filing+Procedures/go88B.htm.

Disabilities Act-compliant sidewalks along with detectable warning need to be installed at the crossings. Vandal resistant fencing along the railroad right of way will also be required to channelize pedestrians to the appropriate railroad crossing and prevent trespassing.

• Two alternate areas are identified that would be set aside for locating passenger loading areas, should passenger rail service or a tourist trolley be provided to area in the future (Figure 9). The areas would be bisected by the railroad tracks. A formal application and CPUC approval would be required to create a new pedestrian crossing between the platforms. An open "street mall" type crossing with no automatic warning devices would not be allowed due to the tracks being heavy rail tracks with freight traffic. The same two closures for one new crossing CPUC policy mentioned previously is also applicable if the crossing is to be at-grade.

Thank you for your consideration of these comments. If you have any questions in this matter, please call Felix Ko, CPUC Rail Crossings Engineering Section, at (415) 703-3722.

Sincerely,

Daniel Kevin

Regulatory Analyst

Consumer Protection and Safety Division

cc:

Jim Smith Union Pacific Railroad 9451 Atkinson St. Roseville, CA 95747



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4^{7H} FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 -TDD: (831) 454-2123

TOM BURNS, PLANNING DIRECTOR

January 28, 2010

Mr. Daniel Kevin, Regulatory Analyst Public Utilities Commission Consumer Protection and Safety Division 505 Van Ness Avenue San Francisco, CA 94102-3298

RE: Notice of Completion, Initial Study/Mitigated Negative Declaration (IS/MND) Aptos Village Plan SCH#2009112080

Dear Mr. Kevin:

This letter is in response to your letter dated December 9, 2009, commenting on the Aptos Village Plan Initial Study/Mitigated Negative Declaration. The proposed Aptos Village Plan is intended to be conceptual in nature, only to act as a guidance document for future development proposals that may occur within the Aptos Village planning area. All subsequent development proposals would require more specific design details from what is being proposed under the Aptos Village Plan. Upon adoption of the Aptos Village Plan by the Board of Supervisors, it would replace the existing Aptos Village Community Design Framework Specific Plan, focusing only on the Village Core area. The County of Santa Cruz Planning Department (County) has provided the following responses intended to address each of your concerns in the order provided in your letter. Your specific concerns would be addressed in greater detail during review of future project-specific proposals that would provide specific design details (e.g., railroad crossings, intersection improvements, etc.) to ensure compliance with rail safety-related requirements.

- Rail Safety-Related Impacts: The two roadways that cross the railroad (Trout Gulch Road and Aptos Creek Road) would be improved with traffic signals and the one new street that is proposed to cross the railroad tracks would be stop controlled on the minor street approach with standard warning devices as required by current California Public Utilities Commission (CPUC) standards. The traffic signals are currently in preliminary design stages and the necessary CPUC forms will be submitted and procedures will be followed when a sufficient design has been achieved and approved by the County Board of Supervisors. The new traffic signals would dramatically improve the current stop sign controlled railroad crossings and would reduce and/or eliminate any railroad crossing safety impacts of the Aptos Village Plan and related development. Therefore, any potentially significant adverse safety impacts would be mitigated to less than significant levels with the implementation of these improvements.
- Project Area Railroad Crossings: The Aptos Village Plan as it relates to existing and new
 railroad crossings proposes to modify the two stop controlled railroad crossings on Aptos Creek
 Road and on Trout Gulch Road with traffic signals. They would have railroad pre-emption and
 standard crossing arms and other warning devices as required. A new railroad crossing is
 planned between these two intersections with a stop-controlled approach on the minor street.

At this time the Aptos Village Plan includes keeping the existing railroad crossing into the Bayview Hotel parking lot, but it is understood that the decision to keep this crossing is to be made by the CPUC. All CPUC forms will be formally submitted and procedures followed in requesting review and approval for all new crossings and modifications to the railroad crossings identified in the Aptos Village Plan.

- <u>Private/Public Railroad Crossings</u>: Comment noted. All CPUC forms would be formally submitted and procedures would be followed for all railroad related issues, as previously stated.
- Aptos Creek Road Crossing Improvements: The intersection of Soquel Drive/Aptos Creek Road
 is in the preliminary design phase and is proposed for signalization. The railroad crossing
 improvements will be formally submitted to the CPUC for review and approval.
- Bayview Hotel Private Crossing: Comment noted regarding the private railroad crossing at the Bayview Hotel. This crossing will be included in any formal applications submitted to the CPUC.
- New East-West Street Crossing. Comment noted regarding the proposed new railroad crossing next to the Bayview Hotel. This proposed new railroad crossing would be included in any formal applications submitted to the CPUC.
- · Closure of Bayview Hotel Crossing: Comment noted.
- Soquel Drive/Trout Gulch Road Signalization: As noted above, the Soquel Drive/Trout Gulch Road intersection is proposed for signalization with railroad pre-emption. A formal application would be submitted to the CPUC for review and approval of these proposed improvements.
- <u>Pedestrian and ADA Requirements for Crossings</u>: Comment noted. All improvements within the County maintained road rights-of-way would comply with Americans with Disabilities Act (ADA) requirements.
- Rail Passenger Loading Areas: Comment noted. The potential use of the railroad for passenger rail and loading areas is not currently part of the improvement plans. No action required.

If you have any further questions regarding the proposed Aptos Village Plan, please contact me at (831) 454-3511 or Jack Sohriakoff, Senior Civil Engineer at (831) 454-2160.

Sincerely,

Todd Sexauer, Environmental Planner

Environmental Planning

Cc: Jack Sohriakoff, Senior Civil Engineer

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET SAN LUIS OBISPO, CA 93401-5415 PHONE (805) 549-3101 FAX (805) 549-3329 TDD (805) 549-3259 http://www.dot.ca.gov/dist05/



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December 22, 2009

SCr 1-9.15/10.54 SCH# 2009112080

Mr. Todd Sexauer County of Santa Cruz Planning Department 701 Ocean Street, 4th Floor Santa Cruz, California 95060

Dear Mr. Sexauer:

COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE APTOS VILLAGE PLAN

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above referenced project and has the following comments.

- The Department supports local development that is consistent with State planning priorities
 intended to promote equity, strengthen the economy, protect the environment, and promote public
 health and safety. We accomplish this by working with local jurisdictions to achieve a shared
 vision of how the transportation system should and can accommodate interregional and local
 travel and development.
- 2. Although development is not proposed at this time, we appreciate that a Traffic Impact Study (TIS) was prepared. However, it does not appear that the TIS included an analysis of Highway 1 mainline operations, nor the two associated access points from Highway 1. Please include the Level of Service (LOS) calculations for Highway 1 mainline operations between State Park Drive and Rio Del Mar Boulevard, including both the northbound and southbound ramp nodes at these two interchanges, and any associated weaving segments. Please refer to the Department's "Guide for the Preparation of Traffic Impact Studies" at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf for additional information. An alternative methodology that produces technically comparable results can also be used.
- 3. In addition, it does not appear that the TIS used the correct threshold to determine the project's impacts. Because the Department is responsible for the safety, operations, and maintenance of the State Highway System (SHS), our LOS standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. In cases where an SHS is already operating at an unacceptable LOS, any additional trips added should be considered a significant cumulative traffic impact, and should be mitigated accordingly.

"Caltrans improves mobility across California"

- 4. Page 44 of the Initial Study states that "proposed development projects that would add traffic at intersections or on highway segments already at LOS E or F shall also be required to mitigate any traffic volume resulting in a one percent increase in the volume/capacity ratio of the sum of all critical movements." This concept is referred to as a "ratio theory" and is not supported by the Department. California Environmental Quality Act (CEQA) court cases validate our position:
 - —Kings County Farm Bureau v. City of Hanford (5th District 1990); Los Angeles Unified School District v. City of Los Angeles (2nd District 1997); Communities For A Better Environment v. California Resources Agency (3rd District 2002). These court rulings invalidated the use of a "ratio theory" or "comparative approach" criterion because they improperly measure a proposed project's incremental impact relative to the existing cumulative effect rather than focus on the combined effects of the project and other relevant past, present, and future projects. Continuing to use this method leaves this document open to legal challenges for not being CEQA compliant.
- 5. Please provide a hydraulic analysis and mapping of the existing drainage system you are planning to drain to, or of any drainage that may enter the State's culvert systems downstream from the proposed subdivision, including the sizing and location of any proposed detention basins. The flow release from the subdivision should not exceed what is currently being released for the 10-year or 100-year storm event to any of the State's culverts from the project location.
- 6. Please be aware that if any work is completed within the State's right-of-way, it will require an encroachment permit from the Department, and must be done to the Department's engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for obtaining the encroachment permit are issued at the sole discretion of the Department's District 5 Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements. For more information regarding the encroachment permit process, please visit the Department's Website at http://www.dot.ca.gov/hq/traffops/developsery/permits/.

Thank you for your consideration and action upon these issues. We look forward to receiving a copy of the hydraulic analysis and a revised TIS disclosing the full impacts of the project to the State Highway System. If you have any questions, or need further clarification on the items discussed above, please call me at (805) 549-3099 or e-mail jennifer calate@dot.ca.gov.

Sincerely,

JENNIFER CALATÉ

Associate Transportation Planner

Jeanger Calato

District 5 Development Review Coordinator



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 FDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

January 28, 2010

Ms. Jennifer Calaté Development Review Coordinator Caltrans District 5 50 Higuera Street San Luis Obispo, CA 93401-5415

RE: Comments on the Mitigated Negative Declaration for the Aptos Village Plan (SCH# 2009112080)

Dear Ms. Calaté:

This letter is in response to your letter dated December 22, 2009, commenting on the Aptos Village Plan Initial Study/Mitigated Negative Declaration. The proposed Aptos Village Plan is intended to be conceptual in nature, only to act as a guidance document for future development proposals that may occur within the Aptos Village planning area. All subsequent development proposals would require more specific design details from what is being proposed under the Aptos Village Plan. Upon adoption of the Aptos Village Plan by the Board of Supervisors, it would replace the existing Aptos Village Community Design Framework Specific Plan, focusing only on the Village Core area. The County of Santa Cruz Planning Department (County) has provided the following responses intended to address each of your concerns in the order provided in your letter. Your specific concerns would be addressed in greater detail during review of future project-specific proposals that would provide specific design details.

- Comment noted.
- 2. Comment noted. The proposed project would not generate a substantial volume of new traffic necessary to meet the General Plan policy (Policy 3.12.1) threshold for a significant impact on this freeway segment. The segment of Highway 1 in question is currently undergoing environmental review by Caltrans for potential widening. As a result, there have been extensive traffic analyses conducted by Caltrans staff and consultants to analyze the need to accommodate freeway traffic at build-out. Because of this ongoing process there is no need to conduct a traffic impact analysis on this freeway segment for the proposed project.

The traffic impact analysis did review the two Highway 1 ramp intersections on State Park Drive. The intersection levels of service (LOS) for the signalized northbound and

EXHIBIT I

southbound ramps both operate at LOS A under existing conditions. The southbound ramp remains at LOS A throughout the cumulative plus project scenario, and the northbound ramp changes to LOS B for the "existing plus approved plus project" scenario and stays at LOS B for the "cumulative plus project" scenario.

The traffic impact analysis did not review the intersections at the Highway 1/Rio del Mar Boulevard interchange because there are only 13 PM peak hour project trips both in and out anticipated to be generated and distributed in that direction. This relatively low volume of traffic is not necessary to evaluate. This trip distribution analysis is very conservative in order to evaluate the potential impacts through the Aptos Village core area and the signalized intersections on Soquel Drive between Trout Gulch Road and State Park Drive.

- Comment noted. As stated in number 2 above, the two State Highway System signalized intersections on State Park Drive resulted in LOS A and LOS B with proposed project impacts, which is an acceptable LOS for both the state and Countv significance criteria standards.
- 4. Comment noted. Because the entire project planning area is located within the jurisdiction of the County of Santa Cruz, and the County of Santa Cruz is serving as lead agency under CEQA, the analysis measured the resulting levels of service against the County thresholds of significance to determine the level of potential impact. The County of Santa Cruz General Plan and LCP Policy 3.12.1 (Level of Service (LOS) Policy) sets the level of service threshold to determine whether a project creates an unacceptable level of service on a street segment or intersection. Policy 3.12.1 states that LOS C is considered the objective, but sets LOS D as the minimum acceptable (where costs, right-of-way requirements, or environmental impacts of maintaining LOS under this policy are excessive, capacity enhancement may be considered infeasible). Proposed development projects that would cause LOS at an intersection or on an uninterrupted highway segment to fall below LOS D during the weekday peak hour would be required to mitigate their traffic impacts. Proposed development projects that would add traffic at intersections or on highway segments already at LOS E or F, are also required to mitigate any traffic volume resulting in a one percent increase in the volume/capacity ratio of the sum of all critical movements. For unsignalized intersections, significant impacts are defined to occur when: 1) the addition of project traffic causes intersection operations to degrade from LOS D or better to LOS E or F. and the peak hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) is satisfied.

In addition, your comment notes that the following court cases invalidated the approach used to evaluate traffic impacts in the Initial Study/Mitigated Negative Declaration: Kings County Farm Bureau v. City of Hanford; Los Angeles Unified School District v. City of Los Angeles; and the Communities for a Better Environment v. California Resources Agency. In the Kings County Farm Bureau v. City of Hanford case, the EIR evaluated air emissions from a coal-fired cogeneration plant. The technical approach taken in the EIR to evaluate ozone impacts was to compare the project's emissions of hydrocarbons (ROG) and NO_x with total regional emissions of those pollutants. The EIR estimated that daily emissions from the project would not exceed 0.20 percent to total ROG and NO_x emissions in King's County, and that project emissions were therefore considered minor and insignificant. Building off the Kings County decision, in the Communities for a Better Environment v. Communities found that CECKHIBIT I the Communities for a Better Environment v. California Resources Agency, 103 Cal.

Guidelines Section 15064(i)(4) was invalid. Section 15064(i)(4) allowed the incremental impacts of a project to be determined not cumulatively significant if they were "so small" that they make only a "de minimis" contribution to a significant cumulative impact where "environmental conditions would be the same whether or not the proposed project is implemented." The Court found that a de minimis analysis was subject to the same infirmities as a "ratio"-type analysis. Section 15064(i)(4) has since been rescinded by the Resources Agency, thus completely eliminating the availability of any de minimistype analysis. In the Los Angeles Unified School District v. City of Los Angeles case, the court rejects a predetermination by the lead agency that a small incremental increase in noise level was insignificant. The ruling focused on the importance of evaluating cumulative effects. The Initial Study/Mitigated Negative Declaration evaluated the project and cumulative impacts of the proposed project against the County of Santa Cruz General Plan Policy 3.12.1, which is a specific threshold.

- 5. Comment noted. As stated in Section B-7 of the Initial Study, the existing drainage pattern would not be significantly altered by future development, except that the area of current ponding would be captured into a new stormwater drainage system. The Aptos Village Plan proposes that all future developments provide drainage improvements that would include an engineered system of inlets and storm drains designed to convey runoff to designated points of discharge near Aptos Creek and Valencia Creek. Detention Basins, bio-swales, water gardens and other similar "Best Management Practices" are also specified to maintain pre-development release rates.
- 6. Comment noted. The proposed Aptos Village Plan is intended to be conceptual in nature, only to act as a guidance document for future development proposal that may occur within the Aptos Village planning area. As a result, no encroachment into the Caltrans right-of-way is anticipated as part of this proposal.

If you have any further questions regarding the proposed Aptos Village Plan, please contact me at (831) 454-3511, or Jack Sohriakoff, Senior Civil Engineer at (831) 454-2160.

Sincerely,

Todd Sexauer, Environmental Planner

Environmental Planning

Cc: Jack Sohriakoff, Senior Civil Engineer

Glenda Hill

From:

Lani Garcia

Sent:

Monday, January 04, 2010 2:08 PM

To: Glenda Hill

Subject: FW: Aptos Village Plan Approval, January 13, 2010

Hi Glenda.

I received this while I was gone.

Lani

----Original Message-----

From: Arnold L. Versaw Jr. [mailto:leeversaw@sbcglobal.net]

Sent: Tuesday, December 22, 2009 1:03 PM

To: Lani Garcia

Subject: Aptos Village Plan Approval, January 13, 2010

From the desk of:

Arnold Lee Versaw Jr.

A.D. Builders

CCL # B 603163

ICC# 1007327

To Whom It May Concern,

Myself, a group of local residents and business owners are questioning the changes to the Aptos Village Plan. We are wondering why these changes are so developer specific and why they should be supported at all. Our major concerns are as follows:

- 1.) The cost for the revision to the taxpayer?
- 2.) Why, even though this project is in the infancy of planning stages, there are so many specifics?
- 3.) The addition of Parade Dr.? The current plan has a better traffic flow pattern, in my opinion.
 - 4.) The moving around and relocation of the Village common area?
- 5.) The statement of Tom Burns " It is too far along the process to make these changes", is that not the reason we are

having these discussions?

- 6.) The impact of traffic on the community and the lack of consideration to an 81 year old antiquated bridge that will bottleneck the traffic coming into and out of the proposed mitigated areas.
- 7.) 3 story commercial structures when there is a glut of commercial space for lease in the immediate area.
- 8.) The density of the housing, when there are so many vacant and foreclosed homes in the area already.
- 9.) The lack of consideration to the residents of Cathedral Dr. that are already impacted by

-459-

the U.S. Post office and the ability to make a left hand turn onto Cathedral Dr. during business hours.

These questions have been asked by the residents but no answer has been forthcoming from the elected representative in this area or the planning department representatives attending these meetings. This is not a general plan revision but a project specific and developer specific proposal that should be submitted to the planning department for consideration and review. The waste of the taxpayer's money on this has been a travesty and should not even be considered by the planning commission as a general plan revision. Based upon review and comparison to the 1985 revision, the changes are not significant enough to allow this process to go forward. I thank you for your consideration on this matter.

Sincerely, Arnold L. Versaw Jr.



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

HISTORIC RESOURCES COMMISSION MINUTES

Thursday, April 9, 2009 4:30 p.m.

REGULAR MEETING

Board of Supervisors Meeting Room County Building, 5th Floor Santa Cruz, CA 95060

1. CALL TO ORDER/ROLL CALL

Interim Chairperson Fisher called the meeting to order at 4:50 p.m.

Commissioners Present:

Fisher, Swift, and Jenkins

Orlando arrived at 5:02 p.m.

Commissioners Absent:

Kennedy

Staff Present:

Bussey, Murphy and Hill

Members of the Public Present:

Jessie Thielsen

AGENDA APPROVAL OR MODIFICATION

No modification to the agenda was made.

3. APPROVAL OF MINUTES

01/08/2009: Consideration of the minutes was deferred for a full commission.

4. PUBLIC COMMUNICATIONS (Members of the public may speak on items not on

this agenda)

No member of the public spoke.

CONSENT ITEMS

There were no consent items.

6. PUBLIC HEARING ITEMS

Aptos Village

APN: Various

Review of the Cultural Resources text and the Historic Resource Documentation for the CEQA review of a proposed General Plan Amendment updating the Aptos Village Plan.

Property located on the north and south side of Soquel Drive between Aptos Creek Road, Bernal Street and Granite Way.

Owner: Various

Supervisorial Dist: Second

Staff presented the item. They gave a brief history of the Aptos Village Plan and the Plan update. They noted that the public input had three key points. They were:

- New road access.
- A Community area.
- Commercial; and mixed use in the area.

To achieve these goals, the plan proposes the relocation of the "Apple Shed" or "Apple Barns" and the "fire house". No change to the Bayview Hotel is proposed.

CIRCA reviewed the report and concluded that additional information was required to answer all questions and to address CEQA. Based upon those comments, staff recommended that this item be continued to a future date so an update to the historic background report can be submitted and reviewed. Once that additional information has been submitted and analyzed, it will be brought back to the Commission for comments on the Plan and the resource protection component and a recommendation to the Board of Supervisors.

The public haring was opened and Ms. Jessie Theisen representing Barry Swenson indicated that they would like a continuance to address all of the questions/ deficiencies in the report. The public hearing was closed and the item was brought back to the Commission for comment.

Commissioner Swift had several comments.

- Concerned that moving the apple barn or shed will affect its integrity.
- Impressed by CICRA's review.
- All three resources are very important.

Commissioner Swift had the following suggestions:

- She commented on various items.
- She noted that the DPR form may not be accurate with respect to the references to the Hihn Subdivision.
- She noted that the use of photographs and aerial photographs would be beneficial in the updated report.

Commissioner Jenkins indicated that she had concerns as to whether the Secretary of the Interior Standards are being met.

Commissioner Orlando indicated that she too had concerns regarding the report and whether the Secretary of the Interior Standards are being met, especially given the

letters from CIRCA.

Commissioner Fisher indicated that she supported the continuance of the item. This would allow for an update to the report and peer review of the update. She was concerned that when the historic structures are moved, it will diminish the historic rating.

On a motion by Commissioner Swift, seconded by Commissioner Jenkins, the item was continued to June 11, 2009.

7. NEW BUSINESS

a. Election of Chairperson and Vice Chairperson for 2009-2010. This item was deferred for a full commission.

b. Consider the Replacement of an existing DPR Form with an updated DPR Form for 1975 Chanticleer Ave., Santa Cruz, CA.

Staff gave a brief presentation.

On a motion by Commissioner Jenkins, seconded by Commissioner Swift the Commission adopted the staff recommendation. The updated DPR form is now the official record for this site.

8. OLD BUSINESS

a. Reminder of the required ethics training under AB1234 and the required training of Commissioners to remain a CLG.

Staff reminded the Commission that they are required to complete ethics training by State Law. Staff also brought up that this must be undated every two years. A memo listing a web site where training could be obtained was distributed. Staff also reminded the Commission that they are required to attend "training" classes for the County to remain a Certified Local Government. Staff noted that the training must be obtained between October 1, 2008 and September 30, 2009 to be included in the 08-09 Annual Report to the State.

Staff distributed information regarding the upcoming Keeping Time II conference in Columbia 06/19/09. This conference meets the criteria for CLG Training.

9. COMMISSIONER PRESENTATIONS/ INFORMATIONAL ITEMS

Commissioner Swift noted the upcoming Blue Plaque awards presentation on 05/02/2009.

Commissioner Swift noted that Capitola was celebrating its 60th birthday May 15, 16 and 17th. She noted that an historical talk by Sandy Lydon was scheduled for May 15, 2009.

Commissioner Orlando noted that History Journal 6: Pathways to the Past was available.

Commissioner Orlando noted that the davenport Jail was scheduled to be open to the public for limited hours after 05/03/2009. She also noted that a "new" desk was now in the jail.

Commissioner Orlando noted that a self-guided walking tour of Davenport would be available soon and that postcards of the historic resources in Bonny Doon and Davenport would soon be available.

10. WRITTEN COMMUNICATIONS

Acknowledge receipt of a copy of a letter from the Board of Supervisors acknowledging receipt of the 2008 Annual Report for the HRC and thanking the Commissioners for their participation. No other written communication was submitted.

11. ADJOURNMENT

Interim Chairperson Fisher adjourned the meeting at 6:01 p.m.

Minutes Approved July 9, 2009

Ayes: Orlando, Fisher, Kennedy, Swift, Jenkins

Noes: Absent: Abstain:



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

HISTORIC RESOURCES COMMISSION MINUTES

Thursday, August, 2009

4:30 p.m.

REGULAR MEETING

County of Santa Cruz Health Services Agency 1400 Emeline St., Bldg. K, Room 206 Santa Cruz, CA 95060

1. CALL TO ORDER/ROLL CALL

Chair Orlando called the meeting to order at 4:40 p.m.

Commissioners Present:

Orlando, Fisher, Swift, Jenkins and Kennedy

Commissioners Absent:

None

Staff Present:

Annie Murphy and Glenda Hill

Members of the Public Present:

Jessie Thielen, Jessie Nickell, Bonnie Bamburg,

Sheila McElroy, Supervisor Ellen Pirie

AGENDA APPROVAL OR MODIFICATION

No modification to the agenda was made.

3. APPROVAL OF MINUTES

07/09/09:

On a motion by Commissioner Jenkins, seconded by Commissioner Kennedy, the minutes as presented by staff were approved unanimously.

 PUBLIC COMMUNICATIONS (Members of the public may speak on items <u>not</u> on this agenda)

No member of the public spoke.

5. CONSENT ITEMS

There were no consent items.

6. PUBLIC HEARING ITEMS

Aptos Village APN: Various

Public Hearing for continued consideration and review of the Cultural Resources text and the Historic Resource Documentation for the CEQA review of a proposed General Plan Amendment updating the Aptos Village Plan. This item was initially heard at the April 9, 2009 Historic Resources Commission Meeting.

Property located on the north and south side of Soquel Drive between Aptos Creek Road, Bernal Street and Granite Way.

Owner: Various Supervisorial Dist: Second

Glenda Hill, Staff Planner for the Aptos Village Plan (Plan), presented the item. Ms. Hill provided some background on the project, including the goals of the project and community input received. Ms. Hill noted that in the context of several public meetings, the community wanted the plan to include several primary features, including:

- A new link between Trout Gulch Rd. and Aptos Creek Road, to revitalize the area
- A town center/village green/common area.
- A new road linking Soquel Drive and the new common area

As part of the framework for the Aptos Village Plan, a new commercial area is proposed around the central square. The Barn is proposed to be relocated at the edge of the square as a prominent building within the commercial area.

Staff clarified that the Aptos Village Plan is being updated by the County Planning Department at the direction of the Board of Supervisors. The County of Santa Cruz is the applicant for the Aptos Village Update, not Barry Swenson Builders. The map included in the Urban Programmer's report showing the Aptos Village area is Barry Swenson's proposal, not the County's, and should be disregarded.

Regarding Historic resources, there are 3 historic structures within the Village Core area: The Bayview Hotel (NR1), the Firehouse (NR 5) and the Apple Barn (NR3). There are no changes proposed to the Bayview Hotel. The Apple Barn is proposed to be relocated around the village green and repurposed for use by the community. The Plan also proposes to relocate the Fire House, due to the proposed location of the new road. The plan recommends relocating the Firehouse to a location within the village, with the specific location as yet to be determined.

Ms. Hill then went on to discuss the concerns expressed by the Historic Resources Commission (Commission) at the April 9, 2009 HRC meeting regarding the Aptos Village Plan, and action taken by staff to address these concerns. The previous "Cultural Resources Study" conducted by Albion Environmental, concluded that relocating the Apple

Barn and the Firehouse would not affect the historic rating of these structures. Circa, the County's Historic Consultant, review Albion's report and concluded the report needed to document these conclusions. At the April meeting, the Commission also wanted substantiation of the conclusion in the "Cultural Resources Study" prepared by Albion that relocating the Apple Barn and the Firehouse would not affect their rating or be a significant impact under CEQA. The Commission was also concerned that relocating the Apple Barn and the Firehouse might negatively affect the NR rating of these structures, and requested additional analysis of these issues. Additionally, the Commission recommended several corrections to the Aptos Village Plan, including using a consistent term for the Apple Barn throughout the Plan, noting that the name of Aptos is not an Ohlone word, and noting that the Hihn Subdivision was constructed to the 1890's. At the April meeting, the Commission continued the item to allow time to address these concerns.

In response to the comments of the Commission, staff noted that changes were made to the draft of the Aptos Village Plan to correct the historical information.

Urban Programmers, the new Historic Consultant who replaced Albion, evaluated the concerns of the Commission in three separate documents dated July 16, with a revised copy submitted July 31. Staff was of the opinion that Urban Programmers has addressed the concerns of the Commission.

Urban Programmers concluded that the Apple Barn may be eligible for listing on the National Register under Criteria A or C, and that relocation, if done according the Department of the Interior standards, could be done in such a way as to maintain the historic rating of the Apple Barn, and not create a significant environmental impact. Regarding the Aptos Fire House, Urban Programmers concluded that the proximity of the Fire House in relation to the Bay View Hotel is not important to the historic significance of the structure.

Staff made a general comment that the Aptos Village Plan is an abstract plan. When a development plan is prepared and submitted to the County, it will come back to the Commission for full review with a historic preservation plan. At that time, the Commission can review and condition the project.

Ms. Hill noted that Circa, the County's Historic Consultant, conducted a peer review of Urban Programmers documents. Circa agreed overall with Urban Programmers conclusions, and additionally stressed the importance of a carefully prepared historic preservation plan, done in accordance with the Department of the Interior standards, with appropriate conditions attached.

Glenda Hill noted that the purpose was to continue the public hearing. Staff was hopeful that the Commission would conclude that that information in the Plan is historically accurate, and that the proposed relocation would not be detrimental to the historic

structures. Staff noted that the Commission will have an opportunity to condition any future development plans during review of the required Historic Preservation Plan. Staff recommended that the Commission adopt the attached resolution recommending that the Board of Supervisors approve the proposed amendments to the Aptos Village Plan regarding historic resources.

Chair Orlando opened the public hearing.

Bonnie Bamburg commented that she was not aware that the County was the applicant for the Aptos Village Plan, or that the map she included in her report was part of the Aptos Village Plan.

Jessie Nickell with Barry Swenson Builders commented that Barry Swenson has worked with many historically significant buildings in the County, and has saved many historic buildings, including the Del Mar Theatre.

Commissioner Fisher had several concerns to discuss with Bonnie Bamburg/Urban Programmers.

Ms. Fisher was concerned that relocating the Aptos Firehouse, with an NR 5 rating, could result in the structure losing its historic rating and disappearing from the Inventory. She recommended a condition of approval in the Aptos Village Plan that the Firehouse be centrally located in the Village to preserve its historic significance and importance. Commissioner Fisher was also concerned that the historic significance of the Apple Barn, and its potential eligibility for listing on the National Register of Historic Places, could be negatively impacted by relocating the structure.

Ms. Bamburg stated that any new setting should be compatible with the historic setting. She recommended that the Aptos Village Plan be conditioned to require that the Firehouse be prominently located on an important street, and restored appropriately according to the Secretary of the Interior Standards. Ms. Bamburg commented that the structure will not lose its historic status if any rehabilitation or relocation follows the Department of the Interior Standards, including keeping the structure in a prominent location on an important street and preserving the architectural style of the structure. Ms. Bamburg commented that if these criteria are followed, then the Firehouse should not lose its NR5 rating.

Commissioner Fisher asked Ms. Bamburg how relocating the Apple Barn might affect its rating. Ms. Bamburg stated that the Department of the Interior Standards accepts relocating a historic structure, if there is a solid rationale for moving the structure, and if the Department of the Interior Standards Criteria for moving a historic structure are followed. Ms. Bamburg also stated that it would be important to keep a sense of openness around the Apple Barn.

Sheila McElroy, the historic consultant for the County, stated she agreed with Ms. Bamburg's comments, and her report. She added that the Aptos Village Plan is not yet an actual development plan. To be consistent with the Department of the Interior Standards, there will need to be a strong rationale or argument for why the buildings must be moved. She was concerned about making decisions about moving structures before all alternatives have been concerned, as required under CEQA. She also commented that the relationship among buildings is important. Ms. McElroy stated that there should be a rationale for any change, other than reuse in the current location.

Commissioner Fisher wondered if the Commission could approve in concept of the overall Plan, but disapprove of relocating the buildings until there was a new development plan in place that was reviewed and approved by the Commission. Ms. Fisher commented that she recognized that need for the town center and the new road. She would like to require that the buildings not be moved until a future development plan is approved.

Ms. Hill stated that the action taken by the Commission today would not authorize any actual physical change. Additionally, the County would require our historic consultants to evaluate any actual development plans that are submitted to the County.

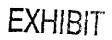
Commissioner Fisher commented that she felt it would also be appropriate to have the historic consultants review any future development plans.

Commissioner Swift asked how the Aptos Village Plan was formed, if the buildings were recognized as historic, and why the plan was coming to the Commission now, if plan has been in the works for several years. She wanted more information about the plan before approving in concept. Ms. Swift also wanted to know what would happen to the Firehouse, and was concerned that the building would lose its historic integrity depending on where it was relocated. Ms. Swift stated that photo documentation is not adequate as mitigation. She stated that relocating a historic structure could be a substantial adverse impact under CEQA. She was also concerned that if buildings were relocated, then some reconstruction would be necessary. She felt that supporting the Plan would be taking a "leap of faith", and concluded that she believed there was not enough information to make a decision.

Commissioner Kennedy stated that she agreed with comments made by the Commission. She was especially concerned that the Barn would lose historic significance if relocated. She was not prone to voting for the Plan until there was more information.

Commissioner Jenkins would like more supportive information before making a decision.

Commissioner Orlando asked why the Commission was not given a copy of Barry Swenson's



Ms. Hill replied that Barry Swenson's Plan is a conceptual Plan only. They have not yet submitted an application. The plan being developed by Barry Swenson is their idea for a way to develop Aptos Village that will be consistent with the Aptos Village Plan, if the current version of the Aptos Village Plan is approved by the Board of Supervisors. The Aptos Village Plan being proposed by the County is updating the "Blueprint" for the Village, and is still abstract. Once this Plan is approved, then at that point development plans will come to the Commission, with an Historic Preservation Plan.

Commissioner Fisher asked Ms. Hill to clarify that the "Blueprint", including the circulation Plan that is being proposed by the County, would result in a proposed new layout for the Village.

Ms. Hill confirmed that the Aptos Village Plan includes a circulation plan, with proposed relocation of Historic structures, including the Apple Barn and Fire House, and identification of proposed development areas. The Plan includes a circulation plan, some relocation of historic structures, and areas for potential development. The Plan currently does not specify a location for the Firehouse. The Commission could recommend more specificity for the Firehouse, including location along a prominent road, if they feel that this is appropriate.

Commissioner Fisher asked if the Blueprint, including the circulation plan, relocation of structures, and identification of development areas, is as far as the County Plan goes. Ms. Hill confirmed that yes, that is basically the County's Plan. The plan also includes maximum square footage for commercial development, and a maximum number of residential units. The Commission, if they approve the Plan, would be approving this basic blueprint, and would also be verifying that the information contained in the Aptos Village Plan is accurate. The Board of Supervisors needs a recommendation from the Commission regarding the Plan.

Commissioner Fisher asked Ms. Hill whether their comments to the Board could be that the Commission would need more information regarding the specifics of the Plan before they could make a recommendation.

Commissioner Swift asked whether the Commission could recommend approval of the Plan overall, except that they would recommend that the Apple Barn not be relocated.

Commissioner Fisher commented that the circulation plan would require some relocation of buildings.

Supervisor Pirie commented that she could see the Commissioners were grappling with

some of the issues. She commented that the Plan is not just a circulation plan, but represents lots of community involvement and many community meetings. The Village Green at the center of the Plan is very important to the Community as a gathering place. Locating the Apple Barn in the center of the green may add to the historic value of the structure. The community wants a "heart" of Aptos. Supervisor Pirie understands that the Commission wants more information. The County initially intended to develop a specific plan, but was not able to do that. The details of this plan will come later, when a development application is submitted.

Jessie Thielen commented that Barry Swenson intends to submit a detailed very specific development plan that includes a preservation plan for the historic structures.

Commissioner Fisher commented that the "Blueprint" does require that both the Firehouse and the Apple Barn be relocated. By approving the Aptos Village Plan, the Commission would be approving in concept the relocation of these structures.

Commissioner Swift recognizes the amount of work involved in this Plan. She also commented that relocating a historic structure is significant, and can be a substantial adverse affect. She is not ready to state that she approves moving the structure without a preservation plan.

Commissioner Orlando commented that she does not agree that relocating a historic structure would necessarily detract from the historic significance of the structure. She felt that leaving the Apple Barn where it currently is adjacent to a parking lot could detract from its historic value. She stated that relocation could be appropriate if it does not detract from the historic rating.

Ms. Hill clarified that the Plan now would approve in concept the relocation of the Firehouse and the Apple Barn. If the Commission adopted a resolution today, that would not authorize any physical work.

Commissioner Kennedy stated that the plan approves moving historic structures, and that the current plan is too nebulous for her to support.

Ms. McElroy as the historic consultant for the County recommended that a condition could be added to the Aptos Village Plan stating that relocation of any historic structures must be consistent with the Secretary of the Interior Standards.

Commissioner Fisher also recommended adding a condition that any relocation must not diminish the historic rating any historic structure.

Chair Orlando closed the public hearing.

Chair Orlando made a motion to conceptually approve the Aptos Village Plan, with a condition that the Plan must follow all applicable Secretary of the Interior Standards, and that any relocation must not diminish the historic rating of any structure. Commissioner Jenkins seconded the motion. Commissioners Orlando and Jenkins voted in support of the motion, and Commissioners Swift, Jenkins, and Kennedy voted against the motion. The motion failed.

Ms. Murphy, staff to the Commission, asked the Commission if they wished to make a different motion. The Commission did not make any other motion.

Ms. Hill commented that Staff would report the action of the Commission to the Board of Supervisors.

7. NEW BUSINESS

a. Reminder of training requirements for 2009.

Staff reminded the Commissioners of their training requirements. Two types of training are required. The General Ethics Principles and Laws training is required every two years, and can be done on line. The second type of training is an informational training. This training is required for each Commissioner annually.

8. OLD BUSINESS

There was no old business.

9. COMMISSIONER PRESENTATIONS

Commissioner Orlando commented that the Davenport Jail was broken into.

10. WRITTEN COMMUNICATIONS

Staff commented that there was a Submittal to the Commission by Randall Brown, Historian, of the latest edition of "Ghosts of the Creamer Hotel," which is an historic structure (NR5) located at 6256 Highway 9 in Felton.

11. ADJOURNMENT

Chairperson Orlando adjourned the meeting at 5:50 p.m.

Minutes Approved

Ayes: Jenkins, Kennedy, Orlando, Fisher and Swift

Noes: none

HOI

Absent:

Abstain:



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123 TOM BURNS, PLANNING DIRECTOR

HISTORIC RESOURCES COMMISSION MINUTES

Thursday, January 14, 2010

4:30 p.m.

REGULAR MEETING

Planning Department Large Conference Room County Building, 4th Floor 701 Ocean Street Santa Cruz CA 95060

1. CALL TO ORDER/ROLL CALL

Chair Orlando called the meeting to order at 4:37 p.m.

Commissioners Present:

Orlando, Swift, Jenkins and Kennedy

(Commissioner Fisher arrived at 4:45)

Commissioners Absent:

None

Staff Present:

Annie Murphy and Glenda Hill

Members of the Public Present:

None

2. AGENDA APPROVAL OR MODIFICATION

Annie Murphy recommended that the agenda be modified, to allow old business (item 8) to be heard before new business (item 7). On a motion by Commissioner Jenkins, seconded by Commissioner Kennedy, the motion to modify the agenda was approved unanimously.

3. APPROVAL OF MINUTES

08/13/09: Commissioner Jenkins recommended 2 corrections to the minutes:

- 1. The date for the meeting should be added to page 1 of the minutes.
- 2. On page 5 of the minutes, the 6th line from the top of the page, the word "concerned" should be changed to "considered."

On a motion by Commissioner Jenkins, seconded by Commissioner Swift, the motion to approve the minutes amended to include the corrections noted was approved.

4. PUBLIC COMMUNICATIONS (Members of the public may speak on items **not** on this agenda)

No member of the public spoke.

5. CONSENT ITEMS

There were no consent items.

6. PUBLIC HEARING ITEMS

There were no public hearing items.

7. OLD BUSINESS

Glenda Hill provided an update on the status of the Aptos Village Plan (Plan). Ms. Hill reminded the Commission that at the last HRC meeting in August, staff had recommended that the Commission approve the corrections made to the Plan, verify that the historical information in the Plan was accurate, and recommend that the Board of Supervisors approve the Plan. A motion was made to recommend that the Board of Supervisors approve the plan, but the motion failed.

Although there was no motion made to the Board of Supervisors, nevertheless Ms. Hill took the comments that the Commissioners and the two consultants made regarding the Plan very seriously, and revised the plan to include these comments. The following changes were made to the Plan to address the concerns of the Commission and the consultants:

- Any exterior change or relocation of the Apple Barn will require additional approval by the HRC and must be consistent with the Secretary of the Interior Standards.
- Fire House: Any relocation must be consistent with the Secretary of the Interior standards.
- Bayview Hotel: Any new structures must be reviewed by the Commission to ensure they will not impact the historic significance of the Bayview Hotel.

The revised Plan went to Environmental Review in November, as a negative declaration with one mitigation to address traffic impacts. The comment period for environmental review ended on December 22nd.

Supervisor Pirie held six community meetings, one of which was attended by Commissioner Swift. As a result of these meetings, staff decided to slow down the process and postpone the Planning Commission hearing to February 10, 2010. At these meetings, there was not a lot of discussion on historic issues.

At the sixth meeting, Sandy Lydon was present and offered to Supervisor Pirie to draft the chapter on the History of Aptos. Mr. Lydon provided this Chapter to the County on January 13. Ms. Hill asked the Commissioners to review this Chapter, and provide any comments to her by January 19, so that she could include any comments, concerns, or corrections in the revised Plan. Planning Staff is scheduled to take the Plan to the Board on March 2nd, 2010. Ms. Hill concluded her presentation, and was available for questions.

Commissioner Swift asked what is the basis for determining that the Apple Barn could physically be moved. Ms. Hill commented that Barry Swensen Builders has done research to determine that it can physically be moved. Commissioner Swift stated that she was concerned that the County was basing its decision to move the Apple Barn based on something that Barry Swenson said. Ms. Hill commented that the County believes the center of the Village would be a good location for the Apple Barn. If the building could not be moved, then the Plan would need to be amended. Additionally, the Commission would be able to vote yes or no to moving the Apple Barn when the Historic Preservation Plan goes before the Commission. Commissioner Swift commented that she believed that Barry Swenson is not really concerned about the Apple Barn, citing

their comments in the report that "moving is preferable to demolition." Ms. Hill commented that demolition would require approval by the Commission and by the Board of Supervisors. Commissioner Swift commented that "demolition by neglect" is another way to demolish a structure. Additionally, Ms. Swift was concerned that she did not have the tools to know what the Secretary of the Interior standards are regarding relocating a historic structure.

Commissioner Fisher asked Ms. Hill if the Commission could request a peer review by a structural engineer to ascertain whether the Apple Barn could safely be moved, and would not negatively affect the building.

Ms. Murphy added that the Commission could also request peer review by our historic consultant of the actual development plan submitted with the Historic Preservation Plan. In addition, Ms. Murphy stated that she could provide the Commission with copies of the Secretary of the Interior's Standards regarding relocating historic structures.

Commissioner Fisher asked Ms. Hill whether there was money available for these peer reviews. Ms. Hill responded that the County would likely ask the applicant to pay. Ms. Hill added that the Commission could ask for anything they needed to make an informed decision.

There was some discussion by several members of the Commission that at the August meeting, they had believed that when the motion to support the Plan had failed, they were in fact making a recommendation to the Board that they do not support the Plan. Ms. Hill clarified that in fact this was not the action that they had taken, but rather when the motion failed, this resulted in no formal recommendation to the Board of Supervisors whether to approve or not approve the Plan. Ms. Murphy noted that staff had provided the Commission the opportunity to make another motion at the August meeting, but no additional motion was made. Ms. Hill stressed that even though the Commission did not make a formal recommendation regarding the Plan, she continued to bring the concerns of the Commission to the Board of Supervisors and the Planning Commission. Commissioner Fisher requested that Ms. Murphy in the future provide clarification of any motion made by the Commission, so that the Commission is clear regarding the results of any motion they made. Ms Murphy responded that she will do so at future meetings.

Commissioner Swift commented that Sandy Lydon's Chapter did an excellent job of tying the history of Aptos to the built environment, and was probably the best thing written about the history of Aptos.

8. New Business

A. Discuss goals of the Commission for 2010

Ms. Murphy stated that she included in the report to the State several of the ongoing goals of the Commission, including reviewing applications for historic preservation plans in a thorough and timely manner, and continuing to be actively involved with the public in historic preservation. Ms. Murphy mentioned that her goals for the year included recording all historic properties, and completing the placement of the Historic Resources Inventory on the County's public website. Ms. Murphy suggested that the commission consider goals for this year, as well as long-term goals for future years.

Commissioner Orlando stated that her goal for the North Coast area is to photograph all historic structures in the area, to document any changes to these structures.

Commissioner Swift stated that a goal of hers is to open the new exhibit at the Capitola History Museum on historic landmarks in Capitola.

Commissioner Fisher suggested that Ms. Murphy research grant availability, including the theme for any available grant, and report back to the Commission. Ms. Murphy agreed to report back to the Commission regarding grant availability.

Commissioner Orlando stated that the façade of the Davenport Jail is in danger of falling off, and she would be interested in a grant to repair the Jail.

Commissioner Jenkins stated that she was concerned about potential loss of historic structures in events such as earthquakes, particularly as it relates to structures in the South County that may be historically significant that are not included in the Historic Resources Inventory. Commissioner Jenkins also expressed an interest in signing up with the CLG Listserve. Ms. Murphy stated that she would find out if the Listserve was available for Commissioners and let the Commission know of her results.

Commissioner Kennedy stated that she had recently visited the Brookdale Spa, and that nothing had been done to repair or restore the buildings after the fire. The fire had completed burned the buildings at the back end of the property.

Ms. Murphy stated that she would research the status of the repairs, and report back to the Commission.

Commissioner Fisher suggested that the Commission consider writing a letter requesting that the property owners "mothball" the historically significant structures on the property, to protect the structures from further damage or from demolition by neglect.

Commissioner Swift stated that it was often difficult for commissioners to travel for trainings, and asked staff to research whether a training could be held on County property that was also open to the public. Ms. Murphy agreed to research this possibility.

B. Consider adopting the meeting schedule for 2010

Ms. Murphy presented a recommended meeting schedule to the Commission for 2010. On a motion by Commissioner Swift, seconded by Commissioner Fisher, the meeting schedule was approved unanimously.

C. Consider approving HRC Annual Report

Ms. Murphy stated that she prepared the report required by the State for Certified Local Governments, and submitted it to the State. She recommended that the Commission approve the report, modified if needed to correct any errors.

Commissioner Kennedy stated that she noticed her email address in the report was incorrect. Ms. Murphy stated that she would correct the email address in the report. Commissioner Fisher made a motion to approve the report with any required corrections made. The motion was seconded by Commissioner Swift, and approved unanimously.

9. COMMISSIONER PRESENTATIONS/ INFORMATIONAL ITEMS

Commissioner Orlando stated that she had developed a blog for the Davenport Jail.

Commissioner Fisher noted that Forester's Hall had recently opened an art gallery, and included a very nice display by Commissioner Orlando.

Commissioner Swift noted that there will be a reception at the Capitola Museum on February 11 from 5 to 7pm celebrating the opening of the Landmark exhibit. The exhibit will include a stained glass installation made from windows salvaged from an old home designed by Al Lent.

10. WRITTEN COMMUNICATIONS

No written communications were received.

11. ADJOURNMENT

Chair Orlando adjourned the meeting at 5:58 pm.

Minutes Approved

Ayes:

Noes:

Absent:

Abstain:

COMMUNITY

RAMEWORK

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A SPECIFIC PLAN ADOPTED BY THE SANTA CRUZ COUNTY BOARD OF SUPERVISORS AMENDED ADOPTED APRIL 17,1979 RESOLUTION 208-79 JUNE 18,1985 RESOLUTION 359-85

CONTENTS Community Design Francework Village Conditions Introduction Community Goals + Design Policies Community Design Implementation Strategies Activity Pattern/Land Use Plan General Village Concept Landscape Physical Form Pedestrian Environment Vehicular Circulation 23 29 23

Environmental Impact Analysis

4

INTRODUCTION

design needs for the Aptos Village community and recommend programs to meet those On April 1, 1975, the Board of Supervisors of Santa Cruz County established the sultant and with the County Planning Department to review and work toward imple-Aptos Village Design Committee to assist in formulating and evaluating community of the General Plan. To that end, the Committee was directed to: Planning Commission and the Board of Supervisors for consideration as an element mentation of a design plan for Aptos Village, which would be presented to the It was provided that the Committee would work with a community design con-

- the Aptos Village community related to commercial, residential, circulation Identify specific land use, circulation, and community design issues within and parking, open space, community services, and recreation concerns;
- Document existing conditions, problems and objectives; examine potential
- and standards for the proposed improvements; recommend implementation strate-Develop a conceptual community design plan and programs indicating guidelines gles for both public and private sectors using short and long-term approaches.

A foundation for the Aptos Village Design Study was laid by the work of the Aptos Area General Plan Citizens Review Committee between 1971 and 1973 followed by adoption by the Board of Supervisors in October 1974 of the Aptos General Plan for 1990. that responds to the complex and fluid nature of our communities. It is important there are few good examples in the United States of community design at any scale The decision to undertake a "design" plan for the Village is innovative in that which beset environmental design as a first step in the community design process. to understand the uncertainties with which one is dealing and the conflicting values there are few examples of such an effort at the Aptos community scale.

COMMUNITY DESIGN

zoning. Community design is concerned with the specifics of permitted land uses community design serves as a link between land use policy of the general plan and In formulating a framework to guide development and revitalization in Aptos Village, and the site development standards of the zoning regulations. and their sense of well-being. and the site development because of the public sector and guide 4lationship between people and their environment, their feeling of time and place, feels and functions is central to community design. It involves the sensory relines for design and site development in the private sector. How a place looks, Community design in

Community design need not include exact specifications of materials and forms. work that accommodates many particular forms, according to the market and the abili-Rather to be efficient and flexible, it establishes a visual program or design framerepresent a reasonable fit between objectives, criteria, reality and concept. In will entail visual performance characteristics covering physical form, activity will be multiple, the detailed program indeterminate, control partial, and that the Village it must be recognized that the client -- owners, operators and users -pattern, and movement systems. The framework, if it is to lead to action, must ties of the building designer. there will be no state of final completion. The community design framework for Aptos Village

Where community design has been represented by either a significant public or private commitment, the result has been rewarding. for community design so that it will have support and impact. fore, you must educate as well as inform. It is important to develop a constituency in design policy implementation, theremandatory elements, the general plan may include additional elements dealing with ∞ other subjects which in the judgment of the planning agency relate to the physical 4term general plan for the physical development of the county. In addition to its prepare and the county's legislative body is directed to adopt a comprehensive long-Under California Planning and Zoning Law a county's planning agency is directed to

One such element is community design. This element may consist of standards and development of the county. set forth an environmental structure for a county or city that articulates signifimunity and neighborhood development and redevelopment. It also, conceivably, could principles governing the subdivision of land and showing recommended design for comexperiences and activities of residents. cant forms and functions in the built and natural environment important to everyday

may be required for the systematic execution of the general plan. The Community prepare and the legislative body adopt specific plans based on the general plan, as In addition to developing and maintaining a general plan, the planning agency may Design Framework for Aptos Village forms part of a community design element in the add up to a specific plan effort concerned with the regulation of the use of land and buildings, the height and bulk of buildings, and the open space around buildings to insure the implementation of Aptos Area General Plan goals for the Village. The nature and scope of the design framework, however,

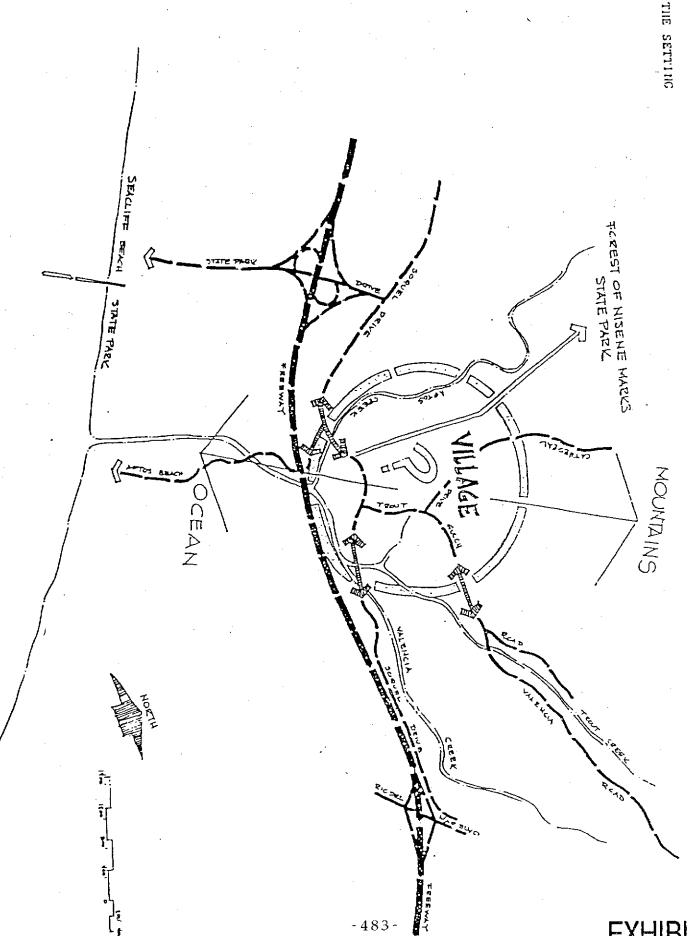


EXHIBIT K

VILLAGE CONDITIONS

design policy choices. build a community design framework. They influence community goals and determine Three major physical aspects of Aptos Village provide the foundation upon which to

Village Environment

tation in the area are important structuring elements. Existing buildings, road- ∞ ways, and the railroad line provide the built fabric within which design decisions 4 have to be made and within which development and revitalization may occur. creek system, the area's topography with its steep slopes, and the natural vegethat must be understood and respected. The riparian corridors of the adjacent The present natural and built environment of Aptos Village establishes conditions

Parcelization

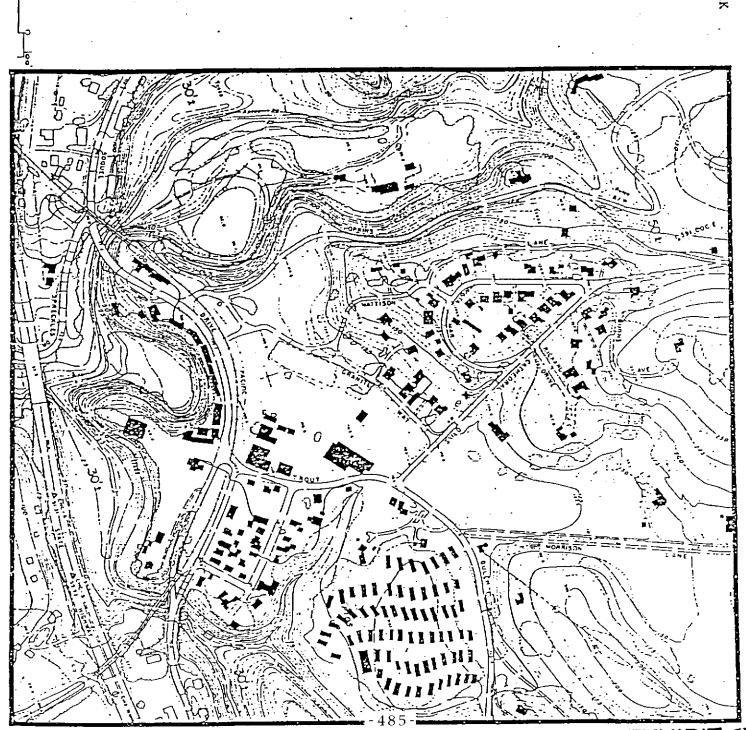
provide a positive influence on the character and appearance of the Village. opportunity" in encouraging revitalization and development of a size adequate to adjacent parcels are under single ownership. configuration and location of land parcels. Also involved is ownership wherein design framework for Aptos Village. These factors relate primarily to the size, matrix within which to work in creating a community design framework for the as a design potential, land parcelization and ownership establish a development Parcelization and ownership are controlling factors in the creation of a community This situation presents "targets of

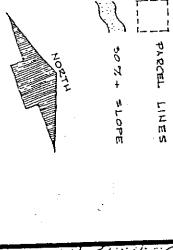
Design Analysi

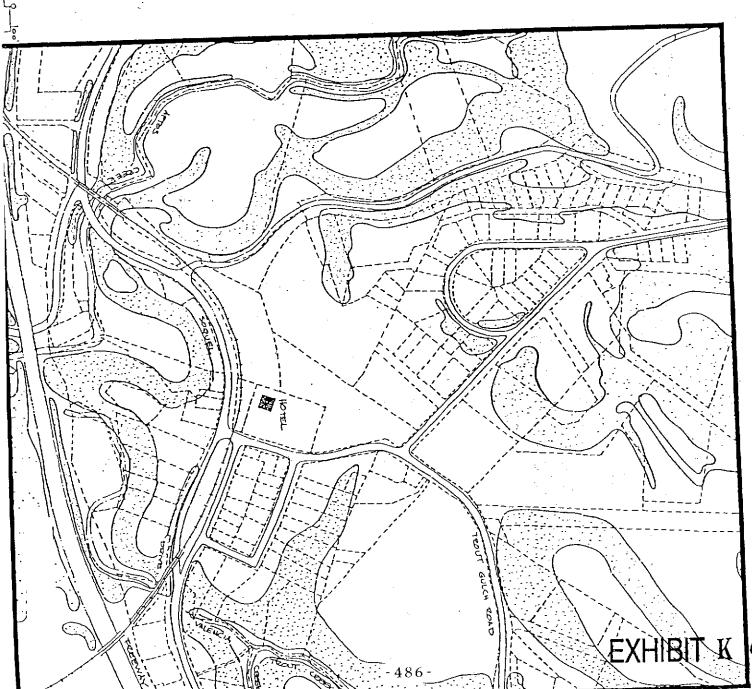
are put into perspective. consideration are delineated. Physical relationships within the environment are conditions to which design policies should respond. examined. An analysis of environmental characteristics in Aptos Village serves to set forth Critical sites or elements in the Village are identified. Areas requiring special design Design issues

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

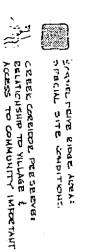
THE VILLAGE







DESIGN ANALYSIS



FOTENTIAL DESIGN CHINESCI'S PHYSICAL VILLAGE AREAS I

GEHERAL PLAN UEBAH ZERYCES

CRUCIAL ANCHOR BLEMENT

IMPORTANT PHYSICAL & VSUAL BELATON SHIP

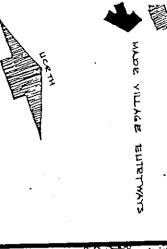
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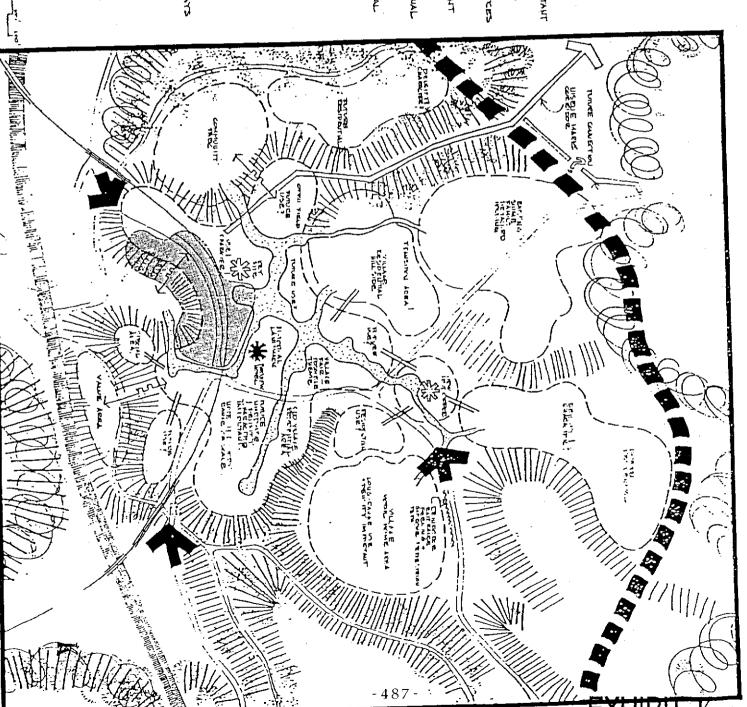
STEBP SLOPE

MOODLAND BACKDEOP

FREEWAY

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COMMUNITY GOALS AND DESIGN POLICIES

A set of issues has been identified, and community goals and design policies for problems and potentialities, and from expressed community concerns regarding items contained in the Apros General Plan, from an analysis of Village strengths, Aptos Village have been formulated around them. Aptos Village. These issues were developed from

Village Design Issues

- Development and maintenance of the Village as a community focal point through the use of public facilities.
- Development and maintenance of the Village as a community the use of semi-private and private facilities. focal point through
- Extent, nature, and intensity of mixed-use development in the Village.
- Achievement of a pedestrian environment in the Village
- Characteristics and organization of movement systems for automobiles, trucks, transit and bicycles.
- Character and level of architectural quality in the Village.
- Type and level of landscape quality in the Village.
- Role of site development standards in maintaining Village character.
- Physical and functional character between creek system, wooded slopes and the
- Role of Forest of Nisene Marks in Aptos Village.

Community Coals

circulation elements can only be measured in that they achieve these goals. The underlying goals for Aptos Village are essentially in terms of people's satisfaction and life enrichment. The effectiveness of physical form, landscape and

FOCAL POINT -PUBLIC FACILITIES:

DEVELOPMENT AND MAINTENANCE OF THE VILLAGE AS A COMMUNITY FOCAL POINT THROUGH THE USE OF PUBLIC FACILITIES.

Community Goals

- Achieve a sense of identity with the community through a symbolic center that meets some social needs.
- Generate land and business values through use of public facilities.
- Generate local employment opportunities.
- Maintain tax dollar benefits within the community.

Design Policies

- Develop the Village community park as a total leisure resource providing low-key recreation opportunities for the Aptos area, using citizen effort where possible.
- Integrate Aptos post office into fabric of the Village as a node of public netivity.
- Develop outdoor spaces -- malls, plazas and greenswards -- within which to experience and participate in community life such as the July 4th celebration.
- reinforcing historical identity and natural setting. and "street furniture" -- that produces a unified physical image for the Village Develop a public capital improvement program -- landscaping, lighting, paving

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FOCAL POINT -PRIVATE FACILITIES

DEVELOPMENT AND MAINTENANCE OF THE VILLAGE AS A COMMUNITY FOCAL POINT THROUGH THE USE OF SEMI-PRIVATE AND PRIVATE FACILITIES.

Community Goals

- Bring Aptos people together in a setting that provides maximum social and cultural interaction.
- +. Maximize resident satisfactions within constraints of being self-supporting economically.
- Maximize income for private and public sectors of the community.
- + Provide adequate investor return that satisfies public need.
- + Increase tax base to the benefit of the entire community.
- + Generate local employment opportunities.

- Encourage development of semi-private facilities with strong identity or image.
- Create semi-private pedestrian wolkways and plazas that the together major parcels in the Village, Soquel Drive ridge area and Valencia Street block.
- Encourage compact development in the Village -- dense but not crowded.
- Develop Village identity design guidelines for volunteer implementation by Village association of owners and operators.

EXTENT, NATURE, AND INTENSITY OF MIXED-USE DEVELOPMENT IN APTOS VILLAGE.

Community Goals

- Encourage variety and diversity of Village residential population.
- Achieve "village" character in terms of a viable working village.
- Meet the needs of under-served age groups in the Aptos community.
- Naximize economic interaction and support among adjacent activities -- living, Increase buying power and employment opportunities in the immediate vicinity.
- Reduce commercial dependency on areas outside of Aptos. working and shopping.

- Encourage mixed land uses -- recreational, residential, shops and offices -in Village projects.
- Develop a range of dwelling types in and around the Village.
- Reinforce relationships between activities so that the Village works as a whole rather than as a number of fragments.

PEDESTRIAN ENVIRONMENT:

ACHIEVEMENT OF A PEDESTRIAN ENVIRONMENT IN APTOS VILLAGE.

Community Goals

- Provide a distinctive, human scale and way of living in the Village.
- Encourage pedeatrian movement within Aptos Village where one may move between activities without coming into conflict with vehicles.
- pedestrian range of movement. Encourage the availability of needed services and desired amenities within a
- "village" nature. Promote the prosperity of business and residential activities of a distinctive

- Develop a pedestrian precinct in the Village.
- Establish a system of pedestrian pathways connecting the Village to surrounding areas and activities.
- strolling, walking, hiking and even jogging. Provide opportunities for several kinds of pedestrian pathways to accommodate

VEHICULAR CIRCULATION:

CHARACTERISTICS AND ORGANIZATION OF MOVEMENT SYSTEMS FOR AUTOMOBILES, TRUCKS,

Community Coals

TRANSIT AND BICYCLES.

- + Facilitate access to the Village by the Aptos community.
- + Minimize regional automobile traffic through the Village.
- Promote the prosperity of business and residential activities of distinctive "village" nature.

- Support an update of the County "Regional Transportation Plan" that relieves the Village of through regional traffic.
- + Maintain a two-lane road system in the Village with emphasis on safety.
- Develop a two-lane road segment north of the Village core as a portion of a peripheral system serving the area.
- + Establish a system of parking bays in the Village with landscape planting and land contouring to lessen the visual impact of the automobile.
- Fire our age a variety of transit modes serving the Village.
- Establish a system of bicycle pathways connecting the Village to surrounding areas and activities.

ARCHITECTURAL QUALITY

CHARACTER AND LEVEL OF ARCHITECTURAL QUALITY IN APTOS VILLAGE.

Community Goals

- provide a sense of human scale in the Village experience.
- Preserve "heritage" character.
- Encourage an innovative quality compatible with "heritage"
- Generate social/cultural meaning through development that enhances the sense of place.
- Promote the prosperity of business and residential activities of a distinctive "village" nature.
- Interrelate a high level of environmental quality with economic feasibility.

Design Policies

- Create and nurture a character for the Village that will serve as a rich and meaningful heritage.
- Encourage a sense of visual unity in the appearance of the Village.
- tectural materials for the Village. Reflect an honest, simple, rural character -a rustic theme -- in the archi-
- path trentment, signs and "street furniture" -- to reinforce the unique image Identify a set of thematic elements -- architectural details, exterior lighting, and identity of the Village in the Aptos community.

concern.

LANDSCAPE QUALITY:

TYPE AND LEVEL OF LANDSCAPE QUALITY IN THE VILLAGE -- PLANTING, PAVING AND "STREET FURNITURE." LIGHTING

Community Coals

- + Provide perceptual relief through the use of landscape planting materials.
- + Recall heritage through planting of an earlier period.
- "village" nature. Promote the prosperity of business and residential activities of a distinctive

- Establish a landscape character in the Village in contrast to, but still in ravines and slopes. harmony with, the backdrop formed by the native materials of the surrounding
- Maintain a palette of landscape materials for the Village that reinforces its special identity in the Aptos community.
- Introduce color and seasonal change to the Village through landscape planting.
- Preserve existing trees within the Village and its surrounding natural preserves.
- Develop a community tree planting program in the public areas of the Village.
- Establish guidelines for paving materials and related details to maintain a rural image in the Village.

SITE STANDARDS

ROLE OF SITE DEVELOPMENT STANDARDS IN MAINTAINING VILLAGE CHARACTER

Community Coals

- + Maintain a "villagescape" for psychological value.
- + Afford a choice of environment in the Aptos community.
- Encourage cooperative actions of adjacent landowners and businesses.
- Make the Village area economically attractive by being distinctive in scale and amenities.

- Encourage a "village" character -- compact, small-scale buildings that maintain roadway or pedestrian facade.
- + Maintain a cohesive character to various parts of the Village.
- + Encourage shared open space and parking.
- site-by-site basis. Approach development and revitalization on an area basis rather than on a
- Tie parking requirements to an overall parking program for the Village.
- + Prevent architectural barriers to the handicapped.

NATURAL PRESERVES

PHYSICAL AND FUNCTIONAL CHARACTER BETWEEN CREEK SYSTEM, WOODED SLOPES AND APTOS VILLAGE.

Community Goals

- + Emphasize identity of the Village as a social unit.
- Maintain a reminder of yesteryear by preserving the Village's natural landscape backdrop.
- + Contrast natural and built environments.
- ping and living. Provide and maintain access to nature within the pedestrion range of work, shop
- Relate the Village's unique access to natural areas to the prosperity of business and residential activities of distinctive "village" character.

- Tie natural preserves formed by the Aptos, Valencia, Trout Creek system to the developed open space of the Village.
- Establish a stream buffer zone and woodland controls in the vicinity of the by Aptos, Valencia and Trout Creeks. Village to protect the character and function of the riparian corridors formed
- Extend and enhance the use of the creek system as a major feature of the Village to be enjoyed by the entire Aptos community.

FOREST OF NISENE MARKS:

ROLE OF NISENE WARKS IN APTOS VILLAGE

Community Goals

- Bring new stimulating social activity to the Village.
- + Make "legible" the special resource of Nisene Marks, its connection to the sea and to the heritage of Aptos Village.
- Bring new source of economic support to the Village and its environs.
- Serve the leisure needs of the Village and Aptos area as well as state-wide recreation demand.

- Encourage the State to develop in Aptos Village an orientation and information the sea/mountain trail along Aptos Creek. center for Nisene Marks and the State Deach to which it will be connected by
- Program the fabric of the Village to encompass the Nisene Marks gateway function.

COMMUNITY DESIGN FRAMEWORK

private decisions regarding development and revitalization. FRAMEWORK (CDF) for Aptos Village combine to form the basis for both public and The policies, diagrams, guidelines and recommendations of the COMMUNITY DESIGN

As an element of environmental demign it serves a number of uses:

500-

- To guide the character of development and revitalization instemd of reactions to it after the fact;
- tently enforced under design review procedures thereby ensuring consistency To provide design recommendations involving guidelines that can be consisin the character of Aptos Village;
- trast to the possible fragmentation resulting from separate site controls To demonstrate the potential for cooperative efforts between sites in conand development;
- To provide a range of carefully chosen design elements related to building design and landscaping;

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To serve as an open-ended policy framework that may be amended, changed and added to as the need arises and Village concerns require.

toward development and conservation. Adoption, therefore, is not enough. and various sectors of citizens in the community. COMMUNITY DESIGN FRAMEWORK requires an active stance on the part of County government The Aptos Village CDF is cast in a form that invites initiative and continuing energy A vibrant

COMMUNITY DESIGN FRAMEWORK

VILLOS ATTIVOE

eight-acre area of mixed uses -- commercial retail, office and residential -- oriented evolves for the function, character and scale of the Village that centers on an Based on community Boals and related design policies for Aptos Village, a concept Soquel Drive, Hopkins Rond, and an extended Cranite Way. to the pedestrian and served by a peripheral road system formed by Trout Gulch Road, ture. Existing one and two-story development, represented by the Village Fair, older the historic Notel Bayview are important functional and visual nodes in this struc-Drive ridge, establish the physical scale that development and revitalization should? buildings in the Valencia Street block, and the shops and offices along the Soquel Aptos, Valencia and Trout Creek is to be preserved and made part of the Village and reflect. The natural setting of the Village formed by the riparian corridors of

the Aptos community experience. ditional choices in both commercial and residential environments while multiple Special use areas adjacent to the Village's eight-acre activity center provide adwalkways are important to this concept in providing connections within the core and an arrangement that reinforces the idea of a pedestrian environment. Pedestrian Village core. Living, working and shopping opportunities are to be encouraged in residential units are programmed for selected areas within one-third mile of the to surrounding natural preserves and adjacent development. Roadway sections and "Regional Transportation Plan" is recommended to relieve the Village from through vehicular traffic on a two-lane roadway system in the Village. An update of the intersections are to be improved for the safer and more efficient movement of community traffic because of ecological constraints, service limitations and major funding required relative to any roadway bypass within the Village area.

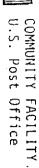
of "wilderness" experience within the California State Park system. Nisene Marks recognizing chat Nisene Marks is programmed to provide a special type the Aptos Creek sea/mountain trail connecting Seaciliff State Beach with Nisene Marks Finally, the concept acknowledges the Village's gateway function for the Forest of is viewed as reinforcing and complementing the pedestrian orientation of the Village.

APTOS VILLAGE COMMUNITY DESIGN FRAMEWORK

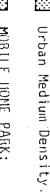
LAND USE PLAN



and Apartments. Retail, Services, Offices MIXED COMMERCIAL USE:



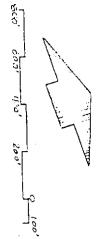
Urban Low Density. RESIDENTIAL SINGLE FAMILY:

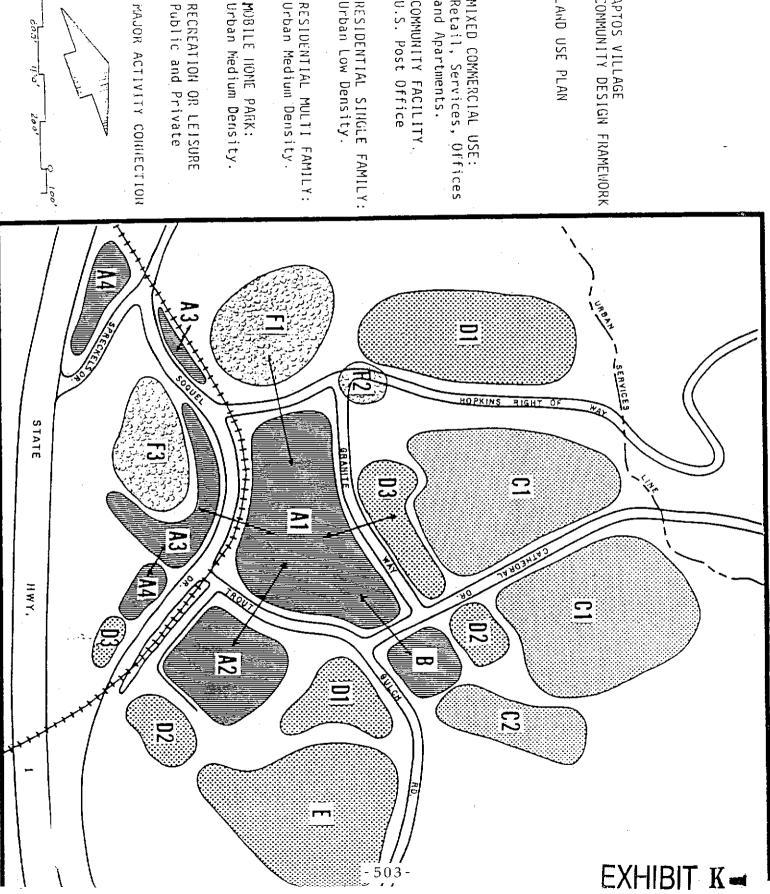


MOBILE HOME PARK: Urban Medium Density.



MAJOR ACTIVITY CONNECTION





ACIIVIIY PATTERNZLAND USE PLAN

concentrated residential uses located around a central commercial area containing desired in the Village. these activities. retail stores, offices and personal service facilities with additional housing above Design Framework. It describes the type and arrangement or distribution of uses ' The activity pattern for Aptos Village serves as one component of its Community 5 A village lifestyle is its theme. This translates into

General Guidelines

of activity -- residential and commercial -- including 10 acres in developed opportunities provided by woodland and riparian corridors adjacent to the Village private recreational uses in the floodplain of Aptos Creek south of Soquel Drive. Approximately 80 acres are allocated to the development and maintenance of this mode form the balance of activity in the Village. recreation facilities serving the Aptos community. Low density single-family involve Aptos Community park, an entrance facility for Nisene Marks Park, and detached housing and unstructured recreation and leisure These recreation facilities

walking distance Aptos area between now and 1990. the Yillage could absorb roughly 25% of the population growth projected for the The result is a potential village neighborhood of 2,500 to 3,000 people within easy of potential jobs, services and stores. Using these guidelines,

Yillage integrating residential and commercial uses. "A2" encourages specialty shops and "cottage" industry where working and living may be combined under one .505 roof; small offices in this area should complement this arrangement "A3" primarily maintains the current level of commercial activity. "A4" designates areas for designated "A" on the activity pattern diagram are intended to have a mix of Commercial retail, service shops and small offices are anticpated on the "Al" serves as the activity center of the

professional and administrative office activity. low traffic generating and which reinforce a sense of community in the village by providing a pedestrian and human scale, cohesive and compact development. The County shall limit Community Commercial uses in Aptos Village to those which are require large site area such as auto sales or lumber yards; allowing retail uses primarily local needs; allowing small scale businesses and precluding those which compatability with mixed residential development, and service and goods to meet serving local needs and precluding concentrations of visitor serving businesses and establishments such as physical fitness or beauty establishments and precluding pursuant to County Code Section 13,10.620 et., seq.; allowing personal service precluding businesses incompatible with residential uses such as adult book stores to and precluding such uses as corporate headquarters or central offices serving primarily out of area clients or businesses. Require all applications for new warehousing, allowing small businss offices such as insurance or real estate sales service commercial/light industrial uses such as auto repair, contractor supplies or public hearing prior to approval except those uses which are in accordance with an commercial use and all changes in commercial use in Aptos Village to be subject to approved master occupancy plan conforming to this policy.

Community Facility

The post office property, designated "B", serves as an important focal point and other Village activities -- commercial, residential and recreational. Residential Areas As such, there should be ease of pedestrian movement between it

Three types of urban residential development are designated for the Yillage and identified on the Land Use Plan as C, D, and E.

EXHIBIT

or clustered development of residential units. area of proposed new residential development which could accommodate either detached provides for protection of existing single-family residential infill of remaining vacant parcels with detached dwellings. Areas designated as 'C' indicate Urban Low density residential development. "C2", designates a neighborhoods with

existing pattern of adjacent residential development. supplementary housing or new replacement housing at medium density close in to the residential development of 2, 3 or 4 family attached units scaled to fit into the to protect the adjacent natural greenbelt areas. townhouses and garden apartments Areas designated as 'O", indicate Urban Nedium Density residential development of core of the village with allowance of cottage-industry types of activity. 'Dl", provides clustered townhouse development "D2" provides for multiple provides for

designation. Mobile Home Park and any changes in that use within the Urban Nedium Residential The areas designated as "E" recognizes the continued existence of the Aptos Knolls

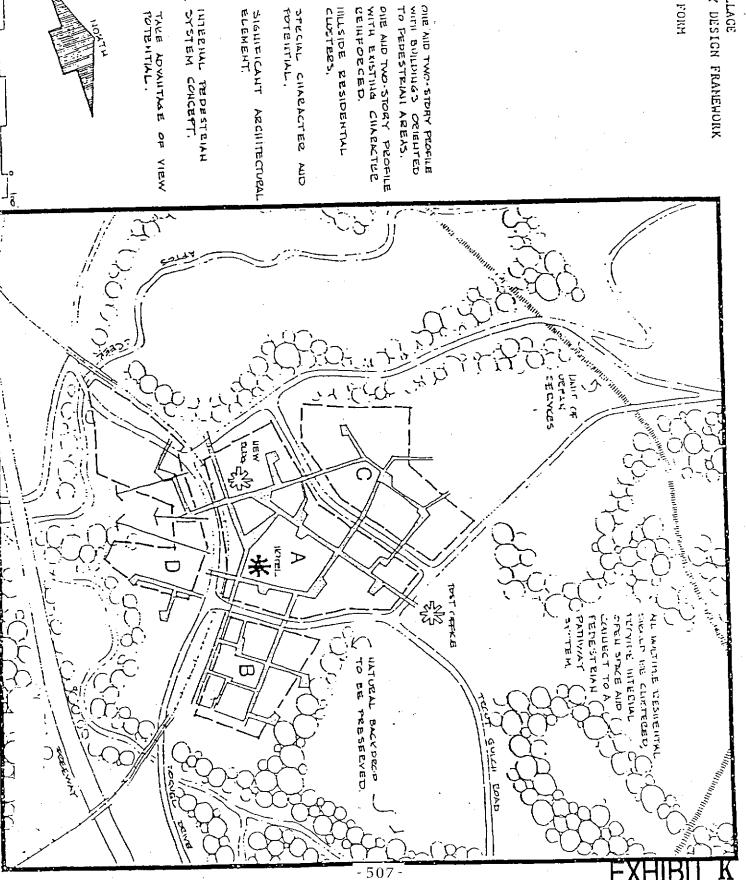
Recreation and Leisure Areas

Creek south of Soquel Drive. community park. opportunities for recreation and leisure activity. "Fl" designates the existing Three areas designated "F" on the activity pattern diagram provide plan d "F3" identifies the private recreational uses in the floodplain of Aptos "F2" responds to the entrance needs for Forest of Nisene Marks 506-

Recommendations

- in the land use element of the Community Design Framework 1. Administer County zoning controls to achieve the type and mix of uses indicated
- guidelines of the activity pattern element of the Community Design Framework. possibilities in developing and revitalizing the area in line with the mixed use Develop a special task group of area "Al" property owners to explore
- 3. Develop a well defined entrance gateway to Nisene Marks Park as a part of any visitors to stop and pick up park information and turn around without further entering the park. roadway improvements to Hopkins Right-of-Way with adequate turnout area for park

PHYSICAL FORM



environments. It is concerned with the preservation of the existing woodland and The physical form of Aptos Village involves both natural and built, or developed, riparian corridors that give physical definition to the built portions of the

village, as well as with the developed area of the Village.

depends on overall architectural quality and the relatedness of one building to The establishment and maintenance of a distinctive character for Aptos Village buildings of modest size -- 300 to 800-square foot office units and 1,500 to 2,500possible, they demand special review and consideration to ensure that a sense of square foot retail units. While larger building units up to 10,000 square feet are small-scale development is preserved. This includes scale of development. The "heritage" quality requires

A compact development fabric is desired with contemporary interpretations of 1890: to building styles encouraged. Both rural barns or sheds and "Victorian" cuttages of

on-board, vertical board and batt, vertical or horizontal resawn shiplap or tongue The architectural character of exterior wood walls should be either vertical boardwalls should be standard size, common brick -- red/brown -- with a wire cut or sand and groove siding, or horizontal bevel siding with corner boards. finish. Roofs should be pitched with gable ends and present the appearance of aged

wood shingles. be restricted to the Dnyview Notel. Stucco or cement plaster walls do not reflect "slump stone," adobe brick, or Spanish roof tiles. The mansard roof theme should Inconsistent with the desired character of the Village would be concrete block, the heritage character that is to be developed in the Village. Building design should be comprehensive in that all exterior elevations should be treated with equal

Architectural Area "A" revitalization would be advantageous. With the exception of the Bayview Notel, the This represents the core of the Village where an immediate program of development and

apartments oriented to landscaped pedestrian malls and plazas or greenswards inter-

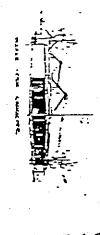
FXHIRIT

is to have a one and two-story profile with ground floor shops and second floor

connected throughout the center of the area. Private collaboration and cooperation

is essential to achieve the potential that this area contains.





walls would both be acceptable. A rural rustic character is the intent. that develops in this area. Consideration should be given to a building along the view Hotel should stand out as a landmark; its roof and form should be unique in The barn idiom would be an important organizing theme here. anchor in the Village core, with the Bayview Hotel and post office being the other railroad line that would recall the earlier station and provide a third physical the Village. The post office should visually be a part of the complex of buildings Wood and common brick

All roofs should be pitched and detailed to add visual interest and scale as does the used to "soften" parking and services areas. roof at the Village Fair. To complement the buildings, easth mounds and landscape planting should be The roofscape should be handled with great care in this

Architectural Area "B"

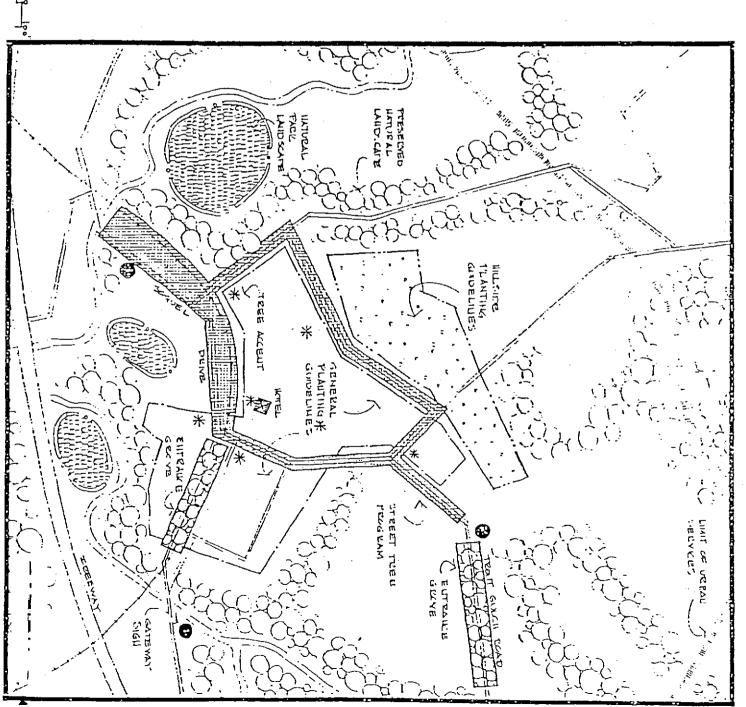
profile with the existing rhythm (50 to 60-foot facade units) being reinforced This is the old residential area of the Village. thetic to what the on-going character of the area should feel like. Sommer House and the Bornal Street duplox represent a style range that is sympa-It is to have a one and two-story

A continuous facade line should be maintained for the center block with parking to next to it. jacent natural ravine area should be used as an important visual foil to buildings Alleyways through and courts within the block are encouraged.

Architectural Area "C"

pathways. with residential hillside clusters organized around carefully designed courts and extension of the Village's activity center. This area involves a combination of townhouses and garden spartments as a residential variety of experiences both in terms of individual perception and social interaction. The result should read like a hillside community. It should provide a It is to be developed and revitalized

LANDSCAPE



LANDSCAPE

extends to the conservation of surrounding woodland and riparian corridors as a natural backdrop to the Village. lighting, signs and other detail elements as well as plant materials. It also The landscape component of the Aptos Village Community Design Framework includes

General Guidelines

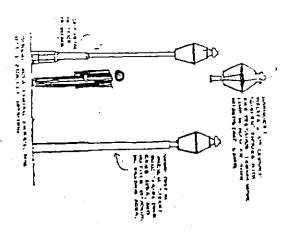
Trees should provide a dominant theme in the Village as a visually unifying force. spaces of developed areas in the Village and the natural open spaces abound it. All landscape elements should work together so that the Village reads and is experi-There should be visual ties between the built open

lanting

Where trees are specified along roadways to create a sense of entry or transition with its elm-like foliage fit this description. Rather than row planting, the across the roadway. The California Sycamore, Big Leaf Maple or Sawlead Zelkova before arriving in the Village, they should be large in scale and provide a canon a grove containing primarily a single tree type. transition area through which one drives, bicycles, or walks should be handled as

core should contain deciduous trees that have a narrow and columnar or compact The street tree planting program for the peripheral roadways that define the Villago bined with Flowering Cherry, Plum and Crabapple meet these criteria. Foliage texapherical form. Liquidambar with varieties selected for bright autumn color, comflowering trees give the Village an impressive array of color when they blossom achieve an overall design that has a parkway quality to it with trees grouped to ture of these trees should range from course to medium. It is important that the reinforce their shape, color and texture. Along the roadway there would be clusin the spring. Rather that a typical row of street trees, the planting should tered and linear tree groupings in contrast with each other.

would be spaced between 200 to 400 feet of each other. They could be single speciwoods would be planted in groups of 5 to 10 trees, the Sawleak Zelkova in groups of men trees, such as the Magnolia or Live Oak, or they could be groups of trees. Red-Tree accents would contribute to landscape variety in the Village. The London Plan Tree, pollarded to form a low canopy, could be used These accents



relationship to adjacent buildings and plantings. accent in the Village; this formal planting demands detail study in layout and in architectural groupings to provide lines or blocks of formal plantings as an

and the extensive use of shrubs. If a landscape theme is to be evident, commercial General planting guidelines in the Village involve the careful use of ground cover of Maple, Evergreen Pear, Silk Tree and Washington Thorn all meet those criteria. throughout the Village should provide a canopy that is pleasant to walk under and facilities should have 15% of their sites devoted to landscape. The Mornine Locust, Flowering Cherry and Plum, smaller varieties

dominantly evergreen. existing background. Hillside planting guidelines around the Village should defer to and favor the trees could be Maple, Liquidambar, California Walnut, Modesto Ash, or Chinese Pistache. tain groups or masses of deciduous trees for a contrast in texture and color. This means Oaks, Pines and Redwoods with the planting pre-Twenty-five percent of a hillside area, however, should con-

FIBUC LIP

Lighting -- quality of light plus the fixtures and standards -- contribute to the should be encouraged. identity of an area. In Aptos Village secondary lighting built into building arcades Utility lines should be underground.

Free standing area lighting should use high pressure sodium vapor lamps to produce Village's rural character. parking area fixtures should be mounted on wood poles and designed to reinforce the a warm quality of artificial light in the Village. Major roadway intersection and

Special area lighting fixtures should be equal to the Welsbach 19th Century "Quaker" luminaire was common in rural areas of the United States in the 1890s. illumination is required and a base incandescent lamp elsewhere. luminaire, housing a high pressure sodium vapor lamp in the hood where significant

Signs

signs should be used to minimize disturbing or unnatural qualities introduced by combined with indirect flood light or discreet interior illumination. signs using natural wood materials or other materials which have the same effect, The preservation of the rustic quality of the Aptos Village can best be achieved signs and should be in harmony with the immediate environment.

^{2-r} EXHIBIT

Only in exceptional circumstances should more than one well executed sign be used location, should be flashing, unimated, or otherwise have the appearance of moveto communicate the location and nature of a business. No sign, regardless of

in Aptos Village do not necessitate signs above the cave line of the building. proximity to encourage coordination between sign and building. When at all possible the sign should be attached to the building or located in close

Recommendations

Apply the landscape guidelines of the Community Design Framework to planned

development and design review.

- way and bikeway construction or improvement work in Aptos Village. Based on the landscape guidelines, include a tree planting element in all road-
- guidelines of the Community Design Framework. Encourage a community tree planting program in Aptos Village using the landscom.
- Develop a program to underground utility lines in Aptos Village.
- 4. ŗ a new entrance sign to be located at designated approaches to the Village. Commercial interests in Aptos Village should consider a design competition for

PEDESTRIAN ENVIRONMENT

Central to the design concept for Aptos Village is the creation and maintenance of appendentian zone in the Village core connected with a major public pedestrian pathway pedestrian zone in the Village core connected with a major public pedestrian pathway.

system serving the Aptos community and a secondary private system that achieves an

overall pedestrian environment for the entire Village.

A sea/mountain trail will run between Forest of Nisene Marks and Seacliff State Booch Apros Creek trail is important to the Apros community and Apros Village in particular along the Aptos Creek corridor as part of the Santa Cruz Mountain Trail System. Extensions of the sea/mountain trail should connect with the Village pathway system as well as provide access to other portions of the woodland and riparian corridors formed by Valencia and Trout Creeks.

General Guldelines

asphalt concrete, decomposed granite, gravel sealcoat or stabilized soil. coordination and programming by the County. Pavements for this system could be The major pedestrian pathway system and extensions to the sea/mountain trail require

nature of the area should determine the material selected. detailed asphalt concrete could be used in areas where concentrations of pedestrians Brick pavers, wood pavers, exposed aggregate concrete with redwood headers, or well will occur. Wood walks might be used in certain situations where a special character Whenever steps are used, if feasible, there should be a ramp or other

means to provide ease of access for the handicapped. Pedestrian pathways should be designed for the pleasure of walking as well as to There should be benches for resting

and watching. A pleasing visual experience is desired. Care should be given to the texture and quality of povement used and to the complementary use of planters, shrubs and trees as part of the pathway system.

Recommendations

Incorporate the major pedestrian system into the County roadway improvement and maintenance program within Aptos Village.

Create a task group to assure that the Forest of Nisene Marks to Seacliff State

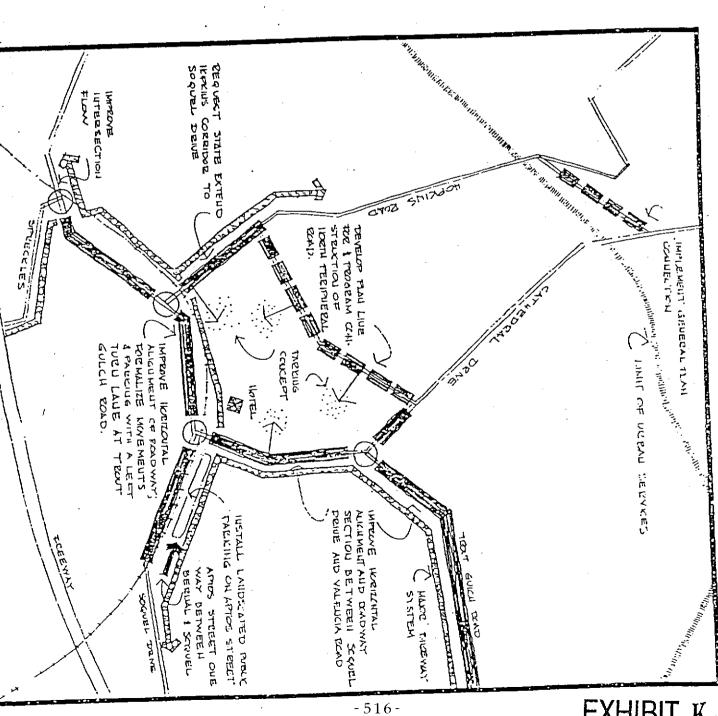
Beach sea/mountain trail affords access to Aptos Village. Require a pedestrian orientation for development and revitalization within the Village in line with the pedestrian environment component of the Community Desig

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Framework.

COMMUNITY DESIGN FRAMEWORK APTOS VILLACE

VEHICULAR CIRCULATION



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EXHIBIT

The vehicular traffic situation in Aptos Village is dependent upon decisions con-

cerning the County trafficway network outside of the Village. a balanced network be developed that relieves the Village of through traffic demand.

The "level of service" provided by a roadway represents the ability of the individual road user to travel on a street or lighway with reasonable speed, comfort, convenience of service C. economy and safety: trolled by the volume of traffic. Most of the drivers are restrained in their freeoperating speed is still obtained with service volumes suitable for urban design This means stable traffic flow with speeds and maneuverability con-Planning considerations in Aptos Village have been based on leve

channels between the valleys northeast of the Village and the freeway, improvement With the development of a County trafficuay network providing alternative movement of Village roadway and intersection characteristics, and adoption of an off-str parking program, the existing roadway system of the Village can respond to vehiclar traffic demands based on current County growth projections.

General Guidelines way parking occurs, it should be either parallel or thirty degrees to the edge of An improved two-lane road network should be developed and maintained within Aptos Village. Traffic movements and roadside parking should be formalized. Where road-Rather than continuous egress/engress along the roadways, pockets of parking with Parking clusters between sites resulting in shared parking should be encouraged. investigated for use in parking areas to reduce runoff and maintain rural atmosphere to road improvement projects within and serving the Village. Turf pavers should be limited access should be developed. A bikeway system should be developed and tied The Village core should be served fully by local and County-wide transit.

Update the County "Regional Transportation Plan" such that Apros Village is relieved of through regional traffic; develop a roadway network in the Aptos area that provides alternate routes between home, work, ahopping and services; continue to examine options to connect Hopkins Road with State Park Drive.

- u and Trout Gulch Road; where feasible include planted medians in horizontal alignzontal alignment and roadway section for Soquel Drive between Aptos Creek bridge for Trout Gulch Road between Soquel Drive and Valencia Road; improve the hori-Extend Granice Way to Hopkins Road forming the northern peripheral road outlining ment improvements or roadway extensions. the Village pedestrian core; improve the horizontal alignment and roadway section
- + Formalize vehicular movements, pedestrian crossings, and parking in the Village; monitor (traffic count) major intersections annually.
- Trout Gulch Road should be installed immediately; consider installation of a Install turning lanes where demand warrants; a left turning lane on Soquel at 3-way stop at Soquel Drive and Trout Gulch Road for both vehicular and pedean trian safety.
- When traffic flow is heavy, intersection design determines roadway capacity, service volume on Soquel Drive between State Park Drive and Trout Guich Road viding a right turn lane from Soquel (west) to Spreckles Drive and a left The service characteristics of the intersection could be improved by proclude a section of 5 to 8 feet for a bikeway pedestrian walk. Further inabutement relocation and/or bridge widening; any bridge widening should inturn lane from Soquel (cast) to Spreckles Drive. is governed by physical constraints at the Soquel/Spreckles intersection. vestigation should be made into the reconstruction of the Soquel/Spreckles intersection and widening of the adjacent bridge. This may require railroad
- Undertake an off-street parking program for Aptos Village as part of a recommended ownership pattern makes cluster parking difficult to achieve. County-wide off-street parking program for old or small commercial areas where the

IMPLEMENTATION STRATEGIES

Feasibility of implementation presents constraints in carrying out the Community cern to the maintenance of a vibrant village. Based on community interest, it Implementation potentials 10 to 15 years down the road, however, are of equal conthe recommendations under each of the components of the Community Design Franework Design Framework for Aptos Village. Immediate implementation primarily is tied to vate commitment and coordination in implementing a design framework in the Village appears advisable to combine a policy of public initiative with one of strong priand resolving development/conservation issues.

sponses to those issues. of the Community Design Framework for Aptos Village translate into suggested re-These combined policies organized around the issues identified in the formulation

Focal Point - Public Facilities: Determine specific public uses and actively promote

purchase or acquisition. private facilities and uses; encourage private approaches to manage new and old Private Facilities: Use public improvements to attract specific design

development.

activity pattern providing an orderly mix of residential types and commercial uses Mixed Use Development: Propose and actively promote the Community Design Framework primarily on major undeveloped and underdeveloped sites. in the Village; encourage mixed use complexes put together by private investment

Pedestrian Environment: Require that pedestrian environment be an important aspect of any project; gain public easements for pedestrian ways.

extension of the transit system including reuse of the railroad tracks as part of and improvements, including bicycle paths and possibly a bus terminal; pursue Vehicular Circulation: Layout and undertake County construction of road extensions that system.

development or reconstruction of major areas in the Village to include significant Architectural Quality: Use public facilities to demonstrate and encourage a high architectural design input. level of architectural achievement in the Village; pool private interests in the

Site Standards: Develop more precise site plans for all properties and set development criteria to follow Community Design Framework guidelines.

Natural Preserves: Pursue public acquisition of unique riparian corridors, ravines for sensitive lands. and sensitive woodland areas according to priorities; adopt performance controls

gateway function for Nisene Marks with private development in the vicinity of Nopit will be connected by the Aptos Creek sea/mountain trail; reinforce the Village's pretive center in Aptos Village for Nisene Marks and Seacliff State Beach to which Forest of Nisene Marks: Encourage the State to develop an information and interAptos Village Design Study Working Papers:

- 521 -

- Working Paper One: Part I Physical Analysis prepared by Richard Peterson Associates, November 13, 1975.
- 2. Working Paper One: Peterson Associates, November 26, 1975. Part II - Preliminary Survey Findings prepared by Richard
- Working Paper Two: Objectives + Alternatives prepared by Richard Peterson Associates, December 29, 1975.
- Commercial Market Demand Technical Report prepared by David Bradwell and Associates, January 18, 1976.
- Associates, February 5, 1976. Working Paper Three: Community Design Framework prepared by Richard Peterson

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Richard Peterson, Project Director Francis Violich, Consulting Associate Jean Peterson, Administrative Assistant

with the assistance of

SANTA CRUZ COUNTY PLANNING STAFF Staff Liaison: Susan Blair, Associate Planner

DAYID BRADWELL AND ASSOCIATES, market analysis

HARRY H. TSUGAWA, ASLA, landscape architecture

J. D. DRACIMAN ASSOCIATES, traffic
APTOS VILLAGE URBAN DESIGN STUDY COMMITTEE

Ralph Sanson, Chairperson
Lucille Aldrich, Vice Chairperson
Jean Davidson
George Fitzgerald
Dwight Sharpe
Paul M. Streller
Johan Tarr
Edward Vautler

DALE DAWSON, Second District Supervisor

APTOS HIGH SCHOOL, residential questionnaire distribution

-522-

ENVIRONMENTAL IMPACT ANALYSIS

mitigation measures: (see attached copy of Negative Declaration) and on October 30, 1978 issued a Negative Declaration with the following The Santa Cruz County Environmental Review Committee has reviewed the plan

- School fees shall be paid to the Pajaro Valley Unified School District.
- 'n The Aptos Village shall be annexed to the Zone 5 Drainage District or a new drainage district shall be created for this area.
- Drainage for individual projects shall be maintained at preconstruction
- reduce urban contaminants to downstream drainage, erosion control planting, dispersal rates for a 10-year storm and drainage shall be filtered to and energy dissipation shall be required on projects along riparian corridors
- The Archeological Society shall submit an analysis of the Aptos Village area designating existing and potential archeological sites. Separate α field checks and mitigation measures shall be developed on a project-by α project basis.
- Ç Noise and atmospheric impacts shall be assessed on a project-by-project be required as part of the Negative Declarations on individual projects. and mitigation measures for cumulative noise and atmospheric impacts shall Projects shall be reviewed for consistency with the noise element
- <u>ი</u> privacy) to an acceptable level: sociological/psychological impacts (of higher residential densities on The following mitigation measures shall be required to reduce cumulative
- Development of efficient traffic, circulation, and parking systems;
- 'Adequate open space and landscaped areas to offset the built and paved
- Adequate pedestrian and bicycle circulation facilities;
- Building designs that are sensitive to the environment.

The following mitigation measures shall be required to reduce traffic impacts to an acceptable level.

a. Granite Way Extension

- district for the construction of Granite Way from T. Hopkins Right-of-Way to Cathedral Drive near the Post Office. (The proposed route is shown in the Aptos Village Plan, with final location to be determined by the Public Works Department and Community Resources Agency.)
- Ν The road should have a minimum 50-foot right-of-way if no street must be provided. two 6-foot blcycle lanes. The minimum road section should be two 12-foot travel lanes and parking is allowed and 60-foot if on-street parking is planned. In addition, curb, gutter and sidewall

This road acting in concert with Trout Gulch Road, as a one-way couplet, will provide the greatest capacity for the area's circulation system.

b. T. Hopkins Right-of-Way

The Hopkins-Soquel Drive will be an important village intersection, and the existing conditions must be improved.

- shoulder on the west side, a paved bicycle lane on the east side, The minimum paved width of T. Hopkins Right-of-Way should provide and curb, gutter and sidewalk on the east side for the full length of this development. for two 12-foot moving lanes of traffic. In addition; an 8-foot
- N The intersection of T. Hopkins with Granite Way should be designed Way by an arterial stop sign. traffic on T. Hopkins Right-of-Way should be stopped at Granite for free movement of traffic between these two roads. Southbound

ب. T. Hopkins should be realigned so that it meets Soquel Drive about parking space at the existing County park. differences in elevation. an improved intersection, as the roads will have only minimal to 50 feet east of the existing intersection. The realignment will provide additional Soquel Drive about This will provide

c. Soquel Drive

- By eliminating parking for 200' along the north side of Soquel Drive at Trout Gulch Road, Soquel Drive could be widened and restripped to allow for a left turn lane as well as a through lane and acceleration lane.
- Parking on the north side of Soquel Drive should be reorganized 90 degree turn to get into a parking place and are usually drivers heading east on Soquel Drive try to make a greater than so that it will be safer and not block traffic movements. 90 degree turn to get into a parking place and are usually unsuccessful on the first try or will park at an angle different Ω than the adjacent vehicles.)
- parking area paved and stripped for parallel parking. The area along the railroad tracks should be landscaped and the parking is to be allowed, adequate wheel stops must be provided. minimum distance of 15 feet from rail. The railroad right-of-way should be realligned in this area to a There should be some provision for maintenance of this parking area. the authority to maintain the remaining area. This would give the County If diagonal

d. Railroad Crossings

To improve traffic flow at the Soquel Drive-Trout Gulch Road / significant traffic flow through this crossing, mainly by traffic this crossing is split equal between left turning and right turning wishing to by-pass the adjacent intersection. Trout Gulch Road should be vacated and barricaded. intersection, the railroad crossing about 150 feet west of vehicles completely blocked the west bound Soquel Drive traffic vehicles. lane.) On several occasions, it was noted that left turning The traffic through (There is a

- The existing pedestrian crossing in front of the market should be extended across the railroad right-of-way into the proposed parking A PUC pedestrian crossing should be established at this location. It should be at least 4 feet wide and paved for its full length.
- A new PUC crossing should be established at the new T. Hopkins Right-of-Way. The old crossing should be vacated.

e. Parking

- The parking area within the village and the parking area at the Bayview of traffic. It should be at least 24 feet wide. Notel should be connected with a paved strip adequate for the movement
- <u>.</u> close to the buildings. Internal parking should provide space for the physically handicapped available to the physically handleapped by the proper location of ramps. The ground level as a minimum should be made
- Bicycle parking must be provided in accordance with the appropriate County ordinances

- 526 -

f. Transit

source of congestion on the Soquel Drive. T. Hopkins would make this area more accessible to bus use by potential parking area, stop in this development and then return to Soquel Drive at District stops on Soquel Drive. Allowing the bus to travel through the Currently, the west bound Watsonville-Santa Cruz bus line of the Transit be checked with the transit district. This possible route change should

Update/Further Discussion

will increase road capacity by 100%, but will shift intersection problems to in the village. The addition of another two lane road through the village area not been good. Initial public response to a one way couplet (Map 4) through the village area has existing problem intersection. Hopkins Road and Soquel Drive, and will do little to improve problems at other the one way system reducing the potential access to the commercial area planned The members of the village community have expressed concern about

The one way couplet system, in addition to increasing roadway capacity by nearly recommended initially because it can be converted to a two way system without This system minimizes delays on the arterials and major streets. This system is intersections. This system minimizes delays on the arterials and major streets. 200%, also reduces the conflicts arising from the turning movements at the problem capital investment loss.

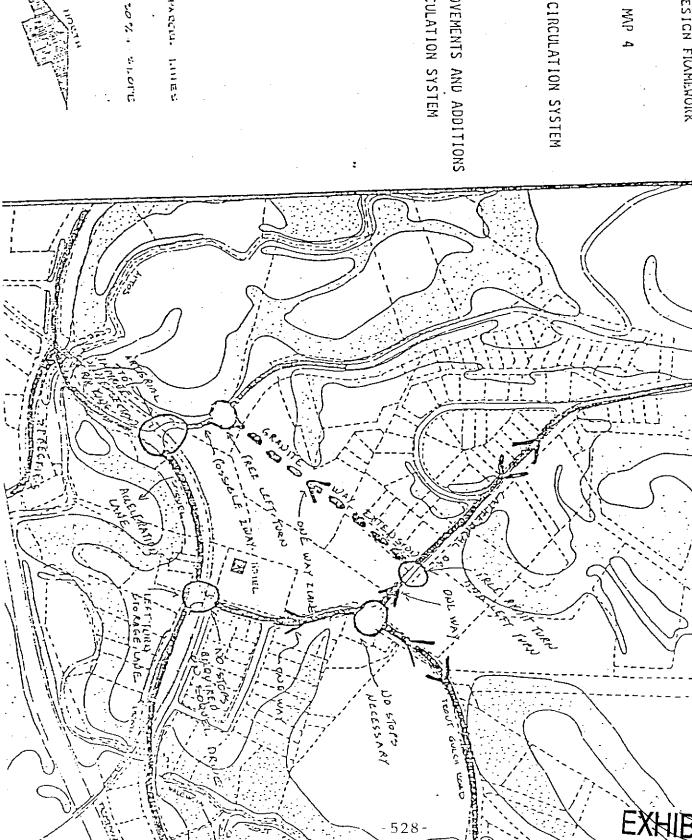
at either Hopkins Right-of-Way and Soquel Drive or Trout Gulch and Soquel Drive. A two way system as described on Map 5 would require the addition of a signal A signal at either location will make that cross-street the major access through developed at Hopkins Right-of-Way and for pedestrians opposite the Day View Hotel. arterial stops for all approaches, and improved railroad crossings will be It is anticipated that the remaining intersections will require

COMMUNITY DESIGN FIVAMEWORK APTOS VILLAGE

MAP 4

RECOMMENDED CIRCULATION SYSTEM

PROPOSED IMPROVEMENTS AND ADDITIONS TO CIRCULATION SYSTEM



11

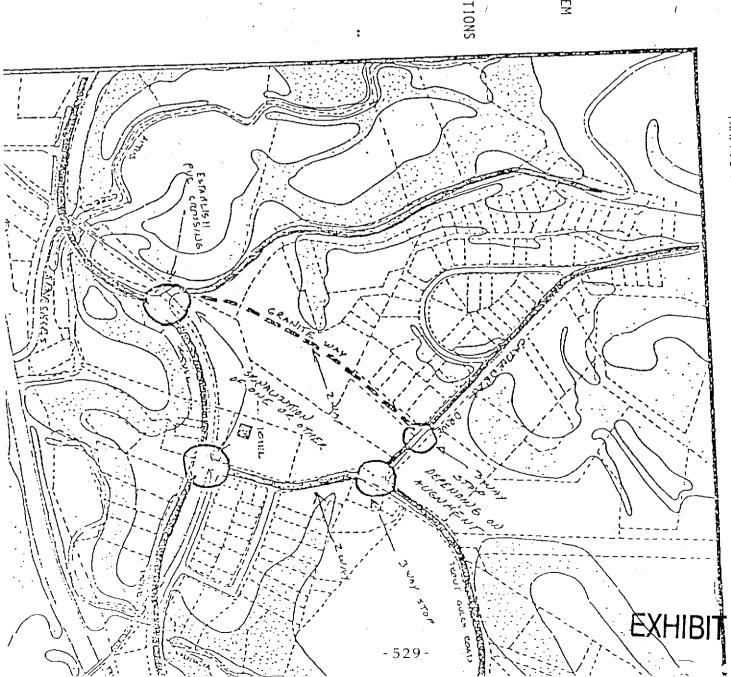
TARCELL LINES

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

MP 5

ALTERNATIVE CIRCULATION SYSTEM

PROPOSED IMPROVEMENTS AND ADDITIONS
TO CIRCULATION SYSTEM



TRAFFIC ANALYSIS APTOS VILLAGE.

K-

FIGTICE OF DETERMINATION (If project is approved, dof the Board.). The final approval of this project was granted by (Decision-making body) [Decision-making body] On [Date completed notice filed with Clerk of the Board.]	Nitigation Neasures or Conditions: Negative Declaration with the following conditions: 1. School fees shall be paid to the Pajaro Valley Unified School District. 2. The Aptos Village shall be annexed to the Zone 5 Drainage District or a new drainage district shall be created for this area. 3. Drainage for individual projects shall be maintained at preconstruction distrates for a 10-year storm and drainage shall be filtered to reduce urban co to downstream drainage, erosion control planting, and energy dissipation she to downstream drainage, erosion control planting, and energy dissipation she required on projects along riparian corridors. Continued on Attached Page - Data approved by Environmental Review Committee: Oct. 30, 1978 Review period ends: Nov. 9, 1978	Finding: This project will not have a significant effect on the environment as in the initial Study on this project attached to the original of this file with the Community Resources Agency, County of Santa Cruz, 701 O Santa Cruz, California.	NEGATIVE DECLARATION Applicant: Name of Project, if any: APTOS VILLAGE AREA - URBAN DESIGN PLAN Project Location:
d by: By: Clerk of decision-making body	valley Unified School District of Zone 5 Drainage District of area. Is area. Is maintained at preconstruct hall be filtered to reduce uplanting, and energy dissipations. Coted Page - Oct. 10, 1978	Talephone: (408) 425-2191 X 425-2196 A25-2286 A25-228	Staff Person: Staff Person:

- 530 -

APTOS VILLAGE AREA - URBAN DESIGN PLAN

Mitigation Measures or Conditions:

Negative Declaration with the following conditions:

- 4. The Archeological Society shall submit an analysis of the Aptos Village area and mitigation measures shall be developed on a project-by-project basis. designating existing and potential archeological sites. Separate field checks
- 5. Noise and atmospheric impacts shall be assessed on a project-by-project basis. measures for cumulative noise and atmospheric impacts shall be required as part Projects shall be reviewed for consistency with the noise element and mitigation of the Negative Declarations on individual projects.
- 0 sociological/psychological impacts (of higher residential densities on privacy) The following mitigation measures shall be required to reduce cumulative to an acceptable level:
- Development of efficient traffic, circulation, and parking systems;
- Adequate open space and landscaped areas to offset the built and paved areas:
- Adequate pedestrian and bicycle circulation facilities;
- Building designs that are sensitive to the environment.
- The following mitigation measures shall be required to reduce traffic impacts Analysis Aptos Village Design Study, October 1978, prepared by CRA, Pg 5- $\overline{7}$, to an acceptable level. Items 4, a-f, plus update. See attached mitigation measures as outlined in Traffic

APTOS VILLAGE PLAM adopted as element of Aptos General Plan by Board of Supervisors on April 17, 1979, subject to the following conditions:

- Implementation of the necessary mitigation measures (as described in the Negative Declaration, dated October 30, 1978).
- Direct the Director of Public_Works Department to initiate the annexation of the Aptos Village area to Zone 5 or the creation of a new drainage district for this area.
- رب Accept Archaeologic Report and Historic Preservation Report and incorporate into Plan.
- ₽ measures (as described in the Negative Declaration). The final design of improvements, costs, and assessment district boundaries shall be determined by the Board of Supervisors upon recommendation by the Department of Public Works and the Community Resources Agency. Initiate formation of an assessment district for the construction of improvements necessary to implement the proposed traffic mitigation
- ຸຕ Granite Way Extension approved with final road alignment and circulation pattern to be determined at a later date.
- 6 parking) to provide improved bus service and transit use in the Village route changes to allow buses to travel into Village core area (fringe Request the Santa Cruz County Transit District to consider possible bus waiting shelters. Request their determination on the need for bus turnouts and
- Undergrounding of utilities in this area shall be given a high priority.

Ellen Pirie

From:

Jennifer Mott [jen@loon.com]

Sent:

Thursday, November 05, 2009 1:18 PM

To:

Ellen Pirie

Cc:

Jennifer Mott; Arch Mott

Subject:

Aptos Village plan; pedestrian access

Dear Ms. Pirie,

I hope I'm not too late in sending you my comments regarding the draft Aptos Village Plan. I especially wanted to pass my thoughts along to you before the neighborhood meeting this evening.

My specific concern regarding the plan is pedestrian access "INTO AND OUT OF" the Village, which I find lacking. In particular, in Chapter 3: The Planning Process, under the paragraph titled "Circulation and Parking", the Plan talks about connecting the Village to "nearby community facilities," such as the Forest of Nisene Marks State Park, the Post Office, Valencia Elementary School and Rancho Del Mar Shopping Center, with "pleasant and safe pedestrian and bicycle" paths.

However, there is no mention of connecting the surrounding neighborhoods to the Village with such paths, and if you've ever tried walking around here you would know that this is an issue. My husband and I live just up Trout Gulch on Quail Run Road, and, fortunately, we do have a sidewalk that leads to the Village. But there is a large residential neighborhood just above Aptos School Road that would benefit greatly from the addition of a sidewalk along Trout Gulch Road, and the entire Seacliff neighborhood has been very poorly connected to the Village by Spreckels Drive for years. Spreckels Drive is the route we use to walk to Seacliff Beach, and it is very unsafe for pedestrians; it lacks both sidewalks and bike lanes as many parts of the road don't even have a shoulder.

Continuing on, in Chapter 5: Infrastructure, there is a section on "Sidewalk Improvements" which indicates that a lot of work is needed and that it is "critical that most improvements be installed concurrently with the private commercial and residential improvements." I couldn't agree more. However, it continues by stating that pedestrian access "into and out of the Village" is constrained by railroad overpasses on Soquel Drive. The Plan completely misses the fact that the majority of residents who live nearest to the Village live in neighborhoods that would access the Village via Trout Gulch Road or Spreckels Drive.

Sadly, the section on "Infrastructure Financing" admits that the already very limited proposed pedestrian access into the Village (connecting Valencia Elementary) will "occur at a later date, depending on available funding," i.e. it will never happen.

In closing, I just want to say that towns and cities across the country that are highly rated in quality of living have something in common: many of them have well planned pedestrian and bicycle routes connecting residents to their parks, beaches, shopping areas, and to each other. Giving people a reason to leave their car at home makes for a healthier community and a more connected community. The Aptos Village Plan gives us the opportunity to connect our residents, in an environmentally-friendly and community-oriented way, with our new town center.

Thanks, and I look forward to hearing more at tonight's meeting.

Jennifer Mott jen@loon.com 831-688-6882

Ellen Pirie

From: Marcia Martin [marcia.joyann@gmail.com]

Sent: Sunday, November 22, 2009 2:31 PM

To: Ellen Pirie

Subject: Aptos Village Plan

Hello Ellen,

I read with interest the Aptos Post article on the Aptos Village Plan, both fhe former, and the updated version of the plan.

I am extremely sorry to hear that the former plan of walking within the shopping areas is now changed to narrower streets for cars and pedestrians and cyclists. This seems like a recipe fpr disaster. The article says "Narrower streets to slow down vehicular traffic". (not taken exactly from the article, but that is the implied meaning). That does not happen now on City streets. If anything because of our State and County budget woes, there are not enough Highway patrol, or Sheriff patrols to enforce driving laws, on the highways, on wider City streets etc. I think narrowing a street to slow down traffic simply means it would be hazardous for cyclists and pedestrians. Why not have people access businesses on foot? A little exercise would benefit so many of the people who can't seem to get out of the car to save their lives. There is an epidemic of obesity in our Country, it would be an easy way to exercise.

I rode my bicycle everywhere for years in this County. I would not do that now. It is crazy, people don't stop at stop signs, don't obey the speed limits, drive wildly, tailgaiting, weaving in and out of traffic, I simply don't feel safe on the road anymore bicycling. I do walk and enjoy doing errands on foot, and have been an Aptos resident for 17 years, and a Sant Cruz County resident since 1970. I would greatly appreciate you er-examining the Aptos Village Plan, and opening the section of the plan that was formerly for pedestrians for reconsideration.

Thank you,

Marcia Joy Martin

Be Strong and Prosperous

KENT & SHARON HULL

531 VALENCIA ROAD, APTOS, CALIFORNIA 95003 (831) 662-3332 hull@cruzio.com plants@cruzio.com

November 17, 2009

Ellen Pirie Santa Cruz County Supervisor

Dear Ellen:

A reading of the Aptos Village Plan reveals the following deficiencies:

Plan for Village Common: Water Supply:

Requirements must include prohibition of planting any lawns using turf grasses or other ground cover not on the SqCWD drought-tolerance approved list.

Requirements also must include prohibition against landscape planting of any non-drought-tolerant or any invasive plant species.

Storm Drainage:

Drainage discharge must be engineered so there is <u>no</u> additional turbidity or road surface runoff pollution to Valencia and Aptos Creeks. This includes design of discharges to preclude slope erosion in the riparian corridors, and mitigations for increase in impervious surface area. Mitigations for increase in impervious surface area means that a substantial amount of the drainage must be handled as rainwater recovery or in settling areas where the water is slowly released as a subterranean flow. Handling of wastewater at San Lorenzo High School (?) is an instructive example. [One of the high schools or middle schools on the San Lorenzo River.]

Infrastructure Financing:

Traffic signals and westbound left-turn lane onto Post Office Drive for the Trout Gulch Road/Soquel Drive intersection <u>must be a precondition for any new construction</u>. The reality is that the County may never have funds to do this, and any additional development will have intolerable impacts on residents further up Trout Gulch and Valencia Roads, bringing congestion to intolerable levels. <u>Any lag between these infrastructure improvements and the rest of the development is unacceptable</u>. <u>Privately funded development must be delayed if there is any delay in public-funded infrastructure improvement, or all infrastructure improvement must be funded by the developers</u>.

Not included, but necessary, is the addition of a second southbound lane to Trout Gulch Road between Cathedral Drive and Soquel Drive. This is necessary to handle episodic traffic surges such as the end-of-school rush from Valencia Elementary School. This improvement could nearly double the traffic flow from Trout Gulch Road onto Soquel Drive, either controlled by the present stop signs or by a future traffic signal.

Kent of 11

EXHIBIT L.

Glenda Hill

From:

Ellen Pirie

Sent:

Tuesday, November 24, 2009 11:33 AM

To:

Tom Burns; Glenda Hill; Robin Musitelli

Subject: FW: Thanks! and historical thoughts...

This email is from Sandy Lydon. He has some useful ideas about incorporating historical preservation into the Plan.

Ellen

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

From: Salydon@aol.com [mailto:Salydon@aol.com]

Sent: Tuesday, November 24, 2009 9:13 AM

To: Ellen Pirie

Subject: Thanks! and historical thoughts...

Hey Ellen! - Thanks to you and Glenda for coming out on a Monday night and helping to inform our neighborhood(s) about the Aptos Village Plan. It is obvious that you care very much about what happens in the village, and you and Planning staff have spent a lot of time working through the process.

However, as you well know, as the public becomes better informed, they are going to make suggestions or just generally speak about the pending change. And once the earth-movers arrive, no matter how many meetings, all hell will probably break loose. This is, after all, Santa Cruz County.

Now, taking my hat off as CSA #33 guy and putting my historian hat on, the next draft needs to reflect the more current research and interpretation of the history of Aptos Village - much of what's in the March 2009 draft is taken from the existing 1976(?) Village Plan - we know a lot more now. You noted last night that the County is interested "preserving the history" of Aptos village. I think that the plan needs to reflect that commitment and should have the highest level of historical interpretation possible in it. The multi-cultural and diverse history of the village is a wonderful example of the collaboration and interconnectedness of a number of immigrant groups - in particular the Yankee settlers and the Chinese. Imagine the future village not only reflecting the stories of the folks like Hihn and Spreckels, but also those of Lam Pon, Chinese immigrant and the life-long partnership between the Lams and the Mattisons. Not to mention the Aptos Indians - the first group on this side of Monterey Bay to be completely taken into the Spanish cultural system at Mission Santa Cruz.

It is my humble opinion that future developers not only must treat the historic structures with care, but their plans MUST include the active interpretation of the history of the place. Not a cursory photo or two, but interpretive panels and locations throughout the site, each helping the visitors to understand the history of the place. There are new audio-tour technologies now being planned at locations such as the Tannery Arts complex in Santa Cruz that would be excellent for Aptos Village.

There should be an active relationship between the Aptos History Museum and any prospective developer on the site. If the Soquel Creek Water District can have mechanisms to help preserve and conserve water resources, then the County can put in mechanisms in the AVP to require the developers to ACTIVELY celebrate the rich, multi-cultural history of the village. The future village cannot be permitted to mute the stories that can still be heard throughout the village site -- it must AMPLIFY those stories. The current developer is paying lip-service to their commitment to history, but, I believe that there must be more teeth put into the AVP to protect our diminishing history.

Also, on a related subject — I was actively involved in the writing (and ultimate approval) of the Forest of Nisene Marks State Park General Plan. I think that the County (and Barry Swenson) are treating State Parks very lightly – almost dismissively at least in public — about the issues involving the entrance and external parking challenges. There are some very specific studies and recommendations regarding external parking and the entrance to the State Park. I think it would be very wise if Planning/the County were to enter into active conversations with not only State Parks, but also the Advocates for the Forest of Nisene Marks, and the Friends of Santa Cruz State Parks. I might be wrong, but I don't think either organization has been consulted directly in this process. Aptos Village has always been – since 1963 – the gateway to the park — the Aptos Village Plan needs to recognize that and include some specific requirements on the developers that they are going to recognize that important role and enhance it.

'Nuff said.

Thanks for coming last night. Let us know when the new draft is ready for viewing! Happy Thanksgiving!

EXHIBIT L.

Onward! Sandy

EXHIBIT L

777 N. FIRST STREET, 5TH FLOOR • SAN JOSE, CA 95112-6309 • (408) 287-0246 • FAX (408) 998-1737

CONTRACTORS DO 342751

December 21, 2009

Glenda Hill Santa Cruz County Planning Department 701 Ocean Street, 4th Floor Santa Cruz, CA 95060

RE: Comments on the Draft Aptos Village Plan

Dear Glenda,

This letter is to document the comments from Barry Swenson Builder (owners or affiliated owners of the vacant parcels assembled behind the Bayview Hotel and Aptos Station) on the County sponsored Draft Aptos Village Plan. Please find our comments detailed below.

Infrastructure Financing

On page 40 the following bullet point is listed under what appears to be future Developer responsibilities:

"Installation of an exclusive right-turn lane with storage length of at least 300 feet plus transition on eastbound Soquel Drive at the Soquel Drive-State Park-Sunset Way intersection, located outside of Aptos Village. Since the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal land widths are used, narrower lane widths are recommended."

This above recommended mitigation is from the TJKM's traffic study. I asked the traffic engineer at TJKM to confirm whether or not this mitigation was required due to our future project or if it is required due to cumulative impacts over time. Their response was as follows: "The need for the eastbound right-turn lane is a long-term cumulative effect that would occur with or without the project." I have attached the email memo documenting the question and answer regarding this issue for your reference.

Since our future project does not trigger the need for this mitigation we don't feel that the expense of this item should be developer sponsored.

On page 49 under Figure 16, site #3 it lists the maximum commercial square fect as 10,500sf. We would like this to read as 12,500sf to maximize flexibility.

www.berryswensonbuilder.com
A DIVISION OF GREEN VALLEY CORPORATION

Page 61 refers to the affordable requirement for the property on the south side of granite way to be 40%. We would like to see clarification that this 40% could be spread across the entire site so long as we provide for the same required number of units.

Should you have any questions or concerns please give me a call at 408-938-6312.

Sincerely,

BARRY SWENSON BUILDER

Jessie Thielen

Senior Development Manager

Jessie Thielen

From: Rich Haygood [rhaygood@TJKM.com]

Sent: Wednesday, December 02, 2009 4:51 PM

To: Jessie Thielen; Vishnu Gandluru

Subject: RE: AVP Infrastructure

Hi Jessie - Here are responses to your questions.

Aptos Rancho: In the near-term, the additional traffic from the project would trigger the need for the signal phasing mitigation. (However, in the long-term future (2025), the signal phasing modification will be needed with or without the project.)

Soquel/State Park: The need for the eastbound right-turn lane is a long-term <u>cumulative</u> effect that would occur with or without the project.

Please let me know if you have any questions or we can further assist you. Rich

Rich Haygood. P.E., T.E. Senior Associate rhaygood@TJKM.com



Transportation Consultants

Vision That Moves Your Community

3875 Hopyard Road Suite 200 Pleasanton, CA 94588-8526 phone: 925.463.0611 fax: 925.463.3690 www.tjkm.com

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From: Jessie Thielen [mailto:jthielen@BarrySwensonBuilder.com]

Sent: Wednesday, December 02, 2009 3:56 PM

To: Vishnu Gandluru; Rich Haygood **Subject:** FW: AVP Infrastructure

Hi Vishnu & Rich – I am working on an infrastructure cost with the county. Can you confirm the two following things:

Is the signal phasing mitigation at Aptos Rancho Road and Soquel Drive triggered by our project alone or is this a cumulative effect?

Is the Soquel Drive and State Park Sunset Drive turn lane pocket triggered by us alone or due to cumulative?

Please let me know asap. Jessie

From: Lani Garcia

Sent: Monday, January 04, 2010 2:08 PM

To: Glenda Hill

Subject: FW: Aptos Village Plan Approval, January 13, 2010

Hi Glenda,

I received this while I was gone.

Lani

----Original Message-----

From: Arnold L. Versaw Jr. [mailto:leeversaw@sbcglobal.net]

Sent: Tuesday, December 22, 2009 1:03 PM

To: Lani Garcia

Subject: Aptos Village Plan Approval, January 13, 2010

From the desk of:

Arnold Lee Versaw Jr.

A.D. Builders

CCL # B 603163

ICC# 1007327

To Whom It May Concern,

Myself, a group of local residents and business owners are questioning the changes to the Aptos Village Plan. We are wondering why these changes are so developer specific and why they should be supported at all. Our major concerns are as follows:

- 1.) The cost for the revision to the taxpayer?
- 2.) Why, even though this project is in the infancy of planning stages, there are so many specifics?
- 3.) The addition of Parade Dr.? The current plan has a better traffic flow pattern, in my opinion.
 - 4.) The moving around and relocation of the Village common area?
- 5.) The statement of Tom Burns " It is too far along the process to make these changes", is that not the reason we are

having these discussions?

- 6.) The impact of traffic on the community and the lack of consideration to an 81 year old antiquated bridge that will bottleneck the traffic coming into and out of the proposed mitigated areas.
- 7.) 3 story commercial structures when there is a glut of commercial space for lease in the immediate area.
- 8.) The density of the housing, when there are so many vacant and foreclosed homes in the area already.
- 9.) The lack of consideration to the residents of Cathedral Dr. that are already impacted by

EXHIBIT 5.

the U.S. Post office and the ability to make a left hand turn onto Cathedral Dr. during business hours.

These questions have been asked by the residents but no answer has been forthcoming from the elected representative in this area or the planning department representatives attending these meetings. This is not a general plan revision but a project specific and developer specific proposal that should be submitted to the planning department for consideration and review. The waste of the taxpayer's money on this has been a travesty and should not even be considered by the planning commission as a general plan revision. Based upon review and comparison to the 1985 revision, the changes are not significant enough to allow this process to go forward. I thank you for your consideration on this matter.

Sincerely, Arnold L. Versaw Jr.

From: John Hibble [john@aptoschamber.com]

Sent: Tuesday, January 05, 2010 2:34 PM

To: Glenda Hill

Cc: Ellen Pirie; Jesse Nicholl; 'Jessie Thielen'; info@sccrtc.org

Subject: Aptos Village Plan draft comments

Glenda.

I know this plan has been a long time in coming and you have worked very hard on it. I have reviewed the Aptos Village Plan draft and would like to make some comments prior to its going to the planning commission January 13th.

Page 1: Figure 1: The Summary of Current Uses in Aptos Village Area was conducted some time ago. As the plan will be in use for some time it would be helpful to have a date for this study included in the text.

Page 3: Past Planning Efforts. The newly constructed buildings referenced in the first paragraph, Aptos Station, the Founders Title building and the Appenrodt building, should have addresses included as the general public does not necessarily know which buildings the names refer to.

Historic Context. The most common translation for the name Aptos is "meeting of the streams", not meeting of two creeks. The historic automotive service station building in the village was known as the Meeting of the Streams Garage for a number of years and I have a 1935 yearbook that says "the old-timers said it meant meeting of the streams".

Page 4: Historic Context. Claus Spreckels name is spelled wrong. It ends in els not les. He did not buy the entire 6685 acre Aptos Rancho, he bought 2,390 acres in 1872 and added 450 acres from 2 of Castro's children the same year, totaling less than half of the original rancho.

Page 5: Historic Properties. In the Hinn Subdivision, the building just northwest of #18 Twitchell House is today's Aptos Street Barbeque, formerly Cole's Barbeque. That is the former Aptos Fire Department building, at 8059 Aptos Street, occupied in the late 1940s until about 1968. It is newer than the oldest houses in the subdivision but significant none the less. If it is not on the Historic Resources List, it should be and it should be identified in the Aptos Village Plan.

Why am I being so picky? Because this plan will become an authoritative public document and future researchers will repeat the inaccuracies.

Page 20: North-south connector street. I have seen the proposed north-south connector street in the village labeled as "Parade Avenue". The Architect explained that is a common name for these types of streets in the Midwest. This is not the Midwest. Many people will assume that is where the 4th of July Parade will occur and that is not necessarily true. It will be confusing and also not appropriate. A historic name would be better. How about Ohlone? Raphael Castro does not have anything named after him nor does Joseph Arano who built the Bay View hotel.

Page 21: Skate Park. The skate park element is the result of the community's involvement in trying to provide a venue for the areas youth to skate. When Sheriff Mark Tracy asked the community to support making skateboarding illegal in shopping centers and other locations, it was with the understanding that we would develop a skate park. The Aptos Chamber's Community Enhancement Committee as well as others, work to identify this as the best possible option. Sheriff's Sergeant Joseph Hemmingway was tireless in his efforts to make this happen. Sadly, Joe Hemmingway passed away before these plans could come to fruition so the Community Enhancement Committee has always wanted this facility to be named in his honor. If that is not in the plan, it is less likely to happen.

Page 22: Nisene Gateway. The Nisene Gateway map identifies an oak tree near the proposed sign. That tree is the community Christmas tree and it is a 40 foot tall redwood, not an oak.

Page 31 & 32: Bus and Railroad Options. On the map, page 32, the existing bus stop for the north bound bus is not identified. It is located near location "A". I would like to comment that a combined bus stop/passenger rail station would best be located at option "A", or more specifically just west of the new north/south road into the village (Parade Ave). That is because a bus stop at location "B" will impact the Trout Gulch intersection significantly. A passenger rail station at location B would have no parking and would overwhelm the Hihn subdivision. A combination bus and passenger rail shelter at location A could be designed to have

EXHIBIT L

some of the basic attributes of the former Aptos railroad station which would restore the ambiance of the village prior to the 1930's when the station was torn down. It originally was at location "A". I am attaching a photo of the original station. This location was previously identified for a passenger rail station by the SCCRTC. Even though these issues will be dealt with in more detail at a later time, the Village Plan is meant to provide a framework for future decision making so I believe this issue should be addressed.



Page 36: <u>Storm Drainage</u>. Does Public Works ever anticipate providing drainage for the area along Soquel Drive and the railroad tracks that floods every year?

Page 39: The plan calls for entry signage for the village but fails to address where these signs would be placed or what they might say. I would suggest that the eastern sign might be placed in the triangle formed by Aptos Street and Soquel Drive just east of the trestle. The western sign is more complex. The original location of Aptos Village was on the west side of Aptos Creek where the Aptos Village Square shopping area is today. The sign would best be placed west of Wharf Road. The existing sign across from Britannia Arms is not accurate. The date 1851 was chosen so that Aptos would appear to be older than Soquel, (1852). Aptos was named by the Native Americans and possibly, a date is not appropriate. If European ownership is the issue, Rafael Castro's Aptos Rancho was established in 1833. Maybe the sign should just say "Historic Aptos Village", or include "an ancient village" underneath.

My comments are meant to be helpful and not derogatory in any way. My hope is that these comments will be helpful. My wife Karen and I have been involved with the Aptos Community as Executive Directors of the Aptos Chamber of Commerce since 1985 and, with the help of the community, we have also opened the Aptos History Museum. I have been directly involved in this Village Plan project since its inception. Thank you again for all of your hard work on this project.

John Hibble 688-1467 john@aptoschamber.com



From:

Ellen Pirie

Sent:

Monday, January 11, 2010 2:45 PM

To:

Glenda Hill; Tom Burns

Subject: FW: Aptos Village Plan

----Original Message----

From: Lee Versaw [mailto:leeversaw@sbcglobal.net]

Sent: Friday, January 08, 2010 7:19 PM

To: Ellen Pirie

Cc: Doug Marshall; Mike Maffei **Subject:** Re: Aptos Village Plan

Ellen.

I, after further questioning, am totally against the village plan. The plan is too developer specific. A representative from Swenson contacted me and the questions I asked were not answered in the way the plan was represented to me. Swenson plans on renting the condos and that will be a real detriment to the community.

Another point of contention is the traffic. The original plan has a better routing of the traffic, making Granite way a one way street emptying onto Aptos Creek Rd. and Trout Gulch a one way street to Cathedral Dr. I think Parade Dr. stinks and I have uncovered recorded documents that will not uphold the crossing of the rail tracks that date back to 1876. There are many recorded documents that maintain right of way between Aptos Station and Trout Gulch Crossing that would basically eliminate Parade Dr.

I should propably also let you know of my 30 year affiliation with the Carpenter's Local 505 and our disdain for Barry Swenson Builders. The Local is here in Aptos and they are fully supporting me in my pursuit to keep this village plan from being ratified. I have also met with numerous business owners and they share my sentiments also. A few of the notable ones are Mark Holcomb, Marc Monte and Rick Droge. There are also a large contingency of homeowners that have the same feelings as I do.

I do need a clarification on two things, when is the planning commission meeting and what time, and who was the developer that approached you with his intent to build a big box store at the present site? The time of the planning commisions hearing would also be needed.

One of my questions that was never answered by you or staff, was the cost of the revision process. Pursuing that has led me find out that the total cost up to 2005, was \$140,000.00. Since the new plan is basically the same as the old plan, except for new fire code provisions (W.U.I.), I feel that is not appropriate for the benefit of one developer. I could write volumes on why I can't support this new proposal but not wanting to be perceived as a cranky old man I won't. I am just a pissed off taxpayer and voter that sees no credible evidence that politicians really care about the people they work for.

Sincerely, Lee Versaw

--- On Fri, 1/8/10, Ellen Pirie < BDS020@co.santa-cruz.ca.us > wrote:

From: Ellen Pirie <BDS020@co.santa-cruz.ca.us>

Subject: Aptos Village Plan To: lceversaw@sbcglobal.net

Date: Friday, January 8, 2010, 3:18 PM

Dear Lee:

EXHIBIT L.

Thank you for attending the village plan neighborhood meeting. I remember talking to you after one of the meetings at Valencia Hall and you were enthusiastic about the plan. Since then I've heard that you are not supportive and are working against its adoption. Frankly, I don't know what's true so I am writing to ask you directly. If you have concerns, I would be happy to hear from you and see if they can be addressed. If the rumor I'm hearing is not true, I'd like to know that too.

I hope that the repairs you mentioned in your last email went well. As I said, if you want to pursue permits I would be happy to try to help.

I look forward to hearing from you.

Ellen Pirie

From: William Hofmann [whofmann@stanford.edu]

Sent: Monday, January 11, 2010 6:58 PM

To: PLN@stanford.edu; 610@co.santa-cruz.ca.us

Subject: Fwd: Changes in Aptos Village

Date: Mon, 11 Jan 2010 18:47:15 -0800

To: PLNG10@co.santacruz.ca.us

From: William Hofmann < whofmann@stanford.edu>

Subject: Changes in Aptos Village

Cc: Bcc:

X-Attachments:

Dear Mrs. Hill:

January 11, 2010

Thank you for the recent notice regarding the upcoming meeting of the Aptos Village Planning Commission. Unfortunately, we will be unable to attend, but, as owners of **parcel # 040 202 36** in the Monte Toyon subdivision #1, we would like to learn whether the proposed development will obligate us to new assessments and/or new taxes.

I will appreciate any information you can provide and thank you in advance.

Sincerely,

W. W. Hofmann, M. D.

3889 Harvest Drive

Redwood City, CA, 94061

(650) 368 2626

Code Compliance

From: Lee Gilbert [gilbert@cycleaware.com]

Sent: Wednesday, January 13, 2010 11:53 AM

To: Code Compliance; Ellen Pirie; Robin Musitelli

Subject: Aptos Street (Aptos Village Plan)

Dear Glenda,

I've been working with Robin Musitelli over at Ellen Pirie's office as well as with the Santa Cruz Planning Commission. I would like to submit the following solution for not only my business in Aptos Village but other existing and future businesses in Aptos Village. Currently, may of the businesses on the Aptos Street block in Aptos Village are in a state of "bureaucratic compliance limbo" due to parking regulations. Robin over at Ellen's office suggested that I contact you with this solution that I recently proposed to her.

Aptos Village Plan

If the goal of the Aptos Village Plan is to ultimately phase out commercial zoning on the Aptos Street block for "boutique" businesses then it makes sense to leave things status quo and to stop issuing permits when a commercial property goes for more than a year without a business in place.

If the goal of the Aptos Village Plan is to create a vibrant area of residences and businesses on the Aptos Street block then the Aptos Village Plan would be doing a grave disservice by leaving this area "status quo" and demanding level 3 permits requiring (3) parking spaces to every retail business. A majority of the parcels on the Aptos Street block do not have business the space for the required (3) parking spaces and as such they are all in a state of "bureaucratic compliance limbo" once the property sits without a business occupying it for a year or more.

The Aptos Village Planners have an excellent opportunity to change and improve the parking regulations so that the multitude of businesses on the block that are currently in this state of limbo could finally be conforming. The Aptos Plan has the opportunity to adjust the regulations to meet the limitations of these parcels while at the same time addressing the parking needs and safety of the community.

Solution: Green "2 hour" street curbs and a permit parking program

Santa Cruz could issue residential and employee parking permits for Aptos Village including but not limited to Aptos Street and parking permits for spatial needs. The permits would be valid only for the residents and the businesses in the specific district they are issued to. The parking permits would allow unlimited parking to permit holders at specific times. Permits could made available at the Clerk Department or by mailing the application forms.

We hope the drafters of the Aptos Plan will not left these parcels in this precarious position of asking these businesses to meet requirements that are unattainable they are not only missing an opportunity

From:

Tom Burns

Sent:

Thursday, January 14, 2010 12:10 PM

To:

Glenda Hill

Subject: FW: Aptos Village Plan

fyi

Tom Burns

Planning Director County of Santa Cruz

----Original Message-----

From: Frank Narciso [mailto:franknarciso@yahoo.com]

Sent: Thursday, January 14, 2010 9:57 AM

To: Tom Burns; Ellen Pirie

Cc: dmiller@santacruzsentinel.com

Subject: Aptos Village Plan

December 14, 2009

Steve Kennedy, District 1
Albert Aramburu, District 2
Rachel Dann, District 3
Gustavo Gonzalez, District 4
Renee Shepherd, District 5
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Pan

Dear Planning Commissioners,

I am a Santa Cruz County property owner and I wanted to express my support and ask for your approval of the Draft Aptos Village Plan. I think it is what our county need to help create jobs in the area.

Sincerely,

Frank Narciso

From:

Tom Burns

Sent:

Thursday, January 14, 2010 12:10 PM

To:

Glenda Hill

Subject:

FW: Support for Aptos Village

fyi

Tom Burns Planning Director County of Santa Cruz

----Original Message-----

From: jonnylee@bayarea.net [mailto:jonnylee@bayarea.net]

Sent: Thursday, January 14, 2010 10:07 AM

To: Tom Burns Cc: Ellen Pirie

Subject: Support for Aptos Village

Jon Lee 32 Pima Street Watsonville, CA 95076

January 14, 2010

Steve Kennedy, District 1 Albert Aramburu, District 2 Rachel Dann, District 3 Gustavo Gonzalez, District 4 Renee Shepherd, District 5

Santa Cruz County Planning Commission 701 Ocean Street, 4th Floor Santa Cruz, CA 95060

Re: Aptos Village Plan - Support Letter

Dear Planning Commissioners,

I am a life long resident of Santa Cruz County. I want to express my support for the Aptos Village Plan (Draft). I believe this plan will significantly enhance the community and create the ability for the developers to make something work in this area. Significant risk and entrepreneurial spirit is required for projects like this and as a community we should support such efforts.

Sincerely,

Jon Lee

From:

Tom Burns

Sent:

Thursday, January 14, 2010 12:10 PM

To:

Glenda Hill

Subject:

FW: Supporter: Aptos Village Development

fyi

Tom Burns Planning Director County of Santa Cruz

----Original Message----

From: wildhair@cruzio.com [mailto:wildhair@cruzio.com]

Sent: Thursday, January 14, 2010 11:11 AM

To: Tom Burns; Ellen Pirie; dmiller@santacruzsentinel.com

Cc: jthielen@barryswensonbuilder.com; jnickell@barryswensonbuilder.com;

ascontrino@barryswensonbuilder.com

Subject: Supporter: Aptos Village Development

To Whom it May Concern,

Aptos village Is yet another piece of land in the Santa Cruz County sitting idle due to the lengthy planning process. Again there are positive aspects that better the community and the actual township in that area of Aptos that seem to be overlooked in the bureaucratic process to just get a project reviewed. I say lets clean up all the empty buildings sitting around our County. We can start with Aptos Village! Some positive aspects are:

-Town Center styled Mixed Use Development to Anchor the heart of the Aptos Village Community;

-Up to 250 long term local jobs and 150 construction jobs;

-It will be "Green" project with a Sustainable rain garden for storm drainage, environment-friendly design and products, and reuse of existing buildings instead of using embodied energy for a complete new construction project;

-It's privately funded so no Tax Dollars are needed;

-Community sponsored concerts at village green and farmers market;

-Adds property tax, sales tax, and afford able housing to the county;

-Adds open shared parking for all to use (including Nicene Mark users);

-2 new Traffic lights will reduce traffic congestion at Trout Gulch Area; -Project will bring new construction jobs and economic benefits to the

Aptos Community.

If you have further inquiries you can contact Jeesie Thielen at: ithielen@barryswensonbuilder.com

Sincerely,

Ali Scontrino LEED AP, Certified Green Building Consultant

From:

Tom Burns

Sent:

Wednesday, January 20, 2010 8:15 AM

To:

Glenda Hill

Subject: FW: Aptos Village

Tom Burns

Planning Director County of Santa Cruz

----Original Message-----

From: Jill Tipton [mailto:jilldtipton@att.net] Sent: Thursday, January 14, 2010 6:31 PM

To: Tom Burns

Subject: Aptos Village

I have lived and worked in Santa Cruz County for 25 years. Aptos needs to be up-graded. I fully support Barry Swenson Builder's Aptos Village plan. I hope you will as well.

Jill Tipton

From:

Tom Burns

Sent:

Wednesday, January 20, 2010 8:22 AM

To:

Glenda Hill

Subject: FW: Support for the Aptos Village plan

Tom Burns
Planning Director
County of Santa Cruz

----Original Message----

From: Nickell Family [mailto:nickell@cruzio.com]

Sent: Sunday, January 17, 2010 9:40 AM

To: Tom Burns

Subject: Support for the Aptos Village plan

January 14, 2010

Dear Planning Commissioner,

Re: Aptos Village Planning Commission Hearing Feb. 10 th at 9:00am

My Family have lived in Santa Cruz County for 21 years and we very supportive for the approval of the revised Aptos Village master Plan. The plan will provide the following: A true Town Center that will Anchor the heart of the Aptos Village Community, it will provide Up to 300 long term local jobs and 150 construction job, a green project with Sustainable rain garden for storm drainage, environment-friendly building, it's Privately funded project and it reuse to the Apple barn, Community sponsored concerts at village green and farmers market, it will add property tax, sales tax, and afford able housing to the county, added open shared parking for all to use (including Nicene Mark users). 2 new Traffic lights will reduce traffic congestion and the Project will bring many economic benefits to the Aptos

Sincerely,

Jesse Nickell

Nickell Family Christine, Jesse, Oliver and Jesse 119 Clinton Street Santa Cruz, CA 95062 831-458-9579 Home 831-901-1572 Jesse's Cell

From:

Tom Burns

Sent:

Wednesday, January 20, 2010 8:22 AM

To:

Glenda Hill

Subject: FW: Aptos Village Plan

Tom Burns
Planning Director
County of Santa Cruz

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

From: Stan Gould [mailto:stangould@comcast.net]

Sent: Sunday, January 17, 2010 2:44 PM

To: Tom Burns

Subject: Aptos Village Plan

Steve Kennedy, District 1
Albert Aramburu, District 2
Rachel Dann, District 3
Gustavo Gonzalez, District 4
Renee Shepherd, District 5
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Pan

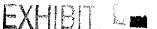
Dear Planning Commissioners:

The Planning Commission's approval of the Aptos Village Plan will be an important step towards making this long sought concept a reality. The proposed plan achieves the goals of the Draft Aptos Village Plan in a beautiful natural setting for commerce, housing and public enjoyment.

Lurge the Santa Cruz Planning Commission to approve the Aptos Village Plan at its meeting on February 10, 2010.

Thank you,

Stanley G. Gould



From:

Tom Burns

Sent:

Wednesday, January 20, 2010 8:24 AM

To:

Glenda Hill

Subject: FW:

Tom Burns

Planning Director County of Santa Cruz

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

From: Larry Ebright [mailto:hopkinsgulch@hotmail.com]

Sent: Monday, January 18, 2010 7:48 AM

To: Ellen Pirie; Tom Burns

Subject:

I am a Santa Cruz County property owner and I wanted to express my support and ask for your approval of the Draft Aptos Village Plan.

This project will bring much needed employment and tax revenues to Santa Cruz. I cannot understand how the people of Santa Cruz fight againsts the projects that will bring positive benefits to our community. For example...Target, Rispin Mansion and Dream Inn Convention Center, The people of Santa Cruz need to see that these project bring revenue to rehabilitation projects, schools, road repairs; JOBS. Let's not let another good idea slip out of our hands.

Larry Ebright

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. Sign up now.

January 19, 2010

Steve Kennedy, District 1
Albert Aramburu, District 2
Rachel Dann, District 3
Gustavo Gonzalez, District 4
Renee Shepherd, District 5
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Proposed Aptos Village

Dear Planning Commissioners,

I am writing to you as a long time Santa Cruz County resident, property owner, and voter to express my support for the proposed Aptos Village Plan.

This is an area of the County that is in need of an identity and vitality. From what I can tell this development will do just that. The designers and developer both have shown their ability to do first rate projects. It seems to me that the County would be foolish to turn away this opportunity.

Sincerely,

Robert Hightower
721 Seaside Street
Santa Cruz, CA 95060

From: jsfrog2

jsfrog2001@aol.com

Sent:

Friday, January 22, 2010 3:50 PM

To:

Glenda Hill

Subject: Aptos Village Skatepark

Good Afternoon Glenda,

I am writing today because I want you to know I am strongly opposed to the skatepark in the new Aptos Village plans. I am a homeowner in Village Glen -- very near the proposed skateboard park. I don't believe the new Village is any place for this type of feature. There are so many residents in and near the Village that the noise and loitering issues are not conducive to a peaceful living environment. It is very undesirable so near so many residences.

I respectfully urge strong opposition to this addition in the Village plans. Please kindly consider the opinions and desires of the current residents living in and near the heart of Aptos. Thank you.

Kind regards, Jeanne Leap Village Glen Homeowner

From: Michael Haxton [gussnow1@yahoo.com]

Sent: Monday, January 25, 2010 9:48 PM

To: Glenda Hill; Ellen Pirie

Subject: Aptos Village Plan

Glenda Hill, Principal Planner and Ellen Pirie, county supervisor:

I will shortly inherit a townhouse on Village Creek Road adjacent to the area you are considering for redevelopment.

I have several comments on the proposed plan and strongly object to the skateboard park being proposed.

Safety:

First I have noted that Aptos Creek Road has an unprotected railroad crossing. I expect with the increased traffic caused by the skateboard park, this will be more dangerous. I see no proposal in the plan to place gates across the road. The liability for a single accident will erase any property tax gains from the new structures.

Traffic and Noise:

I expect the park will increase the noise level at the townhouses. I have seen nothing that leads me to expect it will be indoors! There will be an increased presence of skateboarders on both Village Creek Road and Aptos Creek Road making the drive to my townhouse more difficult. I also expect if parking becomes a problem, there will be more non-resident parking on Village Creek Road. Has there been an environmental impact report addressing the effect on Village Creek Road.?

Services:

I see nothing in the plan which is positive for the the Aptos Village Glen townhouse community along Village Creek Road. Water, electric, and sewer services already seem somewhat marginal. It appears that this reconstruction will put further strain on the Glen's existence and lower property values. Currently Aptos Creek Road is in a poor state of repair. Additional construction traffic will only make things worse.

Sincerely,

Dr. Michael B. Haxton



From: Lorraine Thomas [lorie.thomas9@comcast.net]

Sent: Wednesday, January 27, 2010 11:07 AM

To: Glenda Hill Cc: Ellen Pirie

Subject: Aptos Village Skatepark

I am a resident of Village Glen. I am opposed to having a skate park in the Aptos Village Development. I feel it should not be placed in a residential area.

I think the polo grounds would be a appropriate place to have a skate park. The development should be a shopping and residential area. A skate park fits into the polo grounds because their are sports activities going on there.

Lorraine Thomas



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 (831) 460-3200 FAX [831) 460-3215 EMAIL info@sccrtc.org

January 27, 2010

Ellen Pirie, 2nd District County Supervisor County of Santa Cruz 701 Ocean Street Santa Cruz, CA 95060

RE: Comments Regarding the Aptos Village Plan

Dear Supervisor Pirie,

As you know the Santa Cruz County Regional Transportation Commission (RTC) is the transportation planning agency for the County of Santa Cruz and as such produces the Santa Cruz County Regional Transportation Plan (RTP) with a list of goals and policies for transportation. The 2005 RTP policies are designed to address all modes of transportation, safety and accessibility. RTC staff has reviewed the January 21, 2010 Aptos Village Plan and has the following comments regarding transportation components of the plan:

- The RTC applauds efforts to improve and expand the pedestrian network to create a walkable, accessible, welcoming sidewalk system. This is consistent with several 2005 RTP policies designed to encourage development and expansion of an accessible pedestrian network that makes walking to destinations and other transportation modes a viable option.
- The RTC supports the bus stop improvements and encourages the county to work with the Santa Cruz Metropolitan Transit District to locate accessible bus stop facilities including turnouts and shelters within the Aptos Village area. This is consistent with 2005 RTC policies designed to encourage increased use of transit.
- The RTC supports the county's goal to improve bicycle lane facilities on Soquel Drive and Trout Gulch Road and bicycle parking areas within the village. This is consistent with a number of 2005 RTP policies encouraging the development of a bicycle transportation network that makes bicycling a viable transportation alternative for as many people as possible.
- Although passenger rail is not currently included in the RTC's plans for the Santa Cruz Branch Rail Line acquisition, the RTC supports the plan for accommodating the potential for future passenger rail service. This is consistent with a number of 2005 RTP policies designed to preserve and enhance the use of existing transportation corridors including rail corridors. Of the two potential locations for a future station platform, Option A is preferable due to its proximity to Aptos Park, Nisene Park, expanded parking options, the proposed mixed use area and the Village Common. This proximity to these plan elements

EXHIBIT L

will help minimize potential conflicts between people walking to and from a potential future station and people using other modes of transportation.

- The RTC supports the signal installations at the Soquel Drive-Trout Gulch Road and Soquel Drive-Aptos Creek Road intersections. This will improve traffic circulation and the safety of all users of those intersections. This is consistent with various 2005 RTP policies designed to encourage better traffic circulation and improve the safety of all users of the transportation system.
- The RTC supports the plans intent to coordinate with the owner of the rail line regarding
 the crossing of the new north-south street and encourages coordination with the rail
 service operator and the corresponding agencies governing crossings of rail road
 facilities.

The RTC appreciates the opportunity to comment on this Aptos Village Plan. If you have any questions, please feel free to contact me at 831-460-3202 or Luis Mendez of my staff at 831-460-3212.

George, Dondero

Executive Director

S:\CORRESP-Outgoing\2010\0110\AptVillPlan0110.doc

From:

Glenda Hill

Sent:

Friday, January 29, 2010 1:33 PM

To:

Glenda Hill

Subject:

FW:

----Original Message----

From: tamar dolwig [mailto:tamventures@yahoo.com]

Sent: Wednesday, January 27, 2010 5:09 PM

To: Glenda Hill

Subject:

Dear Glenda Hill,

I am writing to you concerning the new updated Aptos Village Plan. I am unable to attend the Feb. 10 meeting. I have been involved in the visioning and planning of the update for many years. I have a main concern that 3 story buildings have been added more recently and I am very opposed to them. Also I think that it makes a lot more sense to make space for the bike jumping that is already occuring in the area instead of a skate board park. I am concerned as to the lighting in the village - hoping that it will be facing down and have the least impact on the night sky. I am concerned as to the noise of the garbage trucks that will be serving the area and am hoping that a reasonable time can be set - after 7:00 in the A.M. for them to begin service. My final concern is the traffic that will be generated by developing the village. I will be in it daily.

Thank you for taking my concerns and opinions into your consideration as you

begin the next step in the process.

Sincerely, Tamar Dolwig 127 vista Mar Ct. Aptos, Ca.