



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

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TOM BURNS, PLANNING DIRECTOR

February 12, 2010

AGENDA: February 23, 2010

Board of Supervisors
 County of Santa Cruz
 701 Ocean Street
 Santa Cruz CA 95060

SUBJECT: PUBLIC HEARING TO CONSIDER REVISIONS TO THE APTOS VILLAGE PLAN AND ASSOCIATED REZONINGS AND LAND USE DESIGNATION CHANGES

Members of the Board:

Your Board and the Aptos community have long desired an update to the existing Aptos Village Plan. With considerable effort and input from the Aptos community, a revised Plan is now ready for your review and action.

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 your Board 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.

Attachment 4 contains a chart that summarizes the key features of the existing Plan (and proposed 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

CBD BOSMAIL

From: CBD BOSMAIL
Sent: Saturday, February 20, 2010 8:55 PM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 2/23/2010

Item Number : 46

Name : Charles Paulden

Email : Not Supplied

Address : Not Supplied

Phone : Not Supplied

Comments :

As an advocate for the New Urbanism, Mixed use planning, I need to point out that this is the wrong location for this scale of development.

The traffic constraints preclude this location.

A better location can be found almost anywhere.

Some of the locations that stand out are:

Poor Clairs, highway and rail access

Sea Cliff Village, similar benefits and visitor serving.

Par 3, with a new exit from the highway.

Along the Soquel Dr, 41st to Dominican corridor.

The former RDA Library site on Capitola Rd near 17th Ave.

Are just a few.

The lack of preservation of the Historic Quality of this area is a major loss to potential increased tourist income along the train track.

The idea that protecting Historic Districts is a Disneylanding of the area is far from correct.

"The California Main Street Program unites the forces of local economic re-development and historic preservation to build and enhance diverse downtown areas."

see

http://www.ohp.parks.ca.gov/default.asp?page_id=23484

The preservation of Aptos Village as an Historic District will be more appealing to residents and visitors, then a random hodgepodge of buildings that supposedly would reflect a change over time that is not authentic.

Building within the appealing historic style is more authentic then a random selection of building styles and no more artificial then the proposed mix of style.

It will also be a place that people will like to come to to get away from the random mix that they are coming to Aptos to get away from.

The moving of Hinn's Apple Barn, an Historic Resource, will work against its integrity, as structures in the original sites are most valued.

Please do not accept this Plan.

As in many Area Plans, outside interest often over run the interests of people who live in a Community and

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would like to preserve its Character.

This is a Charming area of undesignated historic value and it would be beneficial to preserve and enhance these qualities.

Please move this to another location and preserve this for residents and visitors for now and the future. It will be of financial and cultural benefit to Santa Cruz County

Thank you

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2/22/2010

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 and several businesses that are not allowed uses in their current C-1 (Neighborhood Commercial) zone district and inadequate zoning provisions to recognize the mixed uses (see Attachment 5 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 your Board's direction in 2002, a community design charrette 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 charrette, 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

Soquel 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 an exclusive eastbound left-turn lane 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 active public recreation use area. 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.

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 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. This relocation is dependant on Historic Resources Commission approval of a Historic Resource Preservation Plan and meeting all imposed conditions. 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 Plan proposes that the existing historic Aptos firehouse/VFW Hall building be relocated elsewhere in the Village to accommodate the new street and buildings. This relocation is dependant on Historic Resources Commission approval of a Historic Resource Preservation Plan and meeting all imposed conditions.

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 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 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 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, timing and pay back protocol for future developers.

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

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 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 feet 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. In addition, businesses on Aptos Street could count the on-street parking area along their frontage towards their required parking requirement.

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.

Public Recreational Use Area

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 a proposed location for an active public recreational use such as a skatepark or bike jump. 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 3,650 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 eastbound Soquel Drive at the new north-south street with a one-way stop sign 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 on at-grade crossings will be required where Soquel Drive intersects Aptos Creek Road and the new north-south street, subject to the requirements of the California Public Utilities Commission.

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 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 your Board, 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 Attachment 13 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 Aptos 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 (Attachment 13), there was considerable discussion about whether the relocation of the Apple Barn and Aptos 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 resource 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, including:

- The requirement for preparation of historic resource 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 hall to its original size; location on a prominent street within the Village with building presentation to the street in its current narrow-side configuration.

It is important to note that when future developers submit Historic Resource Preservation Plan applications to relocate the Apple Barn and/or Aptos firehouse/VFW hall, the HRC will determine if the relocations can be accomplished in a manner that preserves the buildings' integrity and NR ratings and impose appropriate conditions. If the HRC finds that this cannot be accomplished, the Aptos Village Plan will need to be amended to address the land use of the structures in their current location.

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 2010 and individual members responded favorably.

Planning Commission Review

The Planning Commission held a well-attended public hearing on February 10, 2010 to consider the revised Aptos Village Plan, proposed rezonings and land use designation changes to implement the Plan and the CEQA mitigated negative declaration.

There was considerable testimony from the public with a majority of the speakers favoring the Plan. Concerns were expressed about traffic, water and the need for improved infrastructure, including sidewalks. A major theme of the testimony focused on the proposed skatepark proposed for the area adjacent to the entrance to Nisene Marks State Park. An existing informal bike jump exists at the corner of Granite Way and Cathedral Drive. Some speakers wanted to retain a bike jump, others wanted a skatepark and others wanted either both or neither.

Based on public comments and their own deliberations, the Planning Commission voted unanimously to recommend approval of the revised Plan, rezonings and land use designation changes and CEQA mitigated negative declaration to your Board with the following revisions to the Plan:

- Substitute the phrase "skatepark" with "active public recreational use such as a skate or bike park";
- Require an eastbound left turn lane on Soquel Drive at the new north-south street;
- Clarify that needed railroad at-grade crossings and safety barriers are subject to the approval and conditions of the California Public Utilities Commission and if these cannot be met, the Plan will need revision;
- Clarify that the language discussing accessible access from Aptos Village to Aptos Village Park refers to a new pathway or stairway;
- New buildings adjacent to the Apple Barn building should be architecturally compatible with the Apple Barn;
- New mansard and flat roofs are prohibited on commercial or mixed use buildings;
- New traffic signals should have the appearance of older style signals to be compatible with the historic nature of Aptos Village;
- Crosswalks should be of a contrasting color and/or texture to heighten their visibility and aid in calming traffic;
- On-street parking in front of businesses on Aptos Street should be counted toward the businesses' required parking spaces;
- Add a provision to allow for a pay back protocol for developer-financed infrastructure utilized by later developers;
- Clarify the language of allowed development for the Bayview Hotel area; and
- New fencing shall not obstruct public views of the Monterey Bay.

Staff has revised the Plan to include the Planning Commission's recommended changes in a strikethrough format (see Attachment 3).

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 (Attachment 9) 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 and that requirement has been incorporated into the draft Plan. 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 Board 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.

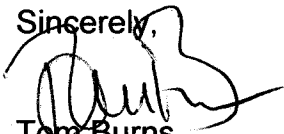
It is, therefore, **RECOMMENDED** that your Board take the following actions:

1. Adopt the Resolution (Attachment 1) approving the revised Aptos Village Plan (as set forth in Attachment 3) as an amendment to the General Plan and approving the General Plan

Amendment to change the land use designations for various parcels in Aptos Village, as set forth in Exhibit A to Attachment 1;

2. Adopt the Ordinance rezoning various parcels in Aptos Village to implement the Aptos Village Plan, as set forth in Exhibit A in Attachment 2;
3. Certify the CEQA Negative Declaration with Mitigation (as set forth in Attachment 9); and
4. Direct Planning staff to prepare a camera-ready version of the revised Aptos Village Plan for use by the public.

Sincerely,



Tom Burns
Planning Director

RECOMMENDED:



SUSAN A. MAURIELLO
County Administrative Officer

Attachments:

1. Resolution adopting the revised Aptos Village Plan, the General Plan Amendment to change the land use designations for various parcels in Aptos Village and certifying the Mitigated Negative Declaration
2. Proposed Rezoning Ordinance
3. Draft Aptos Village Plan text (strikethrough version)
4. Comparison Chart of Existing and Proposed Aptos Village Plan
5. Existing Zoning Designations
6. Proposed Zoning Designations
7. Existing General Plan Designations
8. Proposed General Plan Designations
9. Negative Declaration with Mitigations
10. Initial Study with technical attachments
11. Planning Commission staff report
12. Planning Commission Minutes
13. Historic Resources Commission Minutes
14. Existing Aptos Village Plan
15. Correspondence

ATTACHMENT 1

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. _____

On the motion of Supervisor
duly seconded by Supervisor
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

ATTACHMENT 1

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, on February 10, 2010, after a duly noticed public hearing, the Planning Commission considered and found that the revised Aptos Village Plan, General Plan land use designation amendments and rezonings will be consistent with all parts of the General Plan, 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 unanimously voted to recommend Board of Supervisors approval; and

WHEREAS, the Board of Supervisors has held a public hearing and considered the Planning Commission's recommendation, all testimony and evidence; and

WHEREAS, the Board of Supervisors 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, 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.

NOW, THEREFORE, BE IT RESOLVED that the Santa Cruz County Board of Supervisors:

1. Adopt a resolution approving the revised Aptos Village Plan (as set forth in Attachment 3 and herein referenced) as an amendment to the General Plan and approving the General Plan Amendment to change the land use designations for various parcels in Aptos Village, as set forth in Exhibit A to Attachment 1;
2. Adopt the Ordinance rezoning various parcels in Aptos Village to implement the Aptos Village Plan, as set forth in Exhibit A in Attachment 2; and
3. Certify the CEQA Negative Declaration with Mitigation (as set forth in Attachment 9 and herein referenced).

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this 23rd day of February 2010, by the following vote:

ATTACHMENT 1

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS
ABSTAIN: SUPERVISORS

Chairperson

ATTEST: _____
Clerk of the Board

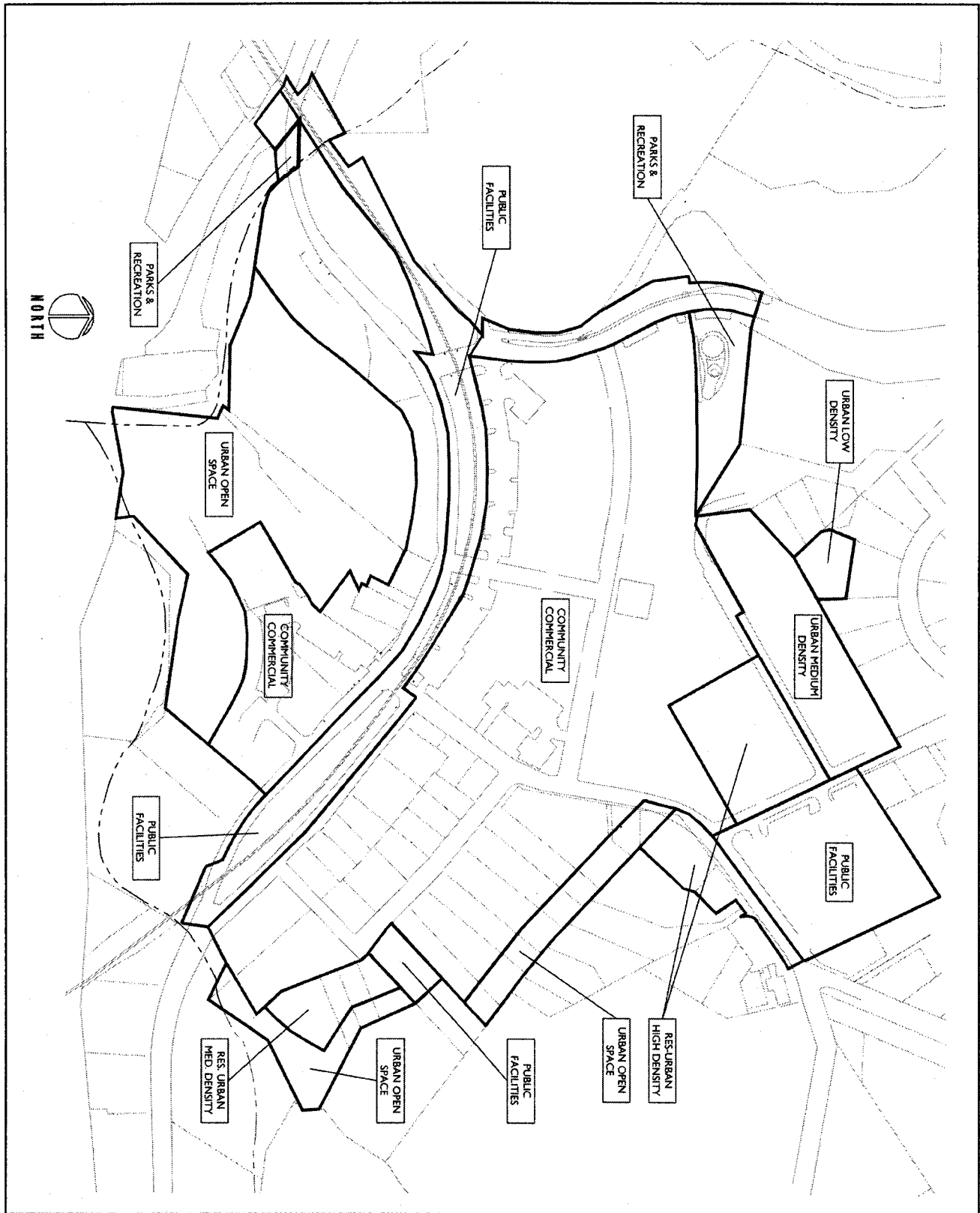
APPROVED AS TO FORM: _____


County Counsel

cc: County Counsel
Planning Department

Assessor Parcel No.	General Plan Designation	
	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	P	P
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	C-C	C-C, O-R, R-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	O-U, C-C	C-C, O-U
041-021-13	O-U, C-C	C-C, O-U
041-021-16	C-C, O-U	C-C, O-U
041-021-17	C-C, O-U	C-C, O-U
041-021-18	R-UH	R-UH
041-021-26	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
041-021-29	R-UM, O-U	R-UM, O-U
041-021-38	P	P
041-021-40	R-UH	R-UH
041-021-41	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	P	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

Assessor Parcel No.	General Plan Designation	
	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	P	P
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. _____

0502

**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 Exhibit A of Attachment 2:

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

0503

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
040-213-21	R-1-6	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
041-011-33	C-1-L	C-2, C-2-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
041-021-07	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
041-022-01	C-1	SU
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
041-022-13	C-1	SU
041-022-14	C-1-L	SU-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
041-042-39	PA-GH, PR-GH	C-2-GH, PR-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-

0504

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
041-561-06	C-1-GH, PR-GH	C-2-GH, PR-GH
N/A	Right-of-way	Right-of-way

SECTION IV

This ordinance shall take effect on the 31st day following adoption.

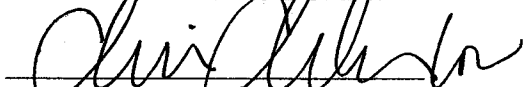
PASSED AND ADOPTED this _____ of _____ 2010, by the Board of Supervisors of the County of Santa Cruz by the following vote:

AYES: SUPERVISORS
 NOES: SUPERVISORS
 ABSENT: SUPERVISORS
 ABSTAIN: SUPERVISORS

 Chairperson of the Board of Supervisors

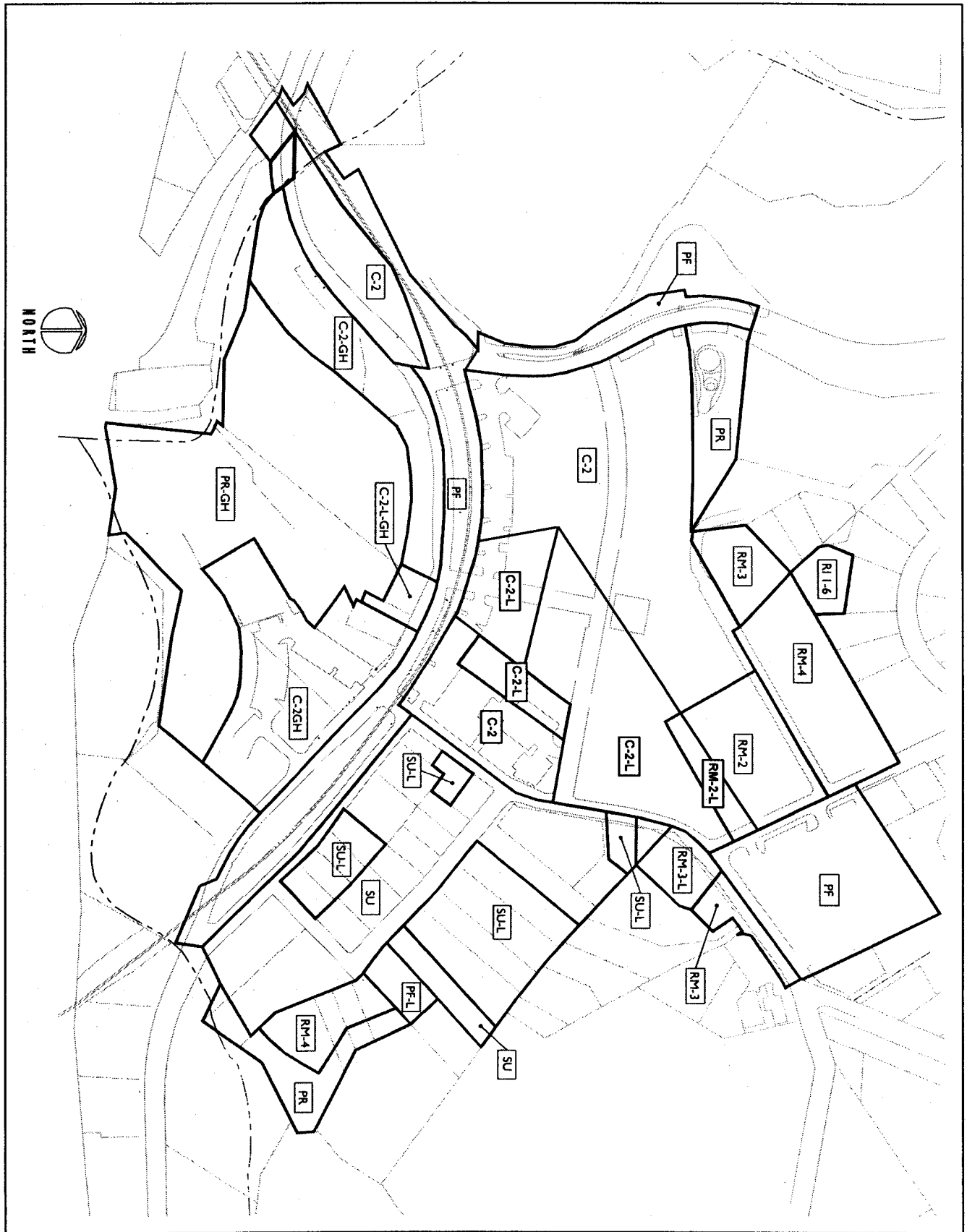
Attest: _____
 Clerk of the Board

APPROVED AS TO FORM:



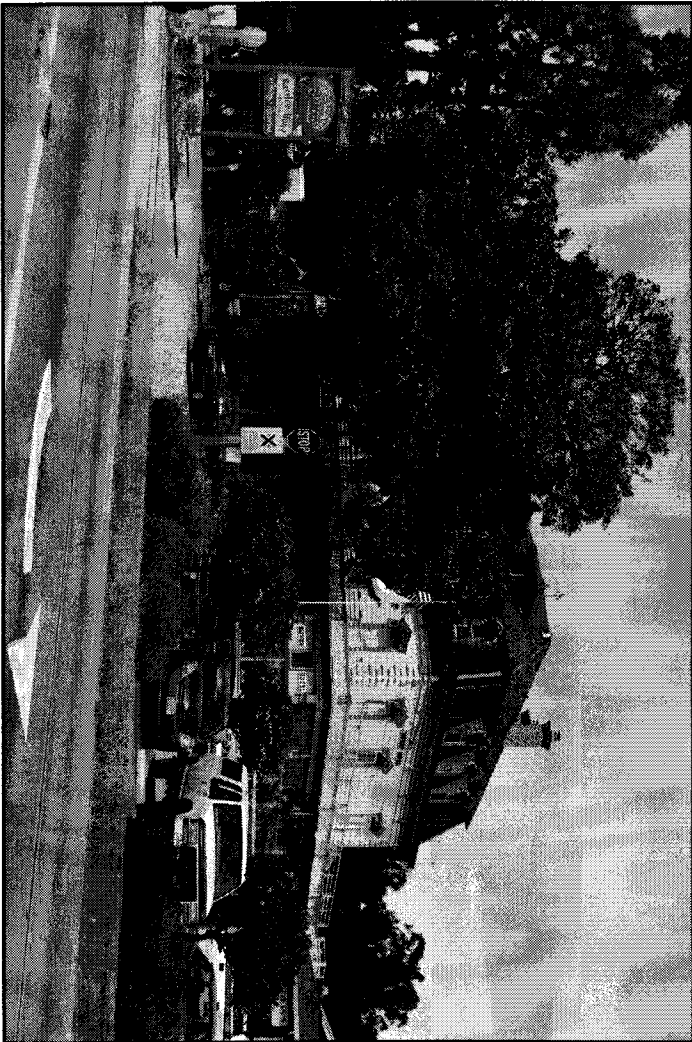
 County Counsel

DISTRIBUTION: County Counsel, CAO, Planning Department



PROPOSED REZONINGS

Draft Aptos Village Plan



~~January 21, 2010~~ February 12, 2010

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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.

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

0509

Draft Aptos Village Plan, January- February 12, 2010

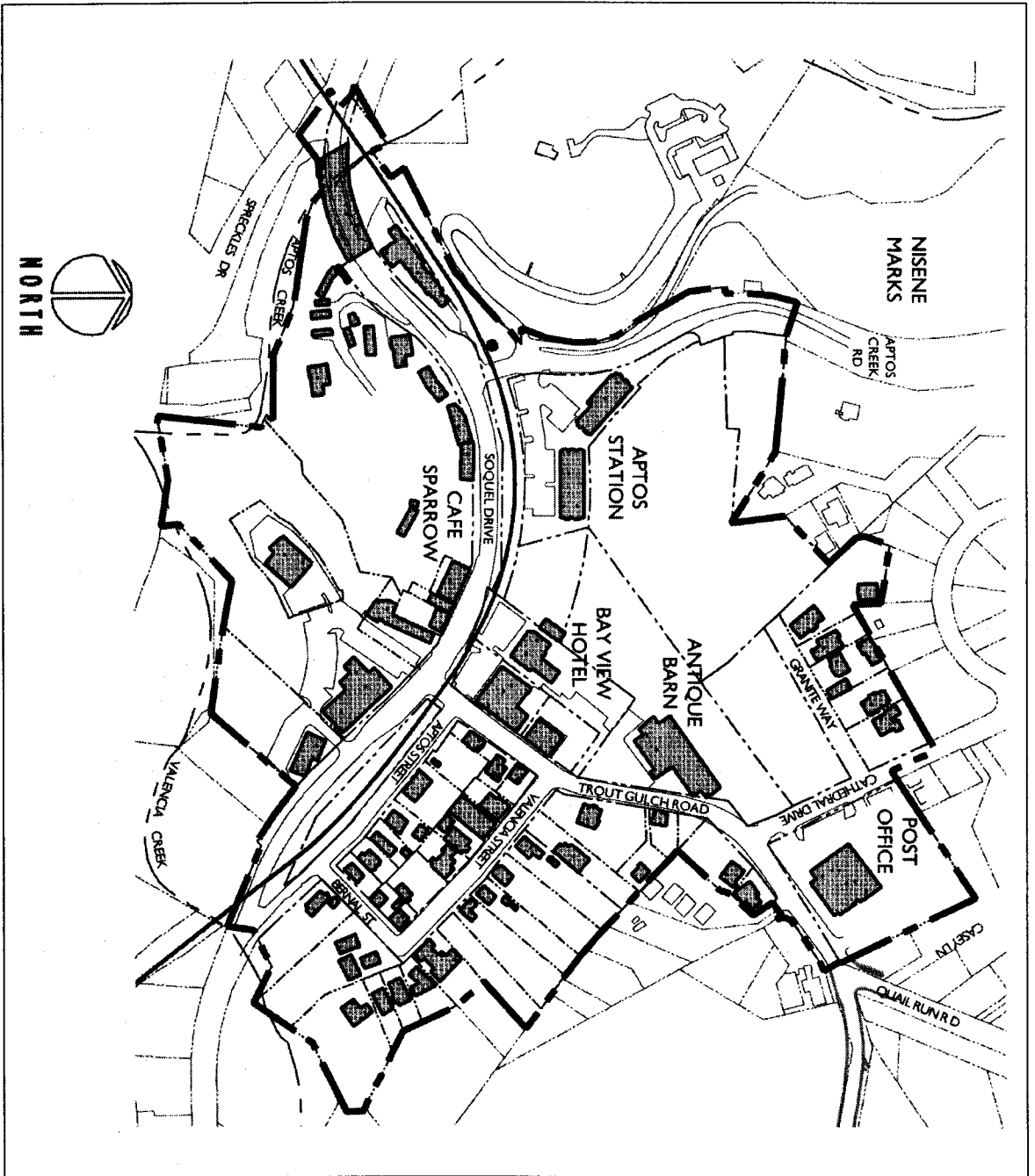


FIGURE 2: EXISTING DEVELOPMENT MAP

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 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.

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 Cotoní, 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)

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 - SHIPPING BY SEA

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.

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).

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 1891.

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.

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

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 thruway 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.

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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-Sesson 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.

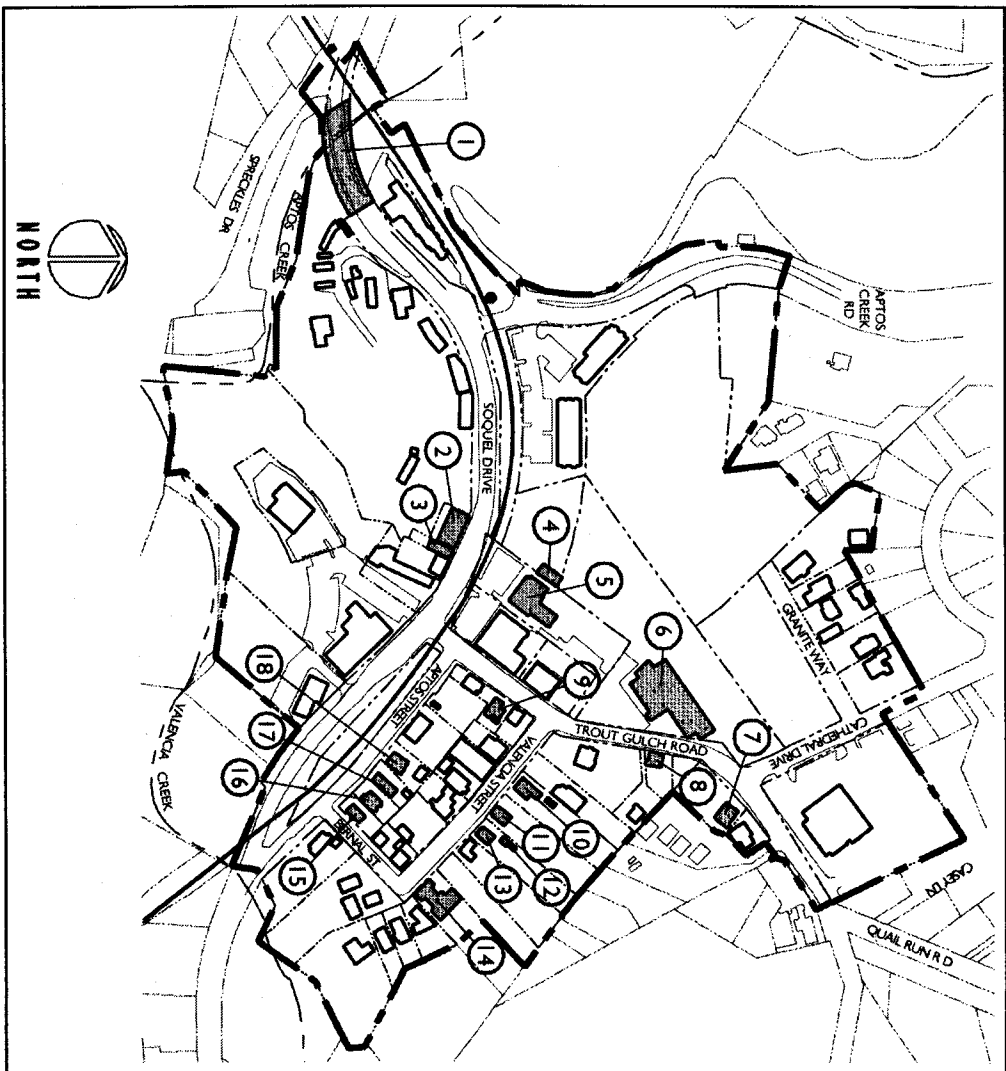
Today, there are few visible reminders of Aptos' rich history, save for two notable exceptions: the Apple Barn building representing the lumber and apple industries and the influence of Frederick Augustus Hihn, and the Bayview Hotel, a reminder of the time when Aptos was one of the major redwood labor 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

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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1. Aptos Creek Bridge - Soquel Dr. at Spreckles Dr.
2. General Store and Post Office - 8040, 8042 Soquel Dr.
3. Village House - 8044 Soquel Dr.
4. Aptos Firehouse/VFW Hall - 8037 Soquel Dr.
5. Anchor Hotel - Bay View - 8041 Soquel Dr.
6. Apple Barn - 417 Trout Gulch Rd.
7. - 502 Trout Gulch Rd.
8. Bonner House - 420a Trout Gulch Rd.
9. 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



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, Seaciff, 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 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

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

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

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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.

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.

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-by-lot 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

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Draft Aptos Village Plan, January-February 12, 2010

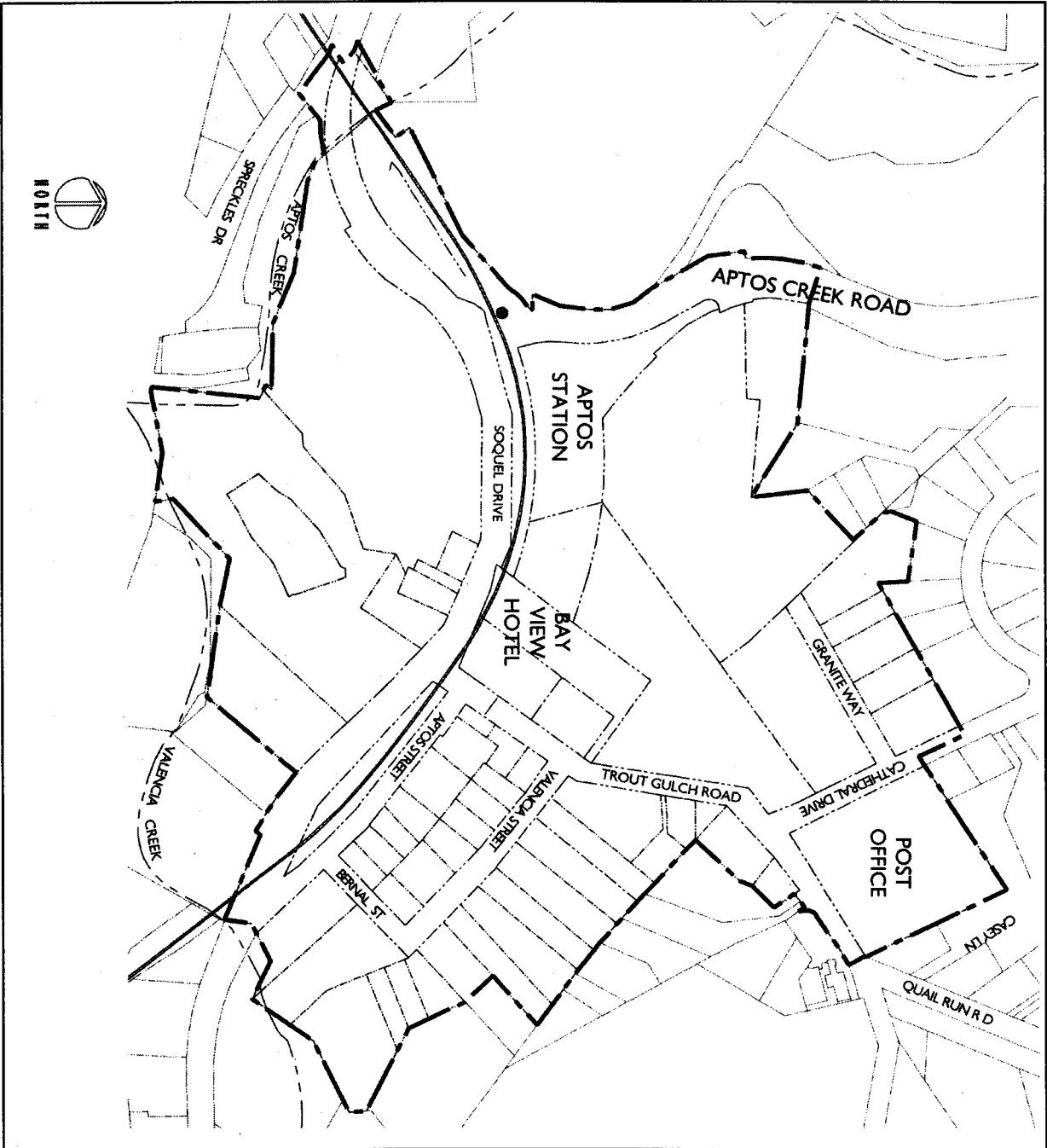


FIGURE 4: EXISTING PARCEL CONFIGURATIONS

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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 charrette 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 charrette 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 charrette 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 as 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.

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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 Gulch 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.

- An active public recreational use area such as a skate or bike 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 off-street 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 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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Draft Aptos Village Plan, January–February 12, 2010

CHAPTER 4: CORE ELEMENTS OF THE PLAN

LAND USES BY LOCATION

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

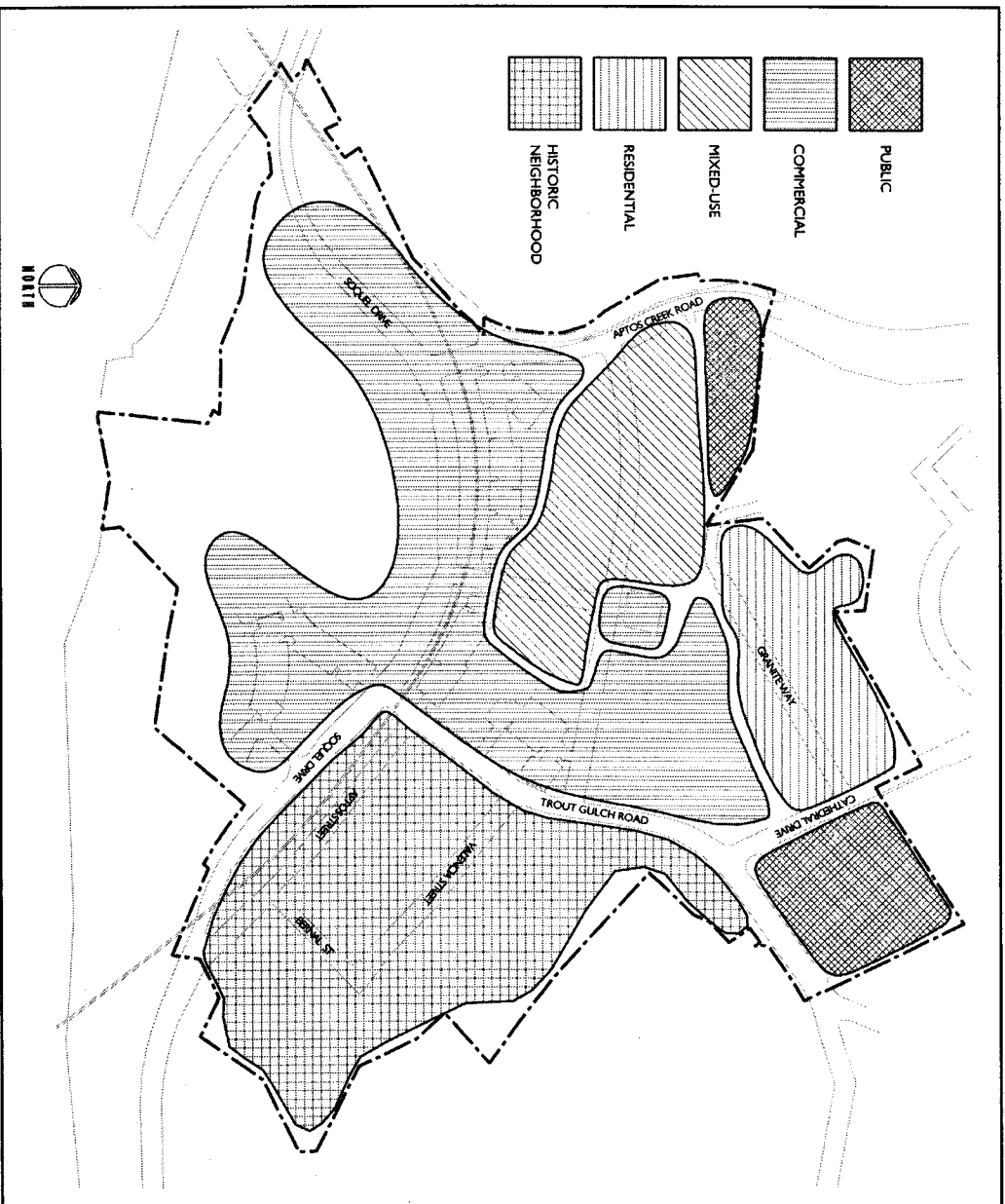


FIGURE 5: PROPOSED LAND USES

PLAN AREAS

This Plan, in replacing the prior Framework, focuses on a 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 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.

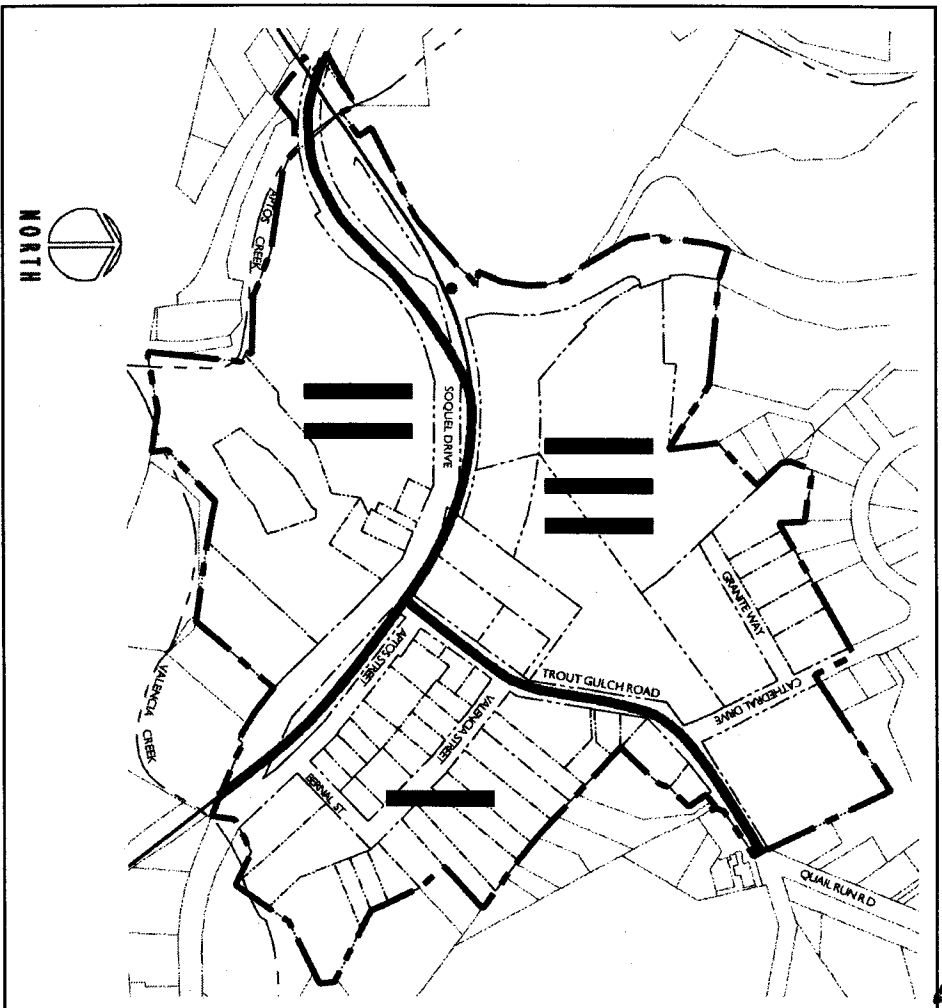


FIGURE 6: PLAN AREAS

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

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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.

On-street parking in front of businesses on Aptos Street can be counted toward the businesses' required parking spaces.

NEW COMMERCIAL/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 13.10.700-1, 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).

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 indented 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).

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

NEW COMMERCIAL 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 13.10.700-1, will be processed as Level I Use Approvals. This allows existing legal conforming and legal nonconforming uses to change to the

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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 shall 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 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 east-west 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.

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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.

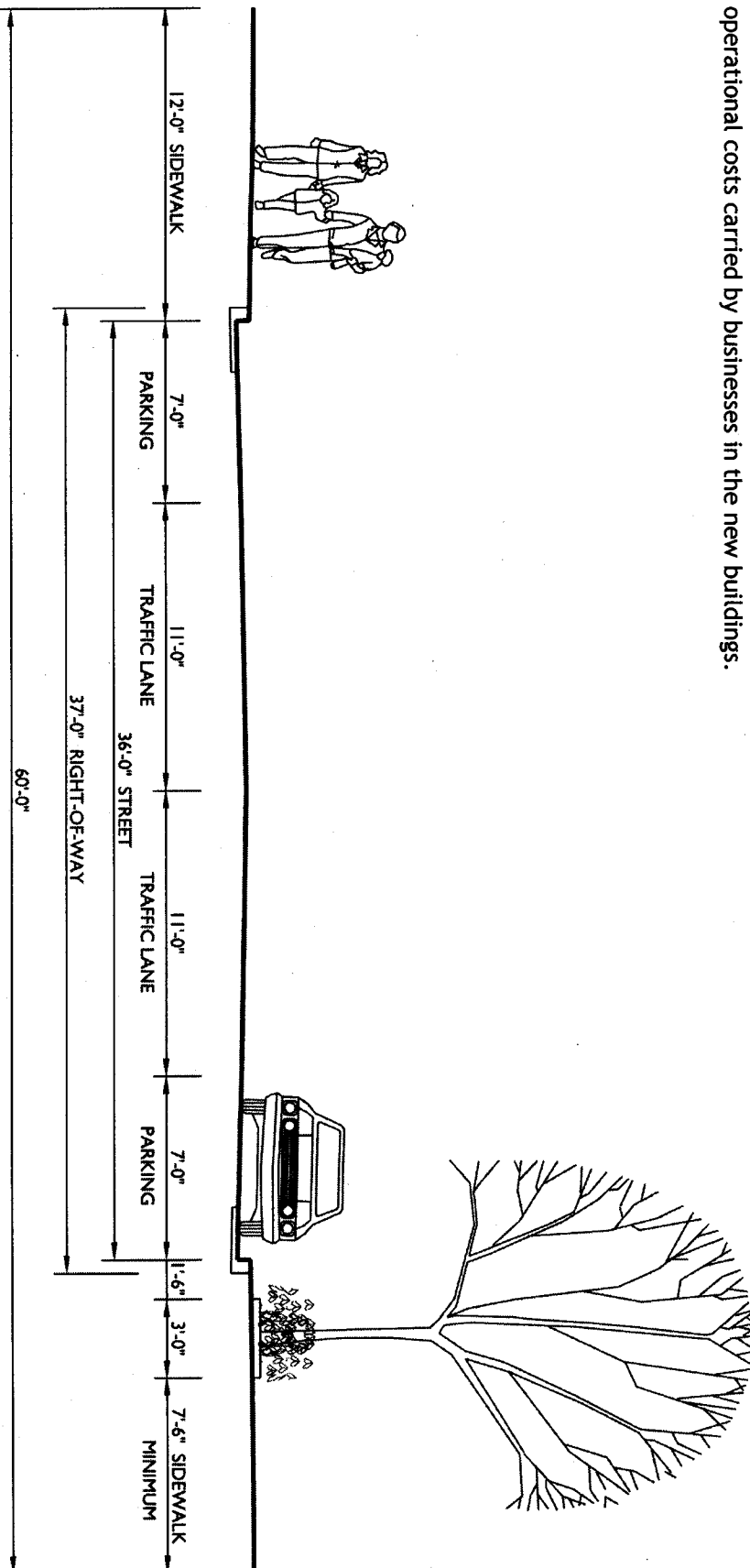


FIGURE 7: CROSS-SECTION PROPOSED EAST WEST STREET

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VILLAGE COMMON
SIZE: 10,000 S.F. ±

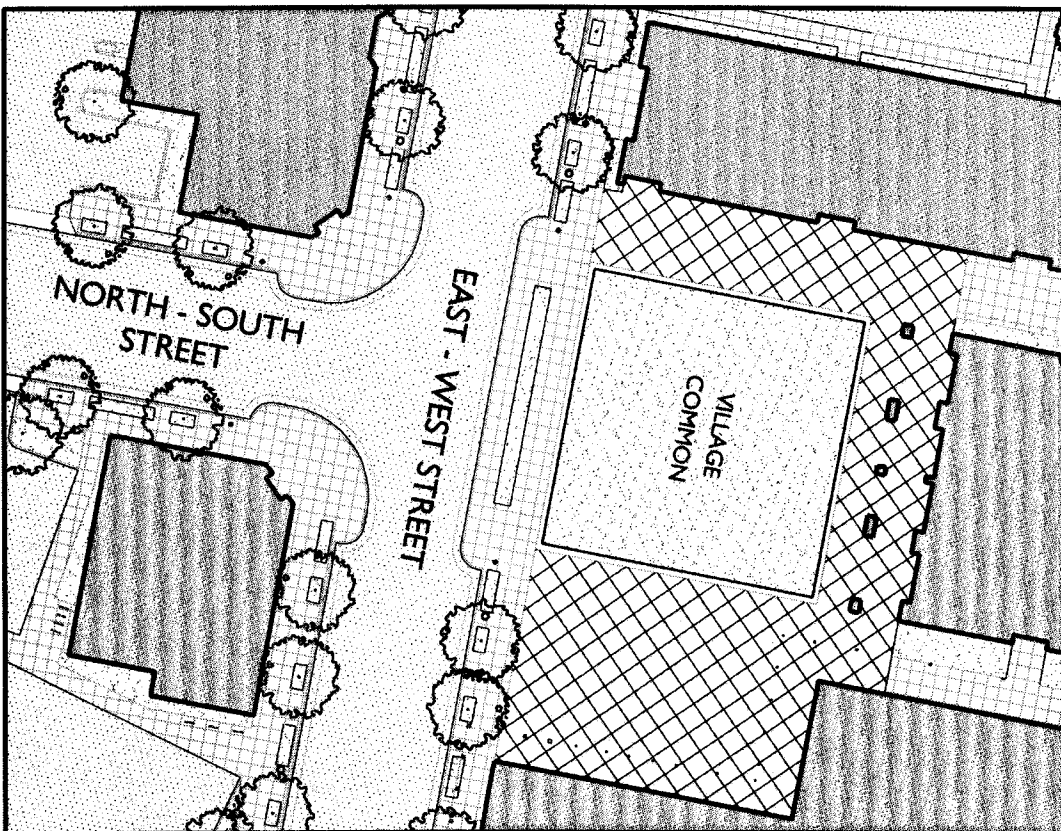


FIGURE 8: VILLAGE COMMON (CONCEPTUAL)

SKATEPARK- ACTIVE PUBLIC RECREATIONAL USE AREA

As a result of community desires identified during the public input process, development of a ~~skateboard park~~ an active public recreational use such as a skate or bike 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~~ active public recreational use be located at the northwest edge of the Village Core area (see Figure 9). The ~~park~~ active public recreational use will be screened from residential areas by landscape planting and appropriately designed for its location. If a ~~skatepark~~ or bike park 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.

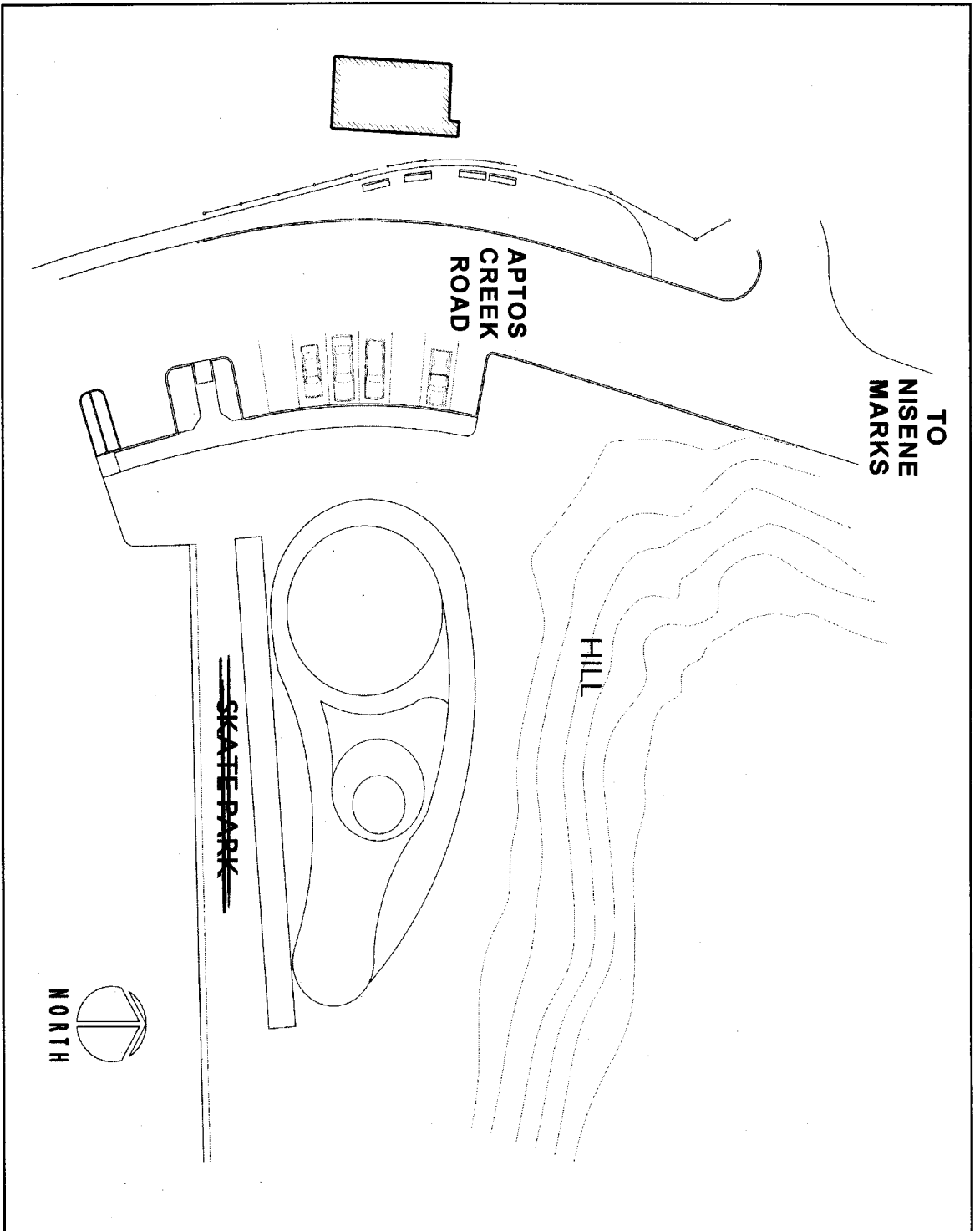
Having the park and its entrance abutting the Village is an asset and requires sensitive treatment of that portion of the Village. The entrance of the park also demands better signage than exists now at Soquel Drive and a more defined entrance.

As part of the development of the Village Core, improved park and 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.

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**FIGURE 9: SKATEPARK-ACTIVE PUBLIC
RECREATION USE AREA**

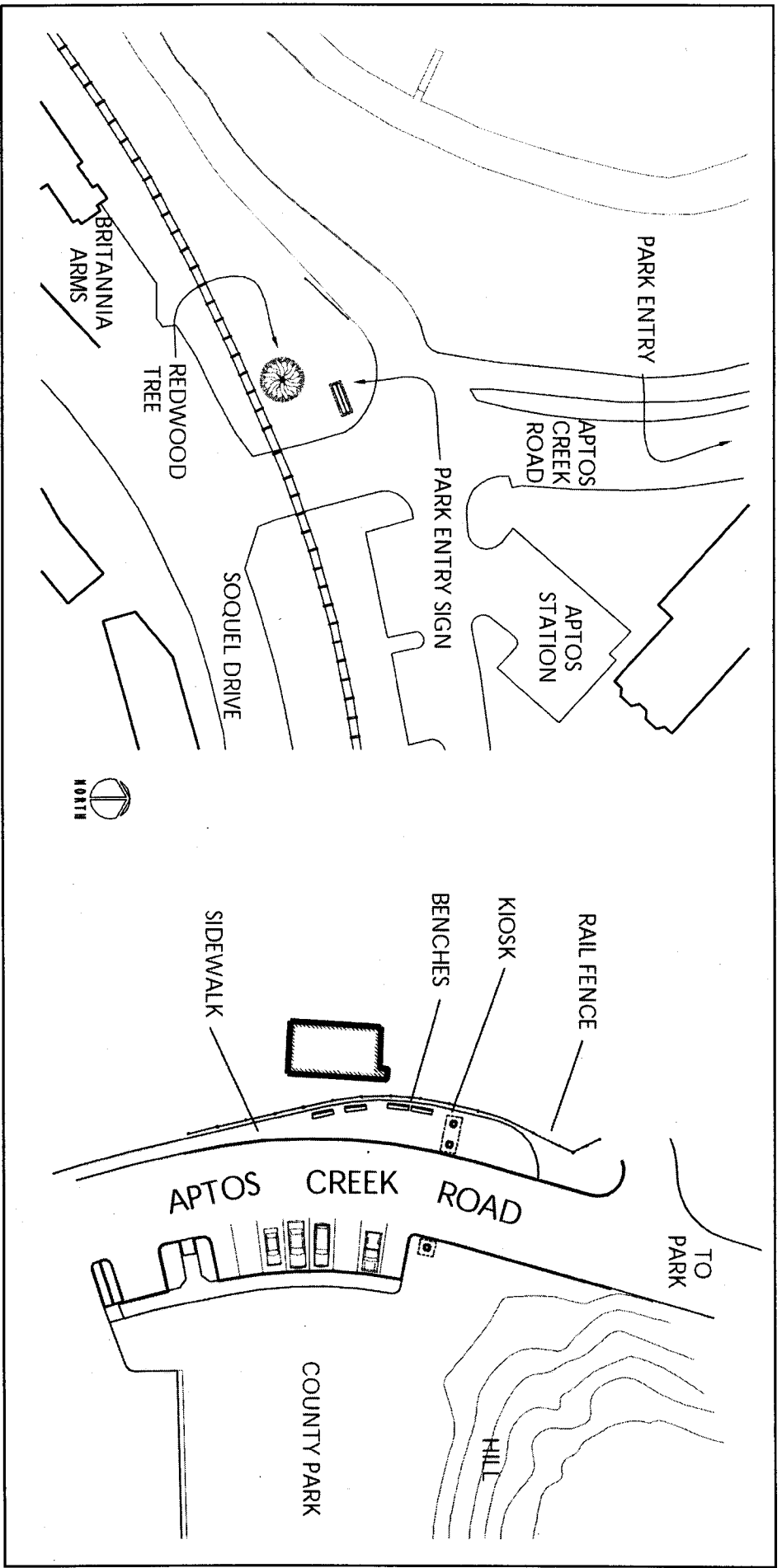
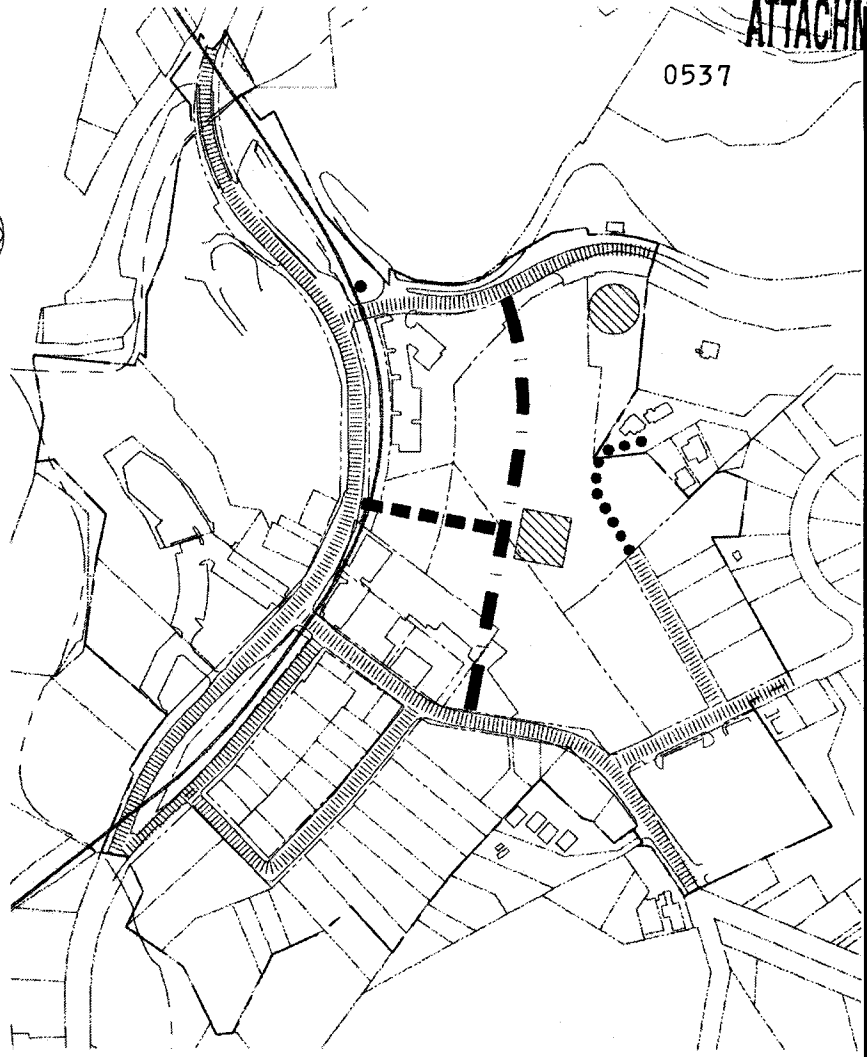


FIGURE 10: NISENE MARKS GATEWAY

ATTACHMENT

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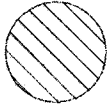
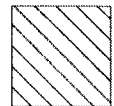


..... New Granite Way Extension

— — — — — New East West Street

— — — — — New North South Street

Existing Streets



Village Common to be located at intersection of new streets

Active Public Recreation and Use Area Skateboard park to be located on the east side of Aptos Creek Road, adjacent to entry to Nisene Marks.

FIGURE 11: 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:

- 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;
- 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;
- Installation of a left turn lane on eastbound Soquel Drive at the new north-south street with a one-way stop sign 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 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).

New buildings proposed adjacent to the Apple Barn building shall be architecturally compatible with the Apple Barn. 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 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 will 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 will 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.

When future developers submit Historic Resource Preservation Plan applications to relocate the Apple Barn and/or Aptos Firehouse/VFW Hall, the Historic Resources Commission will determine if the relocations can be accomplished in a manner that preserves the buildings' historic integrity and NR ratings and impose appropriate conditions. If the Historic Resources Commission finds that this cannot be accomplished, the Aptos

Village Plan will need to be amended to address the land use of the structures in their current location.

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 12 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. Figures 23 & 24 in Chapter 6 provide more detailed requirements for these possible buildings.

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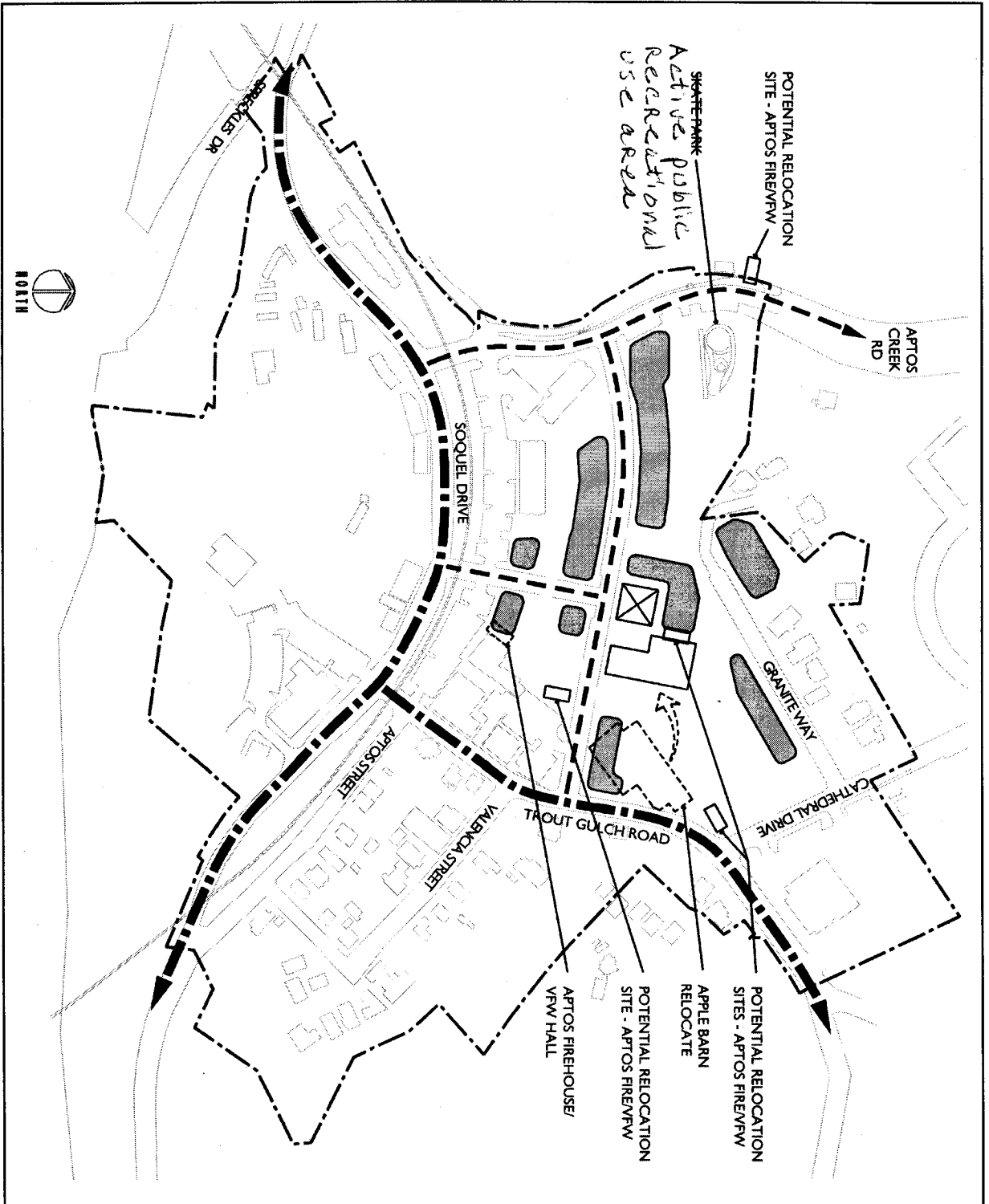


FIGURE 12: VILLAGE CORE DEVELOPMENT POTENTIAL

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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;
- New traffic signals shall have the appearance of older style signals to be compatible with the historic nature of Aptos Village;
- Installation of a left turn lane on eastbound Soquel Drive at the new north-south street with a one-way stop sign 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 (required by the traffic study).
- 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 (required by the traffic study). Since the installation of a right-turn lane has right-of-way issues on

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the southwest corner of the intersection if ideal land widths are used, narrower lane widths are recommended (required as an environmental review mitigation measure).

Additionally, the County and future developers will need to work with the owner of the rail line through the Village as well as the California Public Utilities Commission to address safety concerns related to the current and proposed railroad at-grade crossings and safety barriers. These crossings and safety barriers are subject to the approval and conditions of the California Public Utilities and if these cannot be met, the Plan will need revision.

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.

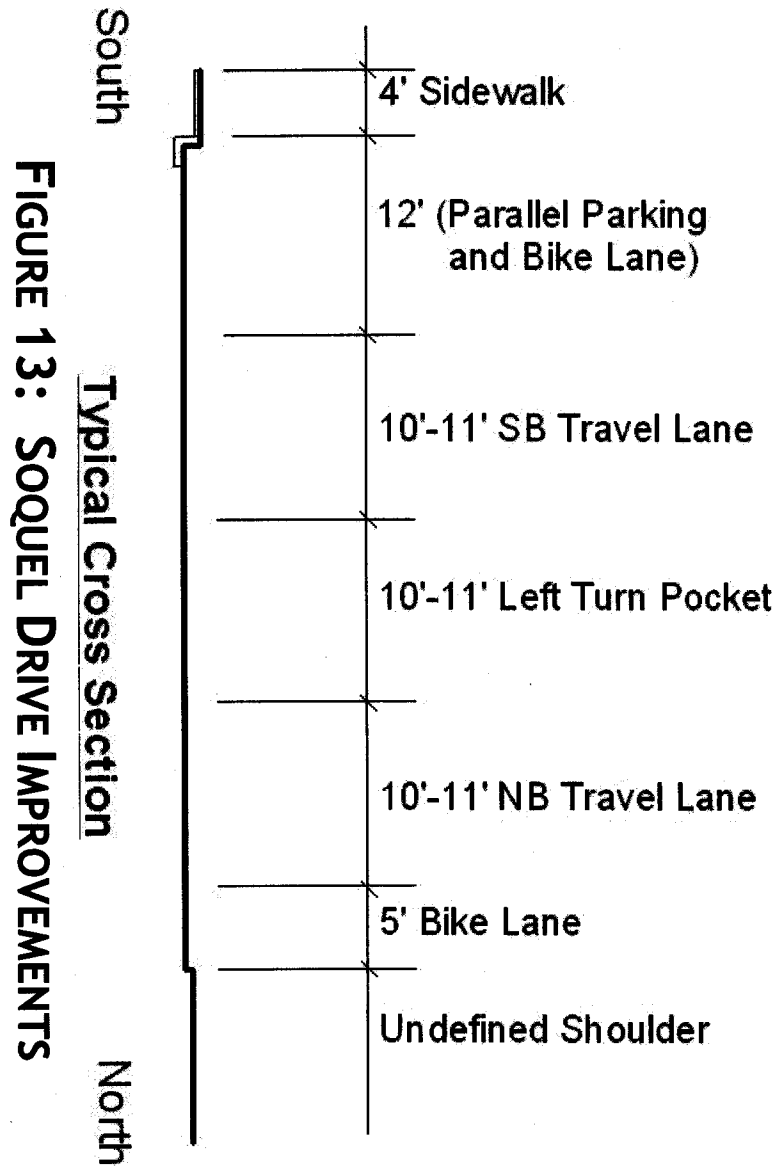
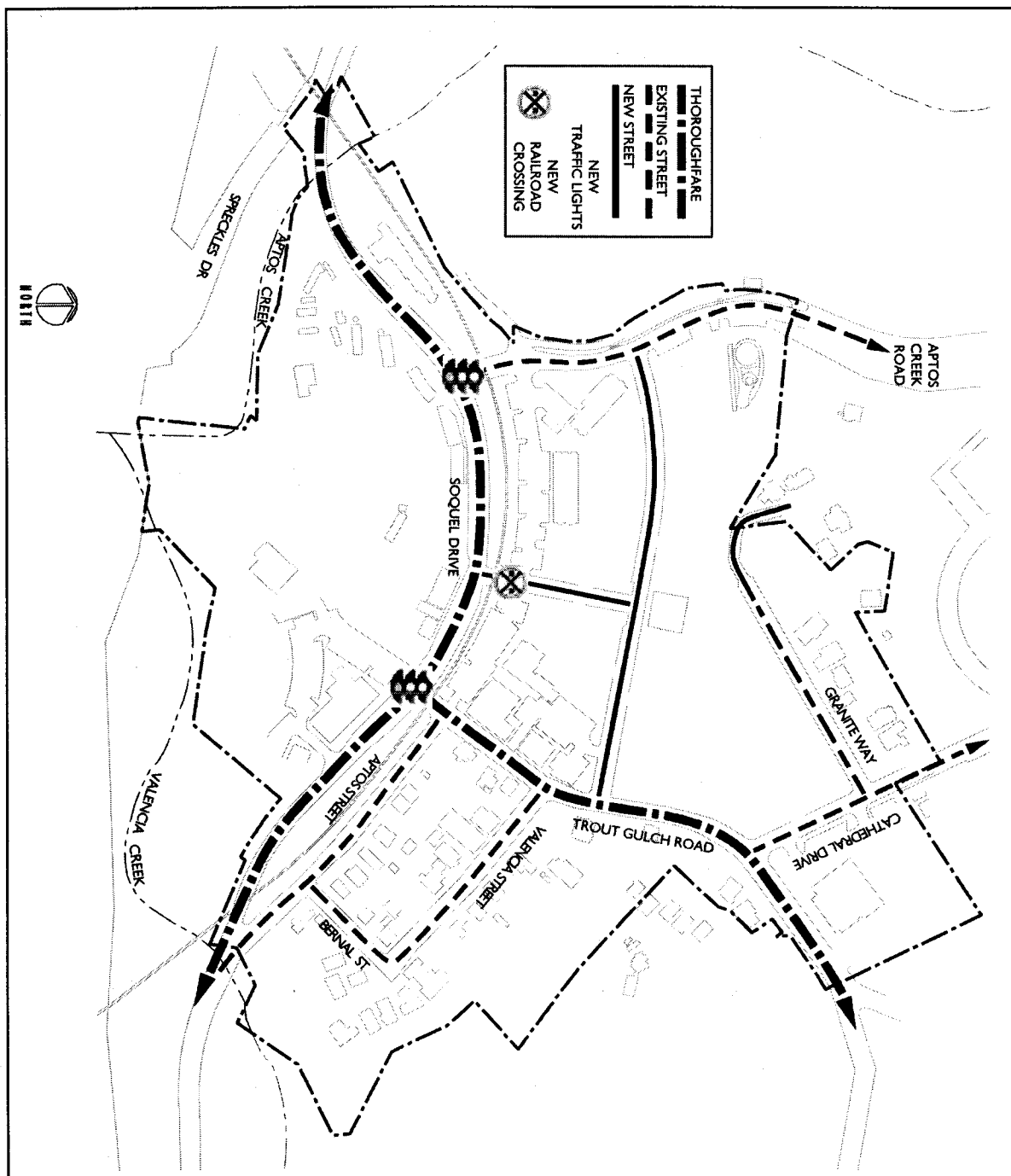


FIGURE 13: SOQUEL DRIVE IMPROVEMENTS

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**FIGURE 14: 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. 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 mid-block.
- Barrier-free crosswalks with traffic controls, where possible.
- Crosswalks of a contrasting color and/or texture to heighten their visibility and aid in calming traffic.

- 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. Needed sidewalk improvements are illustrated in Figure 16

In addition, ~~an accessible~~ a new pathway or stairway 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

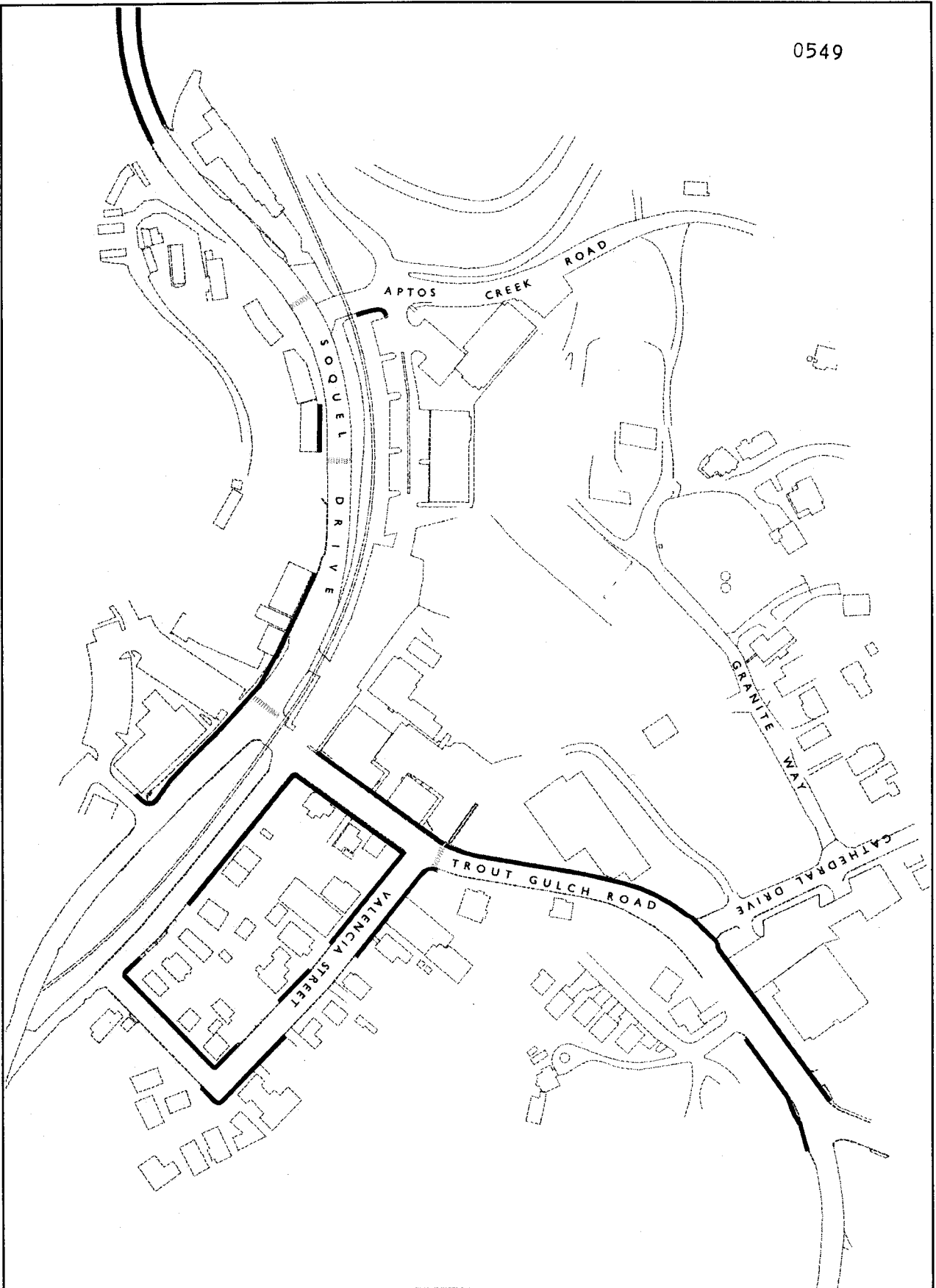


FIGURE 15: EXISTING SIDEWALKS

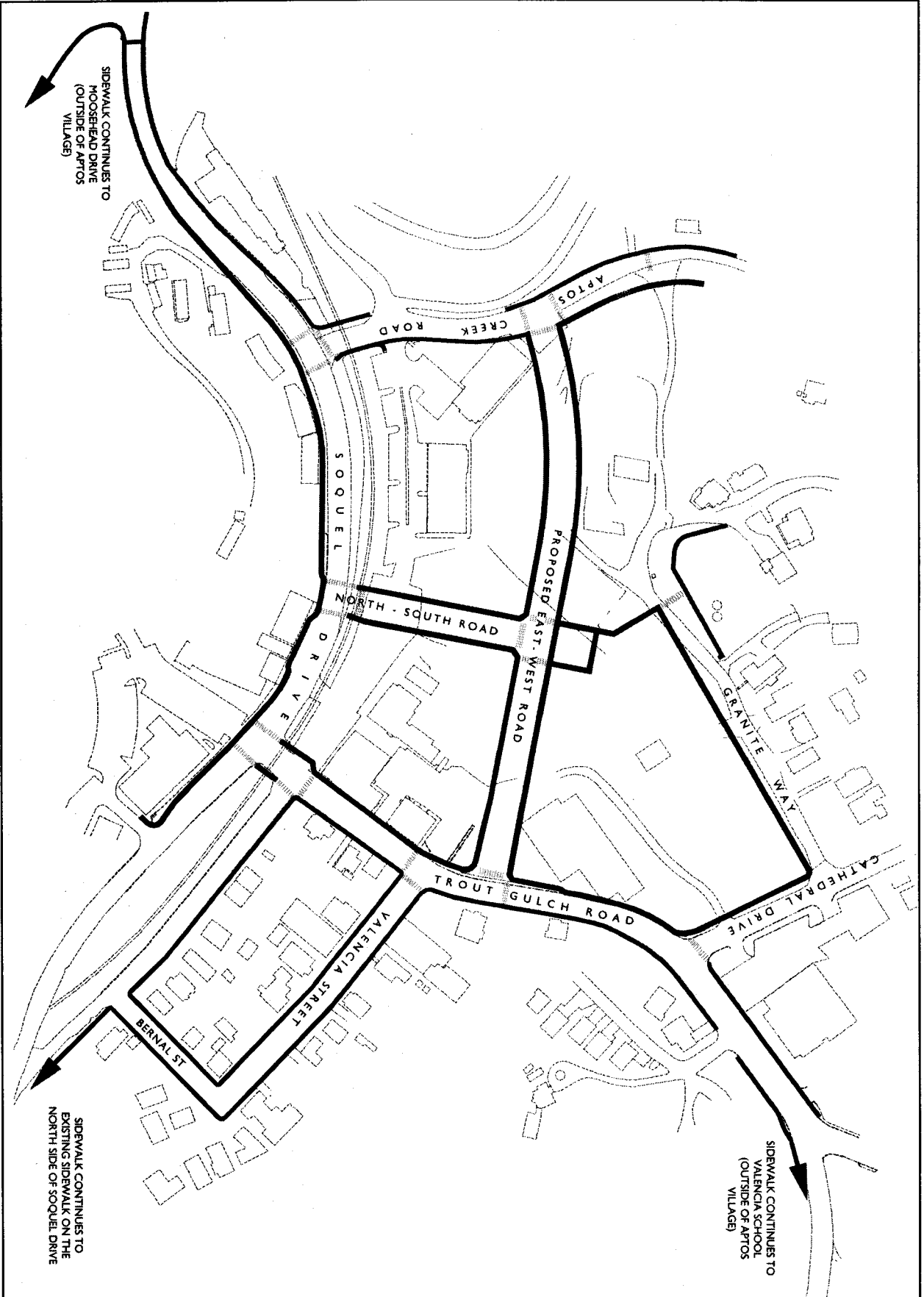


FIGURE 16: PROPOSED SIDEWALKS

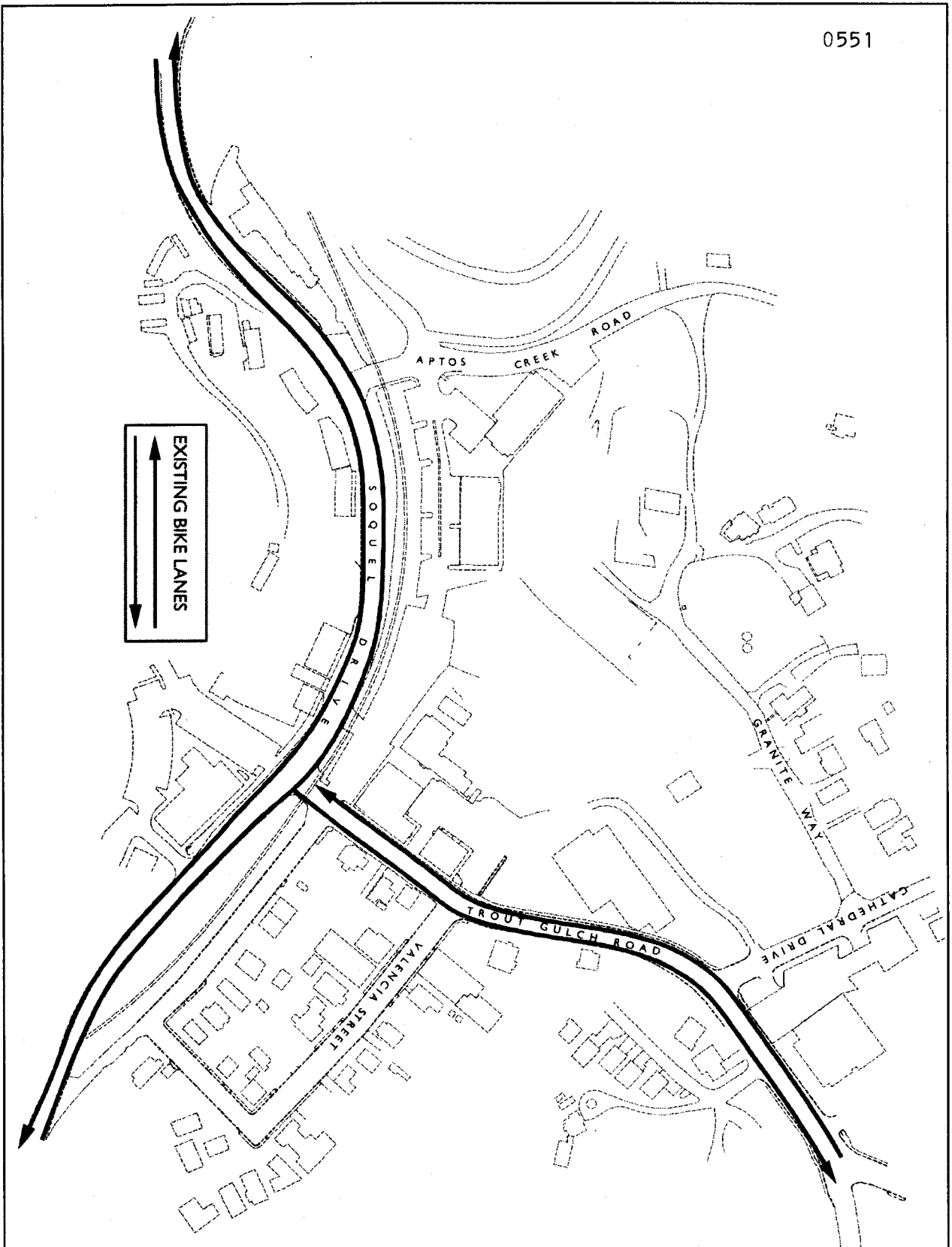


FIGURE 17: EXISTING BIKE LANES

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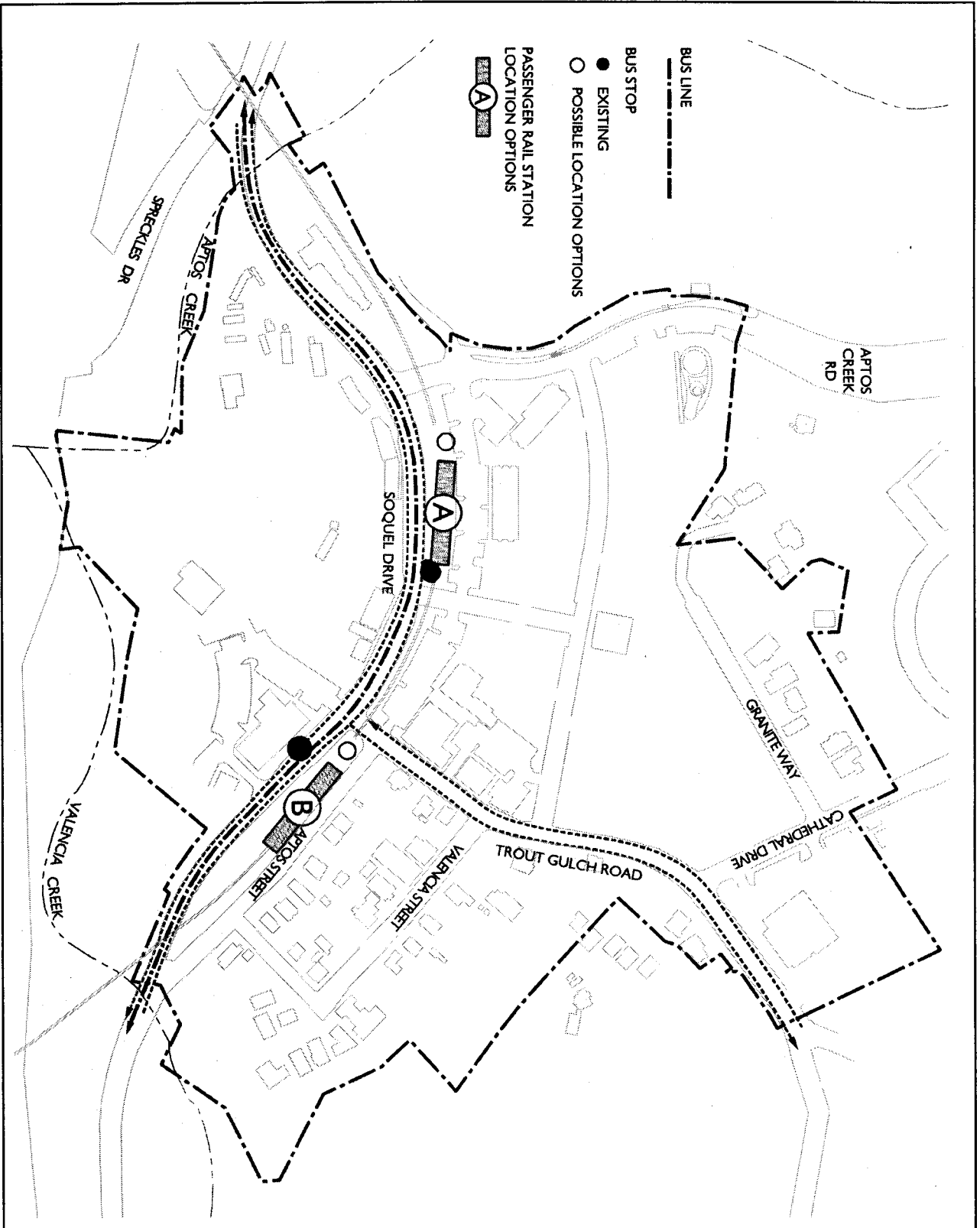


FIGURE 18: BUS AND RAILROAD OPTIONS

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 off-street 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 active public recreational use 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

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

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.

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 in addition to using drought-tolerant landscaping.

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 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.

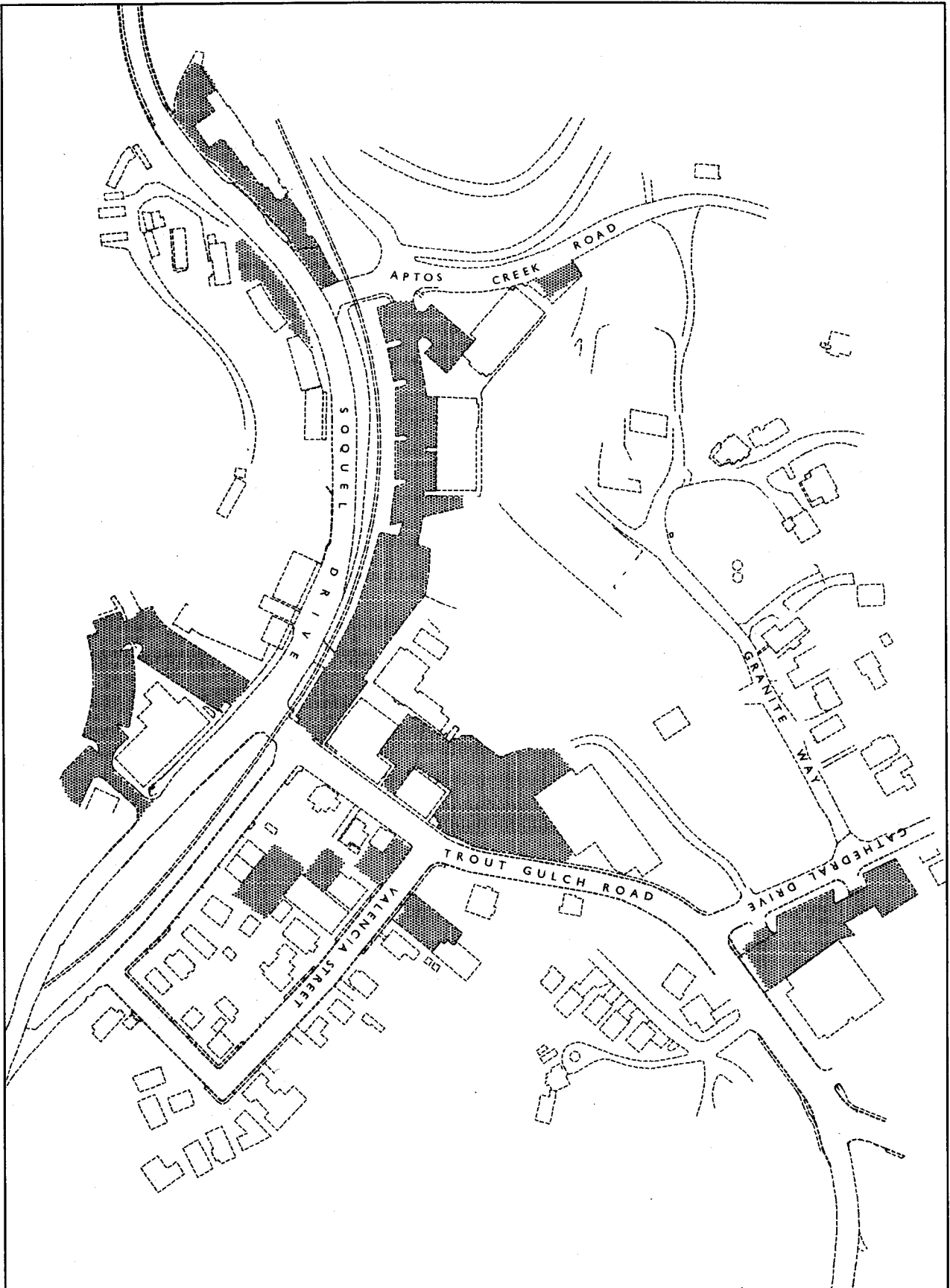


FIGURE 19: EXISTING PARKING

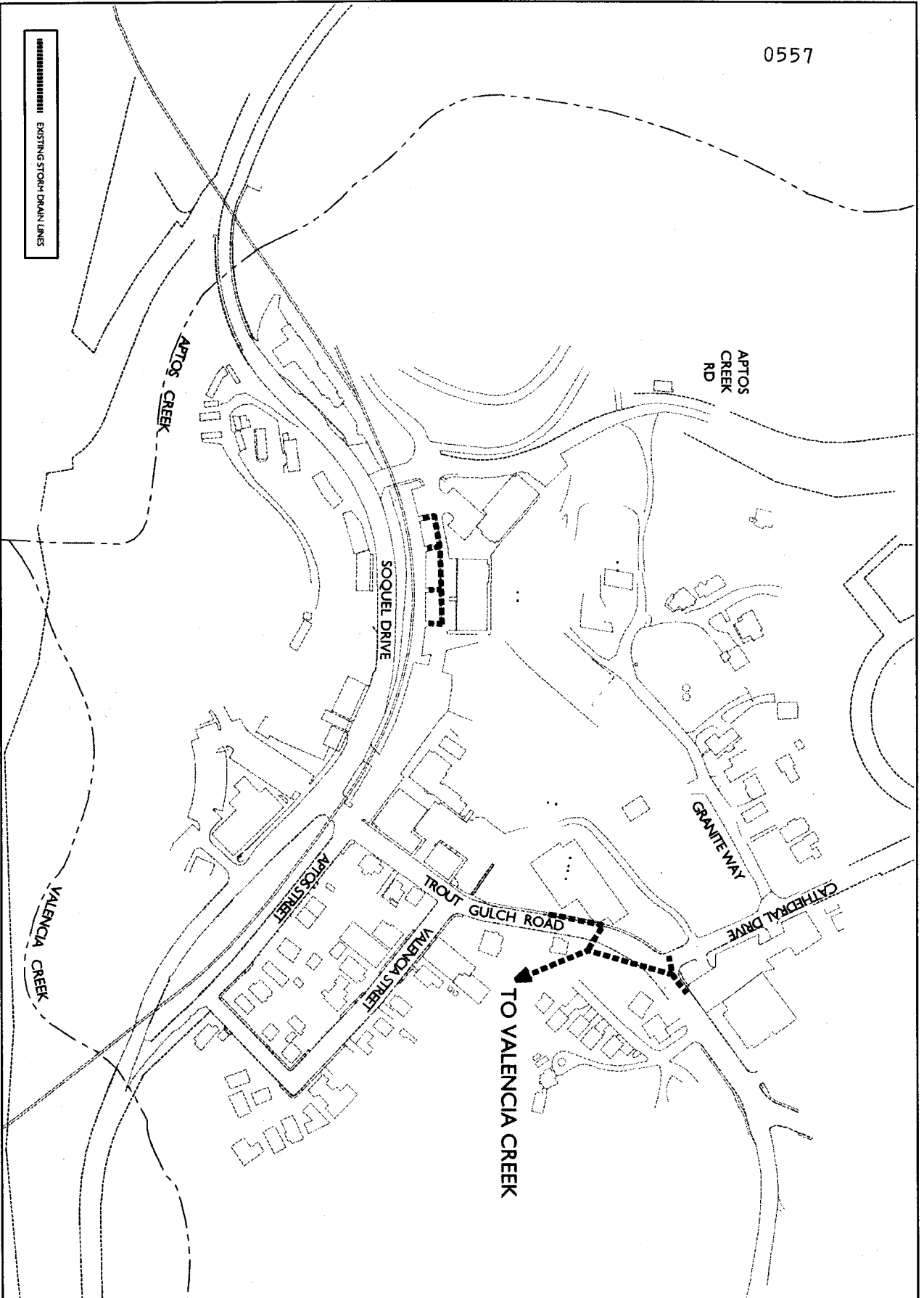


FIGURE 20: EXISTING STORM DRAINS

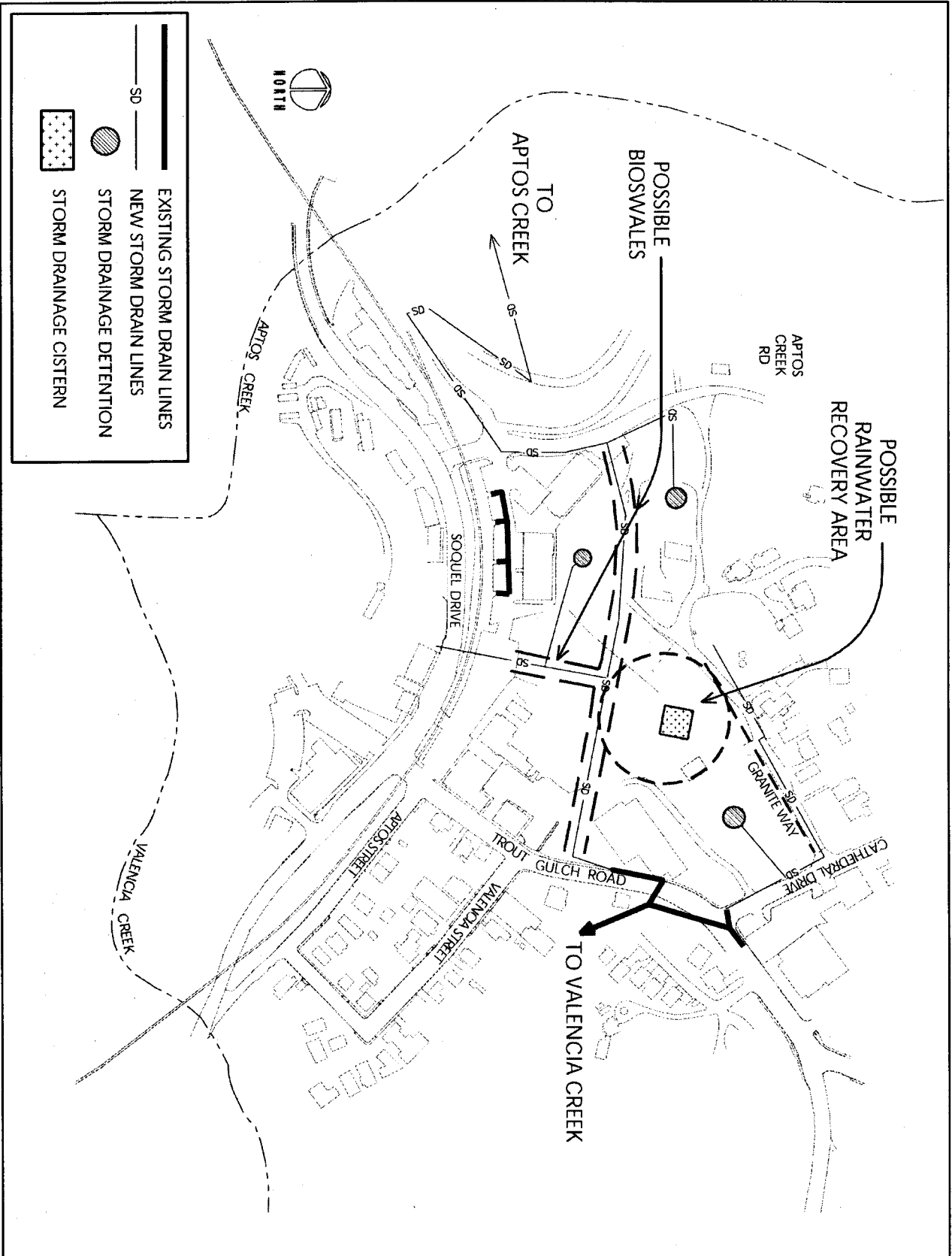


FIGURE 21: PROPOSED STORM DRAINS

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 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 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~~ active public recreational use area 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;
- 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

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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.

Based on the most recent cost estimates, the developer would be responsible for approximately 52% of the overall infrastructure 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 through development impact fee revenues, grants, or other sources. A pay back protocol for developer-financed infrastructure utilized by later developers is appropriate and shall be included in the Planned Unit Development. The County's CIP should be updated to include the County's share of improvements. It is possible that some components of the infrastructure improvements that are the responsibility of the County could lag behind the development, if adequate public funding sources or grants cannot be identified; however, needed improvements to the Soquel Drive-Aptos Creek Road and Soquel Drive-Trout Gulch Road intersections must be installed prior to occupancy of new buildings in the Village Core whose traffic will impact these intersections. The Planned Unit Development will address the phasing of and responsibility for infrastructure improvements in more detail.

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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.

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:

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- The maximum sign area is limited to $\frac{1}{2}$ 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;
 - 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):

1. Wall signs
 2. 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
 3. 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.
 4. 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 must not exceed 20% of the glass area of the window in which it is located.
 5. One monument sign may be allowed for each of those buildings facing Soquel Drive or Trout Gulch Road.
- Prohibited sign types include:
1. Roof signs
 2. A-Frame (Sandwich Board) signs located outside of a dooryard or impeding pedestrian traffic.

3. 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.

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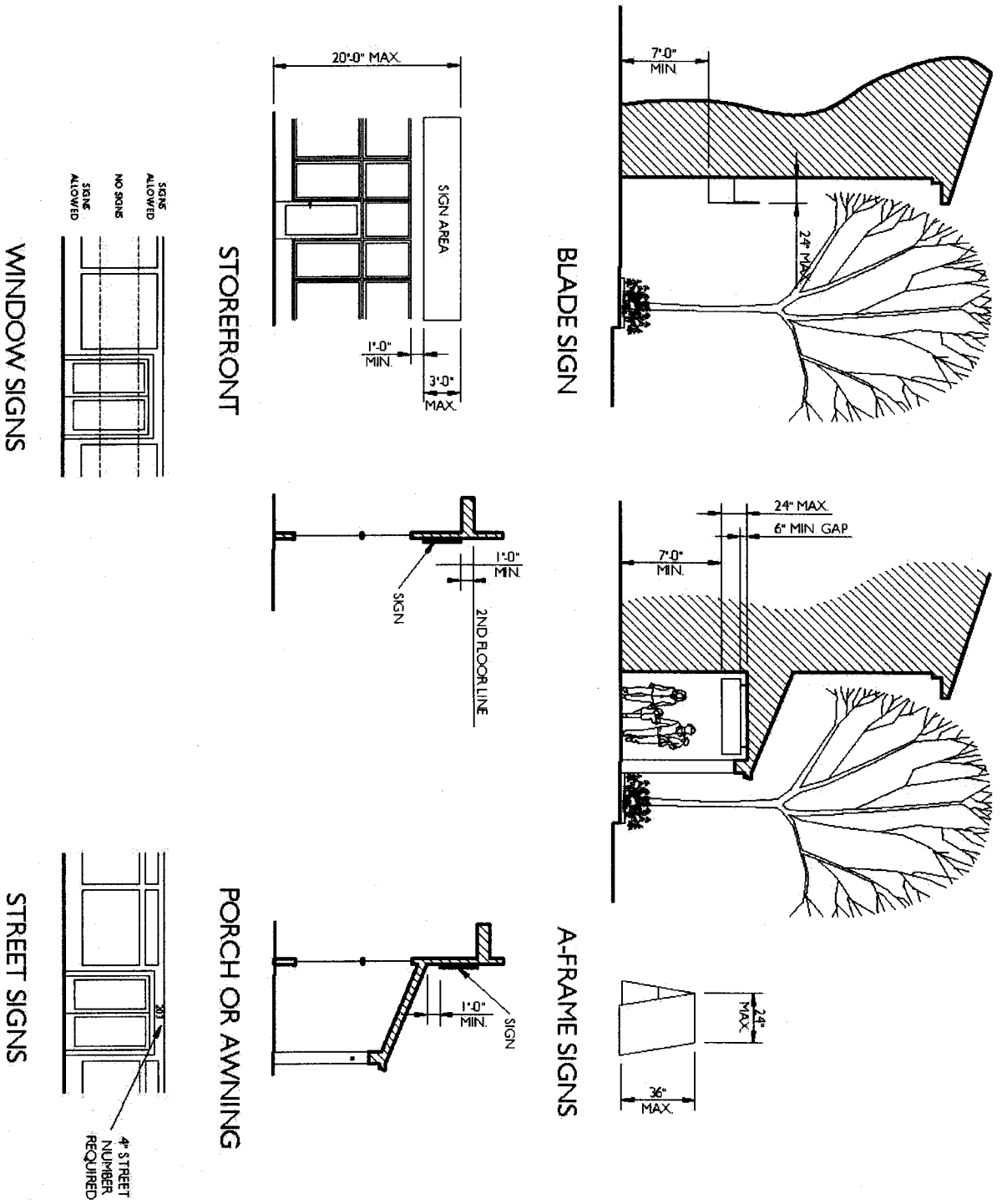


FIGURE 22: SIGNS

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.

TRAFFIC SIGNALS

New traffic signals shall have the appearance of older style signals to be compatible with the historic nature of Aptos Village.

CROSSWALKS

Crosswalks shall be of a contrasting color and/or texture to heighten their visibility and aid in calming traffic.

FENCING

New fencing shall not obstruct public views of the Monterey Bay.

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 Appenrod 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.

laid out in that figure, for the purpose of this Plan, it defines the upper limit of possible development.

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

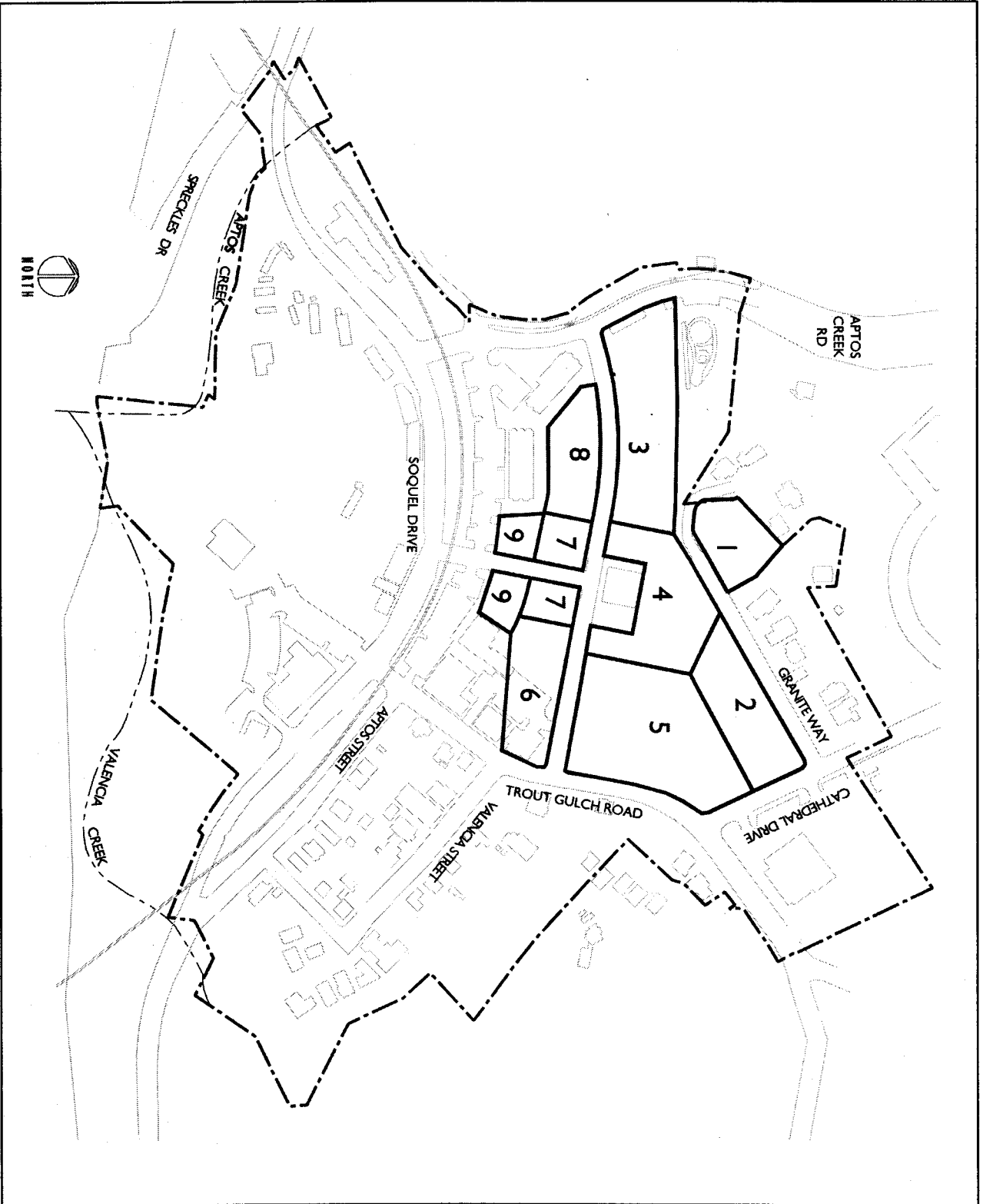


FIGURE 23: MAP OF VILLAGE WITH KEY FEATURES AND DEVELOPMENT OPPORTUNITY

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

Site #	Maximum Commercial Square Feet	Maximum Number of Residential Units	Maximum Number of Stories	Uses/Other Requirements
1	0	6	3	Multi-Family attached dwellings developed at RM-3 density. 3 stories allowed if 1 st story is used for in-grade parking.
2	0	11	2	Attached row-house style multi-family dwellings developed at RM-2 density. Some units must front on Cathedral Drive.
3	10,500	17	2 with lofts	Buildings must appear as 2 stories along the new east-west street frontage.
4	31,500	8	3	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.
5	13,000	0	2	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.
6	<u>Additional 2,500</u>	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.

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

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
- 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.

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

- 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; however, flat or mansard roofs are prohibited on commercial or mixed use buildings.
- 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).

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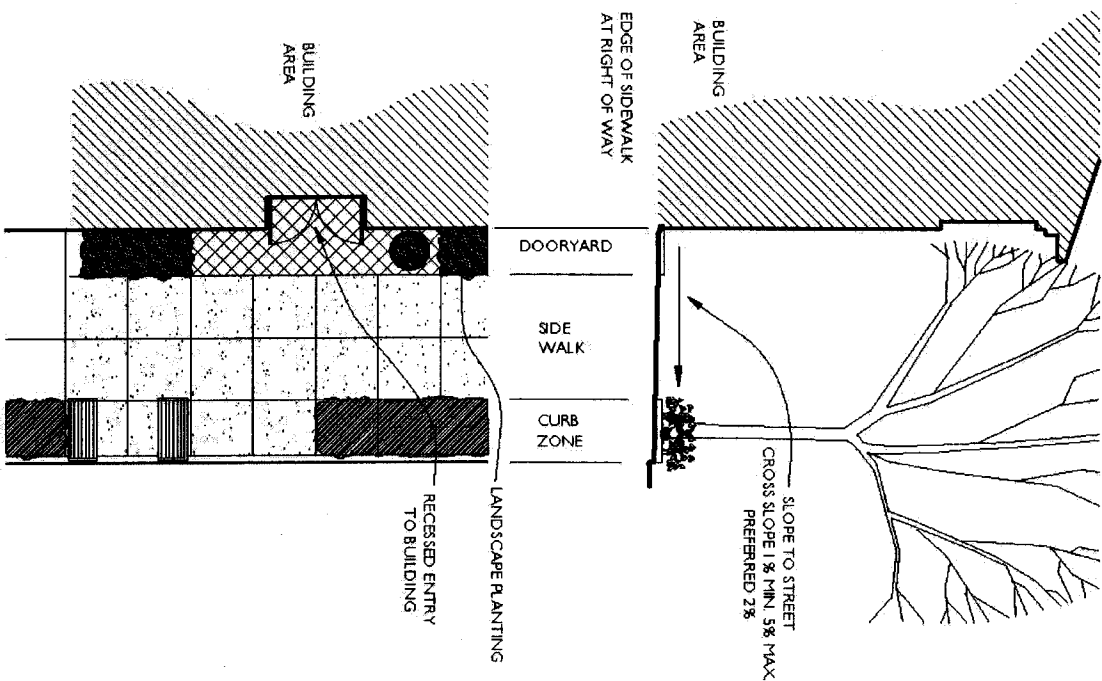


FIGURE 25: DOORYARDS

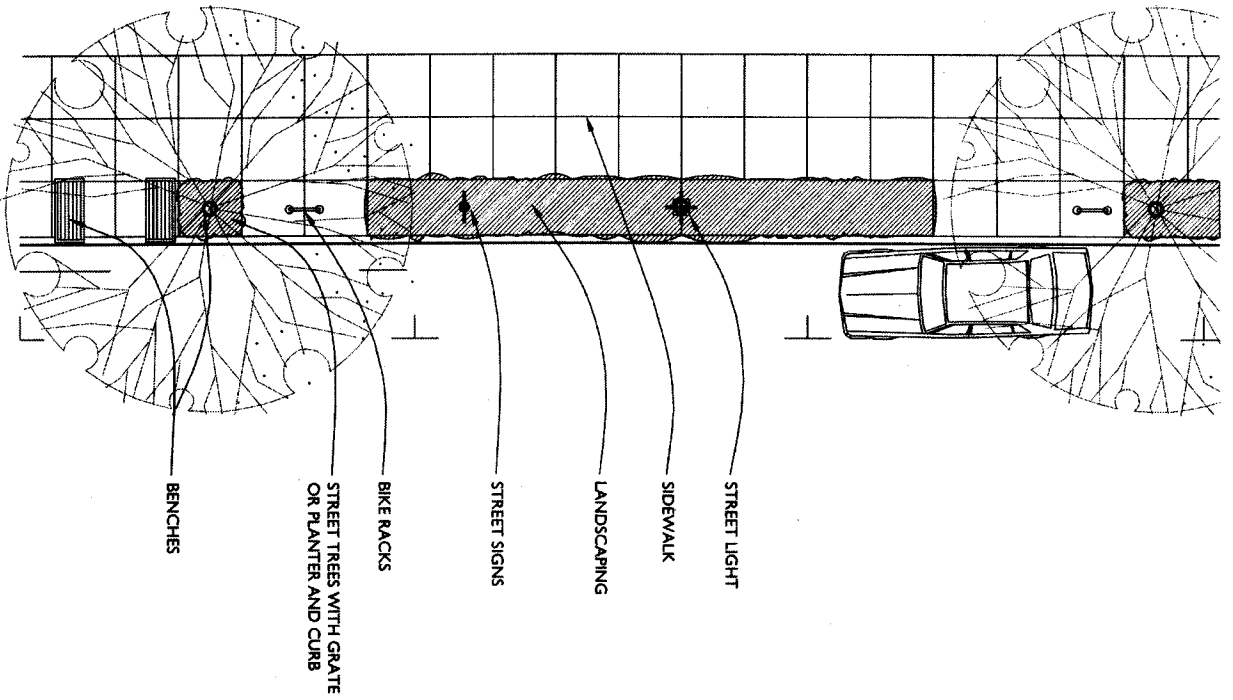


FIGURE 26: PLANTING POCKETS ALONG ROADWAYS

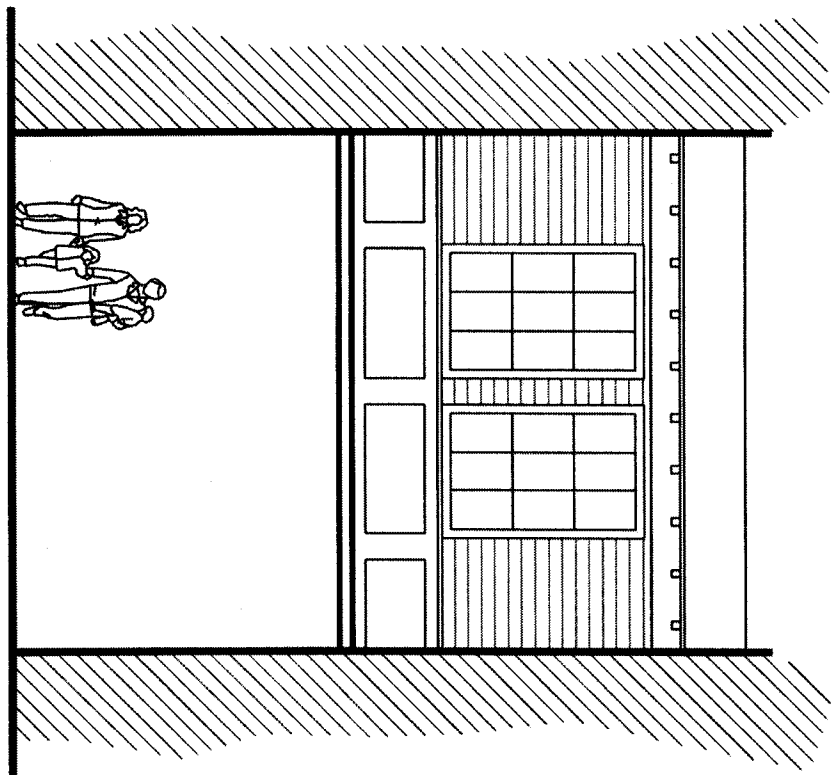
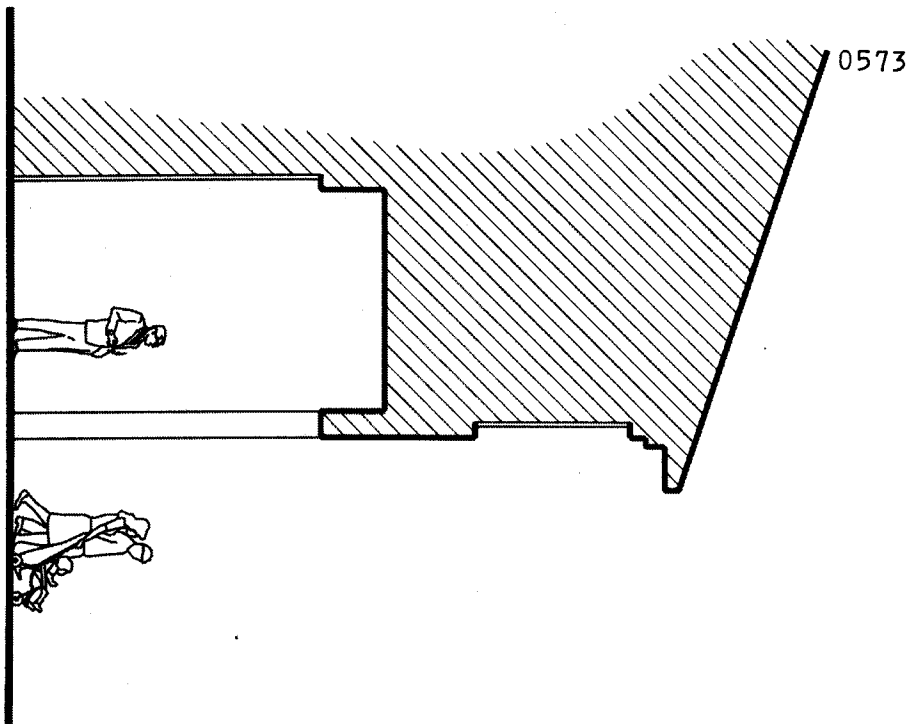


FIGURE 27: ARCADES

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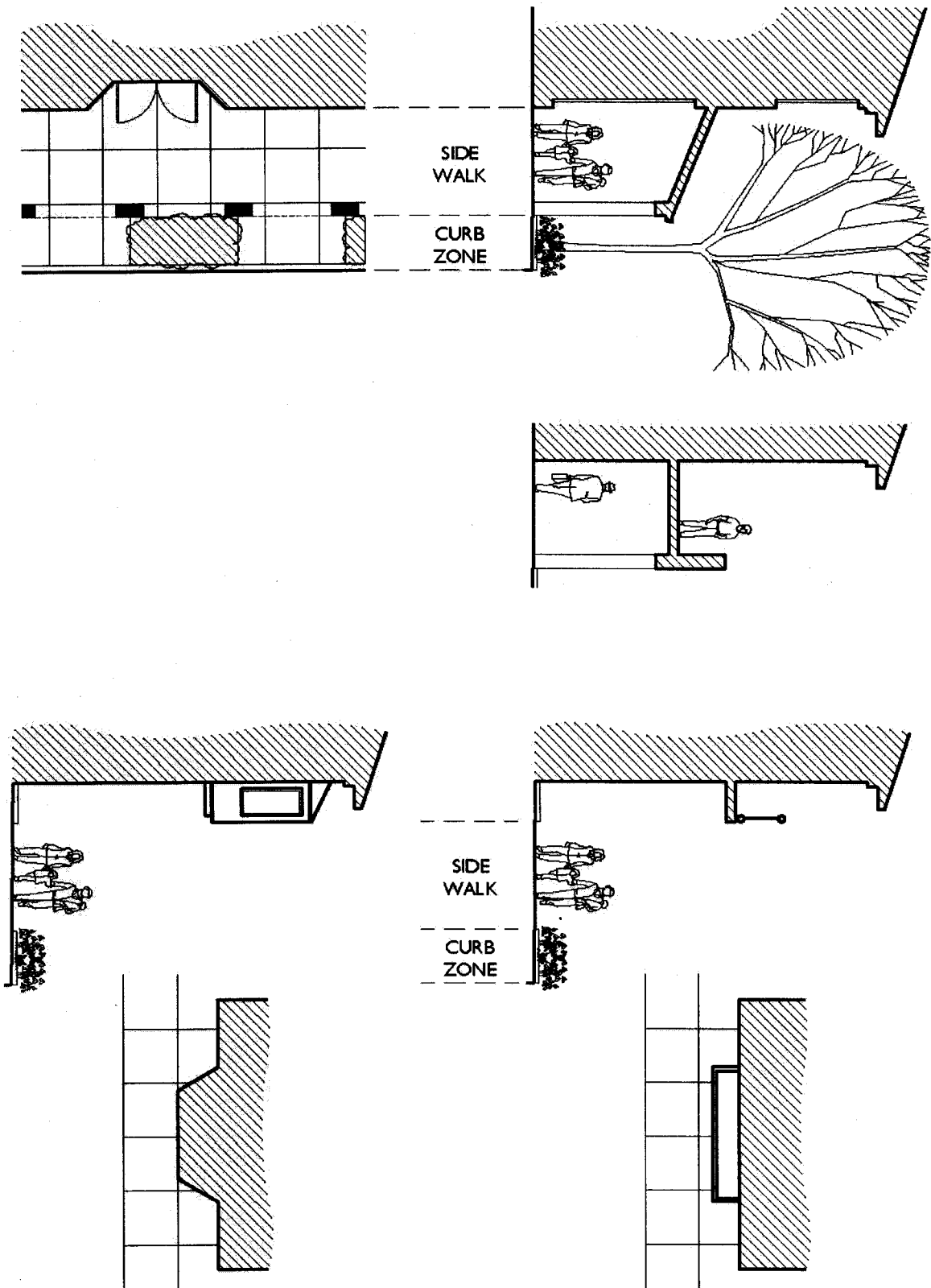
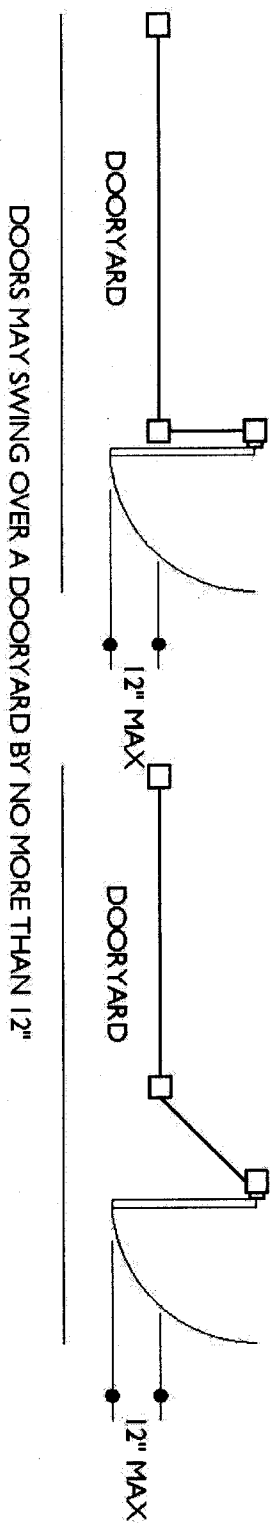
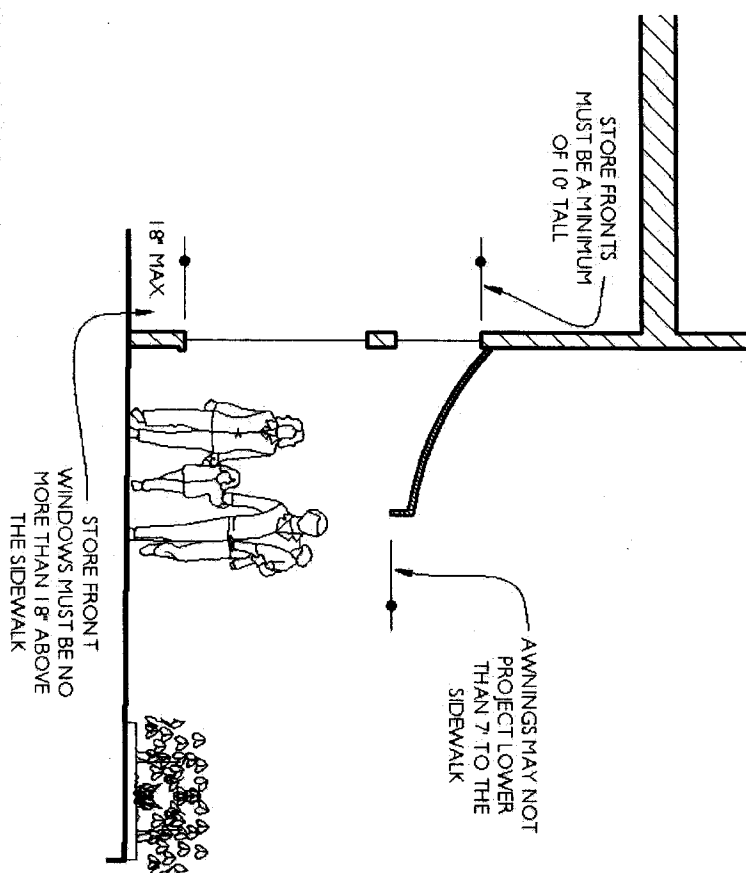
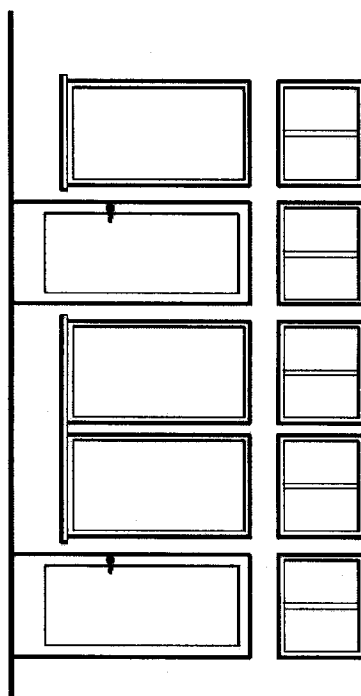


FIGURE 28: UPPER STORY PROJECTIONS

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STORE FRONT EXAMPLE



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

FIGURE 29: 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 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.
- An active public recreational use area such as a skate or bike 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;

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- 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

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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, 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.

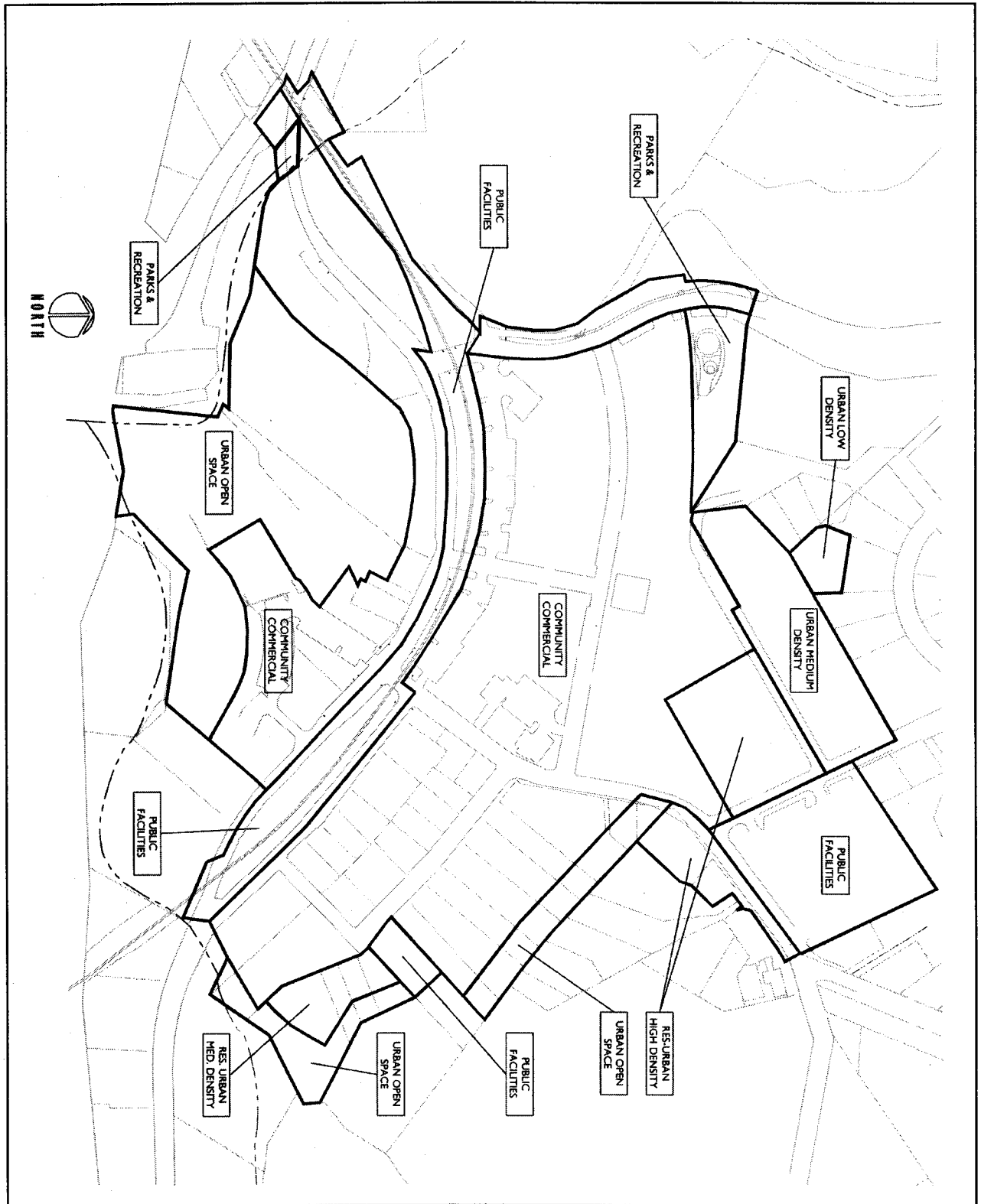


FIGURE 30: PROPOSED GENERAL PLAN CHANGES



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 "Main Street" feel to the area, and the goal to manage the 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 new buildings adjacent to the Apple Barn building are architecturally compatible with the Apple Barn.
- Ensuring that the size and location of the Village Common and Skatepark active public recreational use area 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.

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.

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

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

KEY FEATURES	EXISTING AVP	REVISED AVP
	number of housing units but doesn't give a specific number. Identifies a proposed population of 2,500-3,000 people.	Granite Way. Maximum of 63 new units total (approximately 200 residents). Emphasizes a mix of market prices and small sized homes.
Parks	Aptos Village Park	Aptos Village Park, Village Common at the intersection of a new east-west street and a new north-south street, skatepark off Aptos Creek Road near the entrance to Nisene Marks State Park.
Circulation	Granite Way extends from Cathedral to Aptos Creek Road and is one-way only southbound. Trout Gulch becomes one-way northbound from Soquel Drive to Cathedral. Add left turn lane on Soquel Drive at Trout Gulch.	No one-way streets, no Granite Way extension. A new east-west street between Trout Gulch Road and Aptos Creek Road. A new north-south street breaks up the long block between Trout Gulch Road to Aptos Creek Road. Signals at Trout Gulch and Soquel Drive and at Aptos Creek Road and Soquel Drive.
Traffic	See Circulation—no traffic study at that time.	Plan requires that the recommendations of the 2009 traffic study be implemented—expected to improve Level of Service (LOS) from D to C at Soquel Drive and Trout Gulch; improve LOS from E to C at Soquel Drive and Aptos Creek Road. Left turn lane from west bound Soquel Drive onto Post Office Drive. Improvements to two intersections outside of the Village.
Pedestrian Amenities	No autos allowed in the area from the Granite Way extension to Trout Gulch and Soquel Drive. Businesses/housing in interior area reached by pedestrian paths.	Emphasis is on "pedestrian-friendly," with sidewalks and benches along streets and in Village Common. Extension of sidewalks to areas outside of the Village.
Water	No mention.	Must comply with Soquel Creek Water

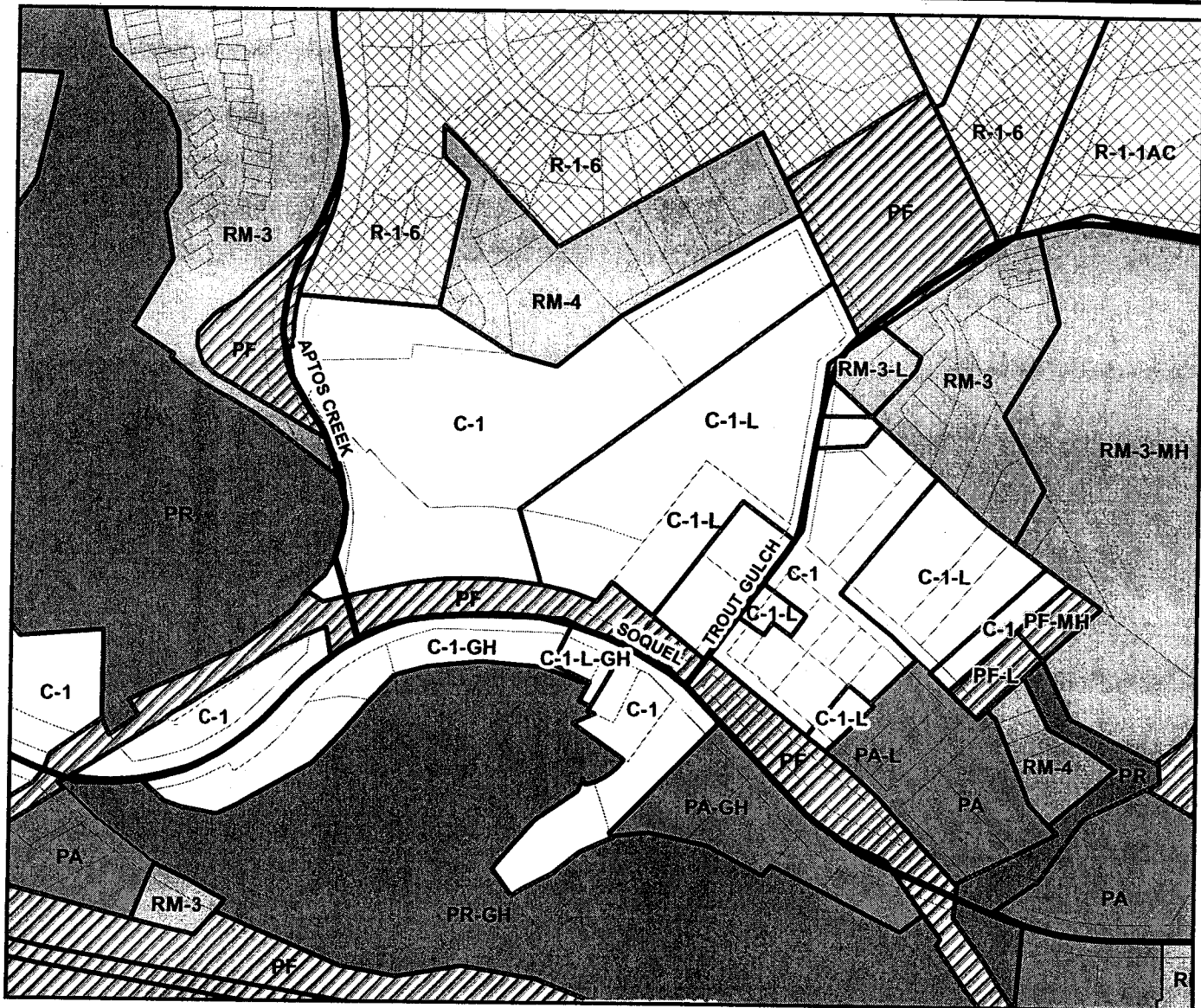
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KEY FEATURES	EXISTING AVP	REVISED AVP
		District restrictions on new water service: reduce current demand by 1.2 gallons for each gallon of new water demand, or future restrictions adopted by the Soquel Creek Water District.
Energy	No mention.	Buildings must comply with green building principles.
Drainage	Undergrounding utilities.	Emphasis on "Best Practices" stormwater management including bioswales, cisterns, etc.
Parking	Very little information about parking. Plan suggests elimination of parking on the north side of Soquel Drive would facilitate for a left turn lane and acceleration lane or, at minimum, parallel rather than perpendicular parking.	Emphasizes parking and calls for 400-500 new parking spaces. Specific alternative parking standards for Hihn Subdivision and South of Soquel Drive areas. Calls for new Nisene Marks State Park parking area.
Building Height	Maximum building height of 2 stories.	Some 2 stories but allows 2 stories with lofts and three 3-story buildings.
Signage	Rustic quality—wood or other with same effect. Must attach to be close to building. No sign above eave line.	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.
Lighting	Free-standing lighting fixtures, use high pressure sodium vapor lamps, specifies Welsbach 19 th Century "quaker" luminary.	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 night sky.



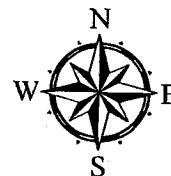
Existing Zone Districts

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LEGEND

- Streets selection
- Assessors Parcels
- State Highways
- COMMERCIAL-NEIGHBORHOOD
- PARK
- PUBLIC FACILITY
- RESIDENTIAL-MULTI FAMILY
- RESIDENTIAL-SINGLE FAMILY

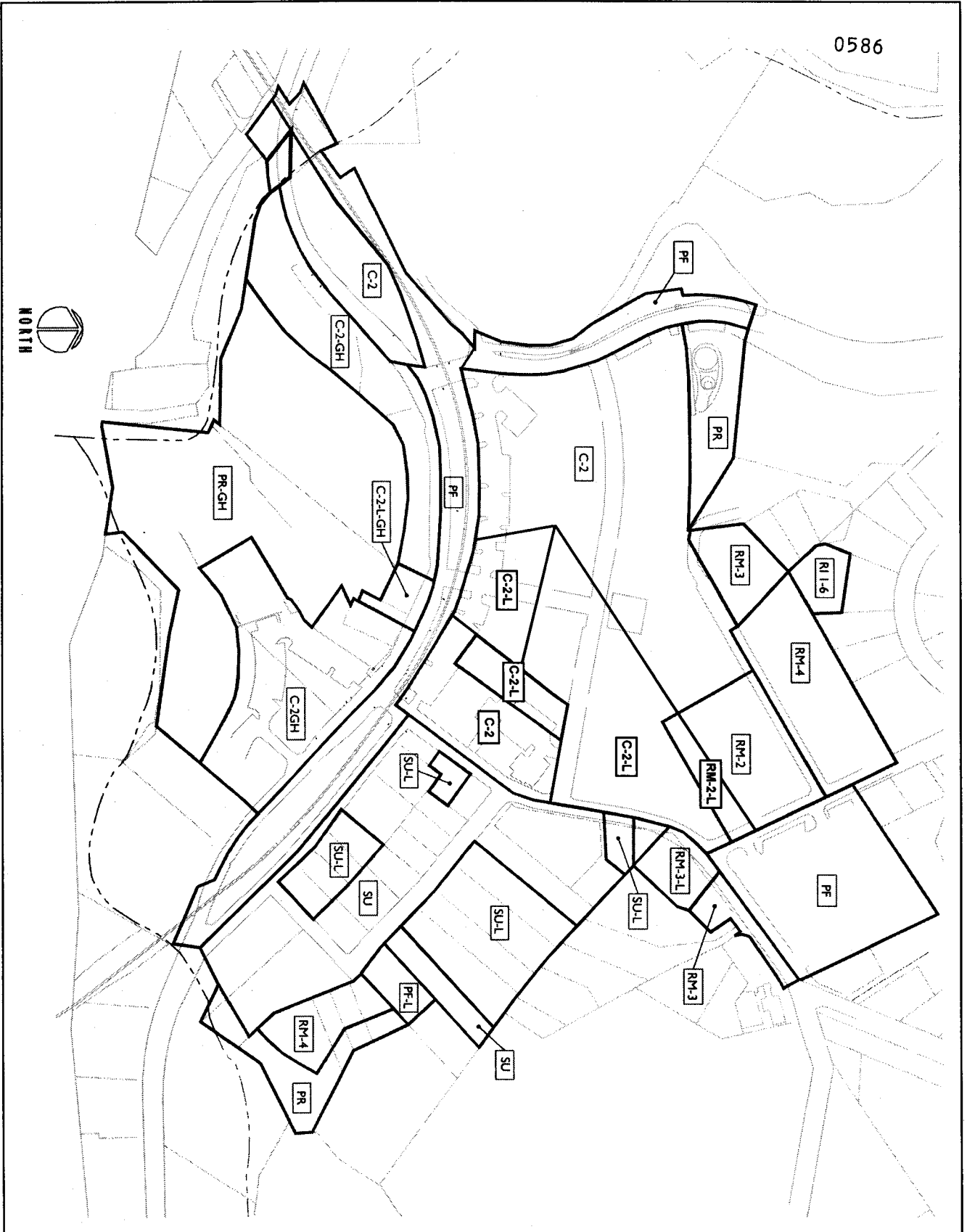


Map Created by
County of Santa Cruz
Planning Department
January 2009

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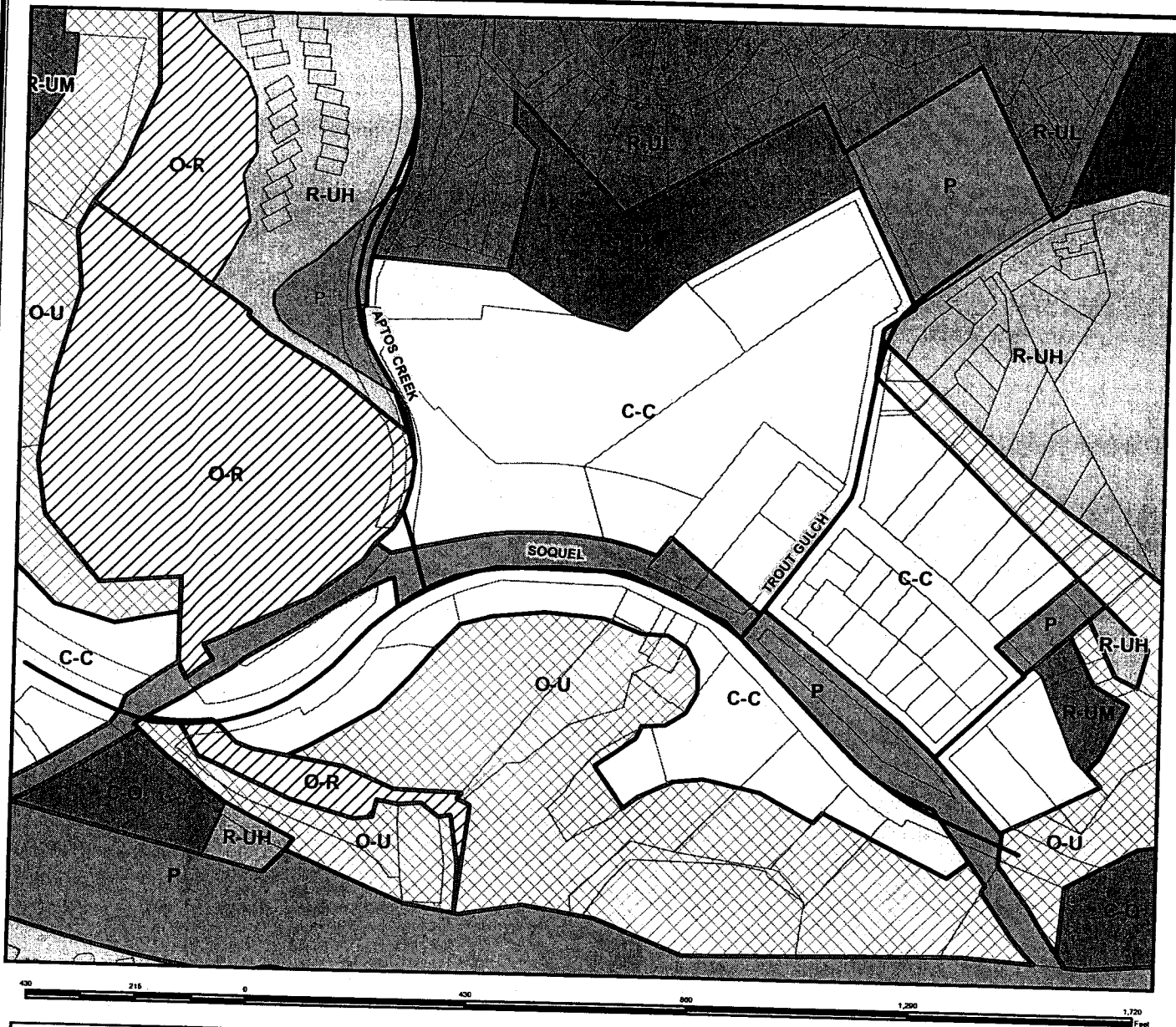


PROPOSED REZONINGS



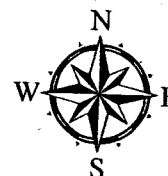


Existing General Plan Designations ⁰⁵⁸⁷



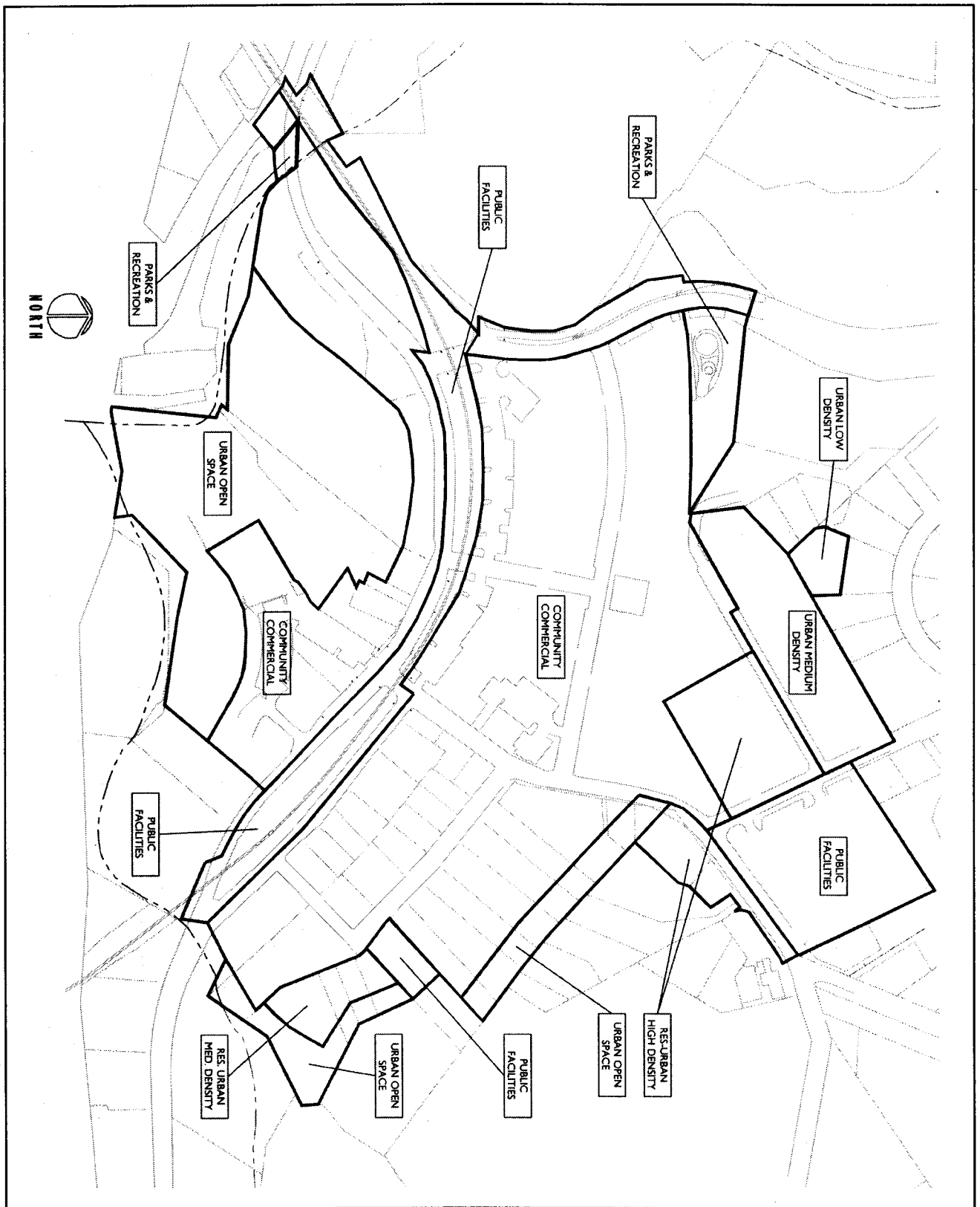
LEGEND

- Assessors Parcels
- Major Roads
- Commercial-Community
- Commercial-Office
- Parks and Recreation
- Urban Open Space
- Public Facilities
- Residential - Urban Very Low Density
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density



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January 2009

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PROPOSED GENERAL PLAN CHANGES



COUNTY OF SANTA CRUZ

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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: COUNTY OF SANTA CRUZ

APPLICATION NO.: N/A APTOS VILLAGE PLAN

APN: VARIOUS

The Environmental Coordinator has reviewed the Initial Study for your application and made the following preliminary determination:

XX Negative Declaration
 (Your project will not have a significant impact on the environment.)

XX Mitigations will be attached to the Negative Declaration.

 No mitigations will be attached.

 Environmental Impact Report
 (Your project may have a significant effect on the environment. An EIR must be prepared to address the potential impacts.)

As part of the environmental review process required by the California Environmental Quality Act (CEQA), this is your opportunity to respond to the preliminary determination before it is finalized. Please contact Matt Johnston, Environmental Coordinator at (831) 454-3201, if you wish to comment on the preliminary determination. Written comments will be received until 5:00 p.m. on the last day of the review period.

Review Period Ends: December 21, 2009

Todd Sexauer, staff planner

Phone: (831) 454-3511

Date: November 19, 2009

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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
for the

Aptos Village Plan, November 2009

Environmental Impacts		Mitigation Measures		Responsibility for Compliance	Method of Compliance	Timing of Compliance
Transportation/Traffic						
TR-1	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.	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.		County Department of Public Works	Building/Grading Permit	Prior to Occupancy of Project

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ATTACHMENT 9

1 of 1

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

0591

RESOLUTION NO. 01-10

On the motion of Commissioner: Aramburu
Duly seconded by Commissioner: Shepherd
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

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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.


PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State of California, this 10 day of February, 2010 by the following vote:

AYES:	COMMISSIONERS	Kennedy, Aramburu, Dann, Gonzalez, and Shepherd
NOES:	COMMISSIONERS	
ABSENT:	COMMISSIONERS	
ABSTAIN:	COMMISSIONERS	


Chairperson

ATTEST: Victoria A. Rodriguez
Secretary

APPROVED AS TO FORM:


County Counsel

cc: County Counsel
Planning Department

Planning Commission Minutes

Proceedings of the Santa Cruz County
Planning Commission

Volume 2010, Number 1

February 10, 2010

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

Action Summary Minutes

Voting Key

Commissioners: Kennedy, Aramburu, Dann, Gonzalez, and Shepherd
Alternate Commissioners: Perlin, Holbert, Danna, and Britton

1. Roll Call

Commissioners present were Kennedy, Aramburu, Dann, Gonzalez, and Shepherd.

2. Election of Officers

Elected Commissioner Dann Chairperson. Commissioner Gonzalez made the motion and Commissioner Shepherd seconded. Voice vote carried 5-0, with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.

Elected Commissioner Shepherd Vice Chairperson. Commissioner Aramburu made the motion and Commissioner Kennedy seconded. Voice vote carried 5-0 with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.

3. Planning Director's Report

4. County Counsel Report

5. Additions and Corrections to Agenda

6. Oral Communications – Planning Commission will hear brief (5-minute maximum) statements regarding items not on this agenda.

Consent Items

7. Planning Commission Annual Report

Accept and file the 2009 Planning Commission Annual Report

Approved staff recommendation and filed report. Commissioner Aramburu made the motion and Commissioner Shepherd seconded. Voice vote carried 5-0 with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.

8. Approval of minutes

To approve the minutes of the December 9, 2009 Planning Commission meeting as submitted by the Planning Department.

Approved staff recommendation. Commissioner Aramburu made the motion and Commissioner Shepherd seconded. Voice vote carried 5-0 with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.

Scheduled Items**9. Public hearing to consider revisions to the existing Aptos Village Plan, including amending the General Plan land use designations and rezoning various properties in Aptos Village to implement the Plan.**

Parcels within Aptos Village: APNs 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
Supervisory District: 2nd
Project Planner: Glenda Hill, 454-3216
Email: pln610@co.santa-cruz.ca.us

Approved staff recommendation with revisions and passed resolution recommending approval to the Board of Supervisors. Revision to the Plan include:

- ☐ *Substitute the phrase "skatepark" with "active public recreational use such as a skate or bike park";*
- ☐ *Require an eastbound left turn lane on Soquel Drive at the new north-south street;*
- ☐ *Clarify that needed railroad at-grade crossings and safety barriers are subject to the approval and conditions of the California Public Utilities Commission and if these cannot be met, the Plan will need revision;*
- ☐ *Clarify that the language discussing accessible access from Aptos Village to Aptos Village Park refers to a new pathway or stairway;*
- ☐ *New buildings adjacent to the Apple Barn building should be architecturally compatible with the Apple Barn;*
- ☐ *New mansard and flat roofs are prohibited on commercial or mixed use buildings;*
- ☐ *New traffic signals should have the appearance of older style signals to be compatible with the historic nature of Aptos Village;*
- ☐ *Crosswalks should be of a contrasting color and/or texture to heighten their visibility and aid in calming traffic;*
- ☐ *On-street parking in front of businesses on Aptos Street should be counted toward the businesses' required parking spaces;*
- ☐ *Add a provision to allow for a pay back protocol for developer-financed infrastructure utilized by later developers;*
- ☐ *Clarify the language of allowed development for the Bayview Hotel area; and*
- ☐ *New fencing shall not obstruct public views of the Monterey Bay.*

Commissioner Aramburu made the motion and Commissioner Shepherd seconded. Roll call vote carried 5-0, with ayes from Kennedy, Aramburu, Dann, Gonzalez, and Shepherd.

10. **09-0228** **3191 La Madrona Drive, Santa Cruz** **APN(s): 067-261-47⁵⁹⁵**
Proposal to divide a 21.37 (gross) acre parcel into two lots of 10.90 acres and 10.47 acres.
Requires a Minor Land Division, Archaeological Review, Geologic Report and Soils Report
Review. Project located on the west side of Via Vinca about 500 feet north from the intersection
with La Madrona Drive.
Owner: Frank Iadiano
Applicant: Stephen Graves & Associates
Supervisory District: 1st
Project Planner: Robin Bolster-Grant, 454-5357
Email: pln111@co.santa-cruz.ca.us

Approved staff recommendation. Commissioner Kennedy made the motion and Commissioner Aramburu seconded. Voice vote carried 5-0 with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.

11. **08-0332** **1870 Bali Way, Santa Cruz** **APN(s): 029-013-16**
Proposal to divide an existing parcel into two parcels, convert one dwelling of an existing two
unit dwelling group to a second unit and habitable accessory structure, and construct one new
single-family dwelling. Requires a Minor Land Division, Residential Development Permit, and a
Variance to reduce the required parcel frontage and width from 60 feet to approximately 54 feet,
required front yard setback from 20 feet to 10 feet, required street side yard from 20 feet to 10
feet, and a Roadway Roadside Exception to reduce the required 56 foot local street standard to a
20 foot right-of-way. Property located on the northwest corner of Bali Way and Chanticleer
Avenue (1870 Bali Way) in the Live Oak planning area.
Owner: Christopher Haltom
Applicant: Owen Lawler
Supervisory District: 1
Project Planner: Sheila McDaniel, 454-3439
Email: pln056@co.santa-cruz.ca.us

Continued to February 24, 2010. Commissioner Kennedy made the motion and Commissioner Aramburu seconded. Voice vote carried 5-0 with ayes from Kennedy, Aramburu, Dann, Gonzales, and Shepherd.



COUNTY OF SANTA CRUZ

0596

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

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 not on this agenda)*No member of the public spoke.*

5. CONSENT ITEMS

There were no consent items.

6. PUBLIC HEARING ITEMS

0597

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

Supervisory 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 hearing 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 CIRCA'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 updated 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

0600

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
2. **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.
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

0601

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

Supervisory 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. 0602

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. 0603

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

Plan.

0605

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

0606

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.

0607

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

Absent:

Abstain:



COUNTY OF SANTA CRUZ

0608

PLANNING DEPARTMENT

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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 photograph⁰⁶¹¹ 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 completely 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:

APTOS VILLAGE

COMMUNITY DESIGN FRAMEWORK

A SPECIFIC PLAN ADOPTED BY THE SANTA CRUZ COUNTY BOARD OF SUPERVISORS
ADOPTED APRIL 17, 1979 RESOLUTION 208-79
AMENDED JUNE 18, 1985 RESOLUTION 359-85

0614

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0615

INTRODUCTION

On April 1, 1975, the Board of Supervisors of Santa Cruz County established the Aptos Village Design Committee to assist in formulating and evaluating community design needs for the Aptos Village community and recommend programs to meet those needs. It was provided that the Committee would work with a community design consultant and with the County Planning Department to review and work toward implementation of a design plan for Aptos Village, which would be presented to the Planning Commission and the Board of Supervisors for consideration as an element of the General Plan. To that end, the Committee was directed to:

- + Identify specific land use, circulation, and community design issues within the Aptos Village community related to commercial, residential, circulation and parking, open space, community services, and recreation concerns;
- + Document existing conditions, problems and objectives; examine potential solutions;
- + Develop a conceptual community design plan and programs indicating guidelines and standards for the proposed improvements; recommend implementation strategies 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. The decision to undertake a "design" plan for the Village is innovative in that there are few examples of such an effort at the Aptos community scale. In fact, there are few good examples in the United States of community design at any scale that responds to the complex and fluid nature of our communities. It is important to understand the uncertainties with which one is dealing and the conflicting values which beset environmental design as a first step in the community design process.

0616

COMMUNITY DESIGN

In formulating a framework to guide development and revitalization in Aptos Village, community design serves as a link between land use policy of the general plan and zoning. Community design is concerned with the specifics of permitted land uses and the site development standards of the zoning regulations. Community design is involved with the program for capital improvements in the public sector and guidelines for design and site development in the private sector. How a place looks, feels and functions is central to community design. It involves the sensory relationship between people and their environment, their feeling of time and place, and their sense of well-being.

Community design need not include exact specifications of materials and forms. Rather to be efficient and flexible, it establishes a visual program or design framework that accommodates many particular forms, according to the market and the abilities of the building designer. The community design framework for Aptos Village will entail visual performance characteristics covering physical form, activity pattern, and movement systems. The framework, if it is to lead to action, must represent a reasonable fit between objectives, criteria, reality and concept. In the Village it must be recognized that the client -- owners, operators and users -- will be multiple, the detailed program indeterminate, control partial, and that there will be no state of final completion.

Where community design has been represented by either a significant public or private commitment, the result has been rewarding. In design policy implementation, therefore, you must educate as well as inform. It is important to develop a constituency for community design so that it will have support and impact.

0617

Under California Planning and Zoning Law a county's planning agency is directed to prepare and the county's legislative body is directed to adopt a comprehensive long-term general plan for the physical development of the county. In addition to its mandatory elements, the general plan may include additional elements dealing with other subjects which in the judgment of the planning agency relate to the physical development of the county.

One such element is community design. This element may consist of standards and principles governing the subdivision of land and showing recommended design for community and neighborhood development and redevelopment. It also, conceivably, could set forth an environmental structure for a county or city that articulates significant forms and functions in the built and natural environment important to everyday experiences and activities of residents.

In addition to developing and maintaining a general plan, the planning agency may prepare and the legislative body adopt specific plans based on the general plan, as may be required for the systematic execution of the general plan. The Community Design Framework for Aptos Village forms part of a community design element in the Aptos Area General Plan. The nature and scope of the design framework, however, 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.

VILLAGE CONDITIONS

Three major physical aspects of Aptos Village provide the foundation upon which to build a community design framework. They influence community goals and determine design policy choices.

Village Environment

The present natural and built environment of Aptos Village establishes conditions that must be understood and respected. The riparian corridors of the adjacent creek system, the area's topography with its steep slopes, and the natural vegetation in the area are important structuring elements. Existing buildings, roadways, and the railroad line provide the built fabric within which design decisions have to be made and within which development and revitalization may occur.

Parcelization

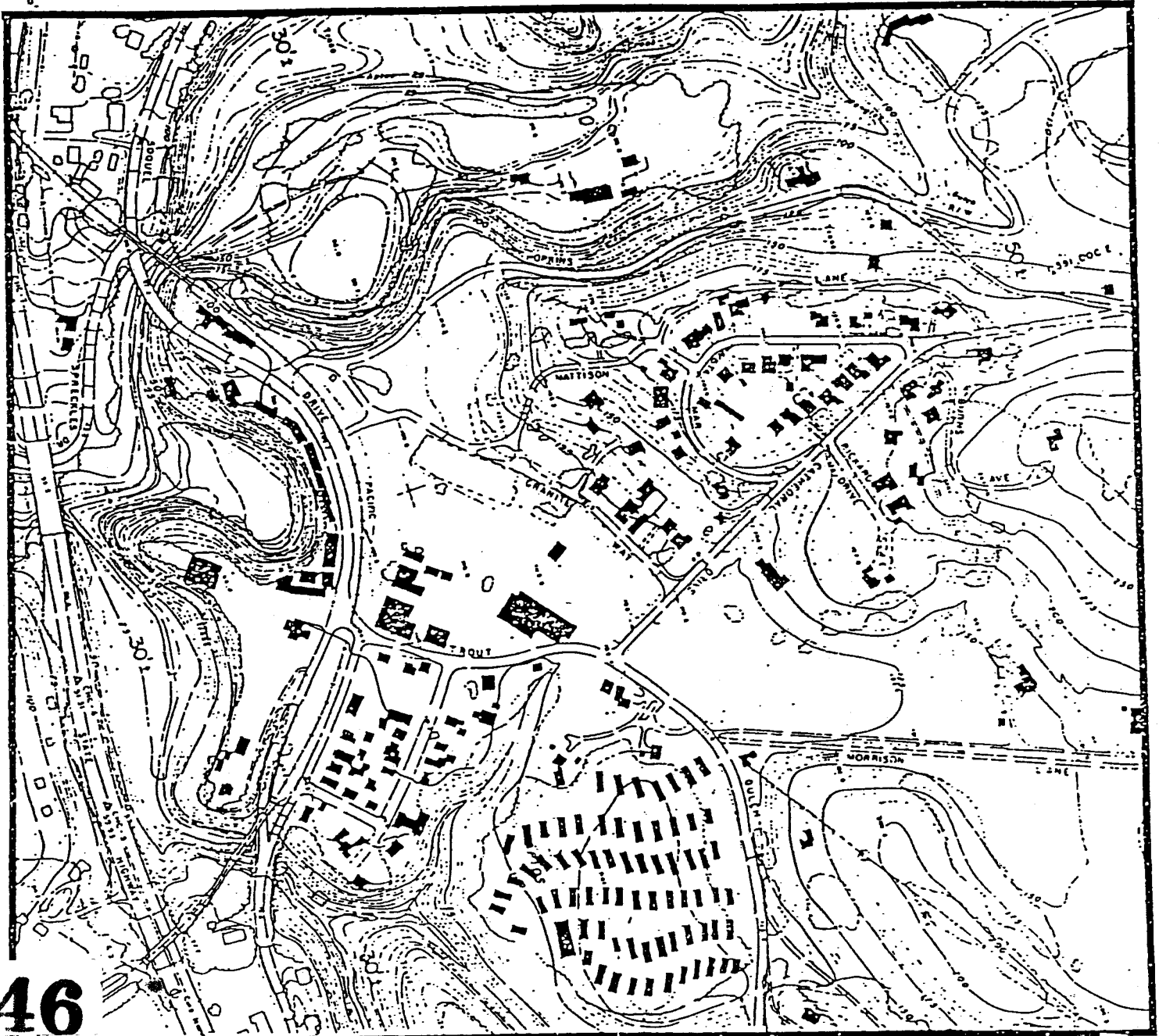
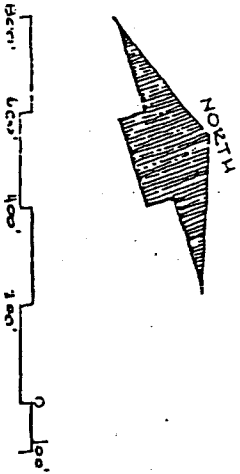
Parcelization and ownership are controlling factors in the creation of a community design framework for Aptos Village. These factors relate primarily to the size, configuration and location of land parcels. Also involved is ownership wherein adjacent parcels are under single ownership. This situation presents "targets of opportunity" in encouraging revitalization and development of a size adequate to provide a positive influence on the character and appearance of the Village. Seen as a design potential, land parcelization and ownership establish a development matrix within which to work in creating a community design framework for the Village.

Design Analysis

An analysis of environmental characteristics in Aptos Village serves to set forth conditions to which design policies should respond. Areas requiring special design consideration are delineated. Physical relationships within the environment are examined. Critical sites or elements in the Village are identified. Design issues are put into perspective.

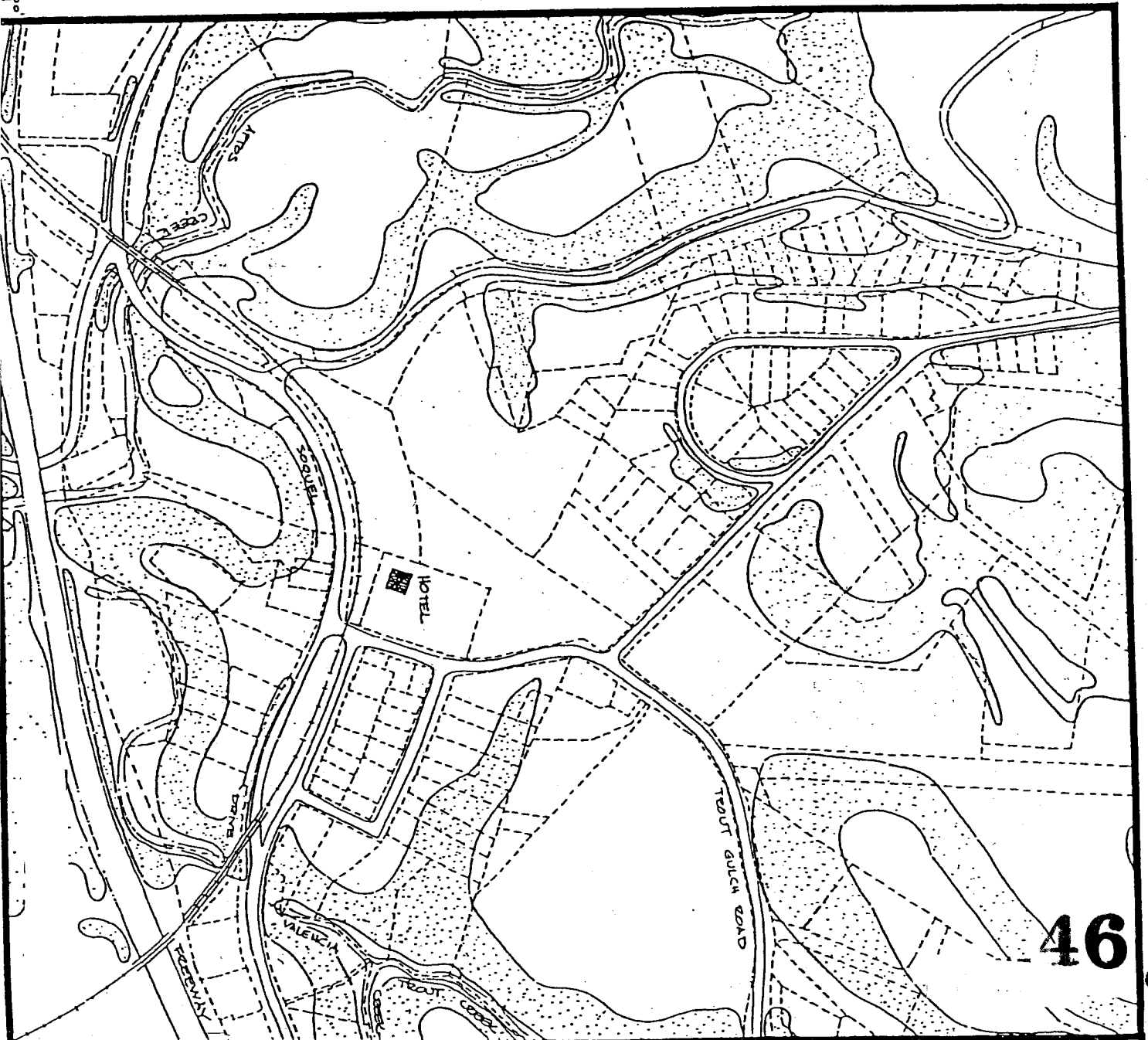
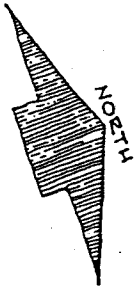
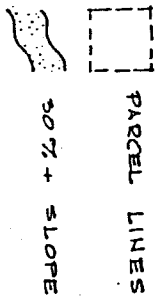
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AFTOS VILLAGE:
COMMUNITY DESIGN FRAMEWORK
THE VILLAGE















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APTOS VILLAGE COMMUNITY DESIGN FRAMEWORK PARCELIZATION + SLOPE

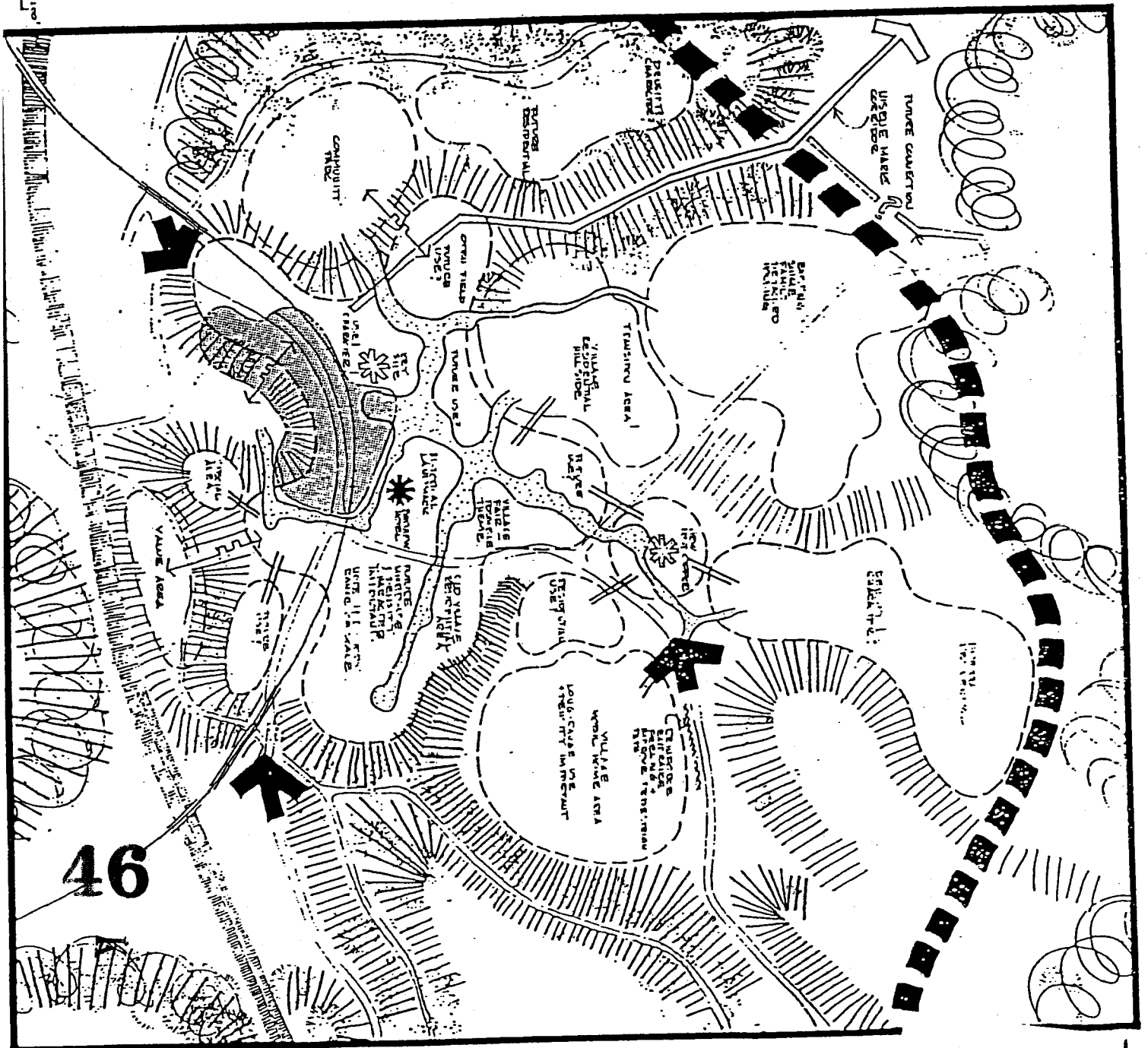


AYTOS VILLAGE COMMUNITY DESIGN FRAMEWORK DESIGN ANALYSIS

0622

-  SCARLETS RIVER AREA:
SPECIAL SITE CONDITION
-  CREEK CORRIDOR, PRESERVE
RELATIONSHIP TO VILLAGE &
ACCESS TO COMMUNITY IMPORTANT
-  PHYSICAL VILLAGE AREAS:
POTENTIAL DESIGN DISTRICTS
-  GENERAL PLAN URBAN SERVICES
LIMIT LINE
-  CRUCIAL ANCHOR ELEMENT
-  IMPORTANT PHYSICAL & VISUAL
RELATIONSHIP
-  VERTICAL ACCESS POTENTIAL
NEEDS TO BE EXPLORED
-  PEDESTRIAN SYSTEM
POTENTIAL
-  STEEP SLOPE
-  WOODLAND BACKDROP
-  FREEWAY
-  MADE VILLAGE BULETWAYS

NORTH



COMMUNITY GOALS AND DESIGN POLICIES

A set of issues has been identified, and community goals and design policies for Aptos Village have been formulated around them. These issues were developed from items contained in the Aptos General Plan, from an analysis of Village strengths, problems and potentialities, and from expressed community concerns regarding Aptos Village.

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 focal point through the use of semi-private and private facilities.
- + 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 Village.
- + Role of Forest of Nisene Marks in Aptos Village.

Community 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 circulation elements can only be measured in that they achieve these goals.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0624

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 activity.
- + Develop outdoor spaces -- malls, plazas and greenswards -- within which to experience and participate in community life such as the July 4th celebration.
- + Develop a public capital improvement program -- landscaping, lighting, paving and "street furniture" -- that produces a unified physical image for the Village reinforcing historical identity and natural setting.

625

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORKFOCAL POINT -
PRIVATE FACILITIESDEVELOPMENT 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.

Design Policies

- + Encourage development of semi-private facilities with strong identity or image.
- + Create semi-private pedestrian walkways and plazas that tie 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 a Village association of owners and operators.

0626

MIXED-USE DEVELOPMENT: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.
- + Increase buying power and employment opportunities in the immediate vicinity.
- + Maximize economic interaction and support among adjacent activities -- living, working and shopping.
- + Reduce commercial dependency on areas outside of Aptos.

Design Policies

- + 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.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0627

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 pedestrian movement within Aptos Village where one may move between activities without coming into conflict with vehicles.
- + Encourage the availability of needed services and desired amenities within a pedestrian range of movement.
- + Promote the prosperity of business and residential activities of a distinctive "village" nature.

Design Policies

- + Develop a pedestrian precinct in the Village.
- + Establish a system of pedestrian pathways connecting the Village to surrounding areas and activities.
- + Provide opportunities for several kinds of pedestrian pathways to accommodate strolling, walking, hiking and even jogging.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0628

VEHICULAR CIRCULATION:

CHARACTERISTICS AND ORGANIZATION OF MOVEMENT SYSTEMS FOR AUTOMOBILES, TRUCKS, TRANSIT AND BICYCLES.

Community Goals

- + 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.

Design Policies

- + 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.
- + Encourage a variety of transit modes serving the Village.
- + Establish a system of bicycle pathways connecting the Village to surrounding areas and activities.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0629

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" concern.
- + 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.
- + Reflect an honest, simple, rural character -- a rustic theme -- in the architectural materials for the Village.
- + Identify a set of thematic elements -- architectural details, exterior lighting, path treatment, signs and "street furniture" -- to reinforce the unique image and identity of the Village in the Aptos community.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0630

LANDSCAPE QUALITY:TYPE AND LEVEL OF LANDSCAPE QUALITY IN THE VILLAGE -- PLANTING, PAVING, LIGHTING AND "STREET FURNITURE."Community Goals

- + Provide perceptual relief through the use of landscape planting materials.
- + Recall heritage through planting of an earlier period.
- + Promote the prosperity of business and residential activities of a distinctive "village" nature.

Design Policies

- + Establish a landscape character in the Village in contrast to, but still in harmony with, the backdrop formed by the native materials of the surrounding ravines and slopes.
- + 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.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0631

SITE STANDARDS:ROLE OF SITE DEVELOPMENT STANDARDS IN MAINTAINING VILLAGE CHARACTER.Community Goals

- + 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.

Design Policies

- + 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.
- + Approach development and revitalization on an area basis rather than on a site-by-site basis.
- + Tie parking requirements to an overall parking program for the Village.
- + Prevent architectural barriers to the handicapped.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0632

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.
- + Provide and maintain access to nature within the pedestrian range of work, shopping and living.
- + Relate the Village's unique access to natural areas to the prosperity of business and residential activities of distinctive "village" character.

Design Policies

- + 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 Village to protect the character and function of the riparian corridors formed by Aptos, Valencia and Trout Creeks.
- + Extend and enhance the use of the creek system as a major feature of the Village to be enjoyed by the entire Aptos community.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0633

FOREST OF NISENE MARKS:ROLE OF NISENE MARKS IN APTOS VILLAGE.Community Goals

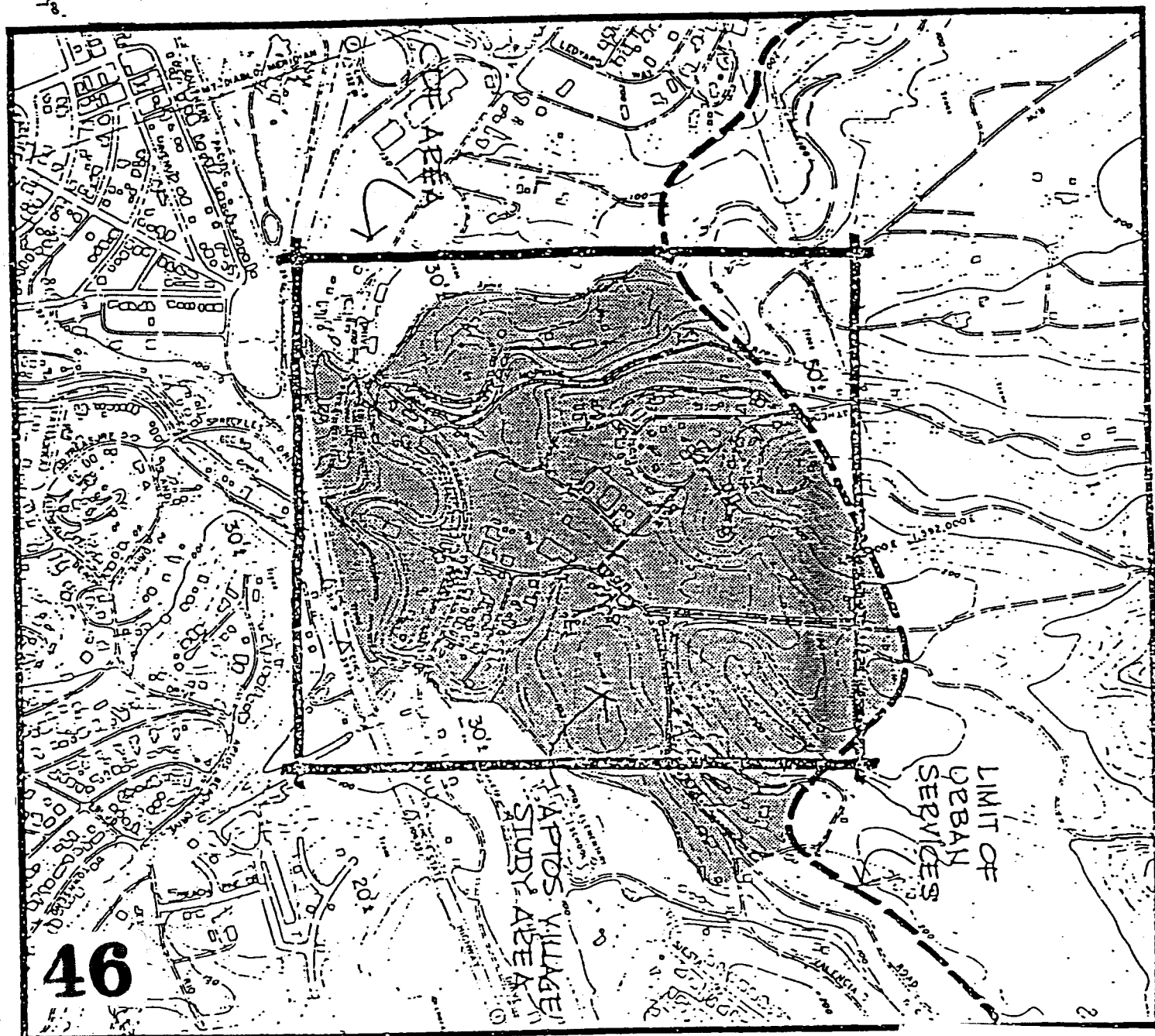
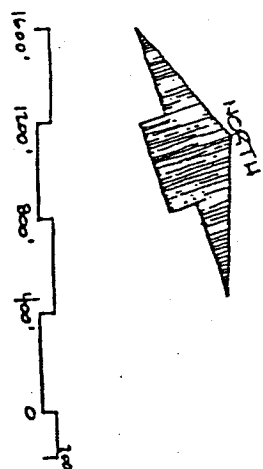
- + Bring new stimulating social activity to the Village.
- + Make "legible" the special resource of Nisene Marks, its connection to the sea and to the heritage of Aptos Village.
- + Bring new source of economic support to the Village and its environs.
- + Serve the leisure needs of the Village and Aptos area as well as state-wide recreation demand.

Design Policies

- + Encourage the State to develop in Aptos Village an orientation and information center for Nisene Marks and the State Beach to which it will be connected by the sea/mountain trail along Aptos Creek.
- + Program the fabric of the Village to encompass the Nisene Marks gateway function.

0634

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK
CDF AREA



0635

APLOS VILLAGE
COMMUNITY DESIGN FRAMEWORKCOMMUNITY DESIGN FRAMEWORK

The policies, diagrams, guidelines and recommendations of the COMMUNITY DESIGN FRAMEWORK (CDF) for Aptos Village combine to form the basis for both public and private decisions regarding development and revitalization.

As an element of environmental design it serves a number of uses:

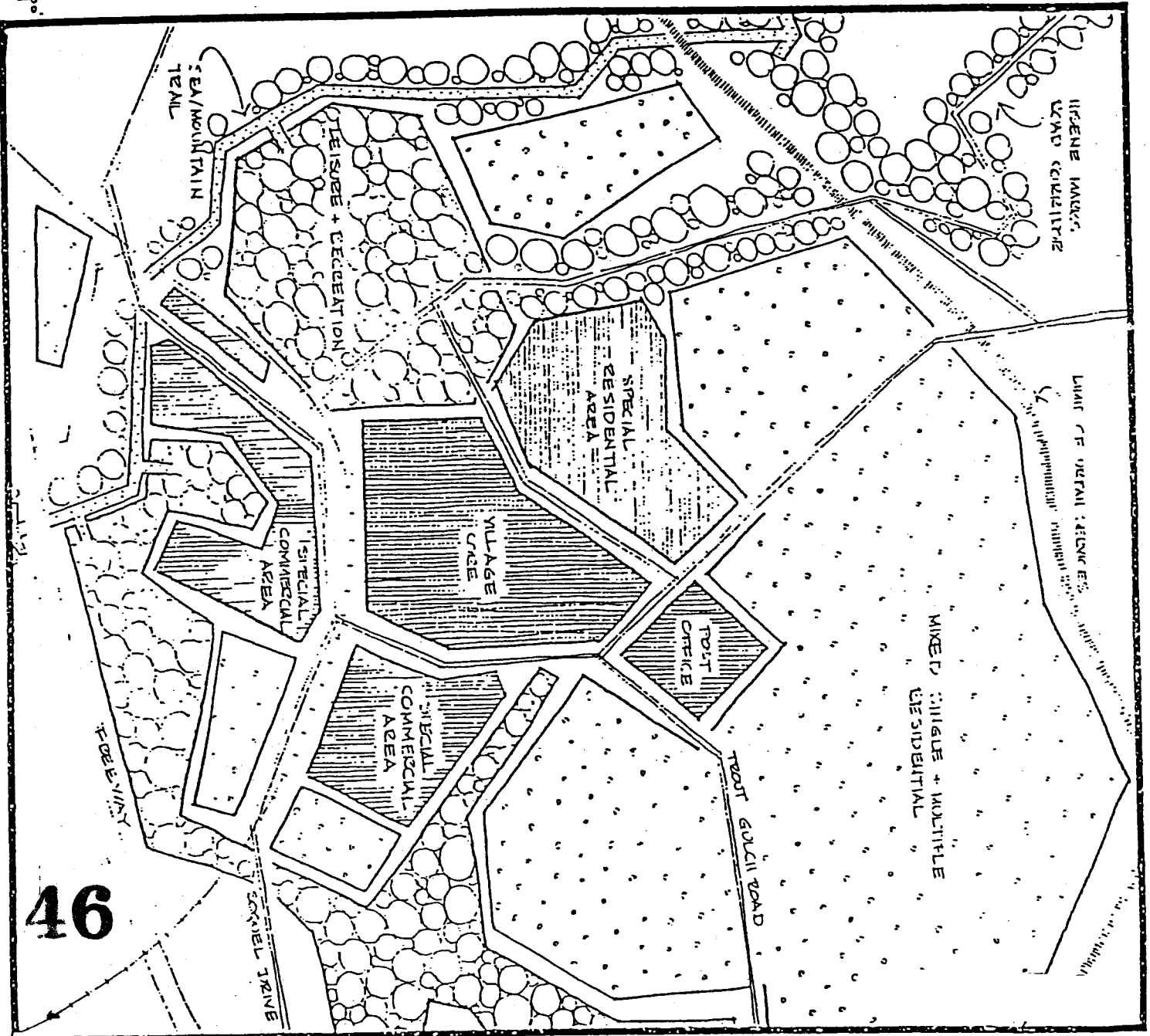
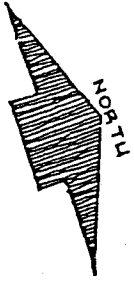
- + To guide the character of development and revitalization instead of reacting to it after the fact;
- + To provide design recommendations involving guidelines that can be consistently enforced under design review procedures thereby ensuring consistency in the character of Aptos Village;
- + To demonstrate the potential for cooperative efforts between sites in contrast to the possible fragmentation resulting from separate site controls and development;
- + To provide a range of carefully chosen design elements related to building design and landscaping;
- + To serve as an open-ended policy framework that may be amended, changed and added to as the need arises and Village concerns require.

The Aptos Village CDF is cast in a form that invites initiative and continuing energy toward development and conservation. Adoption, therefore, is not enough. A vibrant COMMUNITY DESIGN FRAMEWORK requires an active stance on the part of County Government and various sectors of citizens in the community.

0636

AFTOS VILLAGE COMMUNITY DESIGN FRAMEWORK FUNCTIONAL, ORGANIZATION

0 500' 1000' 1500'



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GENERAL VILLAGE CONCEPT

Based on community goals and related design policies for Aptos Village, a concept evolves for the function, character and scale of the Village that centers on an eight-acre area of mixed uses -- commercial retail, office and residential -- oriented to the pedestrian and served by a peripheral road system formed by Trout Gulch Road, Soquel Drive, Hopkins Road, and an extended Granite Way. The new post office and the historic Hotel Bayview are important functional and visual nodes in this structure. Existing one and two-story development, represented by the Village Fair, older buildings in the Valencia Street block, and the shops and offices along the Soquel Drive ridge, establish the physical scale that development and revitalization should reflect. The natural setting of the Village formed by the riparian corridors of Aptos, Valencia and Trout Creek is to be preserved and made part of the Village and the Aptos community experience.

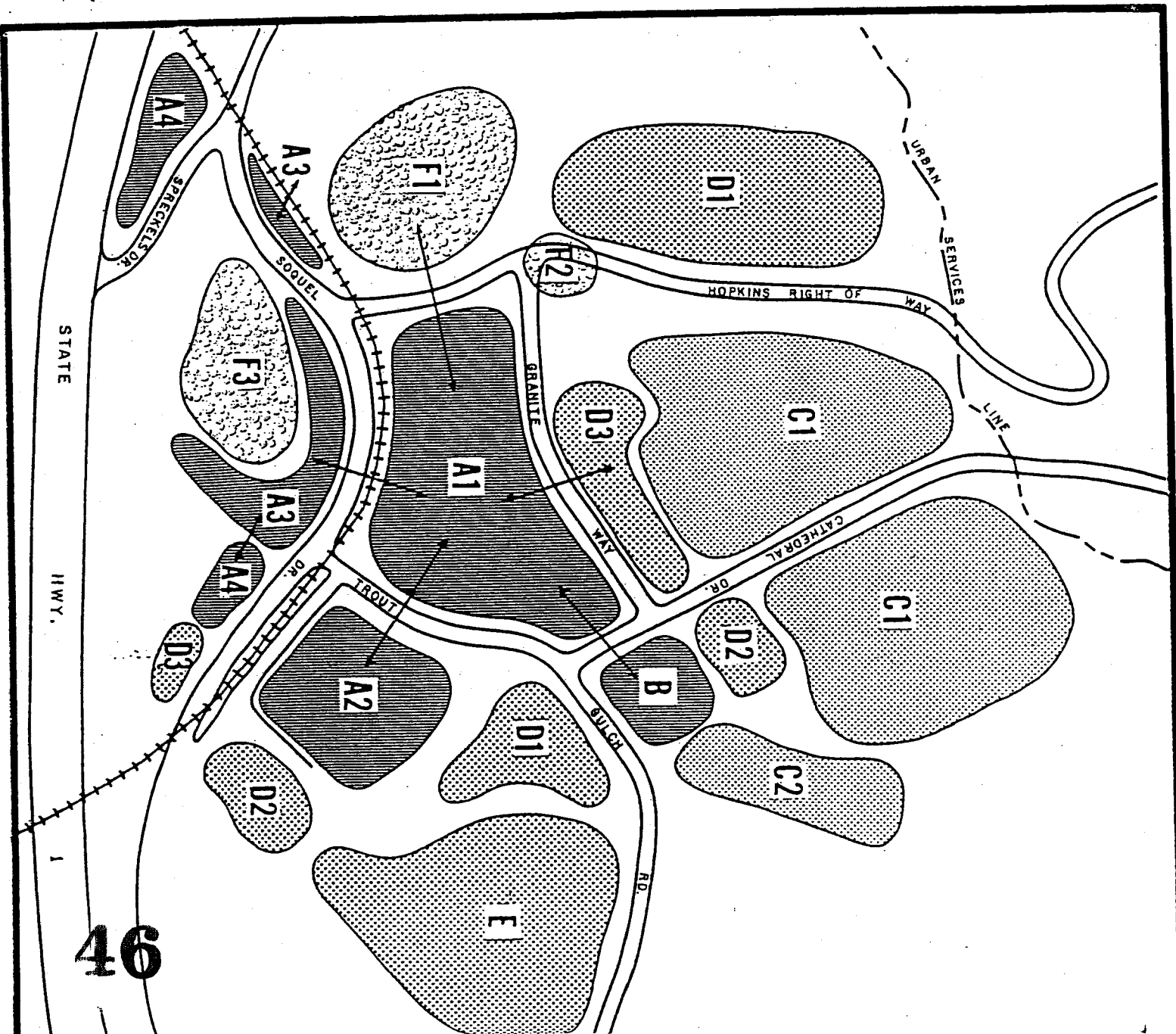
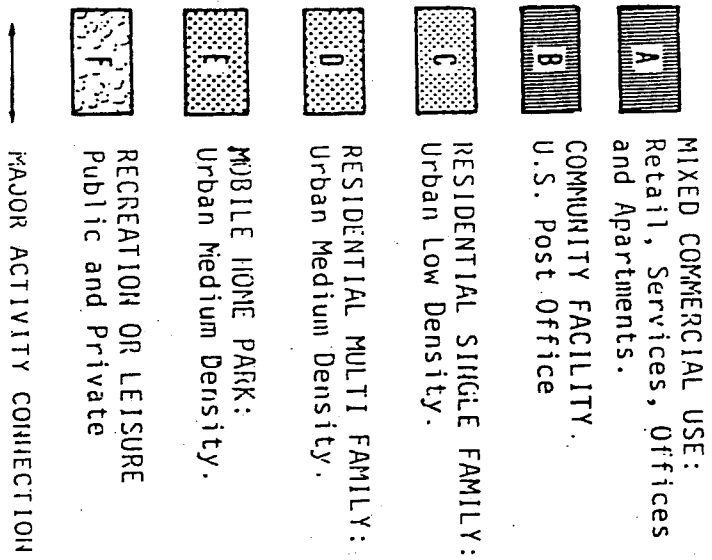
Special use areas adjacent to the Village's eight-acre activity center provide additional choices in both commercial and residential environments while multiple residential units are programmed for selected areas within one-third mile of the Village core. Living, working and shopping opportunities are to be encouraged in an arrangement that reinforces the idea of a pedestrian environment. Pedestrian walkways are important to this concept in providing connections within the core and to surrounding natural preserves and adjacent development. Roadway sections and intersections are to be improved for the safer and more efficient movement of vehicular traffic on a two-lane roadway system in the Village. An update of the "Regional Transportation Plan" is recommended to relieve the Village from through community traffic because of ecological constraints, service limitations and major funding required relative to any roadway bypass within the Village area.

Finally, the concept acknowledges the Village's gateway function for the Forest of Nisene Marks recognizing that Nisene Marks is programmed to provide a special type of "wilderness" experience within the California State Park system. In addition, the Aptos Creek sea/mountain trail connecting Seaciff State Beach with Nisene Marks is viewed as reinforcing and complementing the pedestrian orientation of the Village.

0638

APTOS VILLAGE COMMUNITY DESIGN FRAMEWORK

LAND USE PLAN



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ACTIVITY PATTERN/LAND USE PLAN

The activity pattern for Aptos Village serves as one component of its Community Design Framework. It describes the type and arrangement or distribution of uses desired in the Village. A village lifestyle is its theme. This translates into concentrated residential uses located around a central commercial area containing retail stores, offices and personal service facilities with additional housing above these activities.

General Guidelines

Approximately 80 acres are allocated to the development and maintenance of this mode of activity -- residential and commercial -- including 10 acres in developed recreation facilities serving the Aptos community. These recreation facilities involve Aptos Community Park, an entrance facility for Nisene Marks Park, and private recreational uses in the floodplain of Aptos Creek south of Soquel Drive. Low density single-family detached housing and unstructured recreation and leisure opportunities provided by woodland and riparian corridors adjacent to the Village form the balance of activity in the Village.

The result is a potential village neighborhood of 2,500 to 3,000 people within easy walking distance of potential jobs, services and stores. Using these guidelines, the Village could absorb roughly 25% of the population growth projected for the Aptos area between now and 1990.

0640

Mixed Use Commercial Areas

Areas designated "A" on the activity pattern diagram are intended to have a mix of uses. Commercial retail, service shops and small offices are anticipated on the ground floor with apartments above. "A1" serves as the activity center of the Village integrating residential and commercial uses. "A2" encourages specialty shops and "cottage" industry where working and living may be combined under one roof, small offices in this area should complement this arrangement. "A3" primarily maintains the current level of commercial activity. "A4" designates areas for professional and administrative office activity.

The County shall limit Community Commercial uses in Aptos Village to those which are low traffic generating and which reinforce a sense of community in the village by providing a pedestrian and human scale, cohesive and compact development, compatibility with mixed residential development, and service and goods to meet primarily local needs, allowing small scale businesses and precluding those which require large site area such as auto sales or lumber yards, allowing retail uses serving local needs and precluding concentrations of visitor serving businesses and precluding businesses incompatible with residential uses such as adult book stores pursuant to County Code Section 13.10.620 et., seq. allowing personal service establishments such as physical fitness or beauty establishments and precluding service commercial/light industrial uses such as auto repair, contractor supplies or warehousing, allowing small business offices such as insurance or real estate sales and precluding such uses as corporate headquarters or central offices serving primarily out of area clients or businesses. Require all applications for new commercial use and all changes in commercial use in Aptos Village to be subject to public hearing prior to approval except those uses which are in accordance with an approved master occupancy plan conforming to this policy.

Community Facility

The post office property, designated "B", serves as an important focal point of Village activity. As such, there should be ease of pedestrian movement between it and other Village activities -- commercial, residential and recreational.

Residential Areas

Three types of urban residential development are designated for the Village and are identified on the Land Use Plan as C, D, and E.

Areas designated as "C" indicate Urban Low density residential development. "C1" provides for protection of existing single-family residential neighborhoods with infill of remaining vacant parcels with detached dwellings. "C2", designates an area of proposed new residential development which could accommodate either detached or clustered development of residential units.

Areas designated as "D", indicate Urban Medium Density residential development of townhouses and garden apartments. "D1", provides clustered townhouse development to protect the adjacent natural greenbelt areas. "D2" provides for multiple residential development of 2, 3 or 4 family attached units scaled to fit into the existing pattern of adjacent residential development. "D3", provides for supplementary housing or new replacement housing at medium density close to the core of the village with allowance of cottage-industry types of activity.

The areas designated as "E" recognizes the continued existence of the Aptos Knolls Mobile Home Park and any changes in that use within the Urban Medium Residential designation.

Recreation and Leisure Areas

Three areas designated "F" on the activity pattern diagram provide planned opportunities for recreation and leisure activity. "F1" designates the existing community park. "F2" responds to the entrance needs for Forest of Nisene Marks Park. "F3" identifies the private recreational uses in the floodplain of Aptos Creek south of Soquel Drive.

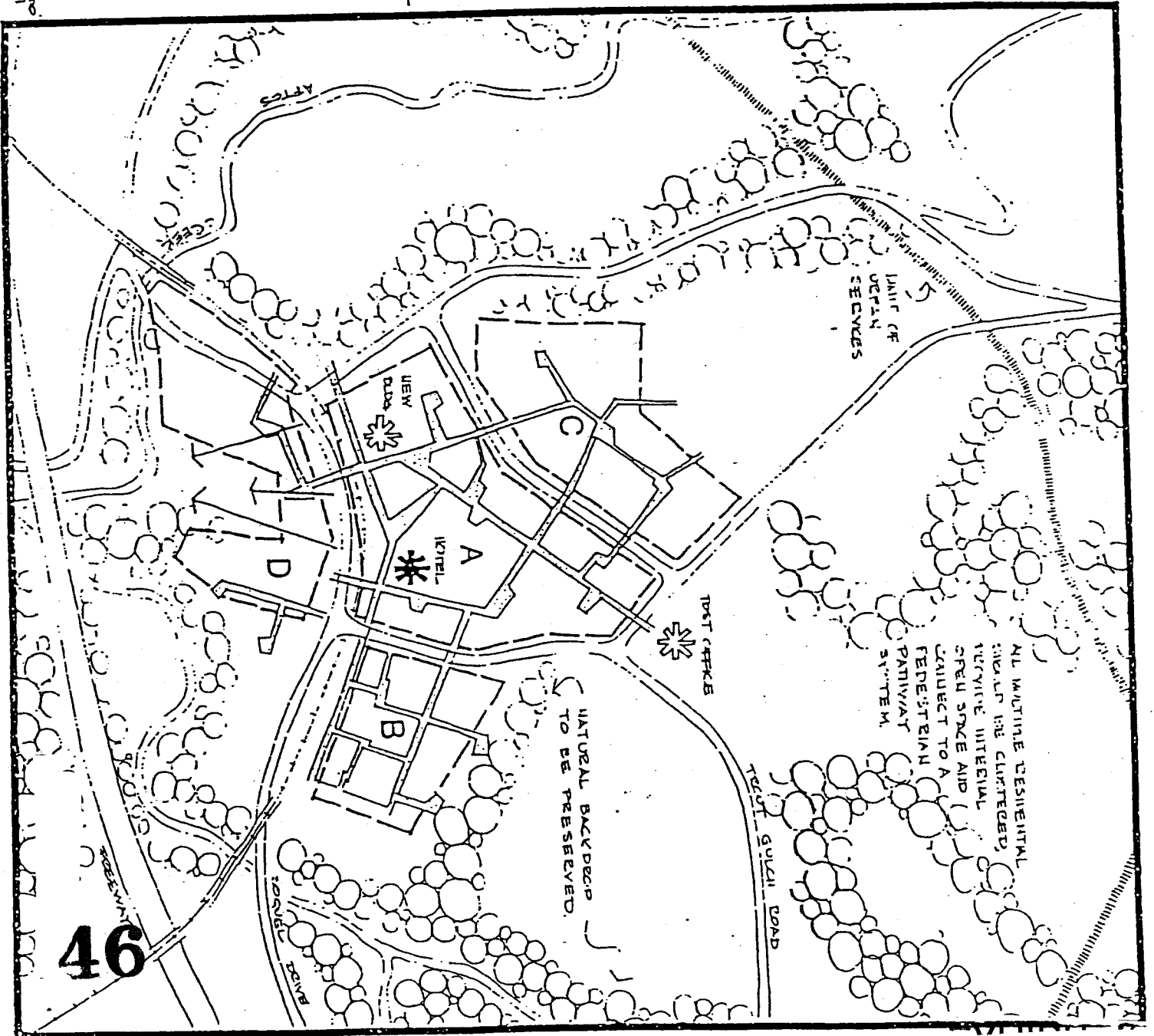
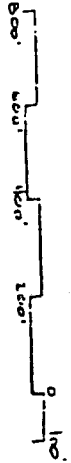
Recommendations

1. Administer County zoning controls to achieve the type and mix of uses indicated in the land use element of the Community Design Framework.
2. Develop a special task group of area "A1" property owners to explore possibilities in developing and revitalizing the area in line with the mixed use guidelines of the activity pattern element of the Community Design Framework.
3. Develop a well defined entrance gateway to Nisene Marks Park as a part of any roadway improvements to Hopkins Right-of-Way with adequate turnout area for park visitors to stop and pick up park information and turn around without further entering the park.

0642

APTOS VILLAGE COMMUNITY DESIGN FRAMEWORK PHYSICAL FORM

- A** ONE AND TWO-STORY PROFILE WITH BUILDINGS ORIENTED TO PEDESTRIAN AREAS.
- B** ONE AND TWO-STORY PROFILE WITH EXISTING CHARACTER REINFORCED.
- C** HILLSIDE RESIDENTIAL CLUSTERS.
- D** SPECIAL CHARACTER AND POTENTIAL.
- *** SIGNIFICANT ARCHITECTURAL ELEMENT.
- +** INTERNAL PEDESTRIAN SYSTEM CONCEPT.
- ^** TAKE ADVANTAGE OF VIEW POTENTIAL.



0643

PHYSICAL FORM

The physical form of Aptos Village involves both natural and built, or developed, environments. It is concerned with the preservation of the existing woodland and riparian corridors that give physical definition to the built portions of the Village, as well as with the developed area of the Village.

The establishment and maintenance of a distinctive character for Aptos Village depends on overall architectural quality and the relatedness of one building to another. This includes scale of development. The "heritage" quality requires buildings of modest size -- 300 to 800-square foot office units and 1,500 to 2,500-square foot retail units. While larger building units up to 10,000 square feet are possible, they demand special review and consideration to ensure that a sense of small-scale development is preserved.

General Guidelines

A compact development fabric is desired with contemporary interpretations of 1890s building styles encouraged. Both rural barns or sheds and "Victorian" cottages contain valuable theme elements.

The architectural character of exterior wood walls should be either vertical board-on-board, vertical board and batten, vertical or horizontal resawn shiplap or tongue and groove siding, or horizontal bevel siding with corner boards. Exterior masonry walls should be standard size, common brick -- red/brown -- with a wire cut or sand finish. Roofs should be pitched with gable ends and present the appearance of aged wood shingles.

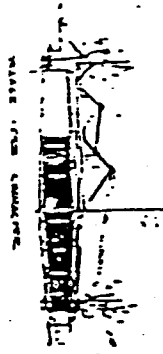
Inconsistent with the desired character of the Village would be concrete block, "slump stone," adobe brick, or Spanish roof tiles. The mansard roof theme should be restricted to the Bayview Hotel. Stucco or cement plaster walls do not reflect the heritage character that is to be developed in the Village. Building design should be comprehensive in that all exterior elevations should be created with equal care.

Architectural Area "A"

This represents the core of the Village where an immediate program of development and revitalization would be advantageous. With the exception of the Bayview Hotel, the

AFTOS VILLAGE COMMUNITY DESIGN FRAMEWORK

0644



area is to have a one and two-story profile with ground floor shops and second floor apartments oriented to landscaped pedestrian malls and plazas or greenswards interconnected throughout the center of the area. Private collaboration and cooperation is essential to achieve the potential that this area contains.

The barn idiom would be an important organizing theme here. Wood and common brick walls would both be acceptable. A rural rustic character is the intent. The Bayview Hotel should stand out as a landmark; its roof and form should be unique in the Village. The post office should visually be a part of the complex of buildings that develops in this area. Consideration should be given to a building along the railroad line that would recall the earlier station and provide a third physical anchor in the Village core, with the Bayview Hotel and post office being the other two.

All roofs should be pitched and detailed to add visual interest and scale as does the roof at the Village Fair. The roofscape should be handled with great care in this area. To complement the buildings, earth mounds and landscape planting should be used to "soften" parking and services areas.

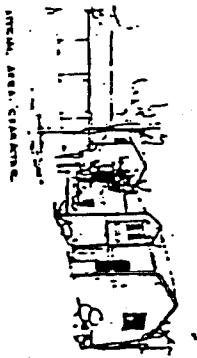
Architectural Area "B"

This is the old residential area of the Village. It is to have a one and two-story profile with the existing rhythm (50 to 60-foot facade units) being reinforced. Sommer House and the Bernal Street duplex represent a style range that is sympathetic to what the on-going character of the area should feel like.

A continuous facade line should be maintained for the center block with parking to the rear. Alleyways through and courts within the block are encouraged. The adjacent natural ravine area should be used as an important visual foil to buildings next to it.

Architectural Area "C"

This area involves a combination of townhouses and garden apartments as a residential extension of the Village's activity center. It is to be developed and revitalized with residential hillside clusters organized around carefully designed courts and pathways. The result should read like a hillside community. It should provide a variety of experiences both in terms of individual perception and social interaction.



0645

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

Architectural Area "D"

This is a special area that comprises the Soquel Drive Ridge. There is a 70-foot drop in elevation between Soquel Drive and the meadow below the ridge. Future development should be limited to one story along the south side of Soquel Drive with the existing scale and form of buildings between Soquel Drive and the railroad tracks maintained. A dense compact building complex against the cliff provides an interesting revitalization potential for the area; such a complex should be carefully terraced to protect views and provide variety.

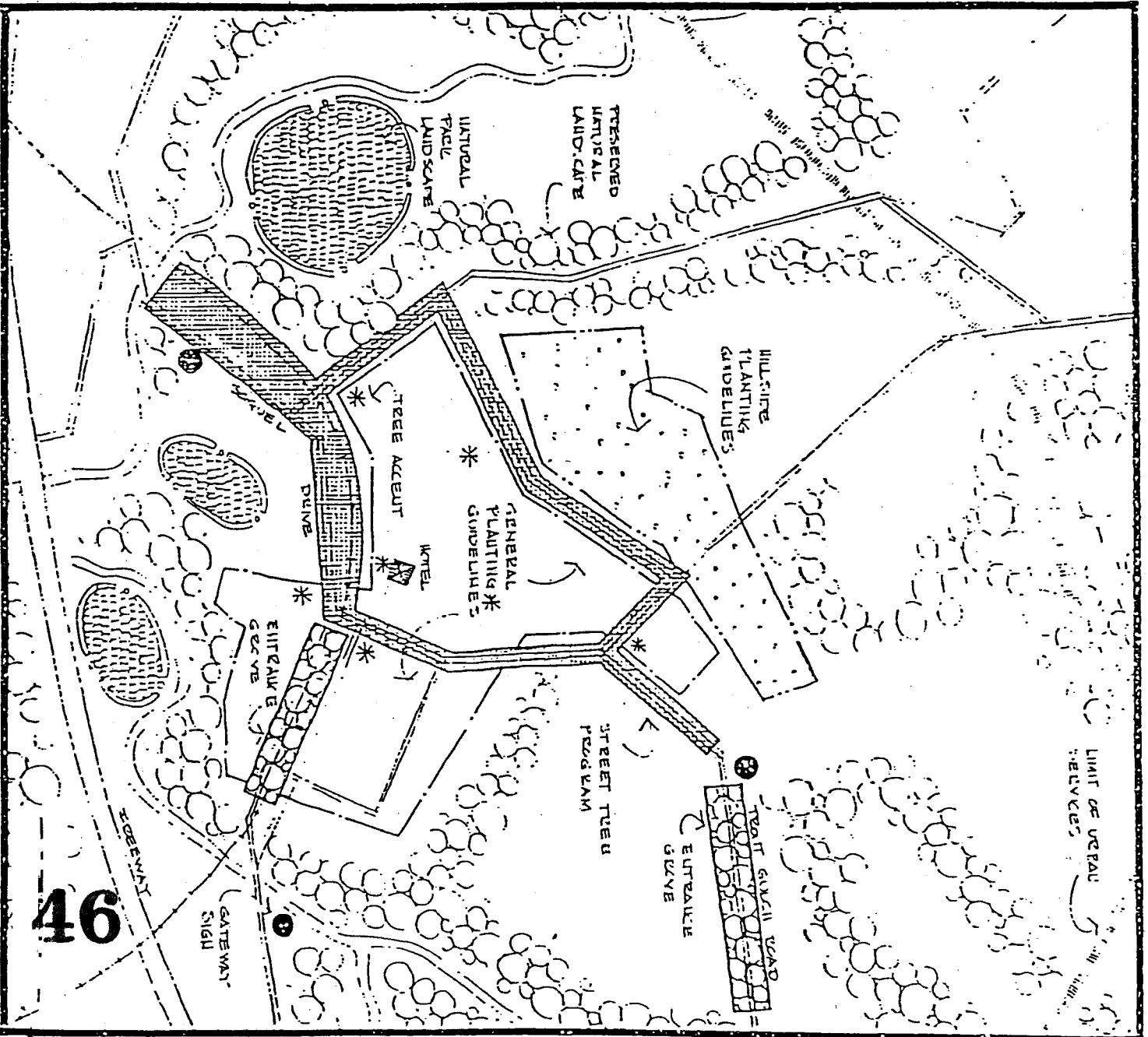
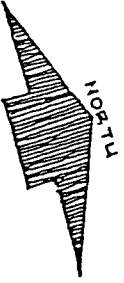
Recommendations

1. Apply the guidelines of the physical form component of the Community Design Framework to design review procedures.
2. Encourage collaboration and cooperation between property owners to arrive at a private/semi-public system of open spaces around which development is organized.
3. Set up site design workshops for individual property owners who want to work with each other to develop pedestrian and landscaped open space corridors within or between properties in the Village.
4. Develop a heritage catalog of 1890 styles -- street furniture, architecture, landscape and signs -- from which community members or volunteer groups can develop improvement ideas to enhance character and Village identity.
5. Designate the Dayview Hotel as an historic landmark.
6. Develop design review procedures to be applied to property within Aptos Village.

AFTOS VILLAGE COMMUNITY DESIGN FRAMEWORK LANDSCAPE

0646

800' 600' 400' 200' 0'



0647

LANDSCAPE

The landscape component of the Aptos Village Community Design Framework includes lighting, signs and other detail elements as well as plant materials. It also extends to the conservation of surrounding woodland and riparian corridors as a natural backdrop to the Village.

General Guidelines

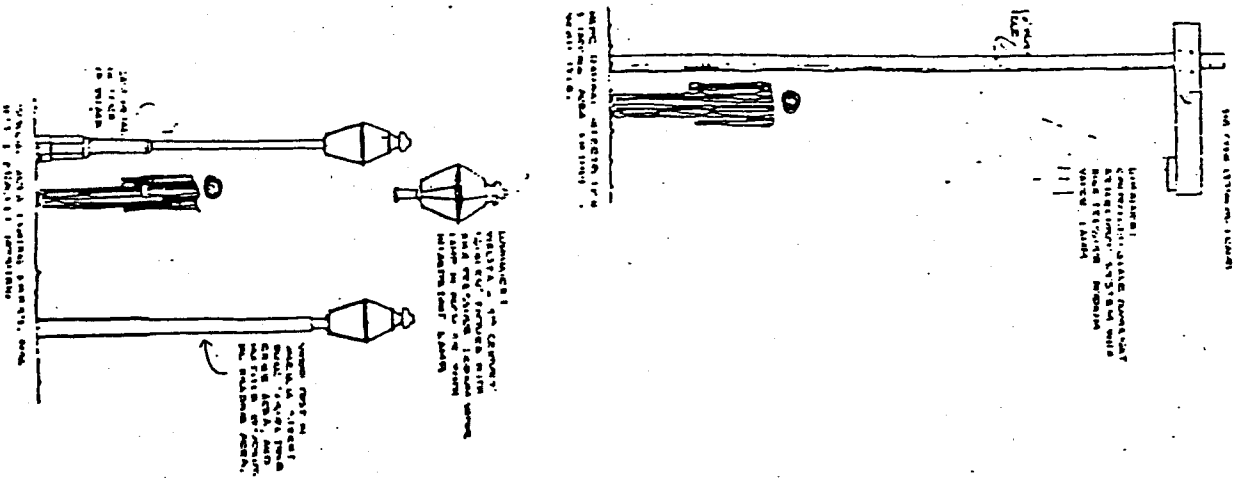
All landscape elements should work together so that the Village reads and is experienced as a complete entity. There should be visual ties between the built open spaces of developed areas in the Village and the natural open spaces around it. Trees should provide a dominant theme in the Village as a visually unifying force.

Planting

Where trees are specified along roadways to create a sense of entry or transition before arriving in the Village, they should be large in scale and provide a canopy across the roadway. The California Sycamore, Big Leaf Maple or Sawleaf Zelkova with its elm-like foliage fit this description. Rather than row planting, the transition area through which one drives, bicycles, or walks should be handled as a grove containing primarily a single tree type.

The street tree planting program for the peripheral roadways that define the Village core should contain deciduous trees that have a narrow and columnar or compact spherical form. Liquidambar with varieties selected for bright autumn color, combined with Flowering Cherry, Plum and Crabapple meet these criteria. Foliage texture of these trees should range from coarse to medium. It is important that the flowering trees give the Village an impressive array of color when they blossom in the spring. Rather than a typical row of street trees, the planting should achieve an overall design that has a parkway quality to it with trees grouped to reinforce their shape, color and texture. Along the roadway there would be clustered and linear tree groupings in contrast with each other.

Tree accents would contribute to landscape variety in the Village. These accents would be spaced between 200 to 400 feet of each other. They could be single specimen trees, such as the Magnolia or Live Oak, or they could be groups of trees. Redwoods would be planted in groups of 5 to 10 trees, the Sawleaf Zelkova in groups of 3 to 5 trees. The London Plan Tree, pollarded to form a low canopy, could be used



In architectural groupings to provide lines or blocks of formal plantings as an accent in the Village; this formal planting demands detail study in layout and relationship to adjacent buildings and plantings.

General planting guidelines in the Village involve the careful use of ground cover and the extensive use of shrubs. If a landscape theme is to be evident, commercial facilities should have 15% of their sites devoted to landscape. In general, trees throughout the Village should provide a canopy that is pleasant to walk under and light in character. The Mornine Locust, Flowering Cherry and Plum, smaller varieties of Maple, Evergreen Pear, Silk Tree and Washington Thorn all meet those criteria.

Hillside planting guidelines around the Village should defer to and favor the existing background. This means Oaks, Pines and Redwoods with the planting predominantly evergreen. Twenty-five percent of a hillside area, however, should contain groups or masses of deciduous trees for a contrast in texture and color. These trees could be Maple, Liquidambar, California Walnut, Modesto Ash, or Chinese Platane.

Lighting

Lighting -- quality of light plus the fixtures and standards -- contribute to the identity of an area. In Aptos Village secondary lighting built into building arcades should be encouraged. Utility lines should be underground.

Free standing area lighting should use high pressure sodium vapor lamps to produce a warm quality of artificial light in the Village. Major roadway intersection and parking area fixtures should be mounted on wood poles and designed to reinforce the Village's rural character.

Special area lighting fixtures should be equal to the Welsbach 19th Century "Quaker" luminaire, housing a high pressure sodium vapor lamp in the hood where significant illumination is required and a base incandescent lamp elsewhere. The Welsbach luminaire was common in rural areas of the United States in the 1890s.

Signs

The preservation of the rustic quality of the Aptos Village can best be achieved by signs using natural wood materials or other materials which have the same effect, combined with indirect flood light or discreet interior illumination. Color on signs should be used to minimize disturbing or unnatural qualities introduced by signs and should be in harmony with the immediate environment.

0649

Only in exceptional circumstances should more than one well executed sign be used to communicate the location and nature of a business. No sign, regardless of location, should be flashing, animated, or otherwise have the appearance of movement.

When at all possible the sign should be attached to the building or located in close proximity to encourage coordination between sign and building. Business locations in Aptos Village do not necessitate signs above the eave line of the building.

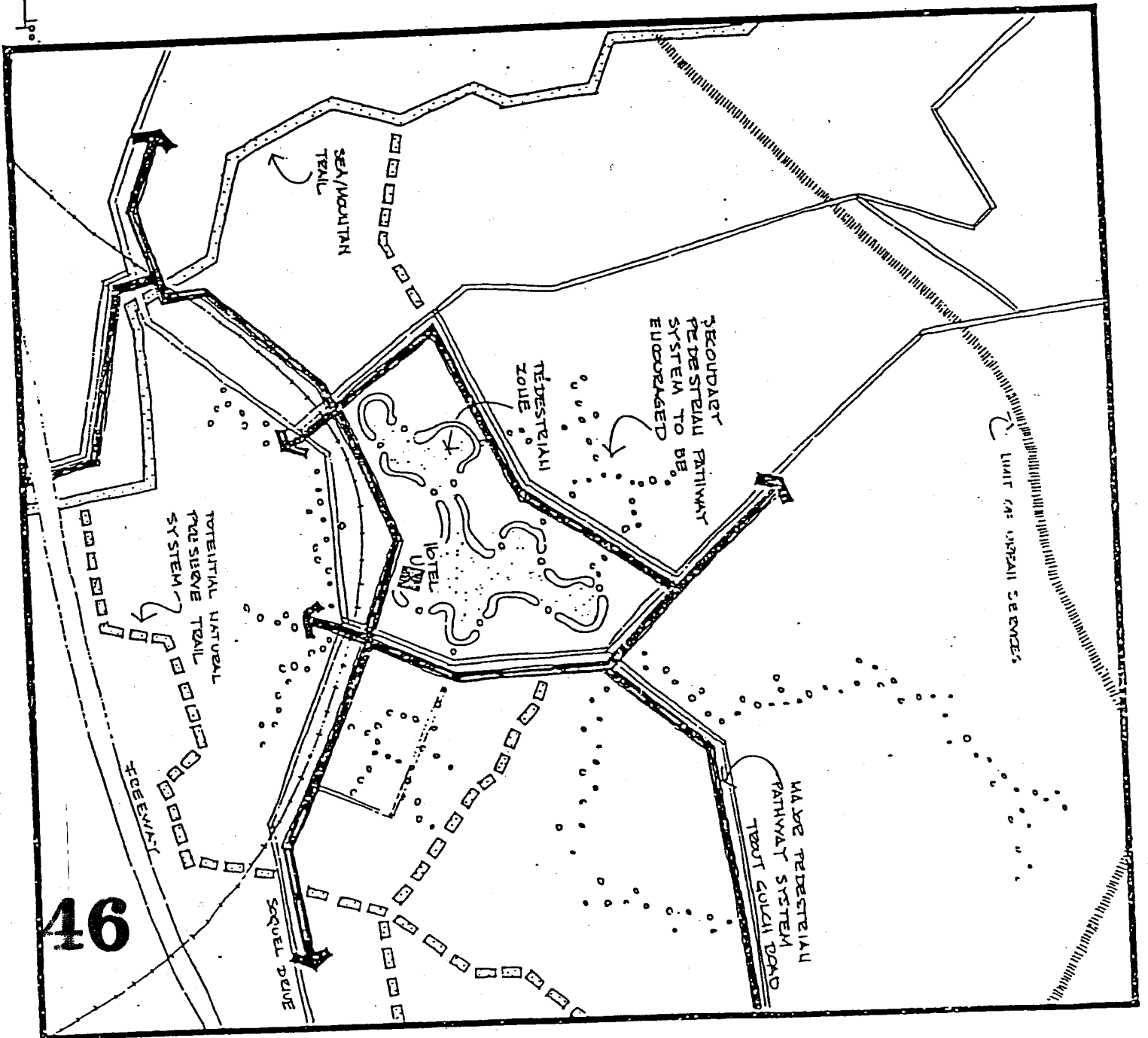
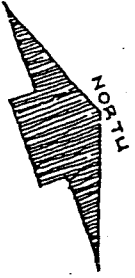
Recommendations

1. Apply the landscape guidelines of the Community Design Framework to planned development and design review.
2. Based on the landscape guidelines, include a tree planting element in all road-way and bikeway construction or improvement work in Aptos Village.
3. Encourage a community tree planting program in Aptos Village using the landscape guidelines of the Community Design Framework.
4. Develop a program to underground utility lines in Aptos Village.
5. Commercial interests in Aptos Village should consider a design competition for a new entrance sign to be located at designated approaches to the Village.

AFTOS VILLAGE COMMUNITY DESIGN FRAMEWORK PEDESTRIAN ENVIRONMENT

0650

0m 100m 200m 300m 400m 500m 600m 700m 800m 900m 1000m



0651

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

PEDESTRIAN ENVIRONMENT

Central to the design concept for Aptos Village is the creation and maintenance of a 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 Seaciff State Beach along the Aptos Creek corridor as part of the Santa Cruz Mountain Trail System. The Aptos Creek trail is important to the Aptos community and Aptos Village in particular. 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 Guidelines

The major pedestrian pathway system and extensions to the sea/mountain trail require coordination and programming by the County. Pavements for this system could be asphalt concrete, decomposed granite, gravel sealcoat or stabilized soil. The rural nature of the area should determine the material selected.

Brick pavers, wood pavers, exposed aggregate concrete with redwood headers, or well detailed asphalt concrete could be used in areas where concentrations of pedestrians will occur. Wood walks might be used in certain situations where a special character was warranted. Whenever steps are used, if feasible, there should be a ramp or other means to provide ease of access for the handicapped.

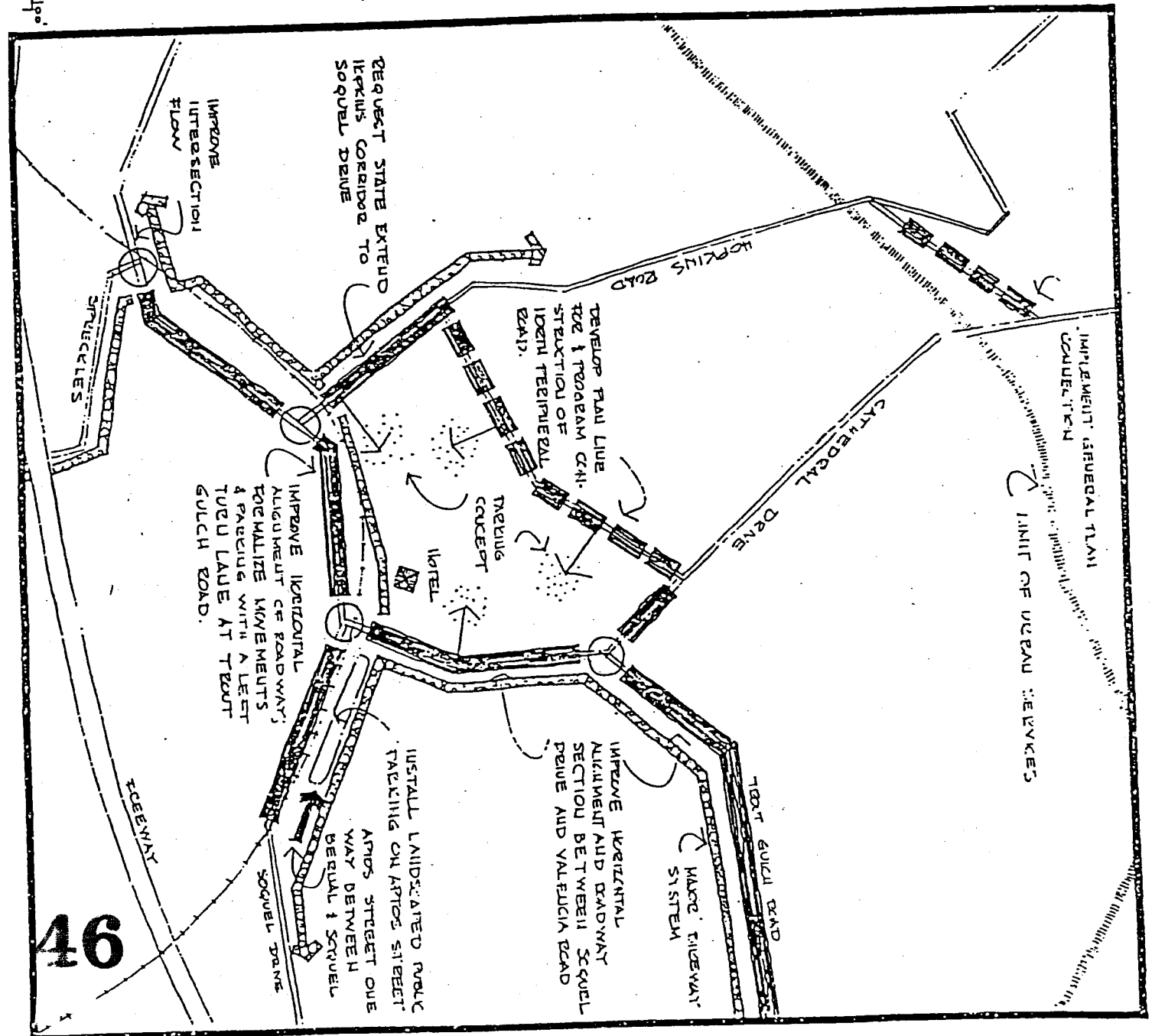
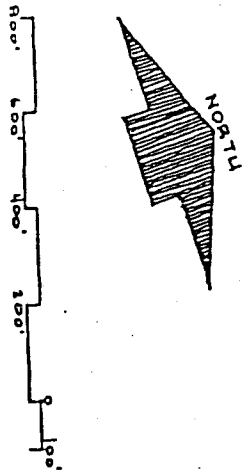
Pedestrian pathways should be designed for the pleasure of walking as well as to handle the means of moving from point to point. There should be benches for resting and watching. A pleasing visual experience is desired. Care should be given to the texture and quality of pavement used and to the complementary use of planters, shrubs and trees as part of the pathway system.

Recommendations

1. Incorporate the major pedestrian system into the County roadway improvement and maintenance program within Aptos Village.
2. Create a task group to assure that the Forest of Nisene Marks to Seaciff State Beach sea/mountain trail affords access to Aptos Village.
3. Require a pedestrian orientation for development and revitalization within the Village in line with the pedestrian environment component of the Community Design Framework.

APTOS VILLAGE COMMUNITY DESIGN FRAMEWORK VEHICULAR CIRCULATION

0652



0653

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

46

VEHICULAR CIRCULATION

The vehicular traffic situation in Aptos Village is dependent upon decisions concerning the County trafficway network outside of the Village. It is essential that 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 highway with reasonable speed, comfort, convenience, economy and safety. Planning considerations in Aptos Village have been based on level of service C. This means stable traffic flow with speeds and maneuverability controlled by the volume of traffic. Most of the drivers are restrained in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained with service volumes suitable for urban design practice.

With the development of a County trafficway network providing alternative movement channels between the valleys northeast of the Village and the freeway, improvement of Village roadway and intersection characteristics, and adoption of an off-street parking program, the existing roadway system of the Village can respond to vehicular traffic demands based on current County growth projections.

General Guidelines

An improved two-lane road network should be developed and maintained within Aptos Village. Traffic movements and roadside parking should be formalized. Where roadway parking occurs, it should be either parallel or thirty degrees to the edge of the road. The Village core should be served fully by local and County-wide transit. Parking clusters between sites resulting in shared parking should be encouraged. Rather than continuous egress/ingress along the roadways, pockets of parking with limited access should be developed. A bikeway system should be developed and tied to road improvement projects within and serving the Village. Turf pavers should be investigated for use in parking areas to reduce runoff and maintain rural atmosphere.

Recommendations

1. Update the County "Regional Transportation Plan" such that Aptos Village is relieved of through regional traffic; develop a roadway network in the Aptos area that provides alternate routes between home, work, shopping and services; continue to examine options to connect Hopkins Road with State Park Drive.

0654

2. Request that the State extend to Soquel Drive the Hopkins Road right-of-way corridor that serves Forest of Nisene Marks; implement the Cathedral Drive to Hopkins Road connection shown on the Aptos Area General Plan to better distribute traffic through the Village.
3. Extend Granite Way to Hopkins Road forming the northern peripheral road outlining the Village pedestrian core; improve the horizontal alignment and roadway section for Trout Gulch Road between Soquel Drive and Valencia Road; improve the horizontal alignment and roadway section for Soquel Drive between Aptos Creek bridge and Trout Gulch Road; where feasible include planted medians in horizontal alignment improvements or roadway extensions.
4. Formalize vehicular movements, pedestrian crossings, and parking in the Village; monitor (traffic count) major intersections annually.
 - a. Install turning lanes where demand warrants; a left turning lane on Soquel at Trout Gulch Road should be installed immediately; consider installation of a 3-way stop at Soquel Drive and Trout Gulch Road for both vehicular and pedestrian safety.
 - b. When traffic flow is heavy, intersection design determines roadway capacity; service volume on Soquel Drive between State Park Drive and Trout Gulch Road is governed by physical constraints at the Soquel/Spreckles intersection. The service characteristics of the intersection could be improved by providing a right turn lane from Soquel (west) to Spreckles Drive and a left turn lane from Soquel (east) to Spreckles Drive. This may require railroad abutment relocation and/or bridge widening; any bridge widening should include a section of 5 to 8 feet for a bikeway pedestrian walk. Further investigation should be made into the reconstruction of the Soquel/Spreckles intersection and widening of the adjacent bridge.
5. Undertake an off-street parking program for Aptos Village as part of a recommended County-wide off-street parking program for old or small commercial areas where the ownership pattern makes cluster parking difficult to achieve.

0655

IMPLEMENTATION STRATEGIES

Feasibility of implementation presents constraints in carrying out the Community Design Framework for Aptos Village. Immediate implementation primarily is tied to the recommendations under each of the components of the Community Design Framework. Implementation potentials 10 to 15 years down the road, however, are of equal concern to the maintenance of a vibrant village. Based on community interest, it appears advisable to combine a policy of public initiative with one of strong private commitment and coordination in implementing a design framework in the Village and resolving development/conservation issues.

These combined policies organized around the issues identified in the formulation of the Community Design Framework for Aptos Village translate into suggested responses to those issues.

Focal Point - Public Facilities: Determine specific public uses and actively promote purchase or acquisition.

Focal Point - Private Facilities: Use public improvements to attract specific desired private facilities and uses; encourage private approaches to manage new and old development.

Mixed Use Development: Propose and actively promote the Community Design Framework activity pattern providing an orderly mix of residential types and commercial uses in the Village; encourage mixed use complexes put together by private investment primarily on major undeveloped and underdeveloped sites.

Pedestrian Environment: Require that pedestrian environment be an important aspect of any project; gain public easements for pedestrian ways.

Vehicular Circulation: Layout and undertake County construction of road extensions and improvements, including bicycle paths and possibly a bus terminal; pursue extension of the transit system including reuse of the railroad tracks as part of that system.

Architectural Quality: Use public facilities to demonstrate and encourage a high level of architectural achievement in the Village; pool private interests in the development or reconstruction of major areas in the Village to include significant architectural design input.

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

0656

Landscape Quality: Adopt a landscape element in the County Capital Improvement Program for planting and lighting in the Village; endorse a Village planting program for implementation by community groups and private individuals.

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 and sensitive woodland areas according to priorities; adopt performance controls for sensitive lands.

Forest of Nisene Marks: Encourage the State to develop an information and interpretive center in Aptos Village for Nisene Marks and Seacliff State Beach to which it will be connected by the Aptos Creek sea/mountain trail; reinforce the Village's gateway function for Nisene Marks with private development in the vicinity of Hopkins Road.

0657

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

Aptos Village Design Study Working Papers:

1. Working Paper One: Part I - Physical Analysis prepared by Richard Peterson Associates, November 13, 1975.
2. Working Paper One: Part II - Preliminary Survey Findings prepared by Richard Peterson Associates, November 26, 1975.
3. Working Paper Two: Objectives + Alternatives prepared by Richard Peterson Associates, December 29, 1975.
4. Commercial Market Demand Technical Report prepared by David Bradwell and Associates, January 18, 1976.
5. Working Paper Three: Community Design Framework prepared by Richard Peterson Associates, February 5, 1976.

0658

This report was prepared by

RICHARD PETERSON ASSOCIATES

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

DAVID BRADWELL AND ASSOCIATES, market analysis

HARRY H. TSUCAWA, 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

0659

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORKENVIRONMENTAL IMPACT ANALYSIS

The Santa Cruz County Environmental Review Committee has reviewed the plan and on October 30, 1978 issued a Negative Declaration with the following mitigation measures: (see attached copy of Negative Declaration)

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 dispersal rates for a 10-year storm and drainage shall be filtered to reduce urban contaminants to downstream drainage, erosion control planting, and energy dissipation shall be required on projects along riparian corridor.
4. The Archeological Society shall submit an analysis of the Aptos Village area designating existing and potential archeological sites. Separate field checks and mitigation measures shall be developed on a project-by-project basis.
5. Noise and atmospheric impacts shall be assessed on a project-by-project basis. Projects shall be reviewed for consistency with the noise element and mitigation measures for cumulative noise and atmospheric impacts shall be required as part of the Negative Declarations on individual projects.
6. The following mitigation measures shall be required to reduce cumulative sociological/psychological impacts (of higher residential densities on privacy) to an acceptable level:
 - a. Development of efficient traffic, circulation, and parking systems;
 - b. Adequate open space and landscaped areas to offset the built and paved areas;
 - c. Adequate pedestrian and bicycle circulation facilities;
 - d. Building designs that are sensitive to the environment.

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0660

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

7. The following mitigation measures shall be required to reduce traffic impacts to an acceptable level.

a. Granite Way Extension

1. Immediate action should be taken to initiate an assessment 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.)

2. The road should have a minimum 50-foot right-of-way if no street parking is allowed and 60-foot if on-street parking is planned. The minimum road section should be two 12-foot travel lanes and two 6-foot bicycle lanes. In addition, curb, gutter and sidewalk must be provided.

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-Sequel Drive will be an important village intersection, and the existing conditions must be improved.

1. The minimum paved width of T. Hopkins Right-of-Way should provide for two 12-foot moving lanes of traffic. In addition: an 8-foot shoulder on the west side, a paved bicycle lane on the east side, and curb, gutter and sidewalk on the east side for the full length of this development.

2. The intersection of T. Hopkins with Granite Way should be designed for free movement of traffic between these two roads. Southbound traffic on T. Hopkins Right-of-Way should be stopped at Granite Way by an arterial stop sign.

0661

APTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

3. T. Hopkins should be realigned so that it meets Soquel Drive about 40 to 50 feet east of the existing intersection. This will provide an improved intersection, as the roads will have only minimal differences in elevation. The realignment will provide additional parking space at the existing County park.

- c. Soquel Drive

1. By eliminating parking for 200' along the north side of Soquel Drive at Trout Gulch Road, Soquel Drive could be widened and restriped to allow for a left turn lane as well as a through lane and acceleration lane.
2. Parking on the north side of Soquel Drive should be reorganized so that it will be safer and not block traffic movements. (Some drivers heading east on Soquel Drive try to make a greater than 90 degree turn to get into a parking place and are usually unsuccessful on the first try or will park at an angle different than the adjacent vehicles.)
3. The area along the railroad tracks should be landscaped and the parking area paved and striped for parallel parking. If diagonal parking is to be allowed, adequate wheel stops must be provided. There should be some provision for maintenance of this parking area. The railroad right-of-way should be realigned in this area to a minimum distance of 15 feet from rail. This would give the County the authority to maintain the remaining area.

- d. Railroad Crossings

1. To improve traffic flow at the Soquel Drive-Trout Gulch Road intersection, the railroad crossing about 150 feet west of Trout Gulch Road should be vacated and barricaded. (There is a significant traffic flow through this crossing, mainly by traffic wishing to by-pass the adjacent intersection. The traffic through this crossing is split equal between left turning and right turning vehicles. On several occasions, it was noted that left turning vehicles completely blocked the west bound Soquel Drive traffic lane.)

0662

2. The existing pedestrian crossing in front of the market should be extended across the railroad right-of-way into the proposed parking area. It should be at least 4 feet wide and paved for its full length. A PUC pedestrian crossing should be established at this location.
3. A new PUC crossing should be established at the new T. Hopkins Right-of-Way. The old crossing should be vacated.

e. Parking

1. The parking area within the village and the parking area at the Bayview Hotel should be connected with a paved strip adequate for the movement of traffic. It should be at least 24 feet wide.
2. Internal parking should provide space for the physically handicapped close to the buildings. The ground level as a minimum should be made available to the physically handicapped by the proper location of ramps.
3. Bicycle parking must be provided in accordance with the appropriate County ordinances.

f. Transit

Currently, the west bound Watsonville-Santa Cruz bus line of the Transit District stops on Soquel Drive. Allowing the bus to travel through the parking area, stop in this development and then return to Soquel Drive at T. Hopkins would make this area more accessible to bus use by potential source of congestion on the Soquel Drive. This possible route change should be checked with the transit district.

Update/Further Discussion

Initial public response to a one way couplet (Map 4) through the village area has not been good. The members of the village community have expressed concern about the one way system reducing the potential access to the commercial area planned in the village. The addition of another two lane road through the village area will increase road capacity by 100%, but will shift intersection problems to Hopkins Road and Soquel Drive, and will do little to improve problems at other existing problem intersection.

0663

APPOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

The one way couplet system, in addition to increasing roadway capacity by nearly 200%, also reduces the conflicts arising from the turning movements at the problem intersections. This system minimizes delays on the arterials and major streets. This system minimizes delays on the arterials and major streets. This system is recommended initially because it can be converted to a two way system without capital investment loss.

A two way system as described on Map 5 would require the addition of a signal at either Hopkins Right-of-Way and Soquel Drive or Trout Gulch and Soquel Drive. A signal at either location will make that cross-street the major access through the village. It is anticipated that the remaining intersections will require arterial stops for all approaches, and improved railroad crossings will be developed at Hopkins Right-of-Way and for pedestrians opposite the Bay View Hotel.

0665

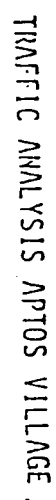
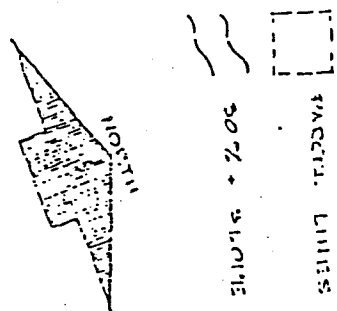
AFTOS VILLAGE
COMMUNITY DESIGN FRAMEWORK

MAP 5

ALTERNATIVE CIRCULATION SYSTEM

PROPOSED IMPROVEMENTS AND ADDITIONS
TO CIRCULATION SYSTEM

12



0666

NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

NEGATIVE DECLARATION
Applicant:Name of Project, if any:

APTOS VILLAGE AREA - URBAN DESIGN PLAN

Project Location:Project Description:APR:File No.:Staff Person:
Susan BlairTelephone:
(408) 425-2191 X
425-2286

Finding: This project will not have a significant effect on the environment as documented in the Initial Study on this project attached to the original of this notice, on file with the Community Resources Agency, County of Santa Cruz, 701 Ocean Street, Santa Cruz, California.

Mitigation Measures 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 dispersal rates for a 10-year storm and drainage shall be filtered to reduce urban contaminants to downstream drainage, erosion control planting, and energy dissipation shall be required on projects along riparian corridors.

- Continued on Attached Page -

Date approved by Environmental Review Committee: Oct. 30, 1978Review period ends: Nov. 9, 1978

John Warren
Chairperson, Environmental Review Committee
John Warren

NOTICE OF DETERMINATION (If project is approved, complete and file this notice with Clerk of the Board.)

The final approval of this project was granted by:

ON . No EIR was prepared under CEQA.
(Decision-making body)

Date completed notice filed
with Clerk of the Board:

By: Clerk of decision-making body
Title:

0667

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 designating existing and potential archeological sites. Separate field checks and mitigation measures shall be developed on a project-by-project basis.
5. Noise and atmospheric impacts shall be assessed on a project-by-project basis. Projects shall be reviewed for consistency with the noise element and mitigation measures for cumulative noise and atmospheric impacts shall be required as part of the Negative Declarations on individual projects.
6. The following mitigation measures shall be required to reduce cumulative sociological/psychological impacts (of higher residential densities on privacy) to an acceptable level:
 - a. Development of efficient traffic, circulation, and parking systems;
 - b. Adequate open space and landscaped areas to offset the built and paved areas;
 - c. Adequate pedestrian and bicycle circulation facilities;
 - d. Building designs that are sensitive to the environment.
7. The following mitigation measures shall be required to reduce traffic impacts to an acceptable level. See attached mitigation measures as outlined in Traffic Analysis Aptos Village Design Study, October 1978, prepared by CRV, Pg 5-7, Items 4, a-f, plus update.

668

APTOS VILLAGE PLAN adopted as element of Aptos General Plan by Board of Supervisors on April 17, 1979, subject to the following conditions:

1. Implementation of the necessary mitigation measures (as described in the Negative Declaration, dated October 30, 1978).
2. 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.
3. Accept Archaeologic Report and Historic Preservation Report and incorporate into Plan.
4. Initiate formation of an assessment district for the construction of improvements necessary to implement the proposed traffic mitigation 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.
5. Grantite Way Extension approved with final road alignment and circulation pattern to be determined at a later date.
6. Request the Santa Cruz County Transit District to consider possible route changes to allow buses to travel into Village core area (fringe parking) to provide improved bus service and transit use in the Village area. Request their determination on the need for bus turnouts and bus waiting shelters.
7. Undergrounding of utilities in this area shall be given a high priority.

Glenda Hill

From: Ms Mary Simkin [marysimkin@ymail.com]
Sent: Friday, February 12, 2010 9:41 AM
To: Glenda Hill
Subject: Pls approve aptos skate park

0669

Hello Glenda,

Hopefully I am not too late to support the proposed skate park in the village. The location is ideally placed between the state park, and the city park. We need more outlets for young people to exercise & Enjoy the company of others. Please consider this a positive addition to our neighborhood.

Sincerely,
Mary Simkin
Village Glen resident
Cell-

From: Ruth Bates (ruth_bates56@yahoo.com)

To: Ellen Pirie

Date: Mon, February 1, 2010 11:36:49 AM

0670

Cc: Barbara Snider; David Guzman; Joan Lukan; Ruth Bates; Sam Masters; Sven Sjoberg

Subject: Re: Aptos Creek Road - Update

Hi Ellen and Robin,

Thank you again so much for your quick response.

I have measured the road and it is **just under 1000 ft** from the beginning of the road off Soquel BEFORE you cross the railroad tracks to the place in the road when you have just driven past Village Creek Road on the left.

I agree with you that it might not make sense to completely repave the road (due to the impending major construction activities), however, there is a portion of the road in the second 500 feet that is completely washed away. The major pothole is just about 500 feet in. The area of road at the railroad track is also in serious disrepair. So, unfortunately, to fix the three major issues requires 1000 ft of road fix.

Railroad area = point A = 0 feet in

Major pothole = point B = 400-500 feet in

Major road erosion - point C = about 600-900 feet in

YES. Please get us an estimate of fix costs for whatever anyone is willing to do.

Thank you so much.

Ruth

Ruth Bates

Realtor & MBA; Santa Cruz Art League Board Treasurer

Thunderbird Real Estate

Direct (831) 359-2212

Fax (831) 475-0931

ruth_bates56@yahoo.com

<http://www.ruthbates.com>

From: Ellen Pirie <BDS020@co.santa-cruz.ca.us>

To: Ruth Bates <ruth_bates56@yahoo.com>

Cc: Barbara Snider <sniderb@santacruzpl.org>; David Guzman <dguzman@remico.com>; Joan Lukan <joanlukan@comcast.net>; Sam Masters <smasters@cruzio.com>; Sven Sjoberg <svens@svens.com>; Robin Musitelli <BDS021@co.santa-cruz.ca.us>

Sent: Mon, February 1, 2010 11:11:57 AM

Subject: RE: Aptos Creek Road - Update

Dear Ruth;

It's the very fact that there are three owners that make this street so difficult!

Let's start with an understanding about what VGHOA wants done. There are several different levels of repaving - some very thorough and costly and others less so. It doesn't make much sense financially to do an overlay when the road will likely be torn up and patched within a year or two. Filling potholes and doing a capeseal or slurry seal over the entire street probably makes the most sense, as a temporary measure. Once the Village Plan comes to fruition, the road will be properly repaved.

If you would like, I will find out the cost and whether any of the three owners is willing to contribute. In the meantime, it would be helpful to know what the distance is that you are wanting fixed. If you could tell me how many feet it is from Soquel to the point you are contemplating, that might speed things along.

Ellen Pirie

0671

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

From: Ruth Bates [mailto:ruth_bates56@yahoo.com]**Sent:** Monday, February 01, 2010 9:31 AM**To:** Ellen Pirie**Cc:** Barbara Snider; David Guzman; Joan Lukan; Ruth Bates; Sam Masters; Sven Sjoberg**Subject:** Aptos Creek Road - Update

Dear Ellen and Robin,

Thanks again for facilitating the quickie fix on Aptos Creek Rd via Jesse Nickel and BSB.
 Unfortunately, the rains came the very next day and now the potholes are worse than ever.

I sit on the Board of the Village Glen Homeowners Association - 49 homes adjacent to the Aptos Village Plan and Aptos Creek Rd (VGHOA) and at our annual meeting on January 26, I was assigned the task of attempting to **OFFER TO HAVE VGHOA HELP PAY FOR REPAVING APTOS CREEK RD** (from the entrance off Soquel to just past the Village Creek left hand turnoff to our homes).

I have researched who actually owns the road in earnest. Over several hours of phone conversations later, the road is actually owned by **THREE GROUPS**: (zoning - volume 48, page 1-3)

- * The State of California
- * The County of Santa Cruz
- * The Owner of Aptos Station

and the Soquel Creek Water District also sits in the middle of it all.....

My request is this: Can your office please FACILITATE a plan for the REPAVING OF APTOS CREEK RD.

PRIOR TO the implementation of the APTOS VILLAGE PLAN, with the understanding that VGHOA (representing the 49 homes that must drive that road multiple times daily) does want to assist in the cost of repaving the road.

I was given many other names to call during my research, including:

- o Randall Adams - County - 454-3218
- o Jack Soriakof - Aptos Plan rep 454-2160 main #

but I am going to you first as champion of the Aptos Village Plan, in the hopes you can harness ALL the necessary decision-makers to commit to getting the road fixed asap.

Please let me know how VGHOA can assist in this plan.

Thank you so much.

Ruth Bates

VGHOA - Board Secretary

Ruth Bates

Realtor & MBA; Santa Cruz Art League Board Treasurer

Thunderbird Real Estate

Direct (831) 359-2212

Fax (831) 475-0931

ruth_bates56@yahoo.com

<http://www.ruthbates.com>

Dear Ellen,

I am a very concerned Aptos citizen. Today I am writing you about the road condition at the entrance to the state-owned Nicene Marks Park on Aptos Creek Road off Soquel.

0672

I live in the Village Glen Town homes on Village Creek road just off Aptos Creek road and every day I must traverse through major potholes and water to get to my house. My little Prius has had it.

I know you are presenting the updated Aptos Village Plan at the Chamber Meeting on Thursday and I'm hoping some answers may be provided there for my issue. I will be in the audience listening with full attention.

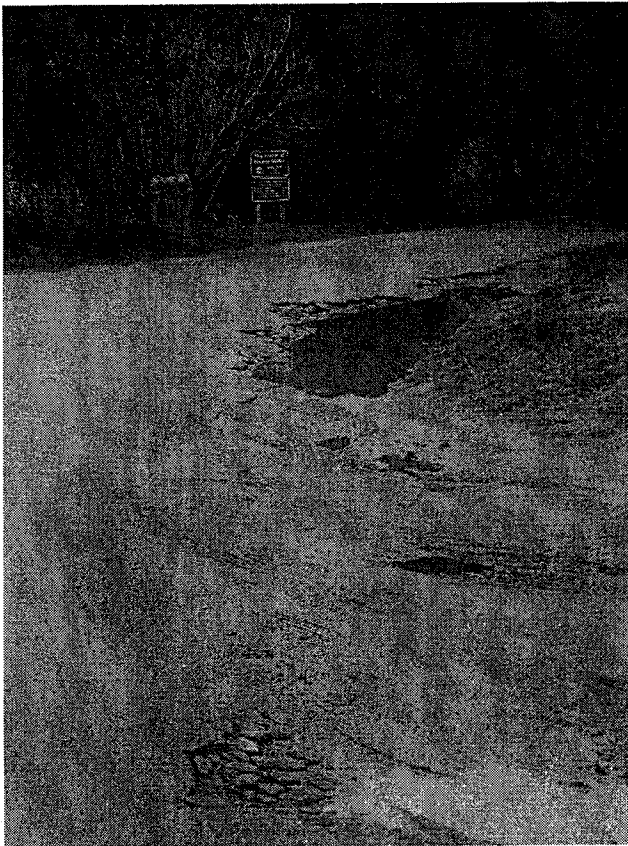
Aptos Creek Road is evidently NOT a county road, per John Swenson at the County. Since the road is not a county road, they will not maintain it under any circumstance in its present condition (pictures attached) and to "rebuild the road to current design criteria and then request the road become a county road" is not a viable solution.



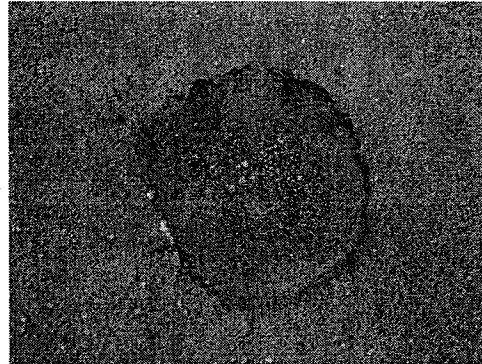
Perhaps the STATE might have some interest in maintaining this road as it is the primary entry point to Nicene Marks.

As you can see from this picture, a car cannot go around this major hole in the road when cars are parked on either side, which is all day long as runners and bikers regularly go into Nicene.

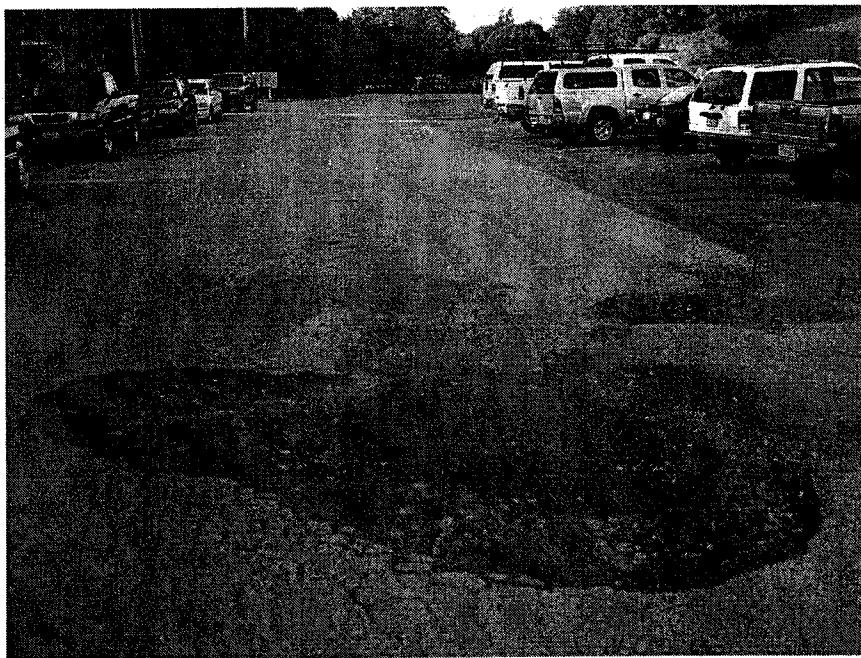
0673



As you can see here, there is no way two cars can make it through this road at this point, barely one car can make it by and this area is eroding DAILY.



These are all over the road in various shapes and sizes.



This is what I have to drive through EVERY DAY, sometimes up to FOUR TIMES per day. Please help to figure out a way to fix this road. All efforts are greatly appreciated!

Ruth Bates
342 Village Creek Road
Aptos, CA 95003
831-359-2212

0674

★ 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 charrette 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.

- Skatepark serves a very, very limited clientele
 - unsupervised youth
 - accidents/liability
 - noise
- = UNDESIRABLE

- Parking Area for Nisene Marks users is what is needed and missing in this EXACT location

= USED EXTENSIVELY

February 7, 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

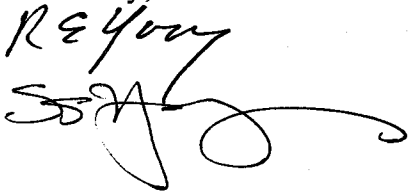
Re: Support of the Aptos Village Plan

Dear Planning Commissioners,

I am a Rio Del Mar resident/ property owner and I wanted to express my support and ask for your approval of the Draft Aptos Village Plan.

We believe that having a well thought out new/old Aptos town center would be a positive asset to our community.

Sincerely,



Raleigh & Suzanna Young
512 Cliff Dr
Aptos, CA 95003

cc: J. L. Nickell III

2/10/10

0676

Santa Cruz Planning Commission
Santa Cruz Government Center

Dear Commissioners;

As owner and operator of the Historic Bayview Hotel I want to compliment the county planning staff on the Draft Aptos Village Plan. Our consultant, architect, and I have reviewed the recent draft (1/21/10) and the supporting documents. We agree with most of the concepts presented in the current draft Plan, however, our attached comments raise issues and concerns that, in our opinion, need to be answered prior to adoption of the Plan by the Commission.

Pg. 3 CIP- upgrading infrastructure in the Village. These improvements are needed now. What is the county's schedule for implementation?

Pg. 14 These improvements "should be" constructed. Traffic lights on Soquel Drive can go forward regardless of the development timing of the Plan implementation.

Pg.16 A Figure in the plan needs to show the network of sidewalks, bikeways, and use of existing easements/right of ways. Fig. 15 is missing in the Plan.

Pg.19 As owners of the Bayview Hotel we want to point out that

2/10/10

0677

we were never consulted during preparation of the supporting environmental documents. Additionally, we support the concept contained in the Plan, at this time, we do not have a written agreement with the developer for use of our property to accommodate the new East-West street (pgs.26 & 32) nor for the adjacent property parking lot.

Adequate pedestrian access needs to be identified in Areas 1&2 and improved as necessary, for consistency with the new connectivity of the Village core.

Pg.26 Traffic Circulation- see comment on pg.19.

Pg.39 Figure 14 needs to be modified to show the existing RR xing into the Bayview Hotel parking lot from Soquel Drive.

Pg.40 Where is Fig 15 showing existing sidewalks in the Village?

Pg.42 Fig 18 we strongly recommend Site A for a new RR station connecting to the Village pedestrian system.

Pg.47 A) Are the two new roads (East-West Street and North-South Street) to be county roads or developer maintained roads?

B) Are RR safety barrier required for the existing Bayview Hotel RR crossing and the new North-South street crossing?

2/10/10

0678

C) Has the California Utility Commission approved in concept four RR xings along the quarter mile stretch of Soquel Drive?

D) Is there a written agreement with the owners of the RR line for four RR xings identified in the Village Plan?

Items (C & D) above, may make certification of the C.E.Q.A. document impossible at this time. No documentation is provided that these items have been accomplished to support the Village Plan prior to its adoption.

Pg.48 CIP improvements (see comment on pg. 3)

Pg. 52 We strongly support the use of green building principles for new and remodeled buildings.

*Pg.54 Please change the base map to always show the existing RR xing into the Bayview parking lot.

*Pg. 56 We strongly disagree with the site 6 requirement for a new building separate from the Historic Bayview Hotel. Our architect and planner are currently working on a restoration plan for the hotel which includes a 2500 sq.ft. expansion attached to the rear of the existing hotel. We are currently working with the Federal and State offices of Historic Preservation on design criteria, since our site is rated NR-1(pg.34). This restoration and expansion is related directly to the 5300 sq.ft. of Bayview Hotel which is shown in the revised Village Plan for reconfiguration to

2/10/10

0679

accommodate the proposed East-West Street and for new parking on the adjacent property. Once again, we want to reiterate that no written agreement with the developer has been completed for use of our property. While we support most of the items set forth in the Aptos Village Plan the current requirements as stated for site 6, and use of our property for critical elements of the plan, directly conflict with our current restoration planning. We have discussed these issues at length with the developer's representatives. We look forward to continuing to work toward mutual agreement with the developer and county staff.

Pg.65 See comments for pg.56. Use of the Bayview property is critical to complete the proposed plan. Our restoration of the Hotel was not discussed in the C.E.Q.A. document since we were never contacted by the consultants. We are willing to work with all parties to reach an agreeable solution prior to adoption of the Village Plan.

Sincerely,



Cristina Locke

Cc: Ellen Pirie, Board of Supervisors

To whom it may concern:

0680

My family and I have lived at 447 Granite Way for close to eight years. And while we love the Aptos Village area, we continue to struggle with how fast people drive on our road. We've built up the speed bump in front of our house to address the problem, but it's not enough. Frankly, we won't even let our girls play outside of the front yard for fear that they'll get hit. Based on our experience, the people who speed down Granite Way don't in fact live in the area. They are merely using Granite way as a short cut to get to either Nisene Marks or the Cathedral (depending upon their destination). I understand that there has been some discussion recently around turning Granite Way into a thoroughfare when the village is build. We are very concerned that this will increase the traffic in our neighborhood dramatically (as people look to use it as a short cut to get to the post office, Valencia, to Cathedral, etc.) and could turn Granite Way in to a road with as much traffic and congestion as Trout Gulch. We are absolutely opposed to this and feel that it isn't necessary given how many other roads come in to and out of the village. Protect the people who live on Granite Way and don't create a thoroughfare out of our road when it's not necessary.

Thank you,

Aaron Meyer

Glenda Hill

From: Aaron & Sandi Meyer [meyrs@sbcglobal.net]
Sent: Wednesday, February 10, 2010 6:11 AM
To: Glenda Hill
Subject: FW: Aptos Village Plan Comments from Kim Mason

0681

From: Kim Mason [mailto:keahe13@att.net]
Sent: Tuesday, February 09, 2010 9:27 PM
To: PLN610@co.santa-cruz.ca.us
Cc: Aaron Meyers -neighbor-
Subject: Aptos Village Plan Comments

February 10, 2010

ATTN: PLANNING COMMISSION

RE: DRAFT APTOS VILLAGE PLAN

I have reviewed the current revisions of the Aptos Village plan. As a 25 year village resident on Easy Street (off Granite Way), I wish to share my concerns and questions regarding the proposed development plan for your consideration.

Of course many changes have occurred in my neighborhood since 1985: new houses have been built, traffic has increased, 100 year old trees have been removed or cut, erosion and vehicles have replaced grassy fields, fences have been erected, construction project staging areas have been/are present. Much of this has occurred in the last 5 years or so, transforming our quiet, pedestrian and bike friendly neighborhood into what some have called a "wasteland". However those of us who live in the Cathedral Dr./Vista Del Mar/ Village Dr./Granite Way neighborhoods take great pride and care of this beautiful and special residential area. Aptos Village is our HOME.

We have welcomed the County's involvement in the once informal "Post Office Jumps" dirt-bike park and respect all the hard work and ongoing maintenance done by the riders. Many of these young adults "grew up" here creating the park, have since gone professional and yet continue to foster the young riders of Santa Cruz County. It would be a shame to lose this well-known, positive recreational community.

I and my fellow residents on Granite Way/Village Dr. have immediate concerns about erosion and road maintenance that we have begun to address with the adjoining property owners. Noise and use violations by the Bayview Hotel reported by residents have also been before the planning department. We also have strong feelings about the future of Aptos Village and the development plan submitted for your review. The following addresses some major points:

- Despite my long-term residency, I did not receive any notices from the County re: the Aptos Village Plan until late-2009 when I asked to be placed on the mailing list. My understanding after speaking to Supervisor Ellen Pirie and the County Planning Department is that property owners/residents within AND surrounding the plan area are to notified by mail in

2/10/2010

46

advance of public hearings. I have asked my immediate neighbors on Granite Way and those who live on Village Dr. and Vista Del Mar if they received notices of any public hearings: only one reported getting a notice in advance. They have expressed concern that they will be unable to have their input heard. The issue of contacting ALL appropriate residents should be rectified before any action is taken.

- The plan provides guidelines for a "transitional edge" between existing homes/parcels and proposed housing north and south on Granite Way. Three-story homes are NOT appropriate in height either on proposed Site 1-RM3 or Site 2-RM2, regardless of parking type. Buildings in ANY of the plan area should not exceed two stories. The Bayview Hotel appears to be a three story structure; NO future buildings should be higher or block existing ocean/mountain views of current residents.
- The great majority of new housing development in/adjacent to the Village area has been high-end, luxury homes. Some are next door to modest, older homes. What is meant by "clustering required affordable units" as related to type and location? Are high-end homes included in the plan, and if so, how many? Affordable housing is in VERY short supply here in Aptos; this plan for the future presents an incredible opportunity to create a more diverse and thriving community. I clearly support new housing and open space in Aptos Village rather than more commercial buildings.
- There is significant rainfall drainage with erosion that runs from the northern slopes onto Granite Way and behind Aptos Station. How will this be addressed?
- Granite Way is not a paved road and is maintained by the residents, as much as possible. It appears on the draft to end at Village Dr.; it does not. Increased vehicle traffic over the years has "created" a road that extends from Cathedral Dr. through to Aptos Creek Rd. This traffic frequently drives too fast, has widened the road, eroded green areas, formed dangerous and damaging potholes and destroyed some residents' easements and property. Residents agree that Granite Way should be returned to a quiet, residential street with NO through traffic and that front yards and easements from the road be restored.
- What type of businesses are envisioned for the Village "core" area and "anchor store"? I don't hear people saying they want a new grocery store, coffee house, bank or food service; those are abundant and within walking distance now (however, the addition of sidewalks around the plan area would make this much easier and safer). The Antique Barn has been an "anchor" for many, many years and not just for locals but for tourists as well. It honors our past and should be celebrated and supported.
- The majority of people who "visit" Aptos are coming to our beautiful beaches and Nisene Marks State Park. Better signage would announce Aptos Village as the "gateway" to this beautiful natural resource and increase visitors to our area.
- I fully support a "Village Commons" concept of sidewalk accessible, attractive open space for community use.
- What is the estimated traffic for the proposed north-south street? Many local commuters will use it to bypass Soquel Dr. and proposed traffic signals. Will modifications be made for post office traffic? The turns in and out at Cathedral and Trout Gulch are often difficult and delayed already.
- Finally, how does the County plan to finance the infrastructure costs and improvements? The Village doesn't even have sidewalks or adequate road maintenance. Is the development of Aptos Village a high priority to the majority of Santa Cruz County residents over other projects? I, and many others, think not.


I welcome further discussion of the Aptos Village Plan and urge that continued input and planning are completed before any formal action is taken.

ATTACHMENT 15

Respectfully,

0683

Kim Mason
3 Easy Street
Aptos CA 95003

46 

Glenda Hill

From: 8313459813@vzwpix.com
Sent: Wednesday, February 10, 2010 9:13 AM
To: Glenda Hill; keahe13@att.net
Subject: Attachment to Public Hearing comments- Aptos Village Plan Draft

0684



1121091549.jpg



1121091550.jpg



ATT900852.txt

View of proposed Site 4 from Easy St, Aptos- 2009

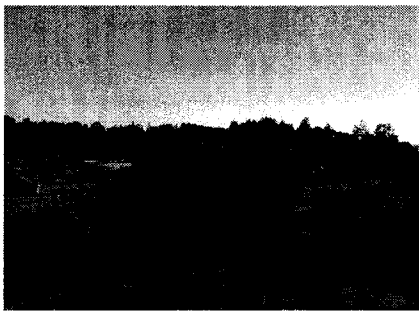
This message has been sent using the picture and Video service from Verizon Wireless!

To learn how you can snap pictures and capture videos with your wireless phone visit www.verizonwireless.com/picture.

Note: To play video messages sent to email, Quicktime@ 6.5 or higher is required.

ATTACHMENT 15

0685





ATTACHMENT 15

0686



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

0687

February 3, 2010

Tom Burns
Santa Cruz County Planning Director
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Mr. Burns,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo

Glenda Hill

From: Tom Burns
Sent: Thursday, February 11, 2010 8:45 AM
To: Glenda Hill
Subject: FW: Support of Aptos Village Project

0688

fyi

Tom Burns
Planning Director
County of Santa Cruz

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

From: christy bowles [mailto:christybowles@yahoo.com]
Sent: Wednesday, February 10, 2010 4:20 PM
To: Tom Burns
Subject: Support of Aptos Village Project

Hello Mr. Burns, I wanted to convey my support for the Aptos Village Project.

This can only be a good thing for Aptos residents. I see it as increasing the value of our homes, aesthetically pleasing architecture to replace outdated buildings and a nice place for us to shop. I could understand the resistance for change if the property were being taken over by large chain restaurants or stores. But from what I understand, this is not the case.

I truly believe the new development will be an asset to the area.

Thank you for your consideration,

Aptos resident,
Christy Bowles

0689

January 6, 2010

Albert Aramburu, District 2
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

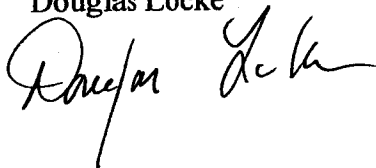
Re: Support of the Aptos Village Plan

Dear Commissioner,

As a Santa Cruz County property owner for over 35 years I have seen the need for a down town or a "Village" in Aptos since the Loma Prieta earthquake of 1989. Aptos has been missing an important element that all towns need. That is a central gathering area where people can meet, relax, eat, and shop. I feel it will complement the existing town and be a great asset to the parks and existing businesses. I support the latest version of the Aptos Village plan and hope that you will approve it.

I want to thank each of you for supporting the Aptos Village Plan.

Sincerely,
Douglas Locke



0690

January 6, 2010

Gustavo Gonzalez, District 4
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

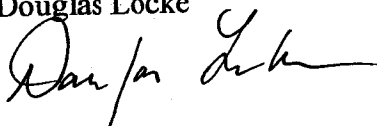
Re: Support of the Aptos Village Plan

Dear Commissioner,

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I want to thank each of you for supporting the Aptos Village Plan.

Sincerely,
Douglas Locke



Katharine P. Minott
 745 Oak Hill Road Aptos CA 95003
kpminott@gmail.com

0691

Supervisor Ellen Pirie
 Santa Cruz County Building, 5th Floor
 Ocean Street, Santa Cruz CA

February 1, 2010

Re: ADDENDUM to the DRAFT APTOS VILLAGE PLAN UPDATE-2009

Dear Supervisor Pirie,

In reviewing the comparison of the Aptos Village Plan-1985 (AVP-1985) to the Draft Aptos Village Plan (Draft AVP, updated January 26, 2010), I have galvanized myself into action to respectfully request the integration of a few Design Elements from AVP-1985 into the current Draft AVP-2010.

The original AV Plan appropriately stipulated the mansard roof theme would remain restricted only to the Bayview Hotel. Two reasons stand out:

1. As viewed by the neighbors living on the hills above Aptos Village, a new building with the characteristic flat roof bounded by that cheap fix, the slant of a mansard plank would provide an unfortunate view of the roof-top hodge-podge of ventilators and wiring.
2. The writers of the AVP-1985 were steadfast the Bayview Hotel mansard roof was NOT to be repeated in the Village. Given the leeway to interpret a Aptos Village design plan without restrictions could allow a budget-conscious builder to re-vive the 1970's cinderblock strip mall store with that slant of planking, palmed off as an exotic mansard roof.

Recalling your stipulations to South County Housing a few years ago that the exterior of the Seacliff Highlands housing project should be constructed with Hardie plank shingles rather than an inferior siding, it seems prudent to introduce that variable into the Draft AVP as well.

Integrating Design Elements from AVP-1985¹ Into the

Chapter 6 "DESIGN" p. 56
 DRAFT AVP updated January 26, 2010

1. AVP-2010 expands the variety of styles and siding allowed so that buildings appear to have been built over time.
2. AVP-2010 does not specifically prohibit adobe or stucco siding. Hand-applied stucco or cement plaster walls can reflect the Aptos Village

¹ *Aptos Village Plan-1985, "General Guidelines," 29.*

Katharine P. Minott
745 Oak Hill Road Aptos CA 95003
kpminott@gmail.com

ATTACHMENT 1 1

heritage character. Spanish roof tiles with appropriate architecture are not prohibited. 0692

3. AVP-2010 does prohibit concrete cinderblock siding.
4. AVP-2010 recommends the use of "Hardie Plank" for exterior walls as a highly durable alternative to wood-siding.^{2 3}
5. AVP-2010 does not reinstate flat roofs or mansard roofs.
6. The mansard roof theme shall be restricted to the Bayview Hotel.
7. Roofs could be pitched with gable ends and present the appearance of asphalt roofs as aged wood shingles. (See reference to Hardie Plank.)
8. AVP-2010 does requires repetition of existing themes such as porches, overhangs.

A builder/developer could argue against these specific design and materials guidelines, protesting these details should be included in the to-be-submitted Planned Unit Development (PUD) phase. Unless these specifications are a part of the AVP, it is highly unlikely a builder/developer will voluntarily seek these qualifications for a better built and aesthetically pleasing project.

Thank you, Supervisor Pirie for your persistence to have updated a very complex Aptos Village Plan.

Best wishes,

Kate

Katharine P. Minott

² James Hardie Building Products, Inc., www.jameshardiecommercial.com 2009.

³ Hardie Plank is an all natural, non-toxic, fibre cement which can be ordered to specification of size, design type and color for vertical board-on-board, vertical board and batt, vertical or horizontal re-sawn shiplap or tongue and groove siding, or horizontal bevel siding with corner boards, all wood siding styles suggested in AVP-1985.

Glenda Hill

From: Tom Burns**Sent:** Thursday, February 04, 2010 8:41 AM

0693

To: Glenda Hill**Subject:** FW: Aptos village

Tom Burns
Planning Director
County of Santa Cruz

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

From: Michael Martinsen [mailto:mbmartinsen@sbcglobal.net]**Sent:** Wednesday, February 03, 2010 6:32 PM**To:** Tom Burns**Subject:** Aptos village

Dear Mr. Burns,

I am writing this to support the Aptos village project. Although I live in Watsonville I spend alot of time in and around Aptos. This project willl bring much needed jobs, tax revenue and make a drangous eye sore something where ev ne can live, gather and shop. I support this project.

Thank you,

Mike Martinsen

Glenda Hill

From: Tom Burns
Sent: Thursday, February 04, 2010 8:42 AM
To: Glenda Hill
Subject: FW: Aptos Village Plan

0694

Tom Burns
Planning Director
County of Santa Cruz

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

From: shawn wilson [mailto:swilson@epicentercycling.com]
Sent: Wednesday, February 03, 2010 6:43 PM
To: Tom Burns
Cc: Ellen Pirie
Subject: Aptos Village Plan

Dear Tom and Ellen,

I am writing to support the Aptos Village plan. The town center development project will be a nice improvement for Aptos. I look forward to having community sponsored events to bring locals together. It will be a sad day for me when the bicycle dirt jumps next to the post office get torn down. The dirt jumps have been a major training ground for me over the years. I appreciate Ellen's support to the bicycle community and look forward to the new bicycle park in front of Nisene Marks.

Shawn Wilson
Epicenter Cycling
8035 Soquel Drive ste 23
Aptos, CA 95003

Glenda Hill

From: Tom Burns

Sent: Thursday, February 04, 2010 8:42 AM

0695

To: Glenda Hill

Subject: FW: Aptos Village Approval

Tom Burns
Planning Director
County of Santa Cruz

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

From: Cece Stamps [mailto:cecestamps@yahoo.com]

Sent: Wednesday, February 03, 2010 7:38 PM

To: Tom Burns

Cc: Ellen Pirie

Subject: Aptos Village Approval

Dear County Planning,

My husband and I are very excited about the proposed Aptos Village community planned by Barry Swenson Builder. We love the whole area and visit at least twice a month. We feel this project will bring a lot to the area and provide affordable housing for those of us who have dreams of moving to Aptos one day.

What is so attractive to us besides the location, is the project will be GREEN, close to a beautiful park and the beach! There will be retail and community based farmers markets which will reduce traffic impacts and last but not least, this project will bring jobs and revenue to the area.

We definitely support this project. Please approve it.

Thank you.

Jeff and Cecelia Stamps
Gilroy, CA



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

ATTACHMENT 11

P

0696

February 3, 2010

Supervisor Ellen Pirie
Santa Cruz County Board of Supervisors
701 Ocean Street, Room 500
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Ms Pirie,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

A handwritten signature in cursive script, appearing to be "C. Milazzo".

Ciro Milazzo



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

0697

February 3, 2010

Steve Kennedy, District 1
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Mr. Kennedy,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

0698

February 3, 2010

Albert Aramburu, District 2
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Mr. Aramburu,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

0699

February 3, 2010

Rachel Dann, District 3
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Ms. Dann,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

February 3, 2010

Gustavo Gonzalez, District 4
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Mr. Gonzalez,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo



Ciro Milazzo
938 N. Branciforte Ave.
Santa Cruz, CA 95062

0701

February 3, 2010

Renee Shepherd, District 5
Santa Cruz County Planning Commission
701 Ocean Street, 4th Floor
Santa Cruz, CA 95060

Re: Support of the Aptos Village Plan

Dear Ms Shepherd,

As a Santa Cruz County resident and property owner I am in support of and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Ciro Milazzo

ATTACHMENT 11

Glenda Hill

From: Greetis Scalf [gypsyg22@gmail.com]
Sent: Sunday, February 07, 2010 3:24 PM
To: Glenda Hill
Cc: Ellen Pirie
Subject: Aptos Village Plans Feb 10 Meeting

0702

Dear Glenda Hill,

As a resident of Village Glen I am very concerned by the present plan to include a skatepark in the Aptos Village plans. The area currently deals with heavy traffic and noise from the numerous activities, concerts and weddings regularly taking place in Aptos Park along with the heavy traffic to and from the Nissen Marks. As you may know we also have a serious problem with both the homeless and high school students loitering around the park, liquor store as well as the Soquel Water District plant. While I welcome the proposed plan and look forward to the many improvements I feel strongly that including a skateboard park will only bring additional noise and problems for both the residents and shop keepers. As there are other options, for example the open space at the Polo Grounds, I urge you to reconsider the current plan.

Sincerely,

Ida M Scalf
Greetis A Scalf
315 Village Creek Road
Aptos, CA 95003

46

2/7/2010

February 8, 2010

Santa Cruz County Planning Commission
701 Ocean Street
Santa Cruz, CA 95060

Re: Aptos Village Plan

Dear Planning Commissioners;

I am writing on behalf of the Aptos Chamber of Commerce Board of Directors to express our strong support for the new Aptos Village Plan. Aptos Village is a unique and special place that needs careful thought about how to help it reach its full potential. The planning process has been very lengthy and many people have been involved. We believe that the result is a village plan that balances development with a recognition of the needs of residents and the limitations of the site.

Aptos Village was the heart and soul of Aptos for many years and we are hopeful that the updated Aptos Village Plan will help restore its lost vitality. A mix of stores, services and residences are called for in the plan, much like what is currently in the village. The two new streets will improve traffic circulation and unite the different parts of the village.

The Aptos Chamber of Commerce has over 600 members, most of who are very active in the community. While the Chamber focuses on supporting small, local businesses, many of our members are neighborhood improvement associations, schools, and public officials. Our monthly breakfast meetings are often attended by more than 100 people, including the Sheriff, the District Attorney, PVUSD administration and local school principals, our County Supervisor, CHP and the Aptos-LaSelva Fire Department. The Aptos Chamber serves an important role as a place where issues of concern to the Aptos community can be discussed. The Aptos Village Plan has been such an issue and the Chamber Board of Directors is pleased at the outcome of the planning effort.

Please approve the most recent draft of the Aptos Village Plan.



Rob Morse
President

APTOS STATION8035 SOQUEL DRIVE
APTOS, CALIFORNIA 95003

0704

TELEPHONE - 831-724-3841

MAILING ADDRESS
P.O. BOX 2690
WATSONVILLE
CA 95077

December 15, 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

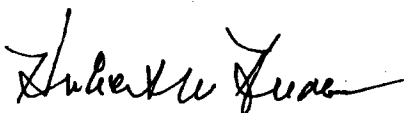
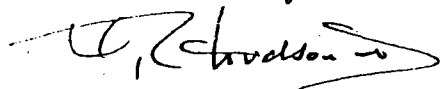
Re: Support of the Aptos Village Plan

Dear Commissioners,

I am the property owner of the Aptos Station located in the Aptos Village and the Draft Aptos Village Plan directly affects my property.

I wanted to express my support and ask for your approval of the Draft Aptos Village Plan. It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

Glenda Hill

From: Ellen Pirie
Sent: Monday, February 08, 2010 3:32 PM
To: Glenda Hill
Subject: FW: PLEASE APPROVE - Aptos Village Project

0705

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

From: Gary Ifland [mailto:gary@iflandsurvey.com]
Sent: Monday, February 08, 2010 3:12 PM
To: Tom Burns; Ellen Pirie
Subject: PLEASE APPROVE - Aptos Village Project

February 8, 2010

Tom Burns
Ellen Pirie

As a Santa Cruz County small business owner and concerned citizen, I feel very strongly that it is in the best interest of our community to move ahead with the Town Center styled Mixed Use Development project at Aptos Village.

After years of study and design, this project is well positioned for success and will provide needed jobs, tax revenue and affordable housing. The time is now to invest in our future and we cannot afford to lose this opportunity.

Please approve this project without undue delay and avoid unnecessary conditions that impede its progress.

Gary Ifland
Gary Ifland & Associates, Inc.
President

Glenda Hill

From: Ellen Pirie
Sent: Monday, February 08, 2010 3:33 PM
To: Glenda Hill
Subject: FW: SUPPORT OF THE APTOS VILLAGE PLAN

0706

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

From: Raleigh Young [mailto:worth2@pacbell.net]
Sent: Sunday, February 07, 2010 8:59 PM
To: Tom Burns; Ellen Pirie
Cc: jthielen@barryswensonbuilder.com
Subject: SUPPORT OF THE APTOS VILLAGE PLAN

We are Rio Del Mar resident property owners and want to express our support and ask for your approval of the Draft Aptos Village Plan.

We look forward to having a well thought out new/old Aptos town center.

Raleigh & Suzanna Young
512 Cliff Dr
Aptos

0707

Glenda Hill

From: Tom Burns
Sent: Monday, February 08, 2010 5:00 PM
To: Glenda Hill
Subject: FW: Support of the Aptos Village Plan.

fyi

Tom Burns
 Planning Director
 County of Santa Cruz

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

From: GeorgeOwJr@aol.com [mailto:GeorgeOwJr@aol.com]
Sent: Monday, February 08, 2010 4:22 PM
To: Tom Burns; Ellen Pirie
Subject: Support of the Aptos Village Plan.

George Ow, Jr.
 203 Highland Avenue
 Santa Cruz, CA, 95060
 831-423-0128. Fax: 831-426-5772
GeorgeOwJr@aol.com

February 8, 2010

Supervisor Ellen Pirie
 Steve Kennedy, District 1
 Albert Aramburu, District 2
 Rachel Dann, District 3
 Gustavo Gonzalez, District 4
 Santa Cruz County Planning Commission
 701 Ocean Street, 4th Floor
 Santa Cruz, CA, 95060

Dear Supervisor Pirie and Santa Cruz County Planning Commissioners

I want to write in support of the Draft Aptos Village Plan and Barry Swenson and Jesse Nickell's project. It looks like a well planned project that will be good for Aptos and the County. I also know that Barry and Jesse are here for the long term and build fine projects for the long term. We are lucky to have them want to do business here, and especially in this tough economic climate.

I am a native of Santa Cruz and personally remember at least 60 years of history here. 100 years ago, my grandfather (Lam Pon) had an apple dryer on the subject property in partnership with Ralph Matteson and you can still see the foundations when you walk the site. Some of our oldest family photos were taken there. When I was a child in the 1940's and 1950's, we would visit friends who had businesses in the barn and I have patronized produce sellers and antique sellers on the premises sporadically throughout my adult life. We had relatives who had a market across the street, by The Sparrow Cafe for a long time and would visit them too.

It is time for something better and I believe that if you pass Barry Swenson's Aptos Village Plan, you will be happy with the results.

2/8/2010

46

ATTACHMENT 15

0708

Sincerely yours

George Ow, Jr.

46

2/8/2010

Glenda Hill

From: Tom Burns
Sent: Monday, February 08, 2010 4:59 PM
To: Glenda Hill
Subject: FW: PLEASE APPROVE - Aptos Village Project

0709

fyi

Tom Burns
Planning Director
County of Santa Cruz

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

From: Gary Ifland [mailto:gary@iflandsurvey.com]
Sent: Monday, February 08, 2010 3:12 PM
To: Tom Burns; Ellen Pirie
Subject: PLEASE APPROVE - Aptos Village Project

February 8, 2010

Tom Burns
Ellen Pirie

As a Santa Cruz County small business owner and concerned citizen, I feel very strongly that it is in the best interest of our community to move ahead with the Town Center styled Mixed Use Development project at Aptos Village.

After years of study and design, this project is well positioned for success and will provide needed jobs, tax revenue and affordable housing. The time is now to invest in our future and we cannot afford to lose this opportunity.

Please approve this project without undue delay and avoid unnecessary conditions that impede its progress.

Gary Ifland
Gary Ifland & Associates, Inc.
President

0710

February 8, 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: Support of the Aptos Village Plan

Dear Commissioners,

We own the property in Aptos Village best known probably for the Café Sparrow. While we no longer live in Aptos, the Draft Aptos Village Plan is of vital interest to us and our tenants.

We have always thought the property across Soquel should be developed. If one "Googles" Aptos, the marker is square in the village area, but the Rancho Del Mar development has rendered the village as an after thought for many years. We believe the improvements to traffic flow and safety improvements to Soquel Dr. will greatly improve the business and quality of life climate in Aptos Village. We look forward to the return of vitality this plan promises for the "heart" of Aptos, where even Google thinks it should be.

We support the Draft Aptos Village Plan and strongly urge your approval of it.

Sincerely,

s/

James and Louise Broadwell
10666 SW Collina Ave.
Portland, OR 97219

From: PLN AgendaMail
Sent: Monday, February 08, 2010 5:12 PM
To: PLN AgendaMail
Subject: Agenda Comments

0711

Meeting Type : Planning Commission

Meeting Date : 2/10/2010

Item Number : 9.00

Name : Bert Lemke

Email : bert@seascape-design.com

Address : 258 Farallon Court
Aptos, CA. 95003

Phone : (831) 688-6642

Comments :

Dear Glenda Hill, Project Planner:

I am emailing to express my support of the new, revised Aptos Village Plan. I believe that it is a good plan and I hope that the S.C. County Planning Commission approves it. Thank you.

Best regards, Bert Lemke

Glenda Hill

From: Ellen Pirie
Date: Tuesday, February 09, 2010 2:55 PM
To: Glenda Hill
Subject: FW: Aptos Village plan

0712

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

From: Janice Sanson [mailto:jjjsanson@aol.com]
Sent: Tuesday, February 09, 2010 2:53 PM
To: Ellen Pirie
Subject: Aptos Village plan

I want to add my support to the Aptos Village plan.

Janice Sanson
7120 Viewpoint Rd.
Aptos, CA 95003

0713

Aptos Knoll Mobilehome Owners Assoc., Inc.
600 Trout Gulch Road
Aptos, California 95003
831-688-4422

February 5, 2010

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

Re: Aptos Village Plan

Attn: Glenda Hill, AICP

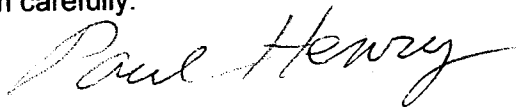
Dear Ms. Hill:

In a recent meeting here in our park with Supervisor Pirie, several concerns with the proposed Aptos Village Plan were expressed. As we approach the February 10 public hearing, we would like to reiterate those concerns.

- Pedestrian access from our community (76 homes) to the village is very important to us as many of our residents walk daily to the existing stores. This is already a very dangerous situation and will become even more so when construction begins on the village redevelopment. The drawing on page 42 of the *Draft Aptos Village Plan* indicates a proposed sidewalk from the village to Valencia School. It is vital, not only for our convenience but for the safety of our residents, that this is accomplished in the first phase of the project.
- We request a pedestrian crosswalk on Trout Gulch Road at the post office.
- It is our understanding that a permanent radar speed detection device is being considered near the entrance to our park. This could be helpful in making vehicular ingress and egress safer. We encourage the immediate implementation of this device.

Thank you for the opportunity to express our concerns and we know that you will consider them carefully.

Sincerely,



AKMOA Board of Directors and Residents

Paul Henry, AKMOA President

Tom Burns

From: eowp@comcast.net

0714

Sent: Tuesday, February 09, 2010 3:17 PM

To: Tom Burns

Subject: Aptos Village Project

I'm sorry I am unable to attend tomorrow's meeting; however, as an Aptos resident, I wholeheartedly support the revised Aptos Village Project.

Earleen Overend

ATTACHMENT 11

Tom Burns

From: Linda Archer [linda@jaguardesignstudio.com]

Sent: Tuesday, February 09, 2010 3:21 PM

0715

To: Tom Burns

Subject: Aptos Project

I fully support this idea and cannot wait for them to break ground.

I own a business in Aptos and I very much want to relocate my design studio in the new buildings.

If you need anything from me, let me know.

Linda Archer
Jaguar Design Studio
831-662-9991

46

2/9/2010



0716

February 8, 2010

Ellen Pirie
701 Ocean Street, Room 500
Santa Cruz, CA 95060
ellen.pirie@co.santa-cruz.ca.us

cc: Tom Burns, PLN001@co.santa-cruz.ca.us

Supervisor Pirie,

I am writing in support of the Aptos Village Plan. To use a popular expression this is a 'WIN-WIN' situation. It's a win for business, it's a win for Aptos residents *and* it's a win for the county. The village of Aptos needs this renovation to move it into the next decade. The project is a nice mix of commercial, residential and public spaces. The boost to our local economy through construction jobs, tax revenue and business revenue cannot be understated. I think most would agree this project is long overdue.

The traffic intersections at Soquel Drive and Trout Gulch as well as Soquel and the entrance to Nisene Marks are unsafe for people and vehicles. We deserve to have safe and efficient transportation for vehicles, bicycles and pedestrians. This plan would provide that with improved crosswalks, sidewalks, signals, and signage. I am certain the proposed cross street will actually improve the flow of traffic through the village by providing an alternate route.

The green aspects of the project are an added bonus. As a landscape professional and instructor at Cabrillo College, I am pleased to see this and other developments moving in an environmentally friendly direction. Although I am not involved in this project I have worked with Thatcher and Thompson on several commercial projects. Their contribution to the architectural face of Santa Cruz county is enormous, as is their dedication to creating pleasing, sustainable structures.

While sections of Aptos Village may be termed 'quaint', let's face it, the project site is a rundown wasteland. It's time for our leaders to lead. It's time to move forward and create jobs through smart, well planned development. We have an opportunity to build a successful town center, a landmark for the future and at the same time give an immediate boost to the local economy. Thanks for your time and for your continued service to our community.

Sincerely,

Michael Arnone
Landscape Architect

MICHAEL ARNONE, LANDSCAPE ARCHITECT
831.462.4988 • marnone@hotmail.com
3370 SAMUEL PLACE • SANTA CRUZ, CA 95062

Tom Burns

From: Wayne Palmer [wpalmerdesign@earthlink.net]
Sent: Tuesday, February 09, 2010 3:31 PM
To: Tom Burns
Cc: Ellen Pirie
Subject: Aptos Village Plan

0717

Please enter my support for the Aptos Village Plan as currently configured coming before the Planning Commission on 2/10/10.

Thank you,
Wayne Palmer
7100 Viewpoint Road, Aptos, CA 95003

Tom Burns

From: MER4000@aol.com
Sent: Tuesday, February 09, 2010 3:01 PM
To: Tom Burns
Subject: Aptos Village Plan

0718

Thank you for your attention. I am asking for your complete support of the Aptos Village Plan. This is so necessary for our small town, and I am a strong proponent of this plan. mer

Mary E Russell Broker/Associate
Financial Strategies Mortgage Services
621 Capitola Avenue
Capitola, CA 95010
831-476-6331 phone
831-566-8836 cell
831-476-7944 fax
mer4000@aol.com

From: PLN AgendaMail
Sent: Tuesday, February 09, 2010 3:38 PM
To: PLN AgendaMail
Subject: Agenda Comments

0719

Meeting Type : Planning Commission

Meeting Date : 2/10/2010

Item Number : 9.00

Name : Joan Dalbey

Email : Not Supplied

Address : Not Supplied

Phone : Not Supplied

Comments :

Santa Cruz County Planning Commission February 7, 2010
Board of Supervisor Chambers, Room 525
County Government Center, 701 Ocean Street
Santa Cruz, CA95060

I respectfully request the "skatepark facility" be removed from the Aptos Village Plan Proposal: Placing a skatepark in Aptos Village is undesirable and inappropriate for the following reasons:

- (1) A skatepark does not belong in a primarily residential area because it will add unwanted noise pollution to the area whenever the skatepark is in use, no matter how well it is constructed.
- (2) Without ongoing supervision of the skatepark, issues of behavior and safety are of concern as evidenced from the other skateparks in Santa Cruz County that have been closed temporary on and off due to behavior and safety type problems. Aptos Village when completed, will be a compact area filled with people of all different ages that will be affected and influenced by a skatepark environment.
- (3) A skatepark does not enhance the atmosphere of the entrance to Nisene Marks where people go to be close to nature and the sounds thereof. Your initial environmental impact report does not give sufficient, adequate, or detailed study to the Wildlife of the Nisene Area.
- (4) Although I realize a skatepark located on a bus line is advantageous to parents of skatepark users and the skateboarders themselves, I do not want to encourage development of a skatepark in the environmentally sensitive area of Nisene Marks which will be heavily impacted by the Proposed Aptos Village Plan without the Skatepark.

Joan Dalbey
317 Village Creek Road
Aptos, CA 95003

46

Tom Burns

From: jill chesler [jillpaulchesler@sbcglobal.net]
Time: Tuesday, February 09, 2010 4:10 PM
To: Tom Burns; Ellen Pirie; dmiller@santacruzsentinel.com
Subject: we support the Aptos plan

0720

We support the proposed plan for Aptos village because we believe it will greatly upgrade and enhance the appearance and ambiance of Aptos. Additionally it will improve traffic flow in the area and make Aptos a more interesting place to be.



February 8, 2010

Ellen Pirie
701 Ocean Street, Room 500
Santa Cruz, CA 95060
ellen.pirie@co.santa-cruz.ca.us

cc: Tom Burns, PLN001@co.santa-cruz.ca.us

Supervisor Pirie,

I am writing in support of the Aptos Village Plan. To use a popular expression this is a 'WIN-WIN' situation. It's a win for business, it's a win for Aptos residents *and* it's a win for the county. The village of Aptos needs this renovation to move it into the next decade. The project is a nice mix of commercial, residential and public spaces. The boost to our local economy through construction jobs, tax revenue and business revenue cannot be understated. I think most would agree this project is long overdue.

The traffic intersections at Soquel Drive and Trout Gulch as well as Soquel and the entrance to Nisene Marks are unsafe for people and vehicles. We deserve to have safe and efficient transportation for vehicles, bicycles and pedestrians. This plan would provide that with improved crosswalks, sidewalks, signals, and signage. I am certain the proposed cross street will actually improve the flow of traffic through the village by providing an alternate route.

The green aspects of the project are an added bonus. As a landscape professional and instructor at Cabrillo College, I am pleased to see this and other developments moving in an environmentally friendly direction. Although I am not involved in this project I have worked with Thatcher and Thompson on several commercial projects. Their contribution to the architectural face of Santa Cruz county is enormous, as is their dedication to creating pleasing, sustainable structures.

While sections of Aptos Village may be termed 'quaint', let's face it, the project site is a rundown wasteland. It's time for our leaders to lead. It's time to move forward and create jobs through smart, well planned development. We have an opportunity to build a successful town center, a landmark for the future and at the same time give an immediate boost to the local economy. Thanks for your time and for your continued service to our community.

Sincerely,

Michael Arnone
Landscape Architect

MICHAEL ARNONE, LANDSCAPE ARCHITECT
831.462.4988 • marnone1@hotmail.com
3370 SAMUEL PLACE • SANTA CRUZ, CA 95062

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

0722

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

Ellen Pirie

From: Marcia Martin [marcia.joyann@gmail.com]

0723

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 the 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 for 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, tailgating, 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 re-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 no 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 must be a precondition for any new construction. 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. Any lag between these infrastructure improvements and the rest of the development is unacceptable. 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.

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.

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..

0725

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!

12/24/2009

Onward!
 Sandy

BARRY SWENSON BUILDER

777 N. FIRST STREET, 5TH FLOOR • SAN JOSE, CA 95112-6303 • (408) 287-0246 • FAX (408) 998-1737

CONTRACTORS LIC 342751

0726

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 feet as 10,500sf. We would like this to read as 12,500sf to maximize flexibility.

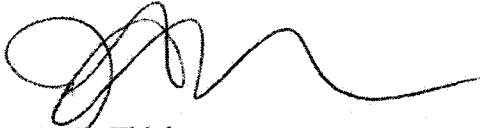
0727

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

A handwritten signature in black ink, appearing to read 'Jessie Thielen', with a long horizontal flourish extending to the right.

Jessie Thielen
Senior Development Manager

0728

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 cumulative 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

0729

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

1/29/2010

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the U.S. Post office and the
ability to make a left hand turn onto Cathedral Dr. during business hours.

0730

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.

0731

Glenda Hill

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 Hihn 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

1/6/2010

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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.

x

Page 36: Storm Drainage. 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

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0733

Glenda Hill

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 probably 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 commissions 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: leeversaw@sbcglobal.net
 Date: Friday, January 8, 2010, 3:18 PM

Dear Lee;

1/13/2010

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0734

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

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0735

Glenda Hill

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

0736

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, many 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 be made available at the Clerk Department or by mailing the application forms.

We hope the drafters of the Aptos Plan will not leave these parcels in this precarious position of asking these businesses to meet requirements that are unattainable they are not only missing an opportunity

to clear up what has been a non stop source of confusion and conflict but they are increasing the hardship on business and property owners who are already hurting. ⁰⁷³⁷

It would be unfortunate during this downturn when business are hurting, to have businesses penalized and lose their land use permits due to technicalities such as having a property being left without a business on it for over a year. We are indeed in this very situation. Let's insert common sense into this equation and give our local businesses the support they deserve.

If the goal is to revive the Aptos Village let's make sure we're putting a plan into action that makes sense. We finally have an opportunity to do the right thing and really think through the details – let's do this right.

Please feel free to contact me to discuss the possibilities.

Lee Gilbert
831.252.2927
Business Owner
Aptos Village

0738

Glenda Hill

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

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1/14/2010

Glenda Hill

From: Tom Burns
Sent: Thursday, January 14, 2010 12:10 PM
To: Glenda Hill
Subject: FW: Support for Aptos Village

0739

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

Glenda Hill

From: Tom Burns
Sent: Thursday, January 14, 2010 12:10 PM
To: Glenda Hill
Subject: FW: Supporter: Aptos Village Development

0740

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 Jeessie Thielen at:
 jthielen@barryswensonbuilder.com

Sincerely,

Ali Scontrino
 LEED AP, Certified Green Building Consultant

0741

Glenda Hill

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

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1/25/2010

Glenda Hill

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. 10th 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

1/25/2010

46

0743

Glenda Hill

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.

I urge the Santa Cruz Planning Commission to approve the Aptos Village Plan at its meeting on February 10, 2010.

Thank you,

Stanley G. Gould

46

1/25/2010

0744

Glenda Hill

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.](#)

46

1/25/2010

0745

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

Glenda Hill

From: 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

Glenda Hill

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

Glenda Hill

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

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

Glenda Hill

From: Glenda Hill
Sent: Friday, January 29, 2010 1:33 PM
To: Glenda Hill
Subject: FW:

0751

-----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 occurring 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.

Tom Burns

ATTACHMENT 11

From: Jolene Smith [jolene@first5kids.org]
Sent: Tuesday, February 09, 2010 6:47 PM
To: Tom Burns
Cc: kathyapp@sbcglobal.net

0752

To Whom it May Concern,

We are writing in support the proposed development plan for Aptos Village.

We have lived in the Aptos community for 10 years. We love living in this beautiful environment.

However, we have realized that Aptos lacks a central community focus.

In Aptos we lack a place to come together to shop, dine, relax, socialize, and develop relationships. We need a central place to show case who we are as a community. A central place to bring family and guests to who come to visit.. Yes, we have Seacliff Beach and we are grateful for that God given gift to all of us. . Yet, sometimes one desires a center or hub where we gather as the Aptos community.

I implore the Planning Commission to vote yes on the proposed plan and forward it onto the Board of Supervisors for approval. . The Aptos community deserves to have what we need to feel connected to where WE LIVE!!!!

Thank you,

Jack Smith

Jolene Smith

109 Victoria Ln

Aptos, CA

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2/10/2010

- 611 -

Tom Burns

ATTACHMENT 11

From: Karen Swain [karenswain_1016@yahoo.com]

Sent: Tuesday, February 09, 2010 7:34 PM

0753

To: Tom Burns; Ellen Pirie

Subject: Aptos Village improvements

My name is Jeff Swain, I am a resident of Aptos and I agree with the Planning Commissions improvements on Aptos Village.

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February 10, 2010


Santa Cruz County Board of Supervisors
Santa Cruz County Planning Department
701 Ocean Street
Santa Cruz, CA 95060-4015

Board Members:

My family and I live in a new home immediately adjacent to the proposed Aptos Village Development (124 Mattison Ct.). We strongly support the development in its present form with one major exception – we don't believe the skate park serves the interest of the community since it will only be used by a select group of teenagers. In addition, this attraction will likely create undesirable noise, and potentially create a "hang out" for underage drinking, and other possible illicit activities.

Instead, my family and I (including my 10 year old son) would prefer to see a multi-use park (slides, swings, climbing structure) since it will serve a greater cross section of the community without the possible negative impacts mentioned above. Alternatively, the park could be re-located to another area of the development where it will have less impact on the neighbors.

Sincerely,



Dr. Paul Lessard
124 Mattison Ct.
Aptos, CA 95003

Planning Commission

Materials submitted during the 2/10/10 Public Hearing

Item 9: Aptos Village Plan

Comments on Draft Aptos Village Plan, February 10, 2010

1) Bike Park, not Skate Park

There is nothing special about a Skate Park to our community, but a Bike Park is special. We already have a Bike Park that has become a source of pride for us. Last year, when there was a tournament at the Bike Park, many local residents came out, and it was a chance to see and visit with neighbors. Daily, people visiting the Post Office stop to watch the riders in the Park. If creating a sense of community is indeed a goal of the Village Plan, then please build a Bike Park. I ride a road bike, but I do not know anyone who rides at the current Bike Park. I do not have any vested interest other than a sense of pride.

2) Bike Lane correction

The map in the Plan showing existing Bike Lanes is incorrect. There are currently no bike lanes on Trout Gulch Rd. between Soquel Dr. and Valencia St. The road seems wide enough for bike lanes, and it would be good if they could be striped *now*, since their absence makes this small stretch of a popular road bike route more hazardous.

3) Traffic upgrades before *construction* begins.

- a) Construction will cause major traffic headaches in any event.
- b) Remove the clever phrase about “new building that increases traffic”. If you have reason to believe that there is a particular new building that will not increase traffic, state specifically which building that is.
- c) Traffic is already bad. These improvements are needed now.
- d) If it is so clear that there is going to be a delay in the traffic upgrades due to funding, get funding support from the developers who are going to make the traffic situation worse.

Allen Cypher
260 Baker Rd.
Aptos, CA 95003

Seacliff Improvement Association
P.O. 533, Aptos CA 95001
info@seacliffimprovement.org

To: Santa Cruz County Planner Glenda Hill;
Santa Cruz County Planning Commission
Re: Draft Aptos Village Plan

February 10, 2010

Dear Planning Commissioners,

As President of the *Seacliff Improvement Association* in Aptos, I am pleased to report that the *Seacliff Improvement Association Board of Directors* has reviewed the *Draft Aptos Village Plan* and has unanimously voted to support this well-considered plan to create an attractive Village core in the heart of the Aptos community.

Despite challenging issues such as "traffic," the *Draft Aptos Village Plan* does address traffic mitigation as well as the issue of reducing water usage; the reduction of the number of residential units; and, the varying of the heights of the buildings so more people can have a view of our beautiful Monterey Bay.

Our hope and expectation is that the *Aptos Village Plan* will lend itself to enhancing the value and credibility of our *Seacliff Village Plan*. And, we look forward to the day we can safely walk and bike to Aptos Village from Seacliff Village.

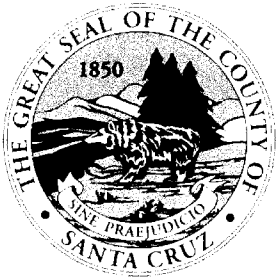
We wish the *Draft Aptos Village Plan* a speedy and uncomplicated approval process.

Thank you,



Ramona Daniels

Seacliff Improvement Association, President



County of Santa Cruz

Sheriff-Coroner

701 Ocean Street, Suite 340, Santa Cruz, CA 95060
(831) 454-2985 FAX: (831) 454-2353

Phil Wowak
Sheriff-Coroner

January 28, 2010

County of Santa Cruz Planning Commission
701 Ocean St, 4th floor
Santa Cruz, CA 95060

Dear Commissioners:

I am writing you to express my support for the proposed Aptos Village Plan. As you will see, the new plan provides traffic improvements, expands parking, offers better lighting, drainage and parks and open space services.

From a public safety standpoint, I feel that the proposed plan ensures streets are designed for pedestrians and bicyclists, as well as vehicles. Traffic corridors are narrow in order to slow traffic and incorporate on-street parking. The proposed bus and bikeway improvements will include turnouts, shelters, connecting sidewalks, improved bike lanes and signage. The planned location of the village park will assist with noise related issues while offering a much needed place for youth to gather.

I know that it has taken a collaborative effort since 2002 to update the 1985 Aptos Village Plan. I applaud your efforts and offer my complete support in future development of the Aptos Village.

Sincerely,

Phil Wowak
Sheriff-Coroner

2/10/10

Santa Cruz Planning Commission

Santa Cruz Government Center

Dear Commissioners;

As owner and operator of the Historic Bayview Hotel I want to compliment the county planning staff on the Draft Aptos Village Plan. Our consultant, architect, and I have reviewed the recent draft (1/21/10) and the supporting documents. We agree with most of the concepts presented in the current draft Plan, however, our attached comments raise issues and concerns that, in our opinion, need to be answered prior to adoption of the Plan by the Commission.

Pg. 3 CIP- upgrading infrastructure in the Village. These improvements are needed now. What is the county's schedule for implementation?

Pg. 14 These improvements "should be" constructed. Traffic lights on Soquel Drive can go forward regardless of the development timing of the Plan implementation.

Pg.16 A Figure in the plan needs to show the network of sidewalks, bikeways, and use of existing easements/right of ways. Fig. 15 is missing in the Plan.

Pg.19 As owners of the Bayview Hotel we want to point out that

we were never consulted during preparation of the supporting environmental documents. Additionally, we support the concept contained in the Plan, at this time, we do not have a written agreement with the developer for use of our property to accommodate the new East-West street (pgs.26 & 32) nor for the adjacent property parking lot.

Adequate pedestrian access needs to be identified in Areas 1&2 and improved as necessary, for consistency with the new connectivity of the Village core.

Pg.26 Traffic Circulation- see comment on pg.19.

Pg.39 Figure 14 needs to be modified to show the existing RR xing into the Bayview Hotel parking lot from Soquel Drive.

Pg.40 Where is Fig 15 showing existing sidewalks in the Village?

Pg.42 Fig 18 we strongly recommend Site A for a new RR station connecting to the Village pedestrian system.

Pg.47 A) Are the two new roads (East-West Street and North-South Street) to be county roads or developer maintained roads?

B) Are RR safety barrier required for the existing Bayview Hotel RR crossing and the new North-South street crossing?

C) Has the California Utility Commission approved in concept four RR xings along the quarter mile stretch of Soquel Drive?

D) Is there a written agreement with the owners of the RR line for four RR xings identified in the Village Plan?

Items (C & D) above, may make certification of the C.E.Q.A. document impossible at this time. No documentation is provided that these items have been accomplished to support the Village Plan prior to its adoption.

Pg.48 CIP improvements (see comment on pg. 3)

Pg. 52 We strongly support the use of green building principles for new and remodeled buildings.

*Pg.54 Please change the base map to always show the existing RR xing into the Bayview parking lot.

*Pg. 56 We strongly disagree with the site 6 requirement for a new building separate from the Historic Bayview Hotel. Our architect and planner are currently working on a restoration plan for the hotel which includes a 2500 sq.ft. expansion attached to the rear of the existing hotel. We are currently working with the Federal and State offices of Historic Preservation on design criteria, since our site is rated NR-1(pg.34). This restoration and expansion is related directly to the 5300 sq.ft. of Bayview Hotel which is shown in the revised Village Plan for reconfiguration to

2/10/10

accommodate the proposed East-West Street and for new parking on the adjacent property. Once again, we want to reiterate that no written agreement with the developer has been completed for use of our property. While we support most of the items set forth in the Aptos Village Plan the current requirements as stated for site 6, and use of our property for critical elements of the plan, directly conflict with our current restoration planning. We have discussed these issues at length with the developer's representatives. We look forward to continuing to work toward mutual agreement with the developer and county staff.

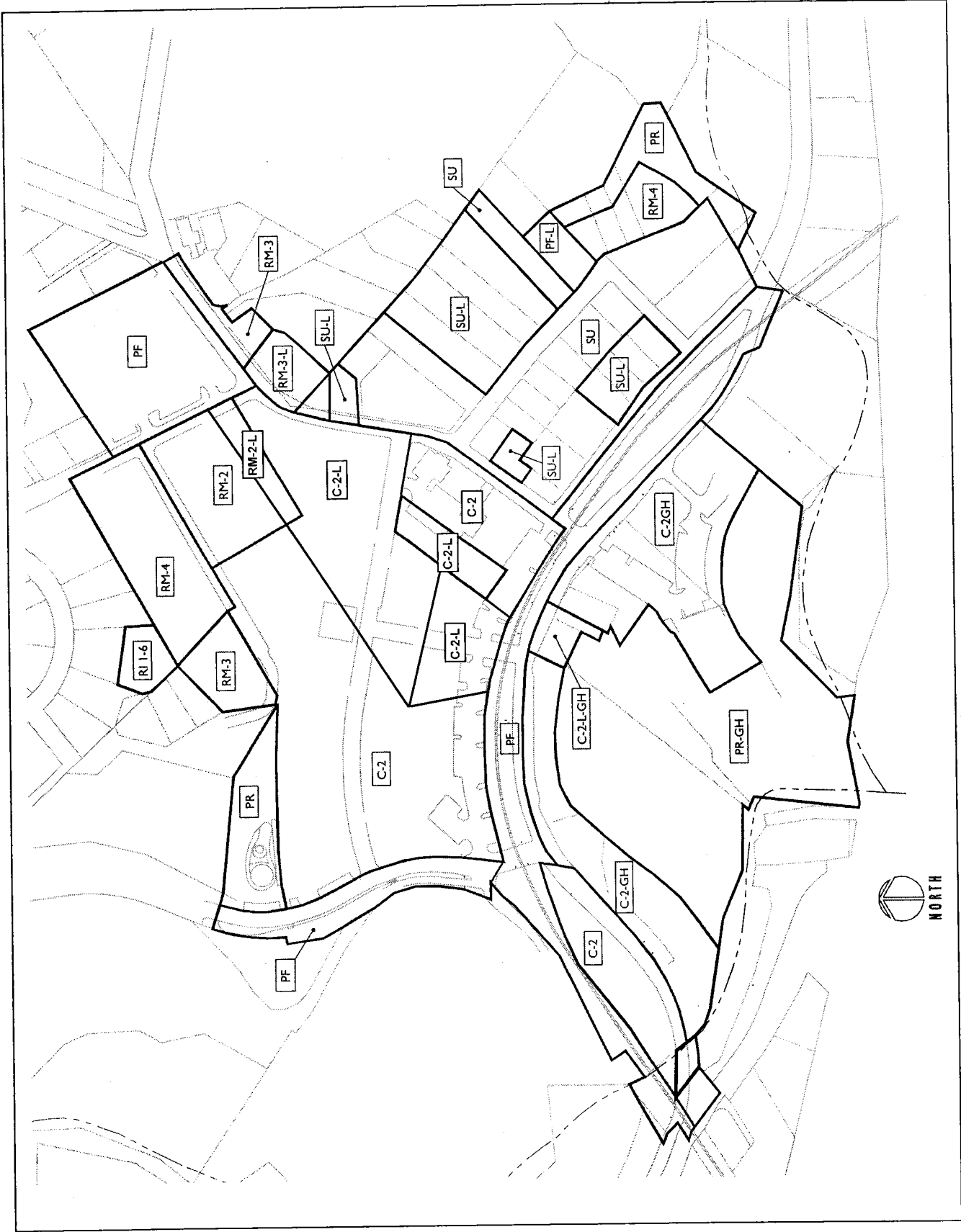
Pg.65 See comments for pg.56. Use of the Bayview property is critical to complete the proposed plan. Our restoration of the Hotel was not discussed in the C.E.Q.A. document since we were never contacted by the consultants. We are willing to work with all parties to reach an agreeable solution prior to adoption of the Village Plan.

Sincerely,

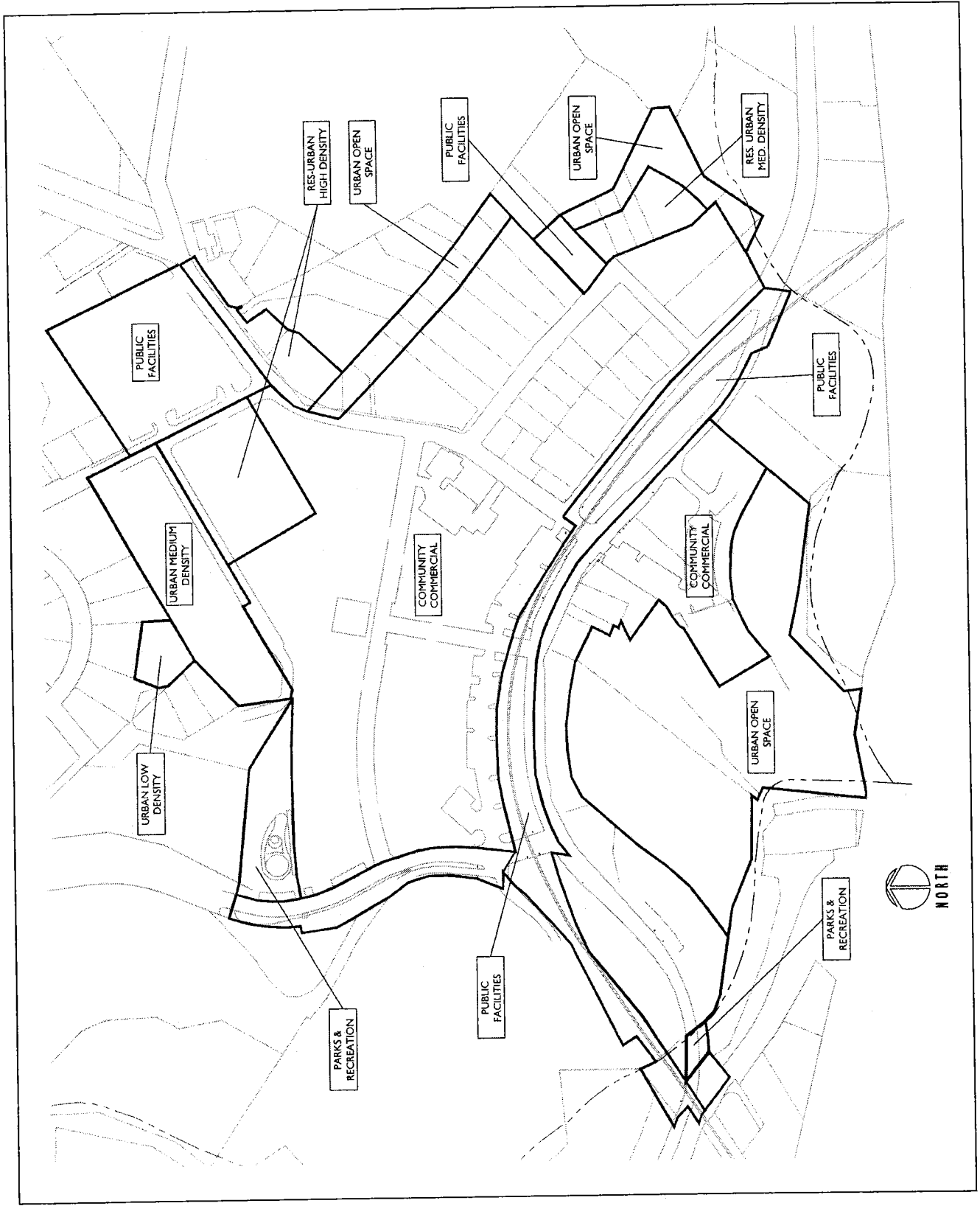
A handwritten signature in black ink, appearing to read 'Cristina Locke', with a long horizontal flourish extending to the right.

Cristina Locke

Cc: Ellen Pirie, Board of Supervisors



PROPOSED REZONINGS



PROPOSED GENERAL PLAN CHANGES

Additions to the Staff Report for the Planning Commission

Item 9: Aptos Village Plan

Correspondence Received After the Public Hearing

February 18, 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

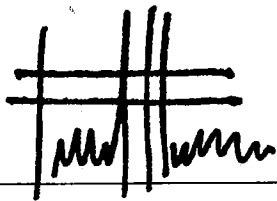
Re: Support of the Aptos Village Plan

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.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'E' followed by a series of vertical and horizontal strokes, and ending with a wavy line.

Eric Miller

Eric Miller Architects
157 Grand Ave.
Pacific Grove, CA 93950

February 18, 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

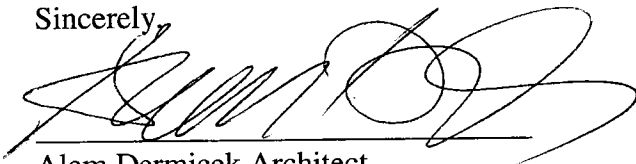
Re: Support of the Aptos Village Plan

Dear Planning Commissioners,

I am a Monterey County property owner with business interests in Santa Cruz, and I wanted to express my support and ask for your approval of the Draft Aptos Village Plan.

It will be exciting to see the synergy created by future build out of the remaining undeveloped land in the Village.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alem Dermicek', written over a horizontal line.

Alem Dermicek Architect

Eric Miller Architects
157 Grand Ave.
Pacific Grove, CA 93950

Terry Dorsey

From: MER4000@aol.com
Sent: Monday, February 22, 2010 11:50 AM
To: Terry Dorsey
Subject: Aptos Village Plan

Thank you for your time. I am a full supporter of the passage for approval for this plan. This will be the best update that Aptos could have, and I would so appreciate your supporting it too. mer

Mary E Russell Broker/Associate
Financial Strategies Mortgage Services
621 Capitola Avenue
Capitola, CA 95010
831-476-6331 phone
831-566-8836 cell
831-476-7944 fax
mer4000@aol.com

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CBD BOSMAIL

From: CBD BOSMAIL
Sent: Monday, February 22, 2010 10:48 PM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 2/23/2010

Item Number : 46

Name : robert kuhn

Email : Not Supplied

Address : 214 siesta dr.
aptos

Phone : Not Supplied

Comments :
February 2, 2010

Louis and Riparetti
275 Technology Circle - Suite C
Scotts Valley, CA 95066

Dear Louis and Riparetti,

I received a bill this week for services rendered in October. I want to explain why the bill has not yet been paid. I scheduled an inspection of my roof to figure out why I was getting some leakage into the house. They happened to come on a rainy day and we went up there using my ladder and walked around looking at flashing, etc. They put a couple of doughnuts on some joints and cut some shingles back from two places where they said the shingles were causing some pooling.

The main reason I had called was water coming in around the chimney pipe, and your guys said they couldn't do anything about it in the rain. The guy I talked to did not know much English (the other guy apparently none at all). He was trying to tell me something using hand signals mostly, about how to fix it myself later when it was dry, but I never did get what he meant. I called your office a few days later with the intention of giving you my Visa card number right then and to get the story about what to do to finish the job. I was given the cell phone number of somebody named James. I figured I'd pay the bill as soon as we got it all settled.

James didn't return my first 3-4 calls and finally he picked up once when I called. He said he'd ask the guy what he meant for me to do and then didn't call me back. We went through this cycle at least three times: I call and leave a message on his cell 2-4 times; he finally talks to me and expresses surprise that no one has called me; he promises to call back in an hour or tomorrow and never does. At one point he did offer to send out a truck to look at it, which I declined, because it seemed too simple for that. I told him I could fix it myself if only he'd explain what needed to be done. I didn't want to use the wrong material on my roof next to a hot stovepipe without getting the story straight.

Finally, I went to Ace Hardware and talked to somebody there, who put me onto some high-temp caulk which I have applied to the leak.

For all this aggravation, including about an hour of actual time on the roof from your guys, I have been

2/23/2010

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billed \$393. Someone at your office explained that you bill portal-to-portal, which makes sense for you from a business point-of-view, but not much to me as a customer. Why should I pay for you to drive across town? I agreed reluctantly to pay that amount, and as explained above, was prepared to do so when I called to get the last bit of information about finishing the job. I know you and he have much bigger jobs than mine to think about, but you are charging me a significant amount of money for a small job and I believe I deserve to get it finished correctly. My time is valuable to me, too, and having to make that many phone calls for a situation that was never resolved is very frustrating

So, how much do you think I really should be charged? I'm enclosing a check for \$100 and await a call or letter explaining why you think I should be paying you more for this.

Sincerely,

Robert Kuhn
214 Siesta Dr.
Aptos, CA 95003

The Aptos Village Plan seems to take the view that more building is better. I believe that this completely ignores the fact that we do not have the water for more building in this area and that traffic problems and crowding are already significant.

Furthermore, there is no support for the view that more building is better for existing residents. I'm quite sure it is better for the developers who would profit from the construction, but would leave the congestion and water and traffic problems behind for the residents. The goal of having a pedestrian-oriented village is a laudable one, but I fail to see how it benefits anyone to achieve that simply by crowding more people into the village. Why is development for its own sake a value uncritically accepted by the Plan? Despite the lip-service to pedestrians, this town is going to look like "downtown" Los Gatos: overbuilt, overpriced and glutted by SUVs and Mercedes.

There needs to be little elaboration on the theme of water. We don't have enough now. Even in wet years, we are overdrafting the aquifer and sucking in salt water from the sea. In drought years it will be worse. Does no one remember the 1980s around here? How can anyone justify building more housing, which will run more rain water down the concrete, out the creeks and into the sea instead of allowing it to soak into the ground?

The Plan significantly downplays the impacts on traffic in at least two locations. More people and more cars trying to get across the little bridge over Aptos Creek? No way that's an improvement. And for those of us who live out Trout Gulch and Valencia Road, traffic is already pretty bad trying to get through the village at the beginning and end of the workday. It is especially bad in the morning when I'm trying to get to work through the glut of SUVs dropping children off at Valencia Elementary.

If there are more people living in the village and sending their children to Valencia School, then the traffic is going to be even worse. Most mornings now, people trying to get to Valencia School back up almost to the post office, and when I am trying to turn left out of Siesta Drive, the cars coming down Valencia Road block my exit because they are waiting in front of me trying to turn left into the school, blocking Siesta Dr. Cars that have already dropped off their children back up at Soquel Drive all the way back to and sometimes beyond the post office.

I don't see a way to mitigate the affect of people coming down Valencia Road, but it is clear that the new children living in the new housing need a way to walk or bicycle to school along Trout Gulch Road. It is absolutely necessary that there be a sidewalk between the post office and Aptos School Road. If there was a safe way for these children to walk to school it would limit the increase in traffic that would be otherwise caused by all those extra parents dropping them off.

Thank you,
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