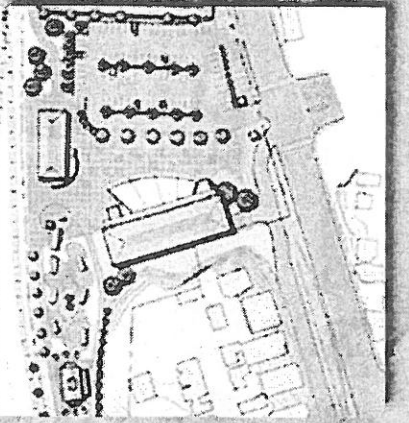
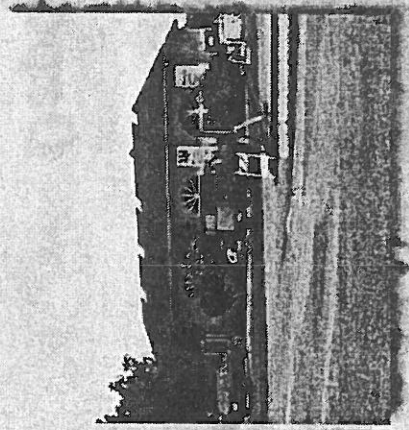
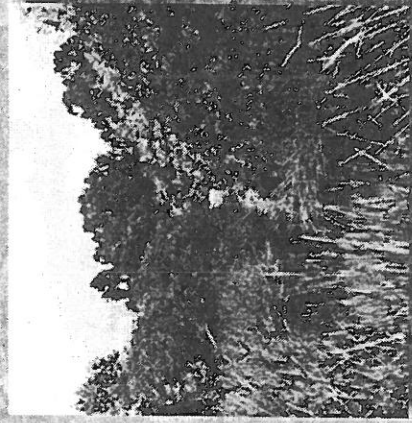
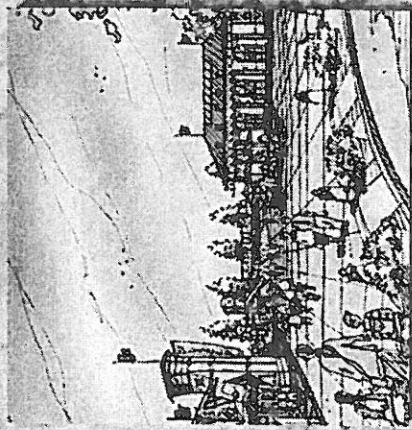




CITY OF SANTA CRUZ

Depot Site Master Plan





City of Santa Cruz

DEPOT SITE MASTER PLAN

**Depot Site Task Force
Parks and Recreation Department
Public Works Department
Planning Department**

VCN Architects

Bellinger Foster Steinmetz
Landscape Architects

Wilbur Smith Associates
Transportation Planning

October 2001

Depot Site Design Participants

Task Force Members	Representing
Jon Baillif	Public Art Committee
Peter Beckman	SC Transportation Commission
Katherine Beiers- Vice Chair	Community Member
Susan Bertken	Museum Association
Connie Bertuca	Soccer Representative
Maggie Fusari	Environmentalist
Ross Gibson	Historical Preservation Commission
Joe Jordan	Public Works Commission
Scott Kennedy	City Council
Quirina Luna	Amah Mutsun Ohlone
Cynthia Matthews	Community Member
Ralph Meyberg	Neighborhood Representative
Joshua Muir	Neighborhood Representative
Larry Pageler	Museum Association Alternate
Patty Quillin-	Neighborhood Alternate
Martha Ramos	Nearby Neighbor
Emily Reilly	City Council
Claudia Schafer	Planning Commission
Andy Schiffrin- Chair	Neighborhood Representative
Merritt Taylor	Parks and Recreation Commission

Task Force Members	Representing
Matthew Thompson	Business Representative
Keith Sugar	City Council
Linda Wilshusen	SC County Regional Transportation Commission
Vicki Winters	Bicycle Representative

City of Santa Cruz Staff	Department
Carol Scurich- Project Manager Recreation Superintendent	Parks and Recreation Department
Greg Moyce- Museum Director	Parks and Recreation Department
Ken Thomas- Principal Planner	Department of Planning and Community Development
Chris Schneider- Assistant Director	Public Works Department
Ronald Marquez - Traffic Engineer	Public Works Department

Design Team	Firm
Eli Naor- Project Manager	VDN Architects
Moshe Dinar- Designer	VDN Architects
Lee Steinmetz - Landscape Architect	Bellinger Foster Steinmetz
Peter Martin	Wilbur Smith Associates

TABLE OF CONTENTS

Section 1: THE VISION

+ Context

Introduction	1
Background	2
Process	4
Historic Overview and Urban Context	4
Zoning and Land Use	7
Transportation Context	8
Traffic Circulation Characteristics	8
Local Transit	8
Railroad Characteristics	9
Pedestrian and Bicycle Features	9
Pacific and Center Intersection	10

Section 2: THE PLAN

Master Plan Elements

Overview	11
Transportation – Local Transit, Railroad and Parking	12
Pedestrian and Bicycle Circulation and Paths	13
Pacific Avenue Intersection	14
Multimodal Center, Recreation, Plaza and Open Spaces	15
Public Plaza	15
Railway Express Building / Multimodal Center	15
Natural History Museum	16
Multi-Use Sports Field	17
Tot Lot	18
Picnic Area	18
Open Space	19
The Fun Spot	19
Public Art Policy	20

Section 3: THE ACTION

Planning Guidelines

Transportation – Local Transit, Railroad and Parking	22
Washington Street Realignment	23
Sidewalks	23
Crosswalks	24
Public Plaza and Entry Gateway	24
Natural History Museum	25
The Fun Spot	26
Carriage Building	26
Railway Express Building / Multi-Modal Center	27
Multi-Use Parking	28
City Corporation Yard	29
Park Equipment Storage and Future Park Restroom	30
Pedestrian and Bicycle Circulation	30
Active Recreation Parks and Open Space -	30
Site Furnishings and Materials	
Benches and Picnic Tables	31
Decorative Lighting	31
Trash / Recycle Receptacles	31
Fencing	31
Multi-Use Field	31
Museum	31
Railroad Tracks	31
Pumping Station	31
Multi-Use Field Surfacing	32
Lawn Options	32
Artificial Turf	32
Site Furnishings	33
Landscape Guidelines	34
Phasing and Interim Use	36
Signage and Graphics	37
Site Security	38
Universal Accessibility	38
Conclusion	39

Appendix A: Facility Program
Appendix B: Cost Estimate
Appendix C: Task Force Objectives
Appendix D: Plant List and Heritage Trees
Appendix E: Project Approvals Process
References

LIST OF FIGURES

- Figure 1: Depot Site Area Map
- Figure 2 : Connections
- Figure 3: Rail Service
- Figure 4: Transit Routes
- Figure 5: Bicycle Routes
- Figure 6: Master Plan Map
- Figure 7: Partial Master Plan
- Figure 8: Fun Spot Master Plan
- Figure 9: Entry Plaza
- Figure 10: The Fun Spot
- Figure 11: View of Depot Site from Pacific Avenue
- Figure 12: Section through Plaza and Museum
- Figure 13: Master Plan Phase I
- Figure 14: Master Plan Phase II

Section 1: THE VISION + CONTEXT

INTRODUCTION

The Depot Site Master Plan is foremost about reestablishing vital connections between the seasonally active Beach Area, the Downtown, the adjacent neighborhoods and the Neary Lagoon Natural Habitat. This prominent, abandoned railroad transportation center is poised to become a major City gathering place through the reintroduction of recreational park activities served by multi-modal transportation.

Activities envisioned for inclusion on the Depot Site are:

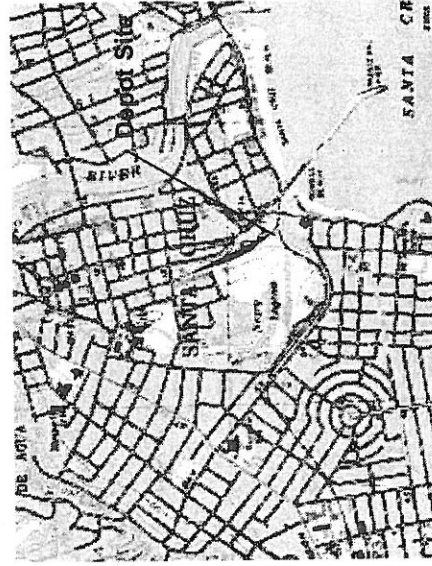
- A multi-modal transportation center with shuttle, horse drawn carriage, pedicab, bicycle parking, bus and passenger train access;
- A Multi-Use Sports Field sized to accommodate a full size soccer field;
- A network of pathways connected to City pedestrian and bicycle routes;

- Multi-use parking spaces that augment the Coastal Commission's Beach Area parking requirements;
- A gateway entry feature linking the Fun Spot to the overall site and the Neary Lagoon Natural Habitat;
- Recognition of Native American and other cultural histories;
- Environmental restoration;
- A Natural History Museum;
- A tot lot and picnic area; and
- Public art.

This Master Plan was created for the City of Santa Cruz under the leadership Depot Site Design Task Force. The mission of the Task Force was to guide the planning process by representing a broad coalition of community interests (see appendix D). Commencing in the fall of 2000 and spanning over the next

*There is a pleasure in the pathless woods,
There is a rapture on the lonely shore, There is
society, where none intrudes. By the deep sea,
and music in its roars; I love not man the less,
but nature more.*

George Gordon



Location Map

ten months, the Task Force evaluated numerous design alternatives and selected the consensus design presented herein. This Master Plan is not a singular concept. It is comparable to a colorful quilt of ideas composed of many disparate elements knitted together that collectively present a unifying, balanced theme.

This document is divided into three sections: the Vision, the Plan and the Action. The first section reviews the project background along with site

history and context. The second section reviews the Master Plan elements and describes the planning rationale for their development. The third section focuses on project implementation and design standards.

The Master Plan focuses on the Depot Site and its future uses. Much of the background material for the plan is derived from the Beach and South of Laurel Comprehensive Area Plan prepared for the City of Santa Cruz in 1998.

BACKGROUND

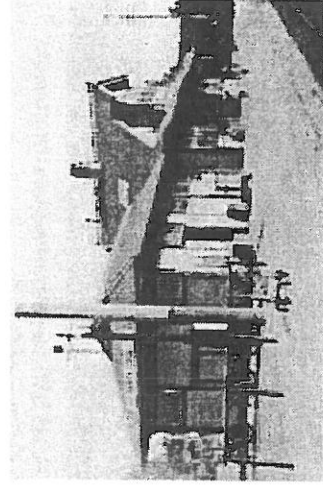
In September 1997, the City of Santa Cruz filed a Beach Area Multi-modal Station Project Study Report (PSR) with the State of California Department of Transportation. This report served as an application for a State Transportation Improvement Program (STIP) grant, authorized by the Santa Cruz County Regional Transportation Commission (SCRTC), to assist with the purchase of the 6.08-acre Depot Site from Union Pacific Railroad. This acquisition accrued these benefits to the City:

1. "Provide a site to easily accommodate future regional and interurban passenger rail systems;
2. Provide a park & ride and shuttle transfer hub to serve the Beach and South of Laurel Areas;

3. Provide improved bicycle and pedestrian linkages between downtown Santa Cruz and the Beach Area;
4. Provide alternative transit linkages to reduce summer beach traffic congestion;
5. Redevelopment of an existing historic rail station and freight depot;
6. Development of a convenient public parking hub and multimodal transit site adjacent to the Santa Cruz Beach Area;
7. Improve air quality in the area due to the provision of non-auto transit alternatives."



Depot Site - Aerial View



1893 Union Station
Vernon Sappers Collection, Western Railroad Museum

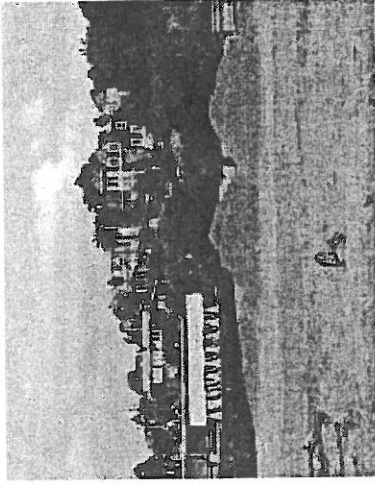
In October 1998, the City Council adopted the Beach and South of Laurel Comprehensive Area Plan. One of the central components of this plan was the creation of an active center that connects the Beach and the Downtown areas. This center was envisioned as a focal point of the plan to encourage people to use alternative forms of transportation, to enjoy active recreational park space and, most importantly, to increase public utilization of this blighted area.

In November of 1998, City voters passed Measure G, which funded the procurement of additional acreage for the introduction of a soccer field and tot lot adjacent to the parcels purchased with the STIP grant. In the winter of 1999, the Natural History Museum Association Board gained City Council concurrence for the use of the Depot Site as the location for its future landmark facility.

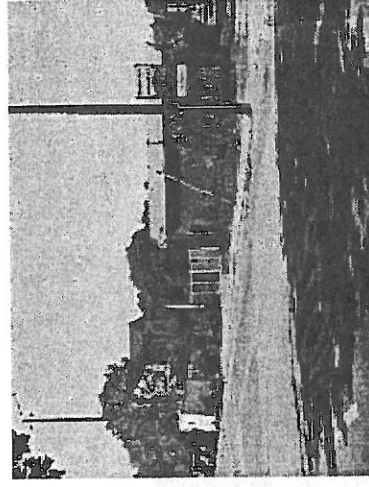
In its quest to assemble additional contiguous parcels to further site development, the City Council passed a resolution in September 1999 to explore abandonment of a portion of Washington Street, the acquisition of the Light House Liquors site (roughly half an acre), long lease or purchase of the Union Pacific Rail Road right-of-way and the acquisition of the Fun Spot.

The Feed and Grain site was the last parcel to be added to the project in early 2001. As the master planning progressed, it became apparent that the multi-use sports field would displace many of the activities if not oriented north-south. The addition of the Feed and Grain parcel alleviated potential space constraints and facilitated the development of the ultimate Plan. When the City Council approved the purchase of this site, they recommended that the horse drawn carriage business facilities located on the Feed and Grain site be relocated on the Depot Site.

The Master Plan illustrates the relationships between all project components whether constructed simultaneously or through a phased implementation program. Since full project funding has yet to be identified, it is anticipated that a phased construction program will be utilized. This program is further elaborated in the phasing section of this document.



West Cliff Neighborhood as Seen from the Depot Site



Feed and Grain Site

PROCESS

The Depot Site Master Plan is a consensus design reflecting extensive input from the Depot Site Task Force, other City advisory bodies, the public and the Santa Cruz City Council. Commencing in the summer of 2000, the Task Force and design team met monthly to review design alternatives and to develop a facility program documenting the range and scope of activities to be included in the project. The design alternatives review process focused initially on an overview of the

site assets and their connection to the surrounding urban and natural habitat. Thereafter, specific designs were developed for the key project elements.

In March 2001, a public workshop was held to review two design alternatives and to obtain additional input on project direction and scope. In June 2001, the City Council reviewed and conceptually approved the project's direction.



Public Workshop, June 2001

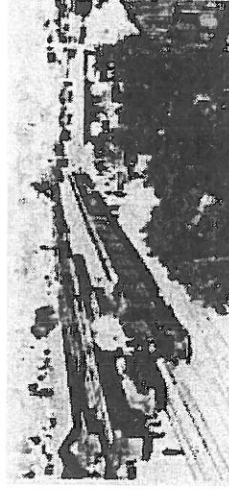
HISTORIC OVERVIEW AND URBAN CONTEXT

Portions of the predominantly flat Site may have been occupied seasonally by an Ohlone settlement located on the banks of the Neary Lagoon outlet to the Monterey Bay. However, since the 1890's, the Site has been utilized primarily as a railroad depot and switching yard for three railroad companies.

Following World War II, a steady decline of railroad freight and passenger services has occurred. By the mid-1970's, the active passenger rail use of the Site was largely abandoned. By the mid-1990's, only two of the original railroad structures remained: the

passenger depot and a separate freight building. The passenger depot was badly damaged by fire in 1996 and subsequently demolished. At present, the original railroad freight building, Lighthouse Liquors, the Feed and Grain building and a recently restored wooden Howe Truss railroad trestle supporting West Cliff Drive, are the structures occupying the site.

In contrast to its current abandoned appearance, at the peak of its use in the 1920's, the railroad uses on this storied site played an active role in the development of Santa Cruz commerce and tourism and contributed significantly



Depot Site - CA 1907
Mike Heyes Collection

to the development of the South of Laurel district. The Site's proximity to the beach resorts invited thousands of tourists annually to pass through the railroad depot. Additionally, the light-industrial Depot District surrounding the site was developed to initially support the wood harvesting industry and later the fishing industry centered on Washington Street. Today, several warehouses serving maritime activities on the Santa Cruz Wharf remain on Washington Street as a legacy to the area's commercial and industrial background.

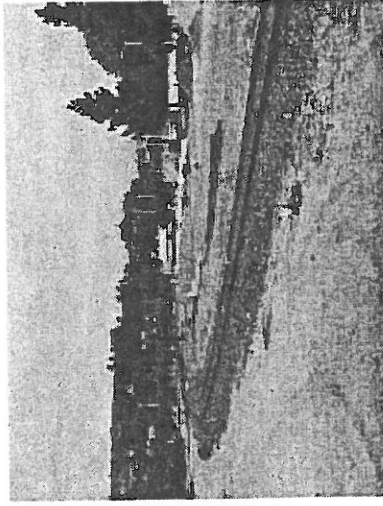
The 6.9-acre, long and narrow Santa Cruz Depot Site is composed of several parcels:

- The main body of the site purchased with the assistance of State STIP funds – 4.08 acres;
- Measure G funds were used to purchase an additional 2.0 acres;
- The remaining .8 acres were purchased through other funds and consisted of:
The Lighthouse Liquors site - approximately 0.50 acres;
The Fun Spot - 0.34 acres.

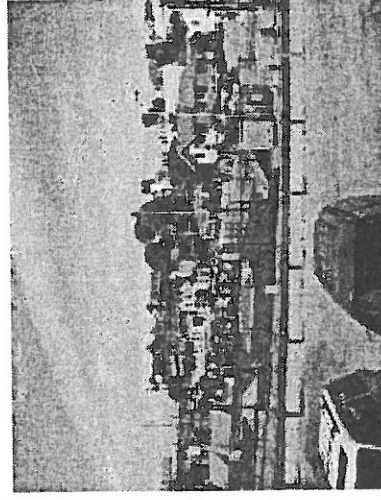
- The Feed and Grain Site (not included in the original 6.9 acres) was added to the site in late 2000.

The parcels are bound by Washington Street, Center Street, Pacific Avenue and the West Cliff neighborhood on the east; the Santa Cruz Municipal Wharf and Cowell Beach on the south; the existing Union Pacific Railroad tracks and Chestnut Street (along with the Neary Lagoon Natural Habitat and Cooperative Housing complex) on the west; and the newly constructed Chestnut Street Apartments to the north.

A comprehensive planning vision requires a localized analysis of the varying urban and natural conditions along the Site's edges. Starting at the Depot Site's southernmost end, the Fun Spot parcel is separated from the adjacent, active wharf by a busy intersections: the junction of Pacific Avenue and Beach Street. The parcel straddles the existing UPRR railroad tracks, has a prominent railroad crossing warning light and is noisy and challenging for pedestrians to negotiate during the summer months. It is located at the periphery of waterfront activities and is visually concealed to southbound drivers by the Blackburn Terrace. It is currently utilized as an interim skateboard park. The Fun Spot is



Depot Site- View to North



The Fun Spot- View to North

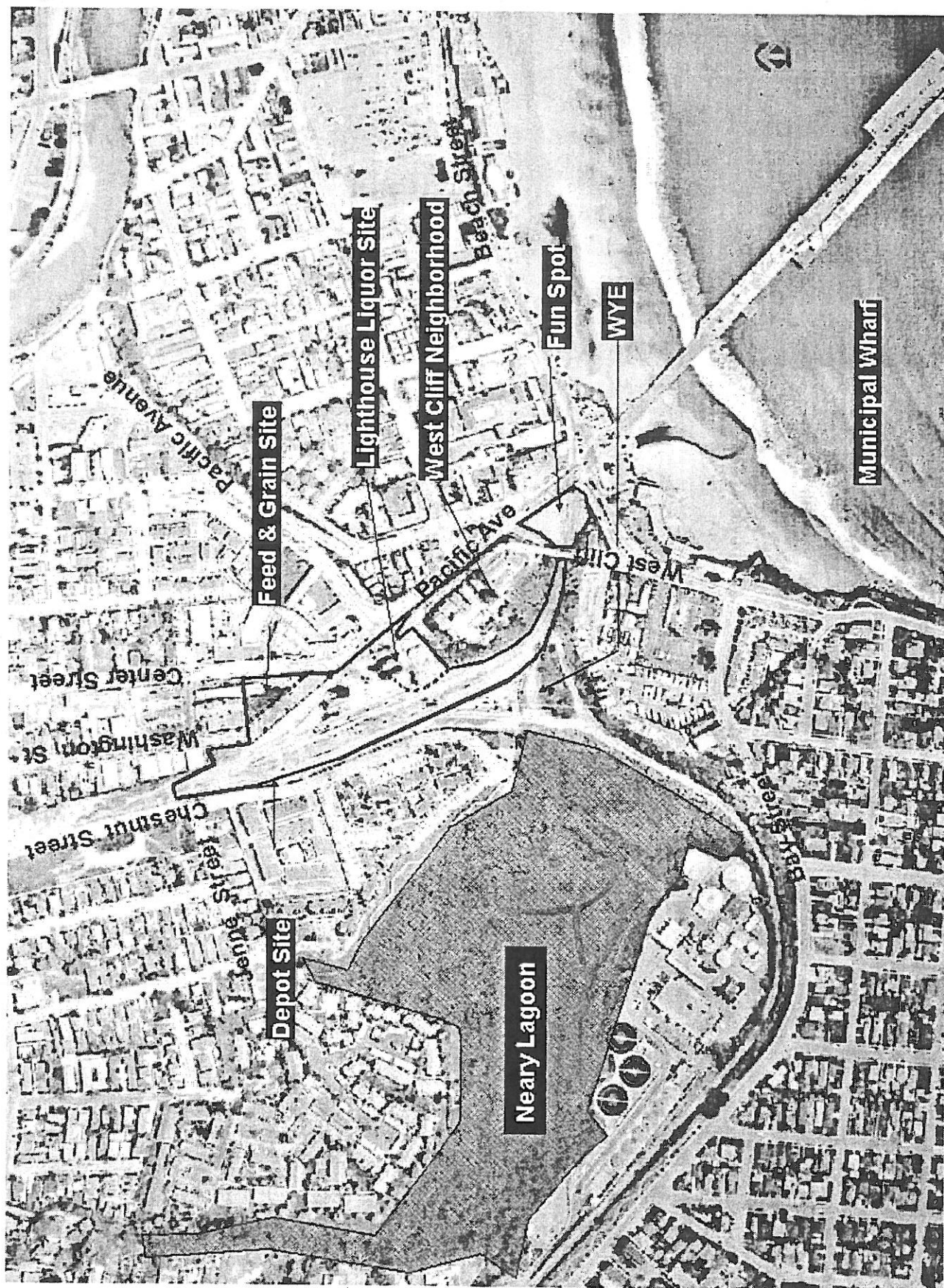


FIGURE 1: DEPOT SITE AREA MAP

Santa Cruz Depot Site Master Plan

Bellinger Foster Steimetz
Landscape Architecture



connected to the main body of the Site via a sliver of land following the railroad tracks northward. This parcel passes under the West Cliff Drive railroad trestle and then follows the contours of the hill passing by a mature grove of eucalyptus trees. There is no paved pedestrian path along the tracks and its concealed location behind the hill has raised security concerns. West of the railroad trestle is the fenced Neary Lagoon pumping station.

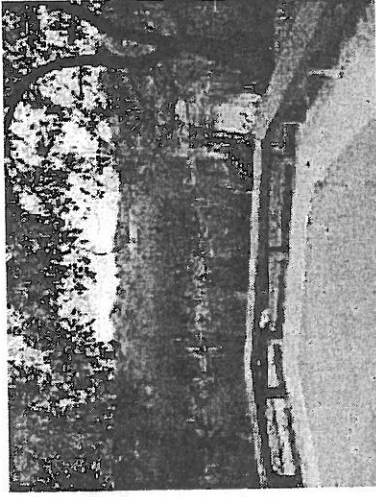
The 44-acre Neary Lagoon Natural Habitat, though not part of the planning site, influences the design because it could become an important destination for Depot Site visitors. This protected nature reserve is located west of the Site and is accessible from an unmarked trail that crosses both railroad tracks. The carefully managed, secluded Lagoon is a protected vegetation and bird habitat traversed by nature trails displaying educational signage. The intent is to facilitate access to this rich habitat via a paved trail to connecting areas. In so doing, this will create an appropriate gateway that both directs visitors to this Site and informs them of its hidden natural assets.

The irregularly shaped main body of the Site is located north of Blackburn Terrace and is predominantly flat. With the exception of the office and industrial

structures on Washington Street, the Site is surrounded predominantly by housing. The importance of this location resides in its accessibility to pedestrians, bicyclists and vehicles from nearly all parts of the City. As such, any development in this location, especially the activities described below, will have a significant impact well beyond the immediate neighborhood.

Few environmental constraints have been identified on the project site. A grove of non-native eucalyptus trees occurs west of the Howe Truss trestle bridge. Though these trees are considered an invasive species, they do have historical and visual value, and may provide habitat for wintering butterflies. Wetland areas related to Neary Lagoon do occur, but these are all located to the west of the railroad tracks and are not within the Depot Site boundaries.

A total of 38 trees exist in the main area of the Depot Site. 24 of these trees have been identified by the City's Urban Forester as being of Heritage status. Of the 24 Heritage trees, 12 have been recommended for removal due to disease, decay, or being in hazardous condition. An additional 3 Heritage trees were identified as having poor structure and therefore are candidates for removal. In addition there are 8 Non-



Neary Lagoon Natural Habitat

Heritage street trees that, if removed, would require a street tree removal permit. There are 6 Non-Heritage trees that are contained within the project area and do not require a permit for removal.

Archeological sites have yet to be identified and no threatened or endangered species are known to exist on the site. Soil contaminants have not been identified or addressed.

The Site's flat topography, combined with the views of the Neary Lagoon from the elevated Lighthouse Liquor site, are the Site's greatest assets. The absence of irregular topographical features renders the Site readily and economically developable for play fields and other recreational programs.

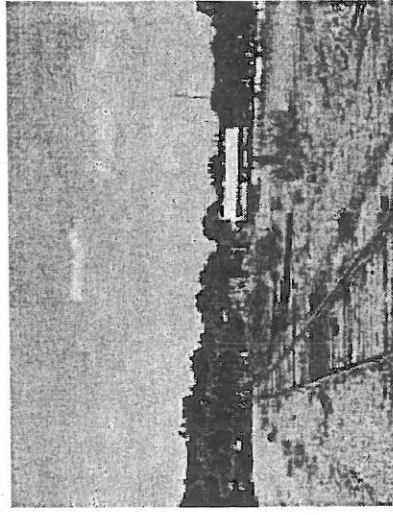
ZONING AND LAND USE

The 1998 Beach and South of Laurel Comprehensive Area Plan recommended zoning modifications to improve the aesthetic and commercial compatibility of new developments with the surrounding urban context. The Depot Site parcels fall into two zoning designations. The Fun Spot is designated CB (Beach Commercial), the balance of the Site is designated as a combination of RTC (Beach Commercial) and PF/PK (Public Facilities). Though there are two Beach Commercial designations, they are intended to address different purposes.

The Fun Spot CB zone is for "commercial uses which are primarily coastal-dependent in nature and which serve tourists and visitors to the Santa

Cruz coastal recreational areas". [24.10.1100]

The RTC zone is "to establish standards for development of residential uses mixed with neighborhood commercial, motel and regional tourist commercial use... to improve existing uses and encourage new developments in a manner that maintains a harmonious balance between residential and regional commercial uses". [24.10.618] The newly overlaid PF/PK (Public Facilities and Parks) designation provides additional flexibility to master planning the Depot Site. This will allow for extensive open space, surface parking and recreational activities without having to match the commercial or residential floor area densities of surrounding parcels.



Depot Site- view to north

The 2005 General Plan Amendments place the Depot Site within the Regional/ Visitor/ Commercial zone, which encourages the uses, and character of the proposed Master Plan.

Both CB and RTC zoning classifications permit the planned activities and densities proposed for the Depot Site.

TRANSPORTATION CONTEXT

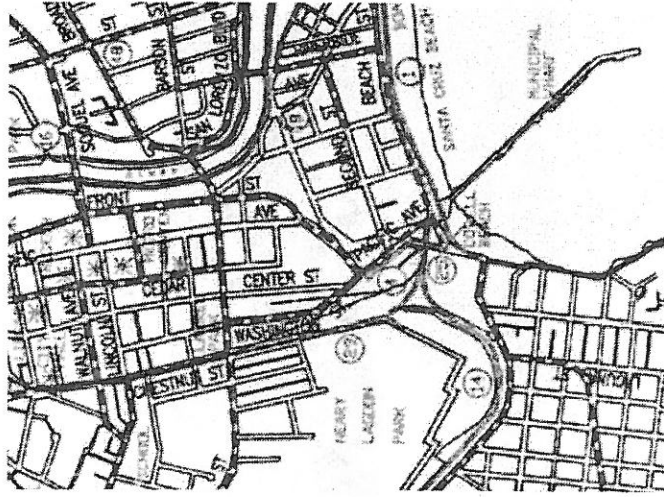
The Depot Site is located between two centers of activity: Downtown Santa Cruz and the Waterfront. It is also located near the University of California Santa Cruz's linkages to the Downtown (Laurel Street) and to the coastline (West Cliff Drive). Reflecting Santa Cruz's multi-modal transportation, travel in the area includes substantial numbers of pedestrians, bicyclists, bus riders, cars and trucks. The Site also accommodates an important railroad interchange junction and a City operated Corporation Yard. Future plans could see an increased number of trains serving and passing through the site. At present, all these transportation modes informally coexist.

Traffic Circulation Characteristics - The dominant traffic movement near the Historic Depot Site is traffic from Downtown to the Beach turning left from Pacific Avenue towards the Wharf and the subsequent return traffic flow. A significant amount of traffic also continues from Downtown across to West Cliff Drive and then onto Bay

Street into the west side residential neighborhoods. Washington Street carries relatively little traffic (mostly access traffic). Its intersection with Laurel Street is unsignalized and a challenge for motorists to cross or turn left onto. Chestnut Street is a slow-speed, low-volume residential street that terminates as a cul de sac at Neary Lagoon. The segment of Pacific Avenue between Washington Street and Beach Street tends to be heavily congested in the summer, particularly on weekends.

Major traffic approaches to the Depot Site will be via Pacific from Downtown, Laurel and Center Streets, and Bay/Pacific Avenue (from the Beach Area).

Local Transit - The Santa Cruz Metropolitan Transit District, also known as Metro, provides bus service past the Site on Pacific Avenue. Three bus routes stop at the Pacific Avenue and West Cliff Drive intersection in front of the Project Site. The Beach Shuttle,



Metro Bus Route Map for the Depot Site Area

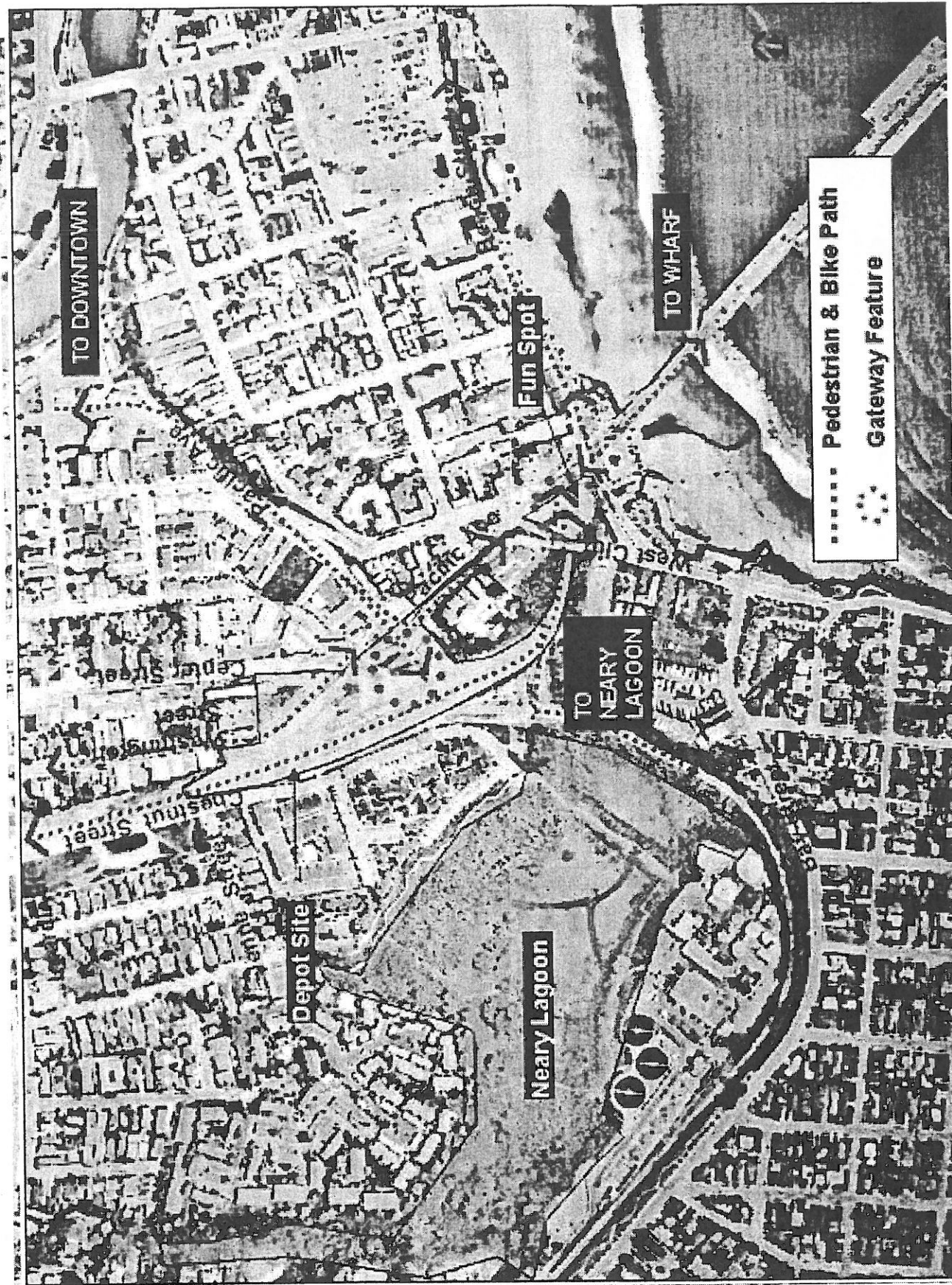


FIGURE 2: CONNECTIONS

Metro Route 1B and Metro Route 7 all connect Downtown to the Wharf via Pacific Avenue. Buses make a simple stop to pick up and discharge passengers and do not spend much time at the stop. During weekends and holidays between 9 a.m. and 7 p.m., buses, along with emergency vehicles, can use the curb lane in the southbound direction in order to bypass congestion. The bus stop at the Project Site is on a narrow section of sidewalk and is equipped with a bench for waiting passengers.

Railroad Characteristics – The Site is the switching junction for three railroad lines: the Davenport Line, the Felton Line, and the Santa Cruz Line. The Union Pacific Railroad typically makes three freight roundtrips a week to Davenport over the Santa Cruz to Davenport lines. These trains pass directly through the Fun Spot parcel. The Big Trees & Pacific Railway Company operates excursion train service from its Boardwalk terminal to Felton. Felton-bound trains approach the Depot using the direct track link between the Santa Cruz Line and the Felton Line, passing in front of the Depot. Trains returning from Felton use the Felton-to-Davenport track connection so that the train is positioned to back onto the Santa Cruz Line. The Big Trees & Pacific Railway

Company also interchanges freight with the UPRR at the Depot Site. The SCCRTC is currently in negotiations with the UPRR to acquire the Santa Cruz and Davenport Branch Line.

In the future, The Big Trees and Pacific Railway might initiate excursion train service on the Davenport Line. Freight service will continue to use all three railroad lines near the Depot site. Rail transit service using the Santa Cruz Line would either use the Davenport Line or the Felton Line or both (yet to be determined). Weekend passenger rail service to/from San Jose would likely terminate at the Depot site. If rail transit service is established, the Depot site might be the location of storage tracks.

The need to operate trains on busy Beach Street, backing in the direction of traffic flow and forward operations in the contraflow direction of traffic, mandates extremely slow train speeds. Similarly, the need to run down the middle of Chestnut Street, north of the Site, mandates slow train speeds through the site.

Pedestrian and Bicycle Features – Since a high intensity use does not exist on the historic Depot Site, most pedestrian traffic passes along the site edges which include Washington,



Pacific Avenue and Center Street Intersection- View to South

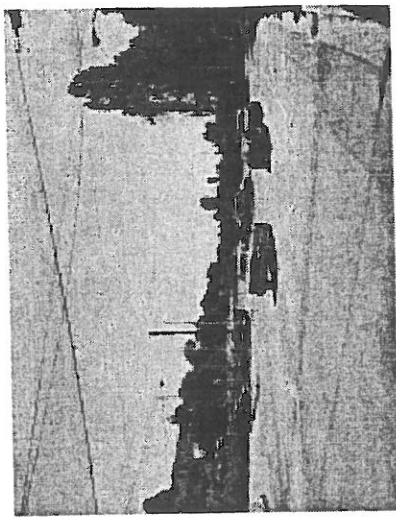
Pacific, Laurel and Chestnut Streets. However, pedestrians who live along Chestnut Street in the adjacent neighborhood and those coming from the Neary Lagoon recreational area, cross the railroad tracks in order to reach Pacific Street and Beach Street. Crossings are made informally, often using gaps in the Chestnut Street fencing. Because train speeds are very slow and trains infrequent, these informal pedestrian crossings of the rail yard have apparently been tolerated. Pedestrians near the Site must also deal with the Pacific Avenue/ Center Street intersection at the Site entrance. This intersection has a high-speed right-turn yield lane, which is challenging for pedestrians to cross. The intersection also has poorly defined traffic space.

Bicyclists actively use the area around the Project Site. Class 2 bike lanes exist on Pacific Avenue, Washington

Street, Laurel Street, Beach Street and West Cliff Avenue. The City's Bike Plan indicates that bike paths would be provided on the Project Site, adjacent to all three rail lines. The SCCRTC long-range plan includes a bicycle and pedestrian path along the Santa Cruz Branch Line and future rail transit service. Like pedestrians, bicyclists traveling from the Wharf Area to Neary Lagoon and from Pacific Avenue to Chestnut Street, informally cross the dirt-surfaced Project Site and rail tracks.

Pacific and Center Intersection-

The Pacific Avenue and Washington Street intersection is controlled by a four-way STOP, except for the YIELD controlled right-turn movement from the Beach to Downtown. Long traffic queues are normal for the left-turn movement from Pacific to Pacific toward the Beach on summer weekends.



Pacific Avenue and Center Street Intersection- View to West

Section 2: THE PLAN

Master Plan Elements

OVERVIEW

Creating a new City of Santa Cruz gathering place, especially one that incorporates a number of disparate activities, requires a measured balance between the major uses. This balance ensures that the resultant plan is inviting, functional and sensitive to its surroundings. The major uses accommodated in the Master Plan are (refer to the Facility Program in Appendix A for greater elaboration):

- A flexible, multi-modal station (re-using the historic freight depot) that accommodates present and future transportation uses;
- A Multi-Use Sports Field;
- A Natural History Museum;
- A connection to the Neary Lagoon Natural Habitat from the Fun Spot;
- A tot lot;
- Bicycle and Pedestrian trails;

- Bicycle parking facilities;
- Multi-use parking spaces;
- A revised Pacific Avenue and Center Street intersection;
- A gateway element at the Pacific/Center site entry; and
- A horse-drawn carriage storage facility.

A public plaza placed at the Site's most central and visible location is the focal point for these activities. The plaza, marked by a gateway on its eastern side, is readily accessible from the primary arrival points and introduces a symbolic connection to the Downtown at the westernmost end of Pacific Avenue. The plaza, entry gateway and other structures are visible to the thousands of tourists passing by this location on their way to the nearby beaches.

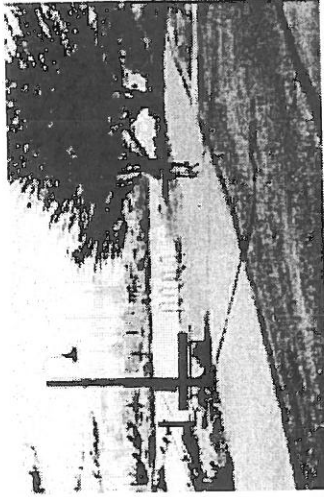
Nature uses human imagination to lift her work of creation to even higher levels.

Luigi Pirandello

Proximity of the Site to the Neary Lagoon Natural Habitat necessitates the utilization of environmentally sustainable construction measures (i.e. bio-swales in the multi-use parking lot). These measures introduce aesthetic, functional and educational elements to the Plan to support sound environmental management practices.

All Depot Site uses are illustrated in the Masterplan as though they will be

developed simultaneously. Funding sources and implementation schedules preclude the simultaneous development of all site features. Thus, a phasing plan accompanies the document to illustrate the likely development scenario.

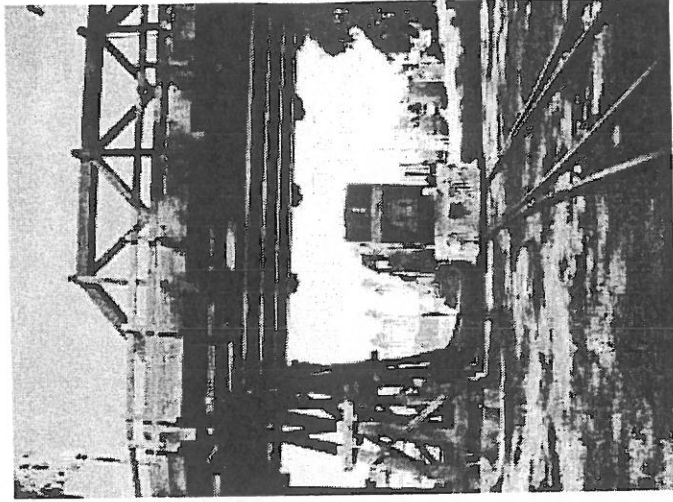


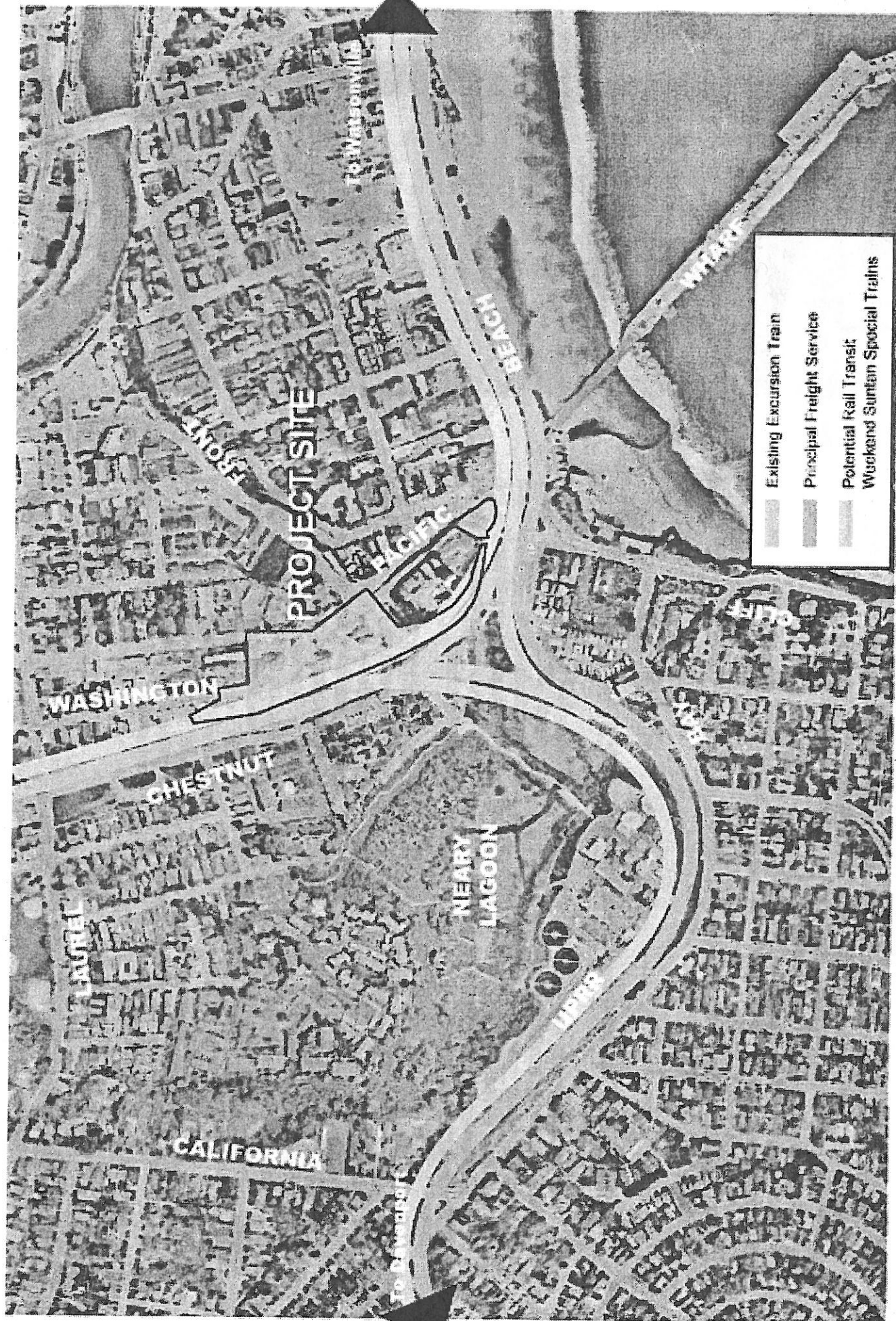
Illuminated Bicycle Trail

Transportation – Local Transit, Railroad and Parking

The Plan provides a very flexible base, which can easily accommodate yet to be defined future needs, particularly regarding passenger rail and/or rail transit services. Key elements of the Plan include:

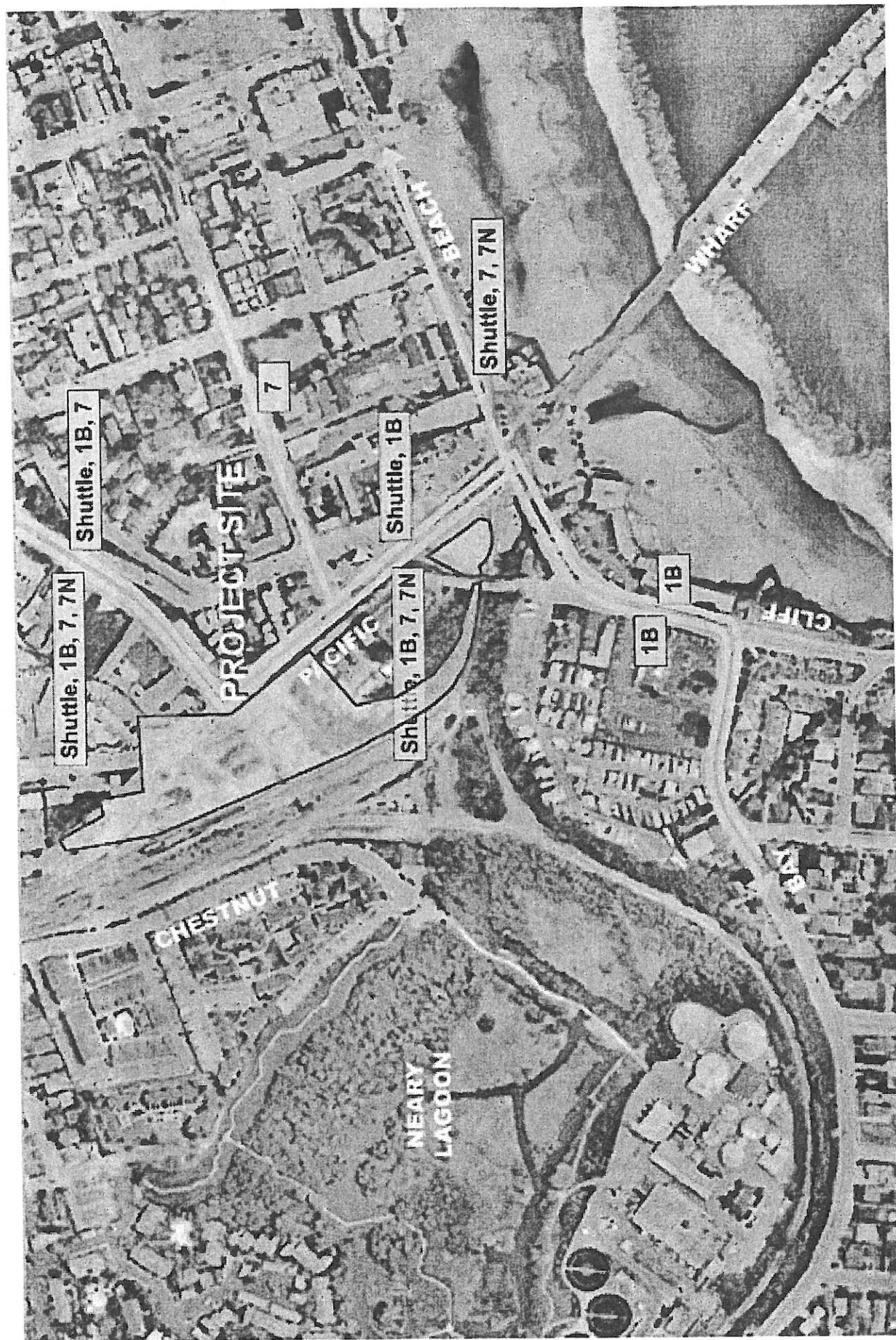
- Washington Street would be realigned to connect with Center Street. This would facilitate site area circulation and minimize additional traffic at the Laurel and Washington Street intersection. The new connection would be designed to accommodate trucks accessing local businesses.
- Two parking lots providing a combined 214 spaces. The northern lot with 130 spaces would service the needs of the multi-use sports field and commuters. The southern lot with 84 spaces would service the shared needs of the museum, sports field and visitors.
- Existing railroad tracks would be maintained and care would be taken not to preclude the addition of the future station siding-track and storage-tracks for the possible future Suntan Special and rail transit. Construction to meet these future track needs would be deferred until details of service are defined. Funding for the needed storage tracks and the station siding-track improvement needs would occur in conjunction with passenger rail





Santa Cruz Depot Site Master Plan

Figure 3: RAIL SERVICE

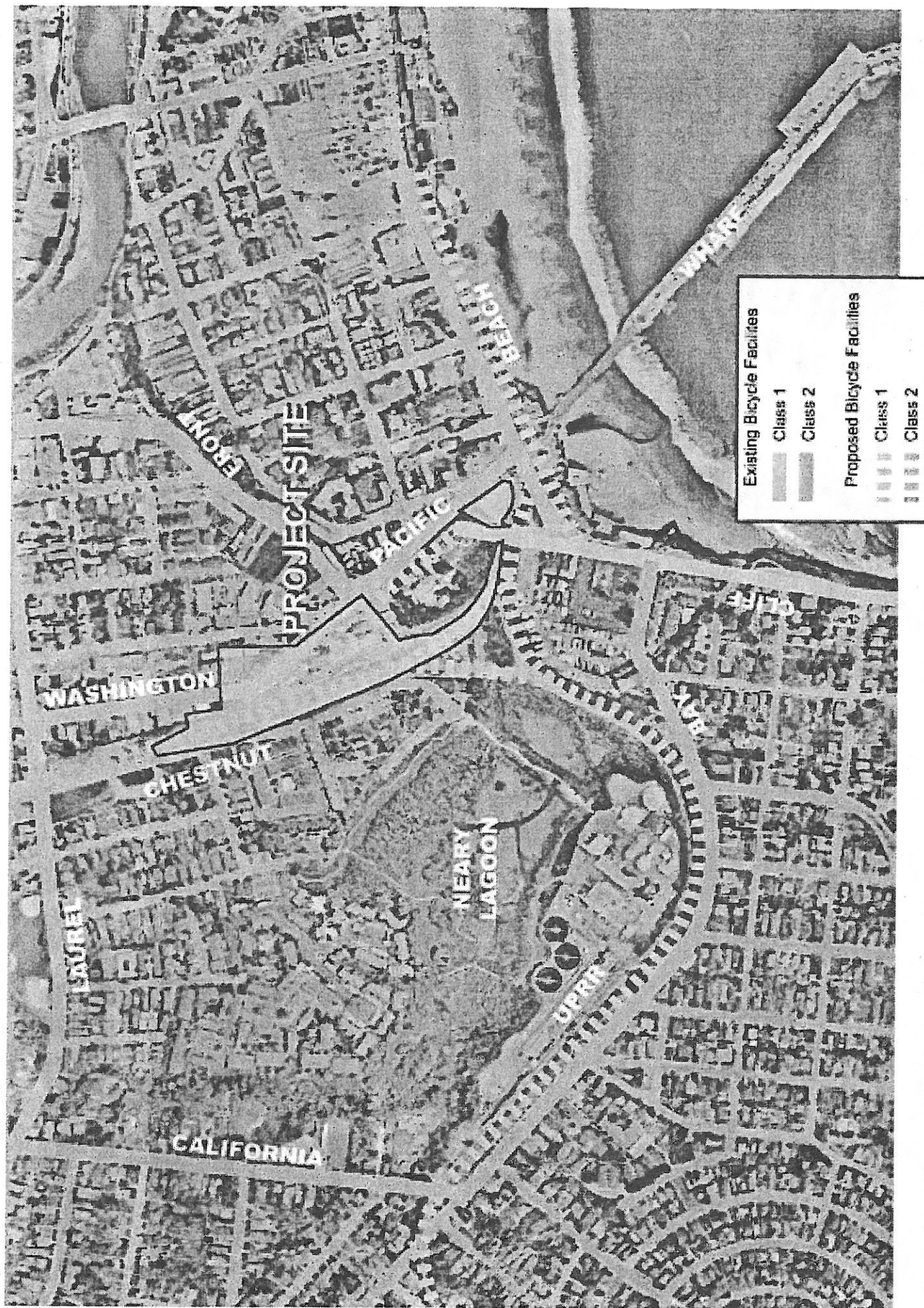


Santa Cruz Depot Soto Master Plan

Bathys Foster Steinmetz
ARCHITECTS



Figure 4: TRANSIT ROUTES



Santa Cruz Depot Site Master Plan

Figure 5: BICYCLE ROUTES

and/or rail transit service development funding.

- Provision of an enhanced bus stop for southbound buses stopping near the project entrance on Pacific Avenue. The redesign of the Pacific Avenue intersection would provide slightly more space for the bus stop.

The new stop facility is envisioned to include real-time passenger information displays and meet ADA requirements.

- Parking for school buses and charter buses would be provided on Center Street adjacent to the sports field.

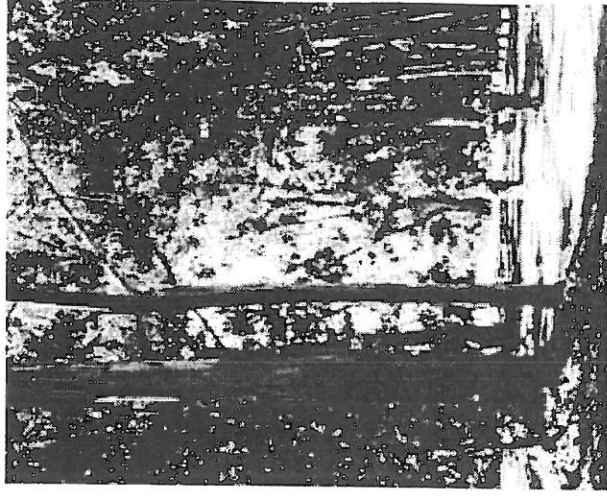
Pedestrian and Bicycle Circulation and Paths

A key objective of the Plan is to improve pedestrian and bicycle usage within the Site and in the surrounding area. The redesigned Pacific Avenue intersection, maintenance of the Washington Street bike linkage and the provision of a new pedestrian/bicycle linkage from the Beach Area to Neary Lagoon address Site interface with off-site pedestrian and bicycle circulation. A pedestrian/bicycle path that runs the entire length of the site is designed to minimize conflicts with general traffic. Bicycle parking is distributed throughout the Site at major activity centers. Long term secure bicycle parking facilities may be located in or near the relocated historic freight building. Plan elements include:

- Provision of bicycle-friendly Washington Street linkage. With the realignment of Washington Street

and connection with Center Street, bicyclists will continue to use this slow speed traffic route safely for travel to the Wharf/ Beach Area.

- Provision of a new pedestrian/ bicycle link between the Beach Area and the Depot Site or the Neary Lagoon. The link would begin as a shared pedestrian/ bicycle facility at the Fun Spot and pass below the trestle. The narrow width of the trestle underpass does not permit cyclists to pass in two directions, nor to safely pass pedestrians. Signs warning of the narrow passage with a request for cyclists to exhibit safe and courteous riding before proceeding under the trestle should be provided. West of the trestle, separate paths would be provided for pedestrians and cyclists.



Recreational Bicycle Trail

Roughly one hundred feet north of the trestle a future path connecting to the Neary Lagoon is introduced. This path requires that a PUC approved at-grade crossings be provided to bring a shared-use path along the southern edge of the corporation yard. This path will connect to the Neary Lagoon trails. Applications for path track crossings to the PUC require extensive and lengthy reviews and should occur early in the design phase.

After the Neary Lagoon pathway intersection the trails continues the entire length of the Site, providing a connection between Beach Street and Laurel Street. Due to the

absence of required right-of-way at the northern end of the site, the trail would need to pass through the project parking lot.

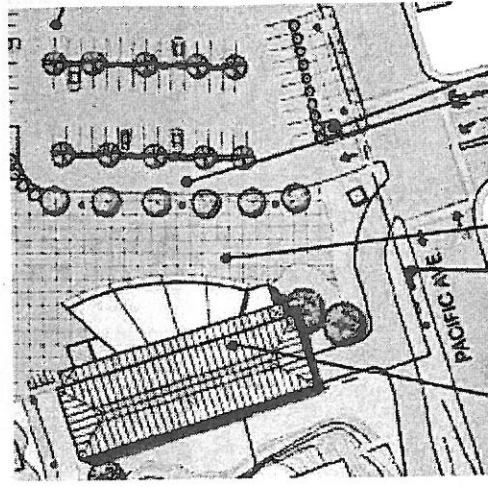
In order to enhance safety, fences would be installed to control pedestrian and bicycle intrusion into the active railroad use areas.

Pedestrian and bicycle routes serve both transportation and recreational functions. Where space permits, pedestrian and bicycle routes are to be separated by planting areas. Where space is limited, the pedestrian and bicycle routes should be placed immediately adjacent to each other with specialized demarcation.

Pacific Avenue Intersection

The Plan makes the intersection safer for pedestrians, bicyclists and general traffic. The high-speed right-turn lane for northbound traffic from the Beach on Pacific Avenue will be reconfigured to reduce travel speed. The objective for this change would be to provide safer pedestrian crossings. The westbound approach of Pacific Avenue, coming from Downtown, would eliminate one approach lane. The leftmost lane would be signed for Wharf and Beach traffic only. Traffic bound for West Cliff Drive,

the Project Site and those making a right turn, would use the rightmost traffic lane. The western leg of the intersection would be split into two options. Traffic bound for West Cliff Drive would use the leftmost option and traffic bound for the Historic Depot Project Site would use the rightmost option. Both halves of the western leg would be designated one-way departures away from the intersection. Exit traffic from the Project Site would use a separate driveway, while West



Cliff Drive exit traffic would use the new exit driveway, located near Beach Street. This one-way configuration will eliminate traffic conflicts, thereby improving safety and the capacity of the

intersection. All approaches to the intersection would be STOP sign controlled.

MULTIMODAL CENTER, RECREATION, PLAZA AND OPEN SPACES

Public Plaza

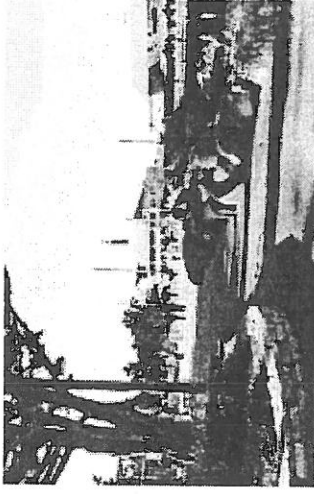
A major plaza space is located in front of the museum and the relocated historic freight building. As with most spaces at the Depot Site, the plaza serves multiple functions. The plaza welcomes visitors to the museum, who may be arriving from the pedestrian/bicycle route, the shuttle bus stop on Pacific Avenue, from the parking lot, or by rail. The plaza weaves together these various arrival/departure points. It can also be used for outdoor displays related to special museum or community events. The tot lot is also conveniently located off the plaza. In addition, the plaza space provides a cross-connection between Pacific Avenue and the trails running parallel to

the railroad tracks for bicyclists, rollers, bladers and pedestrians. Due to the desire to maximize flexible use of the space for different activities, and the fact that there will be pedestrian cross-traffic between the museum and the parking lot, specific routes for bicycles and pedestrians have not been differentiated through the plaza. The plaza is seen as a space where many modes of non-motorized transportation converge. As such, it is not intended as a fast through-connection for cyclists; rather it is a space to linger and enjoy the multiple activities.

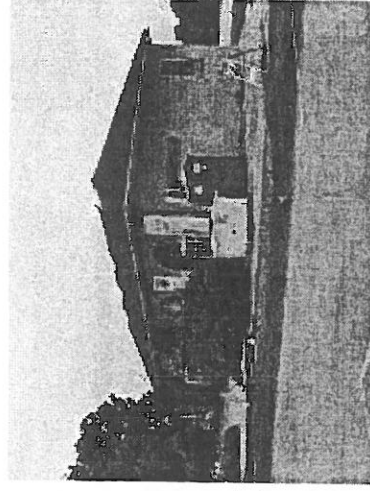
Railway Express Building/ Multimodal Center

The former Railway Express Agency (REA) building, enclosing roughly 1,300-square-feet, was constructed circa

1918. The building was expanded a number of times between 1928 and 1939 and received its final remodel in



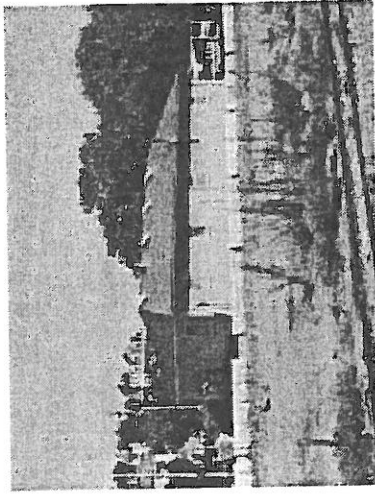
Custom House Plaza, Monterey



Railway Express Building

the mid-1970's when it was converted to a retail store. As is often the case with freight buildings, its appearance is more functional than civic and its façade displays little in the way of ornament or embellishment. Though not part of the original Southern Pacific Depot, it is the last remaining railroad building on site and represents an important link to past railroad passenger and freight activities. The REA building does not meet the criteria for listing in the National Register, however, for the purposes of California's Environmental Quality Act (CEQA), it is considered to be a historic resource (Historical Evaluation of the Railway Express Building, December

2000). In deference to the building's heritage, the Task Force elected to retain the structure on site, though not necessarily at its original location. Since 4.0 acres of the Site are to be devoted to intermodal uses, the REA Building is being relocated closer to the tracks in order to enable it to become the focal point for multi-modal activities and to support future passenger rail activities. The relocated building is being placed at a sufficient distance from existing and envisioned future tracks (2 tracks at this location) to allow for the future introduction of a passenger-boarding platform.



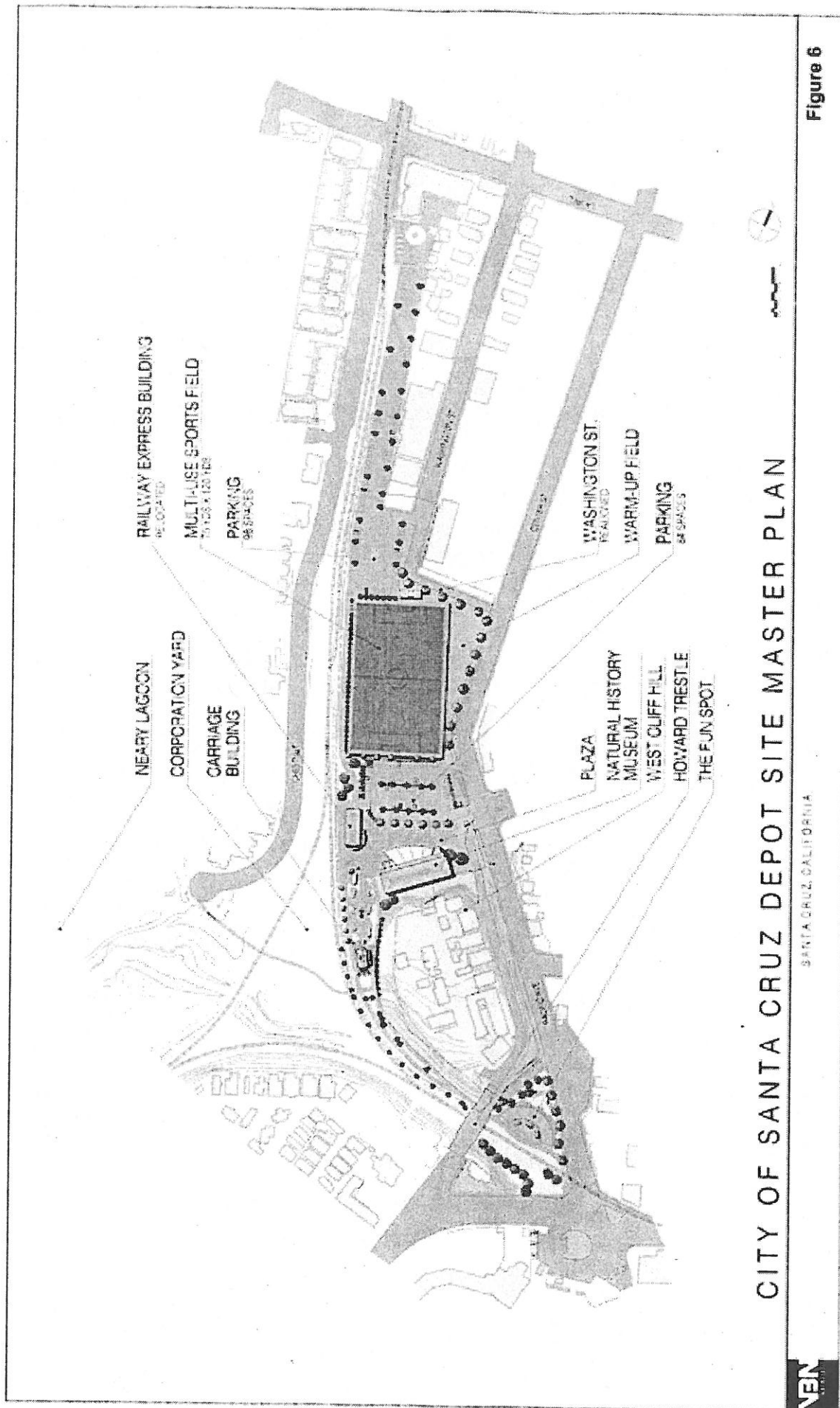
Railway Express Building

Natural History Museum

The City Council procured the Lighthouse Liquor parcel and selected this site for the development of a new, 35,000-square-foot, Natural History Museum. The purpose of the Museum is to display the natural history of Santa Cruz and its environs and to establish a link between the Museum's interior spaces with on-site activities and the Neary Lagoon Natural Habitat. Placed prominently on the south side of the entry plaza and visible to Pacific Avenue traffic, the Museum is envisioned as a draw for school trips and eco-tourism.

To integrate the Museum's broad range of activities with the overall Site organization, the Plan places the structure close to the lot, shuttle parking and pedestrian pathways. The Museum is placed on the only elevated location on the Site. The multi-story Museum configuration will take advantage of the raised grade and increase the visibility of the Neary Lagoon from the Museum's upper floors.

An outdoor space is provided for native (Ohlone) village exhibits and native planting samples. The adjacent



CITY OF SANTA CRUZ DEPOT SITE MASTER PLAN

SANTA CRUZ, CALIFORNIA



Figure 6

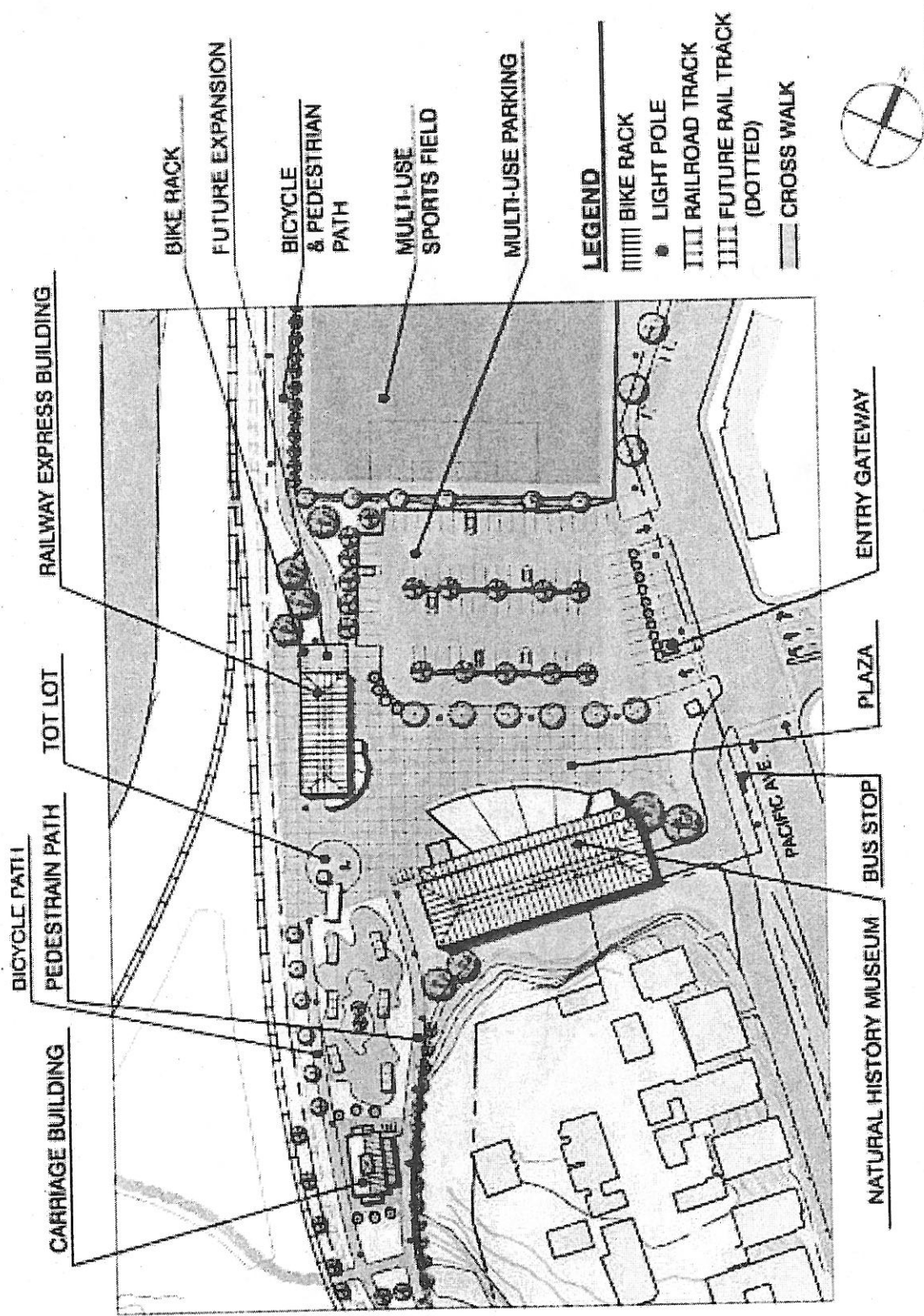


FIGURE 7: PARTIAL MASTER PLAN

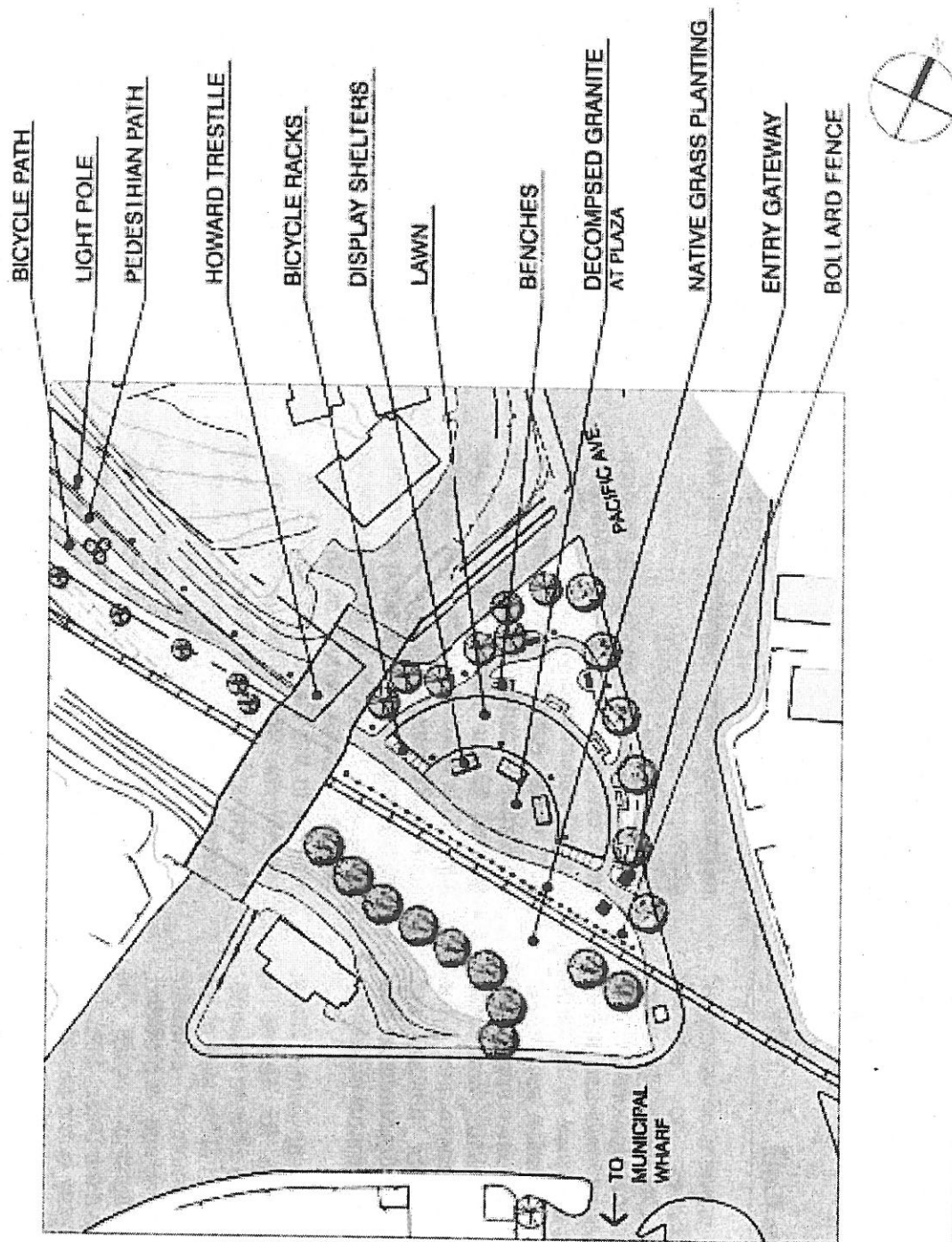


FIGURE 8: FUN SPOT MASTER PLAN

pedestrian pathways are envisioned to contain Museum-sponsored interpretive planted materials and informational signage, that resemble the Neary Lagoon. The Museum Association has yet to assemble the financial resources to construct this facility and is

entertaining the use of the Lighthouse Liquor Store as an interim display space. The remaining unused Museum parcel may be developed with native planting displays until the final building is erected.

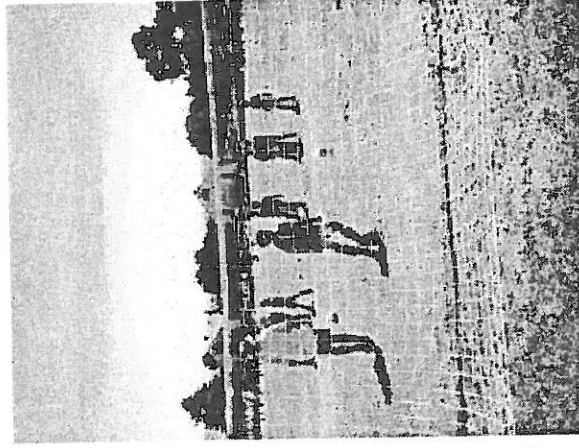
Multi-Use Sports Field

The Depot Site provides a variety of recreational activities to address neighborhood and City needs. The most dominant recreational feature on the Site is the proposed multi-use sports field. The field is designed to be large enough for youth regulation soccer, but can also be used for other sports and activities, such as festivals, that could benefit from a large grassy area. The plan could provide for artificial turf, which would make the field useable year round for various recreational activities.

Adjacent to the field near Center Street is a "warm-up" area for teams to assemble and practice prior to a game. Spectators could sit on either side of the field, but no permanent spectator seating, such as bleachers, is provided. While security lighting would be provided throughout the Depot Site, field lighting for night play is not provided in order to protect the adjacent

neighborhood from nighttime noise and glare.

The plan includes tall fencing at each goal end of the field, diminishing in height determined by safety, security and visual appeal. A 600 square-foot equipment storage building may be located to the north of the multi-use field. This building can be used to store park maintenance equipment as well as recreational equipment such as goals, balls, etc. In addition, to its functional use, the building serves as an entrance feature to the Depot Site coming from Washington Street. The building could be expanded in the future to include restrooms. The restrooms currently planned for the freight building are considered sufficient to serve initial levels of park and multi-modal use. However, if train use expands significantly in the future, a second set of restrooms for park use may be needed.

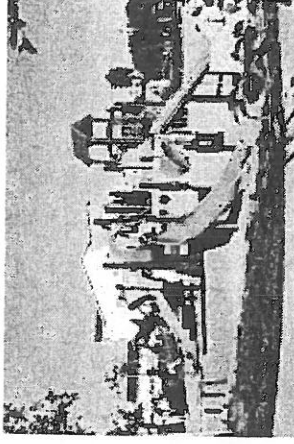


Multi-Use Sports Field

Tot Lot

A tot lot is located between the Museum and the historic freight building. Its placement is intended to strengthen the ties between the Museum and Site activities. The educational programs offered by the Museum are expected to draw weekday school trips, whose participants will rely on the tot lot for intermittent recreation. Additionally, the tot lot is also located close to the picnic area, future train station and multi-use sports field.

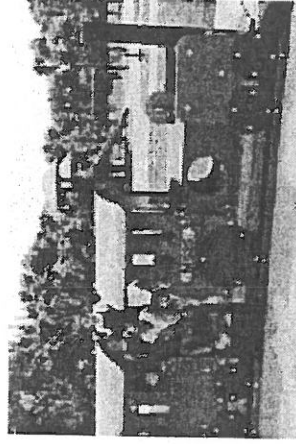
In essence, the Depot Site is designed to accommodate families who may visit the tot lot for a variety of reasons. The



tot lot could be designed with a natural or cultural history theme, similar to the tot lot at Neary Lagoon, where wildlife footprints have been stamped into the surrounding concrete paving. The tot lot should be fenced with low decorative fencing in order to minimize potential conflicts with the adjacent railroad tracks. The tot lot will be designed to meet current accessibility and Consumer Product Safety Commission guidelines.

Picnic Area

An informal picnic area is located near the tot lot and Natural History Museum. This picnic area may accommodate school groups visiting the Museum, sports field spectators and teams, as well as neighborhood residents or



visitors looking for a pleasant picnic spot. The picnic area includes tables and shade providing trees and will be integrated thematically into the natural interpretive theme of the pathways and tot lot.

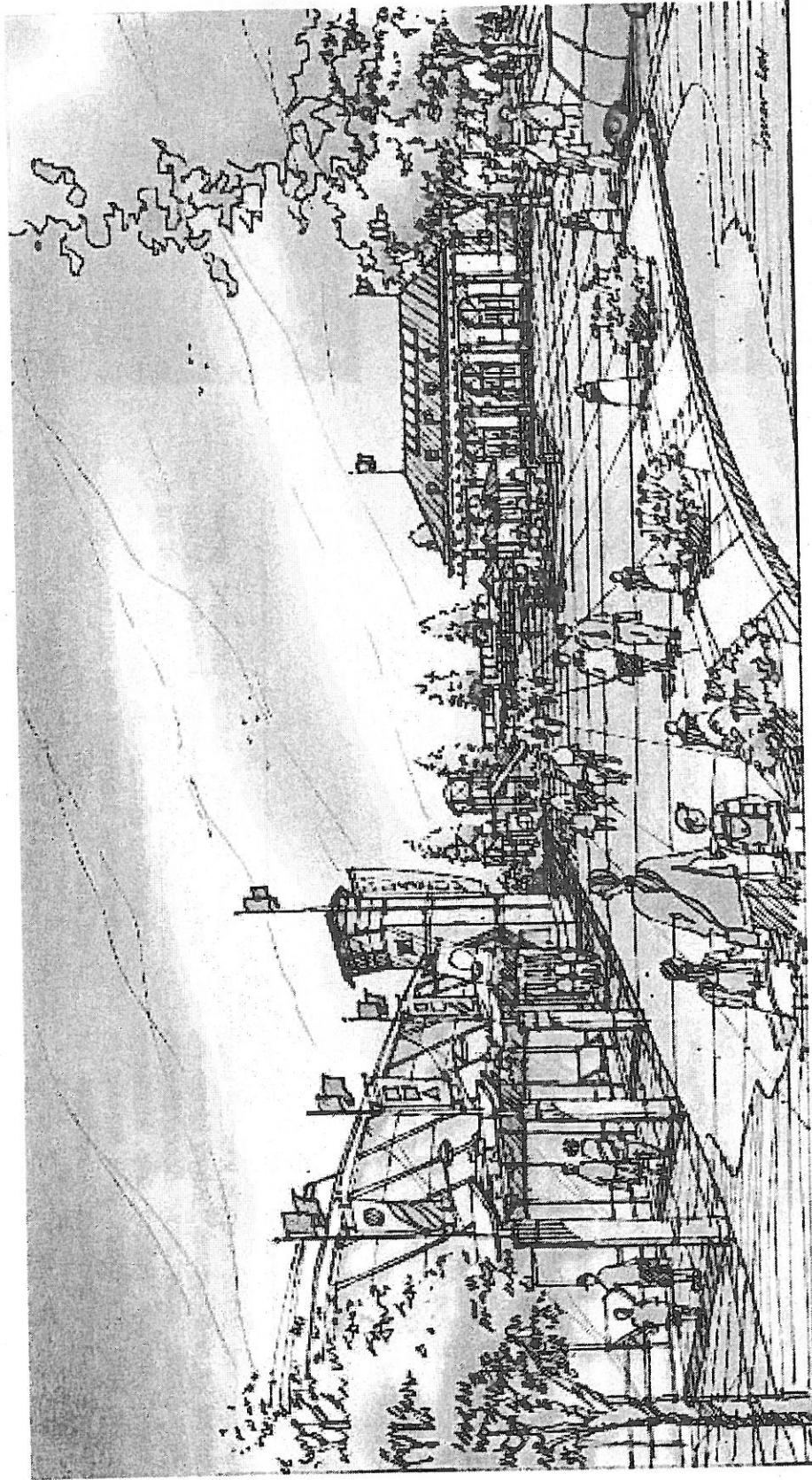
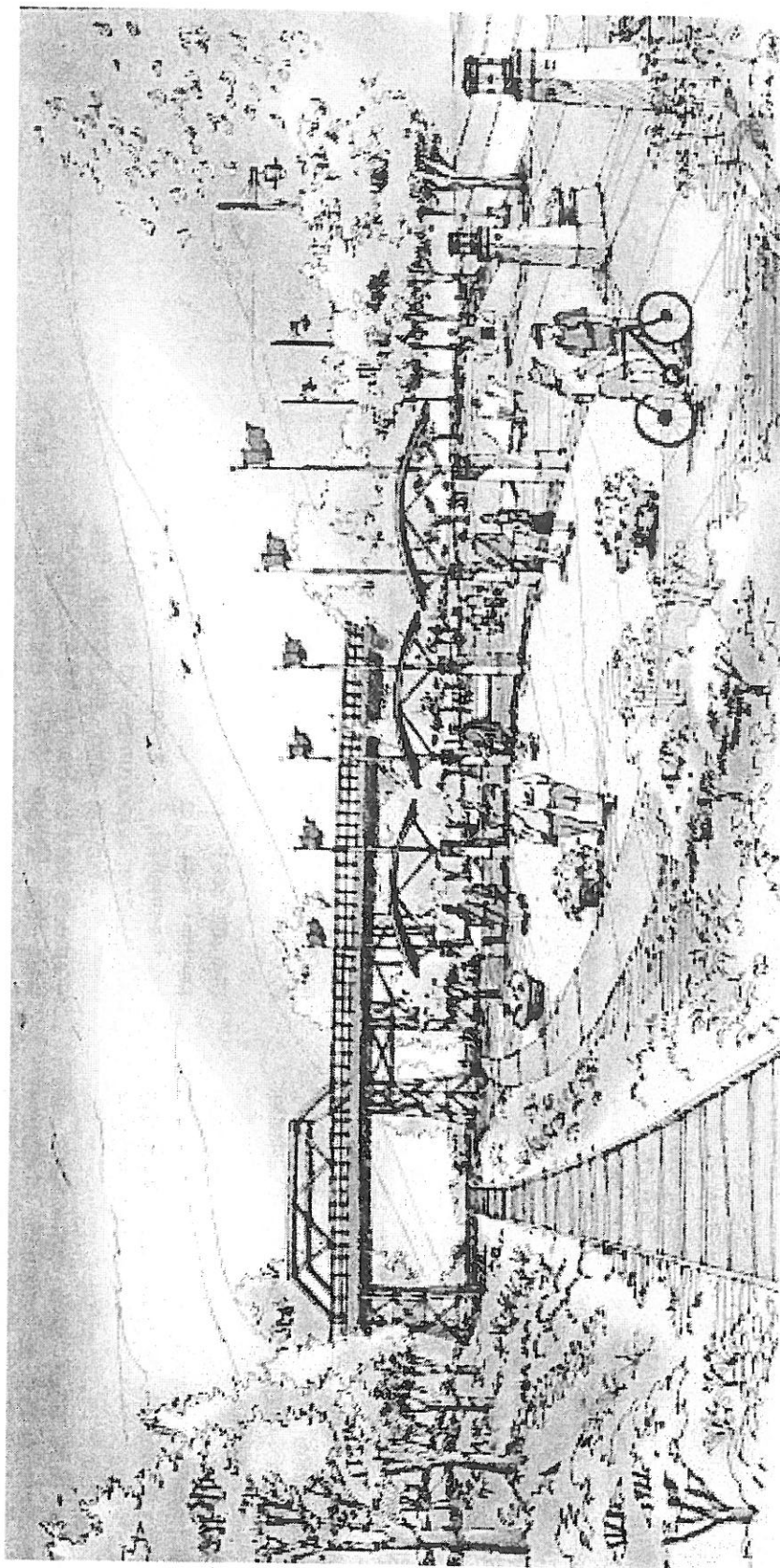


FIGURE 9: ENTRY PLAZA

Santa Cruz Depot Site Master Plan





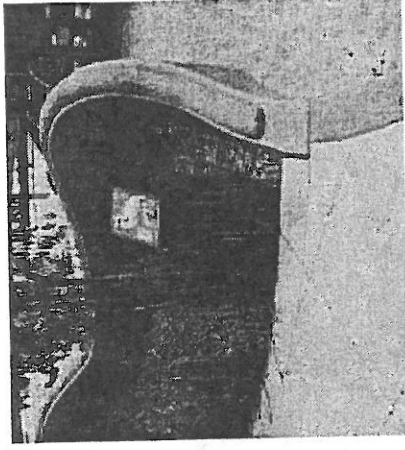
Santa Cruz Depot Site Master Plan



FIGURE 10: THE FUN SPOT

Open Space

Due to its limited size, much of the Depot Site is programmed for specific uses that require structures, "hardscape," or highly manicured landscape treatments, such as the multi-purpose field. Other open spaces, such as along trails, at the Fun Spot, in the picnic area, and even in parking lots, are proposed to be planted to restore and enhance the sense of nature that one experiences at Neary Lagoon. Native plants (and selected non-natives that are non-invasive) are recommended that are suitable to the Depot Site's



Hardscape, decorative wall, planting and signage at the Neary Lagoon Tot Lot

climate, are disease-resistant, and require low maintenance. With the exception of street trees that are typically planted in rows, plantings should be organized in informal masses that reflect the natural landscape. As an extension of the Natural History Museum, interpretive signage can be used in outdoor spaces to describe the value of native plantings to water conservation and environmental restoration. In this way, the Depot Site itself becomes a living laboratory for human interaction with the environment.

The Fun Spot

The Fun Spot provides a unique location to reinforce the concept of "connection," which is integral to the overall Master Plan. Physical connections are provided to the Depot Site via the rail tracks and a parallel bicycle/pedestrian trail, which also connects the Fun Spot to Neary Lagoon.

The Fun Spot also symbolizes an environmental connection between Neary Lagoon and Monterey Bay. Native grasses and trees are proposed to create a naturalistic setting in stark contrast to the more urban context of

the Wharf intersection. The trees are proposed to extend across Beach Street to create a unique natural gateway.

Visually and functionally, the Fun Spot serves as a gateway to the environmental, recreational, and educational opportunities of the Depot Site. A bicycle and pedestrian trail connects the Fun Spot to Neary Lagoon and the Depot Site. Initially, the bicycle/pedestrian trail crosses under the trestle on the north side of the railroad tracks. If the track right-of-way is acquired in the future, a bicycle route

could be established on the south side of the railroad tracks as part of a path system that could extend along the rail corridor to Davenport. Pedestrian and bicycle crossing of the tracks is initially focused near the existing sidewalk at the Wharf intersection to minimize multiple track crossing points on the Fun Spot site.

Informational displays are proposed to be located in a small plaza located near the pedestrian/bicycle path. The semi-circular form of the mini-plaza creates a "hub" of information and activity. The informational displays could be used for several purposes:

- an "outpost" for the Natural History Museum and Neary Lagoon;

Public Art Policy

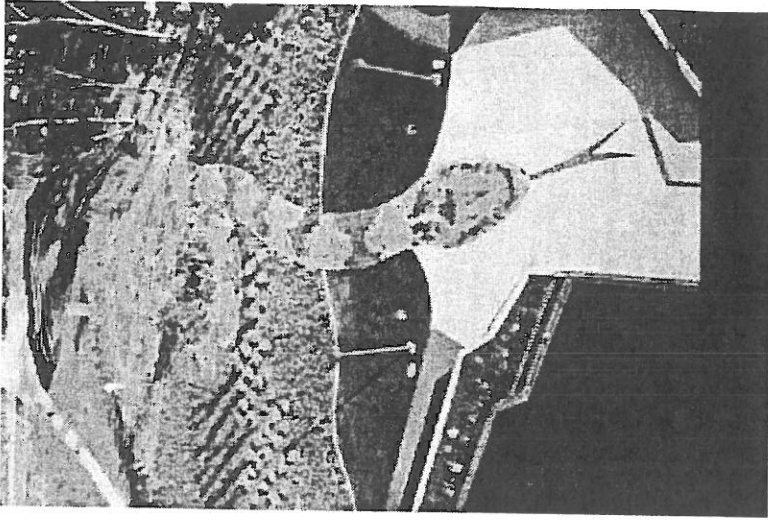
There will be an experienced Public Artist chosen by the Public Art Committee through its selection process to act as a design consultant in the "working design phase" of the Depot Site Project. The Artist Consultant will be called upon to create a conceptual plan for the integration public art into the Depot Site. The Artist Consultant will use the visual language of art to:

- an informational display on activities and destinations in Santa Cruz;
- a map of Citywide bicycle and pedestrian trails; and
- historical displays of the Beach Area.

A small mowed grass area is provided at the Fun Spot, along with benches and picnic tables for passive park use.

The layout of trees, trails, mini-plaza and park spaces are all intended to frame the historic trestle as the prime feature of the Fun Spot. In addition, the relatively low-cost solution with minimal structures allows the Fun Spot to evolve into a more developed space if desired in the future.

- Reveal the rich cultural, socioeconomic and natural histories of the site;
- Address the broad-based community uses for the site;
- Relate the site's amenities and infrastructure to the surrounding natural landscape, such as Neary Lagoon and the Coastal Zone.



Public Art Example
Title: Snake Path
Artist: Alexis Smith
Date Completed: 1992
Stuart Collection
University of California, San Diego

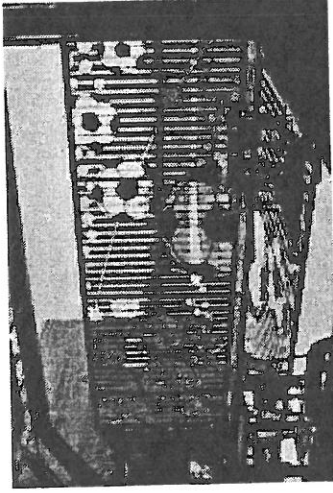
- Address the planned space and future role of the Santa Cruz Museum of Natural History;

- Create connections and relations amongst the various planned amenities and site uses, including: the museum, the athletic field, the rail lines, the multi-modal hub, the bike ways, the parking areas, the pathways and paved areas, the tot lot, the landscaped areas, the Railway Express building, the carriage building, the entry gateway and the Neary Lagoon trails.

The Artist Consultant will be chosen for his or her demonstrated experience in developing and executing conceptual public art plans for large scale, multi-use sites. The Public Art Committee will determine and provide the budget for the Artist Consultant's services from the City's Two Percent for Art Program.

The Artist Consultant will have the responsibility for creating a conceptual plan that identifies opportunities for the integration of public art into the site's design and infrastructure, identifies opportunities for site-specific works of art and specifies artistic design recommendations for these elements within a unified visual and thematic context. The funding for the public art elements will be determined during the "working design phase" of the project.

The Artist Consultant will act as liaison to the Public Art Committee, will follow the approval process of the Public Art Committee and will assist the Public Art Committee in recruiting qualified public artists to design and execute planned public art elements.



Example of Public Art

Title: Play Ball

Location: Kino Sports Park, Tucson, Arizona

Date Completed: 1996

Designed by: Edwards Tanz Collaborative

Section 3: THE ACTION

Planning Guidelines

Transportation - Local Transit, Railroad and Parking

Modification of the Pacific Avenue intersection would need to occur in the early phase of the project, as would the realignment of Washington Street. Designs should ensure accommodation of transit buses and school/charter buses. The design of the new bus stop for southbound buses near the project entry will need to be coordinated with Santa Cruz Metropolitan Transit District and could be integrated into the intersection construction effort. Integration would be desirable, since one of the design elements would be a concrete pad in the roadway at the bus stop.

A number of unknowns exist regarding passenger rail service to the Project. These unknowns will largely determine the need for storage tracks and a station siding track. The Santa Cruz County Regional Transportation Commission (SCRTC) is pursuing acquisition of the Union Pacific Railroad property. Rail services are not presently planned but may be introduced in the future. The Plan provides ample flexibility to add

storage tracks and a station siding. Should these track facilities be required, the realignment of the pedestrian/bicycle linkage to the Neary Lagoon farther to the south would be necessary. This would be a relatively low cost element of the track expansion project.

Provision of the formal at-grade crossings of the railroad track will require approval from the State Public Utility Commission (PUC). The PUC and all railroads are in the process of trying to eliminate at-grade crossings wherever possible in order to improve safety. While the PUC does not like to approve new at-grade crossings, formalized crossings would be a safety improvement over the unorganized crossings that occur today. A key issue for new crossings hinges on plans to increase train traffic at the Site. The present service is both infrequent and very slow speed. Future service will likely remain slow speed due to constraints near the Site boundaries, but frequency of service might increase. Though the PUC will want to be

appraised of future rail plans for the Site prior to approving a new at-grade crossing, provision of the Neary Lagoon pedestrian/bicycle linkage should move forward based on current rail usage. The location of the Neary Lagoon at-grade crossings on-site would also be

affected by decisions regarding future train service. In the future, as rail traffic increases, grade separated pedestrian and bicycle rail crossings may be introduced.

Washington Street Realignment

The Master Plan illustrates the realignment of Washington Street to connect with Center Street. The final alignment of this connection should adhere to these guidelines:

The street alignment should be as far north as possible to maximize park space. Traffic lane widths should be 11 feet, resulting in a curb-to-curb width of 22 feet.

No on street parking provided in this section. Five foot sidewalks should be provided on both sides of the roadway.

Street trees may be provided on the south side in coordination with park landscaping. On the north side, street trees may be provided in coordination with existing buildings and private landscaping.

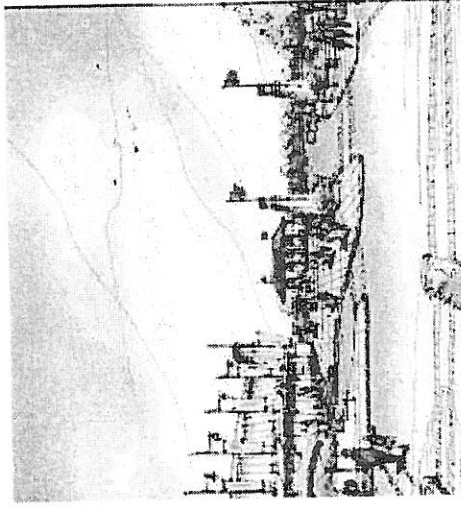
Roadway alignment may be shifted further north by establishing an easement agreement with adjacent private property owners and without reducing private parking.

If an easement agreement is negotiated, four foot wide bicycle lanes may be added in both directions providing they do not impact the multi-use field. With the two bike lanes the curb-to-curb width will be 30 feet.

Sidewalks

Sidewalks should be a minimum width of 6 feet. Along Washington Street, a "parkway" (planting strip between the sidewalk and the curb) is not recommended since this area will be

used for school and charter bus drop-off and pick-up. Trees should be planted at the back of the sidewalk so as to minimize branches that could interfere with parked buses. Near the parking lot



Plaza Entry Gateway viewed from Pacific Avenue

that is adjacent to the museum, the sidewalk should be widened to 10' to accommodate school and other groups walking from buses to the site. Where

feasible, fencing should be placed back slightly from the back of sidewalk to create a planting space.

Crosswalks

Crosswalks at major intersection and at parking lot entrances and exits may be paved with a decorative paving such as stamped concrete or asphalt. This treatment helps to direct pedestrian travel and alerts cars that pedestrians may be present. The selected paving

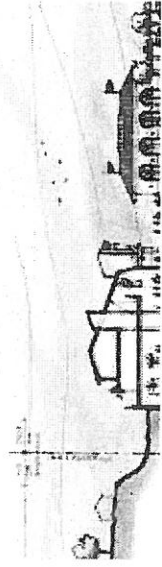
treatment in crosswalks should not be slippery in winter, nor should it be too rough so that it is a friendly surface for those with walking disabilities and for cyclists crossing the intersection. The selection of this material should be coordinated with site paving and details.

Public Plaza and Entry Gateway

The Public Plaza is intended as the symbolic core of the development and a festive place for the community to gather. It may contain decorative elements including trees, colorful planting and places for visitors to congregate. Low walls can be used for planters or space dividers, while decorative tree grates will complement the paving patterns. Plaza paving materials may be colored and textured concrete, pavers, brick, tile, stone or a combination of these materials. Final selection of paving materials should be compatible and coordinated with the renovation of the Historic Freight

Museum and the Natural History Museum design.

Two gateway columns may demarcate the entry to the Plaza. These will be visible to travelers on Pacific Avenue and will act as decorative markers for the Depot Site. They will be compatible with the historic site context and be capped by a decorative light fixture. The name of the park may be embossed on the columns. Similar gateway elements will be erected at the Fun Spot to strengthen the symbolic and physical connection between the two Sites.



Section through Plaza and Museum

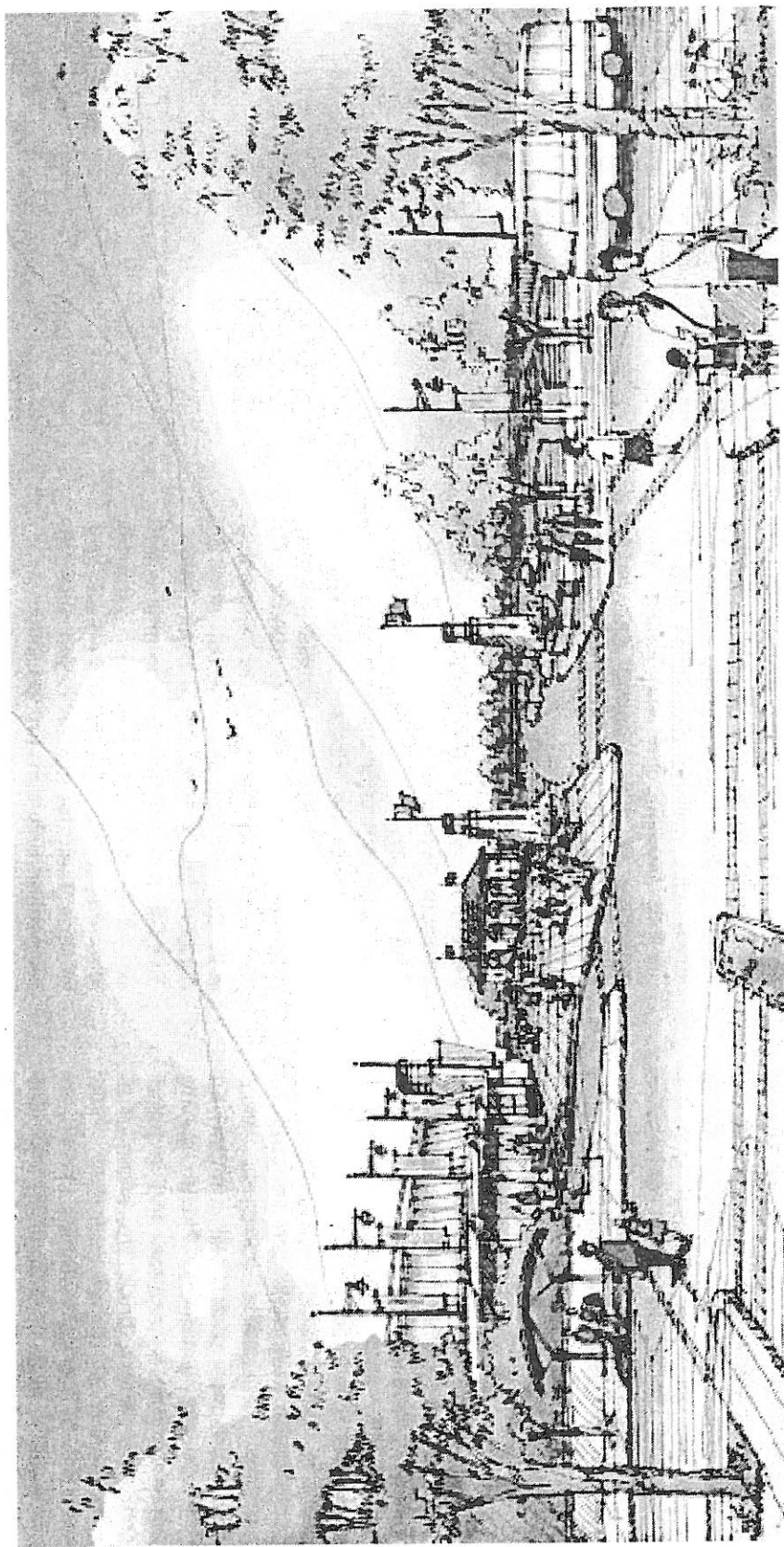


FIGURE 11: VIEW OF DEPOT SITE FROM PACIFIC AVENUE

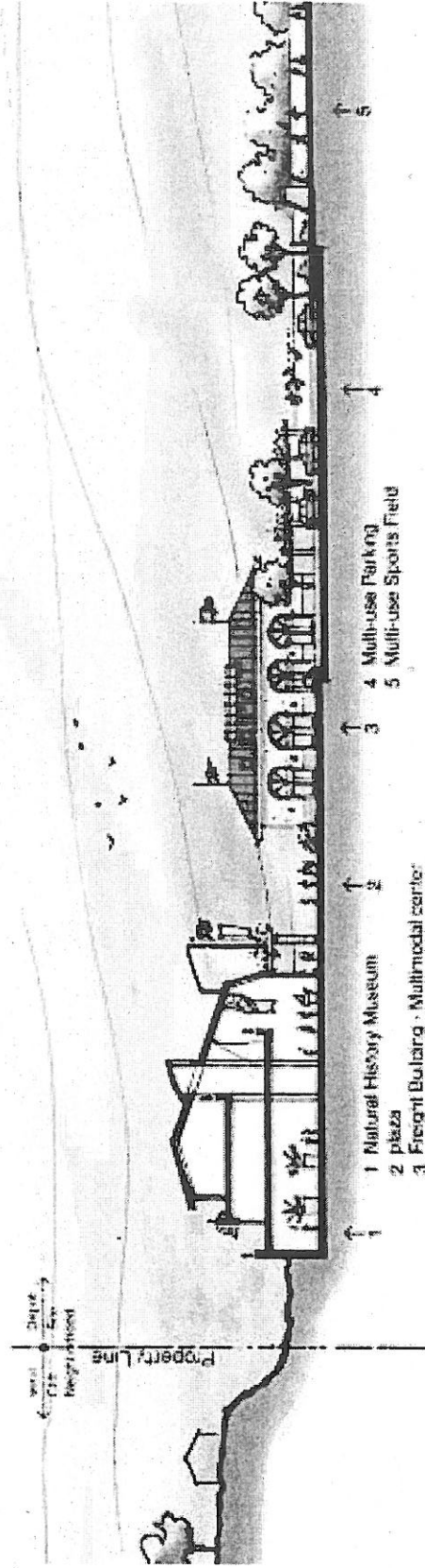


FIGURE 12: SECTION THROUGH PLAZA AND MUSEUM

Natural History Museum

The 35,000-square-foot Museum will occupy the half-acre Lighthouse Liquors parcel. Since the Museum will be surrounded by open space, the allowable floor area ratio may be increased to nearly full lot coverage. Assuming the open exhibit court will occupy roughly 900-square-feet, the balance of the site should be devoted to structures. Thus, the Museum will be a three-story structure whose primary façade will face the main plaza. Exhibit delivery and building servicing may occur from two locations: a service entry off West Cliff Drive or by parking delivery vehicles in the adjacent parking lot during off-peak hours.

Specific building appearance and materials remain to be defined yet the design should follow these principles:

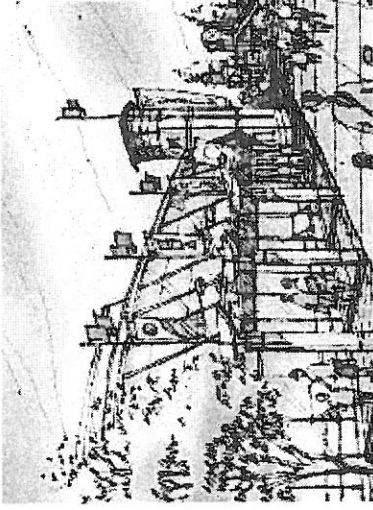
- **Sustainability:** The museum function, form and assemblies should employ and display sustainable building practices. Sustainability as a process entails a sensitivity to energy consumption, user comfort and health and minimizing the depletion of scarce natural resources. Thus, photovoltaic cells, low volatile organic compound (voc)

emitting materials and appropriate glazing may be utilized through the museum.

- **Character:** The building appearance should complement and enhance its surrounding yet be sufficiently distinctive to anchor the prominent views of the Site. The front may contain a shaded arcade to provide shelter and to introduce a play of lights and shadows. The main entry should face the plaza and be accompanied by displays that invite the general public to utilize the facility.

- **Massing:** A maximum building height of 45 feet will roughly match the roof height of buildings on Blackburn Terrace and not block their views of the site or the hills to the north. The building massing may contain offsets or changes of plane to avoid overpowering the plaza. Zoning regulations require that the rear walls be set back a minimum twenty feet from the Hill.

- **Roofs:** Since the building will be visible from above, the roof should



Natural History Museum viewed from Plaza

be distinctive and colorful to lend the building a unique character.

- **Materials:** Exterior walls should contain several materials and not appear monolithic. Changes of material textures and colors will reduce apparent building bulk.
- Glass should be utilized judiciously to reduce the reliance on artificial illumination. It should be oriented to

reduce glare and maximize views of Neary Lagoon.

- **Open Display Court:** Should be integrated visually into the plaza and avoid solid walls taller than four feet. If additional fencing is required for security measures it should be of decorative wrought iron (an opportunity for public art).

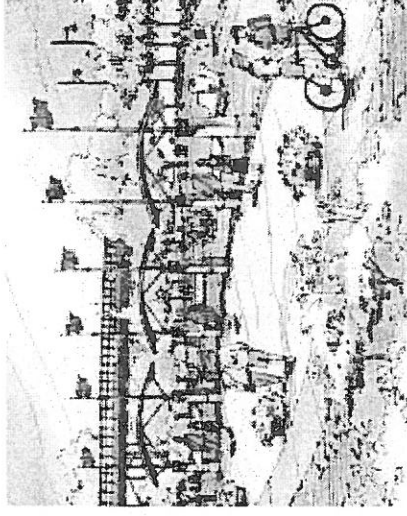
The Fun Spot

The Fun Spot development may consist of a number of elements:

- **Metal shelters:** Shade-providing shelter that covers informational signage or plaques from the Neary Lagoon, Monterey Bay Sanctuary and the Natural History Museum. The shelters are constructed of painted steel structure and rolled metal standing seam roofs. The shelter components will resemble

the Museum in design and detailing and will be illuminated with metal halide or fluorescent lighting.

- **Paving materials:** Site paving up to the Howe Truss trestle will be of colored, sidewalk grade concrete. From the trestle, the typical site bicycle and pedestrian pathways will be introduced.



The Fun Spot as seen from the Wharf

Carriage Building

The City Council when reviewing the purchase of the Feed and Grain site, considered the relocation of the horse drawn carriage business currently located on the Feed and Grain to the Depot Site. The relocation of this use

was not mandated but was required to be illustrated on the plan. The 1,600-square-foot building may consist of a carriage (not live stock) storage facilities and an office. The building is placed along the path connecting the Fun Spot

with the plaza. Access to it for carriage storage and maintenance will be via the southern parking lot and on the pedestrian paths. The paths will be wide enough and sufficiently structurally sound to accommodate the carriage loads.

- *Character:* The building character, exterior materials and roofing may be compatible with the historic freight building.

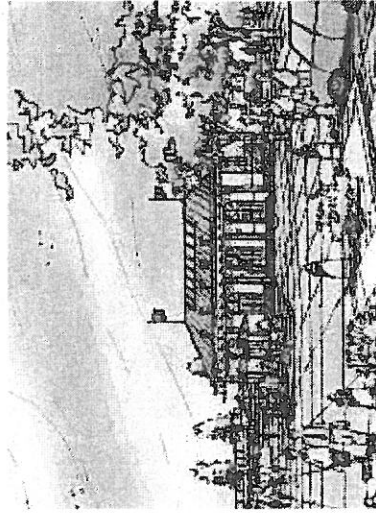
- *Massing:* A maximum building height of 20 feet with the rear walls set back a minimum twenty feet from the hill.
- *Roofs:* Since the building will be visible from above the roof should be sloped and colorful.
- *Materials:* Exterior walls containing openings such as doors and windows may be cement plaster painted to match the freight building.

Railway Express Building/ Multimodal Center

Several competing uses have been suggested for the building, including a tourist information center, a bicycle station, a community meeting room and park restroom facilities. For the purpose of the Master Plan, the building will contain the park restrooms, but will otherwise be left open with flexible space that can be utilized for a number of transportation and community functions, with a priority for uses that

encourage non-automobile transportation.

Once relocated, the building should be restored to preserve damaged historic fabric. Signage may be added to the building to increase its visibility and identify its current use. A wooden trellis may be added to the west side of the building (facing the tracks) and be roofed over and converted to a passenger waiting shelter once rail transit or passenger rail service is reintroduced. Future expansion space will be identified in anticipation of increased intermodal activities.



Relocated Rail Express Building Viewed from Plaza

Multi-Use Parking

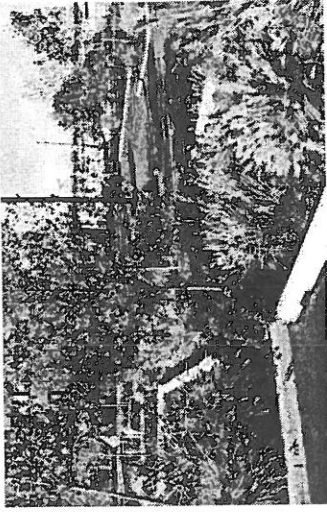
The environmental clearance for the Beach and South of Laurel Area Plan (B/SOL) included a requirement to replace displaced beach parking at the Depot Site. The Plan provides a total of 214 parking spaces on-site. This supply is adequate to meet Project Site requirements and to replace parking displaced by the Project (Fun Spot, Lot 18 and Washington Street), but does not provide parking indicated by the B/SOL environmental clearance. As such, the City will need to revisit the conditions of approval for the B/SOL project.

As the Project is developed, the City will also need to make a policy determination regarding pricing and management for the Project Site parking.

Paving materials and drainage techniques for the north and south parking lots deserve careful consideration. Each lot has a unique setting and both lots may not require identical treatments. The south lot, closest to the Plaza and the Museum, should contain sustainable drainage and planting systems that connect visually

and educationally with the Museum. In this location, a bio-swale drainage system may be deployed. Bio swales are composed of a specialized planted ecosystem that filters oils and debris out of storm runoff water on its way to the storm drain.

The northern parking lot is removed from the Museum, serves as overflow parking and is visually connected to the multi-use sports field. This lot requires ample shading and flexible crossing points for children accessing the sports facility. Bio-swales are less flexible in this application, are more damage prone and should be replaced by a traditional drainage system and shade trees. Consider a landscape buffer along Chestnut Street to screen the parking lot from the residential area, taking into account the need to maintain some visibility for security and personal safety.



Parking Lot with Bio-Swales

City Corporation Yard

The Wharf Corporation Yard is located in the Wye area between the Depot Site and Neary Lagoon. As such, it is an important area both visually and physically to create a stronger sense of connection between the Natural History Museum, the Fun Spot and Wharf, the Depot Site, and Neary Lagoon. At the same time, the Wye area could play an expanded role in future rail transportation.

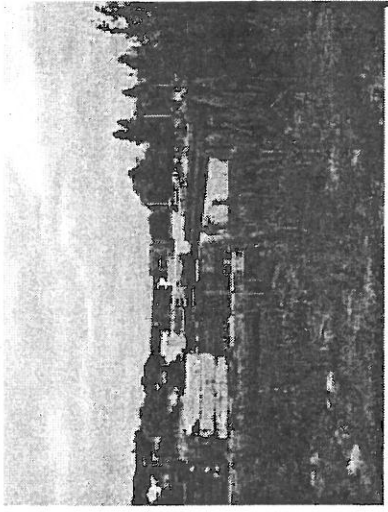
The Corporation Yard area is not owned by the City, and is currently leased from UPRR. It is used to store pilings and other materials and equipment needed for Municipal Wharf maintenance. In the near-term, it is recommended that the use of this area as a maintenance yard be discontinued. In the longer term, it is expected that the site will be acquired by the Regional Transportation Commission as part of a comprehensive rail line acquisition.

As long as the Yard is maintained at its current location, enhanced screening is recommended. This could include use of vinyl-coated chain-link fencing with vertical slats, or use of a pre-fabricated, textured modular concrete wall. Large shrubs and columnar trees could also be used to enhance screening, provided

that the vegetation does not conflict with adjacent rail lines. If a screening approach is used, it should be coordinated with the pump station screening.

An alternative to screening is to consider the location as an opportunity for artistic expression of its industrial use. This would be coordinated with an artist selected for the project and could include interpretive panels about the current and historic use of the site. The display of a period locomotive would be an alternative approach to historic reference and site enhancement.

In the long-term, added rail tracks within the Wye area may define the remaining space available for active public use of this space. However, the site may become a habitat restoration zone to recreate the Neary Lagoon neck previously covered over. The available space may also contain indigenous native planting as part of a habitat restoration program and incorporate native inhabitant uses for celebration and educational purposes. With the introduction of such uses a stronger link will be created between the community, its natural and cultural history and the planning area.



City Corporation Yard

Park Equipment Storage and Future Park Restroom

This 600 square foot, single story structure, will consist of flexible, open spaces to be used initially for storage of park equipment. The building can be renovated at a later date to include

restrooms for multi-use field athletes. The building exterior finishes, openings and roof form may resemble the freight building.

Pedestrian and Bicycle Circulation

The pedestrian/bicycle linkage from the Wharf to Neary Lagoon will probably have to be deferred until the PUC makes a determination regarding provision of the two at-grade crossings. Pedestrian and bicycle connections to the Site will be integrated with the north-south pathway system. In the interest of safety, where space permits, separate paths will be provided for pedestrians and bicyclists.

Where space constraints require the combination of both paths to a single, wider path, different paving materials and textures will be utilized to

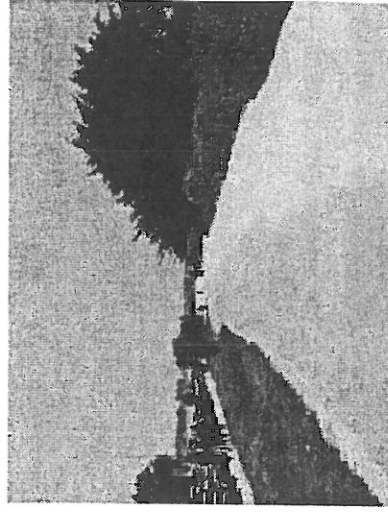
differentiate between the two. Pedestrian trails will be surfaced with stabilized, decomposed granite, while bicycle routes will be of asphalt with a compacted road base.

To encourage bicycle use, storage racks will be provided throughout the Site close to every major activity. Decorative and flexible bent steel pipe "Inverted U" racks may be utilized. Bicycle cages/ and or lockers (secured parking) may be provided as well.

Active Recreation Parks and Open Space- Site Furnishings and Materials

Where feasible, site furnishings have been suggested to be unobtrusive to the

natural environment and to maximize principles of sustainability.



Dual Bicycle and Pedestrian Trail

Benches and Picnic Tables

Benches and picnic tables may be constructed with metal frames and recycled plastic simulated wood tops and seats.

Decorative Lighting

Security lighting is recommended for all areas of the site including the Fun Spot. Security lights should have a cut-off to prevent glare into habitat areas, and should blend with the lights that were selected for the Beach Street Area. All lighting should be controlled by photo-cells to maximize efficiency.

Trash/Recycle Receptacles

Trash and Recycle Receptacles may be of recycled plastic simulated wood.

Fencing

Fencing serves decorative and functional purposes. Where the goal is to achieve functional space or activity demarcation, an economical vinyl-coated chain link, or sturdier vinyl-coated metal mesh may be utilized. Where needs are more aesthetically driven, decorative iron fencing can be utilized. Wood and recycled materials may also be considered for fencing.

Fencing heights will vary depending on function and location.

Multi-use field: Sturdy, durable metal mesh.

10-12 feet behind soccer goals

6-8 feet along the end lines

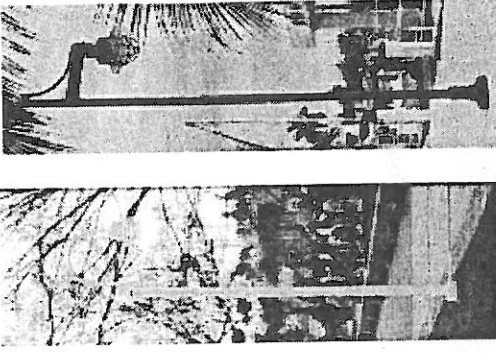
4-6 feet along the sidelines

Museum: Iron fencing to enclose the open display court. Total height should not to exceed 8 feet.

Railroad Tracks: Public Utilities Commission Regulations do not require fencing long the tracks. Yet, we suggest that zones of heightened hazard be considered for future fencing, especially when the frequency of rail use increases. Areas along the tracks near the lot and the location where the pedestrian path crosses the tracks should receive 3-foot high chain link fencing or a bollard and chain fence.

Pumping station: The pumping station is currently enclosed with galvanized chain link fencing. If it is intended to showcase the pumping station along the path by the Neary Lagoon, then a new vinyl-coated fence will be installed. If the intent is to visually mask the station, then a chain link fence with inserted slats or a concrete masonry wall could be erected.

Final fence locations should be coordinated with planting and other park features to minimize visual impact.



Decorative Light Fixture Options

Gates will be provided at the Multi- Use Sports Field at multiple locations to enhance access.

Multi-use field surfacing

The multi-use field can be surfaced with either a traditional lawn or with artificial turf. Artificial surfacing has advanced greatly since the days of "astro-turf." From a distance, it is difficult to differentiate between a lawn and an artificial turf field. Both types of surfacing have pros and cons.

Turf Pros

- Lawn is a friendly surface that is perceived by many as a traditional park element.
- Lawn is relatively inexpensive to install.

- It is a soft surface for falls.

Turf Cons

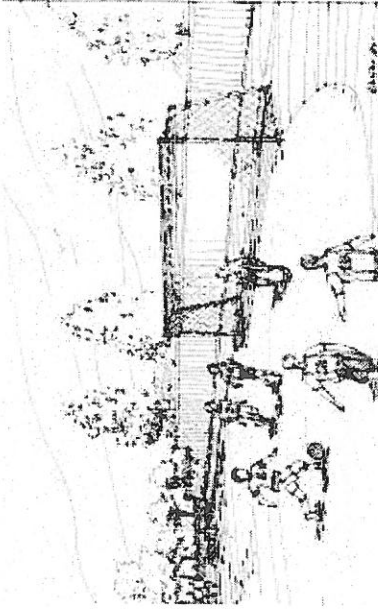
- Lawn requires extensive fertilization and watering, resulting in long-term maintenance costs.
- It cannot be used for sports during or after heavy rains.
- In order to be maintained properly, lawn fields should have down time each year to allow for aeration, re-seeding and maintenance.

Artificial Turf Pros

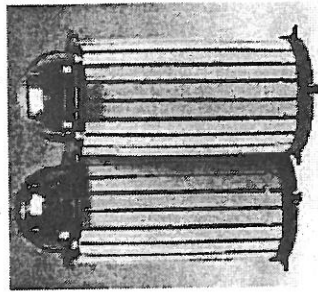
- Once installed, the artificial turf uses no water and has virtually no maintenance.
- The surface can be used year-round and has no down time.

Artificial Turf Cons

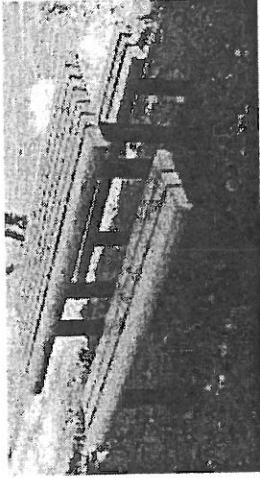
- Falls result in many more cuts and scrapes when compared to lawn.
- Lack of percolation increases run-off and flooding.



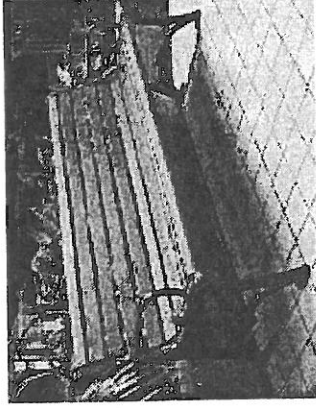
SITE FURNISHINGS



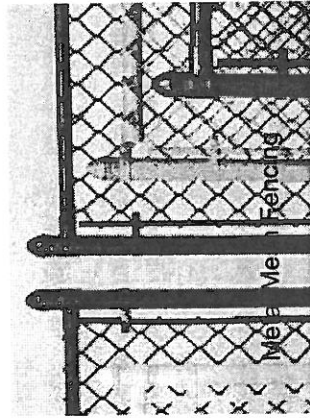
Trash Receptacles



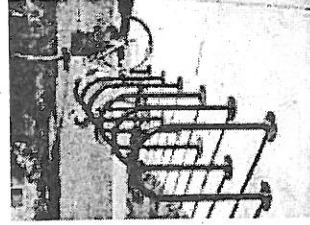
Picnic Table



Park Bench



Chain Link Fencing



Bicycle Rack



Metal Mesh Fencing

Photographs of site furnishings are intended to indicate general character only. Final selection of site furnishing

products, materials and colors will occur during the design development phase.

Landscape Guidelines

The landscape areas of the site are intended to serve as a transition from the natural setting of Neary Lagoon to the more urban edges of the site. Use of California native plants is strongly encouraged that are compatible with the site's microclimate, require little supplemental water, and are easy to maintain.

As a more detailed planting plan is developed, planting zones are encouraged that serve various functions. These zones are noted below:

"Restoration zones"

Restoration of native plant communities is the primary function of these zones. Restoration areas may be located at the Fun Spot, along the pedestrian/bicycle ways, around the picnic area, and in planting areas near the Natural History Museum. Off-site, restoration areas should be established in the Union Pacific Wye area when publicly acquired. Only native plants would be used in the restoration areas. Where feasible, restoration zones should enhance urban wildlife corridors. Restoration zones might include native grasslands, riparian areas, or woodlands.

Native plants that were used by indigenous peoples should also be highlighted in the restoration zones.

"Recreation zones"

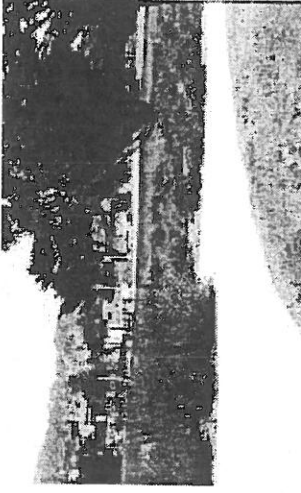
The primary function of the recreation zones is to provide safe and easily maintained areas for recreational pursuit. Examples include the multi-use field, and portions of the Fun Spot. In these areas, plants must be selected that will withstand recreational activity. Non-native plants may be more suitable than natives in these zones.

"Urban zones"

These are areas along the periphery of the site that interface with adjacent streets and a more urban setting. Street trees are a major component of this zone, along with ornamental plantings. These areas should include a mix of native and non-native species that are in context with the surroundings.

"Parking zones"

The parking lots require their own unique plant palette, including appropriate trees, as well as planting that is appropriate for the "bio-swales" which filter storm water.



"Transition zones"

These areas provide for transition from one area to the next, for example from a recreation zone to a restoration zone. In these areas, plants from each zone may be combined in unique combinations.

The following guidelines are recommended in selecting plants and for planting design.

All plants should be evaluated for their drought tolerance, suitability to the coastal climate, disease resistance and maintenance requirements.

Planting must be within the maintenance capabilities of those who are ultimately responsible for long-term maintenance. The plant list shall be reviewed and approved by the Parks and Recreation Department's maintenance staff prior to completion of construction drawings. All tree species shall be approved by the City's Urban Forester.

Specified plants must be available either through the nursery trade or through contract growing.

Native plants should be endemic to the local area.

Non-native plants must not be invasive species.

Seasonal color and texture is encouraged in both shrub and tree species.

A mix of evergreen and deciduous trees is encouraged.

Mature plant sizes should be considered when selecting and placing plants. Hedging of plants is strongly discouraged.

Plants that provide food and shelter for wildlife, including birds and butterflies, are strongly encouraged.

With the exception of street side conditions and narrow areas, plants should be placed in informal masses rather than formal rows.

Careful attention should be given to planting near rail lines so as not to create safety hazards such as overhanging branches.

For areas where temporary planting is needed in early phases of construction, which may be replaced with structures, interim parking or other future development (such as the Natural History Museum), consider the initial creation of native grass and wildflower "meadows". These "meadows" can provide seasonal interest and restore damaged areas with low initial investment and minimal annual

maintenance. If a higher level of landscape treatment is desired in temporary planting areas, trees can be placed in boxes in the ground so that they can be more easily moved in the future.

In accordance with the City's heritage tree preservation ordinance, every effort should be invested during the detailed design and engineering phase to preserve heritage trees that are recommended for preservation by the City's urban forester, consistent with the intent of the Depot Site Master Plan.

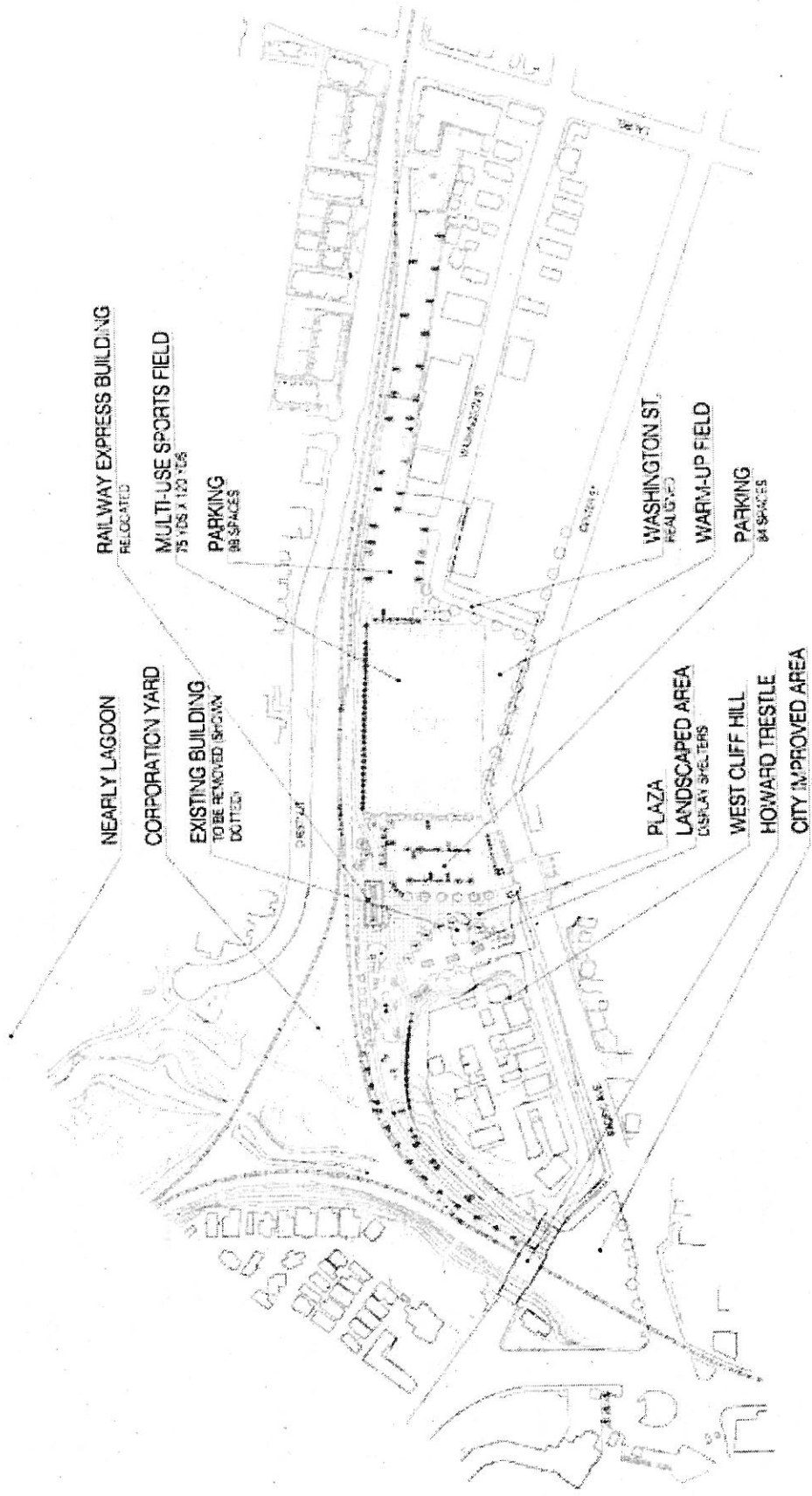
Phasing and Interim Uses

The Depot Site Master Plan is a visionary undertaking for which full funding remains to be identified. Thus, the complete Master Plan program will require a phased implementation program that delivers project elements incrementally as they are funded. The Master Plan identifies the ultimate location for all program activities and illustrates what will occur in their place until they are introduced. The challenge to new developments expanded over time is to minimize disruptions to ongoing activities as the new elements are constructed. Additionally, the unused space occupied by future project elements should not diminish from the overall Site's functional or aesthetic

Heritage trees that are removed should be replaced at a minimum 2:1 ratio, using 15 gallon or 24" box trees. While larger box sizes could be used, these smaller sizes are recommended as trees planted from smaller containers tend to adapt better to their surroundings, growing into healthier and longer living trees. Replacement species do not necessarily need to match the species being removed. See Appendix D for more information on Heritage trees.

appeal.

The Natural History Museum is the most prominent feature of the project that awaits completion of a fundraising program and is expected to proceed into construction in 2006. In the interim, the Museum Association indicated that it may occupy the Lighthouse Liquor store building. Since the location of this structure impacts the development of the Public Plaza and modifications to West Cliff Drive intersection, it is our recommendation that the Museum identify an alternative location until full funding is identified. The footprint where the future Museum is to be erected may be developed with temporary

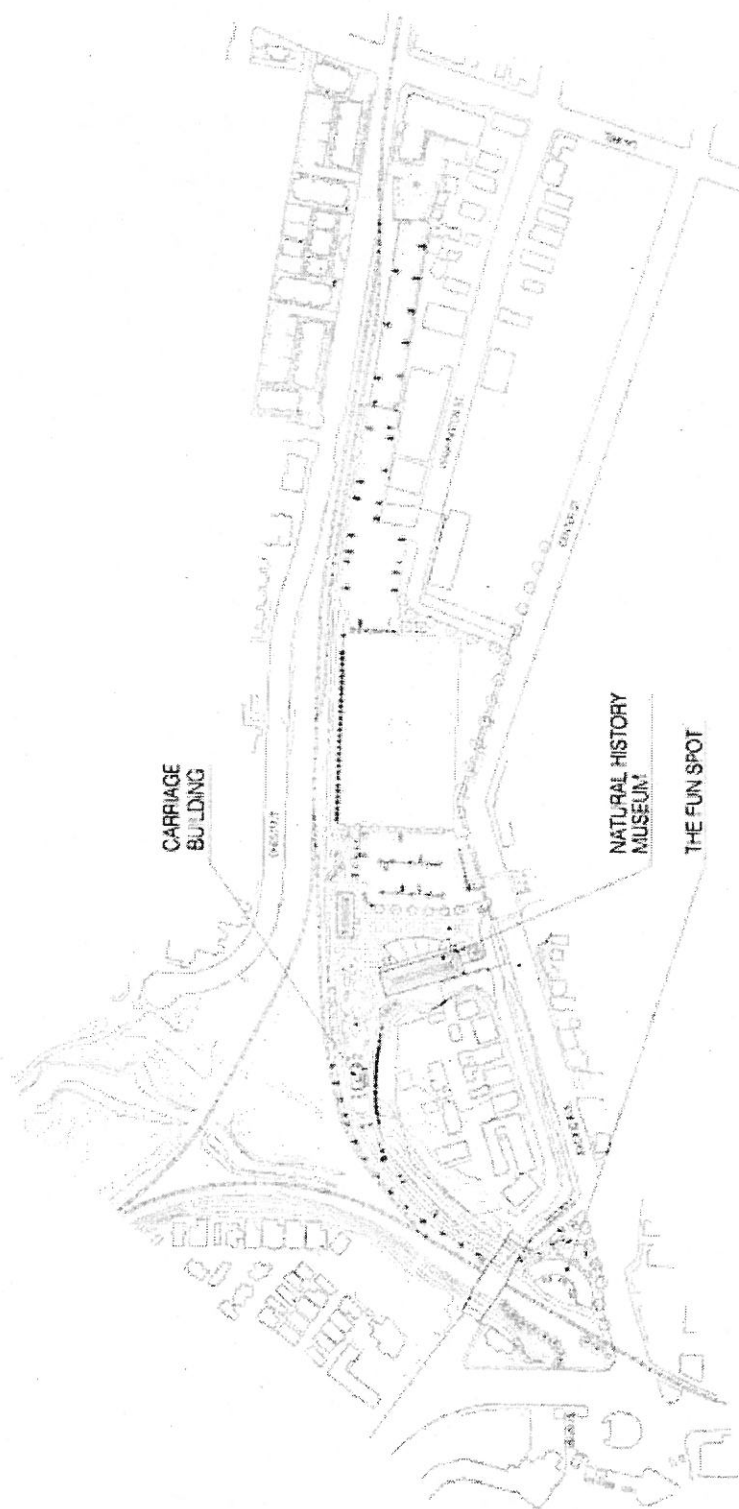


CITY OF SANTA CRUZ DEPOT MASTER PLAN-PHASE 1

Figure 13

SANTA CRUZ, CALIFORNIA





CITY OF SANTA CRUZ DEPOT MASTER PLAN-PHASE 2



GANTACHUZ CALIFORNIA

23

Figure 14

landscaping or with Museum Association-sponsored exhibits that act as an extension of their displays and to inform the public about their current programs and the status of Museum development plans.

The Fun Spot was selected by the City Council for an interim installation of a Skate Park. The specific plans for the installation remain to be developed but the vision of providing a gateway entry to the paths leading to the Neary Lagoon will be deferred until the Skate Park is relocated to its permanent site or plans are made to integrate a permanent Skate Park at the site. In the interim, the pedestrian and bicycle paths from the main Site will be extended

through the railroad trestle and incorporated into the Skate Park Plan to allow convenient access to the Fun Spot. As interim Fun Spot plans progress, we recommend that informational signage directing visitors to the site be introduced. Signs directing visitors to the Neary Lagoon should be added only after security features such as lighting have been installed.

The Carriage Building is another element that awaits funding. This structure is located such that it has minimal impact on the Site's main features and in the meantime, landscaping will be introduced to integrate the building's footprint with its surroundings.

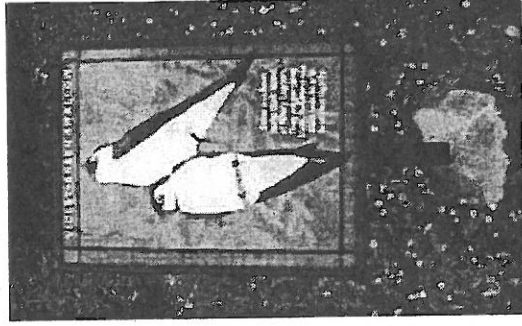
Signage and Graphics

Way finding and illustrative signage will significantly enhance site use. Signage will be festive and colorful, mounted at a height that is legible to users of reading age and placed near centers of activity. Two categories of signs should be utilized:

Informational, illustrative signage: may consist of photographs, drawings and maps that inform visitors about park layout, history and natural habitat. Topics to be addressed at the Depot site

will include the future Master Plan development program (maps and renderings); railroad history and future passenger service plans; and natural habitat descriptions.

Directional signage: will identify the pathways, main features of interest and access to other City destinations. Maps may combine directional information with habitat descriptions.



Interpretive and Directional Signage
Near Lagoon, Santa Cruz

All signs may employ raised lettering for universal legibility.

Site Security

Safety and security are critical to public acceptance of new parks and open spaces. The Depot Site geographic site features, especially the portion of the Site shaded by the western edge of Blackburn Terrace, have been associated with activities commonly found in abandoned, unsupervised areas. Several features will be introduced to insure an improved public perception of the Depot Site and its environs:

1. Site illumination to a level of .5 foot-candles in all public spaces and along pathways.
2. Site structures placed to provide for extended sight lines and to minimize areas of concealment.
3. Landscape materials utilized that have foliage density and placement to allow extended sight lines. Trees

will have branches above six feet and bushes and shrubs will be trimmed not to exceed three feet in height.

4. Fencing and signage installed to demarcate zones of high impact activities (active sports). Fencing will also be utilized where appropriate to separate pathways from vehicular and train traffic. Natural barricades consisting of steel trellises with climbing vines may also be considered.
5. Bicycle and pedestrian pathways will be separated wherever possible. Where, due to space constraints they converge, different materials, markings and directional signage will be introduced to encourage appropriate usage.

Universal Accessibility

All Site elements, activities and pathways are accessible. Grade

changes, when they occur, will be demarcated by alterations in paving

materials and hand railing. Different textured paving materials will also be installed in locations where cross-traffic or bicycle movements will pose a

danger. Directional and informational signage will be selectively illuminated and contain raised letters to facilitate legibility.

Conclusion

The Depot Site is a significant addition of much needed developed open space to the City and the surrounding neighborhoods. Connection and access from this location to the Downtown, Beach area, nearby recreational activities and natural habitats is direct and convenient. The incorporated functions co-exist in harmonious balance and provide for active use of the Site throughout daylight hours and in all seasons.

The desire to create a vibrant new gathering place for Santa Cruz, which showcases all Master Plan elements, has been successfully accomplished. As the City and its citizens have been active in the creation of this Plan, it is envisioned that they will be the prime beneficiaries from its imminent implementation.

Appendix A: FACILITY *PROGRAM*

Facility Program

Overview

The Depot Site Master Plan Facility Program builds on and augments the recommendations of the Beach and South Laurel Comprehensive Area Plan for development in the general vicinity of Washington Street and Pacific Avenue, as well as the Federal Funding Grant – the grant responsible for the acquisition of the majority of the Depot Site parcel from Union Pacific Railroad.

This Facility Program describes the activities and physical uses to be accommodated on the depot parcels. The character and dimensional qualities of the activities and uses are listed below and are denoted either by physical quantity, such as the number of cars to be parked on site; by activity, such as

pedestrian trails; or by foot-print square footage, such as the Natural History Museum. It should be noted that the ultimate foot-print square footage may not match the listed overall square footage for an activity that can be accommodated on multiple floors. It should also be noted that the final master plan may vary from this design program due to site configuration and other site constraints.

The Facility Program does not address project implementation phasing or the adjacency between activities. Furthermore, until site parcel configuration is finalized, there is no assurance that all program functions can be fully accommodated on the site.

General Site Considerations

- Integrate site activities and uses with natural habitat (Neary Lagoon), surrounding neighborhood and pedestrian/ bike trails.
- Provide ample landscaping of parking areas (especially), using drought tolerant and native plants with automatic irrigation systems. Long-term attractiveness and maintenance is a critical planning consideration.
- Preserve on-site "landmark" trees, such as those near Pacific Avenue entrance. Preservation of on-site *Myoporum* trees is less important.
- Provide opportunities for on-site interpretation of restoration features and natural history that could serve as an outdoor "exhibit" linked to the museum.
- Effective circulation separating pedestrians from bicyclists wherever possible.
- Introduce street furniture and art (utilizing City's public art process) into public spaces
- Provide appropriate lighting for designated uses and to enhance site security.

Multimodal Transportation Center

Multi- Use Parking

- | | |
|---|--|
| <ul style="list-style-type: none"> • Thirty spaces for rail and bus commuters to be combined with on-site replacement parking • Multi-use elements: 110 spaces. • Replacement parking for other area projects and uses would be accommodated per Coastal Commission requirements and on a space available basis. City to address parking management issues • Replacement parking for spaces lost at the Fun Spot, Lot 18 and Washington Street realignment • On-street sheltered stops for Metro local buses and museum bound buses / shuttles | <ul style="list-style-type: none"> • Inter-city buses would remain downtown • Beach Street and Pacific Avenue pedestrian/bicycle linkages to Neary Lagoon-- about 12 feet wide and would require PUC approval of RR Crossing • Improved bicycle/pedestrian linkage from site to Wharf and Downtown -- possible full time elimination of curb parking on Pacific towards the Wharf and shared use by buses, bicycles and emergency vehicles of curb lanes • Bicycle parking: Thirty bikes near soccer field and twenty-five near museum. Provide additional bike parking or bike cage for incidental uses and train passengers throughout site. |
|---|--|

Rail Options

- | | |
|--|--|
| <ul style="list-style-type: none"> • Big Tree & Pacific Railway Company excursion services (500 foot train) • Suntain Special weekend service from San Jose (assume 800 feet) • Watsonville to UCSC rail transit vehicles (up to 250 foot trains) | <ul style="list-style-type: none"> • Provide space for a boarding platform (about 500 feet long) • Modest bus stop type shelter for the platform • Maintain existing UP track facilities for through freight service -- 600 foot siding |
|--|--|

- Provide amenities for transit users. To consist of signage, restrooms and general transit information

Gateway at Pacific Avenue and Center Street

- Intersection modification with gateway design treatment
- Gateway design of this critical intersection and project driveway needs to be accomplished within the context of the Pacific Avenue multi-modal corridor between Center Street and the Wharf.
- Driveway traffic conflicts near the intersection need to be avoided regardless of the intersection design concept adopted

Active Recreational Park

Multi-Use Sports Field

- 81,000 sq. ft. adult-size soccer field (75 x 120 yards) with an unobstructed 10 ft. – 15 ft. grass perimeter (93,100 – 99,450 sq. ft. total)
- A larger perimeter (more than 10ft.) is desirable and may be necessary for safety depending on the final site configuration
- Consider alternatives (including costs) to turf that increase playability throughout the year and reduce water use
- If turf is used, provide an automatic irrigation system and good drainage. Select a drought tolerant turf suitable for intensive sports play.
- Approximately 14,400 sq. ft. (40 x 40 yards) warm-up area for waiting soccer teams (Size to be determined by final site configuration)
- Fencing to prevent balls from entering traffic and railroad right-of-way
- Spectator seating area will not be provided. Portable bleachers can be used for special events. Seating will be informal and provided by spectators along field sidelines.
- Storage for goals and other equipment
- Restroom/drinking fountain access

- Incorporate high level of security (lighting and landscaping) to discourage anti-social behavior
- Provide a designated picnic space and if possible a shaded pavilion
- Lighting and hours of use for soccer field needs to be established by the City
- City to enforce dogs on leash policy at the park

Natural History Museum

- Highly visible, inviting "anchor" attraction
- Parking within 100 feet that includes adequate parking for museum staff, buses and visitors
- Total land area (interior and exterior space) approximately one acre
- Pedestrian and bike access from trails
- Preferred size: 35,000 gross sq. ft. of interior facility space
- Interpretive program including signage to introduce plants along pathways
- Outdoor space for secure museum exhibits
- Landscaping to incorporate native plants with aesthetic and botanic diversity
- Additional outdoor space for assembly of groups, covered picnic area for school groups
- Food concession area nearby-not fixed facilities in the museum building. Concessions may be small movable food carts removed daily and located in the plaza or the museum lobby (no food allowed inside exhibit space of museum)
- Visual access to key natural features
- An attractive, easy-to-access and easy-to-manage entrance. Provide separate access for service vehicles

Tot Lot

- Minimum size: approximately 40 foot diameter (2,500 sq. ft. preferred)
- Consistent with ADA accessibility and Consumer Product Safety Commission guidelines
- A variety of challenges that encourage coordination, physical development and socialization
- Equipment and surfacing selected for long-term durability

- Low walls and/or fencing to provide enclosure for young children
- Nature-related elements, such as boulders, native plants, "fossils" stamped in pathways, etc.
- Areas of lot should be shaded
- Seating and/or picnic tables for adults near the play area
- High visibility of the tot lot from other areas of the park
- Restroom/drinking fountain access
- Pathway connections to soccer field, museum and other site feature

Trails

- Trail connections to the Fun Spot/Wharf intersection; Neary Lagoon/Chestnut/ Jenne Street. Also incorporate bicycle/pedestrian access from Pacific/West Cliff Drive intersection.
- Multi-use bicycle/pedestrian path running parallel to train tracks from Fun Spot to main site area (museum, soccer fields, etc.) 12-foot preferred width. (A narrower trail may be necessary at the West Cliff Drive bridge. Where a wider trail is feasible, consider using different paving materials and/or colors to differentiate between pedestrian and bicycle paths of travel. Stabilized Decomposed Granite is a potential trail surfacing similar to the trail at Neary Lagoon.)
- Directional signage
- Consider through routes for bicycles and pedestrians integrated with potential rail R.O.W. acquisition.
- Security and lighting. Low visibility is a concern especially between the main site area and the Fun Spot.
- Address landscape management plan for trestle area
- Investigate whether a safety barrier may be required between the path and the tracks
- Emergency and maintenance vehicle access, with removable bollards or other barriers to prevent unauthorized vehicular access to the trails.
- At-grade pedestrian/bicycle crossing of tracks for Neary Lagoon/Chestnut Street/ Jenny Street connections. Consider possible long-term above-grade crossing if dictated by multi-modal program.
- Trail connection point for Neary Lagoon should be as close as possible to Chestnut Street entrance to the Lagoon. Access point should be near the half-basketball court/grass area.

- On-site trail connections to major features, such as museum, soccer field, tot lot, and multi-modal station. Address potential safety conflicts
- Bicycle parking facilities at all major site destinations
- Seating areas adjacent to trail
- Restroom/drinking fountain access

Fun Spot

- Possible uses: Museum outpost, natural and historic habitat interpretive center for nearby activities; indigenous Ohlone inhabitant celebration or information area; a skate board park; visitor's center; park gathering area; public art.
- Integrate visually and functionally with historic bridge.
- Provide visual screening/fencing of the corporation yard area. Also, identify access requirements to the corporation yard and pump station.
- Explore ways of creating a pedestrian/bicycle "gateway" at the Fun Spot that would serve to direct people to the Depot Site as well as to other destinations in the area.

Historic Freight Depot

- Efforts will be made to preserve the Freight Depot though its location may be altered.
- Possible uses: restrooms, meeting rooms, food concessions, Park Visitors' Center, bike station (for bike

- rental and general bike repairs), ped-cab station and horse-drawn carriage services, park maintenance storage.
- The design of new developments may be considered within the context of the site's heritage. The landmark 1893 Depot, which later burned, and its support structure, the 1910 Freight Depot are considered to be character-defining for the site based on their alpine-stick architecture.

Zoning

- Depot site is zoned as RTC (Beach Commercial). Zoning permits a mix of residential, neighborhood commercial, motel and general commercial uses. It is therefore interpreted as permitting the uses described above. Allowable building heights are between 36 and 45 feet. The guidelines encourage transit uses and require conformance with general building articulation and massing requirements.
- Fun Spot is zoned CB which will permit the activities described above.

Notes

Program Information Sources:

The Request for Proposals issued by the City of Santa Cruz on April 11, 2000

The Facility Program Questionnaires completed by the Depot Site Task Force members in August, 2000 (attached).

Phone interviews between consultant team members and select business and community leaders designated by City staff conducted in early September, 2000

Measure G Voter's Pamphlet, 1999

Santa Cruz Beach Area Multimodal Station, Project Study Report.
Prepared by the City of Santa Cruz in cooperation with Santa Cruz Regional Transportation Commission. September 8, 1997

Depot Site Task Force Objectives, May 16, 2000; June 8, 2000; June 22, 2000; July 27, 2000; August 2000

Nearby Lagoon Management Plan: Initial Study/Negative Declaration.
Prepared by Jones & Stokes Associates, Inc. February 18, 1992

City of Santa Cruz, Planning Commission Meeting Notes, July, 20, 2000

City Council Agenda Report, Agenda of: February 22, 2000; March 28, 2000

City of Santa Cruz General Plan

Appendix B: COST *ESTIMATE*

Conceptual Estimate of Probable Construction Costs

Item	Quantity	Unit cost (\$)	Item total (\$)	Subtotal (\$)
PHASE I				
DEMOLITION				
General Site Demolition, Clearing & Grubbing	325,100	0.40	130,040.00	170,040
Building Demolition (1. No hazardous materials removal or disposal. 2. No import of soils).	Allow	40,000.00	40,000.00	
PARKING AREAS & STREET IMPROVEMENTS				
North Parking Lot	36,700 SF	4.00	146,800.00	353,000
Washington/ Center Connection	6,000 SF	4.00	24,000.00	
New Sidewalk	3,500 SF	5.00	17,500.00	
New Curb & Gutter	700 LF	22.00	15,400.00	
South Parking Lot	31,700 SF	4.00	126,800.00	
Parking Lot Curbs	1,500 LF	15.00	22,500.00	
MULTI- USE SPORTS FIELD & WARM UP AREA				
Soccer Field	75,600 SF	1.50	113,400.00	270,850
Warm Up Field	15,900 SF	1.50	23,850.00	
Fencing & Gates 8' (average height)	1,240 LF	40.00	49,600.00	
(vinyl coated chain link) Equipment Storage	600 SF	140.00	84,000.00	
TRAILS				
Bicycle/Pedestrian Shared Path (A.C. Paving)	11,500 SF	2.50	28,750.00	82,000
Bike Path (A.C. Paving)	7,900 SF	2.50	19,750.00	
Pedestrian Path (D.G. Paving)	6,700 SF	5.00	33,500.00	

Conceptual Estimate of Probable Construction Costs

Item	Quantity	Unit cost (\$)	Item total (\$)	Subtotal (\$)
TOT LOT				75,000
Allow (surfacing & equipment)		75,000.00	75,000.00	
"PLAZA"				449,400
Plaza Paving & Platform (concrete scored)	46,800 SF	8.00	374,400.00	
Entrance Structure	Allow	75,000.00	75,000.00	
GENERAL PLANTING				310,800
"Park" & "Picnic Area" Planting	82,800 SF	2.50	207,000.00	
Parking Lot Planting	10,260 SF	5.00	51,300.00	
Tree Allowance	150 EA	350.00	52,500.00	
SITE FURNISHINGS/ LIGHTING				387,000
Bicycle Racks	15 EA	800.00	12,000.00	
Benches	25 EA	900.00	22,500.00	
Picnic Tables & Pads	8 EA	1,500.00	12,000.00	
Bollards	15 EA	1,000.00	15,000.00	
Tree Grates	15 EA	1,500.00	22,500.00	
Trash Receptacles	10 EA	800.00	8,000.00	
Signage	Allow	45,000.00	45,000.00	
Site Lighting (service excluded)	Allow	250,000.00	250,000.00	
STRUCTURES				283,080
Relocate Freight Building	Allow	60,000.00	60,000.00	
Renovate Freight Building	1,352 SF	165.00	223,080.00	

Conceptual Estimate of Probable Construction Costs

Item	Quantity	Unit cost (\$)	Item total (\$)	Subtotal (\$)
PACIFIC ENTRANCE INTERSECTION				165,000
Reconfiguration	Allow	150,000.00	150,000.00	
Bus shelter	Allow	15,000.00	15,000.00	
SITE UTILITIES				340,000
Electrical	Allow	120,000.00	120,000.00	
Sewer	Allow	40,000.00	40,000.00	
Water hook-up	Allow	30,000.00	30,000.00	
Storm Drainage	Allow	150,000.00	150,000.00	
SUBTOTAL				2,886,170
CONTINGENCY 10%				288,617
SUBTOTAL				3,174,787
PUBLIC ART ALLOWANCE @ 2%				63,496
DESIGN/ENGINEERING CONTINGENCY @10%				323,828
C/M & PERMITTING @8%				259,063
TOTAL				3,821,174

Conceptual Estimate of Probable Construction Costs

Item	Quantity	Unit cost (\$)	Item total (\$)	Subtotal (\$)
POTENTIAL ADD-ONS				718,700
Soccer Artificial Turf	75,600 SF	7.00	529,200.00	
Upgrade Bicycle Path Paving	19,400 SF	2.50	48,500.00	
Specimen Trees	15	1,000	15,000.00	
Relocation of London Plane Trees	7	18,000	126,000.00	
PHASE II				
FUTURE IMPROVEMENTS				7,360,000
Museum	35,000 SF	200	7,000,000.00	
Carriage Building	2,400 SF	150	360,000.00	
FUN SPOT				343,600
General Site Demolition, Clearing & Grubbing	46,500 SF	0	18,600.00	
"Plaza" Paving	22,000 SF	8	176,000.00	
Planting & Irrigation	20,000 SF	3	50,000.00	
Trellis/ Kiosk Structure	300 SF	80	24,000.00	
Lighting	Allow	50,000	50,000.00	
Signage	Allow	25,000	25,000.00	

Assumptions:

1. The above items, amounts, quantities, and related information are based on consultant judgment at this level of document preparation and is offered only as reference data.
2. Costs are based on 2001 dollars.
3. City Project Management costs are excluded.

Appendix C: TASK FORCE *OBJECTIVES*

Depot Site Task Force *Objectives*

To work to prepare a Master Plan for the Depot Site area, the Fun Spot Site, the Lighthouse Liquors Site, the Wharf Corporation Yard (Union Pacific triangle currently leased by the City), surrounding City acquisitions, and integrated with nearby parks. The process will result in a comprehensive Master Plan for the area to form a major City gathering place and oceanfront park. This process should also include a thorough assessment of the transportation grant funding this project.

This Site will include an active recreation park with pedestrian and bicycle connections, a soccer field, a multi-modal transportation center emphasizing the use of low impact modes of transportation, including mass-transit and bicycles, a bike station, a central parking area,

and a site for an assignable 25,000-square-foot Natural History Museum.

Additional improvements will include modifications that create new gateway entrances to the park at the Pacific Avenue and Washington Street intersection and at the Fun Spot Site with the historic Howard Truss Bridge.

In designing the park, a primary objective of the Task Force is to maximize the amount of recreational space through the closure of Washington Street, to contain parking to as little acreage as possible, and the environmental restoration and use of the Wharf Corporation Yard.

Appendix D: PLANT *LIST* and Heritage *Trees*

Plant Examples

The following are examples of plants that would be appropriate in the various zones that are proposed in the Landscape Guidelines section of the Master Plan. This is not intended to be a complete list of plants that may be used, but merely provides a

description of the types of plants that may be used in each zone. A final list of plants will be prepared as a part of the implementation phases and will be approved by City maintenance staff and the Urban Forester.

"Grasslands" Restoration Zone

All plants in this zone should be California natives

Festuca californica
Muhlenbergia rigens
Sisyrinchium sp.
Castilleja affinis
Eschscholzia californica
Iris douglasiana
Lupinus nanus

California Fescue
Deer Grass
Blue-eyed/Yellow-eye Grass
Indian Paintbrush
California Poppy
Douglas Iris
Sky Lupine

"Recreation" Zone

This zone includes turf grasses that are suitable for recreational play. The recreational turf may include a mix of grasses to maximize durability and disease resistance. The recreation zone may also

have shrub masses and vines used in combination with fencing to provide safety and minimize conflicts between adjacent uses.

"Urban" Zone

This zone is located along street frontages where compatibility with the neighborhood is desirable. Street trees should be selected that blend in with the existing streetscape. Ornamental shrubs and ground covers may be used that provide seasonal color. Native

and non-native plants may be mixed in this zone. Plants that provide food, shelter and nectar for birds and butterflies are encouraged provided that they do not create maintenance problems, such as excessive fruit or leaf litter on sidewalks.

Arbutus 'Marina'
Platanus acerifolia 'Columbia'
Arctostaphylos sp.
Cistus sp.
Dietes sp.
Helictotrichon sempervirens
Hemerocallis hybrids
Lavandula sp.
Penstemon sp.
Phormium sp.

No Common Name
London Plane Tree
Manzanita
Rock Rose
Fortnight Lily
Blue Oat Grass
Day Lily
Lavender
Beard Tongue
New Zealand Flax

"Parking" Zone

Plants in the parking zone, particularly in the bioswales, must be able to adapt to both wet and dry conditions. Plants in this zone may

Acer sp.
Platanus acerifolia 'Columbia'
Carex sp.
Deschampsia sp.
Heuchera sp.
Iris douglasiana
Mimulus sp.
Oxalis oregana
Polystichum munitum
Vaccinium ovatum

be a combination of native and non-native plants.

Maple
London Plane Tree
Sedge
Tufted Hair Grass
Coral Bells
Douglas Iris
Monkey Flower
Redwood Sorrel
Sword Fern
EvergreenHuckleberry

"Transition" Zone

These areas provide for transition from one zone to the next. Plants can be combined from each zone in interesting combinations.

Heritage Tree Analysis

The Depot Site Master Plan has been evaluated to determine ways in which the design can be modified in order to preserve some of the Heritage trees and non-Heritage street trees as identified by the City's Urban Forester. While some of the trees could be preserved, as always, there are trade-offs, as noted below.

Two of the Heritage London Plane and two of the non-Heritage London Plane trees along Washington Street could be preserved by modifications to the parking lot and expanding the frontage area. This may be advantageous from a visual perspective of further screening the parking lot; however it results in a loss of 5-8 parking spaces. (It may be possible to place some parking spaces in between some of the heritage trees, but it is difficult to determine at this time without additional survey and grading information, along with evaluation of the trees' root structure.) An additional Heritage London Plane tree that is currently in the center of the Pacific Avenue intersection may be able to be preserved in the sidewalk

of the proposed realignment; however a final determination cannot be made at this time with the survey information that is available.

The Heritage Silver Maple tree could also be preserved with modifications to the parking lot, resulting in a loss of 2 additional parking spaces.

Two of the Heritage Canary Island Pine trees could be preserved in planting areas within the proposed plaza area. However, it is questionable whether the non-native Canary Island Pines are the preferred specimen tree to be showcased in front of the Natural History Museum.

The impact on the parking lot and plaza configuration of preserving these trees is shown in the attached plan.

An additional Heritage London Plane Tree could be preserved near the parking lot, but would require reducing the length of the multi purpose field by about 20 to 25 feet.

A Heritage Magnolia Tree cannot be preserved as it is located near the middle of the proposed multi-use field, along with a Heritage London Plane tree that is located near the north side of the field.

There may be the possibility of preserving two of the non-heritage street trees (Magnolia and London Plane tree) near the proposed Washington Street connection. However preservation of the London Plane tree would not allow the connection to be shifted north with an easement agreement, resulting in the loss of bike lanes on the connection and/or a reduction in the size of the multi-use field.

Summary:

Of the 9 Heritage trees proposed to be preserved by the City's Urban Forester, 2 can be preserved with some changes to the plaza space. An additional 3 can be preserved with modifications to the parking lot and a loss of 7-10 parking spaces. One Heritage London Plane tree may be preserved in the proposed realignment of Pacific Avenue, but this will need to be determined with more detailed engineering and survey information. One Heritage London Plane tree could be preserved with

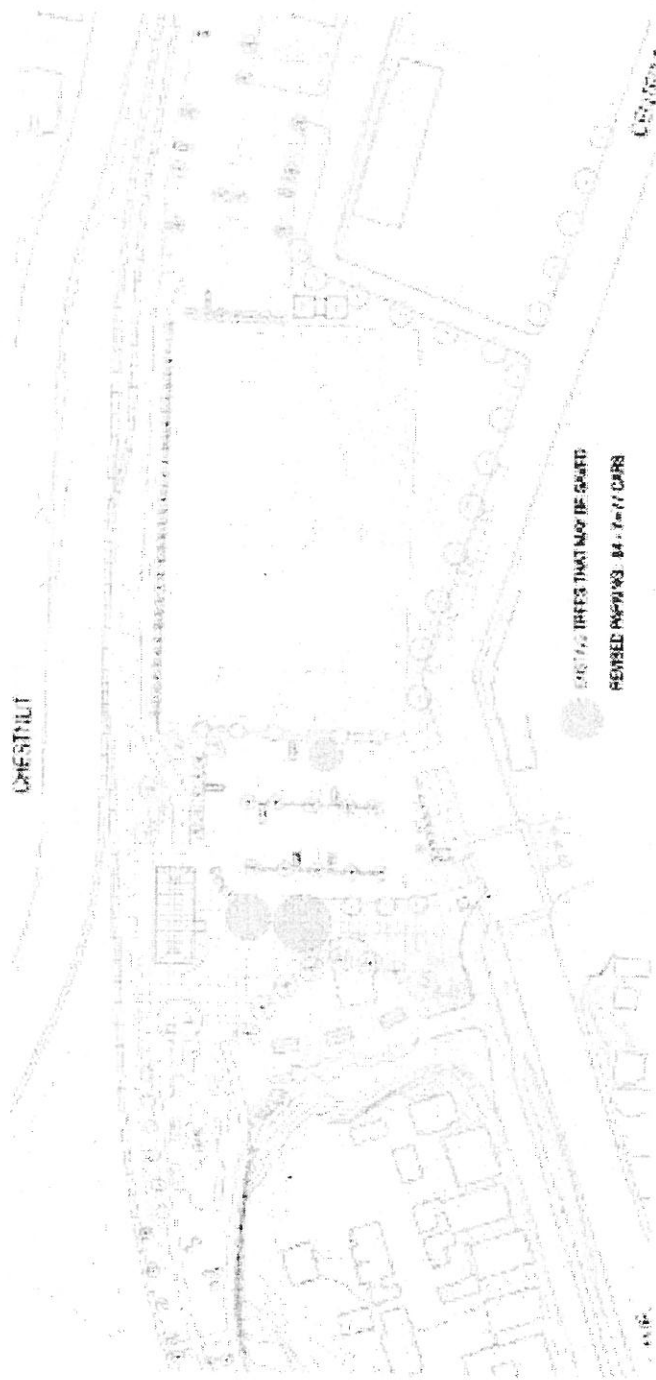
a loss of 20-25 feet in the length of the soccer field. The remaining 2 Heritage trees proposed to be preserved (Magnolia and London Plane trees) cannot be saved without significant changes in the design, including the probable loss of the multi-use field.

Of the eight non-heritage street trees proposed to be preserved by the Urban Forester, 2 may be preserved with modifications to the parking lot and a loss of parking spaces as noted in the discussion of heritage trees above. 2 additional non-heritage street trees may be able to be preserved with modifications to the Washington Street connection design and location, which could have implications for the ability to provide bike lanes and/or the length of the multi-use field. The remaining 4 non-heritage street trees cannot be preserved without major modifications to the parking lot and multi-use field.

The City's Urban Forester does not recommend attempts to relocate the heritage trees, due to cost and the potential for a low success rate. Therefore, Heritage trees that are removed should be replaced at a minimum 2:1 ratio, using 15 gallon or 24" box trees. While larger box sizes could

be used, these sizes are recommended as trees planted from smaller containers tend to adapt better to their surroundings, growing into healthier and longer living trees. Replacement species do not necessarily need to match the species being removed. All proposed tree species should be approved by the Urban Forester. All proposed street trees should be selected from the City's list of approved street trees.

In accordance with the City's heritage tree preservation ordinance, every effort should be invested during the detailed design and engineering phase to preserve heritage trees that are recommended for preservation by the City's urban forester, consistent with the intent of the Depot Site Master Plan.



CITY OF SANTA CRUZ DEPOT MASTER PLAN - IMPACT OF HERITAGE TREES

SANTA CRUZ, CALIFORNIA

Appendix E: PROJECT APPROVALS *PROCESS*

Project Approvals *Process*

The park uses and multi-modal center included in the Depot Site Master Plan require the issuance of the following land use entitlements from the Zoning Board:

- Special Use Permit;
- Design Permit;
- and Coastal Permit.

Development projects within the portion of the site that is located in the appealable area of the

Coastal Zone may be appealed to the California Coastal Commission.

The relocation of the Rail Freight Building will require the issuance of an Historic Alteration Permit from the Historic Preservation Commission. Actions on these permits by the Zoning Board and Historic Preservation Commission could be referred to the City Council for final action.

Santa Cruz Depot Site Masterplan

BIBLIOGRAPHY

Historical Evaluation of the Railway Express Building; Susan Lehman, December 2000

City of Santa Cruz Beach and South of Laurel Comprehensive Area Plan; The Phipps Group, October 1998

Santa Cruz Beach Area Multimodal Station Project Report; City of Santa Cruz, September 1997

REFERENCES

Historical Evaluation of the Railway Express Building; Susan Lehman, December 2000

City of Santa Cruz Beach and South of Laurel Comprehensive Area Plan; The Phipps Group, October 1998

Santa Cruz Beach Area Multimodal Station Project Report; City of Santa Cruz, September 1997

City of Santa Cruz General Plan

