Historic Property Survey Report

Santa Cruz County, California

05-SCR-001-PM 8.1/10.7

E.A. 05-0C734

EFIS 0520000083

April 2023
1. UNDERTAKING DESCRIPTION AND LOCATION

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The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor’s Executive Order W-26-92, added 2019 (5024 MOU) as applicable.

**Project Description:**

Caltrans proposes to widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder operations between the Freedom Boulevard and State Park Drive interchanges and construct Coastal Rail Trail Segment 12 (Attachment A, Appendix A: Figures 1, 2, and 3). The project is located in Santa Cruz County on SR 1 from post mile (PM) 8.1, south of Freedom Boulevard, to PM 10.7, north of State Park Drive, with 1.14 miles of trail along the SCCRTC-owned Santa Cruz Branch Rail Line (SCBRL) between State Park Drive and Rio Del Mar Boulevard. The general environment is within and near the unincorporated community of Aptos. The setting is a mixture of commercial and residential.

The project would include the addition of southbound and northbound auxiliary lanes, replacement of highway and railroad bridge structures, and construction of Coastal Rail Segment 12, including new bridge structures for the trail adjacent to existing railroad bridges. The project would reduce congestion, enhance bicycle and pedestrian connectivity along Segment 12 of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and provide Coastal Rail Trail access across SR 1 at the two railroad bridges.

For vicinity and location maps, see Attachment A, Appendix A, Project Vicinity, Location, and APE Maps. For a full project description, see Attachment A, Historical Resources Evaluation Report (HRER), and Attachment B, Archaeological Survey Report (ASR).
2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Krista Kiaha, Caltrans District 5 Heritage Resources Coordinator and Luis Duazo, Project Manager, on 8/22/2022. The APE maps are located in HRER (Attachment A) Appendix 1, Figure 3.

Consistent with Caltrans policies outlined in Attachment 3 of the Section 106 PA and general cultural resource practices, the APE for potential direct impacts was established as the project footprint plus a 50-foot buffer. The direct project footprint includes all construction easements, access routes, staging, and construction areas. This Area of Direct Impact was the study area used for archaeological studies. The APE for potential indirect impacts was generally established as the legal parcels adjacent to where potential direct impacts would occur outside of existing Caltrans or railroad right of way. The APE was established as the full extent of both the archaeological and architectural APEs.

The archaeological APE was established as both the horizontal and vertical maximum potential extent of direct impacts resulting from the project, the area of direct impact (ADI). This area includes both the horizontal and vertical maximum extents of potential direct impacts. The APE encompasses the current project footprint for a total of 62.8 acres and includes the Caltrans ROW, private property. A detailed description of the Archaeological APE is presented in the ASR in Attachment B of this HPSR.

The architectural/built environment APE consists of the project footprint and the assessor’s parcels that intersect the footprint; it is the maximum potential extent of direct and indirect effects resulting from the project. The APE for potential direct impacts was established as the project footprint plus a 50-foot buffer. The direct project footprint includes all construction easements, access routes, staging, and construction areas. The APE for potential indirect impacts was generally established as the legal parcels adjacent to where potential direct impacts would occur outside of existing Caltrans or railroad right of way. A detailed description of the architectural APE is presented in the Appendix A of Attachment A of this HPSR.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

☒ Native American Heritage Commission

A request for a search of the Sacred Lands File and list of tribal representatives was sent to the NAHC on April 28, 2020, by Far Western Staff Archaeologist Nikki Wu. The NAHC responded on April 29, 2020, with positive results for sacred lands within the vicinity of the Study Area and suggested coordination with the Costanoan Ohlone Rumsen-Mutsun Tribe for additional information. In addition, the NAHC provided a list of five tribal
representatives for Santa Cruz County. Ms. Wu initiated coordination and sent letters to each of the individuals on the list on May 1, 2020 (Attachment B; Appendix C).

☒ Native American Tribes, Groups and Individuals
One May 11, 2020, Valentin Lopez of Amah Mutsun Tribal Band, responded with an email. In that email, he requested that a Native American monitor be present for all ground-disturbing activity within 400 feet of known cultural resources sites and waterways. In addition, he requested Far Western reach out to Rob Cuthrell to discuss the project and make arrangements for a monitor. Formal consultation, and follow-up correspondence with Chairman Lopez and the remaining tribal representatives, was conducted by Caltrans District 5 staff. Lastly, Native American representative Esak Ordoñez of the Amah Mutsun Tribal Band participated in the test excavations at SCR-2/H and SCR-222/H.

☒ Local Historical Society / Historic Preservation Group
On April 30, 2020, letters were sent to the Santa Cruz County Railroad Historical Society, Soquel Pioneer and Historical Association, Aptos History Museum, Museum of Art and History, and Santa Cruz Archaeological Society (Attachment B). One response was forthcoming. Rob Edwards of the Soquel Pioneer and Historical Association indicated the area to the west of the junction of SR 1 and the railroad contained a precontact site under the bridge over Aptos Creek, likely SCR-2/H. He recommended contacting John Hibble of the Aptos History Museum - which was done as part of the original correspondence.

On June 13, 2022, the Santa Cruz County Historic Resources Commission, Santa Cruz Museum of Art and History, and the Aptos History Museum were contacted. The Santa Cruz County Railroad Historical Society and Santa Cruz Trains were contacted on June 24, 2022. These interested parties were contacted to notify them of the project and inquire whether they had any special interest in or knowledge of the historic properties within the APE. To date, no responses have been received. A copy of the correspondence is included as Attachment A; Appendix D.

☒ Public Information Meetings
A virtual public scoping open house was held during the comment period from September 17 to October 18, 2020, to present to the public factors to be considered in the draft environmental document for improvements on this segment of State Route Highway 1 and Segment 12 of the Coastal Rail Trail, and to receive comments. The virtual open house included linked webpages (or “stations”) and other materials that provided information about the project background, proposed improvements, anticipated environmental studies, project funding and schedule, as well as an opportunity to submit comments online.
4. SUMMARY OF IDENTIFICATION EFFORTS

☒ National Register of Historic Places (NRHP)
☒ California Points of Historical Interest
☒ California Register of Historical Resources (CRHR)
☒ California Historical Resources Information System (CHRIS)
☒ National Historic Landmark (NHL)
☒ Caltrans Historic Bridge Inventory
☒ California Historical Landmarks (CHL)

Other Sources consulted:
- Historic aerial photographs
- USGS maps
- published histories of the region
- city directories
- maps
- historical society publications
- Santa Cruz Sentinel & Santa Cruz Surf newspapers
- Previous studies including Aptos Village Historic District documentation (Dill et al. 2003) and Historic Property Survey Report (Bunse et al. 2010) for a previous SR 1 project.

Results:
- The California Historical Resources Information System (CHRIS) records search identified 16 previous cultural resources studies within or immediately adjacent to the APE.
- Review of the NRHP database revealed one listing in the project area, the Bay View Hotel at 8041 Soquel Drive.
- The California Historical Landmarks (CHL, 1990) revealed no state landmarks within the APE.
- The CHRIS search revealed two archaeological sites P-44-000224 (SCR-222/H) and P-44-000010 (SCR-2/H) within the APE (see Attachment C for details).
- The CHRIS search also revealed an additional seven previously recorded built environment resources within the APE (see Attachment B for details).
5. PROPERTIES IDENTIFIED

☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are cultural resources within the APE that were previously determined not eligible for inclusion in the NRHP with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.

- archaeological site CA-SCR-353/H (P-44-000562)

☒ Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are not eligible for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO’s concurrence in this determination.

- 7945 Soquel Drive, Aptos, CA
- 7957 Soquel Drive, Aptos, CA
- 7963-7969 Soquel Drive, Aptos, CA
- 7979 Soquel Drive, Aptos, CA
- 100 Apts Creek Road, Aptos, CA
- 403 Trout Gulch Road, Aptos, CA
- 9006 Soquel Drive, Aptos, CA
- 9016 Soquel Drive, Aptos, CA
- 9030 Soquel Drive, Aptos, CA
- 7992 Soquel Drive, Aptos, CA
- 7996 Soquel Drive, Aptos, CA
- SPRR Bridge 36-0012, SPRR over Hwy 1
- SPRR Bridge 36-0011, Hwy 1 over Aptos Creek
- SPRR Bridge 36-0003, SPRR over Hwy 1

☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are properties within the APE that were previously determined eligible for inclusion in the NRHP and those determinations remain valid.

- Bay View Hotel

☒ The following archaeological sites within the APE are considered eligible for inclusion in the NRHP for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of an Environmentally Sensitive Area (ESA), in accordance with Section 106 PA Stipulation VIII.C.3. See attached documentation.

- CA-SCR-2/H (P-44-000010)
- CA-SCR-222/H (P-27-000224)

☒ Caltrans has determined there are properties within the APE that were evaluated as a result of this project and are eligible for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO’s concurrence in this determination.
6. FINDING FOR THE UNDERTAKING
☒ Caltrans, pursuant to Section 106 PA Stipulation IX.B has determined that there are historic properties within the APE that may be affected by the undertaking. Effects are still undetermined, so in accordance with Section 106 PA Stipulation X, Caltrans will continue consultation with CSO and/or SHPO in the future on the assessment of effects.

7. CEQA CONSIDERATIONS
☒ Caltrans PQS has determined that there are resources in the project area that are historical resources for the purposes of CEQA; see Section 5.

8. LIST OF ATTACHED DOCUMENTATION
☒ Project Vicinity, Location, and APE Maps
   Attachment A, Appendix A

☒ Historical Resources Evaluation Report (HRER)
   Kara Brunzell, MA, December 2022, Attachment A

☒ Archaeological Survey Report (ASR)
   Attachment B

☒ Extended Phase One Report (XPI)

☒ Other
   SHPO Concurrence Letter dated July 27, 2010, for archaeological site CA-SCR-353/H
9. HPSR PREPARATION AND CALTRANS APPROVAL

Prepared by: Kara Brunzell, Architectural Historian  
Brunzell Historical  
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4/7/2023

Reviewed by: Daniel Leckie  
District 5 Caltrans PQS Principal Architectural Historian  
Date  
4/11/2023

Reviewed for Approval by: Krista Kiaha  
District 5 Caltrans PQS Heritage Resources Coordinator  
Date  
4/11/23

Approval by: Lara Bertaina  
District 5 Caltrans Environmental Analysis Branch Chief  
Date  
04/11/2023

[HPSR form rev 06/01/22] Caltrans, Division of Environmental Analysis.  
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Attachment A: Historic Resources Evaluation Report
HISTORICAL RESOURCES EVALUATION REPORT
for the
State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project
State Route Highway 1, Santa Cruz County, Postmile 8.1-10.7
E.A. 05-0C734
E-FIS Project Number: 0520000083

Prepared by: ________________________________ Date: __4/3/2023__
Kara Brunzell, MA
Architectural Historian

Reviewed by: ________________________________ Date: __04/11/2024__
Daniel Leckie
PQS Principal Architectural Historian
Caltrans District 5

Approved by: ________________________________ Date: __4/11/23__
Krista Kiaha
Heritage Resources Coordinator
Caltrans District 5

April 2023
Summary of Findings

The California Department of Transportation (Caltrans), in cooperation with the Santa Cruz County Regional Transportation Commission and the County of Santa Cruz, proposes to widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder operations between the Freedom Boulevard and State Park Drive interchanges and construct Coastal Rail Trail Segment 12. The proposed build alternative for the project would include the addition of southbound and northbound auxiliary lanes, modification and/or replacement of bridge structures, and construction of Coastal Rail Segment 12.

The project will seek federal funding and is therefore subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the implementing regulations of the Advisory Council on Historic Preservation (36 Code of Federal Regulations Part 800). This Historic Resources Evaluation Report (HRER) was prepared in compliance with the First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (Section 106 PA) executed January 1, 2014. Historic era properties were identified and evaluated for inclusion in the National Register of Historic Places (NRHP). This report also evaluates potential historical resources for inclusion in the California Register of Historical Resources (CRHR) in accordance with Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines.

A records search was conducted through the California Historic Resource Information System. Architectural Historian Kara Brunzell reviewed aerial photographs and historic maps in order to determine the location of historic-period buildings or structures within the area of potential effects (APE). Eighteen parcels within the APE contain at least one building or structure constructed prior to 1976, including residential parcels, commercial parcels, and a public park. There is also a section of a historic-period railroad alignment within the APE. Of the existing historic-period properties within the APE, five have been previously evaluated and found ineligible, and one, the Bay View Hotel, is listed on the NRHP. Two properties (including one district) have been evaluated and recommended eligible for local listing, but neither resource has been adopted as a local landmark and neither is a historical resource for the purposes of CEQA. The Bay View Hotel at 8041 Soquel Drive (Map Reference #10) was constructed in 1878 and is listed on the NRHP at the local level of significance under Criteria A and C. Its period of significance is 1878 – 1919. The Santa Cruz Railroad (Map Reference #16) has been surveyed, evaluated, and determined eligible to the NRHP under Criterion A; the alignment retains integrity to a period of significance of 1876 – 1938. It was the first line to connect Santa Cruz with the important agricultural center Watsonville, and when completed in 1876 allowed Santa Cruz its first connection to the nationwide railroad network and enabled industrial development, residential expansion, and the growth of the early tourism sector in Santa Cruz County. All other properties were each individually evaluated for eligibility to the NRHP and CRHR and determined ineligible, and the Bay View Hotel was photographed to update its documentation. The resources were also evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code.
The historic-period properties within the APE were documented on the appropriate Department of Parks and Recreation (DPR) 523 series forms. DPR 523 A (Primary), DPR B (Building, Structure, and Object) and DPR L (Continuation) forms were used to document the park and commercial/residential properties; the Santa Cruz Railroad was documented on Primary, DPR 523 D (District), and Continuation forms. DPR L (Update) forms were used for the documentation of the NRHP-listed Bay View Hotel. This report concludes that nine (9) of the properties formally evaluated for this project are ineligible for listing on the NRHP or CRHR and are not historical resources for the purposes of CEQA. This report further concludes that the Santa Cruz Railroad (Map Reference #16) is eligible for listing on the NRHP and CRHR qualifies as a historical resource for the purposes of CEQA.
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Acronyms and Abbreviations

APE  Area of Potential Effects
Caltrans  State of California Department of Transportation
CEQA  California Environmental Quality Act
CRHR  California Register of Historical Resources
DPR  Department of Parks and Recreation
HRER  Historical Resources Evaluation Report
NHPA  National Historic Preservation Act of 1966, as amended NRHP National Register of Historic Places
NWIC  Northwest Information Center
OHP  Office of Historic Preservation
PA  First Amended Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding compliance with Section 106 of the NHPA, as it pertains to the administration of the Federal-Aid Highway Program in California PE Pacific Electric Railway PRC Public Resource Code
PM  Post mile
SHPO  State Historic Preservation Officer
SCBRL  Santa Cruz Branch Rail Line
SPRR  Southern Pacific Railroad
SR  State Route
1. Project Description

1.1 Project Description

Caltrans proposes to widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder operations between the Freedom Boulevard and State Park Drive interchanges and construct Coastal Rail Trail Segment 12 (Appendix A: Figures 1, 2, and 3). The project is located in Santa Cruz County on SR 1 from post mile (PM) 8.1, south of Freedom Boulevard, to PM 10.7, north of State Park Drive, with 1.14 miles of trail along the SCCRTC-owned Santa Cruz Branch Rail Line (SCBRL) between State Park Drive and Rio Del Mar Boulevard. The general environment is within and near the unincorporated community of Aptos. The setting is a mixture of commercial and residential.

The project would include the addition of southbound and northbound auxiliary lanes, replacement of highway and railroad bridge structures, and construction of Coastal Rail Segment 12, including new bridge structures for the trail adjacent to existing railroad bridges. The project would reduce congestion, enhance bicycle and pedestrian connectivity along Segment 12 of the Coastal Rail Trail, promote the use of alternative transportation modes to increase transportation system capacity and reliability, and provide Coastal Rail Trail access across SR 1 at the two railroad bridges.

The project would include implementation of improvements at SR 1 between the Freedom Boulevard and State Park Drive interchanges, including:

- Construction of northbound and southbound auxiliary lanes on SR 1 between the Freedom Boulevard and Rio Del Mar Boulevard interchanges
- Construction of northbound and southbound auxiliary lanes on SR 1 between Rio Del Mar Boulevard and State Park Drive interchanges
- Replacement of the two SCBRL bridges over SR 1 with longer spans
- Construction of new trail overcrossing adjacent to new railroad bridges
- Widening of the SR 1 bridge over Aptos Creek and Spreckels Drive on the south side of SR 1
- Construction of retaining walls from 15 feet to 35 feet high along northbound and southbound SR 1 (see Figure 3 for specific retaining wall locations)
- Evaluation of sound walls at locations along northbound and southbound SR 1 (see Figure 3 for potential sound wall locations)
- Widening and improving SR 1 shoulders at the Freedom Boulevard, Rio Del Mar Boulevard, and State Park Drive interchanges
- Construction of Coastal Rail Trail Segment 12, including construction of a paved bicycle and pedestrian shared use trail within the SCBRL right-of-way on the inland side of the tracks from the southern terminus of the trail segment at Sumner Avenue, just south of the Rio Del Mar Boulevard underpass, to the northern terminus at State Park Drive

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1 Currently referred to as the Santa Cruz Branch Rail Line, the rail line was originally known as the Santa Cruz Railroad.
1.2 Area of Potential Effects (APE)

The APE was established in consultation with Krista Kiaha, Caltrans District 5 Heritage Resources Coordinator (Appendix A: Figure 3). The APE includes all areas where potential direct and indirect impacts to historic resources could occur as a result of project construction, operation, and maintenance.

Consistent with Caltrans policies outlined in Attachment 3 of the Section 106 PA and general cultural resource practices, the APE for potential direct impacts was established as the project footprint plus a 50-foot buffer. The direct project footprint includes all construction easements, access routes, staging, and construction areas. This Area of Direct Impact was the study area used for archaeological studies. The APE for potential indirect impacts was generally established as the legal parcels adjacent to where potential direct impacts would occur outside of existing Caltrans or railroad right of way.

2. Research Methods

Background research was conducted to identify cultural resources within the APE and to prepare a historic context within which to evaluate resources for NRHP and CRHR eligibility. The background research consisted of a records search, map review, and additional research. Potential historical resources within the APE were those that achieved 45 years of age in 2020, i.e., buildings, structures, and landscapes constructed prior to 1976. Evaluation findings were made as defined in the Caltrans Standard Environmental Reference (SER), Volume 2, Cultural Resources (2015). Properties determined to meet the exemption criteria defined in Attachment 4 of the Section 106 PA were not evaluated in this HRER.

2.1 Records Search

A records search (IC File Number 19-2028) was conducted by the Northwest Information Center (NWIC) on July 22, 2020, and a supplemental request (under the same IC File Number) on January 21, 2021. The NWIC, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resource reports for Santa Cruz County. The records search included the APE and an additional 0.25-mile radius around the Project Area, and included a review of the following inventories:

- California Inventory of Historic Resources (OHP 1976)
- California Points of Historical Interest (OHP 1992)
- California Historical Landmarks (OHP 1996)
- Built Environment Resources Directory (OHP 2020)

The results of the records search indicate three historic properties or previously recorded historical resources within the APE or the 0.25-mile radius around the APE:

- 44-000534 Bay View Hotel, 8041 Soquel Drive (Map Reference #10) 1S
- 44-000514 Aptos Village Historic District (multiple addresses) 5D
- 44-000377 Aptos Creek Trestle Footings 5
Nine historic-period properties within the APE or the 0.25-mile radius around the APE have been determined ineligible or recommended ineligible through survey evaluation: three bridges, one religious property, three single-family residences, one apartment building, and one commercial property. Most of the resources had been evaluated as part of the earlier Highway 1 High Occupancy Vehicle Lane Project (Bunse et al. 2010), which was a precursor to the current project. Those previously recorded and evaluated ineligible resources located within the current APE include:

- SPRR Bridge 36-0003 (Map Reference #13)
- Aptos Creek Bridge 36-0011 (Map Reference #9)
- SPRR Bridge 36-0012 (Map Reference #7)
- Jose Arano House 7996 Soquel Drive APN: 039-232-01 (Map Reference #6)
- Rice House 7992 Soquel Drive APN: 039-232-03 (Map Reference #4)

The NWIC records search indicated that 31 previous cultural resource studies have been undertaken within 0.25 mile of the APE.

### 2.2 Research

Historic aerial photographs and United States Geological Survey maps of the Aptos area were used to determine which parcels within the APE contained historic-period buildings. Architectural Historian Kara Brunzell conducted research utilizing published histories of the region, city directories, maps, historical society publications, the Santa Cruz Sentinel, and various internet resources. Previous relevant studies also provided context and background information, including a 2003 Aptos Village Historic District documentation (Dill et al. 2003) and a Historic Property Survey Report (Bunse et al. 2010) for a previous SR 1 project.

### 2.3 Public Participation

Caltrans contacted the following interested parties to notify them of the project and inquire whether they had any special interest in or knowledge of the historic properties within the APE. The following interested parties were contacted on June 13, 2022:

- Santa Cruz County Historic Resources Commission
- Santa Cruz Museum of Art and History
- Aptos History Museum

The following interested parties were contacted on June 24, 2022:

- Santa Cruz County Railroad Historical Society
- Santa Cruz Trains

No responses have been received. A copy of the correspondence is included as Appendix D.

### 3. Field Methods

Field investigations were undertaken by Architectural Historian Kara Brunzell and Architectural Historian Ynez Barber on February 9, 2021, and November 2-3, 2022. Each parcel was observed from the public right of way and all visible facades were photographed. Architectural Historian Kara
Brunzell inspected all photographs collected in order to make recommendations regarding potential architectural significance and historic integrity. Ms. Brunzell's and Ms. Barber's qualifications are listed in Appendix B.

4. Historical Overview

4.1 Introduction

The project is located in Santa Cruz County in the unincorporated community of Aptos. Aptos is semi-rural with a small commercial and residential core known as Aptos Village. The historic context that follows explores themes associated with its development based on background research.

4.2 Historic Context

**Santa Cruz County**
The original inhabitants of Santa Cruz were members of the Uypi and Ohlone tribes. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1769, Spanish soldier Gasper de Portolá visited the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén had established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (present-day East Santa Cruz). During Spanish settlement, members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. With the end of the Mexican-American War in 1848, tracts of land in Santa Cruz County attracted the attention of a number of Americans who helped establish local towns.²

In the 1870s, the railroad was developed throughout Santa Cruz County, allowing the county to grow as a commercial hub, agricultural center, and tourist destination. Industries like logging were in decline by the turn of the century, and tourism became the paramount economic driver of the region. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz County accessible by automobiles. Passenger rail travel in Santa Cruz County officially ended in 1959, when the weekend excursion train known as the Suntan Special was retired. Many of the wharfs and depots associated with the Santa Cruz County railroad system were repurposed or converted to other uses.³

**City of Santa Cruz**
In 1866, Santa Cruz was incorporated as a town; it received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions. The railroad’s arrival in the 1870s was a pivotal event. Santa Cruz was no longer dependent on its port for shipping and became much more accessible.

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to tourists. During the 1880s, the Neptune Baths, the first roller coaster, and the famed Sea Beach Hotel were all developed. Santa Cruz became an ideal summer resort and recreation spot due to its beaches and scenery, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino in which bathing and dining were connected with boardwalks.4

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to dependence on tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the City and region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.5

**Seabright**

Originally from Missouri, John and Mary Ann Silvey Woods acquired the land along the banks of what later became known as Woods Lagoon in 1849. Thomas and Caroline Galbraith Pilkington also acquired land in the area, and the two families farmed and lived on their properties. The Pilkingtons began operating a tourist camp on their ranch in 1878 after the area became accessible by rail, and later subdivided their land for sale. New York native Foster N. Mott named the community Seabright in the 1880s after a Jersey Shore resort. By the turn of the century, there was a community of summer cottages mixed with tourist accommodation and permanent residences. Although it was formally annexed by the City of Santa Cruz in 1905, Seabright maintained its identity as a somewhat separate community. With the help of the economic boom of the 1920s, the area around the Woods Lagoon and Seabright was quickly developed to match the upsurge of tourism. Throughout the 1950s, a wave of surfers joined previous residents in Seabright in their search for less-populated beaches. However, they were later displaced with the transition of the Woods Lagoon to the Santa Cruz Small Craft Harbor. Plans to build apartments in the 1960s and 1970s were mostly stymied by local opposition and the area remains a low-density beach community.6

**Watsonville**

Watsonville is located in the center of Pajaro Valley, just inland from Monterey Bay. In 1851, Judge John Watson filed a claim against Mexican land grant holder Sebastian Rodriguez for the land. While Watson lost the battle, he gave the town its name. Watsonville was incorporated in 1868, and again in 1903 when W. A. Trafton was elected as its first mayor. Watsonville was an agricultural hub in Santa Cruz County, known for its production of berries and apples. It was also one of the largest

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shipping points between San Francisco and Los Angeles. With the construction of the railroad in the 1870s, Watsonville greatly expanded.\textsuperscript{7}

Watsonville was damaged in the 1906 earthquake as well as a large flood in 1911, but the city continued to thrive as an agricultural processing center. In 1910, Watsonville had its first Apple Celebration, which became a popular event and gave Watsonville the name “The Apple City” for some time. Lettuce became a successful crop in the area, with the help of refrigerated shipping options in the 1920s. Like the rest of the country, Watsonville was affected by the Great Depression of the 1930s, and the waves of Midwesterners trying to escape the dust bowl. Following World War II, Watsonville was modernized, and the city schools and neighborhoods were consolidated and subdivided. Passenger rail service ended with the increase of automobile transportation and road construction. In 2022, agricultural production and food processing are the main contributors to Watsonville’s economy.\textsuperscript{8}

**Capitola**

In 1869, the beach where Soquel Creek met the ocean, “La Playa De Soquel,” became known as Capitola. One of the first buildings to be constructed was a potato warehouse, when the crop was extremely successful in the 1850s. Most of the land in Capitola was owned by Frederick Hihn, who owned Camp Capitola and started a summer resort in the area in 1876 after establishment of his Santa Cruz Railroad made travel to the area more convenient. The Capitola resort was known as the “Gem of the Bay of Monterey.” The protected cove was known as one of the best bathing beaches along the coast. People from San Francisco came to the resort on horse-drawn vehicles until the Santa Cruz Railroad was established. The Capitola Hotel was a well-known destination, with a skating rink, gardens, and dance hall. After Hihn died in 1913, his property was transferred to his daughter, Katherine Henderson who sold the Capitola land to H. Allan Rispin in 1920. The 160-room Capitola Hotel burned down in 1929. Capitola remained private land until 1937, when the area was deeded to the county.\textsuperscript{9}

**Aptos, Mexican and Early American Periods**

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Aptos to Santa Cruz, San Francisco, and other communities during this era.\textsuperscript{10}

\textsuperscript{7} Major Rolin C. Watkins, *History of Monterey and Santa Cruz Counties, California*, United States: S.J. Clarke, 1925.


\textsuperscript{10} Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and
Lumber Industry in Aptos
The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Aptos changed to horticulture and fruit packing.11

Late Nineteenth – Early Twentieth Century Aptos
German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent landowners for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad (Map Reference #16) connected Santa Cruz County to the Southern Pacific Railroad (SP) near Watsonville. However, the Santa Cruz and SP used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.12

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878 (8041 Soquel Drive, Map Reference #10). Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.13

In 1882, the SP acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks had been upgraded from narrow to standard gauge. In 1884, the

Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.
11 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
13 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
SP combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SP to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran "picnic specials" on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.\textsuperscript{14}

During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to supplant railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad's decline led to increasingly limited passenger service on the local SP branch. The SP terminated its passenger service to Aptos in 1938.

\textbf{Photograph 1:} Aptos, 1919, Bay View Hotel center frame, \textit{UC Santa Cruz McHenry Library Special Collections}.

\textbf{Postwar Era}

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View...
Hotel 60 feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store (403 Trout Gulch Road, Map Reference #11). The construction of SR 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.15

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.16

In 2000, the US Census revealed that there were 9,396 people living in Aptos. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.17

15 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


Photograph 2: Bay View Hotel, Aptos, 1952, UC Santa Cruz McHenry Library Special Collections.

Photograph 3: Toney Building, Bay View Hotel in background, 1952, UC Santa Cruz McHenry Library Special Collections.

HISTORICAL RESOURCES EVALUATION REPORT
SR 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—
and Coastal Rail Trail Segment 12 Project
April 2023


**Railroad Historic Context**

In 1861, a group of Sacramento businessmen incorporated the Central Pacific Railroad (CPRR) to connect California to existing networks in the East. Collis P. Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker (the “Big Four”) emerged as the controlling members of the group. In 1862, President Abraham Lincoln authorized CPRR to build railroad and telegraph lines from the Pacific Ocean to the Missouri River. After financial difficulties and technical challenges crossing the rugged Sierra Nevada, the CPRR met the Union Pacific Promontory Utah, an event celebrated with the dramatic “golden spike” ceremony in 1869. The Big Four had acquired control of the rival SP in 1868. In 1870, the Western Pacific Railroad (which had constructed the railroad from Sacramento to Oakland) and CPRR formally merged. Eventually the consolidated companies were all operated as one under the Southern Pacific name.¹⁸

The integration of the West into the transcontinental railroad system brought profound transformation to nineteenth-century California. Early railroad boosters promoted economic growth, population expansion, modernization of lifestyles, and the spread of culture and knowledge to isolated populations. The railroad did bring many of these benefits along with negative consequences including a high accident rate and disinvestment from towns not on railroad lines. A small group of men were able to control this vital infrastructure, and they used the wealth generated by their early entry consolidate extraordinary power, setting prices and exerting heavy influence on politics beginning in the late nineteenth century.¹⁹

In 1901, after the death of Collis P. Huntington (who had gained control of the SP in 1888), the Union Pacific (UP) acquired a controlling interest in SP stock, which was by this time the largest transportation corporation in the world. E.H. Harriman subsequently presided over a period of growth and modernization until 1913. During this era, most railroad tracks were replaced with more durable steel. Harriman’s expansion of the refrigerated car system was particularly important for Northern California’s fruit farmers. In 1916, the U.S. railroad system reached its mileage zenith. In 1917, the federal government took over management of the entire transcontinental railroad system in order to optimize freight travel for the war effort. When private control returned in 1920, the nation was on the brink of the automobile age, which would slowly chip away at the railroad’s dominance for the remainder of the century. Its hegemonic position was destroyed by the post-World War II shift to trucking and personal vehicles, but the railroad remained important to transportation infrastructure throughout the twentieth century.²⁰

**Santa Cruz Railroad Development**

In 1869, local businessman Frederick Augustus Hihn (1829-1913) and other Santa Cruz residents who were concerned the SP would bypass the region formed a committee of to advocate construction of a railroad between Santa Cruz and Watsonville. Hihn had come to California from Germany during the Gold Rush. He settled in Santa Cruz in 1851 and began operating a store. Hihn expanded into logging and soon began using his profits to develop coastal properties and infrastructure. Improved

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transportation was crucial for the continued expansion of his businesses, and he began developing stage roads and wharfs in the 1850s.\textsuperscript{21}

In 1871, California Southern (an SP affiliate) built a spur line to Pajaro just across the Pajaro River from Watsonville, connecting to the CPRR line from Santa Clara to Hollister. The arrival of a railroad in Pajaro prompted a local effort to build a connecting line from Santa Cruz to the burgeoning national rail network. In 1871, the committee began promoting issuance of a bond to publicly fund a Santa Cruz – Watsonville/Pajaro railroad line. Despite opposition from Watsonville citizens and other residents of southern Santa Cruz County, the bond issue was narrowly approved in December 1871. After failing to attract sufficient financing to fund construction, Hihn secured investment from sugar baron Claus Spreckels (also a German immigrant). Hihn decided to use narrow gauge equipment, which was smaller and cheaper than standard gauge.\textsuperscript{22}

The financial panic that took hold in late 1873 provided another setback, since it destroyed Hihn’s faith that the SP would buy his railroad line upon its completion. Nevertheless, he pushed forward on a shoestring budget. In late 1873, construction began between the San Lorenzo River and Aptos; the seven-mile narrow gauge segment was completed in 1875. Hihn laid out a route for the railroad line that started near Santa Cruz and proceeded along the shoreline before turning inland in the vicinity of Aptos Wharf. This route was slightly longer than a straight route and crossed two creeks (thus requiring two trestle bridges) when a more direct route would have had only one creek crossing. However, the chosen alignment was flatter and brought the railroad closer to land owned by Hihn (including valuable tracts of timber). Construction continued in 1875, spanning the San Lorenzo River with one of a dozen bridges that had to be constructed to carry the line across the waterways of rugged Santa Cruz County. The northern terminus of the line was at the end of Chestnut Street near the foot of Mission Hill. While construction was still underway, the first locomotive, the horse-drawn “Betsy Jane,” ran along the line and aided construction of the narrow-gauge tracks through Watsonville and the southern terminus of the line ½ mile south of the Pajaro River in Monterey County. Initially, horse-drawn streetcars ran along the Santa Cruz Railroad tracks, using its route to carry passengers to the beach resorts until a streetcar line was installed adjacent to the railroad tracks in 1877.\textsuperscript{23}

In 1876, traffic opened between Santa Cruz and Pajaro Junction (where it could connect to the regional and national SP network). This was the first railroad in Santa Cruz County to be integrated into the national rail system, forever changing transportation in the area. Mixed freight and passenger trains (which at first accounted for most traffic in Santa Cruz County) took nearly two hours to travel from Watsonville to the Park Street station the first year of operation; express passenger service was only a few minutes faster. By 1879, the express train was able to cover the roughly 20-mile distance in one hour and 25 minutes.\textsuperscript{24}


\textsuperscript{22} Schwantes, 2011.


The Santa Cruz & Felton Railroad, which ran from the Railroad Wharf in Santa Cruz to the valuable timber tracts in Felton, also opened to traffic in 1876. Like the Santa Cruz Railroad, it was narrow gauge and though intended to transport lumber to the wharf for shipment it also informally served passengers. The Santa Cruz & Felton Railroad followed Pacific Avenue northeast from the wharf, crossing the Santa Cruz Railroad line in the vicinity of the intersection of Beach Street and Pacific Avenue. Downtown Santa Cruz around the foot of the wharf was devoted to rail and industrial development.25

The presence of reliable transportation infrastructure stimulated development along the Santa Cruz Railroad line, including business ventures, residential neighborhoods, spur lines for industrial development, tourist camps, and hotels. Hihn began aggressively promoting tourism to Santa Cruz County via his railroad shortly after the line opened. As Hihn had intended, the railroad drew the Aptos town center away from its original location near the wharf and toward lands he owned. Aptos developed a new town center with a depot (one of the first constructed), fruit and lumber-processing businesses, and the Anchor (Bay View) Hotel adjacent to the tracks. Aptos began to grow into an important freight junction even before the entire line was complete, and a freight building was constructed. Buildings were oriented toward the tracks, especially in the commercial district, and parcels were irregular or trapezoidal to accommodate its curving alignment. The primary road through town (Soquel Drive) also followed the rail alignment. The Loma Prieta Lumber company built a line to its timber holdings from Aptos and Hihn then built his own line to his Valencia Canyon lumber mill, Aptos had four sidings by 1888. By the end of the century, five spurs diverged at Aptos; a turntable was added about 1890 and replaced with a wye several years later. 26

The embryonic tourism industry in the City of Santa Cruz expanded rapidly in the 1880s with the development of Neptune’s Baths, a rollercoaster, and expansion of a small hotel into the impressive Sea Beach Hotel. After some near misses between railroad engines and streetcars utilizing the mainline tracks, separate streetcar lines were developed adjacent to the Santa Cruz Railroad tracks. Tourists walked from the downtown railroad station along the railroad tracks themselves or an early boardwalk installed atop the sand (Beach Street did not yet exist) or took horse-drawn streetcars. Prior to 1876, Santa Cruz had been accessible only via an inconvenient sea journey, so only a handful of the most adventurous visited. But the rail alignment was developed along the shortest route for the convenience of logging and other industries, and the trains passing in front of the hotels and other amenities created smoke, noise, and danger for pedestrians. 27

In addition to the new facilities in downtown Santa Cruz, a tourist camp was developed in nearby Seabright and existing tourist camps were reimagined as high-end resorts; the expansive Hotel Capitola was developed and within a few years neat cottages had supplanted the humble and rather bedraggled tent camp that had preceded arrival of the railroad. By the mid-1890s, Santa Cruz had attracted national attention as a resort destination, and the railroad added extra trains in the summer to accommodate the growing numbers of visitors.

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26 Schwantes, 2011.

27 Historic Context Statement for the City of Santa Cruz, October 20, 2000, prepared by Susan Lehman, 15.
The Santa Cruz Railroad operated for five years, carrying passengers and freight such as lumber and lime for construction. Despite its success in raising the value of local real estate, the Santa Cruz Railroad ran into financial troubles. The SP used standard gauge track; this meant that all freight and passengers had to be transferred to new trains at Pajaro Junction. The incompatibility contributed to the Santa Cruz Railroad's financial unsustainability, which was also exacerbated by power struggles between Spreckels and Hihn, competition, and lost court cases. Damage from a storm in 1881 was the final blow, and the Santa Cruz Railroad went bankrupt. In 1881, the SP purchased the Santa Cruz Railroad as well as the South Pacific Coast Railroad; SP removed the old Powder Works Wharf in 1882, and the Railroad Wharf was slowly transformed into a fisherman's wharf.28

In 1883-1884, the SP subsidiary converted the Santa Cruz Railroad line to standard gauge by widening the tracks and installing heavier-gauge rails. The general alignment was retained when the tracks were widened, although Sanborn Maps reveal that the railroad crossing and line over Aptos Creek was moved about 50 feet southwest, necessitating construction of a new bridge, few other alterations have been documented. The Santa Cruz Railroad was consolidated with the small Loma Prieta Railroad into the Pajaro and Santa Cruz Railroad in 1884. In Aptos, tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on its spur line. SP began running the “Daisy Flyer” from San Francisco to Santa Cruz and Monterey on this route and operated express and local trains between Santa Cruz and Pajaro.29

The SP had the resources to invest the substantial funds required to continually upgrade and expand the facilities associated with the alignment including converting the rails and rolling stock to standard gauge, replacement of bridges, addition of stops, construction of new depots (most of them in the standard SP depot typology), and expansion/upgrades to existing depots. The huge original Capitola bridge (1874) which spanned much of the town as well as Soquel Creek with a series of trestle and truss bridge segments, was strengthened to support the heavier weight of new equipment when the alignment was standard gauged. In the 1890s, the truss span was enclosed to protect it from sea spray. The Capitola Bridge trestle spans were replaced in kind over the next several years and a unique cast-iron span replaced the truss shortly after the turn of the century. 30

After SP consolidated ownership of the Santa Cruz & Felton and the Santa Cruz railroads, separate Santa Cruz facilities were unnecessary, and the old depots were replaced by the Santa Cruz Union Depot on Chestnut Street (about a half mile to the south of the original depots) in 1893. A passenger depot designed in the typical Southern Pacific style and a freight depot were added to the existing roundhouse and turntable along with several sidings, water tank, oil tank, and storage buildings for


hand cars, tools, etc. in the immediate vicinity. Only the mainline tracks and the freight depot remain.

The SP constructed a station on Walker Street near Beach Street in Watsonville (1895); the old station across the river at the Pajaro Junction rail yards (which was outside the City of Watsonville and over a mile and a half away from the new depot) also remained in use until it was demolished in 1948. Sidings proliferated at this important freight junction, and by 1908, there were eight tracks in addition to the mainline serving several fruit packinghouses and the Spreckels Sugar Mill.

Unlike Watsonville, Santa Cruz, and even tiny Aptos, Capitola and Seabright never became important freight junctions. Passenger traffic to the tourism-oriented communities was significant, however, and SP developed passenger stations to serve this traffic. Seabright's depot was originally constructed in 1895, as a simple covered platform with open sides located between the Seabright Hotel and the railroad tracks. About 1910, an enclosed ticket office was created within the original structure and by 1921 the station had been replaced by a fully enclosed building on the north side of the tracks (the current location of a parking lot at the corner of Seabright Avenue and Watson Street). During this era, Seabright also had two sidings that served the Santa Cruz Fruit Packing Company on Watson Street. The Seabright Depot was demolished in the 1950s.

Along with updating infrastructure on the alignment, the SP was able to gradually reduce travel times over the years. By 1890, an express train from Pajaro to Santa Cruz took just 53 minutes; by 1909, the time had been reduced to 50 minutes. The standard travel time for the route remained 50 minutes over the next three decades. 32

After Harriman gained control of SP in 1901, the company embarked on massive new investments in upgraded infrastructure, spending over $1 million over the next few years. The Capitola Depot at 250 Monterey Avenue and a siding to serve it from the end of the trestle was among the first local projects funded during the Harriman era. In 1903, SP work in Santa Cruz County included replacement of bridges and rails as well as construction of new railroad sheds, roundhouses, and depots. The San Lorenzo River bridge was replaced with a roughly $30,000 through truss steel bridge in 1904. The alignment was slightly rerouted at Opal (north of Capitola) to remove a dangerous curve the same year, one of only a few alterations to the original 1876 route. During this period, many of the locomotives were switched to oil burners and more passenger coaches were added. During the first decade of the 20th century, the SP became a major investor in tourism-oriented development at the Santa Cruz Boardwalk. 33

In 1905, an SP subsidiary began work on a northern extension of the line intended to connect Santa Cruz to San Francisco. Progress was halted by the 1906 earthquake, but the spur had connected Davenport, where the Santa Cruz Portland Cement Company operated a plant, to Santa Cruz. With the railroad available to transport its product, the Santa Cruz Portland Cement Company's Davenport plant thrived, and was able to supply cement for the rebuilding of San Francisco, the Panama Canal.


and other important projects. After the earthquake, the SP upgraded the remained mixed-gauge tracks to a standard-gauge line. But the financial downturn that overtook the region after the earthquake put an end to railroad expansion; most lines under construction were cancelled and no new railroad lines were developed in California after 1909. ³⁴

With rail lines to urban centers, tourism thrived in Santa Cruz in the 1910s, having replaced the lumber industry as the primary driver of the local economy. The old narrow-gauge line over the Santa Cruz Mountains was upgraded to standard gauge and the tunnels were widened, and six trains a day connected Santa Cruz to San Francisco. The decline in logging and industrial production in Santa Cruz County led to much lower levels of freight traffic, but it was somewhat offset by increased passenger travel by rail during this era. There were more active railroad lines in Santa Cruz County between 1910 and 1920 than during any other era. By 1918, six freight trains and 18 passenger trains were arriving and departing Santa Cruz each day. The Scenic Local, which offered travel from San Francisco to Monterey, traveled over the Santa Cruz Railroad route from Santa Cruz to Watsonville. By the 1920s, the downtown Santa Cruz depot and rail yards had over a dozen rail lines and sidings. ³⁵

Although increasing passenger service and number of railroad lines during 1910s made it something of a golden age for railroads in Santa Cruz County, forces had already been set in motion that would relegate the Santa Cruz Railroad to secondary regional transportation infrastructure. The Good Roads movement led by cyclists and automobile manufacturers had begun to gather steam near the end of the nineteenth century. During the 1890s, Santa Cruz County newspapers were already promoting automobiles as the transport of the future. One element of the cultural excitement around the automobile was a belief that they would be quieter and easier on road surfaces than horses, and that widespread adoption of internal combustion vehicles would naturally lead to better-paved, well-maintained roads. By the 1910s, substantial numbers of Santa Cruz residents had acquired automobiles, and while they did not immediately render trains obsolete, their numbers were growing. The presence of a dozen or more cars in the crowds at the downtown Santa Cruz depot in the 1917 photograph below demonstrates the inexorable changes underway.

The 1906 San Francisco earthquake and subsequent regional economic decline derailed SP plans to add additional rail lines and continue robust investments in its infrastructure, and expansion of the regional rail network ended in 1908. This failure to continue expansion in order to add new markets and customers hastened the transition already underway from rails to roads, and the Santa Cruz Railroad would begin its gradual decline in significance. California had passed a highway bond act in 1909 which created a public subsidy for both state highway and county road construction. The passage of a $924,000 Santa Cruz County road construction bond in 1919 cemented local investment in the wider trend away from railroads and toward roads. Passage of this bond marked an inflection point in the transition already underway from rail to roads and vehicles for both passenger and freight transport. Among several other projects, the bond resulted in development of a Watsonville Santa Cruz Road, which followed the general route of the railroad and tied into state highway system.

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Development of the road system facilitated the transfer of passenger traffic as well as local produce toward roads, eventually rendering the railroad redundant. 36

In the 1920s, trucks and personal automobiles began to offer serious competition to the railroad for both freight and passenger traffic. However, five large oil companies (Flying A, Texaco, Union 76, ARCO, and Chevron) each had railroad spurs that were functioning for petroleum distribution into the 1960s. The Great Depression brought additional difficulties for railroads, and in 1938, passenger service from Santa Cruz to Watsonville was suspended. The Suntan Special ran along the Santa Cruz Railroad line from 1939 to 1959 (with an interruption during World War II). Its demise marked the end of passenger rail travel in Santa Cruz County. The Municipal Wharf flourished in post-war years, transforming from a railroad pier to a tourist and restaurant hub.37

By the late 1960s, trucks, busses, and cars had completely replaced the Santa Cruz Railroad for passenger travel as well as product shipment. The UP acquired all the SP's holdings in 1996, including the Santa Cruz Railroad route. Freight traffic was minimal on the alignment, except for the cement plant in Davenport, which closed in 2010. The UP sold the Santa Cruz Railroad to the Santa Cruz County Regional Transportation Agency in 2012. In 2022, a small section of the railroad within the City of Santa Cruz is used by Roaring Camp Railroads, an 1880s themed camp that takes passengers to Bear Mountain or along the coast in authentic steam engine trains. There is also limited rail traffic in Watsonville; the rest of the alignment is not in use. 38

5. Description of Cultural Resources

Sixteen (16) properties were recorded within the APE, these include ten (10) properties which have not been previously evaluated and required evaluation for this study. The properties evaluated by this study include one (1) railroad, one (1) county park, and eight (8) commercial or residential properties. The Bay View Hotel (Map Reference #10), a Second Empire style building constructed in 1878, is listed in the NRHP; the property’s recordation was updated by this study. DPR 523 series update forms, which thoroughly describe the resource, are included in Appendix C. The 20-plus mile Southern Pacific (Santa Cruz) Railroad (Map Reference #16), completed in 1876, was evaluated and is recommended eligible for the NRHP under Criterion A/1. DPR 523 series forms, which thoroughly describe each resource, are included in Appendix C.

Two (2) properties (the Aptos Village Historic District [2003] and the Aptos Creek Trestle Footings [1998]) have been previously recorded and were assigned NRHP status codes (5) indicating recorder recommendations for local listing, but neither resource was ever adopted as a local landmark.

Although status codes were assigned, neither cultural resource recordation included evaluation of historic properties under NRHP criteria. The Aptos Creek Trestle Footings were apparently the remnants of an old railroad bridge recorded within the creek bed by an archaeologist; their current condition is unknown but if extant these footings would not possess the significance and integrity required for NRHP listing. The Aptos Village Historic District included research on the history of Aptos Village and a list of potential contributors (some of which have subsequently been demolished or found ineligible for historic listing). It did not specifically assess the district or its potential contributors according to any of the NRHP eligibility criteria but did provide a conclusory statement asserting the potential district was significant at the local level and should be added to the County of Santa Cruz Historic Resources Inventory. It further stated that the district was ineligible to the NRHP and CRHR because of a loss of integrity. For these reasons, neither of these two previously recorded historic-era built environment resources qualify as historical resources for the purposes of CEQA or as historic properties under Section 106. They have not been included in the historic property count. The remaining five (5) previously recorded properties have been determined ineligible for the NRHP or CRHR. Therefore, the APE contains one previously known historic property, the Bay View Hotel, and one historic property determined eligible by the current study, the Southern Pacific/Santa Cruz Railroad. These properties also qualify as historical resources for the purposes of CEQA.

6. Findings and Conclusions

6.1 Findings

All but one of the properties listed below are evaluated on DPR 523 series forms appended to this report (Appendix C). There are two historic built environment properties within the APE that are either listed in the NRHP or being treated as eligible to the NRHP or have been determined eligible for the NRHP; therefore, there are two historical resources within the APE for the purposes of CEQA.

The following property is listed in the NRHP:

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<td>Aptos, CA</td>
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The following properties have been previously determined ineligible for the NRHP:

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</tr>
<tr>
<td>SPRR Bridge 36-0012</td>
<td>SPRR over Hwy 1</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>7</td>
</tr>
<tr>
<td>SPRR Bridge 36-0011</td>
<td>Hwy 1 over Aptos Creek</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>9</td>
</tr>
<tr>
<td>SPRR Bridge 36-0003</td>
<td>SPRR over Hwy 1</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>13</td>
</tr>
</tbody>
</table>
The following property is a stretch of a historic-era railroad that is partially located within the APE. The full extent of the resource has been surveyed for this project, and it is determined eligible for the NRHP under Criterion A:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Community</th>
<th>Historic Resource Status Code</th>
<th>Map Reference Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southern Pacific Railroad (Santa Cruz Railroad)</td>
<td>1.25-mile stretch of railroad that starts in the vicinity of the southeast corner of the parcel at 201 Sea Ridge Rd (36.97534, -121.91175) and curves northeast and then south-southeast to the vicinity of the rear property line of 311 Townsend Drive (36.97033, -121.89613)</td>
<td>Aptos, CA</td>
<td>3D</td>
<td>16</td>
</tr>
</tbody>
</table>

Nine newly evaluated resources have been determined not eligible for listing on the NRHP or CRHR as the result of this study. The following properties were evaluated and determined not eligible during this study:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Community</th>
<th>Historic Resource Status Code</th>
<th>Map Reference Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>7945 Soquel Drive</td>
<td>7945 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>1</td>
</tr>
<tr>
<td>7957 Soquel Drive</td>
<td>7957 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>2</td>
</tr>
<tr>
<td>7963-7969 Soquel Drive</td>
<td>7963-7969 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>3</td>
</tr>
<tr>
<td>7979 Soquel Drive</td>
<td>7979 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>5</td>
</tr>
<tr>
<td>Aptos Village Park</td>
<td>100 Aptos Creek Road</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>8</td>
</tr>
<tr>
<td>Toney Building</td>
<td>403 Trout Gulch Road</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>11</td>
</tr>
<tr>
<td>9006 Soquel Drive</td>
<td>9006 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>12</td>
</tr>
<tr>
<td>9016 Soquel Drive</td>
<td>9016 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>14</td>
</tr>
<tr>
<td>9030 Soquel Drive</td>
<td>9030 Soquel Drive</td>
<td>Aptos, CA</td>
<td>6Z</td>
<td>15</td>
</tr>
</tbody>
</table>

Kara Brunzell, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA/PRC 5024 MOU Attachment 1 as an architectural historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA/PRC 5024 MOU Stipulation VIII.C. 1 and Attachment 4.
6.2 Conclusions

Of the sixteen (16) built environment cultural resources located within the APE, one (1) was previously listed on the NRHP and is a historical resource for the purposes of CEQA. The Bay View Hotel (Map Reference #10) at 8041 Soquel Drive, Aptos, California is listed on the NRHP at the local level of significance under Criterion A and Criterion C. The property is significant under Criterion A for its association with the establishment of the railroad and Aptos Village in the 1870s and subsequent commercial and residential expansion as well as development of the local tourism industry. It is significant under Criterion C as an excellent example of Second Empire architecture. Its period of significance is 1878 – 1919. The hotel is also a historical resource for the purposes of CEQA. Its boundaries are the assessor’s parcel boundaries.

One resource, a historic-era railroad, has been determined eligible to the NRHP. The Santa Cruz Railroad (Map Reference #16) has been formally evaluated and is recommended eligible at the local level under Criterion A. The period of significance for the Santa Cruz Railroad is 1876 – 1938. The railroad including the segment within the APE retains integrity to its period of significance, which is discussed along with its historical significance and the integrity of the stretch located within the APE in DPR 523 series forms (see Appendix C). It was the first line to connect Santa Cruz with the important agricultural center Watsonville, and when completed in 1876 allowed Santa Cruz its first connection to the nationwide railroad network. The railroad is also a historical resource for the purposes of CEQA. Its boundaries are generally described as the length of the alignment and the width of the right-of-way, which is typically 50 feet but is as narrow as 15 feet in some parts of downtown Santa Cruz and much wider in rural areas; its widest rural point is 185 feet near New Brighton State Beach. It is also nearly 400 feet wide at the Wye in downtown Santa Cruz (where it connects to the Davenport Branch Line.) In addition to the railroad alignment and bridges within the right-of-way, three buildings contribute to the historic property as well. The depots at 411 Walker Street in Watsonville and 250 Monterey Avenue in Capitola as well as the Freight Depot at Depot Park in Santa Cruz are contributing elements of historic property, although they are not within the current Santa Cruz Railroad right-of-way. Therefore, the historic property boundary extends beyond the right of way to include the parcels boundaries (APNs) for these three contributing buildings (Watsonville Depot / APN: 018-211-29; Capitola Depot / APN: 036-121-38; Santa Cruz Freight Building / APN: 004-311-25).

Its alignment within the APE is its most important contributing element; this portion of the alignment was chosen to pass near properties owned by the founder of the Santa Cruz Railroad and the unusual layout of Aptos was determined by the shape of the railroad alignment. Elements including ballast, steel rails, earthen embankments, and wood railroad ties can also be considered contributing elements since, although they are not original historic fabric, they contribute to a general sense of feeling and association of the property as a historic railroad.

Five (5) resources, the Jose Arano House, the Rice House, and three bridges, were previously determined to be not eligible. Nine (9) resources evaluated for this project were determined to be not eligible for the NRHP and are not historical resources for the purposes of CEQA.
7 Bibliography

Hamman, Rick. “140 Years of Railroading in Santa Cruz County.” Aptos Times, 1996.


Appendix A: Maps
Figure 1
Project Location

- Limits of Proposed Auxiliary Lane Improvements on SR 1
- Limits of Proposed Rail Trail Improvements within Existing Railroad Right of Way

Source: Basemap, ESRI 2019
Figure 2
Project Components
Figure 2
Project Components

Source: Basemap, ESRI 2019
Figure 3
Area of Potential Effects (APE)

Highway 1 State Park Drive to Freedom Boulevard
Auxiliary Lanes and Bus on Shoulder Project -
PM 8.2/10.7
EA 05-0C734

Existing Caltrans ROW
Railroad ROW
Santa Cruz Branch Rail Line
Parcel Boundaries
Archaeological APE Boundary
Architectural APE Boundary
Built Environment Resource Reference Number

Data Source: ESRI 2023; Kimley-Horn 2020
Figure 3
Area of Potential Effects (APE)

Highway 1 State Park Drive to Freedom Boulevard
Auxiliary Lanes and Bus on Shoulder Project -
PM 8.2/10.7
EA 05-0C734
Figure 3
Area of Potential Effects (APE)

Highway 1 State Park Drive to Freedom Boulevard
Auxiliary Lanes and Bus on Shoulder Project -
PM 8.2/10.7
EA 05-0C734

Parcel Boundaries

Existing Caltrans ROW
Railroad ROW
Santa Cruz Branch Rail Line
Archaeological APE Boundary
Architectural APE Boundary
Built Environment Resource Reference Number

± 0 250 500 Feet

Data Source: ESRI 2023; Kimley-Horn 2020

Page 5 of 5
Appendix B: Preparers Qualifications


Ms. Brunzell has fourteen years of experience conducting architectural surveys, preparing NHPA and CEQA compliance documents, evaluating properties for eligibility under NRHP and CRHR criteria, and practicing cultural resource management. Ms. Brunzell meets the Caltrans PQS as a Principal Architectural Historian.

Ynez Barber, Architectural Historian, BA in History of Art and Visual Culture.

Ms. Barber has six years of experience in cultural resource management evaluating properties for eligibility under NRHP and CRHR criteria as well as contributing field photography and research to NHPA and CEQA compliance documents.

Tatyana Dunn, Research Assistant, BA in History and Art History.

Ms. Dunn has two years of experience in cultural resource management evaluating properties for eligibility under NRHP and CRHR criteria as well as contributing research to NHPA and CEQA compliance documents.
Appendix C: DPR 523 Forms
The building at 7957 Soquel Drive is located in a commercial area of Aptos. It shares its long, curving 3.25-acre parcel, which is bounded by Aptos Creek to the east, with a strip of other commercial buildings and small parking lots. The 1.5-story building has a rectangular plan and steeply-pitched gabled roof with exposed rafter tails. It is oriented diagonally to the road (unlike the other buildings on the parcel). Small irregularly-shaped roof forms project out from the main roof, which has triangular knee braces on the west gable end. The building is clad in vertical board-and-batten siding. The main entrance is on the south elevation, facing the parking lot rather than Soquel Drive to the west (cont., p. 3).

**Resource Name or #:** 7945 Soquel Drive

**P1. Other Identifier:**

**P2. Location:**

*Resource Name or #:

**P3a. Description:** (Briefly describe resource below)

The building at 7957 Soquel Drive is located in a commercial area of Aptos. It shares its long, curving 3.25-acre parcel, which is bounded by Aptos Creek to the east, with a strip of other commercial buildings and small parking lots. The 1.5-story building has a rectangular plan and steeply-pitched gabled roof with exposed rafter tails. It is oriented diagonally to the road (unlike the other buildings on the parcel). Small irregularly-shaped roof forms project out from the main roof, which has triangular knee braces on the west gable end. The building is clad in vertical board-and-batten siding. The main entrance is on the south elevation, facing the parking lot rather than Soquel Drive to the west (cont., p. 3).

**P3b. Resource Attributes:** HP6, 1-3 story commercial building

**P4. Resources Present:**

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)

**P5b. Description of Photo:**

**P6. Date Constructed/Age:** c1963

**P7. Owner and Address:**

**P8. Recorded by:**

**P9. Date Recorded:**

**P10. Type of Survey:** x Intensive Reconnaissance  

Describe:

**P11. Report Citation:**

**Attachments:** NONE  

See Office of Historic Preservation Recording Historical Resources for instructions.
B1. Historic Name: 7945 Soquel Drive

B2. Common Name: 7945 Soquel Drive

B3. Original Use: commercial

B4. Present Use: commercial

B5. Architectural Style: N/A

B6. Construction History:
  c1963 Original construction
  c1999 Retaining wall constructed and parking area altered
  c2015 120 sq ft entry ramp constructed, siding and 14 windows replaced
  c2016 Exterior door and window added on north side, utility storage shed built on north side

B7. Moved?  No

B8. Related Features:

B9a. Architect: N/A

B9b. Builder: N/A

B10. Significance:

B11. Additional Resource Attributes:

B12. References: see footnotes

B13. Remarks:

B14. Evaluator: Kara Brunzell

Date of Evaluation: March 8, 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
*P3a. Description (continued):
The partially-glazed wooden door is accessed by a short set of steps and an accessible ramp that wraps around the building from the west. The concrete ramp and staircase have metal railings, which are covered on the outer side by board-and-batten cladding that matches the building. The concrete ramp and staircase have metal railings, which are covered on the outer side by board-and-batten cladding that matches the building. A fence that projects southeast from the building to convert the back of the parking lot to the northeast of the parking spots into an outdoor dining area is likewise made of coordinated board-and-batten. Fenestration consists of vinyl windows with applied muntins in a variety of shapes and sizes. The board-and-batten fence continues along the rear parcel line past the other buildings.

Photograph 2: 7945 Soquel Drive, west elevation, camera facing southeast, February 9, 2021.
B10. Significance (continued):
Santa Cruz County
The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.

Aptos, Mexican and Early American Periods

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Apts Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Apts to Santa Cruz, San Francisco, and other communities during this era.

Lumber Industry in Aptos

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Apts’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Apts, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Apts Wharf.

Deforestation around Apts Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Apts changed to horticulture and fruit packing.

Late Nineteenth – Early Twentieth Century Apts

German immigrant Frederick Hihn, who would have a profound impact on the development of Apts and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Apts in 1875. Commercial activity in what is now Apts Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Apts. He built a hotel south of Apts designed to lure the wealthy to the area. The Apts Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Apts Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.

In 1882, the SPRR acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed from narrow to standard gauge. In 1884, the SPRR combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SPRR to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and

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3 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Apts Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.

4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Apts Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Apts Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.7

During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era
After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.8

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.9

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10


8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


Resource Identifier: 7945 Soquel Drive

1980s, then John Race and Ronald Mortenson in the 1990s. Purchased by the Potter family in 2014, the restaurant became Persephone, a farm-to-table restaurant run by the family team of Chef Cori Potter, her brother, and his wife.\textsuperscript{11}

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 7945 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of postwar development in Aptos, research has revealed no lasting impact on the town or region. Nor does the commercial building have important associations with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 7945 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 7945 Soquel Drive is not significant for its architecture or engineering. It may be an early-twentieth century house that was moved to the site, or it may be a replica that was constructed in the 1970s. It has been heavily altered in recent years by replacement of its siding and windows; its original form is unknown. Nor does it possess distinctive engineering or technological features. For these reasons, the property lacks both the significance and integrity required for his direct listing and is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. Wood-frame buildings are common, and their properties are well understood. 7945 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

The building at 7957 Soquel Drive is located in a commercial area of Aptos. It shares its long, curving 3.25-acre parcel, which is bounded by Aptos Creek to the east, with other commercial buildings and small parking lots. The building is rectangular in plan and has a low-pitch gabled roof with wide eaves and heavy exposed beams. HVAC and other building services are installed atop the roof. The building is clad in smooth stucco.

**P3b. Resource Attributes:**
- HP6, 1-3 story commercial building

**P4. Resources Present:**
- x Building
- Structure
- Object
- Site
- District
- Elements of District
- Other

**P5a. Photograph or Drawing:**
(Photograph required for buildings, structures, and objects.)

**P5b. Description of Photo:**
7957 Soquel Drive, northwest and southwest elevations, camera facing southeast, February 9, 2021.

**P6. Date Constructed/Age:**
c1963

**P7. Owner and Address:**
Potter Commercial LLC
7957 Soquel Drive
Aptos, Ca 95003

**P8. Recorded by:**
Kara Brunzell
Brunzell Historical
1613 B Street,
Napa, CA 94559

**P9. Date Recorded:**
February 9, 2021

**P10. Type of Survey:**
x Intensive
- Reconnaissance
- Other

Describe: 

HISTORICAL RESOURCES EVALUATION REPORT State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project, 2022

**Attachments:**
- NONE
- Map Sheet
- Continuation Sheet
- Building, Structure and Object Record
- Linear Resource Record
- Archaeological Record
- District Record
- Milling Station Record
- Rock Art Record
- Photograph Record
- Other (List): 

See Office of Historic Preservation Recording Historical Resources for instructions.
*Resource Identifier: 7957 Soquel Drive

B1. Historic Name: None

B2. Common Name: 7957 Soquel Drive

B3. Original Use: commercial

B4. Present Use: commercial

B5. Architectural Style: N/A

B6. Construction History: c1963 Original construction

B7. Moved? No

B8. Related Features (describe below):

B9a. Architect: N/A

B9b. Builder: N/A

B10. Significance: Theme: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

B11. Additional Resource Attributes:

B12. References: see footnotes

B13. Remarks:

B14. Evaluator: Kara Brunzell

Date of Evaluation: March 8, 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
*P3a. Description (continued):
There is a wooden pergola along the length of the main elevation, which faces southwest and is dominated by large windows and a set of glazed double doors. The building is flanked by a board-and-batten fence that runs along the rear parcel line, which matches the neighboring 7945 Soquel Drive. A tall sign near the street has a rectangular signboard topped with a butterfly-shaped signboard.

B10. Significance (continued):

Santa Cruz County
The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake,


*Required Information.
and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.2

**Aptos, Mexican and Early American Periods**
The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Aptos to Santa Cruz, San Francisco, and other communities during this era.3

**Lumber Industry in Aptos**
The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Aptos changed to horticulture and fruit packing.4

**Late Nineteenth - Early Twentieth Century Aptos**
German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.5

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a

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3 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.

4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.

couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.6

In 1882, the SPPR acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed from narrow to standard gauge. In 1884, the SPPR combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SPPR to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.7

During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPPR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.8

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.9

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

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6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
In the 1970s, the building was owned by Michael and Patricia Marchisio, who used it as one of their locations for the Santa Cruz Dairy Drive-In, a chain that sold local dairy, meat, and eggs. Born in Italy in 1914, Michael Marchisio came to the United States after serving in the Italian Navy for decades and spending years as an Allied prisoner of war. He came to Santa Cruz in 1952 and married Patricia about that time. He worked as a milk delivery driver and bought a chain of drive-in dairies in the late 1950s. In 1979, George and Arlene Domenichelli purchased the building for Aptos Dairy Farm. In 1982, the business was purchased by Blaine and Jolene Synder. In 1987, the business was transferred to Harry and Karen Barigan, and the following year it was purchased by John and Dianna Grimaldi. In the 1990s, it became Jorie’s Turkey Place, run by Jorie and Billy Feitelson, who sold roasted turkey out of the take-out café for a decade. They were known for their one turkey sandwiches and sold whole birds at Thanksgiving time as well as traditional New England holiday foods, such as lobster and clam chowder. Jorie was from New York and wanted to bring their traditions to Santa Cruz. In about 2020, Soul Salad LLC purchased the building.\footnote{Santa Cruz Sentinel, “Michael B. Marchisio Obituary,” Nov. 9, 2007 “Santa Cruz Dairy Drive-Ins,” Dec. 9 1970; “Fictitious Business Name Statement,” Mar. 21, 1979; Santa Cruz Sentinel, “Clerk Chases Down Suspect,” Jul. 24, 1981; Santa Cruz Sentinel, “Public Notice,” Sep. 9, 1982, 27; Santa Cruz Sentinel, “Notice of Bulk Transfer,” Jul. 9, 1987, C-12; Santa Cruz Sentinel, “Notice of Bulk Transfer,” S2p. 15, 1988, C-16; Janet Blaser, “The Return of Bella Napoli; Talking Turkey at Jorie’s,” Santa Cruz Sentinel, Nov. 7, 1997; Donna R. Maurillo, “Traditional Meal with New Twist,” Santa Cruz Sentinel, Nov. 18, 1992.}

Figure 1: Santa Cruz Dairy advertisement (Santa Cruz Sentinel, 1969).

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 7957 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of postwar development in Aptos, research has revealed no lasting impact on the town or region. Nor does the commercial building have important associations with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 7957 Soquel Drive is not associated with the life of a person important to our history. Michael and Patricia Marchisio were ordinary business-owners and research has revealed no indication that they made a lasting impact on local history or on the drive-in dairy business. Nor has research revealed important contributions by later owners. Therefore, it is recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 7957 Soquel Drive is not significant for its architecture or engineering. In its original form, it was a representative but commonplace example of midcentury modern commercial architecture, with the low-pitch gabled roof, large expanses of glass, and...
exposed beams associated with the style. It lacks aesthetic distinction, however; it is a small building without the bold roof forms or other eye-catching elements that characterize landmark examples of the style. As such, its original design was generally unremarkable. Furthermore, it was substantially altered and much of its original glazing, including clerestory windows, was removed after 2017. Large equipment atop the roof and the pergola in front of the building are additional alterations to the original building. For these reasons, the property lacks significance and integrity and is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 7957 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.
The building at 7963-7969 Soquel Drive is located in a commercial area of Aptos. It shares its long, curving 3.25-acre parcel, which is bounded by Aptos Creek to the east, with a strip of other commercial buildings and small parking lots. It has a rectangular plan and is sited on a slight slope. The roof is side-gabled with points that project and wide eaves. The roof at the southern half of the building is slightly lower in height. The building is clad in board-and-batten. The northern half of the building has two storefronts on the main (southwest) elevation with floor-to-ceiling windows and glazed doors; the southern half has one entrance and fewer windows. There is also a small shed to the north. The building is flanked by a board-and-batten fence.

**P3a. Description:** (Briefly describe resource below)

The building at 7963-7969 Soquel Drive is a 1-3 story commercial building with a rectangular plan and is sited on a slight slope. The roof is side-gabled with points that project and wide eaves. The northern half of the building has two storefronts on the main (southwest) elevation with floor-to-ceiling windows and glazed doors; the southern half has one entrance and fewer windows. There is also a small shed to the north. The building is flanked by a board-and-batten fence.
State of California — The Resources Agency:

DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

See Office of Historic Preservation Recording Historical Resources for instructions.

*Resource Identifier: 7963-7969 Soquel Drive
B1. Historic Name: None
B2. Common Name: 7963-7969 Soquel Drive
B3. Original Use: commercial
B4. Present Use: commercial
B5. Architectural Style: N/A
B6. Construction History: c1963 Original construction
c2015 120 sq ft ramp installed, siding and 14 windows replaced
c.2016 Exterior door and window replaced, utility shed constructed on north side
B7. Moved? X No
B8. Related Features (describe below):
B9a. Architect: N/A
B9b. Builder: N/A
B10. Significance: Theme: N/A
Area: Aptos, California
Period of Significance: N/A
Property Type: N/A
Applicable Criteria: N/A

B11. Additional Resource Attributes:
B12. References: see footnotes
B13. Remarks:

B14. Evaluator: Kara Brunzell

Date of Evaluation: March 8, 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  

CONTINUATION SHEET

See Office of Historic Preservation Recording Historical Resources for instructions.  

Resource Identifier:  7963-7969 Soquel Drive  
Caltrans Map Reference No.: 3  
County/Route/Postmile:  

*P3a. Description (continued):

Photograph 2: 7963-7969 Soquel Drive, northwest and southwest elevations, camera facing southeast, February 9, 2021.

B10. Significance (continued):

Santa Cruz County  
The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.1

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake.

and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.

**Aptos, Mexican and Early American Periods**

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Aptos to Santa Cruz, San Francisco, and other communities during this era.

**Lumber Industry in Aptos**

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Aptos changed to horticulture and fruit packing.

**Late Nineteenth – Early Twentieth Century Aptos**

German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel.

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3 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010.

4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


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couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.6

In 1882, the SPRR acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed from narrow to standard gauge. In 1884, the SPRR combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SPRR to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.7

During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.8

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.9

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

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6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
The commercial property has been the location of a number of businesses over the decades since original construction in 1963. Hogan’s Shoes, Fox’s Shoes, Wave Lengths Hair Salon and Open Door Locksmith were among the enterprises operated from the building. In the late 1960s, Richard Wayne Jones operated Desi Sont Coiffures business at 7969 Soquel Drive. By 2021, Radiance Salon is located at 7963 Soquel Drive, and Aptos Computer Services and Diana Thomas Mobile Notary Services reside at 7969 Soquel Drive.11

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 7963-7969 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of postwar development in Aptos, research has revealed no lasting impact on the town or region. Nor does the commercial building have important associations with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 7963-7969 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is not recommended eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 7963-7969 Soquel Drive is not significant for its architecture or engineering. It is a commonplace example of midcentury modern commercial architecture, with the low pitch gabled roof, large expanses of glass, and exposed beams associated with the style. It lacks aesthetic distinction, however; it is a small building without the bold roof forms or other eye-catching elements that characterize landmark examples of the style. Its architectural features are unremarkable and indicate that the building was designed with cost-consciousness as a paramount concern. Furthermore, siding and windows have been replaced outside the historic period. For these reasons, the property lacks the significance and integrity required for historic listing and is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 7963-7969 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

*Resource Name or #: 7979 Soquel Drive
Caltrans Map Reference No.: 5

P1. Other Identifier:

P2. Location:

P3. Location Data:

P3a. Description:
The building at 7979 Soquel Drive is located in a commercial area of Aptos. It shares its long, curving 3.25-acre parcel, bounded by Aptos Creek to the east, with a strip of other commercial buildings and small parking lots. There is a parking lot in front of the building to the southwest. The split-level building has a T-shaped plan and cross-gabled roof with overhanging eaves and gable points that project forward. It is clad in board-and-batten (cont., p. 3).

P4. Resources Present:

P5a. Photograph or Drawing:

P5b. Description of Photo:

P6. Date Constructed/Age:
c1965

P7. Owner and Address:
Potter Commercial LLC
7957 Soquel Drive
Aptos, CA 95003

P8. Recorded by:
Kara Brunzell
Brunzell Historical
1613 B Street,
Napa, CA 94559

P9. Date Recorded:
February 9, 2021

P10. Type of Survey:
x Intensive

**P11. Report Citation:

*Required Information.
**Resource Identifier:** 7979 Soquel Drive  
**NRHP Status Code:** ________  

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| B6. Construction History | c1968 Original construction  
c2015 120 sq ft ramp installed, siding and 14 windows replaced  
c2016 Exterior door and window replaced, utility shed constructed on north side |
|-------------------------|-----------------------------------|

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| B10. Significance | Theme: N/A  
Period of Significance: N/A  
Area: Aptos, California  
Property Type: N/A  
Applicable Criteria: N/A |
|--------------------|------------------|

See continuation sheets.

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(Sketch Map with north arrow required.)
*Required Information.

Resource Identifier: 7979 Soquel Drive

Caltrans Map Reference No.: 5

CONTINUATION SHEET

See Office of Historic Preservation Recording Historical Resources for instructions. __x__ Continuation ___ Update

**P3a. Description (continued):**
The middle floor is at the west end of the building, and an external staircase leads to entrances on the bottom and top floors. A balcony along the length of the top floor accesses the second-floor entrances, and there is a second staircase on the southeast elevation. All five entrances on the main elevation of the building feature matching partially-glazed wooden doors with diamond shaped window panes flanked by floor-to-ceiling windows. To the northwest of the building is a board-and-batten fence that runs along the rear parcel line.

Photograph 2: 7979 Soquel Drive, southwest and southeast elevations, camera facing north, February 9, 2021.

**B10. Significance (continued):**

Santa Cruz County

The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

Aptos, Mexican and Early American Periods

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Apts Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Apts to Santa Cruz, San Francisco, and other communities during this era.3

Lumber Industry in Apts

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Apts’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Apts, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Apts Wharf. Deforestation around Apts Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Apts changed to horticulture and fruit packing.4

Late Nineteenth – Early Twentieth Century Apts

German immigrant Frederick Hihn, who would have a profound impact on the development of Apts and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Apts in 1875. Commercial activity in what is now Apts Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.5

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Apts. He built a hotel south of Apts designed to lure the wealthy to the area. The Apts Hotel boasted an


*Required Information.
array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.\(^6\)

In 1882, the SPPR acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed from narrow to standard gauge. In 1884, the SPPR combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SPPR to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.\(^7\)

During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPPR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

**Postwar Era**

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.\(^8\)

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.\(^9\)

\(^6\) Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


\(^8\) Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.

\(^9\) Kevin Newhouse and Aptos History Museum, Aptos, Arcadia Publishing: Charleston, South Carolina, 111-125.
Resource Identifier: 7979 Soquel Drive  County/Route/Postmile:

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

7979 Soquel Drive
In 1965, the building was home of Old Crest Antiques and Gifts which was located in the upstairs space sold Scandinavian imports. Also during this time, Carpet Castle was located at this address. From 1969 and into the 1980s, the building was occupied by Kendall, Potter, & Mann realtors. From the late 1990s to 2022, Coldwell Banker Jackson & Mann Real Estate Agency (later simply Coldwell Banker) has been located in the office space.11

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 7979 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of postwar development in Aptos, research has revealed no lasting impact on the town or region. Nor does the commercial building have important associations with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 7979 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is not recommended eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 7979 Soquel Drive is not significant for its architecture or engineering. It is an unremarkable example of midcentury modern commercial architecture, with the low pitch gabled roof and large expenses of glass associated with the style. It is an ordinary building and lacks aesthetic the distinction that characterizes landmark examples of the style. For these reasons, the property is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 7979 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NRHP.


**Resource Name or #:** 100 Aptos Creek Road  
*Required Information.*

**Caltrans Map Reference No.:** 8

**P1. Other Identifier:** Aptos Village Park

**P2. Location:** Not for Publication  
Unrestricted

*Required Information.*

**P3a. Description:** (Briefly describe resource below)
The 8.5-acre Aptos Village Park is located just north of Soquel Drive in Aptos, at the meeting of residential and commercial neighborhoods. At a lower elevation than the streets around it, the 8.5-acre park consists of a wide circular lawn surrounded by mature trees, cradled in a bowl created by the topography (cont., p. 3).

**P3b. Resource Attributes:** HP31, urban open space

**P4. Resources Present:** x Building  
Structure  
Object  
Site  
District

**P5a. Photograph or Drawing:** (Photograph required for buildings, structures, and objects.)

**P5b. Description of Photo:** Overview from Park Access Road, camera facing northwest, February 9, 2021.

**P6. Date Constructed/Age:** N/A  
x Historic  
Prehistoric  
Both

**P7. Owner and Address:**  
Santa Cruz County  
979 17th Ave  
Santa Cruz, CA 95062

**P8. Recorded by:**  
Kara Brunzell  
Brunzell Historical  
1613 B Street  
Napa, CA 94559

**P9. Date Recorded:** February 11, 2021

**P10. Type of Survey:** x Intensive  
Reconnaissance  
Other

**P11. Report Citation:**  
HISTORICAL RESOURCES EVALUATION REPORT State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive— and Coastal Rail Trail Segment 12 Project, 2022

**Attachments:**  
NONE  
Map Sheet  
Continuation Sheet  
Building, Structure and Object Record  
Linear Resource Record  
Archaeological Record  
District Record  
Milling Station Record  
Rock Art Record  
Artifact Record  
Photograph Record  
Other (List):

See Office of Historic Preservation Recording Historical Resources for instructions

*Required Information.*
State of California — The Resources Agency: 

DEPARTMENT OF PARKS AND RECREATION 

BUILDING, STRUCTURE, AND OBJECT RECORD

See Office of Historic Preservation Recording Historical Resources for instructions.

<table>
<thead>
<tr>
<th>*Resource Identifier:</th>
<th>100 Aptos Creek Road</th>
<th>*NRHP Status Code:</th>
</tr>
</thead>
</table>

B1. Historic Name: aptos Village Park

B2. Common Name: Aptos Village Park

B3. Original Use: park

B4. Present Use: park

B5. Architectural Style: N/A

B6. Construction History: 1974, original development

1976, community center/clubhouse constructed

1991 damaged chimney repaired

B7. Moved? Yes

B8. Related Features (describe below):

B9a. Architect: N/A

B9b. Builder: N/A

B10. Significance: Theme:

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

See continuation sheets.

B11. Additional Resource Attributes:

B12. References: see footnotes

B13. Remarks:

B14. Evaluator: Kara Brunzell

Date of Evaluation: 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

*Required Information.
*P3a. Description (continued):

Figure 2: Aptos Village Park layout map.

Key:
01 – Park Access Road
02 – Aptos Village Park sign
03 – Aptos Village Park lawn
04 – Aptos Village Park clubhouse
05 – Aptos Village Park parking lot
06 – Aptos Village Park gazebo

The curving Park Access Road hugs the edge of the park, leading down beneath the trees along its eastern border from Aptos Creek Road to a parking lot near the clubhouse at its north end. Aptos Creek runs along the west edge of the park, while the railroad tracks pass it above the Park Access Road to the southeast. The clubhouse building has a rectangular plan and a medium pitch hipped roof. Wide overhanging eaves on the east, west, and south elevations are supported by heavy square wooden posts. There is a wide chimney made of pale bricks near the center of the roof and multiple entrances fitted with carved wooden double doors. Cladding is vertical groove plywood. Fenestration consists of aluminum slider windows. There are two externally accessed
bathrooms on the north elevation. The gazebo is roughly 100 feet southwest of the clubhouse building near the southwest corner of the parking lot and on the northwest end of the lawn. In addition to the lawn, there are small areas of modest decorative plantings featuring flowering trees and small shrubs sloping down from the clubhouse to the parking lot as well as within the parking lot. Many of the trees along the creek and access road along the borders of the park are mature enough to predate its creation in the 1970s; others appear to be volunteers rather than intentional plantings. These areas are natural or naturalistic rather than designed.


Photograph 3: Park Access Road, camera facing southwest, February 9, 2021.
Photograph 4: Aptos Village Park clubhouse, north and west elevations, camera facing southeast.

Photograph 5: Aptos Village Park clubhouse, west and south elevations, camera facing northeast.
Santa Cruz County

The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.²

**Late Nineteenth – Early Twentieth Century Aptos**

German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village, including lumbering and shipping businesses, was a major business, with its products shipped out of Aptos Wharf.

Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Aptos changed to horticulture and fruit packing. At this time, the Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Apts. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.

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3 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.

4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.

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In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.

100 Aptos Creek Road

By early 1972, local leaders were discussing developing a park between Aptos Village and Aptos Creek. The 8.5-acre property was already owned by the County and was a steeply-sloped, undeveloped site that was heavily wooded at its borders. In 1974, Santa Cruz County named it Aptos Village Park and made the property part of a plan to develop more open spaces for the community. A community center (the clubhouse building) at the park was constructed in the late 1970s by the Cabrillo Lions Club of Aptos, advertising a large meeting room with fireplace, a kitchen, and restrooms. The community center was for the use of the whole county, open for community groups such as girl scouts and senior citizens. Aptos Village Park has served as a wedding destination for decades, with people getting married at the gazebo and having receptions in the park. It has been the location for tree lighting ceremonies in the winter and fireworks and Fourth of July booths in the summer. In fact, the annual tree lighting ceremonies in the winter and fireworks and Fourth of July booths in the summer.


8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: The Aptos Village Park is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of the expansion of the Santa Cruz County park system in the 1970s, research has revealed no lasting impact on local history. Nor does the park have important associations with significant historic contexts. Therefore, the park is not recommended eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: The Aptos Village Park is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is not recommended eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: The Aptos Village Park is not significant for its architecture or landscape architecture. The park itself was not designed by a landscape architect, nor were its clubhouse or gazebo architect-designed. It is primarily open space, and does not exhibit features of a designed landscape. Its community center/clubhouse is an ordinary midcentury building and does not exhibit any notable aesthetic qualities. The park, its plantings, its buildings, and its structures are ordinary examples of park features that do not possess distinctive engineering, design, or technological features. For these reasons, the property is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, structures themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. Open-space parks and wood-frame buildings are common, and their properties are well understood. The Aptos Village Park therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

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City of Santa Cruz
The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gasper de Portolá came upon the Santa Cruz river and named it San Lorenzo. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s,
Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino in which bathing and dining were connected with boardwalks.²

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The Town of Aptos

The name Aptos is Ohlone and has been associated with the area since at least 1833 when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses.⁴

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s and by the early 1900s, timber resources had been depleted. Thus, the economic focus in Aptos changed to horticulture and fruit packing.⁵

In 1874, Frederick Hihn began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad.

Tourism in the area began when sugar baron Claus Spreckels bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to F. A. Hihn and Thomas Brady.⁶

In 1882, the Southern Pacific Railroad acquired Hihn’s Santa Cruz Railroad and by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed to broad gauge. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line that ran through Aptos. Growing tourism demands led to more worker housing and


hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s.7

During the 1920s, motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the Santa Cruz Branch, also known as the Santa Cruz Railroad. After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. The construction of State Route 1 through Aptos attracted development of former agricultural properties in the 50s and 60s. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.8

Cabrillo College was established in 1962 near Aptos, and Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures operating in Aptos today. The 1990s brought the Seascape Resort, even though its construction was highly protested. It became the largest development in Aptos and brought tax revenue without having to provide services for full-time residents.9

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. In 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

The Bay View Hotel
The Bay View Hotel is a 3.5-story building in the commercial district of Aptos Village. It was built during a period of economic development in Santa Cruz County in the 1870s, as rail lines were being expanded and tourism increased. Joseph Arano, a successful merchant, chose the location specifically because of the new rail lines. The hotel was built in the Italianate style, designed to serve first class travelers and business visitors. Arano built the hotel in 1878 and it was known as the Anchor House. The name of the hotel changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914 when the lumber economy crashed and the hotel ran out of business.11

During the 1880s and 1890s, when the Loma Prieta Mill was thriving, the hotel had some of its best years. The local economy was doing well, and Aranos’ hotel became the principal one in Aptos after Claus Spreckels demolished his own hotel in 1896. Arano and his daughter Aimerlan ran the hotel until 1919, but World War I led to the close of the hotel. In 1942, Aranos’ heirs sold the hotel to Fred Toney. In 1946, Toney moved the hotel sixty feet north and west so that there was more land available between the hotel and the intersection. At this time, they also installed modern plumbing and electricity. Toney reopened the hotel and his family operated it until 1973. He used the old barn behind the hotel as an antique shop, the Aptos Village Fair Antiques, which was open until the mid-2000s. During Toney’s ownership, he also leased the hotel coffee shop to Bill and Vera Guzules, who opened it in 1951.12

After the Tones, the Bay View was owned by Francisco (“Frank”) Fonse Leal and Pietro Joseph Marchese, who hired Tanner Wilson as a consultant to help them with the restoration of the building. During their ownership from 1981 to 1990, they replaced Toney’s popular gift shop with a bar and completed a number of restoration projects, adding antiques and historic photos as well.13

In the 1990s, the Bay View’s restaurant, The Veranda, advertised New American cuisine and was once again a popular dining destination of the community. Also, the restaurant, patio, gardens, and historic rooms-for-rent made the Bay View a popular

---

The Bay View Hotel was added to the NRHP in 1992. A field visit in February 2021 revealed that the exterior of the building has not been substantially altered since its nomination. It therefore retains its historic integrity. The Bay View Hotel remains the most architecturally significant historic building of Aptos Village.

Figure 1: Bay View Hotel, photographed by Bill Burkhart, 1989.
Resource Identifier: 8041 Soquel Drive

Figure 2: Bay View Hotel, photographed by Bill Burkhart, 1989.

Figure 3: Bay View Hotel, photographed by Bill Burkhart, 1989.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _______ Page _______

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 92000259 Date Listed: 3/30/92

Bayview Hotel
Property Name

Santa Cruz CA
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

__________________________
Signature of the Keeper 3/31/92
Date of Action

Amended Items in Nomination:

Statement of Significance: Under Applicable National Register Criteria, C is removed.

This information was confirmed with Marilyn Lortie of the California State historic preservation office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

FEB 28 1991

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. Directions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property
   historic name Bayview Hotel
   other names/site number Anchor House

2. Location
   street & number 8041 Soquel Drive
   city, town Aptos
   state California code CA county Santa Cruz code 087 zip code 95003

3. Classification
   Ownership of Property
   ☑ private
   ☐ public-local
   ☐ public-State
   ☐ public-Federal

   Category of Property
   ☑ building(s)
   ☐ district
   ☐ site
   ☐ structure
   ☐ object

   Number of Resources within Property
   ☑ Contributing ☑ Noncontributing
   buildings sites structures objects Total

   Number of contributing resources previously listed in the National Register 0

   Name of related multiple property listing: NA

4. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

   In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

   Signature of certifying official
   ☑ State or Federal agency and bureau

   Date

   In my opinion, the property ☑ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

   Signature of commenting or other official
   ☑ State or Federal agency and bureau

   Date

5. National Park Service Certification
   I, hereby, certify that this property is:
   ☑ entered in the National Register.
   ☐ See continuation sheet.
   ☐ determined eligible for the National Register. ☐ See continuation sheet.
   ☐ determined not eligible for the National Register.
   ☐ removed from the National Register.
   ☐ other, (explain:)

   Signature of the Keeper
   Date of Action
6. Function or Use

<table>
<thead>
<tr>
<th>Historic Functions (enter categories from instructions)</th>
<th>Current Functions (enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic/Hotel</td>
<td>Domestic/Hotel</td>
</tr>
</tbody>
</table>

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian/Italianate

Materials (enter categories from instructions)

<table>
<thead>
<tr>
<th>foundation</th>
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</thead>
<tbody>
<tr>
<td>walls</td>
<td>Wood/Weatherboard</td>
</tr>
<tr>
<td>roof</td>
<td>Wood/Shake</td>
</tr>
<tr>
<td>other</td>
<td></td>
</tr>
</tbody>
</table>

Describe present and historic physical appearance.

The Bayview Hotel is an imposing three story building that dominates the surrounding small commercial district of Aptos Village both by its size and its stately Italianate style. The arrangement of windows, dormers and brackets is extremely orderly on all sides, giving the building a dignified appearance from any view.

The walls of the first two floors are covered with shiplap siding, finished with quoins at all corners. A porch extends across the entire front (southern) facade and wraps around half of the eastern side as well. Originally open, the porch was partially enclosed with glass around 1946; its original chamfered posts and decorative scrollwork remain intact. A shallow course of platform stairs runs the full length of the porch. The porch is topped with a scrollwork balustrade. Entrance to the hotel is through two doors at either end of this facade. (Originally there were three identical panelled doors with transoms above; two of these now fall within the enclosed porch, but remain intact.) The first floor windows are tall 2/2 double hung, with decorated lintel and surround.

Windows on the second floor repeat the tall 2/2 shape of the first floor, but are topped with triangular pediments supported by brackets. Setting off the second floor from the mansard roof is a boxed cornice and frieze; the frieze decorated with panels and substantial, regularly spaced brackets. Wooden letters attached to the frieze spell Bay View Hotel on the south and west sides.

The mansard roof that comprises the third floor is covered with wood shakes, as is the hipped roof above. Projecting from the third floor mansard on all sides are gabled dormers with pediments, and 2/2 double hung windows as on the second floor. The north face of the mansard has four flush windows of various shapes as well. A very simple pipe railing, installed after 1946, runs around the perimeter of the mansard roof. Historic photographs and illustrations indicate that the mansard was originally topped with a wooden balustrade; a tall cupola with bellcast mansard, cresting and flagpole rose from the center. The removal of the cupola appears to have occurred between 1896 and 1918. The hipped roof, added at that time, has two squat hipped dormers on the south side.

The north side of the hotel is the "service" side, with a small back porch similar in construction to the front. Overgrown utility sheds project at the northwest side; a one-story cement block addition with shed roof and metal windows has been added at the north east corner. Between them is a simple patio of relatively recent origin.

In front of the hotel is a huge magnolia tree which contributes to the well-established atmosphere. In the landscaped area immediately to the west is a recently-constructed gazebo of wood and lattice.

The Bayview Hotel was moved in 1946 approximately 60 feet to □ See continuation sheet its current site. The orientation of the hotel to the town, street and railroad as recorded in aerial photographs was not altered, and the Bayview Hotel remains the most significant landmark of Aptos Village as it has for over 100 years.
8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally  ☐ statewide  ☑ locally

Applicable National Register Criteria
☐ A  ☐ B  ☑ C  ☐ D

Criteria Considerations (Exceptions)
☐ A  ☑ B  ☐ C  ☐ D  ☐ E  ☐ F  ☐ G

Areas of Significance (enter categories from instructions)
Entertainment/Recreation

Period of Significance
1878-1919

Significant Dates
1878

Cultural Affiliation
NA

Significant Person
NA

Architect/Builder
Doyle and Company

SUMMARY: The Bayview Hotel represents a type of construction that occurred during a period of economic development throughout Santa Cruz County in the 1870s as rail lines were extended to once-remote areas, leading to parallel expansion of both tourism and commerce. Joseph Arano, already a successful merchant, chose the Aptos location specifically because of the newly-established rail connection. The hotel was designed to serve a "first class" clientele of travelers, business visitors, and well-to-do vacationers, all of which were being attracted to the area. Two other comparable hotels were built in the area around the same time, but these no longer exist. Because of its quality design and construction, its size in relation to adjoining buildings, and its function as a hub of social activity, the Bayview Hotel was from the beginning a focus point for the community. Although the hotel fell into a period of disuse between the two wars, at a time when the county's economy was virtually stagnant, it has in recent years revived to play its historic role.
9. Major Bibliographical References

Elliott, Wallace; *Santa Cruz County Illustrations*; San Francisco, 1879
Francis, Phil; *Santa Cruz County*; Santa Cruz, 1896
Register Pajaronian; Sept. 22, 1928
Ibid; November 19, 1975
Santa Cruz County Historical Trust; photo clipping files
Santa Cruz Sentinel; March 27, 1875
Ibid; July 13, 1878
Ibid; Sept. 21, 1878
University of California at Santa Cruz; Special Collections photo files
Wulf, William; *Early History of Hotels of Aptos*; Unpublished Ms., 1977
Aptos Branch Library

Previous documentation on file (NPS):
☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings
☐ recorded by Historic American Engineering

Primary location of additional data:
☐ State historic preservation office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Specify repository:
☐ Aptos Branch, Santa Cruz City-County Library System

10. Geographical Data

Acreage of property 1.5 acres

UTM References
A 1,0 59,7 9,6,5 4,0 9,2 7,5,0
Zone Easting Northing
B
C
D

See continuation sheet

Verbal Boundary Description

The nominated property occupies county parcel #41-011-31 located in the community of Aptos. This parcel measures approximately 100' x 300' fronting on Soquel Drive, with a 20' easement extending from the northeast corner to Trout Gulch Road.

Boundary Justification

The boundary includes the entire parcel on which the Bayview Hotel is located. The boundaries encompass the historic resource and its immediate setting.

11. Form Prepared By

name/title Doreen Ferguson, Cynthia Mathews, Micki Ryan
organization Santa Cruz County Historical Trust
street & number 118 Cooper Street
city or town Santa Cruz
date 9-30-89
telephone 408-425-2540
state CA
zip code 95060
Local Historical Context

The area of central coastal California that was to be politically defined as Santa Cruz County has consistently attracted settlement by its natural resources. Abundantly endowed with copiously flowing freshwater streams, loamy bottomlands, heavily forested hills, subsurface mineral deposits, and diverse maritime resources, the area attracted a series of prehistoric settlers from 12,000 BP. The well favored area was selected as a Spanish mission site in 1791, and as one of only three Alta California pueblos, Villa de Branciforte, in 1796. By 1810 the mission at Santa Cruz had profoundly disrupted pre-contact settlement patterns through depletion of the native local population, while the mission's limited subsistence agriculture and grazing economy had little impact on the natural resources. Secularization of mission lands under the Mexican political regime brought little change in broad patterns of land use, and repopulation by Mexican settlers never reached the numbers estimated in local residence prior to missionization. The richness of the region did not escape the notice of entrepreneurial foreigners, who were quick to manipulate restrictive Mexican land laws to their advantage.

The Gold Rush brought tens of thousands to California, and many of those seekers recognized the potential for reward in agricultural, industrial and land speculation ventures. With the passage of United States land redistribution laws in 1851, a new era of concentrated settlement and resource use began, and at this time Santa Cruz County was created as a political entity.

The earliest American development in the new County took place within agricultural floodplains or in the forested hills around major rivers, creating landings, ports and shipping wharves strategically located around Monterey Bay. From the 1850s to the 1870s the valleys were a sea of grain in summer, and a quagmire of interlocking sloughs in winter. As bottomlands were drained and rivers leveed or bridged, a narrow gauge rail system was developed by private investors in the area's land speculation and industrial enterprises. The local rail system linked communities, provided connections with spur lines into the mountain lumber camps, and most importantly met the national rail system with its market contacts in the south county.

The 1870s and 1880s were boom times for the County, marked by the rapid development of labor intensive agricultural, forest, maritime and mineral industries. During this period the landscape was reorganized into economically stratified communities along primary transportation routes, surrounded by well spaced farmsteads; industrial sites such as mills and factories
were located along the major rivers; and temporary camp communities moved from canyon to canyon in the mountains. By the mid 1890s each of these activities had left the indelible mark of their presence in the form of settlement patterns and place names; domestic, commercial, industrial, public and recreational architectural forms; ethnic enclaves; and the beginnings of polarization of political alliances and resource bases in the "north" and "south" county.

As the county emerged from the widespread economic recession of the 1890s, which had been exacerbated locally by profit-driven depletion of the area's natural resource base, a new industry emerged in the promotion of tourism. Always recognized as a place of retreat and restorative leisure by leading families from the San Francisco Bay area, the county's natural attributes were touted to a new market as the idea of Everyman's vacation spot. Grand hotels were joined by tent camps, while the lumber camp spur lines were rejuvenated to carry the adventurous into the mountains, and an electric trolley system carried guests to the seashore. Casinos, dance pavilions and bath houses were erected at the shoreline, pushing the fishing industry into ethnic and geographic enclaves. A preservation ethic was born as excursions revealed the beauty of the remaining redwood forests and shoreline marshes to the city dwellers. The automobile soon overtook rail as the favored mode of transportation, giving rise to a sprinkling of en-route communities supported by traveler services.

The post World War II era brought renewed agricultural and food processing industries to the south county, widening the schism between the stable agricultural south county and the more heavily populated, tourism dependent north county. Today, residential infill with its attendant services and a burgeoning high technology industry blue the distinctions created by late nineteenth century settlement processes, but the landscape retains a visible memory of its history. Historical resources representing each of the chronological periods and activities described above were identified in a 1987 Historical Resources Inventory for the unincorporated county areas, and are summarized here:

A) Prehistoric to early mission era, 12,000 BP - 1810 AD:

Organized villages, resource camps, shrines, trade and communication routes; represented in archaeological distribution and place names.

B) Frontier settlement, subsistence agriculture and grazing, early industries, 1797 - 1850:

Mission architecture and outpost buildings, hacienda style ranchsteads with associated laborer villages, townhouses and commercial buildings, sawmills and flouring mills. Activities represented in adobe architecture, wood frame architecture, foundation ruins, place names.
(C) Commercial agriculture, extractive industries, manufacturing, resource processing, trade and shipping, community development, 1850 - 1880:

Special function industrial architecture of wood frame, mortared stone, brick and iron; domestic and commercial architecture reflecting period styles interpreted by local carpenters; farmsteads of vernacular construction; small hotels; village and community landscape organization; wharf and rail depot and terminus structures. Activities represented in landscape remnants, agriculture buildings, wood frame and brick domestic architecture, wood frame, brick and stone industrial and commercial buildings, depots and depot sites, wharf remnants and sites, place names.

(D) Commercial agriculture and horticulture, commercial lumbering, extractive industries, dairying, manufacturing, packing and bottling, rail transportation and trade, recreation, community development, 1875 - 1895.

Ethnic communities, company camps, laborer housing, stratified community development with architecture reflecting influence of period styles using standard decorative elements and local architect/builders, large hotels and resorts, country estates, special function architecture for industries and manufacturing, rail depots and terminals. Activities represented by architectural constructions of wood frame, stone, brick, and iron; transportation and communication routes; social service architecture; recreation sites; community social and political organization.

(E) Promotion of tourism, expansion of transportation system, development of transportation strip communities, polarization of economic bases, 1890 - 1940:

Day visitor facilities, recreational services, publicly owned nature reserves, public works facilities and services, conversion of country estates to apartment housing, packing and processing industrial plants, in addition to continued activities and use of sites and facilities from previous era. Activities represented by recreation and amusement structures; multi-unit domestic architecture; residential infill; camp and recreation facilities; public transportation, communication, water and power system facilities; fair-weather cottage construction; in addition to domestic, public, and commercial structures of recognized architectural style rendered by professional architects.

(F) Post-war mass housing, high-technology industries, residential housing replacing agricultural lands, increased polarization of economic base and multi-cultural community, 1940 - 1960.
Tract domestic architecture; clustered services away from town centers; industrial park development with tilt-up construction; continued application of formal architectural style in domestic, commercial and public architecture; expansion of publicly funded preserves and recreation sites. Activities represented by structures of wood frame, concrete, stone, brick, post and adobe, steel frame; concrete bridges, transportation routes.

Site Context:

The Bayview Hotel represents context D in chronological and land use setting. Its architectural and cultural significance continued into context E as an active contributor to the tourism industry.

History:

An Aptos correspondent to the Santa Cruz Sentinel wrote on March 27, 1875, "The engine is here. It crossed the Aptos creek on last Saturday afternoon for the first time. Although the present engine is of rather a diminutive pattern, nevertheless it will bring important changes to our flourishing village." And change it did.

By 1879 Wallace Elliott observed, "The twenty miles of narrow gauge railroad from the Pajaro Valley to the Bay of Monterey at Santa Cruz has been in operation about eighteen months, and has wonderfully quickened the growth of the town. It connects with the Southern Pacific Railroad at Pajaro, and acts as a feeder to that line. . . The railroad, by giving the means of rapid communication with San Francisco, and all parts of the State and the East, has called attention to the town and valley."

Establishment of the line encouraged expansion of lumbering operations throughout the Aptos hills. The numerous mills along Valencia Creek and Aptos Creek now had an efficient transportation system to reach larger markets throughout the state, where their high grade lumber was in great demand. At the same time, agriculture was a developing economy in the area, with a need for quick, reliable transport to distant markets.

But certainly the most noticeable demand for hotel space was that created by the emerging tourist industry. The fabulous Aptos Hotel built by sugar-baron Claus Spreckles in 1874 had established the community as a fashionable destination for wealthy vacationers. Promotions for the resort mention its elegantly-furnished rooms, grounds and recreational facilities, magnificent panoramic views, nearness to the long safe beach, and also note that "Aptos is very easy of access. The cars of the Southern Pacific Railroad Company make daily trips connecting the narrow-gauge road at Pajaro, which passes within a short distance of the hotel."

During this period in the mid 1870s, Jose Arano had already established himself as a successful merchant in the town of Aptos. A native of France who had reached California in 1852, Arano married a daughter of Californio Rafael Castro in 1862 and established his business in Aptos. Described as intelligent, multi-lingual, an astute businessman, genial and well-respected, Arano established his store and post office as a principal focus for the town.
Perceiving the potential impact of the new railway on the town’s economy, Arano began in 1874 to plan for expansion of his business at a location right next to the train line. The building was completed in 1878, and an account written the following year states:

"This fine hotel building, known as the Anchor House was erected by Joseph Arano, at the Aptos depot on the Santa Cruz Railroad, and about one hundred yards from the beach, on a nice level plateau, between two of the finest trout streams in the State. The house contains, on the first floor, one fine store, Post Office and bar-room. The hotel proper contains 28 fine, large sunny rooms, all of which are in elegant order. The grounds contain one and one-half acres of land, with good outbuildings, and plenty of good mountain water. The house is new and elegantly finished. It is in every respect a first-class hotel. Our illustration shows the situation of this fine property close to the railroad, with a view of the hills in the immediate rear. Attached to the hotel is a fine yard and garden, with arbors and fountains."

The name of the hotel was changed within a few years to the Bay View Hotel. Its best years came during the period of the 1880s and 1890s. During this time the Loma Prieta Mill on Aptos Creek became one of the largest lumber operations in the state, contributing to a thriving local economy. The personal estates of Claus Spreckles and his brother-in-law Henry Mangels drew frequent parties of distinguished visitors to the area. By 1896 Spreckles had torn down his own hotel for the expansion of his estate, and a contemporary account notes, "The principal hotel is owned and kept by the Aranos, whose Spanish dinners are famous." Famous guests included Lillian Russell, King Kalakaua and many European visitors.

Arano (by this time known as Joe or Joseph) and his daughter Amelia continued to run the hotel until 1914; Amelia then ran the hotel with the help of two nieces until 1919. The advent of World War I and changing fashions led to a decline in fortunes for the hotel, and in 1919 it was closed up. A service wing of the unused hotel was destroyed by fire in 1928, a great personal blow to Arano who was 94 years old at the time.

In 1942, Arano's heirs sold the hotel to Fred Toney. Toney's original plan was to demolish the hotel for the lumber, but coincidentally a local utility crew needed short term housing and so Toney was convinced to reopen the hotel. In 1946 Toney decided to move the hotel about 60 feet north and west back from the intersection, leaving that land available for other commercial uses. The move was done by Toney himself with a crew of local workers. At this time modern plumbing and electric lights were installed, but care was taken to preserve the marble fireplaces and other interior features. Other than partial enclosure of the porch, very few alterations were made. The hotel retained its historic proximity and southerly orientation to the train tracks. Toney reopened the hotel and restaurant, which was operated by his family until 1973. At that time, the business itself was leased, while ownership of the property remained in the hands of Toney's daughters. A 1975 fire destroyed the hipped roof, which was rebuilt. The business was sold again in 1982 and 83, at which time the modern wrought iron fence was installed. In 1989 the business and property were sold again to a local partnership which intends to restore the building to its original use as quality accommodations for visitors.
Photo Log

All photos by Bill Burkhart, August, 1989
Negative location: County of Santa Cruz Planning Department
701 Ocean Street, Room 406B
Santa Cruz, CA 95060-4071

1. Looking northwest
2. Looking northwest
3. Looking east, showing enclosed porch housing dining room
4. Looking south, showing north facade (rear of property)
5. Looking north, showing detail of south (principal) entrance
6. Verandah Restaurant, restored bar area with rosette overhead
7. Guest fireplace
8. Antique lighting fixture and plaster rosette in parlor
9. Interior didning area with marble fireplace
10. Interior view of front entryway
11. Newel post of interior stairway
12. Interior dining area with 10 foot ceilings and marble fireplace
13. Exterior verandah dining area
**Resource Name or #:** Toney Building

**Caltrans Map Reference No.:** 11

**P1. Other Identifier:**

403 Trout Gulch Road

**P2. Location:**

* Not for Publication  x Unrestricted

*a. County*

Santa Cruz County

*b. USGS 7.5’ Quad:*

Capitola

Date 1912

County/Route/Postmile:

T 11S;R 1E of of Sec 18; B.M.

*c. Address*

403 Trout Gulch Road

City Apts

Zip 95003

*d. UTM::*

Zone

mE/
mN

*e. Other Locational Data*

APN 04-1-01

**P3a. Description:**

(Briefly describe resource below)

The building at 403 Trout Gulch Road is located on Apts’s commercial strip along Soquel Drive. The half-acre parcel is bounded to the southeast by Trout Gulch Road and the southwest by Soquel Drive, with a parking lot between the building and Soquel Drive. The building, which occupies most of the parcel, has an L-shaped plan (cont., p. 3).

**P3b. Resource Attributes:**

HP6, 1-story commercial building

**P4. Resources Present:**

x Building Structure Object Site District

Elements of District Other

**P5a. Photograph or Drawing**

(Photograph required for buildings, structures, and objects.)

**P5b. Description of Photo:**

403 Trout Gulch Road, southwest and southeast elevations, camera facing northwest, February 9, 2021.

**P6. Date Constructed/Age:**

c1946

x Historic Prehistoric Both

**P7. Owner and Address:**

Valledor, Juan Jose & Negro, Laurie Kay

7561 Sunset Way

Apts, CA 95003

**P8. Recorded by:**

Kara Brunzell

Brunzell Historical

1613 B Street

Napa, CA 94559

**P9. Date Recorded:**

February 9, 2021

**P10. Type of Survey:**

x Intensive Reconnaissance Other

Describe:

**P11. Report Citation:**

HISTORICAL RESOURCES EVALUATION REPORT State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—Coastal Rail Trail Segment 12 Project, 2022

**Attachments:**

NONE Map Sheet Continuation Sheet x Building, Structure and Object Record

Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): See Office of Historic Preservation Recording Historical Resources for instructions.
### Building, Structure, and Object Record

#### *Required Information.*

**State of California — The Resources Agency:**

**Primary #:**

**DEPARTMENT OF PARKS AND RECREATION**

**HRI#:**

#### Building, Structure, and Object Record

See [Office of Historic Preservation Recording Historical Resources](#) for instructions.

#### *Resource Identifier:* 403 Trout Gulch Road

**B1. Historic Name:** Toney Building

**B2. Common Name:** 403 Trout Gulch Road

**B3. Original Use:** commercial

**B4. Present Use:** commercial

**B5. Architectural Style:** N/A

**B6. Construction History:**
- c1946 Original construction
- c1950 additional store fronts added, early 1970s gabled roof added, after 1975 historicist remodel
- c2020 ADA parking lot and door signage added

**B7. Moved?**  
- No

**B8. Related Features** (describe below):

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<th>B9a. Architect:</th>
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| B9b. Builder: | N/A |

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<tr>
<td>Period of Significance:</td>
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**B11. Additional Resource Attributes:**

**B12. References:** see footnotes

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<tr>
<th>B13. Remarks:</th>
</tr>
</thead>
</table>

| B14. Evaluator: | Kara Brunzell |

**Date of Evaluation:** March 8, 2021

(Sketch Map with north arrow required.

(This space reserved for official comments.)
*P3a. Description (continued):
The gable-on-hip roof has wide overhanging eaves with exposed rafter tails; the point of the front gable projects slightly ahead of the bottom above the gable end and is adorned with knee braces and decorative trusses. The hipped roof shelters a wraparound porch with a concrete floor that is supported on the main (southwest) elevation by plain square posts. There are four storefronts on the main elevation, all with recessed entrances and glazed doors. Large windows flank each storefront entrance. On the southwest elevation, the porch has a metal railing and accessible ramps on each end. It runs the entire length of the facades and accesses multiple side entrances, including another storefront. The side storefront, located near the rear of the building, is characterized by a recessed entrance with curved glass block sidelights and two large steel casement windows. At the rear of the building is a lower-height, partial-width volume with its own gabled roof and two entrances. A shed roof shelters a full-width porch on the volume. The points of both rear gables project slightly ahead of their bottoms. The building is clad in smooth stucco with vertical board siding on the gable ends and a low strip of brick masonry along the bottom of the main elevation. Fenestration is varied, including horizontal wood-sash windows and vertical aluminum-frame sliders with a wide variety of shapes.  

Photograph 2: 403 Trout Gulch Road, northwest and southwest elevations, camera facing east, February 9, 2021.

B10. Significance (continued):
Santa Cruz County
The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865
near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

Attraction at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.²

Aptos, Mexican and Early American Periods

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Aptos to Santa Cruz, San Francisco, and other communities during this era.³

Lumber Industry in Aptos

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the 1890s, and by the early 1900s, timber resources had been depleted and the economic focus in Aptos changed to horticulture and fruit packing.⁴

Late Nineteenth – Early Twentieth Century Aptos

German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant


³ Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.

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Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.

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During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort

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6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.\textsuperscript{10}

Fred Toney
Fred W. Toney was born in 1905 in Aptos; his father George was a local railroad stationmaster. Fred Toney opened his first hardware store when he was in his twenties. In 1928, he opened Fred Toney's Plumbing Shop in a small building on Trout Gulch Road and Valencia Street. Though he intended the establishment as a workshop rather than a retail store, he nevertheless began selling tools and materials. He married Elma “Babe”Archer in the early 1930s; the couple had two children. Both lifelong residents of the area, the couple was socially prominent and active in local charitable as well as business activities. Fred Toney was a volunteer firefighter and for a time assistant chief. After they married, Babe began managing the store and working as a salesperson, and the business did well through the Great Depression. In 1941, they purchased the local grocery store, intending to construct a new hardware store building and operate the businesses jointly. World War II delayed their plans, as Fred spent 1942 as a San Francisco shipyard pipefitter to assist with the war effort. When the Bay View Hotel came onto the market in 1944, they purchased the property, hoping to move the hardware store to the more commercially viable location. In the meantime, they took over operation of the hotel and opened a coffee shop in it.\textsuperscript{11}

In 1946, Toney was finally able to move the historic hotel building. He constructed the Toney Building at its former location. He soon followed with construction of two more commercial buildings on the same block. Toney’s buildings were significant contributions to the commercial development of the area. In addition to operating his hardware store in the Toney Building and owning the Bay View Hotel, he developed the Village Fair antique cooperative behind the hotel. In 1949, Toney constructed a post office building, which served the community for many years.\textsuperscript{12}

Babe Toney and other local women formed the Aptos Ladies Tuesday Evening Society in 1961, a club that organized against a plan to build a cement plant in the center of Aptos Village. Later in the 1960s, the group led Aptos citizens in protesting the Southern Pacific Company’s construction of barricades around the railroad tracks. Locals protested the barricades, saying that the fences would divide their town. The Tones were at the forefront in the protest, since the barricades at the Trout Gulch Crossing would make parking difficult for their shopping center and the Bay View Hotel. Fred Toney said that the barricade was more of a hazard than the train tracks, since the trains passed slowly and there had never been a car-train accident. After all the controversy, the Southern Pacific still built a barricade near the Trout Gulch crossing tracks. Residents continued to protest the Southern Pacific’s barricades in the following years: Fred Toney built a driveway through an opening in the barricade and Babe Toney was arrested after defying the district attorney while blocking the tracks. Fred and Elma Toney died after a Fresno car accident in 1979.\textsuperscript{13}

403 Trout Gulch Road
Fred Toney constructed the Toney Building at 403 Trout Gulch Road in 1946, shortly after relocating the Bay View Hotel (originally near the intersection in the approximate current location of 403 Trout Gulch Road). Toney moved the historic hotel building to create space for new commercial development. When originally constructed in the 1940s, the Toney Building was a low-slung utilitarian commercial building. It had a flat roof with a projecting flat awning that sheltered its four storefronts. A parapet held painted signs for the businesses; neon signs were affixed atop it. Aerial photographs from the late 1940s show a small rectangular-plan building, which originally held a hardware and grocery store. By the early 1950s, the building had four adjacent

\textsuperscript{9} Kevin Newhouse and Aptos History Museum, \textit{Aptos, Arcadia Publishing: Charleston, South Carolina, 111-125.}  
storefronts. T & J liquors, operated by Fred Toney’s brother Lester Toney, was at the western corner of the building. Toney’s Market, offering both groceries and hardware, occupied the two center storefronts, while Aptos Pharmacy drugstore and soda fountain utilized the eastern corner of the building. The gabled roof appears to have been added in the 1970s. The building received its historicist remodel, with Craftsman-inspired details applied to the main façade, after 1975.

Toney’s Hardware closed and was replaced with Aptos Office Equipment in 1975. The property changed hands several times after the Tonesys died. The building was host to a number of businesses over the decades that served the community in a variety of ways. Home of Print Smith, Jet Set Bohemian, Elfin Children’s Bookstore, and Johnson’s Interiors are among the businesses housed in the building over the decades. The local antique show was also held in the parking lot outside the building. In the 1990s, the Toney Building’s name was changed to Trout Gulch Crossing Center. Today, Norma Jean’s Coffee, a copy shop, an antique clock store, and a clothing consignment store are in the Trout Gulch Crossing center.¹⁴

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: The Toney Building at 403 Trout Gulch Road is not associated with events that have made an important contribution to the broad patterns of our history. The property is generally associated with commercial development in Aptos in the mid-twentieth century. Research has not revealed that the property is significant within that or any other historic context. Therefore, the property is recommended not eligible for the NRHP and CRHR under Criterion 1/A.

Criterion B/2: The Toney Building is not associated with the lives of persons important to our history. Fred and Elma “Babe” Toney were locally prominent during their lifetimes but research has revealed no lasting impact on Aptos. Nor are the Toneys remembered for professional accomplishments that made important contributions to the business world. For these reasons, the property is recommended not eligible for the NRHP and CRHR under Criterion B/2.

Criterion C/3: The Toney Building at 403 Trout Gulch Road is not significant for its architecture or engineering. Historic photographs reveal that in its original form it was an unremarkable example of a commercial building that did not exhibit any notable aesthetic qualities. Nor did it possess distinctive engineering or technological features. For these reasons, the property is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, structures themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. Wood-frame buildings such as this one are common and their properties are well understood. 403 Trout Gulch Road therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

Resource Identifier: 403 Trout Gulch Road

| Caltrans Map Reference No.: 11 |

Figure 1: Toney Building, 1948-53, UCSC Digital Collections.

Figure 2: Toney Building, 1975, Cabrillo Times and Green Sheet.

*Required Information.*
### PRIMARY RECORD

**Resource Name or #:** 9006 Soquel Drive  
**Caltrans Map Reference No.:** 12

**P1. Other Identifier:**

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<tr>
<td>d. UTM::</td>
<td>Zone</td>
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**e. Other Locational Data** 041-052-16

**P2. Location:**

The half-acre parcel at 9006 Soquel Drive is located in a mixed residential and commercial neighborhood of Aptos on a small landscaped hill above street level; the property is accessed by a driveway. The house is one-story with a rectangular plan. Its side-gabled medium pitch roof has exposed rafter tails and knee braces. Cladding is narrow horizontal wood siding. The main elevation faces west toward the driveway, and the main entrance is sheltered under a small projecting gable with knee braces (cont. p. 3).

**P3a. Description:** (Briefly describe resource below)

**P3b. Resource Attributes:** HP2, single-family property

**P4. Resources Present:**

- x Building  
- Structure  
- Object  
- Site  
- District  
- Elements of District  
- Other

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects.)

**P5b. Description of Photo:**

9006 Soquel Drive, north and west elevations, camera facing southeast, February 9, 2021.

**P6. Date Constructed/Age:**

c1912  
- x Historic  
- Prehistoric  
- Both

**P7. Owner and Address:**

Steiberge, Lee & Yin, Taoziang  
9006 Soquel Drive  
Aptos, Ca, 95003

**P8. Recorded by:**

Kara Brunzell  
Brunzell Historical  
1613 B Street,  
Napa, CA 94559

**P9. Date Recorded:**

February 9, 2021

**P10. Type of Survey:**

- x Intensive  
- Reconnaissance  
- Other  
- Describe:

**P11. Report Citation:**

HISTORICAL RESOURCES EVALUATION REPORT State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project, 2022

**P12. Attachments:**

- x Building, Structure and Object Record  
- Map Sheet  
- Continuation Sheet  
- Milling Station Record  
- Photograph Record  
- Other (List):

See Office of Historic Preservation Recording Historical Resources for instructions.

Caltrans DPR 523A (01/15)  
Page 1 of 5

*Required Information.
**State of California — The Resources Agency:**

**DEPARTMENT OF PARKS AND RECREATION**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

See [Office of Historic Preservation Recording Historical Resources](#) for instructions.

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See continuation sheets.

**B11. Additional Resource Attributes:**

**B12. References:** see footnotes

**B13. Remarks:**

**B14. Evaluator:** Kara Brunzell

**Date of Evaluation:** March 8, 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
Resource Identifier: 9006 Soquel Drive

*P3a. Description (continued): There is a garage/ancillary dwelling towards the rear of the property, to which the driveway leads. It is two stories with a front-gabled roof. There is a single-car vehicle opening fitted with a wooden door on the north elevation. The building is clad in wide horizontal siding. Fenestration consists of fixed windows in square openings. There is a deck on the east side of the building that provides access to the second floor.

B10. Significance (continued):

Santa Cruz County

The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

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9006 Soquel Drive
The first known residents were Helen and Roy Wikkerinks. In 1933, Roy retired from the Milwaukee Police Department where he had served for twenty-five years. Helen and Roy moved to Aptos, where his parents and siblings lived. They appear to have moved to the subject property in 1938, where they stayed for decades. Roy died in 1970 at a convalescent hospital at the age of eighty-six, Helen apparently predeceased him. Various residents have lived at the property subsequently.

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 9006 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of the early twentieth century residential development in Aptos, research has revealed no lasting impact on the town or region. Nor does the building have important associations with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 9006 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 9006 Soquel Drive is not significant for its architecture or engineering. It is an unremarkable example of Craftsman style architecture intended as shelter for ordinary people; the modest-sized house lacks the decorative features and aesthetic distinction that characterize landmark examples of the style. For these reasons, the property is recommended not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 9006 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

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8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
*Resource Name or #: 9016 Soquel Drive  
Caltrans Map Reference No.: 14

P1. Other Identifier: 

*P2. Location:  
Not for Publication  
Unrestricted  
County/Route/Postmile:  

*a. County: Santa Cruz County  
b. USGS 7.5’ Quad: Capitola  
c. Address: 9016 Soquel Drive  
d. UTM: Zone  

*e. Other Locational Data APN 041-052-03

*P3a. Description: (Briefly describe resource below) 
The parcel at 9016 Soquel drive is located in a mixed residential and commercial neighborhood of Aptos. The one-story building, a house converted to offices, shares its .1-acre lot with a parking lot. It has a rectangular plan and a front-gabled roof with triangular knee braces and exposed rafter tails (cont., p. 3).

*P3b. Resource Attributes: HP6, 1-3 story commercial building; HP2, single-family property

**P4. Resources Present:  

Elements of District Other  

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:  
9016 Soquel Drive, east and north elevations, camera facing southwest, February 9, 2021.

*P6. Date Constructed/Age:  
c1922  

*P7. Owner and Address:  
Davidson, William & Sarah  
6425 San Juan Canyon Road  
San Juan Bautista, CA 95045

*P8. Recorded by:  
Kara Brunzell  
Brunzell Historical  
1613 B Street,  
Napa, CA 94559

*P9. Date Recorded:  
February 9, 2021

*P10. Type of Survey:  
Intensive  

Describe:

See Office of Historic Preservation Recording Historical Resources for instructions.
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

See [Office of Historic Preservation Recording Historical Resources](#) for instructions.

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<td><strong>B3. Original Use:</strong></td>
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<td><strong>B5. Architectural Style:</strong></td>
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<td><strong>B6. Construction History:</strong></td>
<td>c1922 Original construction&lt;br&gt;c2000 Existing deck converted to ADA accessible ramp, State Farm sign replaced</td>
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<td><strong>B7. Moved?</strong></td>
<td>x No&lt;br&gt;Yes&lt;br&gt;Unknown</td>
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<td><strong>B8. Related Features (describe below):</strong></td>
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<td><strong>B9a. Architect:</strong></td>
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<td><strong>B14. Evaluator:</strong></td>
<td>Kara Brunzell</td>
</tr>
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<td><strong>B15. Date of Evaluation:</strong></td>
<td>March 8, 2021</td>
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**Map Reference No.:** 14

**NRHP Status Code:**

**Original Location:**

**Date:**

**Original Location:**

**Period of Significance:** N/A

**Property Type:** N/A

**Applicable Criteria:** N/A

See continuation sheets.

(Sketch Map with north arrow required.)

This space reserved for official comments.
B10. Significance (continued):
Santa Cruz County

The original inhabitants of Santa Cruz were members of the Uypi, an Ohlone tribe. In 1769, Spanish soldier Gaspar de Portolá passed through the area and named the San Lorenzo River. By 1791, Father Fermín Francisco de Lasuén established a mission in Santa Cruz as well as a pueblo, Villa de Branciforte, across the river from Mission Santa Cruz (in present-day East Santa Cruz). Members of the Uypi and other local indigenous groups moved in voluntarily or were rounded up by soldiers. After California became part of the United States in 1850, Santa Cruz County was created as one of twenty-seven original counties. In 1866, Santa Cruz was incorporated as a town and received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. With the railroad’s arrival in the 1870s, Santa Cruz became an ideal summer resort and recreation spot due to its state beach and agricultural scenery. The first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was soon joined by other visitor concessions, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks.¹

Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.²

Aptos, Mexican and Early American Periods

The name Aptos is Ohlone and has been associated with the area since at least 1833, when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1840, Governor Juan Bautista Alvarado gave an additional 1,185 acres to Castro. Portions of Rancho Aptos were later divided among Rafael’s heirs, and in 1855, Castro deeded most of the property now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal, who were living on the property at the time. During their ownership, the ranch produced stock, grain, and other agricultural products. The Spanish had developed a basic road through the area to connect the missions at Santa Cruz and San Juan Bautista. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. Stagecoach lines connected Aptos to Santa Cruz, San Francisco, and other communities during this era.³

Lumber Industry in Aptos

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf.


³ Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.

*Required Information.
Late Nineteenth – Early Twentieth Century Apts

German immigrant Frederick Hihn, who would have a profound impact on the development of Apts and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bernals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Apts in 1875. Commercial activity in what is now Apts Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Apts. He built a hotel south of Apts designed to lure the wealthy to the area. The Apts Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Apts Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bernals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.

In 1882, the SPRR acquired Hihn’s Santa Cruz Railroad; by 1883, a depot was constructed in the village and the Santa Cruz Railroad tracks were changed from narrow to standard gauge. In 1884, the SPRR combined the Santa Cruz Railroad and the nearby Loma Prieta Railroad, naming it the Pajaro & Santa Cruz Railroad. This newly incorporated line and the compatibility in track gauge allowed the SPRR to operate freight and passenger transportation from San Francisco to Santa Cruz, Gilroy, and Watsonville. Tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on the railroad line. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Apts Wharf. Apts became the center for packing and shipping apples in the late 1890s and into the 1950s. By the onset of the twentieth century, the local lumber industry was in decline as timber resources started to become scarce.

During the 1920s, farm properties in the Apts area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Apts and smaller loads of agricultural products also led to the decreased demand for rail service. Apts was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Apts Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in

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4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Apts Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.
6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Apts Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.

*Required Information.
Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor store. The construction of State Route 1 through Aptos in 1949 stimulated development of former agricultural properties. Toney constructed a new post office for the community in 1949, and over the next few years a dentist office, firehouse, and the Aptos Telephone Exchange in Aptos Village as well as several nearby residences were constructed. In 1959, Western Frozen Foods relocated their fruit-processing and canning business to Watsonville in response to local concerns about pollution caused by the facility, marking the end of Aptos’s fruit canning industry. From 1960 onward, there was minimal development. In 1989, the Loma Prieta Earthquake destroyed several properties along the south side of Soquel Avenue.8

Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents.9

In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

9016 Soquel Drive
This small Craftsman style house was built about 1922. Research has not revealed any information about its builders or its early residents. In the 1960s, Mildred and Milt Reifke were the owners of the property and used it for their business, Aptos Reducing & Massage Salon. Ever since, the building has been commercially zoned by the city. In 1969, it was Aptos Office Equipments, owned by Terry and Paul Steller. In the 1970’s, it was also Brookside Dental Center’s project offices. In 1975, Sate Farm purchased the building, and Bill Davidson worked there throughout the 1980s and 1990s. In 2001, State Farm advertised for a agent to work at this site. By 2021, the building housed the offices of Justin Hambly, State Farm Insurance Agent.11

Evaluation:
The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 9016 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of the early twentieth century development of Aptos, research has revealed no lasting impact on the town or region. Nor does the building have important with significant historic contexts. Therefore, the property is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 9016 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 9016 Soquel Drive is not significant for its architecture or engineering. Although it possesses references to Craftsman-style architecture such as knee braces at the eaves, it is an unremarkable example of the style. It is an ordinary small house and lacks the aesthetic distinction that characterizes landmark examples of the style. Furthermore, it has been substantially altered with the addition of a ramp and a second door on the main façade. For these reasons, the property is not eligible to the NRHP or CRHR under Criterion C/3.

8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.

*Required Information.
Resource Identifier: 9016 Soquel Drive

Criterion D/4: In rare instances, structures themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 9016 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**PRIMARY RECORD**

**Resource Name or #:** 9030 Soquel Drive  
**Caltrans Map Reference No.:** 15

**P1. Other Identifier:**

- **a. County:** Santa Cruz County  
- **b. USGS 7.5' Quad:** Capitola  
- **c. Address:** 9030 Soquel Drive  
- **d. UTM:** Zone

**P2. Location:**

- **Not for Publication**  
- **Unrestricted**  
- **County/Route/Postmile:** T 11S; R 1E of Sec 18; B.M.

**P3. Other Locational Data:** APN 041-052-11

The parcel at 9030 Soquel Drive is located in a mixed commercial and residential neighborhood of Aptos. The building is located near the rear of the 0.2-acre property behind a small parking lot and driveway. There is a round planter with several redwoods growing in it in front of the building, which is one-story with a T-shaped plan. It has a front-gabled roof with a projecting volume at the center of the building. The building is clad in wide horizontal wood siding, with vertical wood siding on the gable ends (cont., p. 3).

**P3a. Description:**

The parcel at 9030 Soquel Drive is located in a mixed commercial and residential neighborhood of Aptos. The building is located near the rear of the 0.2-acre property behind a small parking lot and driveway. There is a round planter with several redwoods growing in it in front of the building, which is one-story with a T-shaped plan. It has a front-gabled roof with a projecting volume at the center of the building. The building is clad in wide horizontal wood siding, with vertical wood siding on the gable ends (cont., p. 3).

**P3b. Resource Attributes:** HP6, 1-3 story commercial building

**P4. Resources Present:**

- Building
- Structure
- Object
- Site
- District Elements of District
- Other

**P5. Photograph or Drawing:** (Photograph required for buildings, structures, and objects.)

**P6. Description of Photo:**

9030 Soquel Drive, northeast elevation, camera facing south, February 9, 2021.

**P7. Owner and Address:**

- Olivas, James Robert & Olivas Family Bypass Trust  
- 263 Rancho Soquel Road  
- Soquel, CA 95073

**P8. Recorded by:**

- Kara Brunzell  
- Brunzell Historical  
- 1613 B Street,  
- Napa, CA 94559

**P9. Date Recorded:**

February 9, 2021

**P10. Type of Survey:**

- Intensive Reconnaissance  
- Other

Describe:

**P11. Report Citation:**

HISTORICAL RESOURCES EVALUATION REPORT State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project, 2022

**Attachments:**

- NONE  
- Map Sheet  
- Continuation Sheet  
- Building, Structure and Object Record  
- Linear Resource Record  
- Archaeological Record  
- District Record  
- Milling Station Record  
- Rock Art Record  
- Photograph Record  
- Other (List):

See Office of Historic Preservation Recording Historical Resources for instructions.
**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

See [Office of Historic Preservation Recording Historical Resources](#) for instructions.

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| **B9b. Builder:**  | N/A |
| **B10. Significance:** | Theme: N/A |
| **Period of Significance:** | Property Type: N/A |
| **Area:** | Applicable Criteria: N/A |

See continuation sheets.

**B11. Additional Resource Attributes:**

**B12. References:** see footnotes

**B13. Remarks:**

**B14. Evaluator:** Kara Brunzell

**Date of Evaluation:** 2021

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the late 1850s, with timber from the area being shipped to San Francisco and other destinations. By 1870, lumbering, and shipping businesses were major industries in the area. During this period, the Castro family was well-established in Aptos, operating ranching and lumbering businesses. The Santa Cruz Boardwalk was expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1940s and 1950s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.

Aptos, Mexican and Early American Periods

The name Aptos is derived from the Ohlone term for saltwater baths into Neptune’s Casino, in which bathing and dining were connected with boardwalks. Attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned from industry to tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the City to operate as a seaport, it instead was utilized for small-scale commercial fishing. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz accessible by auto. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.

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Lumber Industry in Aptos

The lumber industry started in the early 1850s when Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. During this period, the Castro family was well-known in Aptos, operating ranching, lumbering, and shipping businesses. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Deforestation around Aptos Village opened land for housing and railroad tracks. The lumber mills reached peak production in the

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3 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003; Meta Bunse, JRP Historical Consulting, and Patricia Mikkelsen and Deborah Jones, Far Western Anthropological Research Group, Inc., Historic Property Survey Report for the Highway 1 High Occupancy Vehicle Lane Project, prepared for California Department of Transportation, District 5, December 2010, 8.
Late Nineteenth – Early Twentieth Century Aptos

German immigrant Frederick Hihn, who would have a profound impact on the development of Aptos and other communities in the region, began operating a store in Santa Cruz in the early 1850s after coming to California during the Gold Rush. He soon began using his profits to develop coastal properties and transportation infrastructure. In 1874, he began buying rights from Rafael Castro, the Bermals, and other prominent members for his Santa Cruz Railroad Company. Construction on the proposed railroad, which connected Pajaro to Santa Cruz, began in 1874 and reached Aptos in 1875. Commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad. The Santa Cruz Railroad connected Santa Cruz County to the Southern Pacific Railroad (SPRR) near Watsonville. However, the Santa Cruz and SPRR used different gauges of track; this meant that all freight and passengers had to be transferred to new trains at the junction, and the inconsistency contributed to the Santa Cruz Railroad’s financial unsustainability.

Establishment of the railroad and road improvements stimulated tourism in the area. Sugar baron Claus Spreckles bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Local merchant Joseph Arano built the Second Empire style Bay View Hotel within the APE in 1878. Originally known as the Anchor House, the name was changed to the Bay View Hotel a couple years later. He ran the hotel with his daughter Amelia until around 1914, when the lumber economy crash hurt the local hotel business. Between 1882 and 1885, the Bermals sold all of their remaining acreage, primarily to Hihn and Thomas Brady.

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During the 1920s, farm properties in the Aptos area began to be subdivided into residential properties and motor vehicles began to replace railroads. The decline of the lumber industry in Aptos and smaller loads of agricultural products also led to the decreased demand for rail service. Aptos was affected by the Depression and the World Wars, and the railroad’s decline led to increasingly limited passenger service on the local SPRR branch. The Southern Pacific Railroad terminated its passenger service in the area in 1938.

Postwar Era

After WWII, construction resumed in Aptos Village. At this time, many buildings in the town were modernized. In 1946, local plumbing contractor and entrepreneur Fred Toney moved the Bay View Hotel sixty feet north and west so that there was more land available between the hotel and the intersection. Toney was a driving force behind postwar commercial activity and development in Aptos. He constructed the Toney Building on the corner to house his hardware and grocery store as well as a pharmacy and liquor

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4 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


6 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


*Required Information.
Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the Bay View Hotel was declared a State Historic Monument, and the local population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area, with technological firms and local ventures still operating in Aptos today. The 1990s brought the Seascape Resort. Even though its construction was highly protested, the resort became the largest development in Aptos and brought tax revenue without requiring the area to provide services for full-time residents. In 2000, the US Census revealed that there were 9,396 people living in Aptos. This unincorporated town in Santa Cruz County is made up of small communities. By 2010, the population decreased to 6,220 people. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.

9030 Soquel Drive

The current location of Whitelaw Chiropractic, this commercial space was built in 1954. In 1966, Gus and George’s Dress Shop was at this address. In the years following, the property was purchased by Richard H. Da Pont. Richard H. Da Pont was an active member in the community as an Aptos contractor, and volunteered on the Pajaro Valley Unified School District governing board. In the 1980s, the building was the Bayview Loan and Investment Office, M and M Trading Company, and Dwan & Associates Safety Consultants.

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 9030 Soquel Drive is not significantly associated with events that have made an important contribution to the broad patterns of our history. Although constructed within the general context of the postwar Aptos, research has revealed no lasting impact on the town or region. Nor does the commercial building have important associations with significant historic contexts. Therefore, the property is not recommended eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 9030 Soquel Drive is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Therefore, it is not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 9030 Soquel Drive is not significant for its architecture or engineering. It is an unremarkable building and lacks aesthetic distinction. It does not reference any particular architectural style. For that reason, the property is not eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. This is a common building type, and its properties are well understood. 9030 Soquel Drive therefore does not appear to be a source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under the CEQA or the NHPA.

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8 Leslie A.G. Dill, Kara Oosterhouse, and Charlene Duvall, Dill Design Group, Aptos Village Historic District, prepared for Santa Cruz County Planning Department, 7 March 2003.


**P1. Other Identifier:**

*P2. Location: □ Not for Publication ☑ Unrestricted *a. County Santa Cruz and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5’ Quad Watsonville East, Watsonville West, Soquel, Santa Cruz
d. Address none City multiple Zip N/A

c. UTM: Zone 10s; 611566.23 mE/ 4083999.95 mN (SE / Pajaro - Start) to Zone 10s; 586364.52 mE/ 4091970.28 mN (NW / Santa Cruz - End)

e. Other Locational Data: 36.895737, -121.746013 (Pajaro) to 36.969824, -122.02978 (Santa Cruz) (Continued, by mile post on page 2)

**P3a. Description:** The Santa Cruz Railroad is a roughly 20.2-mile railroad alignment originally completed in 1876 as a narrow-gauge line and incorporated into the Southern Pacific Railroad in 1881. The railroad was closed to passenger service in 1959 when it was subsequently purchased by the Santa Cruz County Regional Transportation Commission (SCCRTC) in 2012 and is currently not in use. The railroad route runs from Watsonville Junction south of the Pajaro River near Watsonville to a point just south of the intersection of Chestnut Street and Laurel Street in Santa Cruz. It generally follows the original alignment of the Santa Cruz Railroad which was completed in the 1876 and converted to standard gauge in the early 1880s, which is characterized by the sharper curves used by narrow gauge and by grade changes and waterway crossings necessitated by the rugged terrain of coastal Santa Cruz County. The railroad alignment features stone ballast, wood railroad ties, and steel rails as well as associated elements such as signals and crossing gates. Railroad ties and rails are embedded in pavement in many locations (see Photograph 1) within urbanized communities, while rural segments of the alignment are installed directly on stone ballast, which in some locations is overgrown with vegetation (see Photograph 2, page 47). In some locations the alignment is atop a raised embankment (see Photograph 3, page 47).


**P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☑ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Photograph 1: MP 0.38 of Santa Cruz Railroad in Watsonville, camera facing east, November 3, 2022.

**P6. Date Constructed/Age and Sources:** ☑ Historic ☐ Prehistoric ☐ Both
1876/1882, Stanley D. Stevens and Benjamin Schwantes

**P7. Owner and Address:**
Santa Cruz County Regional Transportation Commission (SCCRTC)
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

**P8. Recorded by:**
Kara Brunzell/Ynez Barber
Brunzell Historical
1613 B St
Napa, CA 94559

**P9. Date Recorded:** November 2, 2022

**P10. Survey Type:** Intensive

**P11. Report Citation:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

**Attachments:** ☐ NONE ☑ Location Map ☑ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☑ Archaeological Record ☑ District Record ☑ Linear Feature Record ☑ Milling Station Record ☑ Rock Art Record ☑ Artifact Record ☑ Photograph Record ☐ Other (list) ________________
NRHP Status Code: 3D

Resource Name or # (Assigned by recorder): Santa Cruz Railroad

D1. Historic Name: Santa Cruz Railroad
D2. Common Name: Santa Cruz Railroad, Santa Cruz Branch Line (Southern Pacific)

D3. Detailed Description: The Santa Cruz Railroad Branch Line includes 29 bridge crossings as well as a number of culverts and retaining walls. Bridge structures carry the alignment over waterways & roads (or highways) or carry such roads over the railroad. The tracks begin adjacent to the former location of the Watsonville Junction depot and rail yards in northern Monterey County; rail-related buildings including the original depot at this location have been demolished. The alignment travels northwest to the Watsonville Depot at 411 Walker Street, where it curves to the southwest. It travels in a generally northwesterly direction through undeveloped areas following the winding paths of the sloughs in southern Santa Cruz County. It follows the coast from La Selva Beach to the vicinity of Apts, where it swings to the north before returning to a coast-adjacent route. It crosses Soquel Creek in Capitola before making a westerly turn and traveling through urbanized Twin Lakes, Seabright, and Santa Cruz, where the tracks terminate near the former location of the Union Depot on Chestnut Street. The railroad and its associated features are generally in fair condition and are listed in Tables 1 & 2 with locations & construction dates (see pages 23-30).

D4. Boundary Description: The 20.2-mile Santa Cruz Railroad connects downtown Santa Cruz with Watsonville via Capitola and Apts as described in Section D3. The boundaries of the historic property are generally described as the length of the alignment and the width of the right-of-way, which is typically 50 feet but is as narrow as 15 feet in some parts of downtown Santa Cruz and much wider in rural areas; its widest rural point is 185 feet near New Brighton State Beach. It is also nearly 400 feet wide at the Wye in downtown Santa Cruz (where it connects to the Davenport Branch Line). In addition to the railroad alignment and bridges within the right-of-way, three buildings contribute to the historic property as well. The depots at 411 Walker Street in Watsonville and 250 Monterey Avenue in Capitola as well as the Freight Depot at Depot Park in Santa Cruz are contributing elements of historic property, although they are not owned by SCCRTC, or within the current Santa Cruz Railroad right-of-way – the historic property. Therefore, the historic property boundary extends beyond the right of way to include the parcels boundaries (APNs) for these three contributing buildings (Watsonville Depot / APN: 018-211-29; Capitola Depot / APN: 036-121-38; Santa Cruz Freight Building / APN: 004-311-25).

D5. Boundary Justification: The boundaries as described above comprise the historic limits of the significant character-defining elements of the Santa Cruz Railroad.

D6. Significance: Theme: Railroad Development/Transportation
Area: Santa Cruz, California
Period of Significance: 1876–1938
Applicable Criteria: A/I
The Santa Cruz Railroad was originally established in 1876 and became part of the Southern Pacific Railroad (SP) 5 years later. It exemplifies several important Santa Cruz County historic contexts, particularly early establishment of industrial activities, establishment and expansion of agriculture, community formation and growth in the nineteenth century, initial development of regional tourism, and early twentieth century expansion of the tourism-oriented economy (continued on page 31).

D7. References (See footnotes)

D8. Evaluator: Kara Brunzell
Date: December 5, 2022

Affiliation and Address:
Brunzell Historical
1613 B Street
Napa, CA 94559

P1. Other Locational Data: (Continued from page 1) Mile Post 1: 36.901770, -121.752662; MP 2: 36.906854, -121.767596 (Watsonville); MP 3: 36.897650, -121.781540; MP 4: 36.894440, -121.798626 (County); MP 5: 36.904910, -121.8096452; MP 6: 36.915638, -121.819712 (County); MP 7: 36.919993, -121.835868; MP 8: 36.925807, -121.850519 (county); MP 9: 36.935999, -121.864777; MP 10: 36.943305, -121.873581 (Apts); MP 11: 36.959415, -121.885285; MP 12: 36.970784, -121.896474 (Rio Del Mar Blvd / Apts); MP 13: 36.975444, -121.908756; MP 14: 36.981050, -121.923664 (Apts); MP 15: 36.979274, -121.939021; MP 16: 36.972488, -121.954017 (Capitola / Soquel Creek); MP 17: 36.967577, -122.005222; MP 18: 36.969517, -122.029223; MP 19: 36.967910, -122.005222; MP 20: 36.963375, -122.022199 (Santa Cruz)
B1. Historic Name: Santa Cruz Railroad

B2. Common Name: Santa Cruz Railroad, Santa Cruz Branch Line (Southern Pacific)

B3. Original Use: Railroad

B4. Present Use: Industrial

*B5. Architectural Style: N/A

*B6. Construction History: Railroad constructed, 1876

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: __________ Original Location: __________

*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Transportation – Railroad Development Area Santa Cruz County

Period of Significance 1876-1938 Property Type Industrial

Applicable Criteria A/1

See continuation sheets

B11. Additional Resource Attributes: N/A

*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A


*Date of Evaluation: December 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
**Resource Name or #** (Assigned by recorder) | C2 | **NRHP Status Code** | 3D  
--- | --- | --- | ---  
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**B1. Historic Name:** Pajaro River Bridge  
**B2. Common Name:** Pajaro River Bridge  
**B3. Original Use:** Railroad Bridge  
**B4. Present Use:** Industrial

**B5. Architectural Style:**

**B6. Construction History:**
- 300-foot 5 span open deck steel plate girder (north end of bridge) constructed, 1906
- 180-foot 13 span open deck timber stringer (south end) constructed, 1950
- 91-foot 6 span open deck timber trestle (north end) constructed, 1950

**B7. Moved?** ✗ No  
**B8. Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line

**B9a. Architect:** Unknown  
**b. Builder:** Unknown

**B10. Significance:** Theme: Transportation - Rail  
Area: Pajaro  
Period of Significance: 1906  
Property Type: Industrial – light Industry

**Applicable Criteria:** A/1

See continuation sheets

**B11. Additional Resource Attributes:** UTM: Zone 610925.88 m E 4084863.89 m N (northwest end) to 611062.78 m E 4084754.12 m N (southeast end)

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

**B13. Remarks:** N/A

**B14. Evaluator:** Kara Brunzell, Architectural Historian  
**Date of Evaluation:** December 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013) *Required information*
**Resource Name or #** (Assigned by recorder)  C3

*NRHP Status Code*  3D

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**B1. Historic Name:** Watsonville Depot

**B2. Common Name:** Watsonville Depot

**B3. Original Use:** Train Station

**B4. Present Use:** Industrial

**B5. Architectural Style:** Stick Style, Southern Pacific Standard Plan 22

**B6. Construction History:** Building Constructed, 1895 (Historic Context Statement, City of Watsonville, 2007)

**B7. Moved?**  □ No  □ Yes  □ Unknown  Date: __________________________  Original Location: __________________________

**B8. Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line

**B9a. Architect:** Unknown

**B9b. Builder:** Unknown

**B10. Significance: Theme**  Transportation - Rail

**B10a. Area:** Watsonville

**B10b. Period of Significance:** 1895

**B10c. Property Type:** Industrial – light Industry

**Applicable Criteria:**  A/1

See continuation sheets

**B11. Additional Resource Attributes:** N/A

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus- on-Shoulder Improvements – Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

**B13. Remarks:** N/A

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(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013)  *Required information*
**Resource Name or #** (Assigned by recorder)  C4  **NRHP Status Code**  3D

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**Historic Name:** Watsonville Slough Bridge  
**Common Name:** Watsonville Slough Bridge  
**Original Use:** Railroad Bridge  
**Present Use:** Industrial  
**Architectural Style:** N/A  
**Construction History:** 4-span open deck timber stringer bridge constructed, c1932  
**Moved?**  No  
**Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line  
**Architect:** Unknown  
**Builder:** Unknown  
**Significance:** Theme - Transportation - Rail  
**Area:** Watsonville  
**Period of Significance:** 1932  
**Property Type:** Industrial – light Industry  
**Applicable Criteria:** A/1

---

**Additional Resource Attributes:**  
**UTM:** Zone 10s; 606436 mE/ 4084244 mN (northwest end) to Zone 10s; 606450 mE/ 4084233 mN (southeast end)  
**References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus- on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

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**Evaluator:** Kara Brunzell, Architectural Historian  
**Date of Evaluation:** March 2023

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(This space reserved for official comments.)

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(DPR 523B (9/2013) *Required information)
B1. Historic Name: Harkins Slough Bridge
B2. Common Name: Harkins Slough Bridge
B3. Original Use: Railroad Bridge
B4. Present Use: Industrial

*B5. Architectural Style: N/A
*B6. Construction History: 13-span ballasted deck timber bridge constructed, c1909

*B7. Moved? □ No □ Yes □ Unknown Date: _____________________ Original Location: _______________

*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line


*B10. Significance: Theme Transportation – Railroad Development Area Watsonville

Period of Significance 1909 Property Type Industrial

Applicable Criteria A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10s; 606185 mE/ 4084825 mN (north end) to Zone 10s; 606162 mE/ 4084876 mN (south end)

*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A


*Date of Evaluation: March 2023

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013) *Required information
B1. Historic Name: Santa Cruz Railroad Bridge
B2. Common Name: Bridge
B3. Original Use: Railroad Bridge
B4. Present Use: Industrial
*B5. Architectural Style: N/A
*B6. Construction History: 9-span ballasted deck timber stringer bridge constructed, c1923

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line


*B10. Significance: Theme Transportation – Railroad Development Area Watsonville
Period of Significance 1923 Property Type Industrial
Applicable Criteria A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10s; 605678 mE/ 4085792 mN (northwest end) to Zone 10s; 605695 mE/ 4085755 mN (southeast end)

*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A

*Date of Evaluation: March 2023

(Sketch Map with north arrow required.)
**Resource Name or #** (Assigned by recorder) | C7 | **NRHP Status Code** | 3D
---|---|---|---

**B1. Historic Name:** Santa Cruz Railroad Bridge

**B2. Common Name:** Bridge

**B3. Original Use:** Railroad Bridge

**B4. Present Use:** Industrial

**B5. Architectural Style:** N/A

**B6. Construction History:** 6-span ballasted deck timber stringer bridge, c1926

**B7. Moved?** No

**B8. Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line

**B9a. Architect:** Unknown

**B9b. Builder:** Unknown

**B10. Significance:** Theme - Transportation – Railroad Development

**B11. Additional Resource Attributes:** UTM: Zone 10s; 604937 mE/ 4086121 mN (west end) to Zone 10s; 604932 mE/ 4086135 mN (east end)

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

**B13. Remarks:** N/A

**B14. Evaluator:** Kara Brunzell, Architectural Historian

**Date of Evaluation:** March 2023

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(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013)  *Required information*
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| **B9a. Architect:** | Unknown |
| **b. Builder:**     | Unknown |
| **B10. Significance:** | Theme - Transportation - Rail |
| **Area:** | La Selva Beach |
| **Property Type:** | Industrial – light Industry |
| **Period of Significance:** | 1926 |
| **Applicable Criteria:** | A/1 |

See continuation sheets

| **B11. Additional Resource Attributes:** | UTM: Zone 10s; 604910 mE/4085570 mN (west end) to Zone 10s; 604918 mE/4086137 mN (east end) |

| **B12. References:** | HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus- on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project |

| **B13. Remarks:** | N/A |

| **B14. Evaluator:** | Kara Brunzell, Architectural Historian |
| **Date of Evaluation:** | March 2023 |

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013)  *Required information*
**B1.** Historic Name: Santa Cruz Railroad Bridge

**B2.** Common Name: Bridge

**B3.** Original Use: Railroad Bridge

**B4.** Present Use: Industrial

**B5.** Architectural Style: N/A

**B6.** Construction History: 8-span ballasted deck timber stringer bridge constructed, c1909

**B7.** Moved? ☒ No  ☐ Yes  ☐ Unknown  Date:  Original Location:

**B8.** Related Features: Southern Pacific Railroad - Santa Cruz Branch Line

**B9a.** Architect: Unknown  b. Builder: Unknown

**B10.** Significance: Theme Transportation – Railroad Development Area Watsonville

Period of Significance: 1909

Property Type: Industrial

Applicable Criteria: A/1

See continuation sheets

**B11.** Additional Resource Attributes: UTM: Zone 10s; 604740 mE/4086227 mN (northwest end) to Zone 10s; 604768 mE/4086203 mN (southeast end)

**B12.** References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

**B13.** Remarks: N/A

**B14.** Evaluator: Kara Brunzell, Architectural Historian

*Date of Evaluation: March 2023

(Sketch Map with north arrow required.)
**B1. Historic Name:** Santa Cruz Railroad Bridge

**B2. Common Name:** Bridge

**B3. Original Use:** Railroad Bridge

**B4. Present Use:** Industrial

**B5. Architectural Style:** N/A

**B6. Construction History:** 1-span ballasted deck timber stringer bridge constructed, c1916

**B7. Moved?** ☑No ☐Yes ☐Unknown

**B8. Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line

**B9a. Architect:** Unknown

**B9b. Builder:** Unknown

**B10. Significance:** Theme: Transportation - Rail

**B10a. Area:** Watsonville

**B10b. Period of Significance:** 1916

**B10c. Property Type:** Industrial – light Industry

**Applicable Criteria:** A/1

See continuation sheets

**B11. Additional Resource Attributes:** UTM: Zone 10s; 601974 mE/ 4087816 mN (northwest end) to Zone 10s; 601978 mE/ 4087813 mN (southeast end)

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

**B13. Remarks:** N/A

**B14. Evaluator:** Kara Brunzell, Architectural Historian

**Date of Evaluation:** March 2023

(Sketch Map with north arrow required.)
B1. Historic Name: San Andreas Road Bridge
B2. Common Name: San Andreas Road Bridge
B3. Original Use: Railroad Bridge
B4. Present Use: Industrial
*B5. Architectural Style: N/A
*B6. Construction History: 112-foot 8-span ballasted deck timber stringer bridge constructed, c1932
48-foot 11-span ballasted deck PS concrete trough, c1975
*B7. Moved? ❌ No ☐ Yes ☐ Unknown Date: __________________________ Original Location: ____________
*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line
*B10. Significance: Theme Transportation – Railroad Development Area Watsonville
Period of Significance: 1932 Property Type: Industrial
Applicable Criteria: A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10s; 601451 mE/4088002 mN (northwest end) to Zone 10s; 601493 mE/4087979 mN (southeast end)
*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A

*Date of Evaluation: March 2023

(Sketch Map with north arrow required.)
### BUILDING, STRUCTURE, AND OBJECT RECORD

**Resource Name or #** (Assigned by recorder) | C12 | **NRHP Status Code** | 3D
---|---|---|---

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**B1. Historic Name:** Bush Gulch Bridge

**B2. Common Name:** Bush Gulch Bridge

**B3. Original Use:** Railroad Bridge

**B4. Present Use:** Industrial

**B5. Architectural Style:** N/A

**B6. Construction History:** 16-span ballasted deck timber stringer bridge constructed, c1928

**B7. Moved?** ☒ No  ☐ Yes  ☐ Unknown  

**B8. Related Features:** Southern Pacific Railroad - Santa Cruz Branch Line

**B9a. Architect:** Unknown  

**B9b. Builder:** Unknown

**B10. Significance:**  

**Theme:** Transportation – Railroad Development  

**Area:** Rio Del Mar  

**Period of Significance:** 1928  

**Property Type:** Industrial

**Applicable Criteria:** A/1  

See continuation sheets

**B11. Additional Resource Attributes:**  

**UTM:** Zone 10s; 605756 mE/4090311 mN (northwest end) to Zone 10s; 599812 mE/4090255 mN (southeast end)

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

**B13. Remarks:** N/A

**B14. Evaluator:** Kara Brunzell, Architectural Historian

**Date of Evaluation:** March 2023

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(Sketch Map with north arrow required.)
**Resource Name or # (Assigned by recorder)** | C13 | **NRHP Status Code** | 3D
---|---|---|---
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| B9a. Architect: | Unknown |
| B9b. Builder: | Unknown |
| B10. Significance: | Theme: Transportation – Railroad Development Area: Rio Del Mar |
| Period of Significance: | 1928 |
| Property Type: | Industrial |

**Applicable Criteria** | A/1 |

See continuation sheets

| B11. Additional Resource Attributes: | UTM: Zone 10s; 599035 mE/ 4091197 mN (northwest end) to Zone 10s; 599081 mE/ 4091140 mN (southeast end) |

**References**: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus- on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

| B13. Remarks: | N/A |

| *Date of Evaluation: | March 2023 |

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

DPR 523B (9/2013) *Required information
**Resource Name or #** (Assigned by recorder)  |  C14  |  **NRHP Status Code**  |  3D  
---|---|---|---

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B1. Historic Name:</td>
<td>Soquel Drive Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B2. Common Name:</td>
<td>Soquel Drive Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B3. Original Use:</td>
<td>Railroad Bridge</td>
<td>B4. Present Use:</td>
<td>Industrial</td>
</tr>
<tr>
<td>*B5. Architectural Style:</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*B6. Construction History:</td>
<td>1-span open deck steel plate girder stringer bridge constructed, c1925</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*B7. Moved?</td>
<td>☒No</td>
<td>☐Yes</td>
<td>☐Unknown</td>
</tr>
<tr>
<td>*B8. Related Features:</td>
<td>Southern Pacific Railroad - Santa Cruz Branch Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*B10. Significance: Theme</td>
<td>Transportation – Railroad Development</td>
<td>Area</td>
<td>Aptos</td>
</tr>
<tr>
<td>Period of Significance</td>
<td>1925</td>
<td>Property Type</td>
<td>Industrial</td>
</tr>
<tr>
<td>Applicable Criteria</td>
<td>A/1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See continuation sheets</td>
<td></td>
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</tr>
</tbody>
</table>

**B11. Additional Resource Attributes:** UTM: Zone 10s; 597536 mE/ 4092813 mN (northeast end) to Zone 10s; 597519 mE/ 4092802 mN (southwest end) |   |   |

**B12. References:** HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus- on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project |   |   |

**B13. Remarks:** N/A |   |   |

**B14. Evaluator:** Kara Brunzell, Architectural Historian |   |   |

***Date of Evaluation:** March 2023 |   |   |

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
**B1.** Historic Name: Aptos Creek & Spreckles Drive Bridge

**B2.** Common Name: Aptos Creek & Spreckles Drive Bridge

**B3.** Original Use: Railroad Bridge

**B4.** Present Use: Industrial

**B5.** Architectural Style: N/A

**B6.** Construction History: 71 foot 1-span open deck steel through plate girder bridge constructed, c1929

**B7.** Moved? □ No  □ Yes  □ Unknown  Date: __________________________ Original Location: ______________

**B8.** Related Features: Southern Pacific Railroad - Santa Cruz Branch Line

**B9a.** Architect: Unknown  
**b.** Builder: Unknown

**B10.** Significance: Theme Transportation – Railroad Development  
Property Type Industrial

**B11.** Additional Resource Attributes:  
**a.** UTM: Zone 10S; 597413 mE/ 4092742 mN (northeast end) to Zone 10s; 597377 mE/ 4092731 mN (southwest end)

**B12.** References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Buson-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

**B13.** Remarks: N/A

**B14.** Evaluator: Kara Brunzell, Architectural Historian

**Date of Evaluation:** March 2023

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(This space reserved for official comments.)

DPR 523B (9/2013)  *Required information*
B1. Historic Name: none
B2. Common Name: none
B3. Original Use: culvert
B4. Present Use: culvert
*B5. Architectural Style: N/A
*B6. Construction History: 8’ x 6’ concrete arch culvert constructed, c1916

*B7. Moved? ☒ No  ☐ Yes  ☐ Unknown  Date:  Original Location:
*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line

*B10. Significance: Theme Transportation – Railroad Development  Area Aptos
Period of Significance: 1916  Property Type: Industrial
Applicable Criteria: A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10s; 595995 mE/ 4093317 mN (northwest end) to Zone 10s; 596018 mE 4093304 mN (southeast end)
*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A

*Date of Evaluation: March 2023

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
<table>
<thead>
<tr>
<th><strong>B1.</strong> Historic Name:</th>
<th>Capitola Depot</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B2.</strong> Common Name:</td>
<td>Capitola Depot</td>
</tr>
<tr>
<td><strong>B3.</strong> Original Use:</td>
<td>Railroad Station</td>
</tr>
<tr>
<td><strong>B4.</strong> Present Use:</td>
<td>Residential</td>
</tr>
<tr>
<td><strong>B5.</strong> Architectural Style:</td>
<td>Transitional Style (similar to SPRR depots in Woodland, CA and Hanford CA built during the same decade although not a known standard SPRR depot typology).</td>
</tr>
</tbody>
</table>
| **B6.** Construction History: | Building constructed, 1901  
Converted to residence, c1985  
Converted to inn, slightly enlarged, c1995 |
| **B7.** Moved? | No |
| **B8.** Related Features: | Southern Pacific Railroad - Santa Cruz Branch Line |

**B9a.** Architect: Unknown  
**B9b.** Builder: Unknown

**B10.** Period of Significance: 1901  
**B11.** Applicable Criteria: A/1  
**B12.** Property Type: Industrial – light Industry

**B13.** Remarks: N/A

**B14.** Evaluator: Kara Brunzell, Architectural Historian  
**B15.** Date of Evaluation: December 2022

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(This space reserved for official comments.)

(Sketch Map with north arrow required.)
B1. Historic Name: Capitola Avenue, Soquel Creek, and Wharf Road Bridge
B2. Common Name: Capitola Avenue, Soquel Creek, and Wharf Road Bridge
B3. Original Use: Railroad Bridge
B4. Present Use: Railroad Bridge

*B5. Architectural Style: 148-foot 3 span open deck steel truss constructed (repurposed older span), 1903
*B6. Construction History:
- 215-foot 15 span open deck timber stringer constructed, 1904
- 40-foot 3 span open deck timber stringer constructed, 1904
- 120-foot 3 span PS concrete box constructed, 1970
- 60-foot 1 span PS concrete trough constructed, 1971

*B7. Moved? No
*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line

B9a. Architect: Unknown
b. Builder: Unknown

*B10. Significance: Theme: Transportation - Rail
Area: Capitola
Period of Significance: 1903-1904
Property Type: Industrial
Applicable Criteria: A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10S 593104.77 m E 4092341.56 m N (southwest end) to 10S 593198.46 m E 4092538.72 m N (northeast end)
*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A

*Date of Evaluation: December 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
B1. Historic Name: San Lorenzo River Bridge
B2. Common Name: San Lorenzo River Bridge
B3. Original Use: Railroad Bridge  B4. Present Use: Industrial
*B5. Architectural Style:
*B6. Construction History: 240-foot 2 span open deck riveter truss constructed, 1904
60-foot 1 span open deck plate girder constructed, 1904
*B7. Moved? ☒No  ☐Yes  ☐Unknown  Date: ____________________  Original Location: ____________________
*B8. Related Features: Southern Pacific Railroad - Santa Cruz Branch Line
*B10. Significance: Theme Transportation - Rail  Area Santa Cruz
Period of Significance 1904  Property Type Industrial – light Industry
Applicable Criteria  A/1

See continuation sheets

B11. Additional Resource Attributes: UTM: Zone 10S 587835.92 m E 4091521.92 m N (southwest end) to 10S 587910.76 m E m E 4091569.53 m N (northeast end)
*B12. References: HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project

B13. Remarks: N/A

*Date of Evaluation: December 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)
# Building, Structure, and Object Record

<table>
<thead>
<tr>
<th><strong>Resource Name or #</strong> (Assigned by recorder)</th>
<th>C20</th>
<th><strong>NRHP Status Code</strong></th>
<th>3D</th>
</tr>
</thead>
</table>

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### B1. Historic Name:
Santa Cruz Freight Building/Union Depot

### B2. Common Name:
Freight house and wye

### B3. Original Use:
Railroad station and wye

### B4. Present Use:
N/A

### B5. Architectural Style:

### B6. Construction History:
- Freight building and wye constructed along with Union Depot, 1893
- Union Depot building converted to a restaurant, 1970s
- Union Depot building demolished by fire, 1998

### B7. Moved?
- [x] No
- [ ] Yes
- [ ] Unknown

### B8. Related Features:
Southern Pacific Railroad - Santa Cruz Branch Line

### B9a. Architect:
Unknown

### b. Builder:
Unknown

### B10. Significance:
- **Theme:** Transportation - Rail
- **Area:** Santa Cruz

<table>
<thead>
<tr>
<th>Period of Significance</th>
<th>1893</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Type</td>
<td>Industrial – light Industry</td>
</tr>
<tr>
<td>Applicable Criteria</td>
<td>A/1</td>
</tr>
</tbody>
</table>

See continuation sheets

### B11. Additional Resource Attributes:
N/A

### B12. References:
HISTORICAL RESOURCES EVALUATION REPORT for the State Route Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements – Freedom Boulevard to State Park Drive – and Coastal Rail Trail Segment 12 Project

### B13. Remarks:
N/A

### B14. Evaluator:
Kara Brunzell, Architectural Historian

**Date of Evaluation:** December 2022

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(Sketch Map with north arrow required.)

(This space reserved for official comments.)

**DPR 523B (9/2013)**

*Required information*
*Map Name: Watsonville East; Watsonville West  *Scale: 1:24,000  *Date of map: 2013
Santa Cruz Railroad

Map Name: Watsonville West

Scale: 1:24,000

Date of map: 2013

C3 - Watsonville Depot

Zone 10S
609790.40 m E
4085248.68 m N

Zone 10S
608561.18 m E
4084211.65 m N

Zone 10S
607043.33 m E
4083836.22 m N

C4 - Inset on next page

SCRR Historic District

Santa Cruz Railroad
Santa Cruz / Monterey County, CA
Sheet - 2
1:24,000
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Page 25 of 84

*Resource Name or # (Assigned by recorder) Santa Cruz Railroad

*Map Name: Watsonville West

*Scale: 1:24,000

*Date of map: 2013
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

*Resource Name or # (Assigned by recorder)  Santa Cruz Railroad

*Map Name: Watsonville West  
*Scale: 1:24,000  
*Date of map: 2013
*Map Name: Soquel

*Scale: 1:24,000

*Date of map: 2013
*Map Name: Soquel

*Scale: 1:24,000

*Date of map: 2013
*Resource Name or # (Assigned by recorder) ___________________________ Santa Cruz Railroad

*Map Name: ___________________________ *Scale: ___________________________ *Date of map: __2013____

C1 - Santa Cruz Railroad End

Zone 10S
566364.52 m E
4091970.28 m N
Table 1. Santa Cruz Railroad and Contributing Resources & Character Defining Features

<table>
<thead>
<tr>
<th>Resource Reference</th>
<th>Mile Post</th>
<th>Feature</th>
<th>Length</th>
<th>Year Built</th>
<th>Details</th>
<th>Current Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>0 – 20.</td>
<td>Santa Cruz Railroad</td>
<td>20.2 mi</td>
<td>1876/1883</td>
<td>Railroad alignment, ballast, ties, tracks</td>
<td>Contributing (Primary Resource)</td>
</tr>
<tr>
<td>C2</td>
<td>1.06 – 1.17</td>
<td>Pajaro River Bridge</td>
<td>571 ft</td>
<td>1906/1950</td>
<td>The bridge has 3 connected segments that cross the Pajaro River: a 180-foot 13-span open deck timber girder (1950) segment at the Pajaro end, a character-defining 300-foot central 5-span open deck steel through plate girder (1906) and a 91-foot 6-span open deck timber girder (1950)</td>
<td>Contributing (Significant) Only the 1906 segment is within the Period of Significance (POS) and contributes to the significance of the Santa Cruz Railroad</td>
</tr>
<tr>
<td>C3</td>
<td>1.64</td>
<td>Watsonville Depot</td>
<td></td>
<td>1895</td>
<td>411 Walker Street, Watsonville</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C4</td>
<td>4.45</td>
<td>Watsonville Slough Bridge</td>
<td>60 ft</td>
<td>1932</td>
<td>4-span open deck timber girder; previously evaluated ineligible for the NRHP / CRHR in 2014.</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C5</td>
<td>4.87</td>
<td>Harkins Slough Bridge</td>
<td>195 ft</td>
<td>1909</td>
<td>13-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C6</td>
<td>5.54</td>
<td>Bridge</td>
<td>135 ft</td>
<td>1923</td>
<td>9-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C7</td>
<td>6.01</td>
<td>Bridge</td>
<td>90 ft</td>
<td>1926</td>
<td>6-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C8</td>
<td>6.14</td>
<td>Bridge</td>
<td>30 ft</td>
<td>1926</td>
<td>2-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C9</td>
<td>6.25</td>
<td>Bridge</td>
<td>120 ft</td>
<td>1909</td>
<td>8-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C10</td>
<td>8.32</td>
<td>Bridge</td>
<td>15 ft</td>
<td>1916</td>
<td>1-span ballasted deck timber stringer bridge</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C11</td>
<td>8.64</td>
<td>San Andreas Road Bridge</td>
<td>160 ft</td>
<td>1975/1932</td>
<td>48-foot 11 span ballasted deck PS concrete trough (1975) and 112-foot 8-span ballasted deck timber stringer (1932)</td>
<td>Contributing (Significant) Only the 1932 segment is within the Period of Significance (POS) and contributes to the significance of the Santa Cruz Railroad</td>
</tr>
<tr>
<td>C12</td>
<td>10.45</td>
<td>Bush Gulch Bridge</td>
<td>240 ft</td>
<td>1928</td>
<td>16-span ballasted deck timber stringer</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C13</td>
<td>11.16</td>
<td>Hidden Beach Bridge</td>
<td>240 ft</td>
<td>1928</td>
<td>16-span ballasted deck timber stringer</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C14</td>
<td>12.39</td>
<td>Soquel Drive Bridge</td>
<td>60 ft</td>
<td>1925</td>
<td>1-span open deck steel plate girder.</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C15</td>
<td>12.71</td>
<td>Aptos Creek &amp; Spreckles Dr. Bridge</td>
<td>131 ft</td>
<td>1969/1929</td>
<td>160-foot 2-span open deck steel plate girder (1969) and 71 foot 1-span open deck steel through plate girder (1929).</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C16</td>
<td>13.84</td>
<td></td>
<td>90 ft</td>
<td>1916</td>
<td>8’ x 6’ concrete arch culvert</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C17</td>
<td>15.65</td>
<td>Capitola Depot</td>
<td>1901</td>
<td></td>
<td>Has been used as a residence, is currently an inn</td>
<td>Contributing (Significant)</td>
</tr>
<tr>
<td>C18</td>
<td>15.89 – 16.0</td>
<td>Capitola Ave, Soquel Creek and</td>
<td>583 ft</td>
<td>1903/1904</td>
<td>The bridge has 5 connected segments that cross over much of Capitola and</td>
<td>Contributing (Most significant)</td>
</tr>
</tbody>
</table>
### Table 2. Santa Cruz Railroad and Associated Historic-Era Features (Non-Contributing Resources)

<table>
<thead>
<tr>
<th>Resource Reference</th>
<th>Mile Post</th>
<th>Feature</th>
<th>Length</th>
<th>Year Built</th>
<th>Details</th>
<th>Current Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC-01</td>
<td>.86</td>
<td>Bridge</td>
<td>218 ft</td>
<td>1940</td>
<td>14 span open deck timber stringer</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-02</td>
<td>5.42</td>
<td>Bridge</td>
<td>15 ft</td>
<td>1904</td>
<td>1-span ballasted deck timber stringer bridge</td>
<td>Lacks significance</td>
</tr>
<tr>
<td>NC-03</td>
<td>12.3</td>
<td>SR 1 Bridge</td>
<td>89 ft</td>
<td>1947</td>
<td>2-span steel beam with concrete deck. Previously evaluated ineligible for the NRHP / CRHR in 2004.</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-04</td>
<td>12.34</td>
<td>Valencia Creek Bridge</td>
<td>218 ft</td>
<td>1969</td>
<td>4-span open deck steel plate girder</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-05</td>
<td>12.83</td>
<td>SR 1 Bridge</td>
<td>147 ft</td>
<td>1948</td>
<td>2-span ballasted deck steel through plate girder. Previously evaluated ineligible for the NRHP / CRHR in 2004.</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-06</td>
<td>14.85</td>
<td>New Brighton Beach Road SR 1 Bridge</td>
<td>52 ft</td>
<td>1971</td>
<td>2-span PS concrete box</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-07</td>
<td>17.3</td>
<td>Rodeo Gulch Bridge</td>
<td>240 ft</td>
<td>1977</td>
<td>8-span PS concrete box</td>
<td>Postdates POS</td>
</tr>
<tr>
<td>NC-08</td>
<td>18.84</td>
<td>Santa Cruz Small Craft Harbor Bridge</td>
<td>420 ft</td>
<td>1970</td>
<td>7-span PS concrete box</td>
<td>Postdates POS</td>
</tr>
</tbody>
</table>

**Wharf Road Bridge**

- **Mile Post:** 19.43
- **Feature:** San Lorenzo River Bridge
- **Length:** 300 ft
- **Year Built:** 1904

The bridge has 2 connected segments: a 240-foot 2-span open deck riveted steel plate Warren through truss with riveted steel plate deck girders and a 40-foot 1-span open deck riveted steel plate girder on the Santa Cruz Boardwalk end, both constructed 1904.

**Soquel Creek:**

- **Length:** 120 ft
- **Year Built:** 1970
- **Details:** 3-span open deck precast concrete box girder (1970) over Capitola Ave, a 215-foot 15-span open deck timber stringer (1904), a 148-foot 1-span open deck riveted steel plate pinned deck truss (installed 1903) at the center, a 40-foot 3-span open deck timber stringer (1904), and a 20-foot 1-span ballasted deck prestressed concrete trough (1971) over Wharf Road.

The bridge has been designated 1D (contributor to Capitola NRHP district); only the 3 center spans are within the Period of Significance (POS) and contributes to the significance of the Santa Cruz Railroad.

**C20**

- **Mile Post:** 20.1
- **Feature:** Santa Cruz Freight Building, Wye
- **Year Built:** 1893

Depot not extant, Freight house at 119 Center St

Contributing (Significant)
In the 1870s, the railroad was developed throughout Santa Cruz County, allowing the county to grow as a commercial hub, agricultural center, and tourist destination. Industries were in decline by the turn of the century after supplies of first-growth timber began to be exhausted in the 1890s, and tourism became the paramount economic driver of the region. Improved regional road systems, including Highway 17, were constructed between the late 1910s and 1940s, making Santa Cruz County accessible by automobiles. Passenger rail travel in Santa Cruz County officially ended in 1959, when the weekend excursion train known as the Suntan Special was retired. Many of the wharfs and depots associated with the Santa Cruz County railroad system were repurposed or converted to other uses.2

City of Santa Cruz

In 1866, Santa Cruz was incorporated as a town; it received its first charter as a city in 1876. Santa Cruz grew with the success of the commercial fishing, logging, agriculture, and lime processing industries in the area. Tourism along the beachfront became important as the first bathhouse (constructed in 1865 near the mouth of the San Lorenzo River) was joined by other visitor concessions. The railroad’s arrival in the 1870s was a pivotal event. Santa Cruz was no longer dependent on its port for shipping and timber extraction and other industries were able to intensify. The area also became much more accessible to tourists. During the 1880s, the Neptune Baths, the first roller coaster, and the famed Sea Beach Hotel were all developed. Santa Cruz became an ideal summer resort and recreation spot due to its beaches and scenery, and in 1904 Fred Swanton enlarged the saltwater baths into Neptune’s Casino in which bathing, amusements, and dining were connected with boardwalks.3

Exhaustion of local timber reserves led to a steep decline in industrial activities (most of which utilized large quantities of wood) within the City of Santa Cruz; the lime kiln and powder works both closed in 1906 and the tannery soon followed. Meanwhile, attractions at the Santa Cruz Boardwalk were expanded to include rides beginning in 1910 as Santa Cruz’s economy transitioned to an increased dependence on tourism. During the early twentieth century, the town financed the construction of a municipal wharf, which opened in 1914. Intended to allow the city to operate as a seaport, it instead was utilized for small-scale commercial fishing. Tourism could not sustain the growth that industrial activities had spurred, and the local population declined for the first time between 1910 and 1920. Establishment of the University of California at Santa Cruz on a former ranch and limestone quarry in 1965 brought a new population and economic base to the city and region. Downtown Santa Cruz was severely damaged by the 1989 earthquake, and many historic commercial buildings as well as nearby residences were lost. Tourism remains the most important local economic activity in the twenty-first century. By 2010, Santa Cruz had a population of nearly 60,000.4

Seabright

Originally from Missouri, John and Mary Ann Silvey Woods acquired the land along the banks of what later became known as Woods Lagoon in 1849. Thomas and Caroline Galbraith Pilkingston also acquired land in the area, and the two families farmed and lived on their properties. The Pilkingtons began operating a tourist camp on their ranch in 1878 after the area became accessible by rail, and later subdivided their land for sale. New York native Foster N. Mott named the community Seabright in the 1880s after a

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Jersey Shore resort. By the turn of the century, there was a community of summer cottages mixed with tourist accommodation and permanent residences. Although it was formally annexed by the City of Santa Cruz in 1905, Seabright maintained its identity as a somewhat separate community. With the help of the economic boom of the 1920s, the area around the Woods Lagoon and Seabright was quickly developed to match the upsurge of tourism. Throughout the 1930s, a wave of surfers joined previous residents in Seabright in their search for less-populated beaches. However, they were later displaced with the transition of the Woods Lagoon to the Santa Cruz Small Craft Harbor. Plans to build apartments in the 1960s and 1970s were mostly stymied by local opposition and the area remains a low-density beach community.5

Watsonville
Watsonville is located in the center of Pajaro Valley, just inland from Monterey Bay. In 1851, Judge John Watson filed a claim against Mexican land grant holder Sebastian Rodriguez for the land. While Watson lost the battle, he gave the town its name. Watsonville was incorporated in 1868, and again in 1903 when W. A. Trafton was elected as its first mayor. Watsonville was an agricultural hub in Santa Cruz County, known for its production of berries and apples. It was also one of the largest shipping points between San Francisco and Los Angeles. With the construction of the railroad in the 1870s, Watsonville greatly expanded.6

Watsonville was damaged in the 1906 earthquake as well as a large flood in 1911, but the city continued to thrive as an agricultural processing center. In 1910, Watsonville had its first apple celebration, which became a popular event and gave Watsonville the name “The Apple City” for some time. Lettuce became a successful crop in the area, with the help of refrigerated shipping options in the 1920s. Like the rest of the country, Watsonville was affected by the Great Depression of the 1930s, and the waves of Midwesterners trying to escape the dust bowl. Following World War II, Watsonville was modernized, and the city schools and neighborhoods were consolidated and subdivided. Passenger rail service ended with the increase of automobile transportation and road construction. In 2022, agricultural production and food processing are the main contributors to Watsonville’s economy.7

Aptos
The name Aptos is an Ohlone word and has been associated with the area since at least 1833 when Mexican Governor Jose Figueroa granted Rafael Castro 5,000 acres of land known as Rancho Aptos. In 1857, access to the Bernal property was improved with the construction of a new road that corresponds roughly to present-day Soquel Drive. The Castro family was well known in Aptos, operating ranching, lumbering, and shipping businesses. Rafael Castro approved the construction of Aptos’ first sawmill, as well as the construction of John Watson’s shingle mill. By 1870, lumber was a major business, with its products shipped out of Aptos Wharf. Logging in the area intensified and commercial activity in what is now Aptos Village began during the 1870s, prompted by the completion of the railroad to Aptos in 1875. Deforestation around Aptos Village opened land for housing and railroad tracks. Less than a decade after the opening of the Santa Cruz Railroad, narrow gauge spur lines had been established to carry lumber from the nearby hills into Aptos; the village became a major freight shipment center. The lumber mills reached peak production in the 1890s and by the early 1900s, timber resources had been depleted. The economic focus in Aptos changed to horticulture and fruit packing. Aptos became the center for packing and shipping apples in the late 1890s and into the 1950s.8

Tourism in the Aptos area was established when sugar baron Claus Spreckels bought around 7,000 acres of Rancho Aptos. He built a hotel south of Aptos designed to lure the wealthy to the area. The Aptos Hotel boasted an array of cottages, a pavilion, game room, ballroom, and livery. Other hotels that catered to tourists included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Growing tourism demands led to more worker housing and hotels in the 1880s. In addition, agriculture continued to thrive, with tons of produce being shipped out of Aptos Wharf.9

Cabrillo College was established in 1962 near Aptos, and Aptos High School opened in 1969 near the intersection of Highway 1 and Freedom Boulevard. In the 1970s, the population began to increase rapidly, causing real estate prices to increase. By the 1980s, the technology sector became a huge part of the economy for the area. In 2000, there were 9,396 people living in the unincorporated town of Aptos; by 2010, the population had decreased to 6,220. The small town is no longer associated with the lumber or agricultural industries. Instead, its parks and beaches offer retreat for tourists and locals.10

References:

6 Major Rolin C. Watkins, History of Monterey and Santa Cruz Counties, California, United States: S.J. Clarke, 1925.
Capitola
In 1869, the beach where Soquel Creek met the ocean, “La Playa De Soquel,” became known as Capitola. One of the first buildings to be constructed was a potato warehouse, when the crop was extremely successful in the 1850s. Most of the land in Capitola was owned by Frederick Hihn, who owned Camp Capitola and started a summer resort in the area in 1876 after establishment of his Santa Cruz Railroad made travel to the area more convenient. The Capitola resort was known as the “Gem of the Bay of Monterey.” It was located 4 miles from Santa Cruz, in a cove where the Soquel Creek meets the ocean. The protected cove was known as one of the best bathing beaches along the coast. People from San Francisco came to the resort on horse-drawn vehicles until the Santa Cruz-Watsonville railroad was established. The Capitola Hotel was a well-known destination, with a skating rink, gardens, and dance hall. After Hihn died in 1913, his property was transferred to his daughter, Katherine Henderson, who sold the Capitola land to H. Allan Rispin in 1920. The 160-room Capitola Hotel burned down in 1929. Capitola remained private land until 1937, when the area was deeded to the county.11

Railroad Historic Context
In 1861, a group of Sacramento businessmen incorporated the Central Pacific Railroad (CPRR) to connect California to existing networks in the East. Collis P. Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker (the “Big Four”) emerged as the controlling members of the group. In 1862, President Abraham Lincoln authorized CPRR to build railroad and telegraph lines from the Pacific Ocean to the Missouri River. After financial difficulties and technical challenges crossing the rugged Sierra Nevada, the CPRR met the Union Pacific Promontory Utah, an event celebrated with the dramatic “golden spike” ceremony in 1869. The Big Four had acquired control of the rival Southern Pacific Railroad (SPRR) in 1868. In 1870, the Western Pacific Railroad (which had constructed the railroad from Sacramento to Oakland) and CPRR formally merged. Eventually the consolidated companies were all operated as one under the Southern Pacific name.12

The integration of the West into the transcontinental railroad system brought profound transformation to nineteenth-century California. Early railroad boosters promoted economic growth, population expansion, modernization of lifestyles, and the spread of culture and knowledge to isolated populations. The railroad did bring many of these benefits along with negative consequences including a high accident rate and disinvestment from towns not on railroad lines. A small group of men were able to control this vital infrastructure, and they used the wealth generated by their early entry to consolidate extraordinary power, setting prices and exerting heavy influence on politics beginning in the late nineteenth century.13

In 1901, after the death of Collis P. Huntington (who had gained control of the SPRR in 1888), the Union Pacific (UPRR) acquired a controlling interest in SPRR stock, which was by this time the largest transportation corporation in the world. E.H. Harriman subsequently presided over a period of growth and modernization until 1913. During this era, most railroad tracks were replaced with more durable steel. Harriman’s expansion of the refrigerated car system was particularly important for Northern California’s fruit farmers. In 1916, the U.S. railroad system reached its mileage zenith. In 1917, the federal government took over management of the entire transcontinental railroad system in order to optimize freight travel for the war effort. When private control returned in 1920, the nation was on the brink of the automobile age, which would slowly chip away at the railroad’s dominance for the remainder of the century. Its hegemonic position was destroyed by the post-World War II shift to trucking and personal vehicles, but the railroad remained important to transportation infrastructure throughout the twentieth century.14

Santa Cruz Railroad Development
In 1869, local businessman Frederick Augustus Hihn (1829–1913) and other Santa Cruz residents who were concerned the SPRR would bypass the region formed a committee to advocate construction of a railroad between Santa Cruz and Watsonville. Hihn had come to California from Germany during the Gold Rush. He settled in Santa Cruz in 1851 and began operating a store. Hihn

expanded into logging and soon began using his profits to develop coastal properties and infrastructure. Improved transportation was crucial for the continued expansion of his businesses, and he began developing stage roads and wharfs in the 1850s.15

In 1871, California Southern (an SPRR affiliate) built a spur line to Pajaro just across the Pajaro River from Watsonville, connecting to the CPRR line from Santa Clara to Hollister. The arrival of a railroad in Pajaro prompted a local effort to build a connecting line from Santa Cruz to the burgeoning national rail network. In 1871, the committee began promoting issuance of a bond to publicly fund a Santa Cruz–Watsonville/Pajaro railroad line. Despite opposition from Watsonville citizens and other residents of southern Santa Cruz County, the bond issue was narrowly approved in December 1871. After failing to attract sufficient financing to fund construction, Hihn secured investment from sugar baron Claus Spreckels (also a German immigrant). Hihn decided to use narrow gauge equipment, which was smaller and cheaper than standard gauge.16

The financial panic that took hold in late 1873 provided another setback, since it destroyed Hihn’s faith that the SPRR would buy his railroad line upon its completion. Nevertheless, he pushed forward on a shoestring budget. In late 1873, construction began between the San Lorenzo River and Aptos; the 7-mile narrow gauge segment was completed in 1875. Hihn laid out a route for the railroad line that started near Santa Cruz and proceeded along the shoreline before turning inland in the vicinity of Aptos Wharf. This route was slightly longer than a straight route and crossed two creeks (thus requiring two trestle bridges) when a more direct route would have had only one creek crossing. However, the chosen alignment was flatter and brought the railroad closer to land owned by Hihn (including valuable tracts of timber). Construction continued in 1875, spanning the San Lorenzo River with one of a dozen bridges that had to be constructed to carry the line across the waterways of rugged Santa Cruz County (see Figures 1 & 2). The northern terminus of the line was at the end of Chestnut Street near the foot of Mission Hill. While construction was still underway, the first locomotive, the horse-drawn “Betsy Jane,” ran along the line and aided construction of the narrow-gauge tracks through Watsonville and the southern terminus of the line 0.5 mile south of the Pajaro River in Monterey County (see Figure 3). Initially, horse-drawn streetcars ran along the Santa Cruz Railroad tracks, using its route to carry passengers to the beach resorts until a streetcar line was installed adjacent to the railroad tracks in 1877.17

16 Schwantes, 2011.
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

*Resource Name or # (Assigned by recorder): Santa Cruz Railroad
*Recorded by: Kara Brunzell, Ynez Barber
*Date: December 2022

Figure 1: Railroad tracks and first San Lorenzo River trestle, c1890s, Santa Cruz Public Library.

Figure 2: South Pacific Coast Railroad (SPCRR) train on trestle over San Lorenzo River, c1880s (Goodman and Kifle, Roaring Camp Railroad).
In 1876, traffic opened between Santa Cruz and Pajaro (where it could connect to the regional and national SPRR network). This was the first railroad in Santa Cruz County to be integrated into the national rail system, forever changing transportation in the area. Mixed freight and passenger trains (which at first accounted for most traffic in Santa Cruz County) took nearly 2 hours to travel from Watsonville to the Park Street station the first year of operation; express passenger service was only a few minutes faster. By 1879, the express train was able to cover the roughly 20-mile distance in 1 hour and 25 minutes.18

The Santa Cruz & Felton Railroad, which ran from the Railroad Wharf in Santa Cruz to the valuable timber tracts in Felton, also opened to traffic in 1876. Like the Santa Cruz Railroad, it was narrow gauge and though intended to transport lumber to the wharf for shipment it also informally served passengers. The Santa Cruz & Felton Railroad followed Pacific Avenue northeast from the wharf, crossing the Santa Cruz Railroad line in the vicinity of the intersection of Beach Street and Pacific Avenue (see Figure 4). Downtown Santa Cruz around the foot of the wharf was devoted to rail and industrial development. The Santa Cruz & Felton Railroad had a spur that served the lumber yards on Pacific Avenue and another spur that curved west toward its roundhouse and turntable in the general vicinity of the current Depot Park (see Figure 5). Its main line curved northward at Chestnut Street, where it ran adjacent to the Santa Cruz Railroad line for roughly half a mile to the depots and rail yards near Mission Hill tunnel. The Santa Cruz & Felton passenger depot was a curving building sited atop the rails at the foot of Mission Hill just south of the tunnel; a baggage room and telegraph office was attached to its north end. The Santa Cruz Railroad Depot, with a ticket office, car house, and freight house, was 200 feet to the southeast at the intersection of Park and Division streets. (Street names have changed and the grid has been somewhat altered but the Goodwill building at 204 Union Street is in the location of the depot and may incorporate the original depot building.) Five sidings for the Santa Cruz Railroad separated the two main lines; they led to an engine house, tool house, turntable, and other rail-related infrastructure occupied most of the space between the depots (see Figure 6). By 1887, the Santa Cruz & Felton Railroad had been integrated into the SPRR and was subsequently referred to as the South Pacific Coast Railroad (SPCRR). By 1905, these rail yards had fallen out of use and many of the buildings and sidings had been removed.19

Figure 4: Santa Cruz Railroad Wharf and its junction with Front Street and Beach Street, with St. James Hotel on the left, c1905 (Geoffrey Dunn, Images of America: Santa Cruz Wharf).

Figure 5: Detail, Santa Cruz Sanborn Map showing SPRR (Santa Cruz Railroad) and South Pacific Coast Railroad sidings, spurs, and roundhouse west of Pacific Avenue, 1892.
The presence of reliable transportation infrastructure stimulated development along the Santa Cruz Railroad line, including business ventures, residential neighborhoods, spur lines for industrial development, tourist camps, and hotels. Hihn began aggressively promoting tourism to Santa Cruz County via his railroad shortly after the line opened (see Figure 7). As Hihn had intended, the railroad drew the Aptos town center away from its original location near the wharf and toward lands he owned. Aptos developed a new town center with a depot (one of the first constructed), fruit- and lumber-processing businesses, and the Anchor (Bay View) Hotel adjacent to the tracks (see Figure 8). Aptos began to grow into an important freight junction even before the entire line was complete, and a freight building was constructed. Buildings were oriented toward the tracks, especially in the commercial district, and parcels were irregular or trapezoidal to accommodate its curving alignment. The primary road through town (Soquel Drive) also followed the rail alignment (see Figure 9). The Loma Prieta Lumber company built a line to its timber holdings from Aptos and Hihn then built his own line to his Valencia Canyon lumber mill, Aptos had four sidings by 1888. By the end of the century, five spurs diverged at Aptos; a turntable was added about 1890 and replaced with a wye several years later.20

20 Schwantes, 2011.
Figure 7: Santa Cruz Railroad Advertisement, c1879 (Edward Sanford Harrison, History of Santa Cruz County).

Photograph 8: Aptos, 1919, Aptos Depot foreground Bay View Hotel background, UC Santa Cruz McHenry Library Special Collections.
The burgeoning tourism industry in the city of Santa Cruz expanded rapidly in the 1880s with the development of Neptune’s Baths, a rollercoaster, and expansion of a small hotel into the impressive Sea Beach Hotel (see Figure 10). After some near misses between railroad engines and streetcars utilizing the mainline tracks, separate streetcar lines were developed adjacent to the Santa Cruz Railroad tracks. Tourists walked from the downtown railroad station along the railroad tracks themselves or an early boardwalk installed atop the sand (Beach Street did not yet exist) or took horse-drawn streetcars (see Figure 11). Prior to 1876, Santa Cruz has been accessible only via an inconvenient sea journey or an uncomfortable wagon ride, so only a handful of the most adventurous visited. Connection via rail to the regional transportation network was a necessary condition for the development of a tourism-oriented economy. But the rail alignment was developed along the shortest route for the convenience of logging and other industries, and the trains passing in front of the hotels and other amenities created smoke, noise, and danger for pedestrians.21

21 Historic Context Statement for the City of Santa Cruz, October 20, 2000, prepared by Susan Lehman, 15.
Figure 10: Sea Beach Hotel and the railroad with a train on the Railroad Wharf, c1888, Santa Cruz Public Library.

Figure 11: Santa Cruz’s horse-drawn Pacific Avenue Street Railroad Company service, Santa Cruz Railroad tracks, and adjacent boardwalk, c1890s, Randolph Brant collection.

In addition to the new facilities in downtown Santa Cruz, a tourist camp was developed in nearby Seabright and existing tourist camps were reimagined as high-end resorts; the expansive Hotel Capitola was developed and within a few years neat cottages had supplanted the humble and rather bedraggled tent camp that had preceded arrival of the railroad (see Figures 12 & 13). By the mid-1890s, Santa Cruz had attracted national attention as a resort destination, and the railroad added extra trains in the summer to accommodate the growing numbers of visitors.
Figure 12: Camp Capitola with Capitola railroad trestle/truss bridge in background, c1876 (Photographer R.E. Wood, from Bruce MacGregor, *The Birth of California Narrow Gauge*).
The Santa Cruz Railroad operated for five years, carrying passengers and freight such as lumber and lime for construction. Despite its success in raising the value of local real estate, the Santa Cruz Railroad ran into financial troubles. The SPRR used standard gauge track; this meant that all freight and passengers had to be transferred to new trains at Pajaro. The incompatibility contributed to the Santa Cruz Railroad’s financial unsustainability, which was also exacerbated by power struggles between Spreckels and Hihn, competition, and lost court cases. Damage from a storm in 1881 was the final blow, and the Santa Cruz Railroad went bankrupt. In 1881, the SPRR purchased the Santa Cruz Railroad as well as the SPCRR; SPRR removed the old Powder Works Wharf in 1882, and the Railroad Wharf was slowly transformed into a fisherman’s wharf.22

In 1883–1884, the SPRR subsidiary converted the Santa Cruz Railroad line to standard gauge by widening the tracks and installing heavier-gauge rails. The general alignment was retained when the tracks were widened, although Sanborn Maps reveal that the railroad crossing and line over Aptos Creek was moved about 50 feet southwest, necessitating construction of a new bridge, few other alterations have been documented. The Santa Cruz Railroad was consolidated with the small Loma Prieta Railroad into the Pajaro and Santa Cruz Railroad in 1884. In Aptos, tourism increased as the local Loma Prieta Lumber Company ran “picnic specials” on its spur line. SPRR began running the “Daisy Flyer” from San Francisco to Santa Cruz and Monterey on this route and operated express and local trains between Santa Cruz and Pajaro.23

The SPRR had the resources to invest the substantial funds required to continually upgrade and expand the facilities associated with the alignment including converting the rails and rolling stock to standard gauge, replacement of bridges, addition of stops, construction of new depots (most of them in the standard SPRR depot typology), and expansion/upgrades to existing depots. The huge original Capitola bridge (1874) which spanned much of the town as well as Soquel Creek with a series of trestle and truss bridge segments, was strengthened to support the heavier weight of new equipment when the alignment was standard gauged (see Figure 14). In the 1890s, the truss span was enclosed to protect it from sea spray.24

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The Capitola Bridge trestle spans were replaced in kind over the next several years and a unique metal truss span replaced the wood truss section shortly after the turn of the century. The new truss bridge was repurposed from the SPRR’s Upper Cascade Bridge and supported on concrete piers. The upside-down curved chord Pratt truss had been designed by Phoenix Bridge Company of Pennsylvania, a company that designed and sold hundreds of cast iron and later steel bridges in the nineteenth century and sold this bridge to CPRR at some point prior to the merger with SPRR in 1884 (see Figure 15). The tall, unusual bridge dominated views of Capitola and became a focal point of its scenic landscape featured in many postcards and tourist photographs. When the Old Riverview Historic District in Capitola was added to the NRHP in 1987, the SPRR Bridge was listed as a contributor and its “commanding presence due to its size and height” was noted (see Figures 16 & 17).  

Figure 14: Santa Cruz Railroad passenger train crossing the trestle bridge in Capitola, late 19th century, Santa Cruz Public Library.

Figure 15: Erection Plan, Upper Cascade Bridge, the Phoenix Bridge Company, undated.

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After SPRR consolidated ownership of the Santa Cruz & Felton and the Santa Cruz railroads, separate Santa Cruz facilities were unnecessary, and the old depots were replaced by the Santa Cruz Union Depot on Chestnut Street (about a half mile south of the original depots) in 1893 (see Figure 18). A passenger depot designed in the typical SPRR style and a freight depot were added to
the existing roundhouse, wye, and turntable along with several sidings, water tank, oil tank, and storage buildings for hand cars, tools, etc. in the immediate vicinity (see Figure 19). (Only the mainline tracks, the wye, and the freight depot remain.)  

Figure 18: The Santa Cruz Union Depot on Washington Street and Pacific Avenue, c1898 (Santa Cruz Libraries).

Figure 19: Map showing freight and passenger depots, roundhouse, and turntable, c1905 (Sanborn Maps).

The SPRR constructed a station on Walker Street near Beach Street in Watsonville (1895) (see Figures 20 & 21); the old station across the river at the Pajaro Junction rail yards (which was outside the city of Watsonville and over a mile and a half away from the new depot) also remained in use until it was demolished in 1948. Sidings proliferated at this important freight junction, and by 1908, there were eight tracks in addition to the mainline serving several fruit packinghouses and the Spreckels Sugar Mill.

Figure 20: Watsonville Southern Pacific Depot, c1895 (Pajaro Valley Historical Association).

Figure 21: Watsonville Southern Pacific Depot, c1900, UC Santa Cruz McHenry Library Special Collections.
Unlike Watsonville, Santa Cruz, and even tiny Aptos, Capitola and Seabright never became important freight junctions. Passenger traffic to the tourism-oriented communities was significant, however, and SPRR developed passenger stations to serve this traffic. Seabright’s depot was originally constructed in 1895, as a simple covered platform with open sides located between the Seabright Hotel and the railroad tracks (see Figure 22). About 1910, an enclosed ticket office was created within the original structure and by 1921 the station had been replaced by a fully enclosed building on the north side of the tracks (the current location of a parking lot at the corner of Seabright Avenue and Watson Street). During this era, Seabright also had two sidings that served the Santa Cruz Fruit Packing Company on Watson Street. The Seabright Depot was demolished in the 1950s.

Capitola had a succession of depots in different locations beginning in 1876 with a small, utilitarian building west of Soquel Creek. In 1883, the station was moved across the creek and north of the railroad tracks (see Figure 23). The third and current Capitola depot was developed by SPRR in 1901, after Hihn lobbied for a new and more attractive station for his resort (see Figures 24 & 25). The Capitola depot was expanded in 1990 for use as an inn.
Figure 23: Second Capitola depot, 1890s, UC Santa Cruz McHenry Library Special Collections.

Figure 24: Capitola postcard featuring depot, c1915.
Along with updating infrastructure on the alignment, the SPRR was able to gradually reduce travel times over the years. By 1890, an express train from Pajaro to Santa Cruz took just 53 minutes; by 1909, the time had been reduced to 50 minutes. The standard travel time for the route remained 50 minutes over the next three decades.  

After Harriman gained control of SPRR in 1901, the company embarked on massive new investments in upgraded infrastructure, spending over $1 million over the next few years. The Capitola Depot at 250 Monterey Avenue and a siding to serve it from the end of the trestle was among the first local projects funded during the Harriman era. In 1903, SPRR work in Santa Cruz County included replacement of bridges and rails as well as construction of new railroad sheds, roundhouses, and depots. The San Lorenzo River bridge was replaced with a roughly $30,000 through truss steel bridge in 1904 (Figure 26). The alignment was slightly rerouted at Opal (north of Capitola) to remove a dangerous curve the same year, one of only a few alterations to the original 1876 route. During this period, many of the locomotives were switched to oil burners and more passenger coaches were added. During the first decade of the twentieth century, the SPRR became a major investor in tourism-oriented development at the Santa Cruz Boardwalk.  

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In 1905, an SPRR subsidiary began work on a northern extension of the line intended to connect Santa Cruz to San Francisco. Progress was halted by the 1906 earthquake, but the spur had connected Davenport, where the Santa Cruz Portland Cement Company operated a plant, to Santa Cruz. With the railroad available to transport its product, the Santa Cruz Portland Cement Company’s Davenport plant thrived, and was able to supply cement for the rebuilding of San Francisco, the Panama Canal, and other important projects. After the earthquake, SPRR upgraded the remained mixed-gauge tracks to a standard-gauge line. But the financial downturn that overtook the region after the earthquake put an end to railroad expansion; most lines under construction were cancelled and no new railroad lines were developed in California after 1909.  29

Tourism thrived in Santa Cruz in the 1910s, having replaced the lumber industry as the primary driver of the local economy. The old narrow-gauge line over the Santa Cruz Mountains was upgraded to standard gauge and the tunnels were widened, and six trains a day connected Santa Cruz to San Francisco. The decline in logging and industrial production in Santa Cruz County led to much lower levels of freight traffic, but it was somewhat offset by increased passenger travel by rail during this era. There were more active railroad lines in Santa Cruz County between 1910 and 1920 than during any other era. By 1918, six freight trains and 18 passenger trains were arriving and departing Santa Cruz each day. The Scenic Local, which offered travel from San Francisco to Monterey, traveled over the Santa Cruz Railroad route from Santa Cruz to Watsonville. By the 1920s, the downtown Santa Cruz depot and rail yards had over a dozen rail lines and sidings. The increase in ridership, however, obscured a transition to cars and roads that was underway in Santa Cruz County by the turn of the century.  30

Civic leaders and owners of the hotels and attractions along the boardwalk had long complained about the noise and inconvenience of having railroad tracks immediately adjacent to the beach and occupying so much space downtown around Chestnut Street. Beach Street (known at first as Esplanade Street) had become part of the Santa Cruz street grid around the turn of the century in the climate of changing transportation technology (see Figures 28 and 29). The chief engineer of SPRR then agreed to permanently reduce the speed of trains through the Boardwalk area in 1904. The 1906 San Francisco earthquake and subsequent regional economic decline derailed SPRR plans to add additional rail lines and continue robust investments in its infrastructure, and expansion of the regional rail network ended in 1908. This failure to continue expansion in order to add new markets and

customers hastened the transition already underway from rails to roads, and the Santa Cruz Railroad began its gradual decline in significance. 31

Although increasing passenger service and number of railroad lines during 1910s made it something of a golden age for railroads in Santa Cruz County, forces had already been set in motion that would relegate the Santa Cruz Railroad to secondary regional transportation infrastructure. The Good Roads movement led by cyclists and automobile manufacturers had begun to gather steam nationwide near the end of the nineteenth century. During the 1890s, Santa Cruz County newspapers were already promoting automobiles as the transport of the future. One element of the cultural excitement around the automobile was a belief that they would be quieter and easier on road surfaces than horses, and that widespread adoption of internal combustion vehicles would naturally lead to better-paved, well-maintained roads. By 1905, the issue of how to integrate personal automobiles into the local road system was hotly debated in local papers as Santa Cruz residents began acquiring (or aspiring to acquire) automobiles. While automobiles did not immediately render trains obsolete, as their numbers grew, the primacy of the Santa Cruz Railroad as regional transportation infrastructure was lost. In 1908, Santa Cruz hosted a statewide Good Roads Convention, which was attended by delegates from all over California as well as Gov. James N. Gillett, who arrived by auto after a train derailment. The following year, Gillett would sign a seminal State Highway Bond Act into law. By the following decade, the regional transition to cars and highways had gained momentum; the presence of a dozen or more cars in the crowds at the downtown Santa Cruz depot in the 1917 photograph below demonstrates the inexorable changes underway (see Figure 27). The passage of a $924,000 Santa Cruz County road construction bond in 1919 cemented local investment in the wider trend away from railroads and toward roads. Passage of this bond market another inflection point in the transition already underway from rail to roads and vehicles for both passenger and freight transport. Among several other projects, the bond resulted in development of a Watsonville Santa Cruz Road, which followed the general route of the railroad and tied into state highway system. Development of the road system facilitated the transfer of passenger traffic as well as local produce toward roads, eventually rendering the railroad redundant.32

Figure 27: Crowd at Union Depot to see off World War I troops, c1917 (Santa Cruz Libraries).

Figure 28: Detail, Sanborn Map showing proximity of SPRR tracks to beach and tourist amenities, 1905.

Figure 29: Southern Pacific railroad tracks on Beach Street looking east with Neptune's Kingdom right frame, c1939 (Santa Cruz Public Libraries).
In the 1920s, trucks and personal automobiles began to offer serious competition to the railroad for both freight and passenger traffic. However, five large oil companies (Flying A, Texaco, Union 76, ARCO, and Chevron) each had railroad spurs that were functioning for petroleum distribution into the 1960s. The Great Depression brought additional difficulties for railroads, and in 1938, passenger service from Santa Cruz to Watsonville was suspended. The Suntan Special ran along the Santa Cruz Railroad line from 1939 to 1959 (with an interruption during World War II). Its demise marked the end of passenger rail travel in Santa Cruz County. The Municipal Wharf flourished in post-war years, transforming from a railroad pier to a tourist and restaurant hub. The depot area was redeveloped as Depot Park in 2005. The UPRR acquired all of SP's holdings in 1996, including the Santa Cruz Railroad. While the Santa Cruz Union Depot was used for buses for a number of years after train service was terminated, it was closed in 1960. By the late 1960s, trucks, busses, and cars had completely replaced the Santa Cruz Railroad for passenger travel as well as product shipment. In the 1970s, the Union Depot was repurposed as a restaurant. It was abandoned in the 1990s and burned down.

The nascent tourism industry also developed into a major driver of the local economy; high-end hotels were developed to cater to the upper income travelers who would not have been willing to embark on an arduous wagon-road trip or sea voyage to the Santa Cruz area. A tourist camp sprang up in Seabright and the bare-bones Capitola tent encampment of the early 1870s was quickly transformed to a resort offering newly constructed cottages. The tiny tourism industry in the City of Santa Cruz exploded in the 1920s; the Neptune Baths, the first roller coaster, and other beachside attractions were developed, and the Sea Beach Hotel was expanded from its humble beginnings into a luxury hostel. Aptos Village sprang up around the curving rail alignment, and also became a tourist destination with fine hotels on either side of the tracks. Regional agriculture began to shift its early focus on potatoes and grains to more profitable crops like sugar beets and prune and apple orchards. The expansion of agriculture in turn led to the development of a fruit packing and processing industry centered in Watsonville, with additional packinghouses in Aptos and Santa Cruz.

While the Santa Cruz Union Depot was used for buses for a number of years after train service was terminated, it was closed in 1960. By the late 1960s, trucks, busses, and cars had completely replaced the Santa Cruz Railroad for passenger travel as well as product shipment. In the 1970s, the Union Depot was repurposed as a restaurant. It was abandoned in the 1990s and burned down. The railroad within the city of Santa Cruz is used by Roaring Camp Railroads, an 1880s-themed camp that takes passengers to Bear Mountain or along the coast in authentic steam engine trains. The rest of the alignment is not in use.

Summary of Significance
The Santa Cruz Railroad is eligible to the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP) under Criterion A/1 within the theme of railroad development and transportation. When it opened to passenger and freight traffic from Santa Cruz to Pajaro in 1876, the Santa Cruz Railroad connected Santa Cruz County to the burgeoning nationwide rail network. Almost all cargo and passengers had entered Santa Cruz via the harbor prior to establishment of the railroad, the roads of the era were extremely primitive. As the first local railroad to tap into the era’s most important regional and national transportation system, the Santa Cruz Railroad created the conditions that allowed for rapid development in the county over the decades that followed. Local products could suddenly reach San Francisco and even the wider national market. Logging companies immediately began constructing spur lines into the Santa Cruz Mountains which allowed them to transport valuable timber to market via the Santa Cruz Railroad, and by the end of the 1870s local mills were producing 36 million board feet of lumber a year. By this time, there was also a gunpowder plant as well as five lime kilns producing lime for mortar and several tanneries. Service to the downtown Santa Cruz wharves stimulated the formation of a commercial fishing industry that included wharf-side canneries.

Development of tourism and industry meant growth of local communities, and population expansion in Santa Cruz, Seabright, Capitola, Aptos, and Watsonville followed establishment of the railroad. Santa Cruz, the commercial heart of the County as well as its seat of government, continue to add population through the end of the nineteenth century. After the Southern Pacific took over and upgraded the tracks to standard gauge in 1882, the company constructed new stations at Pajaro, Watsonville, Aptos, Seabright, and Capitola as well as developing a substantial station in downtown Santa Cruz along with a rail yard, freight building, and other infrastructure. The SPRR also strengthened or replaced bridges and related structures. Aptos, which had been a mere village in the

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1860s, became an important center for freight shipment in the 1880s; the town had at least four sightings by the end of the decade and by the turn of the twentieth century five spur lines led into the mountains from Aptos.

By the early 1890s, old-growth timber stands had been depleted and other industrial activities also slowed; agriculture and tourism became the dominant economic activities in Santa Cruz County. A change in leadership at SPRR in 1901 led to another era of investment in regional rail infrastructure. The Capitola Depot, San Lorenzo Bridge, and Capitola Bridge over Soquel Creek were all constructed during the early years of the Harriman era. The 1906 earthquake and subsequent regional economic decline, however, cut short the expansion of the rail network in Santa Cruz County by 1908. In the 1910s, the City of Santa Cruz lost population for the first time, and freight traffic on the Santa Cruz Railroad began to decline along with regional industrial activity. Passenger travel by rail remained robust and even grew, and the volume of passengers and number of trains both peaked in the 1910s. However, changes already underway in modes of transportation undermined the dominance of rail. As personal automobiles became available and the road network was improved, the railroad lost its role as essential transportation infrastructure for both freight and passengers. In 1919, the Santa Cruz County Board of Supervisors appropriated nearly $1 million to pave major routes throughout the county, further cementing the transition to vehicles and loss of primacy for rail already underway. Although it would remain a transportation role player for several decades, rail was no longer the indispensable centerpiece of regional transportation infrastructure, although several major bridges along the alignment were replaced between 1909 and 1932. Regular passenger service ended in 1938.

Period of Significance (1876 – 1938)

The period of significance begins in 1876 with the original establishment of the Santa Cruz Railroad, which opened the County to industrial development, tourism, and residential growth. The rail alignment was upgraded and associated features like bridges and depots were constructed after the SPRR took over in 1881. The railroad remained essential to regional growth and development and was the central feature of the regional transportation network through the end of the nineteenth century. By the late 1890s, however, depletion of natural resources led to industrial decline and a drop-off in freight traffic, which was at least partially offset by increasing numbers of passengers during the early twentieth century as the local population and tourism expanded. During the same era, Santa Cruz County residents were beginning to adopt and promote the use of the personal automobile, and roads and regulations on the railroad in downtown Santa Cruz started to be altered to reflect this shift. Although the SPRR embarked upon an intensive program of expansion and improvement of its infrastructure in 1901, the 1906 San Francisco earthquake truncated Harriman’s plans for growth. The subsequent regional economic downturn meant that even previously planned projects were abandoned by the SPRR, and railroad line expansion throughout Northern California ended in 1908. Santa Cruz hosted a convention of automobile and road boosters the same year, demonstrating that the replacement of the railroad as the centerpiece of transportation infrastructure with roads and internal combustion engines was already well underway. As it pulled back from adding lines and investing in new infrastructure, the SPRR could no longer expand its markets or keep pace with population growth. The slow process of the SPRR ceding its primacy to the newer mode of transportation began to gather force after 1908, and personal vehicles would increase their market share in each subsequent year until roads and automobiles gained hegemony. However, passenger traffic was robust during the 1910s and 1920s, and several of the bridges along the alignment were replaced during this era with new wood trestle or steel plate bridges. The Great Depression added economic challenges to the increasing difficulty of competing with cars, and in 1938, the SPRR accepted this reality and terminated regular passenger service, marking the end of the period of significance.

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: The Santa Cruz Railroad is significantly associated with events that have made an important contribution to the broad patterns of our history. It was the first line to connect Santa Cruz with the important agricultural center Watsonville, and when it was completed in 1876 allowed Santa Cruz County to integrate into the regional and national rail network. The presence of the railroad allowed a nascent tourism industry in Santa Cruz County to grow rapidly in the late nineteenth century. It enabled profitable agriculture, logging, and other industrial operations in Santa Cruz County, which had shipped all products into and out of the harbor prior to the establishment of the railroad. The railroad’s presence allowed for population growth throughout the County. The Santa Cruz Railroad and its rather idiosyncratic route had a profound effect on the built environment along its alignment, most of which was developed after the railroad opened to traffic. The SPRR’s sharp turn northward and away from the coast at Seacliff Beach is an artifact of its development by Frederick Hihn, who was strongly motivated to expand his businesses, and routed the alignment toward properties he owned and intended to log. This caused the village of Aptos to shift north from its original oceanside location and to develop an unusual non-orthogonal street grid with odd-shaped parcels oriented towards the
railroad tracks. Capitola, likewise, developed in the shadow of the towering Santa Cruz Railroad trestle that carried the train across both Soquel Creek and portions of the town. By allowing visitors to arrive in Santa Cruz County without undertaking an arduous ocean voyage, the railroad stimulated tourism-oriented development near the Santa Cruz pier but also in Seabright, Capitola, Aptos and at other points along the line. These trends were only intensified after Southern Pacific acquired the line and began upgrading its infrastructure in the early 1880s. Aptos became an important freight junction after branch lines to lumber mills were constructed in the late nineteenth century. The railroad continued to draw tourist traffic into the twentieth century, as increased passenger service partially offset the loss of freight traffic after logging and other industries declined. New leadership at SPRR beginning in 1901 ushered in another era of intensive investments in bridges, depots, and the tourist attractions at the Santa Cruz Boardwalk. The Davenport Branch Line (constructed in 1907) has similarly been recommended eligible for NRHP listing for its association with a historically significant cement plant. The alignment remained important for both passenger and freight service into the twentieth century, beginning to lose the primacy of its role as indispensable transportation infrastructure when expansion stopped and investment slowed in 1908. This disinvestment amplified existing trends toward adoption of the personal automobile, which became ascendant in the following decades as rail passenger traffic declined. Passenger traffic remained strong through the 1920s, but ascendancy of the automobile and the Great Depression finally forced suspension of passenger service in 1939. For these reasons, the Santa Cruz Railroad is significant to the NRHP and CRHR under Criterion A/1 with a period of significance of 1876 - 1938.

Criterion B/2: The Santa Cruz Railroad is not associated with the life of a person important to our history. Frederick Augustus Hihn was important to local history, and Claus Spreckels was a significant figure at the state and national level as well as locally. However, the railroad line lacks the strength of association for eligibility in the context of the life of either man. Therefore, Santa Cruz Railroad is not significant to the NRHP or CRHR under Criterion B/2.

Criterion C/3: The Santa Cruz Railroad is constructed of ballast, steel rails, earthen embankments, and wood railroad ties, which are typical features of railroad lines. Associated features such as bridges and depots constructed within the period of significance also exhibit the ordinary features of these types of properties. The railroad alignment and its bridges do not exhibit any groundbreaking engineering or design features. Nor are the extant freight and depot buildings associated with the Santa Cruz Railroad associated with known architects or otherwise architecturally significant. For these reasons, the property is not significant to the NRHP and CRHR under Criterion C/3.

Criterion D/4: In rare instances, structures themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. Railroads are common structures, and their properties are well understood. The Santa Cruz Railroad therefore does not appear to be a source of important information in this regard, nor do the bridges or buildings associated with the railroad appear to be sources of important information.

Integrity

Historic integrity is defined as the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during its historic period. There are seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The Santa Cruz Railroad has not been moved outside the period of significance and therefore retains integrity of location. The setting of the railroad line surveyed has been altered modestly over the long period since its construction, with stretches that pass through urbanized areas such as Beach Street in Santa Cruz and other communities, adjacent to the coast, through farm fields, and across south county sloughs. The railroad therefore retains integrity of setting. Integrity of design, materials, workmanship, feeling, and association have been somewhat compromised over the decades by the loss of related resources, in particular the depots in Santa Cruz, Seabright, Pajaro, and Aptos, which if extant would qualify as significant character-defining features of the resource. Likewise, maintenance and replacement of bridges, ties, tracks, signals, and other features has had some negative impact on integrity. Much maintenance work, however, can be considered commonplace, in-kind replacement of worn elements of the infrastructure that allowed for the continued long-term use of the alignment for its original purpose and therefore do not diminish integrity. Earthen embankments (except in urbanized stretches where tracks are embedded in asphalt) and over 90% of the original alignment have been retained.

Moreover, the primary character-defining feature of the Santa Cruz Railroad is its alignment, which exhibits the idiosyncratic route originally developed in the mid-1870s. Unlike later railroads that were developed through and around existing communities, the Santa Cruz Railroad alignment preceded almost all development along its route. It therefore features a route that travels through the commercial heart of downtown Santa Cruz (rather than travelling through an industrial zone), passes immediately adjacent to tourist attractions on the Boardwalk, and continues along the beach as well as over and through residential and retail neighborhoods in Capitola and Aptos. The railroad alignment also features the sharp turns associated with its original construction as a narrow-gauge line in 1875–1876. Once a common railroad construction typology, narrow-gauge was replaced by dominant
standard gauge in the late nineteenth century and has subsequently almost completely vanished in the United States. fWatsonville Depot, Capitola Depot, the Santa Cruz freight house, and three contributing bridges are all extant in addition to the alignment itself. The San Lorenzo Bridge and Capitola Bridge are both highly significant character-defining features of the railroad, and both have been previously identified as historical resources by their local communities. The Capitola Bridge, with its repurposed truss span designed by the Phoenix Bridge Company, is a particularly important element of the visual character of Capitola because of its height, provenance, and unusual design. It is a contributor to Capitola’s NRHP-listed historic district. The three extant depot buildings are also significant character-defining features which contribute to the ability of the railroad to convey its sense of time and place, and demonstrate how people utilized, accessed, and interacted with the railroad. The physical features of the railroad including its ballast, ties, rails and related structures like signals and culverts are less significant as character-defining features. Most of these elements have been replaced outside the period of significance, although historic photographs demonstrate their similarity to the features they replaced. Therefore, these elements contribute somewhat in the areas of feeling and association to the ability of the Santa Cruz Railroad to convey its sense of time and place, but are far less important than the alignment itself and are also less important than the bridges and depots. The related Davenport Branch Line has been previously recommended eligible to the NRHP, is also extant, and contributes somewhat to the integrity of the Santa Cruz Railroad.

For these reasons, the Santa Cruz Railroad retains sufficient integrity to convey its historical significance. The property qualifies as a historical resource/historic property under CEQA and the National Historic Preservation Act.
Photographic Survey (Continued):

Feature Type 1: Alignment & Rail Features (Rails, ties, ballast, signals etc.)


Photograph 3: Santa Cruz Tracks (Resource C1 / MP 8.73), the feature contributes to the historic property, but is less significant & has lower overall integrity than the alignment & other extant structures. Camera facing southeast, November 2022.
Photograph 4: Santa Cruz Tracks (Resource C1 / MP 19.74), camera facing northeast, November 3, 2022.
Feature Type 2: Railroad Bridges

The Santa Cruz Railroad includes railroad bridge crossings and culverts that were built before 1975.

Unnamed Bridge (NC1 / Mile Post (MP) 0.86) crosses a seasonal slough in the vicinity of the intersection of Florence Avenue and Jonathan Street in Pajaro. It is roughly 218 feet long and 16 feet wide and consists of a 14-span open deck timber stringer. The bridge was constructed in 1940, after the end of the period of significance and is not a contributing feature of the historic property.

Photograph 5: Looking towards unnamed bridge over seasonal slough (Resource NC1), which was constructed outside the period of significance and does not contribute to the historic property. Camera facing southeast, November 3, 2022.
Photograph 6: Bridge (Resource NC1), camera facing north, November 3, 2022.
The Pajaro River Bridge (Contributing Resource C2 / MP 1.07 – 1.17) is 571 feet long and 16 feet wide. It has 3 connected segments that were built at various times. It consists of a 180-foot 13-span open deck timber stringer segment at the Pajaro (southeast) end constructed in 1950, a 300-foot central 5-span open deck steel through plate girder constructed in 1906, and a 91-foot 6-span open deck timber stringer at the Watsonville (northwest) end that was also constructed in 1950. Only the 300-foot central segment was built within the period of significance and contributes to the historic property.

Photograph 7: Pajaro River Bridge (Resource C2), from riverbank at Watsonville looking toward where non-contributing 91-foot trestle bridge segment (right) meets contributing steel girder segment (left) built in 1906 camera facing south November 3, 2022.
Photograph 8: Pajaro River Bridge (Resource C2), from railroad tracks atop non-contributing trestle segment at Watsonville end toward contributing central segment (which starts where open railings end and steel girder is visible), camera facing southeast, November 3, 2022.

Photograph 9: Pajaro River Bridge (Resource C2), from riverbed near Watsonville bank looking toward concrete piling columns and riveted steel bracing below steel girder structure, camera facing southeast, November 3, 2022.
The Watsonville Slough Bridge (C4 / MP 4.45) is a 4-span open deck timber stringer built in 1932. It is 16 feet wide, 60 feet long, with 6 bents. It was evaluated for historic significance in 2014 and given the status code of 6Z (i.e., ineligible for the NRHP and CRHR). Because the bridge was built within the period of significance for the Santa Cruz Railroad, it is considered a contributor to the historic district.
The Harkins Slough Bridge (C5/ MP 4.87) is a 13-span ballasted deck timber stringer, which is a superstructure consisting of lumber timber stringers with timber deck planks supporting the ballast and rail ties, and timber bents. It was built in 1909 and is 15 feet 4 inches wide and 195 feet long, with 5 bents. It is near the center of a 1,500-foot ballast crossing of the slough that has water on both sides but is not structurally considered a bridge. The Harkins Slough Bridge was built within the period of significance and contributes to the historic property.

Unnamed Bridge (NC-02 / MP 5.42) is a 1-span ballasted deck timber stringer built in 1904. It is 16 feet wide and 15 feet long. It is the first in a series of six bridges between Harkins Slough and San Andreas Road (MP 4.87 – MP 8.64), all of which were constructed between 1904 and 1926. All of these bridges in this series carry the alignment over seasonal sloughs or low ground without standing water and all are relatively low in height. This bridge does not contribute to the historic property as it is a minor structure that lacks significance.
Unnamed Bridge (C7 / MP 6.01): a 6-span ballasted deck timber stringer built in 1926. It is 15 feet wide and 90 feet long, with 6 bents. This bridge was built within the period of significance and contributes to the historic property.

Photograph 14: Unnamed Bridge (C7). Camera facing west showing 1926 bridge at MP 6.01, November 3, 2022.
The San Andreas Road Bridge (C11 / MP 8.64) is a prestressed concrete bridge over the road itself that was built in 1975. It is connected to a timber stringer bridge constructed in 1932, which carries the alignment over the small creek west of the road. The single-span ballasted deck concrete bridge consists of a prestressed concrete trough superstructure with concrete girders connected by a continuous bottom flange supporting the ballast and rail. The 8-span ballasted deck timber stringer is 16 feet wide and 112 feet long, with a variation of bents. The timber stringer segment was built within the period of significance and contributes to the historic property.

Photograph 15: San Andreas Road Bridge (C11), 1975 prestressed concrete segment carrying the alignment over the road, camera facing northeast, November 3, 2022.

Photograph 16: San Andreas Road Bridge approach section (C11), 1932 timber stringer segment over creek, camera facing northwest, November 3, 2022.
The Bush Gulch Bridge (C12 / MP 10.45): is a 16-span ballasted deck timber stringer built in 1928. It is 16 feet wide and 240 feet long, with 6 bents. It was built within the period of significance and contributes to the historic property.

Photograph 17: Bush Gulch Bridge (C12), timber stringer bridge constructed 1928, camera facing west, November 3, 2022.

The Hidden Beach Bridge (C13 / MP 11.16): is a 16-span ballasted deck timber stringer built in 1928. It is 16.75 feet wide and 240 feet long, with 6 bents. It was built within the period of significance and contributes to the historic property.
The Soquel Drive Bridge (C14 / MP 12.39): is a 1-span open deck steel plate girder built in 1925. It is 16 feet wide and 60 feet long. Although previously evaluated and found individually ineligible, this bridge is considered a contributor to the historic district.
The Aptos Creek and Spreckles Drive Bridge (C15; MP 12.71): consists of a 1-span open deck steel through plate girder and a 2-span open deck steel plate girder. The one-span steel plate through girder was built in 1929 and is 16 feet wide and 71 feet long, with 3 bents. The 2-span steel plate deck girder was built in 1969, is 16 feet wide, 160 feet long, and has 3 bents. Although previously evaluated and found individually ineligible, this steel plate through girder was built in 1929 was constructed within the period of significance and is considered a contributor to the historic district.

Photograph 23: Bridge segment over Aptos Creek (C15), 2-span steel plate deck girder segment built in 1969, camera facing west, February 9, 2021.

Photograph 24: Bridge segment over Spreckles Drive, (C15), contributing 1-span open deck steel through plate girder built in 1929, camera facing west, February 9, 2021.
Culvert MP 13.84 (C16; MP 13.84) This concrete arch culvert is 90 feet long and its arch is 8 feet by 4 feet according to SCCRTC records. It was photographed from the end of Estates Drive. The culvert was built in 1916, within the period of significance, and contributes to the historic property.

Photograph 25: Concrete culvert (C16), 1916, camera facing northwest, November 3, 2022.
The Capitola Ave. Soquel Creek and Wharf Road Bridge (C18; MP 15.89 – 16.0): The tall and imposing bridge, which is nearly 600 feet long, dominates the Capitola landscape. It has five segments that were constructed using different materials during different eras: a 3-span concrete box, a 15-span open deck timber stringer, a 1-span open deck pinned truss, a 3-span open deck timber stringer, and a 1-span PS concrete trough. The three-span prestressed concrete box girder is a superstructure that consists of a prestressed concrete trough with two concrete girders connected by a continuous bottom flange supporting the ballast and rail ties. It was built in 1970 and is 16 feet wide, 120 feet long, and has 4 bents. The 15-span timber stringer was built in 1904 and is 16 feet wide, 215 feet long, with various bents. The one-span steel deck and truss, consisting of steel chords, verticals, and bracing, was installed in 1903; it is 16 feet wide and 148 feet long. It is an upside-down curved chord Pratt truss originally designed by Phoenix Bridge Company of Pennsylvania and installed in the Sierra Nevadas, apparently prior to 1884, before being repurposed to span Soquel Creek. The three-span timber stringer was built in 1904 and is 16 feet wide, 40 feet long, with 4 bents. The one-span ballasted concrete trough was built in 1971 and is 20 feet wide, 60 feet long, with 1 bent. It is a contributor to Capitola’s NRHP-listed historic district.

Photograph 26: Capitola Ave. Soquel Creek and Wharf Road Bridge (C18), is one of the most significant contributing structures to the historic property (despite some diminished integrity from altered sections). Photo shows 1904 timber stringer segment (foreground / left) tying into a 1970 concrete box girder section (background / right). Camera facing north, November 3, 2022.
Photograph 27: Capitola Ave. Soquel Creek and Wharf Road Bridge (C18), Photo primarily shows massive 1904 timber stringer segment, with the non-contributing concrete section in the far right (foreground) and contributing truss background. Camera facing southwest, November 3, 2022.

Photograph 28: Capitola Ave. Soquel Creek and Wharf Road Bridge (C18), steel truss center segment installed 1903, camera facing southwest, November 3, 2022.
Photograph 29: Capitola Ave. Soquel Creek and Wharf Road Bridge (C18), contributing steel truss center segment installed 1903, camera facing southwest, November 3, 2022.

The Rodeo Gulch Bridge (NC-07 / MP 17.30): is an eight-span PS concrete box, a superstructure of precast concrete box girders placed side-to-side supporting the ballast and rail ties. It was built in 1977 and is 17 feet wide, 240 feet long, with 4 bents. It does not contribute to the historic resource as it was built well after the period of significance.

The Santa Cruz Small Craft Harbor (Woods Lagoon) Bridge (NC-08 / MP 18.84): is a seven-span PS concrete box. It was built in 1970 and is 18 feet 3 inches wide, 420 feet long. It does not contribute to the historic property as it was built well after the period of significance.
The San Lorenzo River Bridge (Contributing Resource C19; MP 19.43) is 300 feet long 15 feet 9 inches wide with two segments, both constructed in 1904. The larger truss segment is 240 feet long and composed of 2-span open deck riveted steel plate Warren through truss with riveted steel plate deck girders. There is a 40-foot 1-span open deck riveted steel plate girder on the Santa Cruz Boardwalk end. The San Lorenzo River Bridge is one of the most significant contributing structures to the historic property.
Photograph 35: San Lorenzo Bridge (C19), girder segment foreground, truss segment left frame, camera facing east, November 3, 2022.
Resource Type 3: Santa Cruz Railroad-Related Buildings

Along the railroad through Santa Cruz and the various towns it passes through, there are three surviving freight buildings and depots. They were constructed between 1893 and 1901; although each building is different all exhibit character-defining SPRR building typology. The two-story Watsonville Depot is the largest of the three buildings and has wood frame construction, long rectangular plan, a cross-gabled roof, and horizontal cladding. All the windows have been boarded up, but it appears otherwise to be in good condition. The Capitola Depot is the smallest and most highly decorative of the surviving buildings. It was repurposed first as a residence and is currently an inn. It is wood frame construction with wide wood sash windows and a hipped roof. It features a cornice with paneled frieze and shaped rafter tails. A wide wraparound porch is supported by Tuscan columns with ornate capitals. The freight building in Santa Cruz has a simple rectangular plan and hipped roof. It has wood doors topped by multiple light transoms and multiple light wood sash windows. It is wood frame construction with stucco cladding.
Photograph 37: Watsonville Depot (C3 / MP 1.64), camera facing west, November 3, 2022.

Photograph 38: Capitola Depot (Contributing Resource C17; Mile Post 15.65), camera facing northeast, November 3, 2022.
Photograph 39: Santa Cruz Freight Building (Contributing Resource C20; MP 20.18), camera facing northeast, November 3, 2022.

Photograph 40: Santa Cruz Freight Building (C20; MP 20.18), camera facing southeast, November 3, 2022.
The parcel at 7992 Aptos Wharf Road contains two buildings: a residence and a garage. The dwelling is a one-story building with a rectangular plan that sits on a raised foundation. The eaves of the hipped roof are boxed and the roof is covered with composition shingles. The simple plan has an asymmetrical façade with a gable-covered bay window at the southwest corner of the house and an inset porch. The porch has two large square posts and turned balusters. The majority of the windows are 1/1 double-hung wood frame sash with lug sills. Exceptions to this are the four-light wood frame windows facing onto the porch and the multi-light wood frame window set in the center of the bay window. There is a louvered wood vent with a lug sill in the peak of the front gable and the building is sheathed in channel rustic siding. (See Continuation Sheet)
**State of California - The Resources Agency**
DEPARTMENT OF PARKS AND RECREATION

**BUILDING, STRUCTURE, AND OBJECT RECORD**

| Page 2 of 10 | *NRHP Status Code* 6Z | *Resource Name or # (Assigned by recorder) Map Reference #07-05 |

**B1. Historic Name:** Rice House  
**B2. Common Name:** incorrectly identified in previous surveys as “Judge Rice House”  
**B3. Original Use:** single family residence  
**B4. Present Use:** single family residence  
**B5. Architectural Style:** Worker’s Cottage  
**B6. Construction History:** (Construction date, alteration, and date of alterations) Built ca. 1890; original barn removed ca. 1950; detached garage built ca. 1976  
**B7. Moved?** ✗ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________  
**B8. Related Features:** ____________________  
**B9. Architect:** unknown  
**B9. Builder:** unknown  
**B10. Significance:** Theme n/a  
**B10. Significance:** Area n/a  
**B10. Significance:** Period of Significance n/a  
**B10. Significance:** Property Type n/a  
**B10. Significance:** Applicable Criteria n/a  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 7992 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places, or the California Register of Historical Resources, and it is not considered to be a historical resource for the purposes of CEQA. (See continuation sheet.)

**B11. Additional Resource Attributes:** (List attributes and codes)

**B12. References:** USGS Quadrangle, Soquel (1954 photorevised 1980); County Property Records; United States Census, Santa Cruz County (1870-1930); “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz, March 2001”; Cabrillo Times & Green Sheet, February 1, 1973; Sanborn Fire Insurance Maps 1888 and 1892; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E; Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412; Aerial Photographs (1931 through 1963)

**B13. Remarks:**

**B14. Evaluators:** Caltrans, District 5 PQS; Meta Bunse, JRP  
**Date of Evaluation:** February 2004; revised April 2008  
(This space reserved for official comments.)
P3a. Description (continued):

A detached garage, built about 1976, is located southwest of the residence. It is a front gabled building with a low-pitched roof featuring a wide fascia board at the narrow eaves. The garage is sheathed in plywood and has three different types of bay doors in the northwest side. The first pair are double, side-hinged wood doors, the second is a replacement sectional garage door. The third bay is set with a sectional roll-up garage door. The garage also has a flush wood personnel door (Photograph 2).

B10. Significance (continued):

History of Aptos and the Rice Family

The village of Aptos is located on what was once the Rancho Aptos, a square league of land granted to Rafael Castro in 1833. Santa Cruz County settlement grew during the early American period and several buildings and structures were constructed on rancho land under a land lease agreement Castro offered to settlers in the 1850s. The Aptos of mid-nineteenth century was a small village centered along Aptos Wharf Road, around Jose Arano’s general store and post office, with access to shipping at the Aptos Wharf. In 1876 the Santa Cruz Railroad came through Aptos, bypassing Aptos Wharf Road and a new center of town soon developed around the new rail depot to the east of this site. With reliable rail service established, the local industries went through a relatively steady period of growth during last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off of the main north-south tracks, including two spurs specifically for large timber companies. In 1878, Jose Arano built the “Anchor House” later known as the Bay View Hotel, at the corner of Trout Gulch Road and Aptos Street. Several other businesses and more hotels were constructed during this period, including one operated by David Marion Rice.1

David Rice, a native of Missouri, was living in Santa Cruz when he married Matilda Jane Graham Rice (Jennie Rice) around 1865. Mrs. Rice was the daughter of Isaac Graham, an early Santa Cruz County settler. Graham and business partner, Henry Naile, acquired the Rancho Zayante, located in redwood country on the San Lorenzo River near present day Felton in the 1840s where they constructed the first water-power sawmill in the territory. Graham’s common law wife, Tallatha Catherine Bennett, gave birth to two daughters while living on the Zayante Rancho. Jennie, the oldest claimed to be the first American child born in what became Santa Cruz County.2 According to the 1870 census Jennie and David Rice were living with the first three of their five children, William, Jesse, and Mansell, in Aptos and Mr. Rice reported his occupation as “teamster.” The 1880 census reflects the birth of the last two Rice children, David Wayne and Charlie, and two other residents, eight-year-old Bessie Courrel (later adopted by the Rices) and boarder W. Nicholson, a carpenter by trade. At this time Mr. Rice identified himself as a hotelkeeper. In 1890, Mr. Rice purchased A.J. Jenning’s store in the village at the northeast corner of Trout Gulch Road and Aptos Street, which he operated until 1896 when it burned.3

3 A. Engle and C. Duval, “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz”, March 2001.
during this time, 1889 or 1890, that the Rice family apparently built the house at 7992 Aptos Wharf Road. In 1900, census information records no occupation for David Rice, the sixty-four year old head of the family. The family appears to have remained in the Aptos Wharf Road house until moving to Calexico, California about 1915.

City directories, county property records, and other historical sources reveal little about the history of the property for the next three decades, but the house does appear in a 1944 photograph taken by the California Division of Highways (Photograph 3). Earl O. Kaufman and his wife owned the property by the time the county surveyor prepared a record of survey for the area in 1953. Robert Thompson, a real estate agent, was listed at a similar address as this property in the 1960s. The listing was “7992 Soquel Drive” and may reflect the fact that this parcel is just south of Soquel Drive. By the time of a previous historic resources inventory of the property prepared in 1986 the house was being used as a real estate office, consistent with the earlier listing. Robert Umberger is the present owner.

Evaluation

Franklin Maggi of Dill Design Group prepared an evaluation of this property as part of a county update survey conducted in 2001, however, information provided in that evaluation required clarification, as well as evaluation under the criteria of the California Register. This 2001 evaluation noted that OHP had reviewed an evaluation of the property; however that previous review had resulted in a “4S” status and incorrectly identified the building as the “Judge Rice House.” At that time “4S” meant that the property may become eligible for listing. Maggi concluded in 2001 that 7992 Aptos Wharf Road “would” qualify for the National Register. A copy of that form is attached. JRP Historical Consulting, LLC, prepared the present inventory and evaluation from to clarify and complete the evaluation for the current project.

Caltrans Professionally Qualified Staff (PQS) reviewed the description and evaluation of this property prepared by JRP Historical Consulting, LLC, for the current project and determined that, in the larger context of Santa Cruz County resources, this residence does not appear to rise to the level of significance or architectural integrity to warrant National Register or California Register eligibility. Caltrans PQS concluded that the residence is not significant for its association with historic events or trends in history under Criterion A of the National Register of Historic Places and Criterion 1 of the California Register of Historical Resources “because it is not associated with the primary trends of development in Aptos at the time of its construction.”

The village of Aptos was a small but economically active community that centered around the railroad depot, east of Aptos Wharf Road, and was dependant on the local lumber industry as well as a growing tourist industry during this period. Aptos Wharf Road had been an important, busy roadway when it was first established, but after the railroad arrived in 1876, the town of Aptos really developed around the new depot to the east. Residences and businesses that developed in this new village center concentrated along Trout Gulch Road and Aptos Street, a pattern that continued into the early twentieth century. When built in the 1890s, this residence was actually located on the outskirts of the growing village and is associated with the general pattern of residential development of the Aptos area. It was not directly associated with either of the major industries of the day, lumber and tourism. David Rice was the

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4 Previous surveys have mis-identified this property as the “Judge Rice House.” Judge Henry Rice was a Santa Cruz county judge in the 1850s and represented Santa Cruz County in the State Assembly in 1876-1877. The Judge retired to his ranch in Blackburn Gulch, where he lived until his death in 1889. There is no apparent connection between this prominent Santa Cruz County politician and the 7992 Aptos Wharf Road property. From a short biography of Judge Rice see: Edward Sanford Harrison, History of Santa Cruz County (San Francisco: Pacific Press Publishing Company, 1892), 245.

proprietor of a hotel during the 1880s and his occupation had changed to storekeeper by the time this residence was constructed. Other members of the household held occupations such as postmaster and carpenter.

The residence does not appear eligible for its association with historically significant people at the local, state, or national level (Criterion B and Criterion 2). While the Rice family was connected to an early pioneering family in Aptos and Santa Cruz County through Mrs. Jennie Rice, the daughter of Isaac Graham and Tillatha Catherine Bennett, David and Jennie Rice do not appear to have made significant individual contributions to the Aptos community where they resided for more than forty years. David Rice worked as a teamster and was the proprietor of a hotel and a saloon in Aptos Village in the years before the construction of the subject property. During the time the Rice family resided in the house, Mr. Rice operated a store and retired from business after the store burned in 1896. David Rice followed a fairly typical pattern of work in late nineteenth century rural California in his attempts to make a living and support his family. He did not make significant contributions to his fields of endeavor and, furthermore, mere association with a prominent family is not adequate to meet this criterion. The residence does not appear to be eligible under criterion B and Criterion 2. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building is otherwise documented and does not appear to be a principal source of important information in this regard.

Architecturally, the house displays some characteristics of its period and type of construction; however, Caltrans PQS found that it was not eligible for listing under Criterion C or Criterion 3 “because it is a common resource type found in numerous cities and towns throughout the region” and it has lost some degree of integrity. The house has a simple folk form that does not connote a single architectural style, but is typical of the “National” type of residential architecture. Its pyramidal roof is similar to the Folk Victorian style prevalent during this period, although it lacks the adornment and porch shape that are common elements of that style. It also has similar elements of a corner-porch shotgun house, but lacks the symmetry associated with that particular style. This plain house is a reflection of its construction during a transitional period in local residential building, and is the type of house that a working class family would have lived in during this time period, small, but large enough for children and boarders.

The integrity of the house has remained largely intact, although some of the windows and porch have been altered. Historic photographs indicate that the footprint of the house has not changed in the last sixty years, and is in fact probably unchanged for the last 115 years. The front of the house can be seen in Photograph 3, which was taken in October 1944, prior to the construction of the highway and in Photograph 4, taken soon after its construction. Most of the windows, the siding and the porch all appear to be original features of the house and have not been compromised. These features, the basic footprint, hipped roof, channel rustic siding, and arrangement of the main façade are character defining features of this type of building. The replacement of the original barn with a modern garage has also slightly reduced the historic integrity of the property. The modern detached garage itself does not appear to be eligible for listing. The setting has also been somewhat compromised by the development of the commercial building and parking lot on the adjacent lot to the northeast and the large commercial shopping center to the northwest, although the house itself retains the look and feel of a mid-nineteenth century residence. This property has been also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Caltrans determined that this building

is not eligible for the NRHP or CRHR, and as CEQA lead agency has determined that it is not considered a historical resource for the purposes of CEQA.

**Photographs (continued):**

*Photograph 2.* Detached garage.
Photograph 3. Looking east down railroad tracks, October 1944. 7992 Aptos Wharf Road (Rice House) is the middle building on the left, with the bay window. The Division of Highways took this picture in preparation for the construction of SR 1 (then Route 56).

[California Department of Transportation, District 4 Map Room, Envelope 412, Bet Rob Roy Jct. & Morrissey Ave, #04TC45-F and 04TC47-F for SCR-56-E]
Photograph 4. Looking east towards Aptos Village. 7992 Aptos Wharf Road (Rice House) is facing west in front of the railroad track. From the *California Highways and Public Works* (November –December 1949), p. 3.
Attachment for Map Reference #07-05

Attachment for Map Reference #07-05

This two-story building is rectangular in plan and is covered with a front gable, steeply-pitched roof with boxed eaves that is sheathed in composite shingles. A small porch sheltering the primary entrance on the northwest side is framed by an open railing and covered by a front gable roof supported by square posts. The porch does not appear to be original to the building. The building is sheathed in clapboard wood siding. Two, single story shed roof additions, one on the southwest side of the building and another at the southeast end of the building are sheathed in plywood. Fenestration consists of a mix of 6/6 double hung windows, aluminum sliding windows and skylights. The building sits at the edge of an asphalt covered parking area. (See Continuation Sheet)

**P3b. Resource Attributes:** (List attributes and codes) (HP2) Single Family Residence

**P4. Resources Present:** [x] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other (Isolates, etc.)

**P5b. Description of Photo:** (View, date, accession #) Camera facing northeast, February 3, 2004

**P6. Date Constructed/Age and Sources:** [x] Historic [ ] Prehistoric [ ] Both ca. 1867 / previous survey

**P7. Owner and Address:** Dennis & Julie Ann Jacobsen Trustees

P.O. Box 1004

Aptos, CA 95001-1004

**P8. Recorded by:** (Name, affiliation, address)

Patricia Ambacher

JRP Historical Consulting, LLC

1490 Drew Ave, Suite 110

Davis, CA 95618

**P9. Date Recorded:** February 2004

**P10. Survey Type:** (Describe) Intensive
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 9

NRHP Status Code 6Z

Resource Name or # (Assigned by recorder) Map Reference #07-04

B1. Historic Name: Jose Arano House
B2. Common Name: 
B3. Original Use: single family residence and general store
B4. Present Use: single family residence and commercial

B5. Architectural Style: National

B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1867 (house); commercial additions, new windows and skylights after 1963

B7. Moved? [ ] No ☐ Yes ☐ Unknown ☐ Date: ________________ Original Location: __________

B8. Related Features: __________________________


B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The residence at 7996 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Franklin Maggi of Dill Design Group prepared an evaluation of this building as part of a county update survey conducted in 2001, however that evaluation did not present a complete finding. The evaluation stated that it “would continue to qualify as an “NR-4” meant that the property may become eligible. The evaluation did not address the California Register. JRP prepared the present inventory and evaluation to complete the findings. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

B12. References: USGS Quadrangle, Soquel (1954 photo revised 1980; County Property Records; United States Census, Santa Cruz County (1870-1930); “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz, March 2001”; Cabrillo Times & Green Sheet, February 1, 1973; Sanborn Fire Insurance Maps 1888 and 1892; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. O4TC45-F and O4TC47-F for SCR-56-E, Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412); Aerial Photographs (1931-1963); California Highway and Public Works.

B13. Remarks:

B14. Evaluator: Meta Bunse

Date of Evaluation: February 2004

(This space reserved for official comments.)
History of Aptos and Jose Arano

The village of Aptos is located on what was once the Rancho Aptos, a square league of land granted to Rafael Castro in 1833. Santa Cruz County settlement grew during the early American period in the 1850s and several buildings and structures were constructed on rancho land under a land lease agreement that Castro offered to settlers. The Aptos of this time was a small village centered along Aptos Wharf Road, near Jose Arano’s general store and post office, then located in the building now known as 7996 Aptos Wharf Road. Aptos Wharf Road served as the main road leading to the wharf where the area’s marketable goods were shipped. In 1876 the Santa Cruz Railroad came through the area bypassing Aptos Wharf Road, and a new center of town developed closer to the rail depot to the east of this property. With reliable rail service established, the local industries went through a relatively steady period of growth during last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off of the main north-south tracks, including two spurs specifically for large timber companies. In 1878, Jose Arano built the Bay View Motel, originally named the Anchor Hotel, at the corner of Trout Gulch Road and Aptos Street, joining several other businesses and hotels operating in the village.¹

Jose (Joseph) Arano was living in the Watsonville and Pajaro area at the time of the 1860 census, working as a waiter in a hotel owned by John Ford. A native of Spain, Arano married Maria Castro, the youngest daughter of Rafael Castro in the early part of the 1860s. By 1870, the Jose Arano family lived in Aptos with four of their children, Amelia, Jose G., Rosa and Gabriel. Arano reported that he worked in the general merchandise trade. In 1867, Arano leased the property at the corner of Soquel Drive and Aptos Wharf Road from his father-in-law, Rafael Castro, and constructed the subject building that served as the family home and general store. Arano ran a successful business in the building until the railroad bypassed the property. Arano recognized the need for travelers’ accommodations and built the Bay View Hotel at the corner of Aptos Street and Trout Gulch Road in the new town center. He moved his general store and post office to the first floor of the hotel and moved his family to the new building as well. Jose Arano continued to live at the Bay View Hotel for many years and as his health deteriorated, he was cared for by his daughter, Amelia, until his death in 1928. Amelia inherited the hotel.

It is unclear whether Arano purchased the Aptos Wharf Road property from Castro at the end of their ten-year lease agreement in 1877, or if the property remained in Castro’s possession and became part of his estate when he died in 1878, in which case it would have been divided amongst his heirs, one of whom being Jose Arano’s wife, Maria. Ownership of the “Arano House” on Aptos Wharf Road appears to have remained in the Castro/Arano family for many years and was probably operated as a rental. Edward Sawyer and his wife and stepchildren lived there around the turn of the century. By 1910 it appears that members of the Castro family were living in the house. Joseph Luzzi and his wife owned the property by 1953.² Raymond Palmer was the next long term owner/occupant. He owned the property from the late 1960s through 1998, when he sold it to the Jacobsens, whose family still holds the property.


² Record of Survey Map, Santa Cruz County, California, July 8, 1953, Volume 31 page 39.
Evaluation

The Jose Arano house at 7996 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places because, although it is associated with locally significant history, it does not retain integrity. Prior to the Santa Cruz Railroad passing through Aptos, Aptos Wharf Road was the center of the community. Jose Arano’s house and store were constructed during this pre-railroad period of Aptos’ development. His was the first general store in Aptos and was financially successful enough to allow him to use his profits to built the Bay View Hotel.3 The Aranos became a prominent Aptos family and played a significant role in local history. Jose Arano was the son-in-law to Rafael Castro, owner of Rancho Aptos. Mr. Arano lived in the house at 7992 Aptos Wharf Road for a relatively short period of time, although family members probably owned and/or occupied the house periodically through the 1920s. The house would appear to meet the criteria for its association with the early development of Aptos under Criterion A (Criterion 1) and for its association with a historically significant person (Criterion B and Criterion 2) if it retained integrity (see below).

Architecturally, the building embodies the distinctive characteristics of a type and period of construction and would also appear to meet Criterion C and Criterion 3 if it retained integrity. The house is an example of a “National Style,” named for the basic two story unadorned gable roof house built by settlers, with some variation, as they followed the expanding railroads westward. This particular house is representative of the gable-front family of “National Style” houses. These houses were often narrow with steeply pitched roofs and pediment facades, with Greek Revival influences.4 In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building is otherwise documented and does not appear to be a principal source of important information in this regard.

While it is potentially significant, the integrity of the house has been severely jeopardized. As seen in Photographs 3 and 4, previous owners made major architectural changes to the house’s southwest side and rear, probably in the 1960s. A plywood sided, shed roof addition extends along the length of the southwest wall. The new roof, replacement windows, doors, and porch, as well as the installation of skylights further reduced the integrity of the house. The house does not, therefore, appear to meet any of the significance criteria of either the National Register or California Register.

This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 3. Looking east down railroad tracks, October 1944. 7996 Aptos Wharf Road (Jose Arano House) is the light colored building at the far left. The Division of Highways took this picture in preparation for the construction of SR 1 (then Route 56).

[California Department of Transportation, District 4 Map Room, Envelope 412, Bet Rob Roy Jct. & Morrissey Ave, #04TC45-F and 04TC47-F for SCR-56-E]
Photograph 4. Looking east towards Aptos Village.
7996 Aptos Wharf Road (Jose Arano House) is the facing west in front of the railroad track at the corner of Soquel Drive and Aptos Wharf Road.
From the *California Highways and Public Works* (November–December 1949), p. 3.
Attachment for Map Reference #07-04

Attachment for Map Reference #07-04

Jes Arano, a native of Barcelona, Spain, arrived in Santa Cruz County in 1854 at age 17. Local oral history has his arrival in the Apts area in the 1860s; however, in the 1860 census, he was living in Watsonville and working in a hotel. He married Augusta Castro, the 18-year-old daughter of Rafael Castro, in 1862. In 1867, Rafael Castro leased Arano the site of this building for 10 years, for $5 per year. At the end of the lease period, he was entitled to remove any improvements that Arano had built. It was probably at this time that the house at the corner of Segall and Apts Munro Drive was constructed. By 1870, the building housed a grocery business and the first Apts post office. This was the center of Apts until 1978 when Arano built the Anchor House Hotel, later known as the Bay View Hotel, further east on noquel-Watsonville Road (noquel Drive). After the railroad was constructed through Apts in 1876, the site near the depot was a better location for business. After the Arano moved to the hotel, it is said that their grocery store/house was used briefly as the schoolhouse. When the new school was constructed across the street, the old house became a community hall. The Aranos owned the property until at least the 1930s. It appears to have been used as a residential rental, probably lived in by the Edward Saver family in the early 1900s. In the recent past, it was the property of Bay Palmer, former owner of Palmer Glass. The building is an important reflection of early commercial development in the area, and was owned by a prominent local family. The building was previously reviewed for eligibility for the National Register and was found to be eligible for local listing only. Because of a lack of integrity to its original configuration and fabric, the building remains ineligible for listing. However, it remains an important reminder of local community development patterns and would continue to qualify as an NR-4.
The South Aptos Underpass, Bridge 36 0003, crosses State Route 1 at postmile 9.79 in Aptos. The South Aptos Underpass is a steel beam deck bridge resting on reinforced concrete abutments and a single reinforced concrete pier. (Photograph 1) The two span bridge measures 27.1 meters (88.91 feet) long. Bridge deck has concrete walls with steel pipe railings. A view of the deck was not accessible because JRP did not have permission to enter the railroad right-of-way. A steel chain link fences run the length of the deck.
**B1.** Historic Name: **South Aptos Underpass**  
**B2.** Common Name: **South Aptos Underpass**  
**B3.** Original Use: **Bridge**  
**B4.** Present Use: **Bridge**  
**B5.** Architectural Style: **Utilitarian**  
**B6.** Construction History: (Construction date, alteration, and date of alterations)  
Built 1948; date fencing was added is unknown.  

**B7.** Moved? **☐ No ☐ Yes ☀ Unknown**  
Date: ___________  
Original Location: ___________  

**B8.** Related Features: ___________  

**B9.** Architect: **unknown**  
**b.** Builder: **Southern Pacific Railroad**  

**B10.** Significance:  
Theme: n/a  
Area: n/a  
Period of Significance: n/a  
Property Type: n/a  
Applicable Criteria: n/a  

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  

The South Aptos Underpass does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be historical resources for the purposes of CEQA. The South Aptos Underpass was constructed to carry Southern Pacific Railroad SPRR over State Route 1 as part of the project to build State Route 1 in the late 1940s. The railroad line, originally constructed in 1876, provided local freight and passenger service between Watsonville and Santa Cruz. The following historical overview presents the development of this railroad line and the construction of State Route 1. Also presented is an evaluation of the significance of the South Aptos Underpass in its historical context. (See continuation sheet.)  

**B11.** Additional Resource Attributes: (List attributes and codes) ___________  

**B12.** References:  
USGS Quadrangle, Soquel (1954 photorevised 1980); Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412); Aerial Photographs (1931 through 1963)  

**B13.** Remarks: ___________  

**B14.** Evaluator: **Christopher McMorris**  
**Date of Evaluation:** **May 2004**  
(This space reserved for official comments.)
B10. Significance (continued):

Historic Context

In the 1870s, prominent settler, landowner, and developer Frederick A. Hihn led a group of businessmen from Santa Cruz, Aptos, and Soquel, along with San Francisco based “sugar king” Claus Spreckels, to build a narrow gauge railroad line between Santa Cruz and Pajaro (later Watsonville) that connected with the standard gauge Southern Pacific Railroad (SPRR) line that had been built between Monterey and Gilroy in the Santa Clara Valley. The Santa Cruz Railroad aided in the movement of freight, especially from the owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. The discrepancy between the gauges required all freight and passengers be off-loaded and transferred between rail lines. The combination of the gauge incompatibility and the railroad’s inability to compete with the lower freight shipping rates led to the Santa Cruz Railroad’s failure. The SPRR acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883.1

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. Changes in the region’s economy decreased demand for rail service as the county’s lumber industry declined and trucks were increasingly used to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries filled thousand of railroad cars annually. The Great Depression furthered the railroad’s decline and led to increasingly limited passenger service on the Santa Cruz Branch.2

Increased demand on the region’s roadway system, from increased tourist travel and through traffic, and the state’s program to build a shoreline highway, led the Division of Highways to build what eventually became freeway State Route 1. The state began the process to connect Watsonville and Santa Cruz with a “modern thoroughfare” with construction of a new three-lane highway between the north end of Watsonville and Rob Roy Junction (southeast of Aptos) in 1941 and 1942. The Division of Highways planned to extend the improved highway to Santa Cruz, but did not have the funding to do so prior to the outbreak of World War II.3 With the passage of the state’s Collier-Burns Act of 1947, which increased fuel taxes for highway construction, the Division of Highways was able to construct the 7.65 segment between Rob Roy Junction south of Aptos and Morrissy Boulevard within the city limits of Santa Cruz. Former Legislative Route 56 was superceded by State Route 1 which the Division of Highways constructed in 1947, 1948, and 1949 as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway, and also required two railroad underpasses: the South Aptos Underpass (Bridge 36 0003) and the North Aptos Railroad Underpass Bridge 36


2 Koch, *Santa Cruz County*, 26; Hamman, “140 Years of Railroading….”

0012) to carry SPRR over the roadway (Photograph 2). From the late 1940s through the 1950s, SPRR carried limited passenger service from Watsonville to Santa Cruz, but freight travel continued.

The South Aptos Underpass (Bridge 36 0003) is a steel beam deck bridge, a common type of railroad bridge in California and throughout the United States. Railroads regularly built steel beam bridges during the late nineteenth and early twentieth centuries. (See Photograph 3 for an artist rendering of the South Aptos Underpass from the plans for State Route 1.) Steel beams used for construction of this bridge are composed from homogeneous rolled steel with transverse cross-sections roughly corresponding to the shape of the letter “I,” used for spans up to 50 feet on railroads. The piers and wing wall abutments built along with the girder spans were constructed with reinforced concrete. Reinforced concrete – concrete with embedded steel bars which bond to the concrete and provide tensile strength – was first used in the United States in the mid 1870s and was in common use by railroad and highway engineers by the early twentieth century. Thus the technology used to build this structure was in common use when SPRR built this bridge in the late 1940s.

SPRR appears to have regularly maintained this structure and added the fencing over the pipe railing in the latter half of the twentieth century. In 1996, SPRR sold their holdings to the Union Pacific Railroad, and in 2003, the Union Pacific.

Evaluation:

Bridges are usually evaluated under two National Register criteria: Criterion A, for their association with important events and trends, especially their contribution as links within the transportation system, and Criterion C, relating to possible significance in the field of engineering. Bridges are infrequently, if ever, found to be significant under Criteria B or D. Important historic persons associated with bridges are usually involved with their design, thus making them significant as a “work of a master” under Criterion C. Historic structures, such as bridges, can occasionally be recognized for the important information they might yield regarding historic construction materials or technologies making them significant under Criterion D. Bridges of this type built in California, however, are extremely well documented in written and visual sources, so they are not themselves principal sources of important information in this regard.

Evaluations of roadway and highway bridges in California benefit from state-wide historic resource inventory and evaluation surveys. Caltrans conducted its first comprehensive state-wide historic inventory for roadway bridges during the 1980s. Caltrans is currently completing an update of the historic roadway bridge survey. Similar state-wide studies have not been conducted for railroad bridges, thus the context for railroad bridge is less well developed than that for roadway bridges. Also, there is less readily available information by which comparisons of similar extant structures can be made, though there are sufficient sources that outline common railroad bridge building practices of various periods. The roadway bridge surveys are a useful tool in evaluating railroad bridges, with the understanding of the differences in historic context between roads and railroads. In general, railroads designed and built bridges as part of their infrastructure along with many other features that were regularly maintained and upgraded in order to sustain adequate service. Railroad bridges were built with the greatest amount of economy of effort and cost and typically did not incorporate bold or innovative technologies, nor incorporate elements to enhance their aesthetics.

5 Hamman, California Central Coast Railways, 229, 257.
Under Criterion A, railroad bridges are potentially significant if they are importantly associated with trends and/or events in transportation development, regional economic development and community planning. Bridges, like other infrastructure, are inherently vital to the regions and communities they serve as they are critical elements of essential services. They enhance communication and the distribution of people, goods, and services and affect development on both the local and regional levels. These common effects of bridge construction do not typically provide sufficient evidence to demonstrate how an individual structure may be deemed significant for its association with an important historic context; otherwise virtually any bridge could be shown to be important in this way. To be eligible for listing in the National Register, bridges must have demonstrable importance directly related to important historic events and trends, with emphasis given to specific demand for such facilities and the effects the structure had on social, economic, commercial, and industrial developments locally, regionally, or nationally. In this way, bridges may be significant as physical manifestations of important transportation and planning developments on the local, regional, state, or national level.

The South Aptos Underpass is associated with the continuing operation of the SPRR railroad branch line in Santa Cruz County. The bridge is not important within this context because it is a later addition to the SPRR branch line system that by the 1940s was well established between Santa Cruz and Watsonville. The 1948 bridge is not associated with the significant event of the branch line’s original construction that connected Santa Cruz with the SPRR mainline at Watsonville, and it is not directly associated with the development of Aptos or Santa Cruz. The structure is not important within the context of the development of freeways in the 1940s as it is part of the general development of the state’s highway system at that time. Thus, the South Aptos Underpass does not appear to be significant for its association with historic events or trends in the transportation history of Santa Cruz County or within the context of a railroad / roadway separation as part of the construction of State Route 1 (Criterion A).

Under Criterion C, railroad bridges can be significant for their importance within the field of bridge engineering and design. This significance derives from a bridge embodying distinctive characteristics of its type, period, or method of construction, or representing the work of a master engineer, designer, or builder. Attributes of a bridge that contribute to its significance include: 1) its rarity, the number of remaining examples of a particular bridge construction type; 2) whether it represents innovative design techniques or use of construction methods that advanced the art and science of bridge engineering; 3) whether it is a bold engineering achievement representing measures taken to overcome imposing design and construction challenges or environmental complexities; and 4) its aesthetic quality achieved in a bridge’s individual design or with its appropriateness within the natural or man-made setting. The South Aptos Underpass is a steel beam deck bridge, a common type of railroad bridge in California and throughout the United States by the mid-twentieth century. The structure represents the railroad’s attempts to construct a suitable structure in the most cost effective manner and is not an innovative design or method of construction for that period nor is it a bold engineering achievement. The bridge also does not represent an aesthetic achievement of its period. It is a utilitarian design with no decorative elements added. Such adornments were usually reserved for structures in urban area. Thus, the South Aptos Underpass is not significant under Criterion C.

Furthermore, this bridge has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

**Photograph 2.** Looking east with Aptos Village visible on the left of the photograph. South Aptos Underpass crosses State Route 1 southeast of Aptos.  
*California Highways and Public Works* (November –December 1949), 3
Photograph 3. Line Drawing of South Aptos Underpass.

[California Highways and Public Works (May-June 1947), 18]
EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

<table>
<thead>
<tr>
<th>BRIDGE EVALUATION SHORT FORM</th>
</tr>
</thead>
<tbody>
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<td>(To be appended to HPSR)</td>
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Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

**PROJECT:**

**LOCATION:**
- Attach map showing structure location.
- County/Route/Postmile: SCR-001-10.01
- Bridge number: 36 0011
- Bridge name: Aptos Creek Bridge
- Feature spanned: Aptos Creek and Spreckels Drive

**DESCRIPTION:**
- Attach at least one side photo and one view of the deck along the centerline.
- Type (temporary, standard, or culvert): Standard
- Type of superstructure: Reinforced Continuous Concrete Tee Beam
- Type of substructure: Reinforced Concrete Abutments and Piers

**HISTORY:**
- Date of construction/designer: 1948 / Division of Highways
- Other historical information (e.g., persons, events, WPA/CCC):

The Division of Highways constructed bridge 36 0011 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superseded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064),

**PREPARED BY:**
- Christopher McMorris

**POSITION:**
- Senior Architectural Historian

**DATE:**
- May 2004

**AGENCY/FIRM:**
- JRP Historical Consulting

**REVIEWED BY:**
- Andrew Hope

**POSITION:**
- Senior Architectural Historian

**DATE:**
- May 2004

**AGENCY/FIRM:**
- JRP Historical Consulting

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0011. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad’s Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project’s major structures. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s(1).

Bridge 36 0011 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1940s (Criterion A) as it is part of the general development of the state’s highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet the significance criteria as outlined in these guidelines.

Bridge Number: 36 0011

Aptos Creek Bridge, Map Reference Number 07-02

Aptos Creek Bridge (Spreckels Drive in foreground), camera facing northeast, November 2003
P1. Other Identifier:
*P2. Location: ☑ Not for Publication ❏ Unrestricted  
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2b. USGS 7.5’ Quad  ❏ Soquel Date 1954, photo revised 1980 T ___; R ___; ¼ of Sec ___; _____ B.M.
   c. Address _______ City Aptos Zip _______

d. UTM: (give more than one for large and/or linear resources) Zone _______; _____________mE/___________mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

The North Aptos Underpass, Bridge 36 0012, crosses State Route 1 at postmile 10.01 in Aptos. The North Aptos Underpass is a through steel plate girder bridge that sits on reinforced concrete abutments and a single reinforced concrete pier. (Photograph 1) The girders are riveted and are flanked by steel pipe railings. There are also chain link fences extended up from the girders running the entire length of the structure. The two span bridge measures 44.8 meters (146.98 feet) long. A view of the deck was not accessible because JRP did not have permission to enter the railroad right-of-way.

*P3b. Resource Attributes: (List attributes and codes) (HP19) Bridge

*P4. Resources Present: ☑ Building ☑ Structure ☑ Object ☑ Site ☑ District ☑ Element of District ☑ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing west, February 3, 2004

*P6. Date Constructed/Age and Sources: 
   ☑ Historic ☑ Prehistoric ☑ Both
   1947; Caltrans Bridge Log

*P7. Owner and Address: 
   Union Pacific Railroad, owner; Use Agreement with Caltrans, (District 5, San Luis Obispo)

*P8. Recorded by: (Name, affiliation, address)
   P. Ambacher / J. Cheney 
   JRP Historical Consulting, LLC 
   1490 Drew Ave, Suite 110 
   Davis, CA 95618

*P9. Date Recorded: February 2004

*P10. Survey Type: (Describe)
   Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Attachments: NONE ☑ Location Map ☑ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☑ Archaeological Record 
   ☑ District Record ☑ Linear Feature Record ☑ Milling Station Record ☑ Rock Art Record ☑ Artifact Record ☑ Photograph Record 
   ☑ Other (list)

DPR 523A (1/95)
B1. Historic Name: North Aptos Underpass
B2. Common Name: North Aptos Underpass
B3. Original Use: Bridge  B4. Present Use: Bridge
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations)  Built 1947; date of the added fence unknown.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: ____________ Original Location: ____________
*B8. Related Features: ______________

*B10. Significance: Theme n/a  Area n/a
   Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
   (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The North Aptos Underpass does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be historical resources for the purposes of CEQA. The North Aptos Underpass was constructed to carry Southern Pacific Railroad SPRR over State Route 1 as a part of the project to build State Route 1 in the late 1940s. The railroad line, originally constructed in 1876, provided local freight and passenger service between Watsonville and Santa Cruz. The following historical overview presents the development of this railroad line and the construction of State Route 1. Also presented is an evaluation of the significance of the North Aptos Underpass in its historical context. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) ______________


B13. Remarks:

*B14. Evaluator: Christopher McMorris

*Date of Evaluation:  May 2004
   (This space reserved for official comments.)
B10. Significance (continued):

Historic Context

In the 1870s, prominent settler, landowner, and developer Frederick A. Hihn led a group of businessmen from Santa Cruz, Aptos, and Soquel, along with San Francisco based “sugar king” Claus Spreckels, to build a narrow gauge railroad line between Santa Cruz and Pajaro (later Watsonville) that connected with the standard gauge Southern Pacific Railroad (SPRR) line that had been built between Monterey and Gilroy in the Santa Clara Valley. The Santa Cruz Railroad aided in the movement of freight, especially from the owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. The discrepancy between the gauges required all freight and passengers be off-loaded and transferred between rail lines. The combination of the gauge incompatibility and the railroad’s inability to compete with the lower freight shipping rates led to the Santa Cruz Railroad’s failure. The SPRR acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883.¹

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. Changes in the region’s economy decreased demand for rail service as the county’s lumber industry declined and trucks were increasingly used to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries filled thousands of railroad cars annually. The Great Depression furthered the railroad’s decline and lead to increasingly limited passenger service on the Santa Cruz Branch.²

Increased demand on the region’s roadway system, from increased tourist travel and through traffic, and the state’s program to build a shoreline highway, led the Division of Highways to build what eventually became freeway State Route 1. The state began the process to connect Watsonville and Santa Cruz with a “modern thoroughfare” with construction of a new three-lane highway between the north end of Watsonville and Rob Roy Junction (southeast of Aptos) in 1941 and 1942. The Division of Highways planned to extend the improved highway to Santa Cruz, but did not have the funding to do so prior to the outbreak of World War II.³ With the passage of the state’s Collier-Burns Act of 1947, which increased fuel taxes for highway construction, the Division of Highways was able to construct the 7.65 segment between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz. Former Legislative Route 56 was superceded by State Route 1 which the Division of Highways constructed in 1947, 1948, and 1949 as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway, and also required two railroad underpasses: the South Aptos Underpass (Bridge 36 0003) and the North Aptos Railroad Underpass Bridge 36


² Koch, *Santa Cruz County,* 26; Hamman, “140 Years of Railroading….”

0012) to carry SPRR over the roadway (Photograph 2). From the late 1940s through the 1950s, SPRR carried limited passenger service from Watsonville to Santa Cruz, but freight travel continued.

The North Aptos Underpass (Bridge 36 0012) is a through steel plate girder bridge. Plate girders are among the most common type of railroad bridge in California and throughout the United States. Plate girder beams are fabricated from several rolled sections riveted together. (See Photograph 3 for an artist rendering of the North Aptos Underpass from the plans for State Route 1.) Plate girders were well suited for relatively short spans, typically these ranged from 50 to 125 feet long. They were used for permanent construction because they could be constructed inexpensively and rapidly, and they could easily be inspected and maintained. Many extant railroad bridges are, or include, plate girders spans, some of which are through girders. The piers and abutments built along with the girder spans were constructed with reinforced concrete. Reinforced concrete – concrete with embedded steel bars which bond to the concrete and provide tensile strength – was first used in the United States in the mid 1870s and was in common use by railroad and highway engineers by the early twentieth century. Thus the technology used to build this structure was in common use when the North Aptos Underpass was built.

SPRR appears to have regularly maintained this structure and added the fencing over the girders in the latter half of the twentieth century. In 1996, SPRR sold their holdings to the Union Pacific Railroad, and in 2003, the Union Pacific.

Evaluation:

Bridges are usually evaluated under two National Register criteria: Criterion A, for their association with important events and trends, especially their contribution as links within the transportation system, and Criterion C, relating to possible significance in the field of engineering. Bridges are infrequently, if ever, found to be significant under Criteria B or D. Important historic persons associated with bridges are usually involved with their design, thus making them significant as a “work of a master” under Criterion C. Historic structures, such as bridges, can occasionally be recognized for the important information they might yield regarding historic construction materials or technologies making them significant under Criterion D. Bridges of this type built in California, however, are extremely well documented in written and visual sources, so they are not themselves principal sources of important information in this regard.

Evaluations of roadway and highway bridges in California benefit from state-wide historic resource inventory and evaluation surveys. Caltrans conducted its first comprehensive state-wide historic inventory for roadway bridges during the 1980s. Caltrans is currently completing an update of the historic roadway bridge survey. Similar state-wide studies have not been conducted for railroad bridges, thus the context for railroad bridge is less well developed than that for roadway bridges. Also, there is less readily available information by which comparisons of similar extant structures can be made, though there are sufficient sources that outline common railroad bridge building practices of various periods. The roadway bridge surveys are a useful tool in evaluating railroad bridges, with the understanding of the differences in historic context between roads and railroads. In general, railroads designed and built bridges as part of their infrastructure along with many other features that were regularly maintained and upgraded in order to sustain adequate service. Railroad bridges were built with the greatest

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5 Hamman, California Central Coast Railways, 229, 257.
amount of economy of effort and cost and typically did not incorporate bold or innovative technologies, nor incorporate elements to enhance their aesthetics.

Under Criterion A, railroad bridges are potentially significant if they are importantly associated with trends and/or events in transportation development, regional economic development and community planning. Bridges, like other infrastructure, are inherently vital to the regions and communities they serve as they are critical elements of essential services. They enhance communication and the distribution of people, goods, and services and affect development on both the local and regional levels. These common effects of bridge construction do not typically provide sufficient evidence to demonstrate how an individual structure may be deemed significant for its association with an important historic context because virtually any bridge could be shown to be important in this way. To be eligible for listing in the National Register, bridges must have demonstrable importance directly related to important historic events and trends, with emphasis given to specific demand for such facilities and the effects the structure had on social, economic, commercial, and industrial developments locally, regionally, or nationally. In this way, bridges may be significant as physical manifestations of important transportation and planning developments on the local, regional, state, or national level.

The North Aptos Underpass is associated with the continuing operation of the SPRR railroad branch line in Santa Cruz County. The bridge is not important within this context because it is a later addition of the SPRR branch line system that by the 1940s, was well established between Santa Cruz and Watsonville. The 1947 bridge is not associated with the significant event of the branch line’s original construction that connected Santa Cruz with the SPRR mainline at Watsonville, and it is not directly associated with the development of Aptos or Santa Cruz. The structure is not important within the context of the development of freeways in the 1940s as it is part of the general development of the state’s highway system at that time. Thus, the North Aptos Underpass does not appear to be significant for its association with historic events or trends in the transportation history of Santa Cruz County or within the context of a railroad / roadway separation as part of the construction of State Route 1 (Criterion A).

Under Criterion C, railroad bridges can be significant for their importance within the field of bridge engineering and design. This significance derives from a bridge embodying distinctive characteristics of its type, period, or method of construction, or representing the work of a master engineer, designer, or builder. Attributes of a bridge that contribute to its significance include: 1) its rarity, the number of remaining examples of a particular bridge construction type; 2) whether it represents innovative design techniques or use of construction methods that advanced the art and science of bridge engineering; 3) whether it is a bold engineering achievement representing measures taken to overcome imposing design and construction challenges or environmental complexities; and 4) its aesthetic quality achieved in a bridge’s individual design or with its appropriateness within the natural or man-made setting. The North Aptos Underpass is a through steel plate girder bridge, a common type of railroad bridge in California and throughout the United States by the mid-twentieth century. The structure represents the railroad’s attempts to construct a suitable structure in the most cost effective manner and is not an innovative design or method of construction for that period nor is it a bold engineering achievement. The bridge also does not represent an aesthetic achievement of its period. It is a utilitarian design with no decorative elements added. Such adornments were usually reserved for structures in urban area. Thus, the North Aptos Underpass is not significant under Criterion C.
Furthermore, this bridge has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.

**Photographs (continued):**

![Photograph 2](image-url)

**Photograph 2.** Looking east with Aptos Village visible on the left edge of the photograph. North Aptos Underpass crosses State Route 1 in the foreground. [California Highways and Public Works (November –December 1949), 3]

[California Highways and Public Works (May-June 1947), 18]
APTOS VILLAGE HISTORIC DISTRICT

Aptos, California
Unincorporated Santa Cruz County

Prepared for:
Santa Cruz County Planning Department
Attn. Steve Guiney
701 Ocean Street, Suite 400
Santa Cruz, CA 95060-4073

Prepared by:
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Leslie A.G. Dill, Historic Architect
Kara Oosterhous, Architectural Historian
Charlene Duval, Consulting Historian

March 7, 2003
(Final Work Product Revision)
**DEPARTMENT OF PARKS AND RECREATION**

**HRI**  

**Trinomial**  

**NRHP Status Code**

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**D1. Historic Name**  

Aptos  

**D2. Common Name**  

Aptos Village

**D3. Detailed Description**  

(Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district)  

**Summary**  

The Aptos Village Historic District is a mixture of residential and commercial architecture, located in the heart of unincorporated Aptos, California, known as Aptos Village. Most of the buildings within the selected district boundaries were constructed within the district's period of significance 1875 to 1959. Of the total 35 properties, there are restrained versions of several architectural styles including National, Craftsman, Victorian/Queen Anne, contractor modern and nineteenth and twentieth century commercial buildings. Some of these properties would not be eligible for individual listing on a local register due to various additions and alterations to fenestration.

(Section D3 continued on page 2)

**D4. Boundary Description**  

(Describe limits of district and attach map showing boundary and district elements)  

The proposed district boundary is clearly defined on the accompanying maps as it follows the rear lot line of each property. The measurements used to delineate the boundary are approximate.

Beginning at the junction of Cathedral Drive and Trout Gulch Road the boundary commences in a northeasterly direction approximately 55 feet (following Trout Gulch Road and encompassing APN # 041 02 040), then runs to the southeast approximately 50 feet, where it turns to the southwest and runs approximately 85 feet, where it turns to the southeast approximately 468 feet (running parallel to Valencia Street and following rear property lines). At this point the boundary turns in a southwesterly direction approximately 132 feet, then turns to the southwest for approximately 75 feet (encompassing APN # 041 02 038), then turns to the southwest between.

(Section D3 continued on page 5)

**D5 Boundary Justification**  

The district includes contiguous, intact, historic resources at the center of the community, which comprise the residential, commercial, governmental, and religious resources that document the development of Aptos from its early days through the 1950s. These buildings, along with the streets, alleys, and lots on which they are located, provide an excellent picture of the development of Aptos from 1875, the date of the arrival of the railroad to Aptos, to 1959, the ending construction date for the most recent historic buildings in the district. Due to the loss of historic fabric, altering the historic setting, and the infiltration of new construction and vacant lots, the historic fabric on the periphery of the district has been omitted from the.

(Section D4 continued on page 5)

**D6. Significance**  

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**D7. References**  

(Give full citations including the names and addresses of any informants, where possible)

Archaeological Consulting  


(Section D7 continued on page 7)

**D8. Evaluator**  

Leslie Dill, Kara Oosterhous, & Charlene Duval  

Date | Sept 12, 2002 (Rev. 03/07/03)

Affiliation and Address  

Dill Design Group, 110 North Santa Cruz Ave., Los Gatos, CA 95030

MAR 18 2003
D3. Detailed Description (Section D3 continued from page 2)

Of the extant properties within the historic district, twelve have been previously documented using California State Department of Parks and Recreation (DPR) Forms.

- 8040-8042 Soquel Drive (The Firm of Bonnie Bamburg, April 1986)
- 8041 Soquel Drive (The Firm of Bonnie Bamburg, April 1986)
- 8044 Soquel Drive (The Firm of Bonnie Bamburg, April 1986)
- 8061 Soquel Drive (Dill Design Group, March 2001)
- 8071 Trout Gulch Road (Dill Design Group, April 1986)
- 502 Trout Gulch Road (The Firm of Bonnie Bamburg, April 1986; updated by Dill Design Group, March 2001)
- 8057 Valencia Street (The Firm of Bonnie Bamburg, April 1986; updated by Dill Design Group, March 2001)
- 8059 Valencia Street (The Firm of Bonnie Bamburg, April 1986)
- 8061 Valencia Street (The Firm of Bonnie Bamburg, April 1986)
- 8063 Aptos Street (The Firm of Bonnie Bamburg, April 1986)
- 8065 Aptos Street (The Firm of Bonnie Bamburg, April 1986)
- 8067 Aptos Street (The Firm of Bonnie Bamburg, April 1986)

The Bay View Hotel (also known as the Bayview Hotel), located within the district boundaries at 8041 Soquel Drive, was listed in the National Register of Historic Places 30 March 1992.

The District can be accessed from three points of entry: the northwest end of Soquel Drive, the southeast end of Soquel Drive, and from the north on Trout Gulch Road.

Commercial Area

The commercial area of the district comprises the northwest end of the district. Most of the commercial buildings within the district lie on either side of Soquel Drive. Vegetation in the commercial area is sparse on the interior but abundant on the periphery, especially the northwest end, which marks the entrance to the Nisene Marks State Park. Most of the commercial properties on the northwest side of Soquel Drive are separated from Soquel Drive by a sidewalk, approximately four feet in width. Most of the commercial properties on the northeast side of Soquel have a much greater setback from the road, as parking lots separate the buildings from the train tracks and road. The train track, laid in 1874/75, runs parallel to Soquel Drive on the northeast side of the road.

Most of the commercial buildings within the district date to the early twentieth century; however, there are a few that date to the later part of the nineteenth century. All of the commercial buildings appear to be of frame construction and rest upon a mud sill, perimeter, or concrete slab foundation. Wall coverings consist primarily of wood siding and stucco, and roof types are gable, flat or mansard. These buildings of commerce were a direct result of the introduction of the railroad and later the automobile to Aptos, the lumber, fruit packing, and canneries businesses, as well as post-World War II modernization.

Throughout the years commercial buildings in Aptos have come and gone, due in part to disasters such as fires during the late 1890s and earthquakes in 1906 and 1989. Vacant lots and some new construction have altered the recent appearance of the overall commercial area; however, the cluster of commercial structures included in the historic district represent the historical character of commercial Aptos Village. Stylistically, most of the included buildings can be categorized as Nineteenth Century Commercial Architecture or Twentieth Century Commercial Architecture, either of which can display architectural embellishments associated with a particular national style such as Italianate or Queen Anne.

Nineteenth Century Commercial: This terminology is reserved for commercial buildings constructed during the nineteenth century, as the name implies. Most commercial buildings constructed during this span of years were located in the area that was considered the central area for commerce. These buildings were either free standing buildings of brick or frame construction or a row of buildings sharing a party wall that were of brick or frame construction. Nineteenth Century Commercial Buildings were generally one, two, or three stories in height and were topped by gable roofs hidden behind parapets or by flat roofs covered in tar-built up. Many commercial buildings constructed in the late nineteenth century display ornamentation characteristic of the Classical or Victorian eras. The buildings at 8040-8042 Soquel Drive (APN 041 042 02) are examples of simple one-story commercial buildings with gable roofs hidden behind raised parapets.

Twentieth Century Commercial: Twentieth Century Commercial Architecture as applied to historic buildings (pre 1959) are generally free standing buildings or a continuous row of buildings of brick or frame construction. Many buildings constructed during this time period, especially in the early to mid twentieth century, are solid brick or solid concrete block construction or at least present a veneer of brick, concrete, or stone. Twentieth Century Commercial buildings vary in height based upon when and
where they were constructed and the technology employed. Twentieth century commercial buildings in Aptos are modest in design; most are one or two stories and are clad in wood siding or stucco. Examples of this period of architecture are the Harper Building at 8044 Soquel Drive (APN# 041 042 03) and the Toney Building located at the corner of Trout Gulch Road and Soquel Drive (APN# 041 011 35).

Art Moderne: There are no “pure” examples of this style, as applied to commercial buildings in Aptos. Two buildings, the Aptos Garage on Soquel (APN# 041 561 05) and the old fire station on Aptos (APN# 041 022 11), exemplify some restrained characteristics of this style that was popular from the 1920s to the 1940s. Art Moderne is often characterized by smooth wall surfaces — usually of stucco — and a flat roof, usually with a small ledge or band at the roofline.

Contractor Modern: This term is reserved for properties built during the late 1950s to the present. This “style” of construction falls outside the dates of significance if constructed after 1959. The only example of this type that falls within the period of significance is the Calvary Chapel Aptos Church (APN# 041 021 38).

The only extant hotel building, which is also commercial architecture, is the Bay View Hotel, and it is designed in the very ornate Second Empire Italianate style which is characterized by the mansard roof, large narrow windows, and ornamentation such as large brackets located beneath overhanging eaves and pedimented windows. The Bay View Hotel is a landmark building in Aptos Village and was listed in the National Register of Historic Places 30 March 1992. The majority of the extant historic commercial buildings are one or two-story, nineteenth or twentieth century buildings that rest atop concrete perimeters or mudsill foundations. Each building is then crowned with a flat or front facing gable roof. Many of the storefronts have been altered as evidenced by replacement windows and doors.

Residential Area

The residential area comprises the southeast end of the historic district. Many of the historic buildings still serve as single-family residences; however, some are also used for commercial purposes. For the most part the residential portion of the district is laid out in a rectangular plan: Valencia and Aptos Streets form the two long sides, while Trout Gulch Road and Bernal Street form the short ends. This subdivision, laid out between 1884 and 1888 by Frederick Hihn, is known as the Hihn subdivision. In 1884, F. A. Hihn purchased ten acres from Maria Antonia Castro de Bernal and her husband Guadalupe Bernal. Hihn subdivided the property into three blocks and twenty-five lots, which by 1889, were offered for sale. Several of these houses continued to be used as rentals by the Hihn Co. until at least the early 1900s.

Vegetation in this portion of the neighborhood is very lush with historic trees and shrubs permeating the neighborhood. Sidewalks that were laid by the WPA in 1940 make the neighborhood easily accessible.

Architectural styles within this neighborhood vary. Some of Aptos’s historic housing stock remains intact while some of it has fallen victim to natural disasters such as earthquakes and fires, or have been altered extensively. The variety of architectural styles, as applied to extant residential buildings in Aptos, includes the following: National, Victorian/Queen Anne/Folk Victorian, Craftsman, and Contractor Modern (post 1955).

National: Buildings that are termed “National” in response to style were generally constructed from the mid 1800s until the late 1880s. Because of the availability of lumber on site, many houses in Aptos were constructed in this very simplistic style and can be termed “vernacular.” The houses in Aptos, designed in this style generally display front facing gable roofs or pyramidal roofs and are clad in channel rustic siding or board and batten. One example of this style is the small pyramidal cottage located at 8066 Valencia Street (APN# 041 022 06) and another example is the building located at 408 Trout Gulch Road (APN# 041 021 14).

Victorian/Queen Anne & Folk Victorian: Nationally, the style of Queen Anne architecture spans from the early 1880s through the turn of the century. Houses designed in the Queen Anne style can often be very “fanciful” or very “folk” (hence the name Folk Victorian). Common characteristics of this style include shingle imbrications, turned spindles, turrets, scrolled brackets, curlicue cutouts, large panes of glass bounded by smaller panes, porches, and moderately pitched roofs. The extant Queen Anne houses are clad in channel rustic siding, which appears to be the most common wall sheathing applied to this style of home in Aptos. The house at 502 Trout Gulch Road (APN# 041 021 40) is an example of “folk Victorian,” whereas the houses at 8067 and 8065 Aptos Street (APN# 041 022 07 & 041 022 08, respectively) are examples of Queen Anne.

Craftsman: Popular throughout the United States during the early twentieth century, and influenced by the English Arts and Crafts Movement, many Craftsman style homes have built-ins and intricately designed details. In some of the more elaborate Craftsman homes, local materials such as stone were used to help the building “harmonize” with its surroundings. Many of the Craftsman style homes in Aptos are more typical of the Bungalow style — one-story, vernacular homes, with minimal detail that were constructed through the 1920s. The best example of the Bungalow style is 8055 Valencia Street (APN# 041 021 09).
Contractor Modern: This term is reserved for properties built during the mid to late 1950s to the present. This “style” of home falls outside the district’s period of significance if constructed after 1959. The only example of this style, as applied to a residential building that falls within the period of significance, is the house at 806 Valencia Street (APN #041 022 04).

Most of the historic (pre 1959) residential buildings are of frame construction; however, a select few are simple single wall construction. Most houses rest upon either a concrete perimeter or mudsill foundation. Most of the houses are crowned with either front or side-facing gable roofs or hipped roofs - the exception being the Bay View Hotel, which is crowned with a mansard roof. All but one are clad in wood siding, generally channel rustic, lap, board and batten, or bevel siding. The use of brick is generally and conservatively reserved for chimneys.

**INVENTORY OF BUILDINGS WITHIN HISTORIC DISTRICT**

<table>
<thead>
<tr>
<th>APN #</th>
<th>Address</th>
<th>Historic Name</th>
<th>Construction Date</th>
<th>Status</th>
<th>County Rating Scale for Buildings in District</th>
</tr>
</thead>
<tbody>
<tr>
<td>041 022 13</td>
<td>402 Aptos St.</td>
<td>Aptos Fire Station</td>
<td>1960s</td>
<td>Noncontributing</td>
<td>NR 6D</td>
</tr>
<tr>
<td>041 022 11</td>
<td>8059 Aptos St.</td>
<td>Twitchell House</td>
<td>Circa 1890</td>
<td>Contributing</td>
<td>NR 5D</td>
</tr>
<tr>
<td>041 022 10</td>
<td>8061 Aptos St.</td>
<td>Huhn Apple Packinghouse</td>
<td>Early 1890s</td>
<td>Contributing</td>
<td>NR 3D(Recommended)</td>
</tr>
<tr>
<td>041 022 08</td>
<td>8057 Valencia St.</td>
<td>Post Office</td>
<td>Circa 1910</td>
<td>Contributing</td>
<td>NR 6D(upgrade from NR 6)</td>
</tr>
<tr>
<td>041 022 04</td>
<td>8060 Valencia St.</td>
<td>Aptos Telephone Exchange</td>
<td>Circa 1952</td>
<td>Contributing</td>
<td>NR 5D</td>
</tr>
</tbody>
</table>
D4. Boundary Description (Section D4 continued from page 1)

properties for at least 140 feet to where it continues down the center of Bernal Street approximately 360 feet to the center of Soquel Drive. The boundary then turns to the northwest to continue along the center of Soquel Drive approximately 400 feet (to a point approximately 90 feet past Post Office Road). The boundary then turns in a southwesterly direction approximately 200 feet, at which point it then turns and continues 150 feet in a jagged northwesterly direction following the rear lot line of the commercial buildings. The boundary then runs perpendicular to Soquel Drive for approximately 59 feet until it meets Soquel Drive, at which point the boundary then turns in a north-northwesterly direction for just over 200 feet. The boundary then commences in a northeasterly direction approximately 710 feet until it meets Cathedral Drive, at which point the boundary turns southeast and continues approximately 50 feet to its point of origin.

D5. Boundary Justification (Section D5 continued from page 1)

district [at this time]. The buildings on the periphery of the district either predate the beginning of the period of significance (1875), post date the end of the period of significance (1959), or have been altered so much throughout the years that they no longer resemble their historic appearance. Due to the loss of buildings during the 1989 earthquake and recent commercial development, the overall historic character and integrity of the area to the northwest of the district has been compromised and therefore, is not included within the Aptos Village Historic District Boundaries.

D6. Period of Significance (Section D6 continued from page 1)

The history associated with the subject area, as well as number of extant historic resources that represent various architectural styles, further validate the eligibility of the district for inclusion on the list of locally significant properties.

SITE HISTORY

The name Aptos has been associated with the area since as early as 1833 when Mexican Governor Jose Figueroa granted Rafael Castro 5,500 acres of land known as Aptos Rancho. 1 In 1840, Governor Juan Bautista Alvarado gave an additional 1,185.91 acres to Castro, increasing the total acreage to 6,685.91. Portions of Aptos Rancho were later divided among Rafael’s heirs. In 1855, Rafael Castro deeded most of the property, which is now known as Aptos Village to Maria Antonia Castro and her husband Guadalupe Bernal who were already living on the property. On their ranch, the Bernals produced stock, grain, and other agricultural products. The Bernal property was accessed by a spur off the “Old Coach Road” which entered the ranch at what is today the junction of Soquel Drive and Trout Gulch Road. In 1857, access to the Bernal property was improved when a new road alignment was constructed that corresponds roughly with present-day Soquel Drive. During the early American period (1846-1875), Rafael Castro and his family were prominent in the area of Aptos, engaging the ranching, lumbering, and shipping businesses.

Aptos Village Economic and Social History: 1875 to 1900

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

Tourism in Aptos dates back to the early 1870s when Claus Spreckles, the millionaire sugar baron, bought 6,685 acres of Rancho Aptos. His elegant Aptos Hotel, located south of Aptos, was designed to appeal to the wealthy with its complex of cottages, pavilion, game room, ballroom, and livery. Other hotels that catered to or promoted tourism included Peter Walsh’s Live Oak House in the village and D. M. Rice’s hotel on Aptos Wharf Road. Between 1882 and 1885, the Bernals sold all of their remaining 108 acres. The portion of their holdings located within what is now the village was sold primarily to F. A. Hihn and Thomas Brady.

In 1883, a depot was constructed in the village, and the tracks of the Santa Cruz Railroad were broad gauged. Tourism increased as the Loma Prieta Lumber Company ran “picnic specials” on Sundays on the railroad line that had been built from the Aptos depot to their company town. To meet the demands of growing tourism and worker housing, two more hotels were constructed in the village during the late 1870s and 1880s including the extant Bay View Hotel (APN# 04101134) and Louis Thurwachter’s Ocean House.

1 The proposed district area was historically the commercial center for the Town of Aptos. This area is now known as Aptos Village.

DPR 523D (1/95)
Agriculture was another prominent industry in Aptos Village during the late 1890s. In addition to stock and grain, other agricultural products were produced in the Aptos-Coralitos area and shipped from the Aptos Wharf. Intensive exploitation of the dense forestlands bordering the village on the north began in the early 1890s, resulting in the construction of railroad yards, new housing, and business establishments. Throughout the 1890s and into the early 1900s, competitive lumber companies worked furiously to outdo each other in productivity, with an average cut of 50 million board feet per year through the 1880s and early 1890s, ninety percent of which was exported. The 1888 Sanborn map of Aptos shows yards of two companies: Hihn’s Aptos Milling Company and the Loma Prieta Lumber Company. Two buildings appear to remain from the lumbering era, the possible lumber office at 420 Trout Gulch Road (APN# 041 011 24) and a remodeled lumber office at 8037 Soquel Drive (APN# 041 011 24).

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Frederick Hihn on lands leased from Hihn. During this same time, Ralph J. Mattison and his partner Lam Pon (from Canton, China) started an apple dryer on another portion of the Hihn lands. Lam Pon employed many Chinese to work at the apple dryer. Hihn also built an apple dryer about 1906, which was located approximately where the present-day post office sits at the intersection of Trout Gulch Road and Cathedral Way. The apple packing business continued to flourish between 1905 and the 1950s. By 1959, succumbing to public concern about inadequate sewer facilities and pollution of the creek, Western Frozen Foods, relocated their operation to Watsonville, ending Aptos’s tenure as a fruit-processing center. To date there are no known extant sites within the district's boundaries that are associated with ethnic groups historically in Aptos such as the Dutch, Chinese, and Japanese, all of whom made contributions to the growth and development of Aptos.

Aptos continued to be a busy community, but new construction, except for a few new homes, was minimal until the 1920s. During the 1920s through the 1940s, the subdivision of many of the nearby farms and the large Spreckles holdings brought many new residents into the area—residents that needed the services that the small town provided. Because of easy accessibility, due in part by the railroad, and its close proximity to the Pacific Ocean, Aptos became an ideal location for summer homes. In 1938, Southern Pacific terminated passenger service to Aptos and eventually the depot and all the auxiliary rail spurs were removed. Two extant commercial businesses constructed during this time were the Harper Building, 1924 (APN# 041 042 03) and the 1924 addition to the Leonard & Son Building, then owned by Cornelius Van Kaathoven APN # 041 042 02). A few residential structures were also constructed shortly after the turn of the last century: 8055 Valencia Street, 1910 (APN# 041 021 09), 8066 Valencia, circa 1915 (APN# 041 022 06), and 8064 Valencia Street, 1908-1929 (APN# 041 922 05).

Just as the coming of the train changed the town in various ways, so too did the coming of the automobile. In 1915/14, Henry Ford invented the assembly line, which enabled him to mass-produce the automobile, which revolutionized transportation in the United States. Like many other towns across the nation, Aptos met the needs of automobile-owning customers with the eventual improvement of roads and the installation of service stations and garages. In Aptos, the first automobile sales and repair facility was Larsen’s Garage on Aptos Street constructed after 1908 but prior to 1929 (no longer extant). Two automobile-related buildings still remain, the 1928 service station leased by William Bickmore and the Bickmore Garage constructed 1929 (APN# 041 561 05). The completion of the new concrete bridge in 1929 over Aptos Creek, designed by D. M. McPhetres, and the realignment of and improvements to Soquel Drive on either side Aptos Creek significantly improved automobile access to Aptos Village from the west. In the early 1920s, improvements and realignments were made to the eastern access to the village in the vicinity of Valencia Creek. The Santa Cruz–Watsonville Road, now Soquel Drive, was the primary east-west thoroughfare until 1949, when Highway 1 (now a freeway) was constructed south of Aptos Village.

During the 1930s, the people of Aptos, like most people across the United States, experienced the depression and new construction waned then and during the years of World War II (1939-1945). After the war, construction resumed in the village as Fred Toney, one of the prominent entrepreneurs in Aptos, spearheaded modernizing the village by building several new commercial buildings. Buildings constructed by Toney included a commercial building (1946), which housed his hardware store, a liquor store, and a grocery store (APN# 041 013 35); a 1949 post office on Trout Gulch Road (APN# 041 013 32), a dental office building (early 1950s) located at the corner of Valencia Street and Trout Gulch (APN# 041 022 15). Also constructed in the early 1950s was the Aptos Telephone Exchange (APN# 041 023 03). In 1952, the Aptos Fire District acquired the old Ocean House property and built a new firehouse on Aptos Street—this building still stands today (APN# 041 022 11). Very little residential construction occurred during this period, within the district boundaries. The only house constructed at this time was 8060 Valencia Street, circa 1952 (APN# 041 022 04).

From 1960 on, the area within the selected district boundaries has changed very little with minimal new construction and few intrusions. Most of the residential buildings within the district were constructed prior to 1959. The Loma Prieta Earthquake of 1989 resulted in the loss of several historic properties along the south side of Soquel Avenue. Many of the extant historic buildings have had multiple uses throughout the years, however, each is an integral piece of the history of Aptos—how it evolved socially and economically, as well as architecturally.

INTEGRITY

Overall, the Aptos Historic District maintains integrity of location, workmanship and materials. Because of the area’s rich history, it is worthy of listing as a district on the County’s List of Historic Resources, as those buildings which exemplify various examples of late-nineteenth and early twentieth century architecture collectively convey a sense of time, place, and history. Other aspects of integrity such as setting, design, feeling, and association have diminished throughout the years, due to loss of historic fabric, infiltration of vacant lots, and new construction; therefore, the proposed district, although significant at a local level, is ineligible for listing in the California Register of Historic Resources and the National Register of Historic Places.

DPR 523D (1995)
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Aptos Village Historic District

Recorded By: R. Oosterhous & C. Duval
Date: 8/31/02 Rev 3/7/03

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Aptos Village Historic District

Resource Name or # (Assigned by Recorder): Aptos Village Historic District

Recorded By: K. Oosterhous & C. Duval

Date: 8/31/02 Rev 3/7/03

X Continuation

Update

Aptos Village Historic District

Recorded By: K. Oosterhous & C. Duval  Date: 8/31/02 Rev 3/7/03  X Continuation  ___ Update

Proposed Aptos Village Historic District

Streets
Railroad

HISTORIC DISTRICT PARCELS
- Currently Designated as Historic Resource
- Proposed to be Designated as Historic Resource
- Non Contributing
- Vacant

0 100 200 400 Feet
SANTA CRUZ COUNTY
APTOS VILLAGE
HISTORIC DISTRICT

LEGEND

- Contributing Buildings
- Non-Contributing Buildings
- Area Outside District Boundaries
- Vacant lots and Public Right of way

District Boundaries
Prepared by
DILL DESIGN GROUP
110 NORTH SANTA CRUZ AVE.
LOS GATOS, CA 95030

14081 254-4015 DDG@ARCHISTORY.COM
TX14081 59904715 Rev. 01/31/03
DATE: March 17, 2003

TO: Northwest Information Center
1303 Maurice Avenue
Rohnert Park, CA 94928

ATTN: Leigh Jordan

RE: Aptos Historic District

ITEMS: One (1) complete bound Aptos Historic District Final Product
One (1) copy each of DPRs for Aptos Bridge, 402 Bernal and the Johnston Complex

NOTES: for your files

FROM: Elizabeth Stephens

FAX: 408.399.4715 - ddg@archistory.com
TO:  LESLIE DILL
DILL DESIGN GROUP

FAX PHONE NO.:  408/399-4715
OFFICE PHONE NO.:  408/354-4015

SUBJECT:  LOCATIONS FOR CONTRIBUTING BUILDINGS IN THE SANTA CRUZ CO. APOTOS VILLAGE HISTORIC DISTRICT

FROM:  LEIGH JORDAN, COORDINATOR

FAX PHONE NO.:  (707) 664-0890

DATE:  18 August 2003  TIME:  1:30 P.M.

TOTAL NUMBER OF PAGES:  2 (INCLUDING THIS COVER PAGE)

NOTE:  PLEASE CALL AS SOON AS POSSIBLE IF THERE ARE ANY TRANSMISSION PROBLEMS - OFFICE PHONE NO.: (707)664-0880

LESLIE -- I CANNOT PROCESS THE RECORDS THAT ARE PART OF THIS PROJECT WITHOUT EXACT LOCATIONS.  WOULD YOU PLEASE PUT THE STREET ADDRESS AT THE END OF THE APPROPRIATE LEADER LINE.  IF YOU HAVE ANY QUESTIONS PLEASE CALL ME.

THANK YOU,
LEIGH
Subject: Leigh Jordan--Aptos
From: Leslie Dill <ldill@archistory.com>
Date: Mon, 18 Aug 2003 13:58:56 -0700
To: nwic@SONOMA.EDU

Leigh:

I received your fax and apologize that I have not been able to get back to you earlier. I have not been able to reprint the Aptos Village Historic District map in a hardcopy format that is readable at a manageable scale (it is meant to be printed really large, like a poster). Perhaps the electronic version is helpful to you (you can zoom in quite close and read the labels), if not, we can try something else...

Leslie Dill
Leslie A.G. Dill, Architect
Dill Design Group
110 North Santa Cruz Avenue
Los Gatos, CA 95030
(408) 354-4015
(408) 399-4715 fax
ldill@archistory.com
The Primary Number has been voided because this resource was inadvertently assigned two Primary Numbers. Please see the following Primary Number:

P-44-000377

Date: October 24, 2019

NWIC Staff: Annette Neal
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

P1. Other Identifier: None

P2. Location: Not For Publication □ Unrestricted

a. County: Santa Cruz

b. USGS 7.5' Quad: Soquel
Date: 1954, revised 1984
T 11S R 1E: Rancho Apts; Mt. Diablo

B.M.

c. Address: None
City: Apts

UTM: (Give more than one for large and/or linear resources) Zone 10
4092600 mE / 597650 mN

Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): The resource is situated within Apts Creek canyon, surrounded by the built environment of Apts. It is bounded to the north by Apts Creek, to the south by Apts Creek canyon, and to the east and west by Soquel Drive and the built environment of Apts. To access from Santa Cruz, drive Highway 1 south and exit on Sealcliff. Turn left (north) over the freeway, towards the mountains, and turn right (southeast) on Soquel Drive. Continue on this road approximately 1/4 mile until it goes under the Southern Pacific railroad (SPRR) tracks and crosses Apts Creek Bridge. Park in one of the parking lots on the east side of the bridge. The resource is located in the canyon adjacent to the north of the existing bridge.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The resource, as recorded, consists of a flagstone-capped concrete trestle footing on the west bank of Apts Creek Canyon. The footing is constructed of poured concrete capped by cut flagstones and measures approximately 20 ft. long by 5 ft. wide by 12 ft. high. It serves as a structural support for the trestle over Soquel Drive and the trestle over Apts creek. Though the trestles themselves are more recent replacements of earlier structures, the footings are believed to be over 50 years old based on construction techniques and bridge chronology. Topographically, the resource lies within the Apts Creek drainage, which flows generally south to the Monterey Bay from the Santa Cruz Mountains. The canyon in this area is dominated by native and imported flora, most notably Sycamore (Platanus racemosa), Redwood (Sequoia sempervirens), Poison Oak (Toxicodendron diversiloba), Blackberry (Rubus villosus), and invasive Periwinkle (Vinca sp.). Canyon geomorphology is only slightly modified in the location of the SPRR and Apts Creek Bridge footings.

*P3b. Resource Attributes: (List attributes and codes) HP 19

P4. Resources Present: ■ Building ■ Structure ■ Object ■ Site ■ District ■ Element of District ■ Other (specify, etc.)

P5b. Description of Photo: (View, data, accession #) View of SPRR Trestle over Apts Creek, View NE, Roll 1, Frame 4

*P6. Date Constructed/Age and Sources: ■ Historic ■ Prehistoric ■ Both

*P7. Owner and Address:
Union Pacific Railroad
14116 Dodge St.
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, address) Chris Morgan
Pacific Legacy, Inc.
10096 Soquel Dr., Suite 3, Apts, CA 95003-4938

*P9. Date recorded: 05/27/98

*P10. Survey Type: (Describe)
Intensive Inventory

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Archaeological Reconnaissance of the Proposed Apts Creek Bridge Earthquake Retrofit, Apts, California (Morgan and Eldness 1998)

*Attachments: NONE ■ Location Map ■ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record ■ Archaeological Record ■ District Record ■ Linear Feature Record ■ Milling Station Record ■ Rock Art Record ■ Artifact Record ■ Photograph Record ■ Other (List)
Historic Name: Unknown
Common Name: Unknown
Original Use: Railroad Bridge over Aptos Creek
Present Use: Railroad Trestle (same)
Architectural Style: Engineering
Construction History: (Construction date, alterations, and date of alterations)
In 1875, the first narrow-gauge railroad was built through Aptos (by German immigrant Frederick A. Hihn), crossing Aptos Creek in the general location of the present Aptos Creek Bridge. The Southern Pacific Railroad bought Hihn out in 1871 and completed the standard-gauge track through town in 1883. The narrow gauge track is reported to have followed a path identical to the existing SPRR tracks, crossing Aptos Creek in the same location as the SPRR trestles do today (Lydon 1997; Hibble 1998). The resource, as identified, consists of footings for the 1883 line. The trestles themselves are replacements to the original structures and were installed in the last 50 years (Madison 1998).

Moved? No
Original Location: N/A

Roads. Associated with the road bridge(s) is the road. What is now Soquel Drive served, in more or less its current position, as a main thoroughfare from Santa Cruz to Watsonville, following the route of Freedom Boulevard further southeast. Spreckels Drive, which intersects Soquel Drive immediately southwest of the project area, was the private entrance to the Aptos Hotel, built by Claus Spreckels in 1875.

Road Bridge Remnants. Bridge remnants are represented by four intact features: 1) a concrete footing on the west bank of the canyon, 2) a large steel and a concrete bridge pier characterized by two upright pylons on the west bank of the canyon, 3) a steel and concrete pier immediately below the present bridge's western footing, and 4) structural milled lumber under the existing western road bridge footing.

Architect: Unknown
Builder: Unknown

Significance: Theme Transportation
Area: Aptos and route from Santa Cruz to Watsonville
Period of Significance: 1883-present
Property Type: Bridge
Applicable Criteria: N/A

The integrity of the resource is poor as the associated rail line and original trestles have been replaced by modern materials.

Additional Resource Attributes: (List attributes and codes) HP19

References:

Remarks: The resource appears ineligible for listing on the National register but may be important to history on a local level.

Evaluator: Chris Morgan, Pacific Legacy, Inc., 10096 Soquel Dr., Suite 3, Aptos, CA 95003

Date of Evaluation: May 07, 1998

Sketch Map with north arrow required.

This space reserved for official comments.)
State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Page 4 of 4

*Resource Name or # (Assigned by recorder) SRRR: Aptos Creek Trestle

*Map Name: Soquel, Calif. 7.5'

*Scale: 1:24,000

Date of Map: 1954, revised 1994

Resource Location

Aptos

Valencia

Cove

Del Mar

SEACLIFF PINT

STATE BEACH

Decl. = 15° 1994

DPR 523j (1/95)

*Required Information
The Primary Number has been voided because this resource was inadvertently assigned two Primary Numbers. Please see the following Primary Number:

P-44-000377

Date: October 24 2019

NWIC Staff: Annette Neal
P1. Other Identifier: Coast Line Railway; Southern Pacific Railroad; Union Pacific Railroad

P2. Location: ☑ Not for Publication  ☑ Unrestricted  ☑ a. County: Santa Cruz

P2b. USGS 7.5' Quad: Davenport/Santa Cruz  Date: 1997/1994  ¼ of T.R.; ¼ of Sec M.D. B.M.

P2c. Address: City: Santa Cruz County  Zip:

P2d. UTM: Zone;  mE/ mN (G.P.S.)

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The resource is an approximately 7.4 mile segment of the former Davenport Branch Line. Initially constructed between 1905 and 1907 by the Coast Line Railway Company, a subsidiary of Southern Pacific Railroad, it was later owned by that company before it was sold to the Union Pacific Railroad and later decommissioned in 2010. The recorded segment follows an approximate northwest-southeast alignment from Davenport at its northern end to a point approximately 1.0 mile west of the boundary of the City of Santa Cruz. Situated between the Ben Lomond Mountains to the east and the Pacific Ocean to the west, the segment traverses a relatively flat landscape that is undeveloped or characterized by agricultural uses. The flat topography is in part the result of the man-made embankments or berms that were constructed to provide crossing across the numerous creeks that run southwest towards the ocean. Because these embankments were constructed of wooden trestles that were subsequently infilled with earthen material, the current survey was unable to confirm the total number of these features that exist within the subject segment. However, at least three were confirmed due to existing documentation and also through the identification of man-made drainage tunnels running through the Santa Cruz Mudstone; these include embankments at Davenport Beach, Sark Fin Cove, and Boonny Doon Beach. Other crossings include two short wood trestles that cross the outflow of Baldwin Creek and a tributary to the north. The majority of the segment features slightly raised berms topped with ballast, ties, and rail; however, since the line was decommissioned, portions have been infilled with earth and are overgrown with vegetation.

P3b. Resource Attributes: (List attributes and codes) HP39. Other - Railroad

P4. Resources Present: ☑ Building  ☑ Structure  ☑ Object  ☑ Site  ☑ District  ☑ Element of District  ☑ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)

P6. Date Constructed/Age and Sources: ☑ Historic

P7. Owner and Address:

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

P8. Recorded by:

Hannah Haas & Steven Treffers
Rincon Consultants, Inc.
1437 Figueroa Street
Monterey, CA 93940

P9. Date Recorded: March 5, 2018

P10. Survey Type: Intensive

P11. Report Citation: (Cite survey report and other sources, or enter "none.") Treffers, Steven. 2018. Historic Resources Evaluation, North Coast Rail Trail Project, Santa Cruz County, California. Memorandum to Santa Cruz County Regional Transportation Commission. Prepared by Rincon Consultants, Inc., March 9.
**Resource Name or #:** Davenport Branch Line

**Map Name:** Davenport/Santa Cruz

**Scale:** 1:24,000  
**Date of Map:** 1997/1994
*Resource Name or #: Davenport Branch Line

*Map Name: Santa Cruz

*Scale: 1:24,000  *Date of Map: 1994
Resource Name or #: Davenport Branch Line

Map Name: Santa Cruz

Scale: 1:24,000

Date of Map: 1994
B1. Historic Name: Coast Line Railway; Southern Pacific Railroad; Union Pacific Railroad
B2. Common Name:
B3. Original Use: Railroad line
B4. Present Use: Inoperative
B5. Architectural Style: N/A
B6. Construction History: (Construction date, alterations, and date of alterations)
Originally constructed between 1905 and 1907; ongoing maintenance and repair that appears to have resulted in the partial replacement of berm, ties, and rail; the alignment has not been altered since the segment’s initial development.

B7. Moved? ☒ No ☐ Yes ☐ Unknown
Date: Original Location:


B9a. Architect: Unknown
b. Builder: Unknown

B10. Significance: Theme: Transportation
Area: Santa Cruz County
Period of Significance: 1907-1968
Property Type: Rail Line
Applicable Criteria: A/C

The subject property is a segment of the Davenport Branch Line, which was developed by the Coast Line Railway Company (a subsidiary of Southern Pacific Railroad Company). Constructed between 1905 and 1907, the line was primarily developed to deprive the competing Ocean Shore Railway Company of freight traffic from the recently developed Santa Cruz Portland Cement Company in Davenport (Robertson 1998:113). The Ocean Shore Railway Company envisioned an electric railway connecting San Francisco and Santa Cruz and also began construction in 1905, building south from San Francisco and north from Santa Cruz simultaneously. In developing their lines between Santa Cruz and Davenport, the Ocean Shore and Coast Line companies collaborated to design and build trestles that crossed the numerous streams flowing south from the Ben Lomond Mountains to the Pacific Ocean. Understanding that cement was going to be the primary freight source for the railroads, engineers determined wood trestles alone could not handle the weight and as Sandy Lydon describes “decided to build temporary trestles at each stream crossing and then immediately fill them in. The fill material was readily available from the huge cuts necessary to level out the grade on either side of each valley” (Lydon 2018). Two sets of tracks (one for each railway) were then set atop the earthen embankments, or ramparts and tunnels were created on the north side of each valley, allowing water to be conveyed around the trestles and out to sea.

See continuation sheet, p. 7.
B10. Significance, continued:
The April 18, 1906 San Francisco earthquake resulted in substantial damage to the northern segment of the North Coast Railway and delayed completion of the railway. As a subsidiary of the Southern Pacific, the Coast Line Railway did not face the same financial challenges in the wake of the earthquake and completed their line in 1907, executing a contract to transport cement from the Santa Cruz Portland Cement Company’s Davenport plant. Although the earthquake was disastrous on many levels, it proved a boon for the Santa Cruz Portland Cement Company, which purportedly provided upwards of 10,000 barrels of cement per day towards the rebuilding effort (Leachman and Prybylski 2017). In addition to supporting the reconstruction of the San Francisco Bay Area, the Davenport Cement Plant contributed some 750 million barrels of cement toward the development of the Panama Canal (Robertson 1998:113). By 1910, the Davenport Cement Plant was the largest in California and the second largest in the country, producing as much as 1.4 million barrels that year alone (Leachman and Prybylski 2017). Although the Coast Line Railway provided some passenger service between Davenport and Santa Cruz, its primary purpose was the transport of freight from the Davenport Cement Plant. The competing Ocean Shore Railway Company was partially successful in operating the southern portion of their line between Santa Cruz and Swanton (just north of Santa Cruz); however they were never bridge the gap between their two lines and ultimately folded in 1920 (Hunter 2004).

Supported by the subject segment, the Davenport Cement Plant remained extremely productive throughout the twentieth century. As described by Leachman and Prybylski, it “contributed cement to the building of prominent structures like the Golden Gate Bridge across San Francisco Bay and the O’Shaughnessy Dam that created the Hetch Hetchy reservoir; it helped rebuild the dry docks at Pearl Harbor after they were attacked in 1941; it utilized a special blend of cement to construct California’s aqueducts, the largest system of its kind in the world; and it was awarded the Pan American Exposition gold medal for its part in the construction of the Panama Canal” (2017). Rail remained the primary means of transporting this freight throughout this period. Although a pier was constructed off the adjacent coast in 1934, it was only in operation through 1955 when it was partially washed out, and rail continued to be used throughout this period. The Coast Line Railway was transferred to the Southern Pacific Railroad Company in 1917, which operated the line until the Southern Pacific merged with Union Pacific Railroad in 1996. The line continued to transfer freight from the Davenport Cement Plant until the plant was eventually decommissioned in 2010 (Patterson & Associates, Inc. 2012).

The subject segment appears eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and as a Santa Cruz County landmark under Criteria A/1/2 and C/3/3 for its direct association with the Santa Cruz Portland Cement Company and also its embodiment of a unique construction method relating to its earthen trestle embankments. The Davenport Branch Line was specifically developed by a subsidiary of the Southern Pacific Company to serve the recently developed Davenport Cement Plant. It was the primary transportation method for moving freight from the plant, which provided cement for the rebuilding of San Francisco following the 1906 earthquake, the Panama Canal, the Golden Gate Bridge, and many other notable projects. In addition, the construction of the trestles and earthen embankments represents a unique method of construction that is characteristic of the early twentieth century. Although the segment has been subject to regular maintenance, which has resulted in the replacement of original ties, rails, and ballast, these changes appear to be in kind and have not resulted in a loss of integrity. The segment still retains its original alignment, grading, and many other features such as the earthen embankments, and retains integrity of location, design, setting, workmanship, feeling, and association. Those features that are considered and convey the historical significance of the segment include its alignment, grading, ballast, ties, rail, earthen embankments and overall setting adjacent to the Pacific Ocean.

B12. References, continued:
Hunter, Chris

Leachman, Erika and Matthew Prybylski

Lydon, Sandy

Patterson & Associates, Inc.

Robertson, Donald B.
View soueast across embankment at Davenport Beach

View northwest near Panther Beach
**Resource Name or #**: Davenport Branch Line

**Recorded by**: Steven Treffers  
**Date**: March 26, 2018  
**Continuation**

### View southeast at crossing near Coast Road
![View point](image1)

### Railroad switch near Wilder Ranch
![Railroad switch](image2)
Trestle and embankment at Davenport Beach under construction circa 1906 (Source: Lydon 2018)

Buried trestle and embankment at Davenport Beach 2018 (Source: Google Earth 2018)
Southern Pacific Railroad Harkins Slough Trestle

P1. Other Identifier: Southern Pacific Railroad Structure No. 4.87

P2. Location: □ Not for Publication □ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

P3. USGS 7.5’ Quad Watsonville West Date 1995

a. County Santa Cruz

b. City Watsonville (vicinity) Zip

d. UTM: (give more than one for large and/or linear resources) Zone ; me/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

This trestle is located on the west side of Harkins Slough, west of the City of Watsonville and approximately 0.9 mile east of the intersection of north of San Andreas and Sunset Beach roads and 1.4 miles northwest of West Beach Street.

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Harkins Slough Trestle is a 195-foot long, single-track ballast deck timber bridge that spans a portion of the western edge of Harkins Slough (Photograph 1). Access to the bridge was limited because of heavy sedimentation and vegetation. Constructed in 1909, the thirteen-span trestle is comprised of timber pile abutments and seven, six-pile bents with cross bracing. Bents are constructing using creosoted 12”x14” and 14”x14” square and round posts (Photographs 2 and 3) with 14”x14” and 14”x12” caps and cross bracing. The thirteen spans vary in length between 14.5 and 15 feet. Twelve timber stringers (8”x18”) support the deck planks (3”x12”), which is topped by ballast. The trestle carries a single track (Photograph 5) with rails replaced in the 1950s and various wood ties replaced in the late 1990s.

P3b. Resource Attributes: (List attributes and codes) (HP11) Engineering Structure; (HP19) Bridge

P4. Resources Present: □ Building □ Structure □ Object □ Site □ District □ Element of District □ Other (Isolates, etc.)

P5. Photo of Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: View of trestle showing east side, camera facing north. May 8, 2014

P6. Date Constructed/Age and Sources:

□ Historic □ Prehistoric □ Both 1909 (see B12)

P7. Owner and Address:
Santa Cruz County Regional Transportation Commission (SCCRTC), 1523 Pacific Avenue, Santa Cruz, CA 95060

P8. Recorded by:
Toni Webb and Garret Root
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

P9. Date Recorded: May 8, 2014

P10. Survey Type: Intensive

P11. Report Citation: (Cite survey report and other sources, or enter “none.”) n/a

*Attachments: □ None □ Location Map □ Sketch Map □ Continuation Sheet □ Building, Structure, and Object Record □ Archaeological Record □ District Record □ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record □ Photograph Record □ Other (list)

DPR 523A (1/95)

*Required Information C
B1. Historic Name: SPRR Structure No. 105.1
B2. Common Name: Harkins Slough Trestle
B3. Original Use: Railroad Trestle
B4. Present Use: Abandoned
*B6. Construction History: built in 1909
*B7. Moved? ☐ No ☑ Yes ☐ Unknown Date: __________ Original Location: __________
*B8. Related Features: __________
*B10. Significance: Theme n/a Area n/a
   Period of Significance n/a Property Type n/a Applicable Criteria n/a
   (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This intensive survey and evaluation concludes that the former Southern Pacific Railroad’s Harkins Slough Trestle does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks historic significance. It is not a historical resource for the purposes of compliance with the California Environmental Quality Act (CEQA). No known previous NRHP or CRHR evaluations have been conducted for this trestle.

Southern Pacific Railroad Company constructed this trestle in 1909 along the Santa Cruz Branch of its Coast Division. The branch line had its origins in the Santa Cruz Railroad, conceived by Frederick A. Hihn, a local lumber and real estate dealer, in the late 1860s to connect Santa Cruz to the to the standard gauge Southern Pacific railroad under construction to Pajaro. With the help of ‘sugar king’ Claus Spreckels and other local businessmen, Hihn secured financing for the proposed line and in 1873, the Santa Cruz Railroad Company incorporated. Three years later, the 21-mile narrow gauge line was completed to Southern Pacific’s Pajaro (later Watsonville) Junction (Figure 1).

During the late nineteenth century when the line was constructed, the economy of mid-Santa Cruz County had shifted from the predominating lumber and timber industries, to a more general agricultural economy. Tourism had also begun to play an important role in the region during this period, as resorts like as Hihn’s Camp Capitola (later renamed Capitola-by-the-Sea) and Hotel Del Monte in Monterey, were established near the coastlines of Santa Cruz and Monterey counties, thus attracting tourist from the San Francisco Bay communities. Demand for improved railroads occurred as early transportation infrastructure proved inadequate for the movement of raw materials and agricultural products from the region as well as for tourist access and to provide service to the region’s growing permanent (See Continuation Sheet)

B11. Additional Resource Attributes: __________


B13. Remarks:

*B14. Evaluator: Toni Webb
*Date of Evaluation: May 2014
   (This space reserved for official comments.)

*DPR 523B (1/95)
B10. Significance (continued):

Population. Construction of the Santa Cruz Railroad helped in the movement of freight, especially from local owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. As a narrow gauge line, the Santa Cruz Railroad, which shipped primarily timber, was incompatible to the standard gauge Southern Pacific line, resulting in its inability to compete with the larger railroad’s lower freight shipping rates and it ultimately failed. Southern Pacific acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883. Southern Pacific consolidated the old Santa Cruz Railroad Company line and the nearby Loma Prieta Railroad to incorporate as the Pajaro & Santa Cruz Railroad on June 3, 1884. This provided Southern Pacific service from San Francisco to Santa Cruz through Gilroy and Watsonville.

With reliable rail service established, the local industries went through a period of growth and development in the last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off the main north-south tracks, including two spurs specifically for large timber companies. Santa Cruz County tourism significantly increased after Southern Pacific took over rail service into the Santa Cruz area. This included the South Pacific Coast Railroad line from Santa Cruz over the Santa Cruz Mountains into Los Gatos and San Jose, which had been completed as a narrow gauge line in 1880 that Southern Pacific took over in 1887. By the turn of the century, the Southern Pacific was running the “Daisy Flyer” on this route, advertising a “mile-a-minute” trip from San Francisco to Santa Cruz and Monterey. Southern Pacific also added two express and three local passenger trains between Pajaro Junction and Santa Cruz.

Southern Pacific extended the Watsonville to Santa Cruz line to Davenport, near the site of a new cement plant, in 1905 (Figure 1). Plans to expand this service and continue this line along the coast, connecting with a line extending from San Francisco were ended by reconstruction demands and changes in regional economics following the 1906 earthquake. After the earthquake and 1907 financial panic, railroad construction paused, but recovered by 1910. The height of railroad service in Santa Cruz County occurred between 1910 and 1920 when the greatest number of through, branch, and private lines were opened and active. Southern Pacific switched its route from Santa Cruz to San Jose over the Santa Cruz Mountains to standard gauge in 1907 and operated six daily trains. Numerous picnic and excursion trains also ran for tourists. Popular trains along the southern and central California coast, like the Sunset Limited, began to be rerouted through Aptos and Santa Cruz on their way to San Francisco. By 1918, there were eighteen passenger trains and six freight trains arriving and departing Santa Cruz daily. At the height, three daily local freight trains operated along the Santa Cruz Branch Line between Watsonville Junction to Davenport.

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. In its efforts to compete with motor vehicles, Southern Pacific inaugurated the “Suntan Special” in 1927, running tourist trains between San Jose and Santa Cruz and later adding service to Oakland and San Francisco. Yet, changes in the region’s economy decreased demand for rail service as the lumber industry declined and trucks were used increasingly to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries annually produced and shipped thousands of railroad cars of produce. The Great Depression furthered the railroad’s decline leading to the end of passenger service and limits on freight.

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3 Koch, *Santa Cruz County*, 158; Hamman, *California Central Coast Railways*, 31; Hamman, “140 Years of Railroading…”

*Required Information*
service. The Southern Pacific’s Boulder Creek and Davenport branches carried only freight by 1930, and the company replaced rail passenger service up the coast from Watsonville to Davenport with bus service in 1938.\(^5\)

Although the Southern Pacific Railroad’s Coast Line was begun as early as 1868, the full length of the projected line between San Francisco and Los Angeles was not completed until 1901. Along with the main line, the Coast Line included numerous branch lines, like the Santa Cruz Branch Line, that were developed from previously constructed rail lines that the company purchased. The main line of the Southern Pacific was greatly improved by realignments of its track during the first 40 years of operation, primarily between Soledad and Santa Margarita in Salinas Valley and in the Bay Area between San Francisco and San Bruno, but elsewhere the railroad line follows closely its original location. By the 1920s when the Southern Pacific had completed these improvements and integrated several branch lines, the Coast Division included 3.26 miles of tunnel on its main line, 2.72 miles of tunnel on its branches, 29,109 feet of wooden trestles and 15,833 feet of steel bridges and viaducts. Because of its importance as a seaport and its immense manufacturing and commercial interests, San Francisco’s passenger terminal at Third Street was one of the finest in the nation and its freight station by 1920 was the largest in the United States. The railroad served a diverse community of interests along its rail line between San Francisco and the Salinas Valley. South of San Francisco rapid suburbanization on the peninsula increased the volume of traffic as workers commuted to the city; packing houses on the railroad in the Santa Clara Valley shipped dried and canned fruits all over the world; the Salinas Valley shipped thousands of carloads of perishable produce, fruit, sugar beets, dairy products and livestock on the Coast Line. Mineral springs, resorts and ocean beach communities were also serviced by the railroad and its branch lines, such as those to Santa Cruz and Monterey.\(^6\) The Santa Cruz Branch Line continued to be used for freight service by both Southern Pacific and Union Pacific Railroad, which purchase the line in 1996, until around 2008.\(^7\)

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\(^5\) Koch, *Santa Cruz County, 26; Hamman, “140 Years of Railroading....”


DPR 523L (1/95)
Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the Harkins Slough trestle is not directly associated with any significant events at the local, state, or national level. Constructed by Southern Pacific in 1909, the trestle was built more than twenty-five years after Southern Pacific purchased the former narrow gauge railroad and converted the line to a standard gauge. This trestle was at least the second such structure at this site constructed over Harkins Slough since the Santa Cruz Railroad initiated service on this alignment in 1876.8 While the trestle was built during the height of rail service in Santa Cruz County, it was built as one of many improvements by Southern Pacific during the early twentieth century.

Research for this project did not reveal that this trestle or the branch line itself has any associations with persons who gained prominence in their professions or made significant contributions in local, state, or national history. Therefore, this trestle does not appear eligible under NRHP Criterion B (CRHR Criterion 2).

This trestle does not meet NRHP Criterion C (CRHR Criterion 3) as no special engineering or construction techniques were known to be used in the construction of the trestle. The trestle is one of at least eight similar ballast deck timber trestles (Figure 2) along this line between 1904 and 1928 utilizing a Southern Pacific common standard plan (see Figure 3) and/or components. The trestle does not embody distinctive characteristics of a type, period, or method of trestle construction, it does not possess high artistic qualities, and it is not the work of a master. Lastly, built environments are rarely significant under NRHP Criterion D (CRHR Criterion 4) and this segment of rail line does not appear likely to yield important historical information. This property has been evaluated in accordance with Section 15064.5 (1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code.

It appears the trestle remains mostly unaltered since its original construction in 1909. The only known modification appears to be the replacement of ballast and wood ties within the last twenty years, as well as the replacement of rails in the 1950s. Overall, the trestle retains integrity of design, workmanship, and materials, location, setting, feeling, and association.9

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8 Hamman, California Central Coast Railways, 33.

*Required Information
Figure 2. Similar Southern Pacific wood trestle (without ballasted deck) crossing at San Lorenzo River.\textsuperscript{10}

Figure 3. Southern Pacific's 1909 standard plan for a single track ballasted deck wood trestle, revised in 1929.\textsuperscript{11}

\textsuperscript{10} Hamman, California Central Coast Railways, 32. DPR 523L (1/95)
Photographs (continued)

Photograph 2. View of trestle's west side, camera facing south.

Photograph 3. Detail view of six-pile bent with square wood piles.

Photographs (continued)

Photograph 4. Detail view of six-pile bent with round wood piles.

Photograph 5. View of ballasted trestle deck showing extant railroad, camera facing north.
P1. Other Identifier: Southern Pacific Railroad Structure No. 9.09

P2. Location: □ Not for Publication □ Unrestricted
□ (P2b and P2c or P2d. Attach a Location Map as necessary.)
□ a. County Santa Cruz
□ b. USGS 7.5' Quad Watsonville West
□ Date 1995 T: R: ¼ of Sec: B.M.
□ c. Address City La Selva Beach, zip 95076
□ d. UTM: (give more than one for large and/or linear resources) Zone ; mE/ mN
□ e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

This trestle is located north of Playa Boulevard in La Selva Beach and approximately 10 miles south of Santa Cruz.

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The La Selva Beach trestle (Photographs 1 and 2) is a 340-foot long, riveted, steel deck plate girder bridge that spans Leonard Gulch just north of La Selva Beach. Constructed in 1927, the nine-span trestle is comprised of board-formed reinforced concrete abutments with wing walls (Photograph 4) and nine battered steel bents (six of which create three towers) with angled transverse and longitudinal bracing set on board-formed reinforced concrete piers (Photographs 2 and 6). The trestle has an open floor system with steel grate walkways and railing composed of steel post with steel cable attached to both sides of girders (Photograph 5). The trestle carries a single track with wood ties replaced in the late 1990s. The eight girders range in length between 30 and 70 feet. The northernmost span was added at an unknown date and later modified into a concrete pier (see Figures 4 and 5). The structural members of the bridge have a substantial amount of corrosion (Photographs 6 and 7).

P3b. Resource Attributes: (List attributes and codes) (HP11) Engineering Structure; (HP19) Bridge

P4. Resources Present: □ Building □ Structure □ Object □ Site □ District □ Element of District □ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: General view looking east toward Leonard Gulch from La Selva Beach, May 8, 2014

P6. Date Constructed/Age and Sources: □ Historic □ Prehistoric □ Both
□ 1927, Southern Pacific Co. Pacific System Bridge Indexes

P7. Owner and Address: Santa Cruz County Regional Transportation Commission (SCCRTC), 1523 Pacific Avenue, Santa Cruz, CA 95060

P8. Recorded by: Toni Webb and Garret Root

P9. Date Recorded: May 8, 2014

P10. Survey Type: Intensive

*Required Information
**State of California – The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
**BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #** P-44-000377
**HRI #** 

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**B1.** Historic Name: Manresa Trestle; Leonard Gulch Trestle; SPRR Structure No. 90.39; SPRR Structure No. 109.32

**B2.** Common Name: La Selva Beach Trestle

**B3.** Original Use: Railroad Trestle  
**B4.** Present Use: Abandoned

**B5.** Architectural Style: n/a

**B6.** Construction History: built in 1927

**B7.** Moved? ☒ No ☐ Yes ☐ Unknown  
**Date:**  
**Original Location:**

**B8.** Related Features:

**B9.** Architect: American Bridge Company  
**Builder:** unknown

**B10.** Significance: Theme Railroad in early 20th century  
**Area:** Santa Cruz County Coast  
**Period of Significance:** n/a  
**Property Type:** Bridge  
**Applicable Criteria:** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This intensive survey and evaluation concludes that the former Southern Pacific Railroad’s La Selva Beach Trestle does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks historic significance. It is not a historical resource for the purposes of compliance with the California Environmental Quality Act (CEQA). No known previous NRHP or CRHR evaluations have been conducted for this trestle.

Southern Pacific Railroad Company constructed this trestle in 1927 along the Santa Cruz Branch of its Coast Division (Figures 1 and 2). The branch line had its origins in the Santa Cruz Railroad, conceived by Frederick A. Hihn, a local lumber and real estate dealer, in the late 1860s to connect Santa Cruz to the standard gauge Southern Pacific railroad under construction to Pajaro. With the help of ‘sugar king’ Claus Spreckels and other local businessmen, Hihn secured financing for the proposed line and in 1873, the Santa Cruz Railroad Company incorporated. Three years later, the 21-mile narrow gauge line was completed to Southern Pacific’s Pajaro (later Watsonville) Junction.

During the late nineteenth century when the line was constructed, the economy of mid-Santa Cruz County had shifted from the predominance of timber and lumber industries, to a more general agricultural economy. Tourism had also begun to play an important role in the region during this period, as resorts like as Hihn’s Camp Capitola (later renamed Capitola-by-the-Sea) and Hotel Del Monte in Monterey, were established near the coastlines of Santa Cruz and Monterey counties, thus attracting tourist from the San Francisco Bay communities. Demand for improved railroads occurred as early transportation infrastructure proved inadequate for the movement of raw materials and agricultural products from the region as well as for tourist access and to provide service to the region’s growing permanent (See Continuation Sheet)

**B11.** Additional Resource Attributes:


**B13.** Remarks:

*Required Information*

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**B14.** Evaluator: Toni Webb

**Date of Evaluation:** May 2014

(This space reserved for official comments.)
population. Construction of the Santa Cruz Railroad helped in the movement of freight, especially from local owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success.\(^1\) As a narrow gauge line, the Santa Cruz Railroad, which shipped primarily timber, was incompatible to the standard gauge Southern Pacific line, resulting in its inability to compete with the larger railroad’s lower freight shipping rates and it ultimately failed. Southern Pacific acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883. Southern Pacific consolidated the old Santa Cruz Railroad Company line and the nearby Loma Prieta Railroad to incorporate as the Pajaro & Santa Cruz Railroad on June 3, 1884. This provided Southern Pacific service from San Francisco to Santa Cruz through Gilroy and Watsonville.\(^2\)

With reliable rail service established, the local industries went through a period of growth and development in the last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off the main north-south tracks, including two spurs specifically for large timber companies. Santa Cruz County tourism significantly increased after Southern Pacific took over rail service into the Santa Cruz area. This included the South Pacific Coast Railroad line from Santa Cruz over the Santa Cruz Mountains into Los Gatos and San Jose, which had been completed as a narrow gauge line in 1880 that Southern Pacific took over in 1887. By the turn of the century, the Southern Pacific was running the “Daisy Flyer” on this route, advertising a “mile-a-minute” trip from San Francisco to Santa Cruz and Monterey. Southern Pacific also added two express and three local passenger trains between Pajaro Junction and Santa Cruz.\(^3\)

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3. Koch, *Santa Cruz County*, 158; Hamman, *California Central Coast Railways*, 31; Hamman, “140 Years of Railroading …”
4. Hamman, *California Central Coast Railways*.

**Figure 1. Passenger train approaching the La Selva Beach trestle, ca 1900.**\(^4\)
Southern Pacific extended the Watsonville to Santa Cruz line to Davenport, near the site of a new cement plant, in 1905 (Figure 3). Plans to expand this service and continue this line along the coast, connecting with a line extending from San Francisco were ended by reconstruction demands and changes in regional economics following the 1906 earthquake. After the earthquake and 1907 financial panic, railroad construction paused, but recovered by 1910. The height of railroad service in Santa Cruz County occurred between 1910 and 1920 when the greatest number of through, branch, and private lines were opened and active. Southern Pacific switched its route from Santa Cruz to San Jose over the Santa Cruz Mountains to standard gauge in 1907 and operated six daily trains. Numerous picnic and excursion trains also ran for tourists. Popular trains along the southern and central California coast, like the Sunset Limited, began to be rerouted through Aptos and Santa Cruz on their way to San Francisco. By 1918, there were eighteen passenger trains and six freight trains arriving and departing Santa Cruz daily. At the height, three daily local freight trains operated along the Santa Cruz Branch Line between Watsonville Junction to Davenport.

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. In its efforts to compete with motor vehicles, Southern Pacific inaugurated the “Suntan Special” in 1927, running tourist trains between San Jose and Santa Cruz and later adding service to Oakland and San Francisco. Yet, changes in the region’s economy decreased demand for rail service as the lumber industry declined and trucks were used increasingly to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries annually produced and shipped thousands of railroad cars of produce. The Great Depression furthered the railroad’s decline leading to the end of passenger service and limits on freight service. The Southern Pacific’s Boulder Creek and Davenport branches carried only freight by 1930, and the company replaced rail passenger service up the coast from Watsonville to Davenport with bus service in 1938.

Although the Southern Pacific Railroad’s Coast Line was begun as early as 1868, the full length of the projected line between San Francisco and Los Angeles was not completed until 1901. Along with the main line, the Coast Line included

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5 Walter Rice and Emiliano Echeverria, Rails of California’s Central Coast (San Francisco: Arcadia Publishing, 2008) 42.
6 Hamman, California Central Coast Railways, 229; Hamman, “140 Years of Railroading...,” Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” 26; Signor, Southern Pacific’s Coast Line, 112.
7 Koch, Santa Cruz County, 26; Hamman, “140 Years of Railroading....”

DPR 523L (1/95)

*Required Information
numerous branch lines, like the Santa Cruz Branch Line, that were developed from previously constructed rail lines that the company purchased. The main line of the Southern Pacific was greatly improved by realignments of its track during the first 40 years of operation, primarily between Soledad and Santa Margarita in Salinas Valley and in the Bay Area between San Francisco and San Bruno, but elsewhere the railroad line follows closely its original location. By the 1920s when the Southern Pacific had completed these improvements and integrated several branch lines, the Coast Division included 3.26 miles of tunnel on its main line, 2.72 miles of tunnel on its branches, 29,109 feet of wooden trestles and 15,833 feet of steel bridges and viaducts. Because of its importance as a seaport and its immense manufacturing and commercial interests, San Francisco’s passenger terminal at Third Street was one of the finest in the nation and its freight station by 1920 was the largest in the United States. The railroad served a diverse community of interests along its rail line between San Francisco and the Salinas Valley. South of San Francisco rapid suburbanization on the peninsula increased the volume of traffic as workers commuted to the city; packing houses on the railroad in the Santa Clara Valley shipped dried and canned fruits all over the world; the Salinas Valley shipped thousands of carloads of perishable produce, fruit, sugar beets, dairy products and livestock on the Coast Line. Mineral springs, resorts and ocean beach communities were also serviced by the railroad and its branch lines, such as those to Santa Cruz and Monterey. The Santa Cruz Branch Line continued to be used for freight service by both Southern Pacific and Union Pacific Railroad, which purchase the line in 1996, until around 2008.

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Figure 3. Map of Southern Pacific Company’s Western Division in January 1936. The original alignment of the Santa Cruz Railroad is shown between the red dots. The branch line was extended northwest to Davenport in 1909.

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DPR 523L (1/95)
Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the La Selva Beach trestle is not directly associated with any significant events at the local, state, or national level. Constructed by Southern Pacific in 1927, the trestle was built over forty years after Southern Pacific purchased the former narrow gauge railroad and converted the line to a standard gauge. It was the second if not perhaps the third, such rail crossing over Leonard Gulch since the Santa Cruz Railroad initiated service on this alignment in 1876. [10] Furthermore, the trestle was built after the height of rail service in Santa Cruz County during a period when automobile and truck transportation began to overtake both passenger and freight service.

Research for this project did not reveal that this trestle or the branch line itself has any associations with persons who gained prominence in their professions or made significant contributions in local, state, or national history. Therefore, this trestle does not appear eligible under NRHP Criterion B (CRHR Criterion 2).

Under NRHP Criterion C or CRHR Criterion 3, the trestle does not embody distinctive characters of a type, period, or method of construction, it does not possess high artistic qualities, and it is not the work of a master. The trestle is one of more than 37 bridges constructed by Southern Pacific on this during between 1903 and the late 1970s and one of four steel deck plate girder bridges built during the first three decades of the twentieth century. According to the original engineering plan for this trestle (see Figure 4), the bridge was designed in 1925 by American Bridge Company, a large civil engineering firm that has designed and fabricating road and railway bridges for more than 160 years. One notable example of their work includes the original San Francisco-Oakland Bay Bridge. This specific trestle is a relatively modest structure and does not represent their overall work. Plans indicate that portions of the trestle were provided directly from material on-hand at Southern Pacific and sections of three bents were built using materials obtained from another Southern Pacific trestle formerly at Elk Creek. While steel trestles are typically customized for specific sites, as with many of the twentieth century Southern Pacific trestles, this structure illustrates standard structural components and construction methods. Furthermore, built environments are rarely significant under NRHP Criterion D (CRHR Criterion 4) and this segment of rail line does not appear likely to yield important historical information.

The bridge has been altered at unknown dates by the addition of the northernmost span, which was later modified into a concrete pier and the addition of steel grate walkways with railing. Additionally, this rail line has been subject to periodic maintenance. While it appears the rails and tie plates may date to the 1926 installation of this trestle, many of the wood ties and ballast adjacent to the bridge have been replaced in recent years. These alterations have compromised the structures integrity of design, workmanship, and materials. Furthermore the bridge has suffered a substantial loss of steel components from corrosion, future compromising its integrity. [11]

This property has been evaluated in accordance with Section 15064.5 (1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code.

[10] Hamman, California Central Coast Railways, 33.
Figure 5: Illustrative drawings of the La Selva Beach Bridge in 2012 showing addition of the 9th span.
Photograph 2. View of west side of trestle, camera facing northeast.

Photograph 3. View of steel bents and concrete footings, showing underside of deck girder, camera facing south.
Photographs (continued)

Photograph 4. View showing north abutment, steel bents and girder deck, camera facing south.

Photograph 5. View of trestle girder deck showing extant railroad and modern metal walkways and railing, camera facing south.
Photograph 6. View showing substantial deterioration of steel bents supporting the north side of the trestle.

Photograph 7. View showing substantial deterioration of the transverse bracing of steel bent supporting the north side of the trestle.
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Resource Name or # : SC-61H

P1. Other Identifier: Southern Pacific Railroad Tracks

*P2. Location: ☒ Not for publication ☐ Unrestricted
   *a. County: Santa Cruz
   *b. USGS 7.5' Quad: Davenport (1955, photorevised 1968) R3W, ; San Vicente Land Grant (4083)
   c. Address: Highway 1, post mile 29.05 - 29.09, both sides
   d. UTM: Zone 10 570925 mE, 4096870 mN
   e. Other Locational Data:
      The railroad bed crosses Highway 1 just north of the town of Davenport, approximately 50 meters north of Cement Plant Road, between post mile 29.05 and 29.09. The concrete pillars, features of the railroad, are located on the right (east) side of the highway and north approximately 0.6 miles from the datum.

*P3a. Description:
      See Continuation Sheet.

*P3b. Resource Attributes: AHTZ, Railroad bed, HP39. Other: railroad tracks

*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of photo:
      Roll AR-7, Frame 4; RR (Denzil) end of Segment, facing northwest.

*P6. Date Constructed/Age:
      ☐ Prehistoric ☐ Historic ☐ Both

*P7. Owner and Address:
      Southern Pacific Railroad,
      Address unknown

*P8. Recorded by:
      A. Ruby (FW), S. Mikesell (JRP),
      Far Western Anthropological Research Group, Inc., P.O. Box 413, Davis, CA 95617; JRP Historical Consulting Services,
      1490 Drew Ave, Suite 110,
      Davis, CA 95616

*P9. Date Recorded: 11/18/99

*P10. Survey Type: Intensive

P11. Report Citation: Mikkelsen, P., et al., 2000, Cultural Resources Inventory of Caltrans District 5 Rural Highways, Santa Cruz County, California: Highways 1, 9, 17, 35, 129, 152, and 236

*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
      ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
      ☐ Artifact Record ☐ Photograph Record ☐ Other:

DPR 523A (1/95)  

*Required information

JUL 10 2000
P3a. Description:

This section of the Southern Pacific Railroad tracks was built to haul cement from the cement factory which was first established in 1907 to Santa Cruz. At the rail line's terminus 0.6 miles north, approximately 6 large poured concrete pillars are scattered on the east side of the tracks. Their function is unknown, but appears to have served as a foundation for some sort of structure, possibly a loading ramp.

According to published histories of Santa Cruz (Verardo and Verardo, 1987; Hoover, et al., 1966) the Ocean Shore Railroad operated a line from Santa Cruz to just north of Davenport. In 1905, the Southern Pacific Railroad acquired a right-of-way from Santa Cruz to Davenport, a distance of twelve miles. The Southern Pacific line was west (toward the ocean) from the Ocean Shore Railway, which was built from Santa Cruz to Swanson (north of Davenport) in 1911. Highway 1 was built on the Ocean Shore Railway right-of-way along much of the route.

A datum of rebar with a stamped aluminium cap was set at post mile 29.03 on the right (east) side of the highway. GPS data were collected for railroad where it crosses the highway within the right-of-way, and the site datum.
Appendix D: Correspondence with Interested Parties
The California Department of Transportation (Caltrans), in cooperation with the Santa Cruz County Regional Transportation Commission and the County of Santa Cruz, proposes to widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder operations between the Freedom Boulevard and State Park Drive interchanges and construct Coastal Rail Trail Segment 12. The proposed build alternative for the project would include the addition of southbound and northbound auxiliary lanes, modification and/or replacement of bridge structures, and construction of Coastal Rail Segment 12.

Bridge structures being replaced were constructed during the historic era but have been determined ineligible for the National Register of Historic Places (NRHP). The Santa Cruz Railroad is assumed eligible to the NRHP for the purposes of the project pursuant to Stipulation VIII.C.4 of Caltrans’ 2014 Programmatic Agreement (PA); the segment within the APE appears to retain integrity to the assumed period of significance of 1876 – 1938. It was the first line to connect Santa Cruz with the important agricultural center Watsonville, and when completed in 1876 allowed Santa Cruz its first connection to the nationwide railroad network. The Bay View Hotel (1878) at 8041 Soquel Drive, which is adjacent to the project area, is listed on the NRHP at the local level of significance under Criteria A and C.

Architectural studies are currently underway to determine whether this undertaking could potentially impact these or any other historic properties in the vicinity that are eligible for listing in the National Register of Historic Places, or those that meet eligibility criteria for listing in the California Register of Historical Resources or constitute a historical resource for the purposes of CEQA.

Caltrans is interested in learning whether the Santa Cruz County Historic Resources Commission has any special interest in, or special knowledge of, these or any other resource within or adjacent to the project Study Area that should be taken into account during our architectural studies. We are requesting your response by Wednesday, July 13, 2022. If you have questions or concerns, please do not hesitate to contact me by return email or Daniel Leckie at Daniel.leckie@dot.ca.gov or at (805) 458-6618.

Thank you for your participation.

Sincerely,
Attachment B: Archaeological Survey Report and Extended Phase I Report
Archaeological Survey, Extended Phase I and Phase II Testing Report for the Santa Cruz County Regional Transportation Commission Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project, Santa Cruz County, California

05-SCR-1, PM 8–10.7
EA 05-0C734

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February 2022

Study Area:
1.25 miles of Coastal Rail Trail;
2.7 miles of Highway 1 Corridor;
62.8 acres

Coastal Rail Trail Sites:
CA-SCR-2/H (P-44-000010)
CA-SCR-222/H (P-44-000224)

Keywords:
Archaeology
Inventory

Prepared on behalf of:
Kimley-Horn and Associates, Inc.,
Mark Thomas & Company, Inc.,
and Santa Cruz County Regional Transportation Commission

Submitted to:
California Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401

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Archaeological Survey, Extended Phase I and Phase II Testing Report for the Santa Cruz County Regional Transportation Commission Highway 1 Auxiliary Lanes and Bus-on-Shoulder Improvements (Freedom Boulevard to State Park Drive) and Coastal Rail Trail Segment 12 Project, Santa Cruz County, California

05-SCR-1, PM 8.1–10.7
EA 05-0C734

Prepared By:

Melinda Pacheco Patrick,
M.A. Principal Investigator

February 2022

Prepared on Behalf of:
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