RECEIVED

FEB 11 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners,

Please vote for the Arana Gulch Master Plan, including the Broadway Brommer bridge and bike path. The bridge and path create safe, direct and convenient access to Coastal destinations including the Arana Gulch greenbelt itself. It will provide a important bicycle and pedestrian connection between Broadway and Brommer, replacing streets that are somewhat circuitous and dangerous that encourage automobile use.

By increasing people's options for coastal access, many more people will choose to ride, or walk, thereby significantly decreasing automobile use. Because automobile use is the biggest cause of global warming, both in Santa Cruz and in California, this bike path will gives a chance for the Coastal Commission to decrease global warming gasses through regulatory action.

Additionally, the path will provide access to the greenbelt property for people with disabilities, and young children, which would make it the only city greenbelt property with this type of access.

Amazing amazing! I've been longing to be able to ride my bike through Arana Gulch for a year now - in order to avoid the Brommer Bridge and because it is beautiful! Please vote for the Arana Gulch Master Plan!

Thanks

Sincerely,

Name Samantha Jensen

Address:
334 Morrissey Blvd
Santa Cruz CA 95062

RESPRESENTATIVE FORM LETTER RECEIVED FROM 353 SEPARATE INDIVIDUALS

Exhibit H

RECEIVED

FEB 16 2010

COASTAL COMMISSION

Dear Coastal Commissioners:

Date: 2/9/10

Please vote for the Arana Gulch Master Plan.

In particular please approve the Broadway Brommer bridge and bike path. The bridge and path create a **safe, direct and convenient through route** from Santa Cruz to Live Oak /Capitola for cyclists. It replaces the Yacht Harbor Bridge and Soquel Ave. routes

These routes are dangerous, circuitous and avoided by cyclists. My kids are in high school and junior high school, bike often, and the available routes are very dangerous with vehicles. A safe route should be available, and this Plan solves that problem. Thank you!!

Signature: Kevin Giberson

Name: Kevin Giberson

Address: 119 Heather Court
Santa Cruz, CA 95065

RESPRESENTATIVE FORM LETTER RECEIVED FROM SEPARATE INDIVIDUALS 20

Exhibit H

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

RECEIVED
FEB 08 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

2-3-10

Dear California Coastal Commission:

Please approve the Arana Gulch Master Plan at its upcoming hearing.

Especially important are the Broadway Brommer bridge and bike path. This through route from Santa Cruz to Live Oak /Capitola will get many shy cyclists out of their cars and onto their bikes because it will provide the first safe, direct and convenient route for bicycles between Live Oak and Santa Cruz.

This is something positive you can do about global warming.

From the California Coastal Commission web-site section on Global Warming and Climate Change: "*the Commission must consider climate change, including global warming and potential sea level rise, through its planning, **regulatory**, and educational activities, and work to reduce greenhouse gas emissions and the detrimental impacts of global warming on our coast.*"

This bike route would be used not only by cyclists but foot traffic also. This type of pathway is so overdue for S.C. County. Long-long overdue!

We are members of Rail-Trails & really encourage this development.

Leslie Holland
Tom F. Howland

RESPRESENTATIVE FORM LETTER RECEIVED FROM 60 **SEPARATE INDIVIDUALS**

Exhibit H

Please Support Arana Gulch Master

Dear Supervisor Stone,

Congratulations on your appointment to the California Coastal Commission. I am writing to urge you, in your capacity as Coastal Commissioner, to fully support the Arana Gulch Master Plan and the Multi-Use Trails (including the Broadway-Brommer Connector Trail) that are part of it. The Plan would:

1. Combat Global Warming by providing a vital and much-needed bicycle-pedestrian link between Broadway and Brommer Streets
2. Create the first handicapped accessible trail in any of the greenbelt parks in the City of Santa Cruz.
3. Improve water quality in Arana Gulch Creek (and the Monterey Bay) by allowing the City to access state and federal funding for environmental restoration efforts.

Thank you for doing all that you can to ensure the swift approval and implementation of the Arana Gulch Master Plan.

Signature: [signature]
Print Name: Angela Farren
Address: 2457 Cardinal Dr.
City and Zip Santa Cruz, CA 95062

Please Support Arana Gulch Master Plan

Dear Supervisor Stone,

Congratulations on your appointment to the California Coastal Commission. I am writing to urge you, in your capacity as Coastal Commissioner, to fully support the Arana Gulch Master Plan and the Multi-Use Trails (including the Broadway-Brommer Connector Trail) that are part of it. The Plan would:

1. Combat Global Warming by providing a vital and much-needed bicycle-pedestrian link between Broadway and Brommer Streets
2. Create the first handicapped accessible trail in any of the greenbelt parks in the City of Santa Cruz.
3. Improve water quality in Arana Gulch Creek (and the Monterey Bay which it flows into) by allowing the City to access state and federal funding for environmental restoration efforts.

Thank you for doing all that you can to ensure the swift approval and implementation of the Arana Gulch Master Plan.

Signature: [signature]
Print Name: Eva Torunne
Address: 2120 N Pacific Ave #53
City and Zip Santa Cruz Ca 95060

5

Please Support Arana Gulch Master Plan

Dear Supervisor Stone,

Congratulations on your appointment to the California Coastal Commission. I am writing to urge you, in your capacity as Coastal Commissioner, to fully support the Arana Gulch Master Plan and the Multi-Use Trails (including the Broadway-Brommer Connector Trail) that are part of it. The Plan would:

1. Combat Global Warming by providing a vital and much-needed bicycle-pedestrian link between Broadway and Brommer Streets
2. Create the first handicapped accessible trail in any of the greenbelt parks in the City of Santa Cruz.
3. Improve water quality in Arana Gulch Creek (and the Monterey Bay which it flows into) by allowing the City to access state and federal funding for environmental restoration efforts.

Thank you for doing all that you can to ensure the swift approval and implementation of the Arana Gulch Master Plan.

Signature: [signature]
Print Name: Rebecca Silver
Address: 20161 Big Basin Way
City and Zip Boulder Creek CA 95006

RESPRESENTATIVE FORM LETTER RECEIVED FROM SEPARATE INDIVIDUALS

115

Exhibit H

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan
Date: 2/4/10

RECEIVED
FEB 09 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners:

Please vote for the Arana Gulch Master Plan. In particular please approve the Americans with Disabilities Act (ADA) compliant multi-use trails and bridge.

The City has four greenbelt parks and none of them have any ADA accessible trails. Even after the Master Plan and its ADA Trails are approved and implemented, only 3% of all City greenbelt trails will be ADA accessible.

The ADA multi-use trails represent an IMPROVED route from Santa Cruz to Live Oak for bicycles, but for many people in Wheelchairs the ADA trails represent the **ONLY** access into the greenbelt system. The request is modest, necessary and overdue.

Signature: Jane Ott
Name: JANE OTTBUCH
Address: 7105 HWY 9
FELTON, CA 95018

RESPRESENTATIVE FORM LETTER RECEIVED FROM 11 SEPARATE INDIVIDUALS

Exhibit H

January 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch Master Plan

RECEIVED
5 2010
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MISSION
ST AREA

Dear Commissioners:

Please vote to approve the Arana Gulch Master Plan (AGMP), its multi-use trail and bridge. I live at Sorrento Oaks, a senior park, which is located less than a quarter of a mile from the intersection of Brommer Street and Seventh Avenue in Live Oak. This means I live near the eastern entrance of the proposed multi-use trail.

Some of the Sorrento Oaks residents enjoy walking to and from the Santa Cruz Small Craft Harbor. The Arana Gulch path will give these seniors more choices for their outings, and it may give other residents a new opportunity to enjoy the out of doors. The path will be graded for easy walking and for wheelchairs, a big improvement on the existing dirt trails which are rutted and steep in some areas. (The County of Santa Cruz Seniors Commission Chair Hal Anjo has said, "The Seniors Commission encourages open access for seniors and the disabled. The Arana Gulch plan will provide a paved path with adjusted elevations for persons who may have problems with mobility and stamina.")

The positive aspects of the Arana Gulch Master Plan also include the Broadway Brommer Bridge over Hagemann Gulch. This bridge is the 'missing link' to the new through route, allowing easy access to the Frederick Street longterm care center and local shops. If there is no bridge, then there is no safe, direct route for seniors, bicycles, wheelchairs and pedestrians. Everyone would still be going around the long way, right next to heavy traffic on the Murray Street Bridge or Soquel Avenue.

Your support of the Arana Gulch multi-use path will ensure a safe passage and healthy livestyle for people of all ages in the Live Oak neighborhood. Please help make this happen. Thank you.

Signature Don Cossi

Don + Olga Cossi
Name

Address
800 Brommer St Sp 9
Santa Cruz Ca. 95062

RESPRESENTATIVE FORM LETTER RECEIVED FROM 26 SEPARATE INDIVIDUALS

Exhibit H

I support the Arana Gulch Master Plan. The plan would improve access to the Arana Gulch area for pedestrians, seniors, the disabled, cyclists, and others, thus promoting alternative transportation and improving the environment by getting people out of their cars. Please support the AGMP.

Name	Signature	Address	Email	Telephone
Ron Burkle		1525 47th Ave Capitola, CA 95010	ronburkle@ix.netcom.com	—
Lee Else		443 Vista del Mar Aptos 95003	leelse@hotmail.com	
Robyn Miranda		4331 Fairway Dr Soquel CA 95073		
Mike Tighe		3145 Park Ave, Soquel 95073		
Julie Fletcher-Tighe		3145 Park Ave Soquel 95073		
Kathy K. Blue		614 Rimrock Ave Capitola, CA 95010		
Kimberly Potts		1421 Gerhardt Ave San Jose 95125		
L. Meyer		PO Box 3862 SC CA 95063		
Paul Chester		240 Huntington Ct. Aptos 95003		
Greg Andrews		542 Sumner St Santa Cruz 95062		
Kira Ticus		130 Surfside Ave Santa Cruz CA 95060	—	—
Jaime Combs		111 Peaches Ln Soquel CA 95073		
T.P. Marshall		5376 Soquel Dr. Soquel CA 95073		

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FEB 18 2010
CALIFORNIA COASTAL COMMISSION CENTRAL COAST AREA

Exhibit H

I support the Arana Gulch Master Plan. The plan would improve access to the Arana Gulch area for pedestrians, seniors, the disabled, cyclists, and others, thus promoting alternative transportation and improving the environment by getting people out of their cars. Please support the AGMP.

Exhibit H

Name	Signature	Address	Email	Telephone
ALEXIS GLUGOSKI	Alexis Glugoski	2030 Koopmans ave Santa Cruz, CA 95062		831-479-7255
Andy Ward	Andy Ward	1858 43rd Ave. Capitola, CA 95010		
MIKE GLUGOSKI	Mike Glugoski	2030 KOOPMANS AVE SANTA CRUZ, CA 95062		
John BROWN	John Brown	914 41 Ave Santa Cruz	merlin573@earthlink.Net	
Harry Lafferty	[illegible]	transmisivity	[illegible]	—
Nic Retford	[illegible]	1925 46th Ave Apt 136 Capitola CA 95010	nretford@gmail.com	
Susy Honig	Susanna Honig	309 26th ave Santa Cruz, CA 95062	susyhonig@gmail.com	
Nicole Couto	Nicole Couto	7814 Oak Creek Dr Pleasanton, CA 94588		
Sara Heidelberger	[illegible]	524 Hudson Court Davis, CA 95616		
Dwerg Miller	[illegible]	905 BUZZARD LAGOON RD Corralitos CA, 95076		
Natasha Vokhshoori	Natasha Vokhshoori	519 Lincoln St. Apt B Santa Cruz, Ca 95060	nvokhsho@ucsc.edu	310-254-8326
Carlos Batan	[illegible]	217 Broadway Santa Cruz, CA 95060	csbatan@ucsc.edu	

SANTA CRUZ HARBOR
Gateway to the Monterey Bay
National Marine Sanctuary

February 16, 2010

RECEIVED
FEB 18 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

SUBJECT: Support for the Arana Gulch Master Plan

Dear Chair Neely:

The Santa Cruz Port District urges you to approve the permit application for the Arana Gulch Master Plan as submitted by the City of Santa Cruz. We do so primarily for two reasons:

- The water quality issues, particularly the amount of sediment load in Arana Gulch Creek and the need for wetland restoration to deal with that problem; and,

- The public access issues, and the fact that the City's proposal maximizes public access to and along the coast, including to the harbor, while doing so in a way that minimizes the congestion and public safety issues presented by some of the alternatives.

Water Quality Issues:

The wetland area on the City's Arana Gulch property once served to absorb sediment coming down the creek. However, The removal of a weir near Murray street has created an intertidal link between the harbor and the wetland. In times of high water flow this creates an increased velocity resulting in significant bank-cutting and head-cutting through those deposited sediments, making the wetland a major sediment source. In fact, it is now one of the two largest sources of creek sediment in the entire watershed. That sediment flows into the north harbor, where much of it settles. That sediment deposition creates enormous problems. Our most recent dredge report (Final Santa Cruz Harbor Dredge Management Plan, March 2009)

Santa Cruz Port District www.santacruzharbor.org
135 5th Ave., Santa Cruz, CA 95062 (831) 475-6161 FAX: (831) 475-9558 e-mail: scpd@santacruzharbor.org

concludes that "The north harbor sedimentation has been the largest physical problem facing the Port District...."

What is an operational and financial problem for the Port District is, in equal measure, a water quality problem for all concerned. The Port District has for over three decades urged some form of wetland restoration to resolve this problem. In 1997, Santa Cruz Port District, along with the City and County of Santa Cruz and other stakeholders, formed a Coordinated Resource Management Program to voluntarily help restore the Arana watershed.

More recently, the City has sought funding to improve water quality in general, and to deal with erosion and sedimentation in particular, in its portions of the Arana Gulch watershed. While it has been successful and achieved some positive improvements upstream from its Arana Gulch property, it has not been able to get funding to do erosion control and restoration work in the wetland because the Arana Gulch Master Plan has not been resolved.

In conjunction with the Arana Gulch Master Plan the City has committed to, once the Plan is approved, seeking funds and moving ahead with the erosion control project at the end of Agnes Street, and with assembling a wide range of environmental experts to study and determine what is the best form of restoration for the wetland. This is the first real opportunity for environmental progress on this issue in many years, and because of the funding issues that go with such an effort this work cannot proceed until the Master Plan is approved. The Port District is committed to participating in the wetland restoration study effort and urges that it begin as soon as possible.

The Public Access Issues:

Santa Cruz Harbor is a public facility and we welcome public access. It is, however, our responsibility to ensure that that access does not result in congested or unsafe conditions. The City has proposed at Arana Gulch through access for pedestrians, cyclists, and the handicapped in an east-west direction, and in a north-south direction. Those who wish would have access south into the harbor area, making the proposed Multi-Use Trails a much-improved way for those to the north, west, and east of the City's Arana Gulch property to access the harbor and the beaches adjacent to it. At the same time, those who seek access to the Arana Gulch property itself no longer need go through the harbor's somewhat limited roadways. And those seeking to travel east-west along the coastal zone, to some other point on the coast, would not need to go through the harbor either. The City has proposed the

optimum plan for maximizing public access while minimizing congestion and safety issues.

Currently pedestrian, bicycle and ADA traffic must transit our vehicular traffic ways and parking lots to access Arana Gulch or Frederick street park. Some earlier iterations of the proposed pathway utilized this same route and Santa Cruz Port has long opposed it on grounds of congestion and public safety. We could not responsibly make our property available for such a route, and we would not do so. We have indicated to the City we are willing to work with them on a use agreement by which they would use some of our land north of the harbor for part of their proposed Multi-Use Trail. We support the alignment of the Multi-Use Trails they have proposed as represented in the current Master Plan.

We urge the Commission to approve the Arana Gulch Master Plan as proposed by the City, and we thank you for your consideration.

Sincerely,

Jeff Martin, Chairman
Santa Cruz Port Commission

JM:mo
cc: Dan Carl
corres/Agmasterplansupport.doc

Santa Cruz Port District
Resolution 09-07

December 15, 2009

ON THE MOTION OF COMMISSIONER LEE

DULY SECONDED BY COMMISSIONER SMITH

A resolution expressing support for, and endorsing, the Arana Gulch Master Plan.

WHEREAS, the City of Santa Cruz has prepared a master plan for the 68-acre Arana Gulch greenbelt property; and,

WHEREAS, the Port District and the City of Santa Cruz, have co-terminus property lines along portions of the northern and western boundaries; and,

WHEREAS, the Port District is participating with the City of Santa Cruz in a consolidated permit application process to the Coastal Commission for the master plan; and,

WHEREAS, an element of the master plan for the greenbelt property is an ADA-accessible pathway for bicycle and pedestrian traffic which requires use of Port District property; and,

WHEREAS, creation of the pathway allows for safer transit of bicycle and pedestrian traffic; and,

WHEREAS, the Port Commission has agreed to grant an easement to accommodate the approximate 12-foot wide trail through Port District property.

NOW, THEREFORE, BE IT RESOLVED that the Santa Cruz Port District Commission expresses its support of, and hereby endorses the Arana Gulch Master Plan.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 15th day of December, 2009, by the following vote:

AYES: GODDARD, MARTIN, LEE, SMITH, GEISREITER

NOES: NONE

ABSENT: NONE

APPROVED BY,

Toby Goddard, Chairman

memos/res0907.doc

Exhibit H

RECEIVED

FEB 11 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commission,

I am writing to voice my support for the Arana Gulch Broadway to Brommer bicycle path. I have lived in Santa Cruz County for 23 years and routinely use a bicycle as a means of transportation. When I approach the intersection of 7th Ave. and Brommer from some destination in Capitola or Aptos on my way to my apartment in downtown Santa Cruz, I always say to myself, "I wish I could continue forward on my bicycle to Broadway." Instead, I turn left and ride to Murray St. Turning onto Murray I ride over the Harbor Bridge hoping that I will not be run down by a drunken tourist. Eventually, I ride down the long hill where Murray becomes San Lorenzo Blvd taking lane as allowed by law and dictated by common sense. Although I ride as fast as possible, in the back of my mind is the fear that some self-righteous driver will resent my presence and do something regrettable. Constructing the Broadway-Brommer bike path gives myself as well as others the option to avoid this scenario. Avoiding San Lorenzo Blvd. by turning onto Seabright and working my way over to Broadway is a much slower route. Brommer is more direct than Portola and more pleasant than Soquel.

The objection to this path is the supposed threat to the Tar Plant. Is Arana Gulch really the only spot of ground in the County where this plant

grows? If this area is such a delicate "critical" habitat, then perhaps nobody should be allowed inside this area, and the entire park fenced off and guarded with armed security. People are already tromping around this area forming erosive dirt paths. A paved path might help funnel people away from the more "sensitive" areas and reduce erosion caused by foot and mountain bike traffic on the dirt paths. Personally, I think the tar plant issue is just a legal tool to restrict access to the park for those who live next to it. Build the path!

Jason Smith

RECEIVED

FEB 11 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 3, 2010

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

To whom it may concern:

I want you to know that I am a Sierra Club member and I fully support the Arana Gulch Master Plan, including the multi-use path with bridge between Broadway and Brommer Streets.

This one-half mile connection between these two great bike riding streets will open up safe and direct access to coastal neighborhoods on both sides of the Santa Cruz Harbor.

Santa Cruz folks love to walk and ride bikes and have been waiting far too long for this project.

It will result in a lot fewer car trips along the coastal corridor as well as decreased greenhouse gas emissions and less congestion on nearby roads.

I urge you to approve this excellent plan.

Sincerely,

Marcie Hancock

Marcie Hancock

Marcie Hancock
319 S. Branciforte Ave.
Santa Cruz, CA 95062

Exhibit H

California Coastal Commission

725 Front St. Suite 300

Santa Cruz, CA. 95060

Feb. 14, 2010

RECEIVED
FEB 17 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commission,

This letter is in support of the proposed multi-use trail through the Arana Gulch. We believe that this trail will not have adverse impact to the environment as it will encourage people to stay on a maintained trail, and allows implementation of the Arana Gulch environmental plan. From a transportation perspective, the trail will greatly help alternative transportation in Santa Cruz. We will use this trail when biking from our home on the Westside of Santa Cruz to the Aptos or Capitola areas (to attend classes at Cabrillo, etc.). This will be a much preferred and safer route than Soquel Ave. or trying to cross the yacht harbor bridge.

We hope that you will approve this proposal.

Sincerely yours,

Anna Huskey

Doug & Anna Huskey

701 Highland Ave.

Santa Cruz, CA. 95060

Exhibit H

February 14, 2010

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FEB 16 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan

Dear Commissioners,

The evolved Arana Gulch Master Plan is a reasonable and essential compromise between competing interests and needs without compromising crucial environmental protections. From a 4-lane boulevard slicing through this area in 1985 to a gently meandering path reflects a quantum change for the better. The plan provides access and protection to our coastal prairie.

The once proposed over-paved and over-lit path of old has been rightfully eliminated. The realigned and redesigned path's impact is immensely reduced and a significant improvement over existing, random eroding dirt paths.

This plan protects eroding areas and sedimentation. The tar plant has a 400-foot buffer and a management plan that actually provides enhancement rather than benign neglect.

The plan's safe, accessible, and long overdue multi-purpose path is essential to connect Live Oak and Santa Cruz. This path is a key link to the environmentally desirable goal to encourage folks out of their cars as it provides a safe and direct alternative. Elderly and disabled folks will finally have access into a Santa Cruz greenbelt area.

Additionally the multi-purpose path's surface is designed to allow percolation. The Hagemann Gulch bridge is engineered for minimal disturbance to the gulch. This bridge will provide all county residents and visitors their deserved access to their greenbelt for appreciation, cross-town movement, and enjoyment for those traveling by foot, bicycles, strollers and wheelchairs.

Your task today is to weigh out the pros and cons of competing interests. Over time environmentalists, neighbors, transportation activists, disabled, and other interest groups have had reasonable disagreements over this project. The Master Plan before you demonstrates all concerns were reasonably and adequately addressed without sacrificing environmental protections or park access. From my vantage point there is overwhelming community support to actualize this plan. I hope you'll appreciate that the profound benefits of the Master Plan far-and-away outweigh the alleged shortcomings.

I want to strongly encourage your approval of the Arana Gulch Master Plan thereby enabling its implementation as quickly as possible.

Thank you for your time and important consideration.

Ron Pomerantz
215 Gharkey Street
Santa Cruz, CA 95060
831-239-5542

cc: Mark Stone

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RECEIVED

FEB 16 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Re: Arana Gulch Master Plan

February 14, 2010

Dear Commissioners,

The Arena Gulch Master Plan deserves your approval in order to provide essential access as well as protection to an area needing repair from the years of neglect and lack of stewardship.

I was on the Santa Cruz City Council and Mayor in the late 1980's when the council voted to stop the Broadway-Brommer extension, a major thoroughfare planned to connect Santa Cruz to Live Oak. The City was in the process of purchasing Arana Gulch, to preserve and protect its beauty and serenity in perpetuity. We voted against the road since the project would have set in motion the irreversible destruction of this unique habitat. Preferring instead, that this area be kept as open space for recreation and tranquility, for folks to appreciate the beauty and solitude of this special treasure.

My hope and vision, and I believe those of the majority of that Council, was to develop an environmentally sensitive non-motorized vehicle path to connect Santa Cruz and Live Oak. After a decade and a half of studies, hearings, and compromises the presently constituted Arana Gulch Master Plan (AGMP) represents a wonderful balance of competing interests that protects the area's uniqueness and habitat as well as providing a way for everyone to visit and appreciate.

I write you in earnest to request your approval of the Arana Gulch Master Plan and the Multi-Use Trails and bridge in order to provide access to the Coastal Zone for all of the people of Santa Cruz. Presently the only existing entry on the Santa Cruz side of the greenbelt is at Agnes Street. This entrance is off the beaten path, in a corner of the city unknown to most residents, and it is difficult to travel along the rutted path. Should the plan be adopted and completed it will be the only truly accessible pathway for people who are disabled in our community to enjoy the greenbelt.

The approved Arana Gulch Master Plan by a later City Council, and upheld unanimously by the State Court of Appeals, provides a new and necessary access that enables everyone to love and learn about this unique environment. The proposed bridge near Broadway that will cross Hagemann Gulch is the keystone to access this area from Santa Cruz City. The bridge will create a central and convenient access point to the Coastal Zone for strollers, bikes, and wheelchairs. The Arana Gulch Master Plan will also provide long-term protection and management of the sensitive habitat on the site, including an expected benefit to the Tarplant as delineated in the Tarplant Adaptive Manage Program. I quote from the September 2008 report by Fish and Wildlife Service, page 12:

"In summary,...3) implementation of the Santa Cruz Tarplant Adaptive Management Program is expected to benefit the Arana Gulch population through habitat enhancement and removal of non-native species."

Again, I urge your approval of the Arana Gulch Master Plan and thank you for your time and thoughtful consideration.

Sincerely,

Jane Weed

Jane Weed (Pomerantz), Former Mayor of the City of Santa Cruz (1986-87)
215 Gharkey St.
Santa Cruz, CA 95060

Exhibit H

Community Forestry
INTERNATIONAL

1356 Mokelumne Drive, Antioch, CA 94531 Tel/Fax: 925-706-2906
www.communityforestryinternational.org

RECEIVED
FEB 16 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 10, 2010

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Chair Neely,

As an international not-for-profit environmental organization working at the village, local government, and state government levels, we are writing to urge the Coastal Commission to approve the Arana Gulch Master Plan (AGMP) as submitted by the City of Santa Cruz. The AGMP will preserve and protect a natural area within the City, will benefit native species and lead to wetland restoration, will educate people about the these natural species and habitats, and will reduce carbon emissions by linking Santa Cruz, Live Oak, and Capitola with a path (the Multi-Use Trail) that can be accessed by foot, bicycle, or wheelchair. We are supporting this initiative as an organization because it addresses several of CFI's focus areas:

Climate Change

The Multi-Use Trail of the AGMP will provide the first safe, convenient, direct route for bicycles, pedestrians and wheelchairs between Santa Cruz and Live Oak/Capitola that is not also a through route for cars. The only alternative routes today are narrow and heavily trafficked with cars, making them unsafe and unusable in the eyes of most pedestrians and cyclists. This new route will lead many people to use their bikes or feet instead of their cars, thereby reducing carbon emissions. I have just returned from COP-15 in Copenhagen, and I believe that this plan is a reflection of "Think Globally, Act Locally" and is an important opportunity for the City of Santa Cruz to reduce its carbon emissions, which are overwhelmingly from the transportation sector.

Forests and Watersheds

Our organization works not only to revitalize forests but to improve the watersheds with which the forests have a symbiotic relationship. Arana Gulch Creek has absorbed an enormous load of sediment over the past century and a half, much of it from past logging and agricultural practices. Much of that sediment now resides in a thick layer across the wetland and riparian area of the City's Arana Gulch greenbelt. Periodically this layer is eroded by a surge in runoff and produces extraordinary sediment flows into the harbor and the bay. This can only be solved by a wetland restoration project, and recent experience makes clear that the funding for such a project will not be forthcoming until the AGMP is approved. As Roberta Haver of The Arana Gulch Watershed Alliance recently put it, "The creek can't get cleaner until the Master Plan receives final approval."

Biodiversity

Our organization works for biodiversity and the health of forests and natural areas. Arana Gulch, like much of the California coast, has seen enormous change due to the introduction and proliferation of non-native species. One of the key issues at Arana Gulch is the devastating impact non-native grasses are having on the Santa Cruz tarplant. The AGMP contains a Tarplant Adaptive Management Program which will advantage the tarplant and similar species vis-à-vis the non-native grasses, restoring a large measure of natural balance. This approach has been thoroughly reviewed by the US Fish and Wildlife Service, and they concluded, in their September 2008 Biological Opinion, that it holds promise for the tarplant: "In summary,… implementation of the Santa Cruz Adaptive Management Program is expected to benefit the Arana Gulch population [of tarplant] through habitat enhancement and removal of non-native species."

Community Involvement

We encourage full involvement of the local community in decisions about their forests and natural areas, and we encourage education of the local population about the value of their natural resources and of preserving those resources. The AGMP rates well on both counts. The question of what to do with the Arana Gulch greenbelt, and how to achieve environmentally sound results, has been a very public one since shortly after the City acquired the property in 1994. Beginning with a Scope of Work document and public meetings in 1995, running through two full EIR processes under CEQA with many public hearings and other opportunities for public comment, to the final decision by the City Council in 2006, the decision process on the AGMP has been very public, very transparent, and very thorough. And at the conclusion of all that public involvement, the elected representatives of the people voted unanimously to approve the AGMP. As for public education, the AGMP provides for interpretive displays along the Multi-Use Trail to educate people about the value and importance of the coastal prairie habitat and the wetland/riparian habitat. We believe this is the kind of outreach that can build a constituency for better conservation of these habitats all along the coast. Based on our experience, the public involvement in decision-making seen here, and the ongoing public education planned here, bode well for stewardship over the long haul.

The CFI Board of Directors voted unanimously to approve this position. We thank you for your consideration.

Yours truly,

Mark Poffenberger, Ph.D.
Executive Director

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 12, 2010

Dear Coastal Commissioners,

I am writing in support of the Arana Gulch Master Plan and Multi Use Trail project. Many in our community, myself included would like to have equal access to this special piece of city property as well as participate in its preservation and restoration.

As a parent, volunteer and health professional I am concerned not only about our environmental impact but also our quality of life and health. Providing access for all would positively benefit the health of our community not only physically but also sustainably.
It demonstrates a safe and much needed east/west path for pedestrians and cyclists which would entice more people to utilize other modes of transit than the automobile.

I am very willing to be involved with any restoration and preservation projects. Having experience on a native restoration project in the city of Santa Cruz and working with elementary school children has been very rewarding and productive. The lot was a garbage and weed filled empty lot that now thrives with California native plants. Arana Gulch is a treasure for our and future generations to appreciate and take care of.

Please allow each and every person to have access and realize the value of Arana Gulch.
Thank you.

Sincerely,
Connie Gabriel
311 Linden St
Santa Cruz, Calif. 995062

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 11, 2010

Dear Coastal Commissioners,

I am writing in support of approval of the Arana Gulch Master Plan and Multi Use Trail project. The proposed design provides vastly improved public access for pedestrians, bicyclists, joggers, strollers and the elderly as well as the disabled. The trails will establish means for many to experience the wonders of Arana Gulch riparian areas while preserving the habitat.

This issue has been debated for years and is overwhelmingly supported by a broad base of citizens that view the modest improvements as a viable means of improving access and preserving sensitive areas for generations to come.

Thank you.
Sincerely,
Tom Wilson
311 Linden St.
Santa Cruz, Calif
95062

February 10, 2010

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Andy Hartmann
508 Emeline Avenue
Santa Cruz, CA 95060

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508

ATTN: Dan Carl, District Manager

RE: IN SUPPORT OF THE ARANA GULCH MASTER PLAN AND MULTI-USE TRAILS

Dear Coastal Commissioners:

Please vote in support of the Arana Gulch Master Plan. In particular I wish to see the approval of the multi-use trail that would connect Broadway and Brommer Street. A bicycle and pedestrian path connecting Broadway and Brommer Street would create a safe, convenient cross-town route for bicyclists and pedestrians.

Please vote in support of the Arana Gulch Master Plan.

Sincerely,

Andy Hartmann
(831) 594-7471
turtle@cruzio.com

02/10/2010

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FEB 12 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Susan Craig, Coastal Planner
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Ms. Craig,

I am writing to voice my desire for a safer and more accessible infrastructure for the biking community in Santa Cruz County. I have been a resident for two years now and am still perplexed by the lack of attention given to a group intent on creating positive change on a multitude of levels. Santa Cruz has been touted as one of the most forward thinking; environmentally conscious places to live in California, yet the most progressive form of transportation lacks the support critically needed to thrive.

As a concerned resident and committed cyclist, I request consideration from you and your peers of the California Coastal Commission for approval of the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. This landmark event would allow for increased access to coastal areas, thereby decreasing the amount of car trips made in the county. By providing a bridge between Broadway and Brommer, both cyclists and pedestrians would enjoy a safer, cleaner route free from noise and pollution.

Please help the larger community of Santa Cruz County in its path to act globally. Thank you for your attention to our needs.

In Solidarity,

Ursula Ehrhart

Ehrhart
6020 Soquel Drive
Aptos, CA 95003

Exhibit H

114 Pennsylvania Ave.
Santa Cruz, CA 95062
11 February 2010

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:

I support the Arana Gulch Master Plan, including the ADA trails and bridge that will allow cyclists to ride between Brommer St. and Broadway without the need to brave the hazards of Soquel Ave. The provisions of the plan will also provide access to all citizens to this lovely greenbelt, which is now unfamiliar to most people.

The plan includes the Santa Cruz Tarplant Adaptive Management Program, which will actually provide more protection for the plant than it now has and will improve the habitat for all species. Given this, and the fact that it is important to get as many cars off the road as we can, for reasons I'm sure you are familiar with, I believe you should approve the Master Plan.

Thank you for considering this issue.

Sincerely,

Patricia Zylius

Exhibit H

Live Oak Family Resource Center
1438 Capitola Road, Santa Cruz, CA 95062
T. 831.476.7284 F. 831.476.2769

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

February 9, 2010

Dear Coastal Commissioner,

Please approve the Arana Gulch Master Plan, particularly the bike path and Broadway-Brommer Bridge.

This is a needed passageway between Mid-Santa Cruz County and the City of Santa Cruz for both recreational and economic reasons.

As the director of a community agency that works with low income families I am aware of parents who only have bicycles to cross town for employment. Current routes are dangerous and more lengthy. This proposed bike route allows for beauty along with convenience – and this is deserved by people of all incomes and ages.

The path is also needed for youth people. Teens in our Live Oak community are isolated from Santa Cruz resources and activities because of poor bus service and indirect and time consuming routes. Teens would benefit from this safe route, as well as gain the community feeling that the natural fields of Arana Gulch and the harbor are integrated parts of their neighborhood, instead of isolated hiking areas for just a few.

Sincerely,

Elizabeth Schilling

Elizabeth Schilling
Director

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CENTRAL COAST AREA

COMMUNITY BRIDGES
Puentes de la Comunidad
www.CommunityBridges.org

The Community Bridges Family of Programs

Making a Difference Since 1977

Child and Adult Care Food Program

Child Development Programs

Live Oak Family Resource Center

LIFT LINE
Consolidated Transportation Services Agency

LA MANZANA

Meals on Wheels

WIC
Women, Infants & Children Nutrition Program

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
District Manager
CA. Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:
Please vote for the Arana Gulch Master Plan. In particular please approve the Broadway/Brommer multi-use path. I feel that cyclists will honor the plant and bird life along the path. I drive instead of cycle often because the streets are so dangerous to cyclists. The planet is healthier when we don't drive. Thank you for honoring those who choose to protect the environment by cycling instead of driving.

Sincerely
Julie Kimball
423 Darwin Street
Santa Cruz, Eastside
95062

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
District Manager
California Coastal Commission

Dear Coastal Commissioners:

I WOULD LIKE TO ENCOURAGE YOU TO VOTE FOR THE ARANA GULCH MASTER PLAN

- The bike path would make it possible for me to commute downtown by bike. Currently I take my life in my hands every time I do so due to unsafe conditions. I would like to be able to contribute to cleaner air & better future and leave my car at home.

- ADA accessible path would allow a group of people, usually precluded from enjoying most open spaces to enjoy this one.

Thank you for your support.

Gulla Gisladóttir
1030 7th Ave
Santa Cruz

Exhibit H

Dear Dan Carl, District Manager, and Coastal Commissioners,

Please vote for the Arana Gulch Master Plan. In particular, please approve the Broadway Brommer bridge and bike path.

I live near Capitola and work in Santa Cruz, commuting to work nearly every day on my bicycle. Currently, the only "safe" way across town is to stay on the river levee. (I will state that, in contrast, it requires nerves of steel to navigate the Soquel Ave./Capitola Road intersection on a bicycle at 5:00PM!)

The thought of having a bike path through Arana Gulch quite simply brings a smile to my face. Not only would this encourage and safely promote cross-town bicycle commuting, but it would provide a wonderful place for families and children to ride.

I ride the bike path to Wilder on a regular basis and it has been wonderful to see the increased numbers of runners, walkers, and cyclists of all ages using that paved path.

I believe that having a similar path in Arana Gulch that is also safe and direct will promote bicycle commuting, improve opportunities for families and children to recreate and exercise, and improve our quality of life.

Thank you.
Mike Erbe
1365 Bulb Ave.
Santa Cruz, CA 95062

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CENTRAL COAST AREA

2/11/10

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

February 5, 2010

Dear Coastal Commission Members,

I am writing to ask you to please approve the Arana Gulch Master Plan. Environmentally it makes the most sense.

I can speak from some authority in this matter as both a committed cycling commuter and having spent a good part of my last 10 years working in the field of environmental restoration particularly working to restore plant habitat and preservation of endangered plant species in the sand and gravel mines of Santa Cruz County.

As a cyclist, for me personally this plan with a Bridge over Hagemann Gulch would provide the safest, most direct (and certainly most scenic) way for me to get downtown from my home on 17th Ave. But my personal needs aside, I have over and over spoken to potential cyclists that would be much more willing to cycle if there were safer routes. This route, with a huge bike lane on Brommer where cars go relatively slowly and a car-less section of a bike path through Arana Gulch would make cycling pleasant and so much less dangerous that I venture to say many many more people may try cycling this route.

In this day and age of concern about global warming, encouraging cycling makes sense for obvious reasons.

As for the Santa Cruz tarplant, I am sure you are aware of the reports from Fish and Game that indicate the tarplant will not be negatively effected by the bike path as it is planned. In fact, should this project be approved, there will be funds allocated for control of the non-native species that dominate this area presently. The revival of the tarplant population depends on this kind of maintenance since it requires a minimum of competition. As you are probably aware, the tarplant hasn't made an appearance in a number of years with the benign neglect scenario that is currently operational. I pass through this area regularly and look for it with a "plant person's" eye and have not, myself, seen a single stem in the last two years. I would love to witness and even aid in it's revival.

In conclusion, I hope you will take my testimony under consideration and will vote for the more environmentally sensitive decision … the approval of this plan. Thank you for your time.

Exhibit H

Sincerely,

Batya Kagan
906 Aloha Lane
Santa Cruz, CA 95062

February 12, 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Calif. 95060

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COASTAL COMMISSION
CENTRAL COAST AREA

Dear Mr. Carl,

I am writing in support of the Arana Gulch Master Plan, including the Multi-Use trails and bridge. The city of Santa Cruz has done an admirable job of making sure this plan has addressed all possible concerns.

There are so many good reasons to support this sorely needed project, as I'm sure you've heard. I believe all the dissenters' worries have been put to rest.

Currently, I can easily walk and bicycle from my Seabright home to downtown Santa Cruz and other points West. But when it comes to traveling East, due to the huge barrier of the Harbor and Arana Gulch, safe, convenient and direct options just don't exist for the average bicyclist.

If we are serious about reducing car trips and greenhouse gas emissions in Santa Cruz, this is the best project to come along in many years!

I like the fact that I would be able to walk or ride with my grandchildren to the end of Broadway and easily access the Greenbelt, the Harbor and the Bay. Handicapped folks could do the same.

I urge the Commission to approve this long-awaited project.

Sincerely,

Julia M. Dye.

Julia Dye
315 S Branciforte Ave.
Santa Cruz, CA 95062

Exhibit H

Shared Adventures
Recreational Activities for Challenged Individuals

Board of Directors
Foster N. Andersen
President
Steve Miller
Board Chair
Caroline Murphy
Treasurer
Cecily Cahill
Secretary
Jonathan Adler
Ron Recotta

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COASTAL COMMISSION
CENTRAL COAST AREA

February 11, 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:

Please vote for the Arana Gulch Master Plan. In particular please approve the Americans with Disabilities Act (ADA) bridge and trails.

Over the last 20 years that I have been living in Santa Cruz I have been instrumental in consulting and implementing many coastal projects so they meet ADA standards. One of those projects was the one in Davenport Landing which the locals rejected at first because they thought it was going to destroy the surrounding habitat and aesthetics. That proved quite the contrary. After it was approved and built it provided better access for everyone; better parking, accessible bathrooms, and a nice paved walkway so people would stay off the native plants. Now locals and tourist alike enjoy this area even more while creating an accessible area.

The ADA trails not only represent an **IMPROVED** route for many people in wheelchairs like me, but for bicycle users too. The ADA trails represent the **ONLY** access into the greenbelt system. They are also modest, overdue, and necessary!

On behalf of my Board of Directors who also approve of this plan, please vote yes for the Arana Gulch Master Plan. I would love to be the first of many to roll down this path!

Sincerely,

Foster N Andersen

Foster N. Andersen
Founder/President

90 Grandview Street, B101 • Santa Cruz, CA 95060 • (831) 459-7210
www.sharedadventures.org

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Dan Carl: District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
2/12/10

Please include the enclosed "Support for the Arana Gulch Master Plan, Quotes from Organizations" to the record on the AGMP.

Sincerely,

Helena J. Ivatt

Helena Ivatt
524 #B Ocean View Avenue
Santa Cruz, California 95062

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CENTRAL COAST AREA

Support for the Arana Gulch Master Plan

Selections From the California Coastal Commission Public Record
Quotes from Organizations

Young

San Lorenzo Valley High School Ecology Club
signed by 20 members 11/20/09
"As concerned and involved students within Santa Cruz County, we support the Arana Gulch Master Plan because it would reduce the emission of pollutants, preserve and defend the natural beauty of the Arana Greenbelt, and provide easy access to this beauty to pedestrians and handicapped citizens"

Senior

County of Santa Cruz Seniors Commission
Hal Anjo, Chair 1/12/10
"The Seniors Commission encourages open access for seniors and the disabled. The Arana Gulch plan will provide a paved path with adjusted elevations for persons who have problems with mobility and stamina."

Environmental

People Power
Micah Posner 10/7/09
"Approving the Arana Gulch Master Plan gives the Coastal Commission a meaningful way to address climate change while continuing to provide additional coastal access with little negative impact to the environment."

Fish and Wildlife Service 9/15/08
"In summary, ...implementation of the Santa Cruz Tarplant Adaptive Management Program is expected to benefit the Arana Gulch population through habitat enhancement and removal of non-native species."

Save Our Shores
Laura J. Kasa, Executive Director 11/19/09
"Arana Gulch Creek suffers primarily from sediment load and, to a lesser extent, from usual urban runoff pollutants.
The City has proposed specific and positive actions to remedy these significant water quality problems: ....These actions require funding and that funding , as a practical matter, can only be obtained with an approved and agreed to Master Plan in place."

Arana Gulch Watershed Alliance
Roberta Haver, Watershed Coordinator 8/31/09
"The creek can't get cleaner until the Master Plan receives final approval."

Wheelchair Users and Other Persons with Disabilities

Elderly and Disabled Transportation Advisory Committee of Santa Cruz County RTC
John Daugherty, Chair August 14, 2009
" E&D TAC unanimously took a position of support for the Arana Gulch Master Plan including 0.6 miles Americans with Disabilities Act compliant multi-use paths. Of all four greenbelts in Santa Cruz County, only this proposal would construct trails that allow access for people using mobility devices."

County of Santa Cruz Commission on Disabilities
Peter Heylin, Chair 9/10/09
"The City has four greenbelt parks and none of them have any ADA-compliant trails. The City has moved to improve this with the Arana Gulch Master Plan, which would make some of the trails within Arana gulch ADA-compliant."

Bicycle

Santa Cruz County Cycling Club
Barton T. Coddington, President SCCC October 9,2009
"We believe the multi-use trail and bridge will meet a much needed route for recreational users and commuters traveling between North and South County….. We believe a viable route through Arana Gulch will encourage more people to use their bikes rather than driving, thereby helping save the environment."

Bicycle Committee of the Santa Cruz County Regional Transportation Commission
Daniel Kostelec, Chair 10/28/10
"The proposed multi-use trail would also fill a critical gap in the regional east-west bicycle and pedestrian network thereby increasing the ease and safety of bicycle and pedestrian trips for transportation purposes in and between our communities."

Access and Stewardship

Santa Cruz County Board of Supervisors
Neal Coonerty, Chairperson 11/3/09
"I am writing at the direction of the Santa Cruz County Board of Supervisors to indicate our support for the Arana Gulch Master Plan…..(it) proposes to provide trails that are fully compliant with the Americans with Disabilities Act to allow access to the coastal resources…. It will provide long term protection and management of the sensitive habitat on the site."

Charles L. Dixon
524 #B Ocean View Avenue
Santa Cruz, California 95062
(831) 426-3689
2/12/10

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COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Enclosed are 4 original petitions with a total of 32 signatures in favor of the Arana Gulch Master Plan. They were collected at Harbor High School in Santa Cruz, California between February 4 and February 11, 2010. They were given to me by Josie Thomas, a student at Harbor High, who asked me to include a cover letter with them.

When these high school students say that they "are neighbors to the project", they are speaking literally. Arana Creek, for which Arana Gulch is named, runs from one side of the Harbor High Campus to the other.

Please include these in the record of the Arana Gulch Master Plan.

Sincerely,

Charles Dixon

Exhibit H

February 4, 2010

We the people of Harbor High School call on the Coastal Commission to approve the Arana Gulch Master Plan and the Broadway Brommer bridge and bike path. We are neighbors to the project and feel it is important because it:

- Enhances social connection between Live Oak and Santa Cruz communities.
- Promotes transportation habits that promote health.
- Provides an alternative to driving and pollution.
- Allows more people to enjoy our beautiful coastal area.
- Gives workers and students safe and direct access to their destinations.

	NAME	E-MAIL	ZIP
#1 1	Taylor Menta	tmenta246@gmail.com	95003
		Yeah!	
2	Danika Bernal	dbernal30@gmail.com	95065
3	Tina Finkude	nubbyzzz@gmail.com	95062
4	Cooper Kersey	lakers_rule9@yahoo.com	95062
5	Chanel Robbins	CHANELSYL92@YAHOO.COM	
6	Alejandro Cruz		95065
7	Cody Rogers	ccampbellrogers@aol.com	95062
8	Leeann McDougall		95062
9	Asta Harrison		95062
10	Andrew Kreamer		

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Exhibit H

February 4, 2010

We the people of Harbor High School call on the Coastal Commission to approve the Arana Gulch Master Plan and the Broadway Brommer bridge and bike path. We are neighbors to the project and feel it is important because it:

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- Promotes transportation habits that promote health.
- Provides an alternative to driving and pollution.
- Allows more people to enjoy our beautiful coastal area.
- Gives workers and students safe and direct access to their destinations.

	NAME	E-MAIL	ZIP
1	Deva Thyme	devadadiva@hotmail.com	95062
2	Melody Dahigren	melodydahigren@rocketmail.com	95062
3	Bella Raugi	sushi_mashsis@yahoo.com	95062
4	Zach Beckman	nobodysbusiness@mail.com	95062
5	Summer Noble	nobelsummer@gmail.com	95062
6	Anne Cappiello	acappiello@sccs.santacruz.k12.ca.us.	95019
7	Daisy Pliego	Sweetg_92@yahoo.com	95073
8	Janet Quiroga	come_clean@rocketmail.com	95060
9	Chanel Robles	CHANELSYL92@YAHOO.com	95062
10	Gustavo Aguila	cholo-x3@hotmail.com	95062

Exhibit 4

February 4, 2010

We the people of Harbor High School call on the Coastal Commission to approve the Arana Gulch Master Plan and the Broadway Brommer bridge and bike path. We are neighbors to the project and feel it is important because it:

- Enhances social connection between Live Oak and Santa Cruz communities.
- Promotes transportation habits that promote health.
- Provides an alternative to driving and pollution.
- Allows more people to enjoy our beautiful coastal area.
- Gives workers and students safe and direct access to their destinations.

	NAME	E-MAIL	ZIP
1	Liz Starkey	lizzylou123@sbcglobal.net	95062
2	Payton Schwarz	thenumber46853@gmail.com	95060
3	Abigail Lim	abigailslim@gmail.com	95060
4	Lauren Tomlinson	barukrasal@yahoo.com	95065
5	Madison Taylor	Maddogmaddi@aol.com	95062
6	Amanda Dempewolf	amandadempewolf@aol.com	95062
7	Nellie Markarian	Eleanor.Mella@yahoo.com	95062
8	Isabel Alt	ISABBAST@yahoo.com	95010
9	Katy Svehaug	ksvehaug@aol.com	95062
10	Amy Velazquez		

Exhibit H

February 4, 2010

We the people of Harbor High School call on the Coastal Commission to approve the Arana Gulch Master Plan and the Broadway Brommer bridge and bike path. We are neighbors to the project and feel it is important because it:

- Enhances social connection between Live Oak and Santa Cruz communities.
- Promotes transportation habits that promote health.
- Provides an alternative to driving and pollution.
- Allows more people to enjoy our beautiful coastal area.
- Gives workers and students safe and direct access to their destinations.

	NAME	E-MAIL	ZIP
1	Joana S.		95062
2	Karina C.		95062
3	Ruben V.		95062
4	Fabiola G.		95062
5	Guadalupe Z	lupitanice_93@hotmail.com.	95062
6	Takeshi Kaneko	tkaneko@sccs.santacruz.k12.ca.us	95062
7			
8			
9			
10			

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Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

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Dear Mr. Carl,

I support the Arana Gulch Master Plan, including the Multi-Use Trails between Broadway and Brommer.

I use Arana Gulch for both recreation and transportation.

It is a much safer and more enjoyable route from Santa Cruz to Live Oak and the 41st Avenue areas than bicycling on Soquel Avenue or Murray Street.

Your support for the Arana Gulch Master Plan will also provide easy access to Arana Gulch for the elderly, the disabled and children.

I urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails as submitted by the City of Santa Cruz.

Thank you,

Bill Muench
3901 Branciforte Drive
Santa Cruz, California 95065

Holly M. Tyler
PO Box 66643
Scotts Valley, CA 95067

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COASTAL COMMISSION
CENTRAL COAST AREA

February 15, 2010

Dan Carl
California Coastal Commission
725 Front St., # 300
Santa Cruz, CA 95060

RE: 40 more support Arana Gulch Master Plan

Dear Mr. Carl,

The following 3 pages of signed petitions represent the sentiments of 40 Santa Cruz County citizens who urge the California Coastal Commission to support the City of Santa Cruz and the County of Santa Cruz's Arana Gulch Mater Plan.

Thank you for including this as part of the Commission's formal packet of communications on this matter.

Sincerely,

Holly M Tyler

Holly M. Tyler

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CENTRAL COAST AREA

I support the Arana Gulch Master Plan. The plan would improve access to the Arana Gulch area for pedestrians, seniors, the disabled, cyclists, and others, thus promoting alternative transportation and improving the environment by getting people out of their cars. Please support the AGMP.

Name	Signature	Address	Email	Telephone
Angee Yeager		518 Humes Ave. Aptos		688-8949
Bret Yeager		518 "		"
Rakia Faber		117 Clay St. Apt 3		425.7575
Matt Suarez		"		"
Terre Thomas		516 Park Ave Capitola		
Glen Caresa		106 Forest Dr Aptos		831-708-2341
Lauren Greene	Lauren Greene	106 Farley Drive		708-2341
Virginia Saunders	Virginia Saunders	7261 MESA DR APTOS	gennysaunders@hotmail.com	684-1548
Hannah Deutsch	Hannah Deutsch	715 Seaside St. Santa Cruz 95060		426-8426
Kevin Deutsch		715 Seaside St. Santa Cruz CA 95060		426-8426
Marika		166 Harbor Dr. SC CA 95062		
Peter Spaulding		101 Soquel Ave 4403 SC, CA 95060		831-332-5474
Colleen Marshall	Colleen Marshall	331 Teet SC 95062		

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I support the Arana Gulch Master Plan. The plan would improve access to the Arana Gulch area for pedestrians, seniors, the disabled, cyclists, and others, thus promoting alternative transportation and improving the environment by getting people out of their cars. Please support the AGMP.

Name	Signature	Address	Email	Telephone
Jennifer Festa	[signature]	920-34 Capitola Ave Capitola	rockyfesta@gmail.com	476-7413
Jean Graham	[signature]	"	"	"
Ted Durkee	TED DURKEE	110 Las Lomas Dr. Aptos, CA		
Theresa Crouch	[signature]	100 N Rodeo Gulch		556-1758
Jay Gailey	[signature]	Santa Cruz, CA 95065 3453 Mission Dr	j.gailey@sbcglobal.net	464-8024
ESTHER GAILEY	[signature]	3453 Mission DR Santa Cruz Ca. 95065		831 464-8024
Emily Clark	[signature]	814 Windsor St Santa Cruz CA 95062		(650) 575 5218
Ronald Ware	[signature]	727 Eureka Canyon Rd. Corralitos, CA 95076		831 722-0311
David Collins	[signature]	102 Robak Dr LSB, CA 95076		
Mary Ryniewicz	[signature]	Same		
Tom Wichelmann	[signature]	205 Prospect Hts Santa Cruz 95065	TomandKaren@cruzio.com	423 5356
Karen Wichelmann	K Wichelmann	"	"	"
Lurri Walters	[signature]	273 Aptos Beach Dr		

Don Walters [signature] 273 Aptos Beach Dr.

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FEB 16 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

I support the Arana Gulch Master Plan. The plan would improve access to the Arana Gulch area for pedestrians, seniors, the disabled, cyclists, and others, thus promoting alternative transportation and improving the environment by getting people out of their cars. Please support the AGMP.

Name	Signature	Address	Email	Telephone
Lisa Demmert	Lisa Demmert	118 Buena Vista	lisa.demmert@plantronics.com	459 0185
Sue Mobley	Sue Mobley	221 Magellan Capitola	+	475 3615
CEAL Amos Carrow	[illegible]	7546 Arrow Way Aptos	—	—
Karen Morgan	Karen Morgan	255 E. Bolivar sp#31	Karvinn@sbcglobal.net	443-6494
Deadra St Clair	Deadra St Clair	255 Bowen Ave Aptos		
Dennis St Clair	D St Clair	255 Bowen Av Aptos		
D Nakanishi	[illegible]	153 Citron Dr		
M. Torninoasa	[illegible]	3430 Merrill Rd SJ.		
A. Torninoasa	[illegible]	3430 Merrill Rd Aptos		
Brad Roades	[illegible]	3065 Roland Dr	C.Roades@Cruzio.co	464-1228
Theresa Roades	[illegible]	3065 Roland Dr	Roades@Cruzio.com	464.1228
[illegible]	[illegible]	105 Mill Rd Santa Cruz, CA 95061		466-9757
Jennifer Willoughby	[illegible]	403 Ventana Way Aptos. CA 95003		

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RECEIVED
FEB 10 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners,

PLEASE vote for the bike path through the Arana Gulch so I can get to the beach on my bike.

There is too many cars.

ONE CARE about the Bike Path.

Sincerely,

TAMARAH

TAMARAH MINAMI, AGE 4.
732 Riverside Ave. Santa Cruz, CA. 95060

Exhibit H

2/9/10

~~Dear~~ Coastal Commissioners,

Please vote for the Arana Gulch Master Plan including the Broadway Brommer Bridge and Bike Path.

We live at the base of Broadway and going up over the Harbor (by bike) would allow my daughter + I to avoid Soquel, which is very busy with cars.

My daughter attends swim classes at the Simpkins Swim Center and this new path would make our bike trip more safe + pleasant.

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CENTRAL COAST AREA

Sincerely yours,

Akiko Minami
732 Riverside Ave, SC, CA 95060

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FEB 10 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

I support the Arana Gulch Master Plan and the Broadway-Brommer bike path. I ride my bicycle regularly between Live Oak and downtown. I presently use the Murray St bridge, but it is a risky path since there is no bike lane where it turns into East Cliff. I have studied the objections presented by Friends of Arana Gulch and have concluded that the tarplant and riparian habitat will not be significantly affected by the path.

Takashi Yogi

Takashi Yogi
1940 17th Ave
Santa Cruz, CA 95062
yogi@cruzio.com

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2/09/10

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FEB 10 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Susan Craig
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, CA 95060

Dear Ms. Craig,

I am writing in order to urge the California Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails as submitted to the City of Santa Cruz. I would like to request that this letter be made part of the Commission's record regarding this plan.

The Arana Gulch Master Plan and Multi-Use Trail is a very necessary route that will provide many added benefits to our community both on an environmental level and recreational one. Reducing the number of motor vehicles by encouraging alternative methods of transportation utilizing this pathway will positively impact Santa Cruz's contribution to addressing climate change. It will also provide a direct connection between Broadway and Brommer making it safer and easier for bicyclists, disabled citizens and pedestrians to travel between Santa Cruz and the Live Oak area by avoiding busy streets with narrow bike lanes like East Cliff and Murray. I personally live on the West side of Santa Cruz, but work in Capitola. I commute in the evenings to work for the overnight shift and would greatly benefit from this pathway providing me an alternative to driving my car and making me feel safer about riding my bicycle during the busy evening and morning commuting hours. I also frequently swim at the Simpkins swim center and would take advantage of the opportunity to use this pathway often.

I hope that you, the Coastal Commission of California, will see how valuable the Arana Gulch Pathway will be for our community and strongly encourage you to approve it.

Sincerely,
Kim Delkener, DVM

Kim Delkener
1221 Laurel St.
Santa Cruz CA 95060

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FEB 10 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 8, 2010

Dan Carl
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners,

I strongly request that you vote for the Arana Gulch Master Plan. Our community needs a safe and easily used route for bikes and walkers to link together two important areas. This will help us lessen our use of the automobile and improve the quality of life in Santa Cruz.

Thank you,

Andrew Harris & Erin Murphy

Exhibit H

103 Claremont Terrace
Santa Cruz, CA 95060
6 February 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street; Suite 300
Santa Cruz, CA 95060

Dear Mr Carl,

I have helped teach bicycle safety to childen at Gateway School in Santa Cruz for many years. Our 'final exam ride' is a round trip, 12-mile loop to Capitola for ice cream and then return. In the past, this route has meant riding on the sidewalk up the East Cliff Drive hill opposite the Boardwalk before entering onto the lesser-traveled section of East Cliff Drive to the Capitola destination. (The sidewalk is safer than the narrow road.)

The Arana Gulch Multi-use Path would make it safer for these school children to take the San Lorenzo River Bikeway to Broadway and then proceed on Broadway directly across Arana Gulch on Brommer Street to 17th Avenue before heading over to (a wider) East Cliff Drive to complete our "final exam ride." Using Arana Gulch in this way would insure safety to the students by keeping them away from the busier section of East Cliff Drive, which is so narrow by the Boardwalk that it necessitates riding on the sidewalk.

I believe, by implementing this missing link, you will save lives by insuring safer passing between the east and the west sides of Santa Cruz. The Arana Gulch Multi-use Path is a valuable connecting link. Please act to pass this important corridor for Santa Cruz. Thank you!

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COASTAL COMMISSION
CENTRAL COAST AREA

Sincerely

Jeannine Peerless

Jeannine Peerless
103 Claremont Terrace
Santa Cruz, CA 95060

Exhibit H

Feb. 5, 2010

Dear Susan Craig
California Coastal Commission

I am writing to you today in support of the Arana Gulch Master Plan including the multi-use path between Broadway and Bronner. I urge you to support this plan.

My work is caring for disabled children and I feel strongly that a multi-use path between Broadway and Bronner will be a wonderful opportunity for access to a greenbelt area for disabled children or adults as well as the elderly.

I am also a bicycle commuter and look forward to a safer cross town route.

Thank you for your consideration of this important issue

Diane Bachet
228 Week Circle
Santa Cruz, CA
95060

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COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

2-3-10

Joanna Vorgeas
1009 Cayuga St. Apt. 3, Santa Cruz, CA 95062

Dear Coastal Commissioners:

Please vote for The Arana Master Plan.
In particular please Approve the
Broadway Brommer Bridge And Bike Path.

I am challenged walking, so I
Ride my Trike All The Time;
Safety, for us all with
This Bridge!!!

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COASTAL COMMISSION
CENTRAL COAST AREA

Thank you

Joanna Vorgeas
1009 Cayuga St #3
Santa Cruz Ca 95062
831 466.9402

Joanna Vorgeas
Age 56 Disabled senior

Exhibit H

Wilson Fieberling
249 Third Ave.
Santa Cruz,Ca. 95062
February 6, 2010

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca. 95060

Dear Members:

I am writing to ask you to vote in favor of the City of Santa Cruz's plan for development of Arana Gulch. My wife and I live in the Seabright area of Santa Cruz. We are 82 years old. We ride our bicycles almost everywhere in town in order to help protect the environment and for our own good health. We very much need to have the bicycle paths which will run both East and West and North and South. Our oldest son Karl Fieberling and his wife Kathy live on Darwin Street to the west of Arana Gulch. They walk their dog almost every day and need to have the bridge built which will provide access to park area. At our age we might very well need handicapped access at some future time.

We feel that most of the opposition to the plan is from people who live North of the park and want to keep it for themselves. This park should be available to everyone in the City and County of Santa Cruz.

Our city has done and will do everything possible to protect the tar plant. There will be no harm done to this endangered plant. It is also important to us that silt be prevented from entering the small craft harbor.

We have been working for ten years to get this project going and ask you to approve it.

Sincerely

Wilson Fieberling

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COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

Mark Alexander
106 Rathburn Way
Santa Cruz, Ca 95062

Susan Craig
California Coastal Commission
725 Front Street
Suite 300
Santa Cruz, CA 95060

RECEIVED
FEB 10 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To the Commissioners:

Please give your approval to the long-awaited Arana Gulch Master Plan. I support the position of the Santa Cruz City Council, People Power, the Regional Transportation Commission and many others on this issue.

This project has been studied, reviewed, scaled back, discussed, improved and even argued in Court. Every reasonable objection has been hammered down and dealt with.

Environmentally, this is one of the best things that could happen for the coastal areas of Santa Cruz.

People here are ready to leave their cars at home and use this path connecting communities east and west of the Arana Gulch and Harbor areas. It will also increase access to this beautiful coastal greenbelt area.

I am a member of the Sierra Club and find it difficult to believe they don't support this plan.

Mark Alexander

Exhibit H

February 9, 2010

Susan Craig

California Coastal Commission

725 Front Street, Suite 300

Santa Cruz, CA 95060

I am writing to support the Arana Gulch Master Plan, including the multi-use path between Broadway and Brommer. I plan to use the path to bicycle with my son to Simpkins Swim Center from the Seabright Neighborhood and beyond. Decreasing car trips can only be the right thing to do.

Sincerely,

Monica Pielage

117 Darwin St

Santa Cruz, CA 95062

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COASTAL COMMISSION
CENTRAL COAST AREA

2/09/2010

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FEB 10 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz , CA 95060

Dear Coastal Commissioners:

Please vote for the Arana Gulch Master Plan. In particular please approve the Broadway Brommer bridge and bike path.

I live close to this area, and utilize my bicycle as much as possible weather permitting. An alternative route to the commercial area between Seabright Avenue and 7th Avenue would be much appreciated. In addition, an alternative to the bike lane on the Eaton Murray route which is away from automobiles is splendid.

Again, please give this path strong consideration.

Thank you,

Richard Woodbury
329 10th Avenue
Santa Cruz, CA 95062

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Dan Carl
California Coastal Commission
725 Front St, Suite 300
Santa Cruz, CA 95060

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear California Coastal Commission:

I support the Arana Gulch Master Plan and its multi-use trails & bridge because I & many others would have access to Arana Gulch. We would love to be able to appreciate & learn about it. The bridge near Broadway is the keystone to access from Santa Cruz. It will create a central & easy-to-find access point to the Coastal Zone for Santa Cruz citizens. Currently, the only existing entry is off the beaten path, in a corner of the city and is unknown to most citizens.

Thank you for your consideration!

Sincerely,

Heather Tyler

Heather Tyler
2226 Harper St.
Santa Cruz, CA 95062

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COASTAL COMMISSION
CENTRAL COAST AREA

1555 Merrill St. #78
Santa Cruz CA 95062
February 7, 2010

Mr. Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz CA 95060

Re: Arana Gulch Master Plan

Dear Mr. Carl:

As a resident of Live Oak, which abuts the eastern side of Arana Gulch, I hope that the Arana Gulch Bicycling/Pedestrian Trail will become a reality while I am still young enough to enjoy it.

I am in my mid-60s and bicycle to as many activities as I can, both for my own health and the health of the planet. Nonetheless, I am not as vigorous as I once was, and there are times when the traffic-laden, circuitous route I must take to downtown Santa Cruz from my home is more than I am up for on a given occasion, so I drive. If there were a route that went directly from Live Oak to downtown, it would be much easier for those in my age group to bicycle the shorter distance.

Many people -- young and old -- comment about my cycling, "My -- you're brave!" Since I have cycled all of my life, I haven't thought of it as an act of bravery until recently, but in the past three years, several cyclists have been killed on the north county's busy streets by motor vehicles -- one, ironically, during Bike to Work Week. So I do now think about the heavy traffic on the two current indirect routes to town and do my best to avoid the times when traffic is heaviest and drivers more impatient and less careful. The Arana Gulch route, of course, would be much safer in that there would be no motor vehicle traffic on that portion of the trip, and only light traffic traveling by bike through the residential neighborhoods on the other side of the Gulch. The trail would also make it possible for people who don't cycle to walk to shops and medical appointments in East Santa Cruz, leaving their cars at home and thus helping to relieve that very traffic, which crawls to a stop during rush hour on busy Soquel Avenue and on the bridge over the harbor..

The fact that people comment on my bravery leads me to believe that many others would cycle if they felt safe enough to do so. In particular, there are many seniors in Live Oak because senior housing is abundant here, and they, more than young people, tend to worry about their safety, since their reactions are not generally as swift. My neighbors go walking all of the time for exercise, but when they want to go to town, they drive. It would be great if these people could see riding their bikes into town as a way to do their errands *and* get exercise, as I do. But,

Exhibit H

understandably, people will not do it if they think they are going to be risking their lives.

In short, I believe that the environmental advantages of building this trail cannot be overestimated. Car trips to town could be drastically reduced. Meanwhile, a bicycle/pedestrian trail would have a very slight impact on the gulch as a whole; people who go there for recreation could continue to enjoy it just as they do now. Disabled people will also benefit from having access that is now, practically speaking, denied them.

I really encourage you to approve this project which has been so long in the planning.

Sincerely,

Sonda C. Beal

Sonda C. Beal

Exhibit H

Feb.6, 2010

Susan Craig

California Coastal Commission

725 Front Street, Suite 300
Santa Cruz, CA 95060

California Coastal Commission,

I am thrilled at the possible connection through Arana Gulch. I grew up and currently live in Santa Cruz- west side. For several years I had lived on the east side. During that time I worked downtown, but with 2 unsafe throughways to downtown (Soquel and Murray Streets) I quit. I ride a 3-wheel bicycle, and I use a wheelchair so those 2 routes were too much risk!
I moved to the west side of Santa Cruz where I grew up; but I am very glad this path is a possibility! I am older, and retired at this time; but I still ride a 3-wheel human powered vehicle.

Please approve this path!

Thank You,

Chris Jordan

Chris Jordan

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Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 9th, 2010

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FEB 11 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear California Coastal Commission:

I support the AGMP and it's Multi-Use Trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate and learn about it.

I beleive that this is a good idea because it would give bikers an alternate and safer route to get across Arana Gulch rather than taking Soquel Avenue. Soquel Avenue is a packed street nearly all days of the year and is very scary to ride down, speaking from experience. If this plan succeeds, it would make the existing bikers feel much safer and would promote biking due to the presence of a safe biking route. Also, there would be little to no environmental impact. Thank you for your patience and time.

Sincerely, Mason Plummill

1609, Wren Place 95062

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CENTRAL COAST AREA

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California coastal commission
725 Front Street, Suite 300
Santa Cruz, CA, 95060

Ryan Johnsen

Dear, Dan Carl

I support the AGMP and its multi-use trails and bridges. Cause It motivates people to drive less and ride bicycles more. It creates less traffic in town too. But The world isn't going into global warming cause it's actually getting colder but it prevents less carbon monoxide in the air so thats good too.

Sincerely,
Ryan Johnsen
Cypress High School 2039 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060
Feb. 9th, 2010

Dear California Coastal Commission,

I support the AGMP and its Multi-Use trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn it.

The construction of this path and bridge would greatly increase the effeciency and safety of biking through that area. Also I personally think that it would encourage ~~more~~ the use of sustainable transportation

Sincerely,
Logan Mahel
Cypress High School
2039 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA-95060
Feb 8th, 2010

Dear California Coastal Commission:

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. Whatever you do, be sure to include the Bridge and Multi-use trails

I believe It will be ~~very~~ helpful for bikers and It will be a nice Short cut. It will save people the cost of gas and get more cars off the road. Which in idea will help with less polution.

Sincerely,
Alexander Farquhar-Leicester
Cypress High School
2039 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carol
CA Costal commission
725 Front street, Suite 300
Santa cruz, CA, 95060
Feb. 9, 2010

Dear California Coastal Commission:

I support the AGMP and Multi-use trials and bridge because I think that we have to start being greener in every way which should be important to everyone including the people of santa cruz. This is the perfect way to get people riding their bikes more which is better for the enviurnment and peoples well being by creating exercise and a outlit on stress. This is a great opportunity because people need a safer route to downtown santa cruz.

Sincealy,
Mahzel Thompson
2045 Alice street
Santa cruz, CA. 95073

Exhibit H

Dan Carl
California Coastal commission
725 Front street, east 300
Santa Cruz, CA 95060
Date: Feb. 8th 2010

Dear California Coastal Commission
I think the AGMP has a good idea of building the trail through Arana gulch, however, I think that how it is now is perfectly fine to ride across. Building this road is going to take a lot of money, and I think this money can be used more wisely for something more people can use more often.

From,
Jesse Young
Cypr

Exhibit H

Dan Carl
California Coastal Commision
725 Front Street, Suite 300
Santa Cruz, CA 95060
February 9, 2010

Dear California Coastal Commission:
I support the AGMP and it's MultiUse trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

This project is a fabulous idea because it will increase the availability of Arana Gulch to the public. It will be more accessable and easier to get through and it will make getting downtown a lot easier! which would be so helpful because downtown is a happenin place. Please consider!

Your friend,
Samantha West Grays.
Cypress High School
2039 Merrill St.
Santa Cruz, CA 95062.

Exhibit H

Dan Carl
California Costal Commission
725 Front Street, Suite 300
Santa Cruz CA, 95062
Feb. 9th 2010

Dear California Costal Commission,

My name is Matthew Partida and I support the AGMP and its Muti-Use trails and bridge. My class has been educated on this project and I belive its a great plan. Personally the trail would get me and my friends could get places better. Besides me I belive more friends, familys, and citizens would use and get the best of the trail. It would be great.

Sincerally,
Matthew Partida
Cypress of High.

Exhibit H

Dan Carl
California Coastal Commission

725 Front Street
Santa Cruz, CA 95060
February 8th 2010
Dear California Coastal Commission

I support the AGMP and its multi-use trails and Bridge because I and many others would have access to the Arana Gulch and would be able to appreciate and learn about it.

I personally feel that it would make transportation easier and faster, even if it being another path. In addition, they would be able to see the greenery in the area. Also, it would help people lose weight, and become healthier.

In short, I want to see this happen.

Sincerely,

Kami Steele
Cypress High School
2639 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California coastal Commission
725 Front st, Suite 300
SC, CA 95060
Feb 9, 2010

Dear California Coastal Commission,
I Support the AGMP and its Multi-use Trails and Bridges because I and many others have access to Arana Gulch and would be able to appreciate it and learn about it. People are going to feel more safe They are going to feel the need to ride their Bikes more because they are going to have a safe place to ride them on. Even I feel like I should start riding a bike More often to get across town faster. So I think that it would be nice if this actually Came to be.

Sincerely,
Jessica Martinez
Cypress High School
2039 Merrill st.
Santa Cruz CA 95062

Exhibit H

Dan Carl
CCC
725 Front st. Suite 300
Santa Cruz, CA, 95060

2/9

Dear California Coastal Commission, (Dani)

I support the Multi-use trail, and I would definately like to see you build trails through the gulch to help walkers, and bicycles a faster way to get SOMEWHERE. I really hope to SEE this CHANGE in Santa Cruz real soon! :)

Sincerely,
Rhiannon Tawrie
4151 Soquel Dr #10
Soquel, CA, 95073
Cypress Charter High

Exhibit H

6

Dan Carl
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, CA 95060
Feb. 9th, 2010

Dear California Coastal Commission:
I support the AGMP and its Multi Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.
I think that it's important to develop more earth-friendly ways of transportation and making a path would also be helpful to those that are elderly and unable to walk far distances.

-Magi Ruiz
Cypress High School
2039 Merrill St.
Santa Cruz, CA 95060

Exhibit H

Dan Carl
California Costal Commision
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 9th, 2010

Dear California Costal Commision:
I support the AGMP and it's Multi-Use Trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. I think it would be a good idea to make more bike trails.

Sincerely
Thayeli Garcia

Cypress High School
12139 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Fort Street, Suite 300
Santa Cruz, CA 95060
Feb 9th 2010

Dear California Coastal Commission,

I support the AGMP + its Multi-Use Trails + Bridge because I + many others would have access to Arana Gulch + would be able to appreciate it + learn about it.

Doing this would create a safe road which would help with more people wanting to ride their bike in a safe way. It would also help with getting to places faster.

Sincerely,

David Ianeli
1801 portola dr

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
February 9th 2010

Dear California Coastal Commission:

I support the AGMP and its Multi-use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. I don't live near the supposed location for the trail but I have many friends and loved ones that do. I constantly worry about their safety and well being during their commute to school and back. They tell me on a daily basis about their narrowly missed accidents and harrassment by people in cars. This trail will greatly decrease their chance of being hurt. Thank you.

Sincerely,
Selina Bule
Cypress Charter High
2039 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Dear California coastal commission, (Dear carl)

I support the AGMP and its multi-Use trails and Bridge because I and many others would have access to Arana Gulch and would be ~~abot~~ able to appreciate it and learn about it.

I really hope to see this change in Santa cruz real soon! :)

Sincerely,

Kaj mulvihill
4151 Soquel Dr #10
Soquel, CA, 95073
Cypress Charter High

Exhibit H

Dan Carl
California Coastal Commision
725 Front Street, Suite 300
Santa Cruz California 95060
Feb 9th, 2010

Dear California Coastal Commission:

I support the AGMP and it's Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it."

I think this matters to me because this project would create a whole new bike path that would likely be a shortcut route. If I happen to ride my bike in my area and I go to the arana gulch area, that new route would be pretty efficient for me and a bunch of other bikers.

Sincerely Zachary Yamashita
2450 Paul Minnie Ave
Live Oak CA 95062
Santa Cruz CA

Exhibit H

W

Dan Carl
California Coastal commission
725 Front street, suite 300
Santa cruz, CA 95060
date: Feb 9th, 2010

Dear California Coastal commission

This matters to me because I live downtown and I ride my bike daily. I go to cypress charter high school and it takes me a while to get to school. making this bike path would slice my bike ride in half. Its a good Idea because it would be used a lot and would help others, not just me. It also is a green way instead of cars people would ride another way

Sincerely,

Griffith Stark
cypress charter high school
2039 merril St
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:

I support the AGMP and its multi-use trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

This matters to me because I like to skateboard wherever whenever. And this bike path would allow me to skate faster around town.

Sincerely:
Zeph Potter
101 A Stanford St.

Cypress High-School

Exhibit H

Dan Carl
California Costal Comission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Feburary 8th, 2010

Dear California Costal Comission,
I'm placing my support behind the AGMP for the Multi use trail and bridge. This new path will help my daily bike commute to School, by taking me off busy Soquel and letting me ride on a more safe clear path.

I truly hope you can see the value of this project and place your support behind it too. It's our duty to help our counties ecosystem and this new path will be a big step in the light direction.

yours,
Morgan Fisher
Cypress Charter High
2039 Merril Street, Santa Cruz

Exhibit H

Dan Carl, Santa Cruz, CA 95060
California Coastal Commission Date: 2/9/10

Dear California Coastal Commission:

I support the Agmp and it's multi-use trails because I and many others would have acces to Arana gulch and would be able to appreciate apreciate it and learn about it. I would find alot of use from it because I work at the boardwalk and get there by bike and there really is no safe and fast route to the boardwalk safely.

Sincerely,

Kian Shelley
1811 Felt St, Santa Cruz
Cypress highschool

Exhibit H

DAN CARL
California Coastal Commission
725 Front. St., Suite 300
Santa Cruz, CA 95060

Ethan V.

Feb 9, 2010 Dear California Coastal Commission:

I support the AGMP because it would make transportation a lot more manueverable. The bridge and multi-use trails would make getting to and from places in Santa Cruz not such a hassle. Also this would make the streets much safer. This will be much safer for bicyclists not having to share the road with cars. This would also significantly reduce our car emissions.

Sincerely,
E van Deggom
3840 Melton st. 95062 Santa Cruz
Cypress High School

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca, 95060

Jordan Sebastian
2/9/10

Dear California Coastal Commission:
It would be a Great help to the elderly and disabled. I Support the AGMP and it's Multi-use Trails and Bridge because I and Many Others would have access to Arana Gulch and would be able to appreciate and learn it. DO IT! I would appreciate it very much. It would be a Route to my School and it would be Safe. DAN CARL I'M COUNTING ON YOU!

Sincerely Jordan.

5069 A WILDER DR
95063

Exhibit H

Dear Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission

I support the ABMP and its Multi-use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

I'm a kind of person who really likes to walk and bike to places. And in Santa Cruz, this place seems like a convienent town to get place to place. Things aren't very far and it's easy to get to places. This route is near the school, and will be a lot safer than riding in the streets. I should know, I've been in danger from cars before, and I know that that's not only me. This Route gives access to most pedestrians while being safe. This just seems to be to much of a convienence to let fail. I hope the Construction for this is a success.

Sincerely

Erik Cervantez
2220, Chanticleer Ave.

Cypress High School
2039 Merrill St
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Feb. 9th, 2010

Dear California Coastal Commission:

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. This project has gained my full support for two major reasons. One is that I personally know and care about a lot of people who bike for transportation, and creating bike trails like this one will not only make their trip easy and fast, but, it will ensure that they're safe from other modes of transportation. My other reason is that using gas as our main source of energy is a huge problem

Exhibit H

Dan Carl
California Coastal commision
725 Front Street, Suite 300
Santa Cruz, CA. 95060
Feb 9th, 2010

Dear California Coastal Commision,
I support the AGMP and its multi-use trails and bridge because I and many others would have easy access through Arana Gulch and would be able to appreciate it and learn about it. I travel through Santa Cruz alot and the straight shot from Brommer to Broadway would allow me to navigate from the east to the west side much easier.

Sincerely,
Anthony Ahs
750 26th AVE
Cyfless Highschool

Exhibit H

To whomever
California Coastal Commision
725 Front Street Suite 300
Santa Cruz, CA 95060
2/9/10

Dear California Coastal Commision:
I Support the AGMR and its Multiuse trails and Bridge because I and many others would be able to fully appreciate it.

I belive that this would be a good idea. I think this because it would make transportation downtown easier. It would also be a good place to walk dogs.

Sincerely yours
Jade Hodges
Cypress Charter High

Exhibit H

Dan Carl
~~Ben DelaGarza~~
California Coastal Commission
725 Front street, Suite 300
Santa Cruz, CA 95060
Feb. 9, 2010

Dear California Coastal Commission:

• I support the AGMP and its Multi-use trails and bridge my friends and I do lots of walking and bike riding and would like a bridge and or trail to make it easier for us to get from live oak (where we live) to downtown. I would also like this route cause I would no longer have to feel insecure riding or walking near cars on my way downtown.

Sincerely,

Ben DelaGarza
Cypress High School
2039 Merrill st.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
February 9th, 2010

Dear Califoria Coastal Commission:

I support the AGMP and its Multi-Use trails and bridges because people I know would have access to Arana Gultch and would be able to appreciate it and learn about it.

Even though it really doesn't affect me directly, a lot of people in the area would use it. It would convienence the community and help people to feel like they can get from one side of town to the other without a car, but still be safe.

Sincerely,
Emilee Gardner
Cypress High School
2039 Merill St.
Santa Cruz, CA 95062

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:
I support the AGMP and its Multi-Use Trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

I think this is a good idea because it would lower our global foot print by allowing more access for bikes, it would give me access to a safe and easy way to downtown from my school on 17th.

Sincerely,

Elijah R. Sierra Trustman

890 Calabasas Rd. Watsonvile CA.

Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commissions
725 front street, suite 300
Santa Cruz, CA 95060
Feb. 9th 2010

California Coastal Commission,

The Arana Gulch Master Plan (AGMP) is in my opinion a grand Idea. We have in our society too few alternative travel options aside from vehicles, and all of them dangerous. It would be greatly appreciated to gain this enhancement to our lives. The new paths and bridge will permit myself and many others to get to/from school, along with various other social events. There's honestly not much else I can say that you haven't already heard before, so I'm mainly just writing to say that I DO exist, and that I DO care.

Sincerely,
Logan Urbancic
817 California St #1, Santa Cruz, CA
Cypress High school student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, C.A. 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:
I support the AGMP & its Multi-Use Trails & Bridge because I & many others would have access to Arana Gulch & would be able to appreciate it & learn about it. What ever you do, be sure to include the Bridge & Multi-use trails!

I want this to happen because I've always wanted to bike more but I don't have the money until now, so I want to have a good place to use my bike when I have to go down town.

Sincerely,
Jamey Collins Jamey Collins
Address: 691 30th Ave.
Cypress High school Student

Exhibit H

Dan Carl
California Commission
725 Front st. Suite 300
Santacruz, CA 95060
Feb 8th, 2010

Dear California Coastal Center

I support AGMP'S Idea for a trail and Bridge.

I myself ride my bike through the Gulch often and having a trail through there, It would help not only make it easier for people who already bike but also promote more people to start, which would decrease traffic, accidents, & Green house gasses.

Sincerly, Forest Aritchita

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA. 95060
Feb. 9th, 2010

Dear California Coastal Commission:

I support the AGMP and its multi-use trails, and bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

Having this bike trail, and others would help me feel safe on the road. I would definitely bike more if the bike trails were here. It would also help the Earth, and the happiness and health of many people.

Sincerely,
Heather Detter
Cypress High School
2039 Merrill St.
Santa Cruz, CA 95062

Exhibit H

Don Carl
California Costal commission
725 Front street, Suite 300
Santa cruz, CA. 95060
Feb. 9 2010

Dear California Costal commission,

I support the creation of Bike paths and the integration of these ideas into this society. the Reasons for this is People Need help transforming into a more cycling centered society Because people are too lazy to Do it By themselves the solution I Back is take away their Roads and facilites required for Cars. As a counter arguement you have to Bring up the question of what would Happen During tourist season.

Sincerely,

Carson

255 Vista Robles Dr.
Cypress charter High student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date Feb 9, 2010

Dear California Coastal Commission:
I support the AGMP and its multi-use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. Be sure to include the Bridge and multi-use trails.
I would use the trails for getting to school instead of paying for as much gas. Just use my gas when traveling farther. It just seams like more people would use it because its open to them and many people don't have the luxury of a car or other transportation, just the fact of having a safe and clear area to walk or ride a bike would benift alot of people.

Sincerely,
Riley Bongiovanni
3090 Paseo Del Sol
CA, Soquel 95073

Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb. 9th, 2010

Dear California Coastal Commission,

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. Whatever you do, be sure to include the Bridge and Multi-Use Trails.

The AGMP is important to me because I could use the bridge for transportation to school. It would support the fight against global warming. Also it is a safer way of transportation.

Sincerely,
Vanessa Ugarte
2327 17th Ave.
Santa Cruz, CA 95062
Cypress High School student.

Exhibit H

Dear Carl,
California Coastal Commission
725 Front Street Suite 300
Santa Cruz, CA 95062

Dear California Coastal Commission

I support the AGMP and its Multi-Use trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

This project is a good idea because it would provide a safe feeling while riding my bike. This route is safe, direct and convenient for everyone. The new path will convince the hesitant general public to get out of their cars and on to their bikes.

Sincerely,
Sahara Ray
1125 live Oak Ave
Santa Cruz CA 95062

cypress high school

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 9th, 2010

Dear California Coastal Commision,

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

The AGMP would be a good plan because it offers a safe and secure area for children and adults to commute. Also, with more people using this bridge it will show the public community that people who ride bikes are commited to helping the enviroment. Please help the community gain easier access.

Sincerely,
Connor Luther
845 Encino Dr
Aptos, CA 95003
Cypress Charter High School Senior

Exhibit H

Dan Carl
California Coastal Commission
725 Front street, Suite 300
Santa Cruz, CA 95060
Feb 9, 2010

Dear California Coastal comission:

I support the AGMP and its multi-use trails and Bridge because it would help me and others to have access to Arana Gulth to appreciate it's beautifulness.

This path will help for a better safer path to get from one side of town to another. This path will also encorage more people to ride there bike insted of cars. It will take a cut down on the deadly traffic over the Yacht harbor bridge. I hope this will happen for a positive thing for Santa Cruz and it's helping of global Warming.

Sincerely, Anthony Dunn
22705 east cliff Dr.
Santa Cruz CA. 95062
Cypress High school.

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, 95060
Febnary 8th 2010

Dear California Coastal Commission,
I Support the AGMP and its multi-use trails and Bridge because I and many others would have easy access to Arana Gultch and would be able to appreciate it and learn about it.

- This path matters to me because I think it is a good Idea because more people well bike meaning less traffic and more parking spots. The path is a good Idea because now all the bikers well be a lot more Safe

Sincerely,
Sage Engbers
6102 Jason Ct

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:
I support the AGRIP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. Whatever you do, be sure to include the Bridge and Multi-Use trails! I think this is a good idea because it will be safe and [redacted] it will also save pollution and global warming.

Sincerely,
Rebecca Smith
Cypress High School Student

Exhibit H

Dan Carl
California Costal Commission
725 Front Street, Suite 300
Santa Cruz Ca, 95060
Feb 8th, 2010

Dear California Costal Commission
I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

If there was a multi-use trail, it would make it so much easier for me to get around.

Sincerely,
Jackson Laudenbacke
3205 Churnside lane
Cypress High school student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:
I support the AGMP and it's multi-use Trails and Bridge because I and many others would have access to Araña Gulch and would be able to appreciate it and learn about it.

If there was a multi-use trail, I would bike much more because it would be a lot more easy to get around. Every time I am in a car, I feel like a bad person. I think many more people would ride bikes because it would be more easy to get to Davenport, or Downtown, or anywhere. Do it.

Sincerely,
King Rivera
3960 Coyote Canyon
Cypress High School student

Dan Carl
California Coastel Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastel Commission:

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

I think the bike route is a really good idea. My friends live on the other side of Santa Cruz, and I often have to ride my bike there. I don't like riding my bike there because the bike lanes are too small, if there even is a bike lane. I get uneasy riding my bike on the bike lanes because I'm afraid I will get hit by a car.

This project will really help reduce the carbon footprint from Santa Cruz.

Sincerely,

Jai Bolwell Jai Bolwell
142 Clearwater Court,
Cypress High School student.

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Feb 8th, 2010

Dear California Coasta Commission

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be aple to appreciate it and learn it. Whatever you do, be sure to include the bridge and Multi-Use trails.

This bike route would be something that is very beneficial to a lot of people and the environment. I think if it is made and is wheel chair accesible it will give those that are crippled or elderly a nice green space. My grandfather was in world war 2 and he was shot in the legs, if he had a nice beal path to stroll around in his rascal on it would be very therapudic to his legless self.

Sincerly, Logan Amos
622 Eureka Canyon Rd.
Cypess high student.

Exhibit H

Dan Carl
California Coastal Commission
725 Front street, Suite 300
Santa Cruz, CA 95060
Feb 9th, 2010

Dear California Coastal Commission

I support the AGMP and its Multi-use trails and bridge because I and many others would have access to Arana Gultch and would be able to appreciate it and learn about it. Also because it would decrease car traffic on busy roads like Soquel Rd. It would increase bike use because it would no longer be such a hassel to get from one side of the Gultch to the other. Most importantly it will reduce the amount of carbon emissions put out by cars.

Sincerely,
Bryan French
1956 lotmandrive
Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission:

I support the AGMP and its multi-use trails and bridge because I and many others would you have access to Arana Gulch and would be able to appreciate it and learn about it. What ever you do, be sure to include the bridge and multi-use trails.

If you decide to put in these things it will make things way more convenient to people walking and biking around town. It will also be a good place for kids to practice biking without the danger of cars in the street. Most people will probably start biking on the trail instead of driving because It is a more direct route

Sincerely,
Sam Boynton ~~[illegible]~~
3352 Via Gargano
Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear California Coastal Commission,

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

Having a bike trail that can help me get from Live Oak to Downtown Santa Cruz. Normally I ride on Soquel to Work, 4 times, I have been bumped by aggressive drivers, We need a bike path to help youth commute.

Sincerley,
Eric Smart
Eric Smart
9961 Monroe Ave.
Cypress High School Student

Exhibit H

Dear Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA, 95060
Dated February 8th, 2010

Dear California Coastal Commission.

I would support the AGMP and it's mostly use trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate and learn about it.

It would lower the amount of time to get from place to place. They would have to go over that bridge, which would make it a shorter amount of time to go downtown. In addition, it would lower the amount of Greenhouses gases being tossed into the atmosphere.

Sincerely,
Kaw Stake
Cypress High School student.

Exhibit H

Dan Carl
California Coastal Commission
725 front street, Suite 300
Santa Cruz, CA 95060
Feburary 9th, 2010

Dear California Coastal Commission,

I support the Arana Gulch Master Plan and its multi-use trails and bridge, I and many others would have access to Arana Gulch and would be able to appreciate and learn about it.

This Project is important to me. The new Path wouldbe direct and convinient, bicyclists would no longer have to use the longer and more dangerous routes and it would help make Santa Cruz a more bicycle friendly communitge. None of the cities four greenbelt Parks are handycap accesable and this new trail would make it so anyone could use the Park. It would Personally affect me because the Path wouldbe near my school and would help me get from there or my house to the rest of town.

From, Gwyneth Galloway-miksicek
4560 Paul Sweet road
Cypress Charter high Student

Exhibit H

Dear Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Feb. 9th, 2010

Dear California Coastal Commission:

I support the AGMP and its Multi-Use Trails and Bridge for many reasons. I personally feel that myself and many others would greatly appreciate the oportunity to ride bikes more often.

Cars are not effecient economically or healthwise. Bikes are affordable, easy to use, and small. Especially in the Santa Cruz area many people already own bikes. I strongly believe that if a good, easy to reach bike lane is created people would be encouraged to use it.

Sincerely,
Lorielle Wright
814 Seacliff Dr.
Cypress High School

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Feb. 9. 2010

Dear California Coastal Commission: I believe that the AGMP is a great idea because it would connect brodway and bromer making it easy to get arround. Soquel is a road with alot of cars and if we create this path people would be more motivated to ride their bikes or walk to school or work, thus helping eliminate green house gasses and car emissions. Also another reason why this is a good idea is that The city has four green belt parks and none of them have any ADA accessible trails. This path will convince the public to get out of their cars and onto their bikes creating a helthier life for everyone and our plecnet.

Sincerely,
Keila Baverlein
230 Aptos beach drive.
Aptos, CA 95003
Cypress High School student

Exhibit H

Dan Carl
California coastal commission
725 Front Street, suite 300
Santa Cruz, CA 95062
Feb 9th 2010

Dear California Coastal commission:

I have grown up in Santa Cruz, and I strongly support the AGMP. This Management Plan would greatly improve the paths that are just dirt, and aren't allways in the best condition. These trails would bring more awarness to a previosly ignored Park, and allow more people to take a part.

I feel that I would ride my bike much more with this new Path. I don't feel Safe riding across the bridge over the harbor, or on the buisy Soquel Street. With this direct rout across the harbor I would want to get more exercise insted of taking the buss or getting a ride.

I'm a Student who doesn't drive, and I would be much more happy while commuting on my bike without having to compete with cars. I hope I will be able to ride on this path soon.

Sincerely,
Jaiah Silvah
923 30th Ave.
95062
Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite
Santa Cruz, CA 95060
Date: Feb 8th 2010

Dear California Coastal Commission:

• I support the AGMP and it's Multi-Use Trails and Bridge because I and others would have access to Arana Gulch and would be able to appreciate it and learn about it.

• I think that Trails and the Bridge are a good idea because I know that it would be useful for a lot of people. I live Downtown and i've seen how hard it is to get to the East Side because there aren't good bike lanes or bike routes.

• There are many good reasons for the Trails and the Bridge. Including reductions in car trips and emissions into the air. It would make it more convenient not to use a car and make it safer for family's wanting to ride their bikes or enjoy Arana Gulch.

• Sincerely,

Marisol Randazzo
122 Claremont Terrace
Cypress High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th, 2010

Dear California Coastal Commission: [redacted]

I support the AGMP and its Multi-Use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it. Whatever you do, be sure to include the Bridge and Multi-use trails!

As a student at Cypress Charter High, right off of 17th Ave, this project would affect me directly. Also, as a teenager without a concrete way to get around, I am subjected to inconvenient bus schedules and long waits at the bus stop. If I had a quicker, easier way to get to school on my bike [redacted] each day, my life would be infinitely easier, and I know others feel the same.

Sincerely,

Nicki Ramos

Nicki Ramos

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Date: Feb 8th 2010

Dear california coastal commission,

I support this idea of the multi-use trails because it will allow us to bike more and use less cars. I think with this new bike trail people might choose to bike rather than drive, I know I would. Also with a new safer path there with be less bikers getting hit. Lastly how nice would it be to wake up and go on a nice nature bike ride or go to work.

Sinserly,
Seven Adams, cypress charter High School.

Exhibit H

Dan Carl
California Coastal Commission
725 Front street, suit 300
Santa Cruz, CA 95060
Febuary 9th, 2010

Dear California Coastal Commission

I support the AGMP and its Multi-Use Trails and bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

This would personaly help me very much because I live in Live Oak and Santa Cruz. I need to get from Live Oak to Down Town everyday. This would make me feel safer and encourage me to bike a lot more.

Sincerely,
Camilo Arana
Cypress Charter High School Student

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, suite 300
Santa Cruz, CA 95060
Date: Feb 9th, 2010

Dear California Coastal Commission:

I support the AGMT and its multi-use Trails and Bridge because I and many others would have access to Arana Gulch and would be able to appreciate it and learn about it.

This would be a very nifty improvement for easier access of a better and safer, more comfortable, way to get where needed. I definitely think this will reduce lots of car use and will help greatly. And, as I am a everyday downtowner, this will benefit me quite a bit.

Sincerely,
Donovan Dettle
3005 Twin Palms Dr.
Cypress High School Student

Exhibit H

Dan Carl
California Coastal commision
725 front street, Suite 300
Santa Cruz, CA, 95060
February, 8, 2010

Dear California Coast Commission
I as a citizen of Santa Cruz do support AGMP and its multi-use trails and bridge because useing our bussy streets for cars, people, and bikers is very dangerous. This idea could also change the depth of traffic because people will have an easier way to get to UCSC because about 40% of SC is collage students. It would help the polution percentage drop because people will bike because it wouldnt take as long.

Sincerely,
Kiahna Blunt
1584 Chanticleer Ave #5
Cypress High school student.

Exhi

RECEIVED

FEB 1 2 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 12, 2010

Dear Coastal Commissioners,

I am writing in support of the Arana Gulch Master Plan and Multi Use Trail project. Many in our community, myself included would like to have equal access to this special piece of city property as well as participate in its preservation and restoration.

As a parent, volunteer and health professional I am concerned not only about our environmental impact but also our quality of life and health. Providing access for all would positively benefit the health of our community not only physically but also sustainably.
It demonstrates a safe and much needed east/west path for pedestrians and cyclists which would entice more people to utilize other modes of transit than the automobile.

I am very willing to be involved with any restoration and preservation projects. Having experience on a native restoration project in the city of Santa Cruz and working with elementary school children has been very rewarding and productive. The lot was a garbage and weed filled empty lot that now thrives with California native plants. Arana Gulch is a treasure for our and future generations to appreciate and take care of.

Please allow each and every person to have access and realize the value of Arana Gulch.
Thank you.

Sincerely,
Connie Gabriel
311 Linden St
Santa Cruz, Calif. 995062

RECEIVED
FEB 09 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Wayne Cartwright
524B Ocean View Avenue
Santa Cruz, CA 95062

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

February 4, 2010

Dear Sir,

I am writing to express my support for the Arana Gulch Master Plan. I am currently a resident of Santa Cruz, a life-time member of the Sierra Club, and an avid fly fisher. I have a two-year degree in water resources from Feather River Community College in Plumas County. For the past ten years I have taken seasonal work with the US Forest Service as a hydrologic technician, monitoring stream conditions and fisheries, designing and working on stream restoration projects, and protecting streams from degradation by cattle grazing and road sediments.

Poor land use practices and the construction of the yacht harbor have severely degraded the stream channels in Arana Gulch. They have down-cut to the point where the streams are no longer connected during flood stage to the meadows, which no longer function as wetlands and do not store and filter water as they should. Secondly, the down-cutting has left the stream banks without protective vegetation, resulting in excessive amounts of sediment eroding and flowing into the bay. Thirdly, the stream channels have widened so that they are too shallow to provide decent habitat for fish. There is poor pool formation, spawning riffles are choked with sediment, and water gets too warm from exposure to air and sunlight.

The Arana Gulch Master Plan will go a long way toward addressing these problems and setting in motion the full restoration of the watershed functions of Arana Gulch. Thank you for your kind consideration.

Sincerely,

Wayne Cartwright

Wayne Cartwright

cc: Commissioner Mark Stone

Exhibit H

Subject: Support Arana Gulch Master Plan!
From: Dion Farquhar <dnfarquhar@gmail.com>
Date: Wed, 03 Feb 2010 12:41:11 -0800
To: scraig@coastal.ca.gov
CC: Marsh Leicester <hml@ucsc.edu>, Dion Farquhar <dnfarquh@ucsc.edu>
BCC: Carolyn Martin <greenways@peoplepowersc.org>

California Coastal Commission
Susan Craig

Dear Ms. Craig,

Please know that my husband, Marsh Leicester and I completely support the Arana Gulch Master Plan, including the multi-use path between Broadway and Brommer. It is a great idea that is late in coming.

Most importantly, it will allow West Siders like us to access the East Side of Santa Cruz, where one of our sons attends high school without a car. Now, as busy parents, we have no alternative but to drive--and in the good weather, we would bike there.

In addition, we believe that the Arana Gulch Master Plan will significantly reduce local car trips and thus reduce our local share of greenhouse gases. Finally, it would also allow for access to a City Greenbelt property by the elderly, disabled, and young children, who cannot reach a greenbelt without a car.

Thank you for your consideration.

Best regards,

Dion Farquhar, Ph.D.
H. Marshall Leicester, Ph.D.
249 Dickens Way
Santa Cruz, CA 95064
831-425-8680 (home)

Dion Farquhar

Thank you.

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February 5, 2010

Dear Coastal Commissioners,

Please vote for the Arana Gulch Master Plan. In particular please approve the Broadway/Brommer multi-use path. I am a bicycle commuter that lives in Live Oak and works at UCSC (across town). Also, my daughter goes to school at Kirby (Harvey West) and is afraid to ride her bike because of the traffic. Santa Cruz does not have a safe across town bike path. Soquel Dr. improvements helped the situation, but there are still some dangerous sections. The Broadway/Brommer path would be a much needed and safe alternative and will help keep more cars (ours for one) off Santa Cruz streets.

Respectfully,

Ronald Davis
2369 Harper St.
Santa Cruz, CA

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CENTRAL COAST AREA

February 6, 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060

Dear Coastal Commissioners,

We write to ask for your support for the Arana Gulch Master Plan. As community residents who walk and bike, we are especially interested in your approval of the bridge and bike path that would be for pedestrians and bikers, but not for cars. This one link would allow more people to use bikes for transportation when they are going across town and would keep them out of their cars. It would also offer another safe option for those of us who choose to walk and bike for exercise

Providing safer, more accessible, faster routes for those of us who walk and bike will help change the way this county thinks about transportation, pedestrian safety and wheelchair access. Not only will more people choose to bike or walk, but it will encourage more of this kind of development and perhaps lead to safe connections with other paths. Having routes for those who are choosing not to use cars makes a positive, supportive statement and it helps prevent accidents between bikes, people, and cars.

We believe the bridge and bike/pedestrian path will also protect the endangered plants. Studies have shown that where there is a clear trail/path, people tend to stay on it rather than wander.

Thank you for your consideration,

Jennifer Anderson John Anderson

Jennifer and John Anderson
290 Sims Road
Santa Cruz, CA 95060

Exhibit H

4 February 2010

To: Dan Carl, CCC District Manager
Subject: Arana Gulch Master Plan

I favor the proposed Arana Gulch multi-use trail.

While I don't live in the immediate area (I live near Scotts Valley), I frequently travel the corridor between Santa Cruz and Capitola. This is almost always done on a bicycle, and often I find myself having to detour around some portion of the Santa Cruz Harbor and Arana Gulch. Completion of the trail and bridge would allow a less circuitous (and safer) east-west connection through this part of the county.

Thanks for your consideration.

Tony Rall
1943 Nelson Rd.
Scotts Valley, CA 95066
trall444@gmail.com

Tony Rall

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2/7/2010

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FEB 10 2010
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CENTRAL COAST AREA

Dan Carl
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners,

I'm writing to express my strong support for The City of Santa Cruz's Arana Gulch Master Plan which includes the Broadway/Brommer multi-use path. I urge the Coastal Commission to approve this project, which will reduce greenhouse gases, increase safe active transportation and provide enhanced access to California's coastal area. The City of Santa Cruz's Arana Gulch Master Plan with the Broadway/Brommer multi-use path provides many significant benefits to the coastal community of Santa Cruz. I will address three of these benefits: bicycle safety, increased non-motorized transportation and coastal area access.

The City of Santa Cruz boasts one of the highest bike to work trip rates in the nation according to the US Census American Community Survey for 2008. The County of Santa Cruz has less than the half the rate of the City of Santa Cruz but still has a bike to work rate higher than most California counties. This US Census data quantifies that biking is a viable and well used form of greenhouse gas reducing transportation and that even more people in Santa Cruz can switch to biking for their mode of travel.

The number one way to get more people biking is to build car-free, accessible, and well placed bike paths. The proposed Broadway/Brommer path is a well placed car-free route which connects the City of Santa Cruz to the densely populated Live Oak area. Currently Soquel Avenue which leads into Soquel Drive is one of the main bike routes connecting the City of Santa Cruz with the rest of the urbanized county. According to law enforcement crash data from 2008, these two roads, 38 bike crashes, have the highest number of reported bike crashes of any roads in the City and County of Santa Cruz (SWTR's data 2008). In the City of Santa Cruz's 2000 Master Transportation Study the number one reason more people didn't bike for transportation was road safety concerns. The Broadway/Brommer addresses this safety concern providing school children, families, and adult commuters with a safe and direct bike route to and from the City of Santa Cruz to the urbanized coastal area of Santa Cruz County.

Increase biking and walking facilities address the need to reduce drive alone automobile trips as 47% of the Santa Cruz County's carbon footprint is emitted by transportation. If greenhouse gas emissions are not aggressively alleviated locally, state-wide, nationally, and globally California coastal areas and the habitat they support will be submerged in ocean water. We need to reduce greenhouse gases now. Climate change is the overriding environmental issue, which needs to be prioritized in every decision made to protect plant and animal species.

The Broadway/Brommer multi-use path greatly improves access to this greenbelt coastal area park. Currently, Arana Gulch is not easy to get to for bicyclists, walkers or disabled citizens. Although this City owned park is close to several well populated neighbors it is cut off to many of these neighborhoods. The Broadway/Brommer path provides two new access points by providing an at grade path. Not only will young children be able to easily bike and walk to this greenbelt area but those in wheelchairs or using walking aides will an ADA compliant entrance to this area set aside for all of Californians to enjoy.

I urge you to do what is best for the community of Santa Cruz and California and approve the City of Santa Cruz's AGMP with the Broadway/Brommer multi-use path.

Thank you,

Piet Canin
41 Grandview Street
Santa Cruz, CA 95060

Dan Carl District Manager
California Coastal Commission
725 Front St, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners;

I strongly believe that bike paths cause more people to feel safe on their bicycles, and therefore are more inclined to ride their bikes rather than drive.

Please vote for the Arana Gulch Master Plan. Particularly, please approve the Broadway Brommer Bridge and Bike Plan.

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Thanks,

Dejon Gill
PO Box 7614
Santa Cruz, CA 95061

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Dear Coastal Comissioners:

Please vote for the Arana Gulch Master Plan. In particular please approve the Broadway Brommer bridge and bike path. This route will provide a route for cyclists and pedestrians to ~~a~~ move across town that is far safer and more direct than the roads currently available.

Thank you.

Sincerely,

Elaina Ramer

Elaina Ramer

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Alec and Claudia Webster
8897 Empire Grade
Santa Cruz, CA 95060
February 6, 2010

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Dan Carl,
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

We are requesting the Coastal Commission's **approval** of the Arana Gulch Master Plan and its multi-use trails. We further request this letter be included as part of the Commission's official record.

Bicycling and pedestrian transportation versus automobile use is one of the most cost effective methods of maintaining our coastal zones by reducing pollution runoff that is associated with driving. Human physical transport makes Santa Cruz a more hospitable and healthy town; exercise reduces stress. People are much more aware of their physical environment when they are actually in it, instead of insulated and isolated in a car. Safe corridors are needed if people are to move about without cars; the Arana Gulch Plan provides a key missing link in a densely populated area.

The US Fish and Wildlife Service's Biological Opinion states that this plan is not a negative factor in the preservation of the existing tar plant population. This declaration, coupled with numerous environmental benefits for the Santa Cruz community and the coastal zone as a whole, are reason enough to approve the Arana Gulch plan.

Again, we strongly request that the Arana Gulch Master Plan be approved without delay.

Sincerely,

Alec Webster

Claudia Webster

Claudia Webster

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SAN FRANCISCO BICYCLE COALITION

995 Market Street Suite 1550
San Francisco, CA 94103
415.431.BIKE
415.431.2468 fax
www.sfbike.org

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JAN 28 2010
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CENTRAL COAST AREA

January 24, 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: City of Santa Cruz Arana Gulch Master Plan

Dear Mr. Carl,

On behalf of the 11,000 members of the San Francisco Bicycle Coalition, I am writing to urge the California Coastal Commission to approve the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails. This project is consistent with many transportation and environmental goals of the City and County of Santa Cruz and California's goal to reduce Carbon Emissions and Greenhouse Gases and would benefit bicyclists in many ways.

This project will improve both bicycle and walking access to the nearby elementary, junior high and high school especially for the adjacent Live Oak area. A multi-use path will also provide for pedestrians and bicyclists, furthering the city's and county's goals for alternative transportation use and addressing global warming goals of both jurisdictions.

These trails will also allow for additional access for people with limited mobility, including wheelchair users. Currently, none of Santa Cruz's greenbelt parks provide access for wheelchair users.

The Arana Gulch multi-use paths will help complete a direct route connecting the two bike lanes on both Broadway and Brommer Streets. These two streets are important routes on Santa Cruz's bike network and the current alternate route takes cyclists over 1.5 miles out of the way. By completing this multi-use path, cyclists will have a more direct route to parks, schools, and other important destinations in the area for daily commuting.

For the reasons listed above, on behalf of the San Francisco Bicycle Coalition, I urge the Commission to support this project and appreciate your work to ensure the safety of cyclists, pedestrians, and the California Coast. Please ensure that our comments are shared with the Commission and included in the public record.

Sincerely,

Marc Caswell
Program Manager

CC: Commissioner Ross Mirkarimi; CCC Headquarters Office; Dan Carl of Central Coast District Office.

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Printed on 100% post-consumer waste with soy-based ink. Processed chlorine-free.

RTC

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

January 21, 2010

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JAN 26 2010
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COASTAL COMMISSION
CENTRAL COAST AREA

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Support for the Arana Gulch Master Plan

Dear Chair Neely:

The Santa Cruz County Regional Transportation Commission (RTC) staff urges you to approve the City of Santa Cruz and the County of Santa Cruz's permit request for the Arana Gulch Park Master Plan. The RTC has had a long history of supporting the proposed multi-use trail connecting Broadway and Brommer Streets, which is included in the Arana Gulch Master Plan. The proposed multi-use trail is designed for bicycles, pedestrians, and people with disabilities. Given that the path provides safe access between the City of Santa Cruz and community of Live Oak for such a wide range of users, the RTC's two citizen advisory committees, the Elderly and Disabled Transportation Advisory Committee and the Bicycle Committee, are among the many entities in our region that have taken positions of support for this project.

The Arana Gulch Park Master Plan supports several of the *Santa Cruz County Regional Transportation Plan*'s Goals and Policies, including policies to increase bicycle and pedestrian use and reduce vehicle miles traveled, fill gaps in the transportation system, support development of multi-use paths, and increase safety.

Please accept the following comments for your consideration:

- On January 14, 2010 the RTC programmed $1.1 million of the region's share of federal Transportation Enhancement funds to the Broadway- Brommer Bike Path. This was in addition to the $1.8 million previously allocated to this project over a period spanning many years. The RTC has preserved funding for this project even though transportation funding is very limited because of its importance to the regional transportation system.

- RTC staff strongly supports the Bicycle/Pedestrian Path Connection proposed in the Arana Gulch Park Master Plan. This proposed multi-use trail will help fill a critical gap in the regional east-west bicycle and pedestrian network thereby increasing the ease and safety of bicycle and pedestrian trips for transportation purposes in and between our communities. Currently, there is no continuous bike lane/bike path that connects Santa Cruz and the Live Oak/Capitola area. Providing a complete and convenient regional bicycle and pedestrian network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. Bicycle/pedestrian facilities have positive, cumulative environmental impacts. Our community's efforts to reduce greenhouse gas (GHG) emissions by promoting alternative transportation would be greatly aided by this project.

- This project also provides "universal access" by enabling all people, including young, old and disabled persons who may have diminished perceptual or ambulatory abilities, to travel safely to destinations served by our public streets and pathway systems.

Exhibit H

- We fully support ADA accessibility to wheelchair users that would be provided by the Arana Gulch multi-use path. Of all four greenbelts in Santa Cruz County, only this project would construct trails that allow access for people using mobility devices. The paved trail would also allow persons with disabilities improved access to the coastal zone.

- The Arana Gulch Master Plan trail system is consistent with the concepts for the Monterey Bay Scenic Sanctuary Trail (MBSST) Network which includes interpretive elements as well as transportation elements and recreation elements. The RTC is expected to undertake a Master Plan and Environmental Review process for the MBSST this spring.

The Arana Gulch Master Plan meets the Coastal Commission's goal of improving access to the coastal zone and we strongly encourage you to support this project.

Thank you for the opportunity to comment. If you have any questions please feel free to contact me at 831-460-3200.

Sincerely,

George Dondero
Executive Director

cc: RTC
RTC Bicycle Committee
RTC E & D TAC Committee
City of Santa Cruz Public Works – Chris Schneiter

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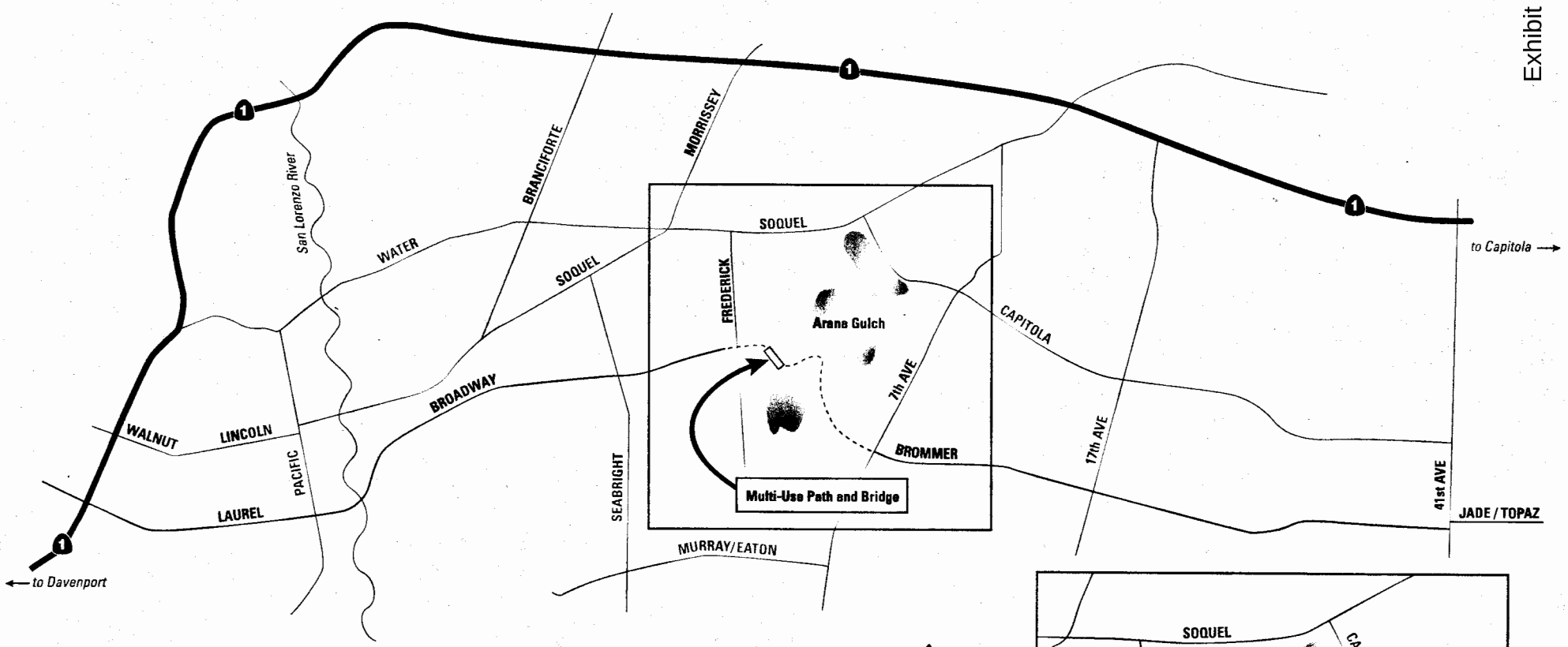
Exhibit H

BROADWAY–BROMMER MULTI-USE PATH

A safer through route for bicycles, pedestrians and wheelchairs, from Santa Cruz to Live Oak/Capitola

Exhibit H



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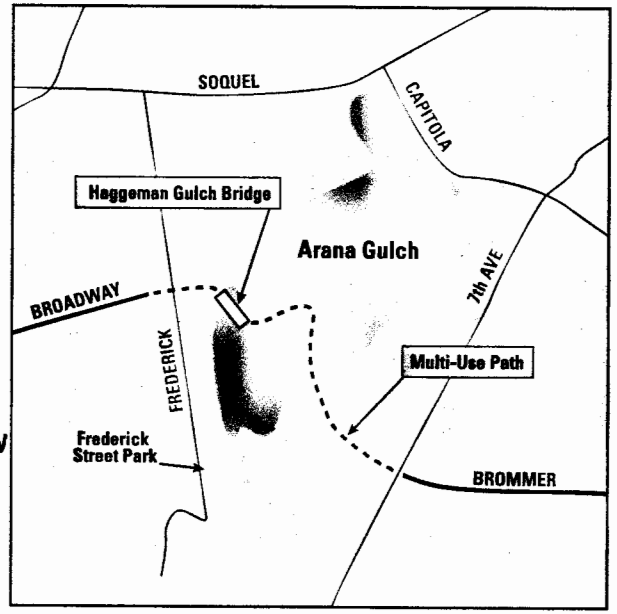
ARANA GULCH Coastal Access

Submitted
by
Charles Dixon
524 #B Ocean View
SC 95062
2/23/10



Charles Dixon
524-B Ocean View Ave.
Santa Cruz, CA 95062

Submitted 1/25/10

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Arana Gulch plan deserves community support

PAUL SCHOELLHAMER and PIET CANIN

After many years of environmental reviews and public input, the Santa Cruz City Council unanimously approved an Arana Gulch Master Plan that would preserve, protect and provide public access to Arana Gulch. That master plan includes a multi-use trail (walking, biking, and wheelchairs) that would connect Broadway and Brommer.

Those opposed to the multi-use trail have blocked the entire master plan for three years of costly court challenges, all of which they have lost. Tragically, however, they have succeeded in delaying the environmental benefits of the plan and its trail. Let's review the facts:

CLIMATE CHANGE

Nationally, transportation is the cause of 32 percent of greenhouse gas emissions, making it the worst of all sectors. But here in Santa Cruz, transportation causes 51 percent of greenhouse emissions. We cannot do our part on climate change without dramatic reductions in emissions from transportation. The easiest and cheapest way to do that is to convert many short car trips to walking or biking. More than 40 percent of all car trips are three miles or less, and these short trips produce the most emissions per mile.

The proposed multi-use trail connecting Broadway and Brommer, even though only about a half-mile long, would connect a route all across the middle of our county's largest urbanized area. It would be the first cross-town route that would be a through-route for pedestrians, cyclists and wheelchairs, but not for cars. Experience in many other communities shows that providing that kind of through-route for those who choose not to drive will convert many short car trips to zero-emission trips.

THE TARPLANT AND OTHER NATIVE SPECIES

Opponents of the Broadway-Brommer multi-use trail claim that it would "trample" the tarplant and other native species. But check the facts. Where tarplant grows has been studied repeatedly since 1989, and the trail would enter none of those areas. In fact, the trail would never come within 400 feet of any existing tarplant.

Experts at the U.S. Fish and Wildlife Service recently studied this issue and reported their findings in an official Biological Opinion. They concluded that the multi-use trail would not harm the tarplant or its habitat, and that in fact the master plan would benefit the tarplant by dealing with the real threat: invasive species. The master plan includes a biologist-directed program to reduce the impact of these invasive species on the tarplant. You want to help the tarplant, native species, and the natural habitat generally? The science says support the master plan.

THE ELDERLY AND THE HANDICAPPED

The city has four greenbelt parks, none of which has any trails which are accessible to the handicapped or to many of our elderly. It is only fair that they not be completely excluded from all greenbelt trails. The master plan would make just 30 percent of the trails at Arana accessible. That would be just 3 percent of the trails at all four greenbelts. Is that too much to ask? The master plan and its multi-use trails are endorsed by the County Commission on Disabilities and by the Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee.

WATER QUALITY

Arana Creek has excessive sedimentation. In the Arana Gulch greenbelt what is badly needed is erosion control and wetland restoration, but these efforts have been stymied by delay in approving the master plan. That approval can bring the outside funding needed to deal with these problems. That's why an environmental organization like Save Our Shores has endorsed the master plan. These are environmental improvements that should have been underway three years ago.

Look at the facts and the science and see that the greatest environmental good would be served by implementing the Arana Gulch Master Plan and its multi-use trail. Coastal Commission approval is now all that remains.

Paul Schoellhamer lives in Santa Cruz County and was formerly a Democratic staffer in the U.S. House of Representatives, working on environmental and transportation issues. Piet Canin lives in Santa Cruz and is a sustainable transportation advocate.

Santa Cruz Sentinel 12/20/09 Page D6

Mayor rebuts 'facts' on Arana Gulch plan

MIKE ROTKIN

Last Sunday an op ed in the Sentinel unfortunately misstated a number of "facts" about Arana Gulch. Whatever our views on what should happen at Arana Gulch, it is important that we all have our facts straight.

The statement was made that "There has never been an environmental review of an alternative east-west bike route that would not" go through the city's Arana Gulch property. False. The city in 1995 began a very public environmental review process that considered many possible routes outside the Arana Gulch property and the alternatives both outside and inside were narrowed to one of each.

The statement was made that no erosion control or wetland restoration at Arana Gulch greenbelt has been "stymied by delay in approving the master plan." Unfortunately, not true. Like the multi-use trail, the city applied to the state and to Caltrans to fix erosion problems at Agnes Street runoff gully and the cutbank erosion/wetland restoration issue along the lower portion of Arana Creek, but the city was advised that it would not get state or Caltrans funding for these projects because there was no approved master plan.

The statement was made that the U.S. Fish and Wildlife Service's biological opinion contains quotes concluding that the proposed multi-use trail would do significant damage to the tarplant and its habitat. False. In September 2008, USFWS issued their determination in a formal biological opinion: "... it is our biological opinion that [the Multi-Use Trail] is not likely to jeopardize the continued existence of the Santa Cruz tarplant or adversely modify its critical habitat." USFWS concluded: "the trail alignment will avoid the Santa Cruz tarplant colonies within Arana Gulch" and "the project may benefit the Santa Cruz tarplant and its critical habitat" by reducing the adverse effects of invasive species."

One can cherry-pick earlier statements in the biological opinion and misrepresent them as damning conclusions. For example, at the beginning of the analysis of the project's effects is the statement "The potential effects associated with these activities include crushing, cutting, or otherwise injuring and killing of plants ..." etc. The key word is "potential" — USFWS first lists the possible effects they will be looking for and evaluating. They then go on to do that investigation, and they conclude that no, the project will include construction fencing and other measures to prevent impacts away from the trail alignment. The project "could" alter subsurface water flows that are important to the tarplant, but they find that no, the trail has been designed to use a permeable base that allows water to pass through. After reviewing all these "potential" impacts, they conclude that there would be no significant adverse effects to the tarplant.

The earlier op ed said: "If the city wanted to provide ADA compliant access to the greenbelt, from Agnes St., it could reallocate the federal/state funds at its disposal and make all current footpaths user-friendly to mobility-impaired citizens." False. Federal transportation funds are not available to build trails that go around inside a park but serve no significant larger transportation purpose of helping people get from one place to another. If the city were to drop its proposed multi-use trail connecting Broadway and Brommer, it would lose the federal transportation dollars, and most of the other outside funds, that it now has lined up for this project.

Mike Rotkin is the mayor of Santa Cruz.

Charles Dixon
524-B Ocean View Ave.
Santa Cruz, CA 95062

Submitted 1/25/10
by
Charles Dixon

Exhibit H

from the desk of
H. C. Burns, D.V.M.

Calif. Coastal Commissioners,

I strongly encourage you to allow the construction of a paved access path that connects Frederick St to 7th Ave / Brommer.

My wife + I bought a house on Hanover + Frederick because her 87 yr old mother lives on Brommer. We regularly ride our bikes from Frederick to Brommer. We hate using Soquel Ave / Capitola.

The dirt path we use thru Arana is very dangerous when dry, and un-useable when wet. We still go to visit our mother @ Sorrento Oaks regardless of the weather. (over)

CHROMALLOY BURNS - BIOTEC
LABORATORIES INCORPORATED
7711 Oakport Street • Oakland, California 94621 • (415) 562-0117 • Cable OXUN

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I care more about our safety and our commitment to our mother than I do about "possible" risk to tarplants.

Michael + Pat Burns
844 Hanover St
S.C. 95062

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Andrew Malcarsky
108 Hebard St.
Sta Cruz 95060

Dear Coastal Commission 2/2/10

I am a transplant to Santa Cruz and a cyclist. As part of my attempt to make this place my home I keep a map and marker and cross off streets I've ridden down. Other than a strip along the coast, I've barely been east of the harbor in two years and I think accessibility is key in this regard. The proposed Arana Gulch Master Plan would open up Live Oak and Capitola to me, and really integrate this urban area from a biking standpoint.

Yours sincerely,

Andrew Malcarsky

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2/2/10

Dear Central Coast Area Costal Commission,

I am writing you in support of the Arana Gulch master plan, including the multi-use path between Broadway and Bronson St in Santa Cruz, CA.

The path will allow me and my family to access Arana Gulch greenbelt, the harbor, Santa Cruz City to the north and Aptos to the south without using my car. It will reduce local car trips and help reduce pollution and fuel consumption.

It will also allow access to the greenbelt city property more fully by the elderly, disabled and young children.

Sincerely,

Dudley Lewis
433 Cayuga St.
Santa Cruz, CA 95062

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2-6-10

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SUSAN CRAIG
CALIFORNIA COASTAL COMMISSION
725 FRONT ST. STE 300
SANTA CRUZ, CA 95060

RE: IN FAVOR OF ARANA GULCH BICYCLE CONNECTOR.

DEAR SUSAN,

I HAVE LIVED IN SANTA CRUZ COUNTY FOR ALMOST 50 YEARS, AND HAVE ENJOYED CYCLING FOR TRANSPORTATION AND RECREATION FOR PERHAPS 35 OF THOSE YEARS. I STILL USE MOTOR VEHICLES MORE THAN I WOULD LIKE, BUT I FIND THAT A BICYCLE IS A GREAT WAY TO GET AROUND THE AREA. THE PROPOSED BROADWAY - BROMMER CONNECTOR WOULD BE GREAT FOR CYCLISTS TRAVELLING BETWEEN SANTA CRUZ AND LIVE OAK AND WOULD ALSO ALLOW MORE PEOPLE TO ENJOY THE ARANA GULCH GREENBELT. I HOPE THAT YOU VOTE IN FAVOR OF THIS PROJECT. THANK YOU.

SINCERELY
John B
JOHN BEHRENS
P.O. BOX 8106
SANTA CRUZ, CA 95061

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Susan Craig
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

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February 2, 2010

Dear Susan,

As a long time resident here in the Santa Cruz area I want to encourage you to support the proposed Arana Gulch Master Plan. I am particularly excited about the bicycle path that will connect Broadway to Brommer. Presently there is no bike friendly route across town. One needs to take Murray or Soquel Ave, and neither is very safe in my opinion. Thank you for your consideration.

sincerely,

Allen Schloss
5520 Tee Street
Soquel, CA 95073

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February 2, 2010

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FEB 08 2010

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COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: Arana Gulch Master Plan

I can't state vociferously enough how important the proposed bicycle path is to APPROVE thru Arana Gulch. I take my life in my hands every day that I ride my bike to work from Live Oak to Santa Cruz, and the worst part of that danger would be removed if this bike path was built. And, as often as I do bike to work, or bike to other destinations, I would be more inclined to bike more often if this bike path were constructed. The current route that I need to take is an absolute deterrent to not only my biking, but many others.

I am an environmentalist, supporter of growth limits, avid recycler, concerned about endangered species, buy only sustainably-harvested seafood, organic foods retailer, etc., etc., ad infinitum, and I find the arguments against allowing this bike to be built to be way over the top. We can be a progressive society that protects our environment, and encourages reasonable projects like this one.

Thank you for your dedication and I strongly urge you to APPROVE the Arana Gulch bike path.

Sincerely,

Scott Roseman
2330 Antonelli Court
Santa Cruz, CA 95062

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 3, 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:

Please consider this letter a vote in support of the Arana Gulch Master Plan including the Broadway/Brommer bridge and bike path.

My family are active cyclists that enjoy the trails out to Wilder Ranch to the north, the levee trails in town but find it hard to navigate over to the east side with small kids on bikes. This connector trail would great expand our opportunities to ride together to functions, friends and other activities within the east side community such as Simpkins.

Please cast your vote in support of this important link in our hopefully expanding bicycle and pedestrian trail system and the Arana Gulch Master Plan.

Regards,

Mark S. Baginski
523 Palm Street
Santa Cruz, CA 95060

Exhibit H

601 Navarra Drive
Scotts Valley, CA 95066

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FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, CA 95060

Dear Dan Carl:

I am writing in support of the construction of a multi-use path through Arana Gulch. I am a retired educator from Santa Cruz City Schools, the current chair of the Scotts Valley Parks and Recreation Commission, and the Beginners Ride Teacher/Leader for the Santa Cruz County Cycling Club.

It has been my experience that multiuse trails through sensitive habitats often serve to help those habitats by providing public surveillance. Inappropriate uses can be observed and more expediently curtailed.

In addition, there is a clear benefit to the community in providing a safe bicycling passage from the east side to the west side of town.

Santa Cruz has a wonderful bicycle culture that is healthy and growing. With the Coastal Commission's support, we can become one of a few model communities encouraging projects that are beneficial to our citizens and to our beautiful coastal environment.

Thank you for your thoughtful work on the Coastal Commission.

Sincerely,

Janet Fogel

Exhibit H

MYLES F. CORCORAN
CONSTRUCTION CONSULTING, INC.
"BUILDING UNDERSTANDING"

RECEIVED
FEB 08 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

February 4, 2010

Dear CA Coastal Commission & Dan Carl:

As a cyclist, runner & walker I would like to say how important it is to me to have a multi-use path through Arana Gulch connecting Broadway to Brommer.

Please approve this project, part of the Arana Gulch master plan, during your March 10 meeting.

Sincerely

Allison Livingston

Allison Livingston

Exhibit H

200 Seventh Av., Suite 230, Santa Cruz, CA 95062 • (831) 476-4502 • F (831) 476-2732 • www.mfcbuild.com • Lic. B-603517

RECEIVED

FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Dan Carl,

I hope you will be voting for the Arana Gulch Master Plan. In particular please approve the Broadway/Brommer multi-use path.

I ride a bike to work for years and the path through Arana would be fantastic and a lot safer than going over the yacht harbor bridge. I could tell you about 30 close calls on that bridge!

Building that multi-use path would also make it safer for everyone. I have walked through the Arana Gulch and felt unsafe…if a real paved path was there more people would be around making people safer from attacks etc.

Thanks

Gary Cunningham

17-2
UNIVERSITY OF CALIFORNIA
PHYSICAL PLANT
1156 HIGH STREET
SANTA CRUZ, CALIFORNIA 95064

February 2, 2010

RECEIVED

FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Sir,

A bike path through Arana Gulch in Santa Cruz is long overdue. Although I live in Ben Lomond I ride my bike in Santa Cruz on a regular basis. A paved bike path through Arana Gulch will: get people off the streets of Soquel and Murray, both heavily traveled by cars, encourage locals to bike more with a safe route across town, allow handicapped persons to enjoy Arana Gulch.

The proposed bike path will be the most direct route across town. With the addition of the bike trail it may actually be faster to ride a bike across town than drive in a car. All of which will encourage some to select their bike as a means of transportation.

There are many bike paths in this nation through green areas with no harm to the environment, plus riding a bike is better for the environment than driving a car.

Lee Overbeck

341 Webster Dr.
Ben Lomond, CA 95005

Audubon

Lee Overbeck
341 Webster Dr
Ben Lomond CA 95005

Exhibit H

February 2, 2010

RECEIVED

FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:

Please vote for the Arana Gulch Master Plan. In particular please approve the Americans with Disabilities Act (ADA) bridge and trails.

I live in Sorrento Oaks, a residential community for seniors at 800 Brommer, just a block away from the north entrance to the Santa Cruz Small Craft harbor. This is near the north end of the proposed Arana Gulch pedestrian/bicycle path and is very much in my neighborhood. This is an important project for all people living in this area. It would allow safe, sane, access for pedestrians and bicyclists to get from east side Santa Cruz, to Live Oak and Capitola. It would also allow people using wheelchairs access to one of the city's greenbelt systems. As things currently exist there is no safe, convenient, enjoyable, way for pedestrians, or bicyclists, to get to and from this part of Santa Cruz/Live Oak.

None of the four greenbelt parks have accessible trails. When the City of Santa Cruz completes the Arana Gulch pedestrian/ bike path it will be the ONLY wheelchair accessible trail in the city's greenbelt, an important way to include more of our population in enjoying the greenbelts.

While I personally am interested in a pedestrian/bike path in Arana Gulch—because I walk and ride a bicycle and live on Brommer--this will represent the only access into the greenbelt system for people using wheelchairs. Again, let's not exclude some of our population and let's make a system that is available and accessible for all.

Sincerely,

Thomas P. Onan

Thom Onan
800 Brommer St. #61
Santa Cruz, CA 95063
thomonan@cruzio.com
831-457-1109

Exhibit H

February 3, 2010

RECEIVED
FEB 0 8 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Mary T. Alsip
212 Linden Street
Santa Cruz, CA 95062
831 566 8930

Dan Carl, District Manager
California Coastal Commission
725 Front Street; Suite 300
Santa Cruz, CA 95060

Dear Dan Carl,

I am writing in SUPPORT of the <u>Arana Gulch Multi-use Paved Path.</u>

I am a member of the following cohorts:

- Santa Cruz native
- 40 year homeowner
- 50 year bikerider
- 20 year business owner in Corralitos
- 20 year Santa Cruz City Planner
- 13 year Railroad Brakeman
- Member Sunrise Rotary
- Mother, daughter, sister of so many bike riders

I have been waiting for this Broadway/Brommer connection for so many years I have lost count. It would be fabulous to make my first crossing over Arana Gulch on my bike instead of my wheelchair!!!

Please vote for the many instead of the few.

Thank you very much.

Sincerely Yours:

MTAlsip

Mary T. Alsip

Exhibit H

Susan Craig
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

February 4, 2010

RECEIVED

FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Brian Corser
114 Ladera Drive
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan

Dear Ms. Craig,
I am writing to you to express my support of the Arana Gulch Master Plan, including the multi-use path between Broadway and Brommer. This convenient path would allow me access to the Arana Gulch greenbelt and to Eastside destinations along the coast. It also helps to achieve all those good things that happen when people chose to get around by foot or bicycle - fewer cars on the road and less greenhouse gases. In addition, it will allow for access to City Greenbelt property by the elderly, disabled and young children.

Thank you for your time,

Brian Corser

Exhibit H

February 6, 2010

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FEB 08 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
Central Coast District Office
California Coastal commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing to urge the support of the Coastal Commission for the Arana Gulch Master Plan as submitted by the City of Santa Cruz, including the Multi-Use Trails included in that Plan.

The City's 68 acre property in Arana Gulch is a wonderful natural area entirely surrounded by urban development. The challenge is how best to preserve and protect what is wonderful about it while acknowledging that it is in the midst of a densely urbanized area -- a fact that calls for special efforts to minimize the harms and maximize the benefits of that location. The City's proposed Arana Gulch Master Plan (AGMP), the product of 15 years of very public deliberations, is an outstanding solution to preserving what is best about this natural area, to restoring and repairing some of the indignities it has suffered over more than a century, and to providing public access in a way that best protects the natural environment.

The AGMP would provide no access to the largest portion of the property, the wetland and riparian areas. It would provide 2 miles of trails in the other portions of the property, most of which would be existing dirt trails. Approximately 30% of the trails would be Multi-Use Trails, designed for handicapped access and suitable for wheelchairs, pedestrians with limited mobility, the elderly, and bicycles. Most importantly, these would be the trails that would have the most intensive use and are designed to take that higher level of use without wear, erosion, or constant need of repair. The AGMP would also close those existing trails that cross the most sensitive parts of the coastal prairie habitat (notably the only area with existing tarplant) or that today cause serious erosion problems. To effectively close those trails alternative trails must be provided that can take that traffic, and that is precisely what the Multi-Use Trails would do.

Most cases before your Commission involve a developer whose plans must be judged against the Commission's statutory mandates to preserve and protect the natural environment and to maximize public access. In this case there is no developer. Everyone in this case is trying to figure out the best way to protect and preserve a natural area in the midst of an urban area, while providing public access. The City has put forth an excellent plan to do just that. They should be congratulated for the years of effort, the great care they have put into this, and the excellent result of their efforts.

In particular, the City's AGMP is a superb environmental solution for both the problems and the potentials of this site:

- The Plan improves public access to the coast, along the coastal zone, and to the Arana Gulch property itself, in furtherance of the Coastal Act mandate to improve public access. Most importantly, it provides access to that portion of the public that is handicapped or otherwise mobility impaired – the first such access in any of the City's four greenbelt parks.
- The Plan provides that access in ways that best protect the natural area, by diverting public foot and bicycle traffic away from the most sensitive areas, and by providing for the most erosion-resistant surfaces in those places where the use will be the greatest. In short the Plan maximizes public access while minimizing the harm that might otherwise result from that access.
- The Plan encourages people to switch from short car trips to short pedestrian or bicycle trips along the coastal zone, which will result in a significant reduction in greenhouse gas emissions. This is a key step if the local governments and the Coastal Commission are to meet their state mandates and goals with respect to climate change.
- The Plan provides interpretive displays on its trails so that the public that gains access will also gain knowledge about the importance of wetland/riparian and coastal prairie habitats. This is an important opportunity to build the constituency for the conservation and restoration work that will need to be done in Arana Gulch and in the surrounding region.
- The Plan will make it possible for erosion control and wetland restoration work to proceed in Arana Gulch, which is plagued by excessive sedimentation. As the Arana Gulch Watershed Alliance has summed up: "The creek can't get cleaner until the Master Plan receives final approval."
- The Plan includes a key habitat restoration program, the Tarplant Adaptive Management Program, which will deal with the problem that threatens the tarplant and other native coastal prairie species: the problem of invasive species in general and non-native annual grasses in particular. If the Commission decided this case based solely on what was best for the tarplant, it would approve the Master Plan. As the US Fish and Wildlife Service concluded after studying this issue: "In summary,... implementation of the Santa Cruz Tarplant Adaptive Management Program is expected to benefit the Arana Gulch [tarplant] population through habitat enhancement and removal of non-native species."

What follows is a more detailed discussion of the key issues involved in this case:

Elderly and Handicapped Access

Public access is one of the most basic goals of the Coastal Act. Section 30001.5(c) of the Act states that goal succinctly: "Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone...." In the eyes of the law the public to be given access clearly does not exclude the elderly or the handicapped. "Public access" clearly includes access for the elderly and handicapped. "Public recreational opportunities" clearly includes recreational opportunities for the elderly and the handicapped.

The current situation with respect to access for the elderly and handicapped to natural areas in this area is poor. Arana Gulch is the smallest of four greenbelt parks owned by the City of Santa Cruz. (The other three are DeLaveaga, Pogonip, and Moore Creek.) None of the four greenbelt parks have any trails that are designed and designated for the handicapped or mobility-impaired, yet they have 20 miles of trails for the unimpaired.

The City of Santa Cruz has done the right thing by moving to improve this situation. In 2006 the City Council unanimously approved the AGMP, including some wheelchair-accessible trails. Specifically, the Master Plan provides for a paved Multi-use Trail connecting Broadway and Brommer Streets (aka the Canyon Trail and the Creek View Trail), as well as a short extension north to Agnes Street (the Arana Meadow Trail).

Under the Master Plan, elderly and handicapped would have convenient wheelchair-accessible access into the Arana Gulch greenbelt from four directions:

- From the West, at Broadway and Frederick, straight across a pedestrian bridge and out onto the coastal prairie portion of Arana Gulch.
- From the North, at Agnes Street.
- From the East, at Brommer and 7th Streets.
- And from the South, at the Yacht Harbor north parking lot.

All four of these entrances would be connected to each other by wheelchair-accessible Multi-use Trails, allowing thru trips to those who wished. The connection of Broadway to Brommer is particularly important, since Broadway and Frederick on the west side, and Brommer and 7th on the east side, provide relatively flat and easy access from large neighborhoods which include many elderly and handicapped (and many of the elderly do not drive). Broadway and Brommer themselves are broad streets with relatively moderate car traffic, generally flat terrain, well-marked bike lanes, and good sidewalks with curb-cuts.

For the elderly and handicapped the Multi-Use Trails would provide "access to the coast" (particularly to and thru the Yacht Harbor), "access along the coast" (particularly with the Multi-Use Trails connecting Broadway and Brommer), and "recreational opportunities in the coastal zone" (particularly the ability to get out into the natural area on their own power and enjoy the beauties of this natural setting, an opportunity many of them simply do not have today).

This is only a modest step toward handicapped-accessible trails in the City's greenbelt parks. With the full implementation of the Arana Gulch Master Plan, only about 30% of Arana Gulch trails, and only about 3% of all trails in all four greenbelts, would be wheelchair-accessible. But modest though it may be, it is a long-overdue step forward.

Section 30001.5(c) indicates that public access should be "consistent with sound resource conservation principles...." With the issuance of the US Fish and Wildlife Services Biological Opinion on the Multi-Use Trail, there can be no question that the proposed trails meet that test. (see "Tarplant and Natives vs. Non-Natives" below)

It is also noteworthy that the public access benefits of the Multi-Use Trails for the elderly and handicapped are perfectly synergistic with the climate change/alternative transportation benefits. First, with respect to design, a trail designed for wheelchair accessibility will have the gentle slopes, wide turns, and smooth surfaces necessary to also attract to biking those who now take a car on their short trips around town (see "Climate Change and Alternative Transportation" below). And second, with respect to funding, the state and federal transportation funds needed to build the Multi-Use Trails will not be available if these trails do not serve the larger transportation purposes of providing transportation across town and switching car trips to alternative means of transportation, and these funds also require handicapped accessibility. So the purposes of access for the elderly and handicapped on the one hand and climate change and alternative transportation on the other are inextricably bound up with each other – they cannot, in the real world, be separated.

For many of these reasons, the AGMP and its Multi-Use Trails are endorsed by the Santa Cruz County Commission on Disabilities, by the Santa Cruz County Seniors Commission, and by the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee.

Climate Change and Alternative Transportation

With the signing of Executive Order S-3-05 in 2005 and the enactment of AB 32 in 2006, the State of California has embarked on a major effort to reduce greenhouse gas (GHG) emissions – specifically to reduce GHGs to their 1990 levels by 2020. It is estimated that that will require a 30% reduction as compared to what emissions would have been in that year. By any measure, this will require major changes.

In particular, it will require major changes in the way we do transportation in California.

Nationally, about 32% of GHGs are from transportation. That makes the transportation sector the largest single emitter of GHG in our entire economy. But if we just look at California, transportation is still the largest emitter of GHG, but its share of the total jumps to 39%. So while transportation is the most urgent climate change problem nationally, it is even more so in California.

And if we look just at Santa Cruz, 51% of our GHGs come from transportation, and no other category comes close.* (The second biggest category, all of commercial and industrial combined, totals only 22%.) In Santa Cruz, most of our GHG reduction is going to have to come from transportation. The problem is in our garages.

And to add to the challenge: transportation is the only sector in Santa Cruz that has grown over the past dozen years (based on most recent data, 1996-2008). Over that period

* All data here for Santa Cruz are for the applicant, the City of Santa Cruz, but are generally similar for surrounding jurisdictions.

transportation in Santa Cruz has gone from emitting 34% of our GHG to emitting 51% of our GHG.

Both the Coastal Commission and the City of Santa Cruz have recognized their obligation to reduce GHGs and in particular to reduce GHGs from the transportation sector. Under state law they both have an obligation to do their part to meet the state's 2020 goal.

The Commission has rightly made climate change one of its leading issues, has made GHG reduction one of its major objectives, and has focused on the damage climate change and rising sea levels would do to our coasts. In making permit decisions it relies in significant part on Sec. 30253 of the Coastal Act: "New development shall... minimize energy consumption and vehicle miles traveled." And it has stated: "... the Commission must consider climate change, including global warming and potential sea level rise, through its planning, regulatory, and educational activities, and work to reduce greenhouse gas emissions and the detrimental impacts of global warming on our coast." (see www.coastal.ca.gov/climate/climatechange/whyinvolved.html)

The City of Santa Cruz has adopted its own GHG reduction goals, which roughly parallel the state requirement. It has determined that to meet those goals we must achieve most of our GHG reductions – 83% to be exact -- from the transportation sector. In short, we need dramatic reductions from the only sector that has been growing. That's a big turn-around and calls for big changes.

As with most problems, the key is to go after the low-hanging fruit first. Don't make this any harder than it has to be. USDOT surveys show that over 40% of all car trips are 3 miles or less (and in our community that percentage would be even higher), and those short trips produce the most GHG emissions (and other pollutants) per mile. It is the short car trips that are easiest to switch to an alternative. When we look at what our community could do that would most readily reduce GHG emissions, the answer is that we must convert as many of those short car trips as possible to non-carbon-producing modes of travel: biking, walking, etc.

How do we do that? People take their cars now on those short trips because we have spent lots of money over many decades to build the facilities that make it easier to take the car. If we now provide the facilities to walk or bike on those short trips, if we make it convenient, direct, and safe to take the bike or walk, then people will also respond to that.

In Santa Cruz County a substantial disproportion of those short car trips occur in our most populous urbanized area, which is Santa Cruz/Live Oak/Capitola. The Arana Gulch Master Plan proposes exactly the kind of facility best suited to entice ordinary folks in this urbanized area to leave the car in the garage for some of those around-town trips. Right across the middle of that urbanized area run Broadway and Brommer Streets. Between them in the middle is a half-mile gap that is Arana Gulch. The Arana Gulch Master Plan proposes to connect those two streets with a Multi-Use Trail that would

THE SANTA CRUZ - LIVE OAK - CAPITOLA URBANIZED AREA

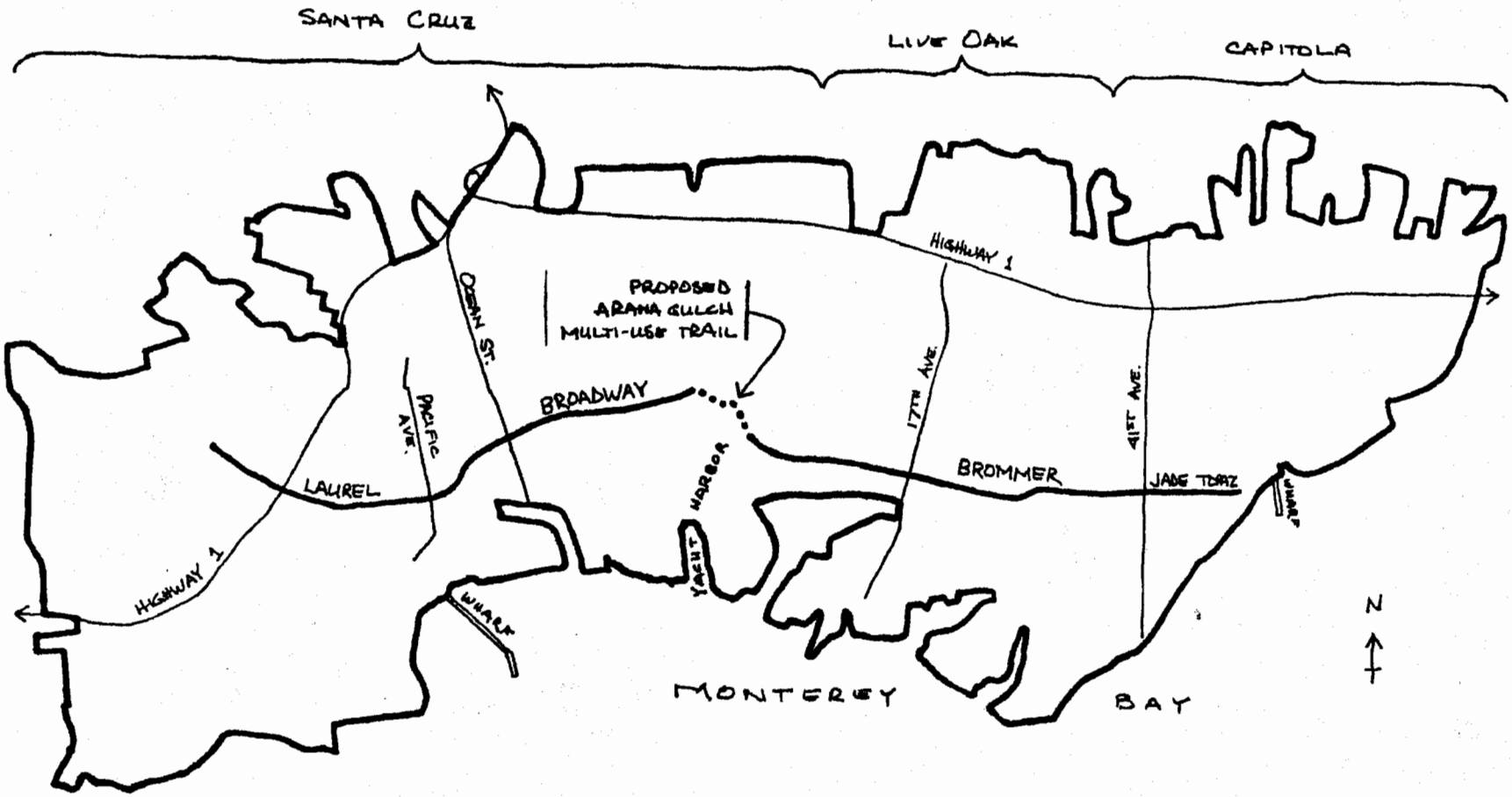

Exhibit H

be available to bikes, pedestrians, and handicapped, but not to motor vehicles. That would instantly turn Broadway and Brommer into the first route across our urbanized area that is a thru route for bikes and pedestrians, but not for cars. (Both Broadway and Brommer are already well-equipped with bike lanes, sidewalks, and curb-cuts.) That in turn would give ordinary folks, doing ordinary errands, a safe, direct, and pleasant way to do those errands while leaving the car in the garage. Key is that they wouldn't have to compete with the heavy motor traffic that would be on that route if it were also a thru route for cars – it would be far less intimidating and more pleasant than, for example, Soquel Avenue.

Experience in other communities has shown that this kind of change can convince many people who now would not venture to do errands or commute on foot or on a bike to do so. For example, surveys repeatedly show that when people are asked why they take their car on a short trip rather than a bike, they most frequently answer that they are concerned about the amount of car traffic on congested streets. Consider our Santa Cruz-Live Oak-Capitola urbanized area -- it is about 6 miles long west-to-east and about 2 miles wide north-to-south. Dividing it in half north-to-south is Arana Gulch and the Yacht Harbor. Across that middle there are only three paved east-west routes: Highway 1, Soquel Avenue, and Murray/Eaton. Pedestrians and bikes are prohibited on Highway 1, and both Soquel and Murray/Eaton are narrow and congested with heavy car traffic – exactly the kind of route that those we are trying to win over to non-car trips are reluctant to use.* And in any event, those willing to use those routes already do so – if we are to reduce GHG emissions from where they are today we will have to win over those who are not now willing to take those routes except in their car.

The Multi-Use Trail connecting Broadway and Brommer would create a fourth thru route across the middle of our urbanized area, but only for pedestrians, bikes, and the handicapped, not for cars. This key facility, lengthwise across the middle of our largest urbanized area, has the potential to significantly reduce GHG emitted by our community. It's not going to achieve all the GHG reductions we need by itself – it will take everything we can think of to make reductions that big. But the Arana Multi-Use Trail is exactly the kind of relatively low-cost facility we need if we are to have a chance of significantly slowing global warming.

And because it would be so well suited, and so well located, for the purpose of converting those short car trips, it is one of the best bike and pedestrian transportation projects we could provide in our community for the purpose of reducing GHG. At the 2006 Santa Cruz City Council hearing on the AGMP, the Executive Director of the Santa Cruz

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* The City has plans to improve the Murray Street Bridge and the County has plans to improve Eaton Street, but in both cases it is unclear how many years that will take. And in any event, there are no plans to widen Murray Street itself nor its continuation as East Cliff Drive, site of a recent cycling fatality. Some have also claimed that a completely new route could be created around the north end of the Harbor and up the cliffs at the back of Frederick Street Park (site of a wooden staircase today). However, the Port District has opposed this route on grounds of public safety and congestion, and has made clear that it would not make its land available for this purpose. (In contrast, it has said it would make land available for the route proposed by the City in its AGMP.) The Frederick Street Park alternative therefore simply cannot happen. Those who propose it are giving away somebody else's land.

County Regional Transportation Commission described the Multi-Use Trail connecting Broadway and Brommer as "the most critical bike and pedestrian path project in this county for this region." What makes it so significant from a global warming perspective is that it doesn't just encourage biking and walking; it encourages biking and walking to replace what would have been a car trip. In the words of the Coastal Act, it reduces vehicle miles traveled.

This is where we determine whether we are serious about climate change, or just paying lip service to it. If we cannot bring ourselves to take even this relatively modest step toward changing the way we do things in order to deal with climate change, how do we expect to be able to make the much larger changes that will be necessary? Having failed to make this relatively small change, how will we ask others to make the large changes that must be made?

Increasing Public Access While Reducing Wear and Tear

At present there is dirt trail access from a small neighborhood to the north (at Agnes Street) and from the south (at the Harbor's north parking lot. Relatively few people can access the Arana Gulch greenbelt. Nevertheless, because the trails are improvised and dirt, even this minimal public access sometimes causes damage. Trails sometimes go down steep slopes, resulting in rutting and erosion. They sometimes go right through the area where tarplant grows.

A natural area surrounded by urbanized development will never be untouched, and it should not be left to whatever happens. Access will happen – we need to provide enough structure with that access to prevent wear and tear.

The AGMP would both increase public access and reduce the damage that can result from access. The increased access would be mainly from the east and west. This would be a significant improvement for those in the Live Oak area to the east, and would provide access for the first time ever to those living to the west, as well as to those to the east who are mobility impaired. The east and west entrances to Arana Gulch would immediately become the most popular.

Both the area to the west (the Broadway/Frederick/Seabright neighborhood) and the area to the east (the Brommer/7th Avenue neighborhood) have an unusually large proportion of elderly or mobility impaired residents, some of whom no longer drive. The delight they would take in being able to go out into the middle of this beautiful natural area would be considerable.

The AGMP is designed to manage this increased access with a trail system that can handle the greater use where it would occur, with the Multi-Use Trails, and to provide dirt trails where the demand would be less. Trails that today have rutting and erosion problems, or that go through the tarplant area, would be closed, and the Multi-Use Trail would be provided for those who would have otherwise used those more damaging trails.

About 1.4 miles of the trails in the AGMP would be dirt walking trails, and about 6/10ths of a mile would be Multi-Use Trails. No trails would enter any wetland area.

The Multi-Use Trails would prevent erosion in the higher-use areas by being of an all-weather design and by out-sloping, in order to preserve natural sheet flow. Their durability would obviate the need for periodically sending in construction equipment to do repairs.

Arana Gulch today gets enough use that it shows some signs of abuse. We can and should increase public use and appreciation of this beautiful natural setting, while reducing the chances of abuse. That is exactly what the AGMP would do.

The Coastal Commission's statutory mandate is to both increase public access and to preserve and protect the natural setting. Sometimes those two are in conflict. Because Arana Gulch is already surrounded by urban development and gets enough use and abuse to suffer some harm, we have the opportunity and the obligation here to accomplish both of the Commission's mandates, to increase public access while reducing harm. That is what the AGMP does.

Erosion Control, Wetland Restoration, and Water Quality

The Arana Gulch watershed is about four and a half miles long, flowing north to south, and just over a mile wide. It includes the Yacht Harbor in the south, the relatively less developed area along Paul Sweet Road to the north, Dominican Hospital and the Soquel Ave/Highway 1 interchange in the east, and the Morrissey Blvd/Highway 1 interchange in the west. Virtually all runoff for that area flows down Arana Gulch Creek, through the wetlands and riparian area of the City's Arana Gulch property, and then into the Yacht Harbor and the Bay. The upper half of the watershed is less developed, the lower half more so. The water quality issues here include the usual mix of urban runoff pollution (motor oils, brake linings, lawn fertilizer, etc), but the biggest problem has been and remains sediment load.

As Arana Gulch Creek passes under Capitola Rd near the intersection of Capitola and Soquel Avenue, it emerges into the wetland/riparian area (technically designated Emergent Wetland and Riparian Scrub/Woodland) of the City's Arana Gulch property. This wetland/riparian area is 34.5 acres, larger than any other habitat type on the City's Arana Gulch property, and it serves as the filter and kidney through which all Arana Gulch Creek water flows before it enters the Harbor and the Bay. This is where some of the sediment load gets settled out, where some of the toxics and metals settle out, and where some of the oxygen demand from fertilizers and other sources is resolved – all before that water hits the Harbor and the Bay. How well this wetland/riparian area functions is key to the water quality of the Harbor and the water that flows from the Harbor into the Bay.

The City purchased the Arana Gulch property in 1994. The wetland/riparian portion of it had by that time absorbed a lot of abuses over more than a century of development in the

watershed: logging activity, farming, construction, paving, motor vehicle traffic, etc. The wetland/riparian area had absorbed in particular a considerable amount of sediment, to the point where the area had diminished ability to continue absorbing more, and in high water situations had in fact become a significant sediment source.

Despite the fact that the City does not control much of the upper half of the watershed, it has taken a number of important steps to improve Arana Gulch water quality. Some key examples:

- The Silt Retention Basin. Much of the Arana Gulch sediment load comes from upstream of Highway 1. Where Arana Gulch Creek emerges from under Highway 1 there is a wider concrete basin before the Creek enters a narrower concrete channel around the back of Harbor High. That basin collects sediment that flows down the Creek, but once the basin is full of sediment it stops functioning as a collector, and additional sediment just passes on downstream. No one was cleaning sediment out of the basin, so it was full all the time. Multiple jurisdictions were involved, and none were willing to step up and take the lead on addressing the problem. About 5 years ago the City pulled the various players together and organized an annual cleanout, every Fall. The City, the County, Caltrans, the Santa Cruz schools, the Harbor, and the Arana Gulch Watershed Alliance all do their part. The result is a reduction in sediment load coming down the Creek.
- The Disc Golf Course Project. One of the significant contributors to sediment load in Arana Gulch Creek was on City property in the NE corner of DeLaveaga Park: the disc golf course parking lot and the steep ravines into which it drained. The City stepped up and had the entire area redesigned for erosion control, paving the parking lot, creating settling ponds for runoff above and below the parking lot, and doing erosion control work leading into the gullies. The project was completed in 2008, and the result is a reduction in sediment load in Arana Gulch Creek. Project cost was about $200,000, most of it state funds applied for and won by the City and funneled to the City through the county-wide Integrated Watershed Restoration Program (IWRP).
- The Shooting Range. Located along the eastern edge of DeLaveaga Park, the shooting range generated both toxics/heavy metals and sediment in its runoff into Arana Gulch Creek. The City closed the range, completely dismantled the facility, cleaned up the area, and did extensive sediment reduction work. The project was completed in 2008, and the result is a reduction in toxics/metals pollution and sediment load. Project cost was approximately $600,000.

The City has attempted to continue these kinds of improvements to Arana Gulch water quality. Another problem within the City's control is a badly eroded gully on the City's Arana Gulch property, where storm water from the end of Agnes Street flows down to Arana Gulch Creek and the wetland/riparian area, digging a gully as it goes and then carrying a significant sediment load into the Creek and the wetland/riparian area. The City has applied for state funds to correct this problem, again through the IWRP.

The largest sediment problem within both the watershed and the City's jurisdiction is the condition of the Arana Gulch wetland/riparian area itself. As stated above, it has absorbed a lot of sediment over more than a century. As a result, sediment deposits are very high in the wetland/riparian area, and in times of high water flows the banks cut into those thick deposits are scoured. Thus the wetland adds to sediment load, rather than reduces it. This situation is now one of the two largest sources of sediment in the entire watershed (the other is on private property in the upper watershed, outside the City's jurisdiction).

Excessive sediment in the wetland, and the resulting bank-cutting and head-cutting, are inherently more complex problems to solve – great care has to be taken to devise a form of wetland restoration that improves the situation, rather than makes it worse. There is also a complex question of whether the Harbor's culverts, through which the Creek flows from the wetland into the Harbor, should be altered in some way to improve the functioning of the wetland. Taken all together, what is called for is a very well thought out wetland restoration effort. The AGMP rightly states that the first step would be serious study by environmental scientists in conjunction with the City and the Harbor and others, all of which will cost significant money.

But the unfortunate fact is that both the Agnes Street erosion control project and the wetland/riparian restoration study are not happening and are not going to happen so long as the Arana Gulch Master Plan is unresolved. The City has formally committed to both projects in the AGMP. Even prior to a final decision on the AGMP, they have gone ahead and tried to get funding for the Agnes Street project, only to be turned down. As they search for various funding possibilities for these projects, they are competing with other projects all over the state, projects for which all planning work has been completed and all planning issues are settled. With the final decision on the Arana Gulch Master Plan still hanging in the balance, funding organizations are reluctant to commit funds to these projects, especially when there are so many other projects around the state that have all their planning work finalized. It is, for example, highly unlikely that Caltrans would commit mitigation money to these projects so long as the Master Plan is unresolved.

It has become unfortunately clear that until the AGMP is approved, the City will be unable to continue its drive to improve Arana Gulch water quality and to begin work on restoration of the wetlands/riparian area. As Roberta Haver of the Arana Gulch Watershed Alliance recently put it, "The creek can't get cleaner until the Master Plan receives final approval." (Letter to the Commission, August 31, 2009)

It should also be noted that there is another constituency for improving water quality in general, and for reducing sediment load in particular, in Arana Gulch Creek: the steelhead. Arana Gulch Creek, small and impacted though it may be, has an ocean-run steelhead population. That population has already benefited from the water quality improvements described above, and from a fish ladder project completed just upstream of Soquel Avenue by the Arana Gulch Watershed Alliance. The greatest remaining impediment, however, to further steelhead recovery is the still-high levels of sediment in the creek, sediment that significantly impairs steelhead reproduction. Completion of

measures to further reduce the sediment load are the most important step that could be taken to further recovery of steelhead in the Arana Gulch watershed.

For many of these reasons, those most involved in water quality issues in Arana Gulch and in the Bay have endorsed the AGMP: Save Our Shores, the Arana Gulch Watershed Alliance, the Santa Cruz Port District, and Dan Haifley, Executive Director of O'Neill Sea Odyssey.

Tarplant and Natives vs. Non-Natives

No topic in the Arana Gulch debate has been more misrepresented than the issue of the Santa Cruz tarplant, *Holocarpha macradenia.*

Arana Gulch has one of 12 native populations (20 total populations) that exist in the central coast/bay area region of California. The twelve native populations extend in an arc from just north of the City of Santa Cruz to just south of Watsonville. The most prolific of these populations is at Watsonville Airport.

The tarplant was designated as threatened in 2000 by the US Fish and Wildlife Service, which therefore, in 2002, also designated critical habitat for the tarplant. Thus the City's Arana Gulch property became one of a number of areas designated as critical habitat for the tarplant. It should be understood, however, that such designation is a broad-brush action. In reality, the majority of the Arana Gulch property is not even a suitable habitat type for the tarplant. At present, only about one acre out of the 68 acres at Arana Gulch has existing tarplant. Even at its most extensive in the span of its known history, the tarplant occupied only about 5 acres out of the 68 acres.

It should not therefore come as a surprise that the City has been able to design Multi-Use Trails that avoid all existing tarplant. In fact, the Multi-Use Trails as proposed in the AGMP never come within 400 feet of any existing tarplant.

That is not to say, however, that the tarplant faces no threat. The tarplant at Arana Gulch have, in fact, been in decline for most of the past two decades. Understanding why that is so will explain what is threatening the tarplant and what needs to be done to restore it to its former vitality.

Tarplant are late bloomers. They sprout in late spring, sending out a few basal leaves that stay close to the ground in April and May. In June and July they send up a short stalk and bloom. In their natural environment they grew among native perennial bunchgrasses, such as purple needlegrass. These native bunchgrasses left spaces where tarplant could grow without being smothered by an overburden of earlier-growing grass thatch. In the 19th century, however, a flood of non-native grasses invaded California's grasslands, to the point where today very few of our remaining grasslands are dominated by native grasses. Particularly non-native annual grasses, with fast early growth, out-competed the native perennial grasses and came to dominate. These non-native grasses produced in early spring a thick growth that by late spring bent over and created a thick thatch that

smothered everything below, including the still-close-to-the-ground tarplant. The only places where tarplant survived were where another non-native was introduced: the white man's grazers (cattle, sheep, etc). These grazers ate enough of the spring growth of the non-native grasses that the tarplant got a reprieve from the disastrous effects of these non-native grasses.

That was the case at Arana Gulch. Until 1988 Arana Gulch was heavily grazed by cattle, and the tarplant prospered because the cattle kept the non-native grasses in check. However, the cattle were then removed, and the tarplant went into decline. By 1995 (just after the City acquired the land) there were virtually no tarplant left at Arana Gulch. Local biologists specializing in coastal prairie habitat urged the City to take immediate action or lose the tarplant entirely. The City agreed, but was a bit surprised by the biologists' recommended action: they wanted the tarplant areas set upon by a bulldozer that would scrape all vegetation away and leave only bare dirt. That was done, and the tarplant promptly came back with over 7000 plants. Because that overburden of non-native grasses had been removed, the tarplant could again grow. The tarplant can survive even a bulldozer, but it cannot survive the non-native annual grasses left unchecked. As one of the local biologists has put it: "The worst thing you can do for the tarplant is nothing." Tarplant habitat has to be managed to keep the non-native annual grasses in check.

It is only because the City took urgent action and sent in the bulldozer that there are now tarplant to argue about at Arana Gulch.

What is not a threat to the tarplant is a Multi-Use Trail 400 feet away. Under Section 7 of the Endangered Species Act (16 USC Sec. 1536(a)), the US Fish and Wildlife Service is tasked with reviewing and judging whether any project receiving federal funds would be detrimental to any endangered or threatened species. In this case, the Multi-Use Trails would be built in large part with federal transportation funds, here funneled through Caltrans. The statute specifies quite exactly the test Fish and Wildlife must apply to the proposed project. That test is that the project "is not likely to jeopardize the continued existence of a listed species or result in destruction or adverse modification of habitat of such species...." In short, the Service must make a scientific determination either that the project <u>is likely</u> or <u>is not likely</u> to jeopardize the existence of the species, and also must determine whether the project <u>is likely</u> or <u>is not likely</u> to adversely modify its habitat.

US Fish and Wildlife was asked in 2006 by Caltrans to undertake that assessment, and they completed their study and issued their conclusions in a formal Biological Opinion in September of 2008. On both questions the Fish and Wildlife Service made the legal finding that the project <u>is not likely</u> to harm the tarplant or its habitat. "It is our biological opinion that Caltrans' proposed funding of this activity is not likely to jeopardize the continued existence of the Santa Cruz tarplant or adversely modify its critical habitat." (Biological Opinion, September 15, 2008, at 13) In addition, US Fish and Wildlife went beyond that and concluded: "In summary, ... the proposed trail alignment avoids all known Santa Cruz tarplant colonies within the project area... [and] implementation of the Santa Cruz Tarplant Adaptive Management Program is expected to

benefit the Arana Gulch [tarplant] population through habitat enhancement and removal of non-native species." (at 12)

The City has included in its AGMP the Santa Cruz Tarplant Adaptive Management Program, and approval and implementation of the AGMP makes the Management Program a binding commitment by the City.* It is primarily a program to solve the problem of non-native grasses smothering the tarplant. It would set up a panel of biological experts, including outside experts from such organizations as US Fish and Wildlife Service, California Department of Fish and Game, and the University of California, to guide the City's efforts to deal with the non-natives threatening the tarplant.

Because of the historical experience at Arana Gulch, as well as more recent experience at Moore Creek, the City now prefers beginning their Tarplant Management effort with grazing. That is an approach that holds a great deal of promise and is an excellent choice. It is, however, not the only option for removing that overburden of non-native grasses. There are in fact many other options. For example, the place where tarplant is most successful today is the Watsonville Airport, where there is a precisely scheduled program of mowing. Their program is that they mow three times per year, the first in mid-April and the last in late May. The result has been a dramatic expansion of Santa Cruz tarplant at the airport – to the point where in recent years it has varied from year to year based on weather (as is the norm for tarplant) anywhere from 40,000 plants per year to 27 million plants per year. A local biologist has taken to referring to Watsonville Airport as "the tarplant farm."

The point here is that there is every reason to expect that an effective program to remove non-native grass overburden will be successful at restoring the tarplant at Arana Gulch. It has worked at other locations. Which of various methods to use for removing that overburden would be (and should be) determined on an ongoing basis by biological experts, based on whatever is working best given the peculiarities of location, timing, and weather. For that reason, the most important feature of the proposed program is that it is adaptive. An adaptive program has the expertise to adjust the method and timing of the overburden removal to best fit the location, the year, and the weather, based on scientifically observed results.

It is because it is so clearly understood that the overburden of non-native grasses is the problem, and that removing that over-burden is the solution, that the US Fish and Wildlife Service can be so optimistic that approving the AGMP, including its Tarplant Adaptive Management Program, "... is expected to benefit the Arana Gulch [tarplant] population through habitat enhancement...."

The City has been operating at Arana Gulch in recent years under an Interim Management Plan. As a consequence there has been only minimal and inconsistent mowing of the tarplant area and no adaptive component or panel of biological experts directing the program. This has been good enough to keep the tarplant alive at Arana

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* See CEQA Findings of Fact and Statement of Overriding Considerations of the City Council of the City of Santa Cruz, July 11, 2006, p. 7, "Legal Effects of Findings"

Gulch, but not enough to lift it above a slow decline. The AGMP's Tarplant Adaptive Management Program, in contrast, would provide an intensive and consistent program to remove the overburden on non-native grasses, and would have the expertise to adapt the methods as needed to assure effectiveness. It would accomplish the reinvigoration and continued vitality of the tarplant at Arana Gulch.

Kris Houser, Secretary to the Santa Cruz Chapter of the California Native Plant Society, recently wrote the Commission (January 12, 2010):

> "Currently, the tarplant population is admittedly faring poorly and in need of better management. The "made paths" that currently bisect the park are probably more dangerous to the tarplant than the bike path would be, especially if the project includes fencing for some of the tarplant area. With the help of CNPS, I think the City's bicycle path project is potentially good both for cross-town bicyclists and for the *Holocarpha macradenia* population at Arana Gulch. I say "Vote Yes" on the Arana Gulch bike path project.

With the US Fish and Wildlife Service's Biological Opinion, the facts are in and the science is clear. We should base this decision on the facts and on the science, not on fear, hysteria, and misinformation. Anyone who remains opposed to the AGMP on grounds of the tarplant or tarplant habitat has not read and understood the Biological Opinion.

If the Commission were to decide this case based solely on what would be best for the tarplant, it would approve the application. No one can argue that the Tarplant Adaptive Management Program would not be substantially better for the tarplant than a continuation of the Interim Management Plan would be. And unless the AGMP is approved and implemented, the Interim Management Plan will continue to be what applies. This is a choice between better and worse. It is not complicated.

Interpretive Opportunity

Laura J. Kasa, Executive Director of Save Our Shores, in her letter (November 19, 2009) to the Commission in support of the AGMP, makes an important point:

> ...under the Plan the public would have the benefit of interpretive displays that would explain the important function healthy wetlands play in cleaning and clearing the water that flows through them. We believe this can be an important opportunity to build a constituency for preserving and restoring not only this wetland, but also wetlands in general.

She also describes her organization as an "awareness, advocacy, and citizen action" group. Clearly as an advocate for wetland preservation and restoration she knows the value of using interpretive displays to raise public awareness and to create citizen action on behalf of environmental purposes.

The AGMP provides interpretive displays* on its trails, including the Arana Meadows Multi-Use Trail, the Canyon Multi-Use Trail, and the Marsh Vista Trail. The first would

* These displays would be placed low to the ground, so that they would not obstruct or mar the view.

educate the public about the Coastal Prairie habitat, which is still an important part of the central coast in such areas as just north of Santa Cruz. The second would educate the public about the riparian habitat, strips of which still cross even the developed coastal benchlands. And the third would offer a view into the wetlands from just outside those wetlands and would educate the public about the value and function of wetlands.

All these habitat types need public support for their protection and restoration. The increased public access at Arana Gulch, made possible by the AGMP and its Multi-Use Trails, creates an excellent opportunity – a teachable moment – in which the public can not only see and admire the habitat, but learn about it, its importance, its function, the threats to it, and what can be done to protect and preserve it. This can build public support for good environmental practices all along the coast, and it is an opportunity we should not miss.

Precedent and ESHA

The Coastal Act defines Environmentally Sensitive Habitat Area (ESHA) and allows activities in an ESHA if they meet two clearly specified tests:

> **Sec. 30240(a).** Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

So the two tests for any activity in ESHA are (1) it must not significantly disrupt habitat values, and (2) it must be a resource-dependent use.

Arana Gulch is an ESHA with respect to wetlands, with respect to riparian areas, and with respect to tarplant. The first two do not present significant issues here. The proposed trails avoid all wetlands, both emergent and seasonal, and in fact the AGMP would close all ad hoc trails now in wetland areas. And no trails would adversely affect riparian areas:

- The pedestrian bridge at Hagemann Gulch goes over the riparian habitat but does not touch it, having no abutments or supports into the canyon below.
- The Marsh Vista Trail, an earthen pedestrian trail, skirts the edge of the riparian area of Arana Creek, and is mostly a trail that exists today.

Clearly there is no "significant disruption of habitat values" with respect to either wetland habitat or riparian habitat.

The tarplant habitat was earlier a subject of concern as to whether there would be possible harms. As discussed above (see "Tarplant and Natives vs. Non-Natives"), the existing tarplant areas cover about one acre, and historically tarplant areas covered at their greatest known extent about 5 acres. The Multi-Use Trails avoid all existing tarplant areas by at least 400 feet. Further, the Multi-Use Trail connecting Broadway and Brommer avoids all known historic tarplant areas.*

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* The Arana Meadows Trail goes through a small historic tarplant area that no longer grows tarplant (Area C), but does so on the alignment of an old ranch dirt road that clearly prevented growth of tarplant on that alignment.

Furthermore, there are today several ad hoc dirt trails that go through the existing tarplant area. Under the AGMP these trails would all be closed and restored to their natural condition. In the grazing plan associated with the Tarplant Adaptive Management Program, they would be fenced off as well.

Most fundamentally, however, the US Fish and Wildlife Service's Biological Opinion fully addressed the issue of impact on tarplant habitat. Speaking of the Multi-Use Trails, Fish and Wildlife concluded that the "funding of this activity is not likely to... adversely modify [the tarplant's] critical habitat." (Biological Opinion at 13) And they went beyond that to conclude, "We anticipate that the Santa Cruz Tarplant Adaptive Management Program will benefit the PCEs for Santa Cruz tarplant critical habitat within the Arana Gulch open space." (at 12) "PCEs" are the Primary Constituent Elements of a species' habitat. The US Fish and Wildlife Service has therefore concluded that the AGMP, with its Tarplant Adaptive Management Program, will benefit, not harm, the tarplant habitat.

The US Fish and Wildlife Service's Biological Opinion has thus settled the question of whether the proposed trails would result in "significant disruption of habitat values" of the tarplant ESHA.

That leaves only the second test: whether the proposed activity in an ESHA is resource-dependent. As noted above (see "Interpretive Opportunity") the trails at issue would serve an important interpretive function. The public, given new access to Arana Gulch, would encounter interpretive displays that used the opportunity of the wetland or coastal prairie or riparian habitat to educate about those habitats, how they functioned, the threats to them, and how they could be protected. This is clearly a use that is both important and resource-dependent.

The Coastal Commission has often approved similar uses within ESHA making exactly these findings: that the proposed use would not cause "significant disruption of habitat values" and that the use was "resource-dependent." Here are three examples, in order of proximity:

- **Sand City Bike Path (Application N. 3-97-062)** A 12-foot wide paved bike path, nearly a mile long, was proposed through the Monterey Bay dune system at Sand City, an area that is an ESHA. The staff report noted the value of this bicycle access based on the fact that it would provide the public with the opportunity to learn about the Monterey Bay dune habitat. The Commission approved the application unanimously.
- **Monterey Dune Public Access and Restoration Project (Application 3-00-092)** A 14-foot wide paved recreation trail, approximately three-quarters of a mile long, was proposed through Coastal Dunes habitat, which is an ESHA. Among other things, the area was a nesting habitat for the federally threatened Western Snowy Plover, and the project involved impacts to the endangered Smith's Blue Butterfly serious enough that the US Fish and Wildlife Service had to issue a Section 10 Incidental Take permit. The Commission staff report recommended approval: "On balance, the proposed project would further the

public access and habitat enhancement goals of the Coastal Act by maximizing public access to and along the coast, which better addresses conflicts with sensitive species and habitats, and restoring a substantial area of coastal dunes." The staff report further noted that "... the access component of the project provides an additional habitat protection benefit by bringing the public to a restored dune habitat area for appreciation and interpretation of the resource." The Commission approved the application.

- **Morro Bay Harborwalk/Dune Restoration Project (Application 3-05-071)** A 12-foot wide paved bike path, plus an 8-foot wide pedestrian boardwalk and a roadway realignment, were proposed through coastal dunes. The area was habitat for the Morro Shoulderband Snail, was designated by the US Fish and Wildlife Service as critical habitat for the Western Snowy Plover, and was ESHA. The Commission staff report noted that "reducing roadway widths," cutting the width of the bike path in half, "and elimination or reduction in the visual and physical separation between the various travel lane segments could all but eliminate dune impacts, and was initially suggested by Commission staff as a viable alternative. However, it would not accomplish project goals of enhancing and managing public access by creating a safe, dedicated non-motorized transportation alternative to important and popular recreational destination points." The Commission approved the application with the full 12-foot wide paved bike path.

The AGMP clearly meets the two relevant tests -- does not significantly disrupt habitat values and is resource-dependent – and is consistent with Commission precedent.

In Sum

The proposed Arana Gulch Master Plan

- increases public access to and along the coast, and does so particularly for the elderly and handicapped,
- is an important part of the efforts of the City, the State, and the Commission to meet their responsibilities to reduce greenhouse gas emissions, and
- meets or exceeds the Commission's standards for protection of sensitive habitats, and in fact would result in restoration of and benefit to the coastal prairie and wetland habitats.

The Commission should approve the AGMP as submitted by the City of Santa Cruz, including the Multi-Use Trails which are part of it.

Yours truly,

Paul Schoellhamer
250 Old Adobe Road
Watsonville, CA 95076

County of Santa Cruz

SENIORS COMMISSION

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HAL ANJO, CHAIR

RECEIVED

JAN 13 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

January 12, 2010

Mr. Don Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

I writing on behalf of the Seniors Commission of Santa Cruz County to request that the Coastal Commission approve the Arana Gulch Master Plan submitted by the City of Santa Cruz.

The Seniors Commission is an advisory group to the Santa Cruz County Board of Supervisors. Representation covers all five of the Supervisors' districts. The Commission is charged with the responsibility for keeping abreast of the status of the County's seniors in terms of access to essential services such as housing, transportation and the general quality of life.

The Commission has heard from proponents of the plan and has reviewed the plan as proposed. Several commissioners also visited the site and reported back on their observations.

The Seniors Commission encourages open access for seniors and the disabled. The Arana Gulch plan will provide a paved path with adjusted elevations for persons who have problems with mobility or stamina. The path is located in a section of Arana Gulch that minimizes impact on the overall area and at the same time allows all to enjoy access to the open space. Our review of other documents indicate that the impact of the paved path is at best minimal will prevent erosion and runoff all the while providing a stable surface for walking, wheelchairs and bicycles.

Please accept this letter as testimony on behalf of the plan. Thank you for your consideration.

Sincerely,

Hal Anjo
Chair, Santa Cruz County Seniors Commission

Exhibit H

Edward J. Davidson
e-davidson@SBCglobal.net

200 Button Street #15
Santa Cruz, CA 95060
Tel/fax 831 423-9294

RECEIVED
JAN 0 5 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

BROADWAY BROMMER BIKE PATH AND
ARANA GULCH RESOURCES MANAGEMENT PLAN

December 24, 2009

Honorable Coastal Commissioners:

I attended the 1974 Coastal Commission Hearing when a permit for a 4-lane connection between Broadway and Brommer Streets was denied. I was part of the organized opposition to the 4-lane thoroughfare through two quiet residential neighborhoods. The Commission recommended that the right-of-way be retained for a bicycle path. Now, thirty-five years later, the Commission has the opportunity to implement that policy.

I have attached my 2006 written testimony to the Santa Cruz City Council that gives some of the history and analysis of issues associated with the current Coastal Permit application. As part of the Public Hearing record, it may have helped the City successfully defeat the challenges at the Superior and Appellate Courts. The CEQA challenges centered on the alternative locations for the bike (multipurpose) path, and habitat protection issues associated with the Santa Cruz Tarplant. Under the Coastal Act, these issues relate to policies in Chapter 7, Section 30604(b) regarding conformity with the certified LCP, and Chapter 3, Section 30240 regarding protection of ESHA's against significant habitat disruption. It can be assumed that facilities that enhance the coastal access and recreational policies of Chapter 3 are not at issue.

Early in the 1980's, the County adopted a master plan for bicycle routes that includes the Broadway-Brommer Connection. The City included the routes from the County's Master Plan into their Recreational Trails Map within the Parks and Recreation Element of the 1985 General Plan and certified LCP. Any action to eliminate the B-B connection would require amending the General Plan and Local Coastal Program.

The adopted route is considered "user-friendly" due to the light automobile traffic of the two collector streets, each ending in T-intersections. The route continues west to Laurel Street with connections to Bay Street and the UCSC campus. The east end of Brommer Street at 41st Ave. has bicycle route connections to Capitola Village and Park Ave., toward Seacliff and Aptos neighborhoods.

The alternative Soquel Ave. route is not recommended for the casual bicyclist. The heavy traffic between Morrissey Blvd, where Soquel Ave. merges with Water St., and the divergence of Capitola Rd. is funneled into a narrow right-of-way. There is not enough width to allow left-turn pockets at Trevethan. Hagemann, or Park Aves. Several bus routes use this half-mile stretch without bus stop pullouts, blocking the bike lanes.

An alternate for the B-B connection has been proposed using the Upper Harbor. The Port District has strongly opposed mixing bicycle, automobile and boat trailer traffic. There is also a Coastal Act problem of building a ramp up the bluff to Fredrick Street Park.

ISTEA, the Interstate Surface Transportation Act of 1996, required 10% of the funds be used for "enhancement" projects such as bicycle paths. Our Regional Transportation Commission chose the Broadway-Brommer bike path as the county's top priority for the Federal funds. An eight-year delay in project approval resulted from complications with its EIR and a parallel EIR for the Arana Gulch resources management plan. Coastal Staff had recommended study of the resources after the 1994 Arana Gulch greenbelt purchase.

A ten-year delay from the Arana Gulch purchase to preparation of the resource management plan resulted from the desire for the Santa Cruz Tarplant to be listed under the Endangered Species Act. A proposed listing in the 70's was denied due to uncertainty of its status as a separate species. Recognized as a distinct species in the 90's, it was listed in 1999 as a threatened, not endangered, species. The plant ranges from Scotts Valley to Santa Cruz to Watsonville to north Monterey County. About 3000 acres were mapped as protected areas excepting the 15-foot wide Broadway-Brommer bike path. Because the bike path was approved for Federal funding, its inclusion would have necessitated an Economic Impact Report covering all 3000 acres. Analysis of the complex agricultural, industrial, and residential economic issues in the Watsonville area would have delayed the listing to beyond the sympathetic Clinton administration.

Bike path opponents assert that the path would conflict with Coastal Act Sect. 30240 regarding ESHA's by disrupting the Tarplant habitat. I do not believe the Arana Gulch greenbelt property falls within the Coastal Act definition of "Environmentally sensitive area" (Section 30107.5). The definition requires a plant or its habitat to be either rare or especially valuable in an ecosystem. The Arana Gulch property was used for half a century for cattle grazing where non-native grasses replaced most of the native vegetation. Since the grazing ended, the Tarplant populations have declined due to reduced sunlight from the full-grown grasses and, perhaps, loss of fertilizer from the cattle. While the rarity of the Tarplant is debatable, there is no special habitat or ecosystem needing protection from human activity or (bike path) development.

The Arana Gulch property purchase was more for stable urban rural boundaries (see Sect. 30241) than habitat protection. Absent sensitive habitat areas, the ESHA requirements of Sect. 30240 do not apply here. Note the Commission prepared City of Malibu LCP allows multi-purpose paths in lands designated as ESHA's.

Since the courts have rejected all the opponents' environmental issues, and since the bike path completes an important bicycle route included in both the City and County certified LCP's, the Commission should approve the Coastal Permit.

Respectfully submitted,

Ed Davidson

Edward J Davidson

Edward J. Davidson

200 Button Street #15
Santa Cruz, CA 95060
TEL/FAX 831 423-9294
July 7, 2006

Honorable Councilmembers,

The Arana Gulch Master Plan without the Council approved Broadway-Brommer Bike Path must be rejected. The EIR is so fundamentally flawed that it also must be rejected. The Parks & Recreation Commission may not substitute its political agenda on settled City policy: Their arguments against the B-B connection were heard at the numerous public hearings and rejected. The only acknowledgement of the Broadway-Brommer Bike Path is in the reference section for the bike path's EIR (which they note was certified but Notice of Completion not filed.)

The Broadway-Brommer four-lane arterial was included in the 1965 General Plan and the 100-foot right-of-way through the Tinzley (Arana Gulch) property purchased shortly thereafter. The relocation of a house within the r/o/w/ in 1973 was found by the newly formed Coastal Commission not to vest development rights in the four-lane roadway. An application for a Coastal Permit for the road was also rejected by the Commission. The Plan Line for a 100-foot r/o/w on Broadway between Darwin and Riverside (similar to Broadway between Frederick and Darwin) was deleted around 1975. The B-B connection continued to be shown in the 1975, 1985, and 1994 General Plans although its status as a road or bike path was not determined.

Sometime during the 80's, The County adopted a Master Plan for Bicycle Routes which the City subsequently adopted and mapped in its Trails Plan included in both General Plans and Coastal Commission certified LCP's. Deleting the B-B bike path from the Arana Gulch MP has the effect of amending the City and County General Plans.

The U. S. Surface Transportation Act (ISTEA) required 10% of the funds set aside for "enhancements" such as bicycle trails and environmental restoration. In 1996 or 97 the Santa Cruz County Regional Transportation Commission selected the Broadway-Brommer Bike Path as the highest priority for the Federal enhancement funds. It took about seven years for the City to design and approve the project (the vote was 6-1, with Ed Porter opposed.) During the 90's, the City purchased the 63-acre Arana Gulch property and the City and Coastal Commission required a management plan.

A Coastal Commission staff letter for the B-B Bike Path public hearing raised issues regarding the Coastal Act's treatment of endangered species and development in Environmentally Sensitive Habitat Areas (ESHA's) under Coastal Act Section 30240. That policy requires ESHA's be protected against significant disruption of habitat values. Only uses dependent on those resources shall be allowed in those areas. The City of Malibu LCP prepared by the Commission designated much of the coastal chaparral habitat as ESHA and that pedestrian and bicycle paths were allowed as dependent uses in the ESHA. *(See PRC Sect.30241)**

The standard of review under CEQA for endangered species is in PRC Section 21104.2, which requires a finding from State Department of Fish & Game that project impacts will not threaten the continued existence of a threatened species. The 63-acre Arana Gulch property represents

½ of 1% of the 3000-acres of designated Santa Cruz Tarplant habitat while the bike path would cover a quarter-acre or less than 1% of the 63-acre Arana Gulch property. The continued existence of the species will not be threatened by paving 0.00004 of the habitat area

It was also suggested that the two support columns for the Arana Gulch bike path span would impact the steelhead trout habitat. The lower two miles of the creek pass through culverts under Highway 1, Soquel Ave., and Capitola Rd. and along disturbed areas at the Harbor High athletic field and behind Jeffery's Restaurant. South of the property is a long culvert under the parking/boat storage area and the dredged Small Craft Harbor. A couple of square feet of support columns will not adversely impact the continued existence of the steelhead trout.

I believe the FEIR is fundamentally flawed and should not receive City Council certification. The Project Description ignores the approved Broadway-Brommer Bike Path in both the Initial Study and the EIR text. From that error, there follows an incomplete analysis of Significant Effects (see CEQA Administrative Guidelines Sect. 15064) or discussion of Alternatives (Guidelines Sect. 15126(d). The Analysis discussion should have placed the adopted route as part of the project and alternative alignments compared to it as meeting the project's objectives (providing a direct, level route to maximize its use by bicycle commuters.) The adopted route was not mentioned in the analysis section or in the EIR itself.

CEQA requires a finding of consistency with applicable General Plans. The EIR fails to mention the Broadway-Brommer connection as part of the Bicycle Route Master Plan. The route appears in the Trails Plan map in the Parks & Rec. Element of the City's General Plan and similarly in the County's General Plan. Both General Plans with the maps are part of the Local Coastal Programs certified by the Coastal Commission. Dropping the bike route requires amendment of the General Plan and certified LCP.

On a personal note, I strongly voiced my opinion on the deleted bike path at the EIR public hearing and the above stated flaws in the CEQA process. My comments were not responded to in the FEIR. This omission, by itself, is sufficient grounds to deny certification. Court review under CEQA (PRC Sect. 21168) limits decisions to support of substantial evidence. Here the record is incomplete since it omits any discussion of the bike path, its potential significant impacts, or alternative alignments. *(It could be considered a tiered EIR to the B-B Bike Path EIR.)**

Respectfully submitted,

Edward J. Davidson

* Comments in italics added 8/15/06

FROM THE DESK OF
ROBERT VORCE

CELL 650 274 5658

BOBVORCE@GMAIL.COM

RECEIVED
OCT 06 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

October 3, 2009
Dan Carl
District Manager
California Coastal Commission
725 Front Street, #300
Santa Cruz, CA 98801

Dear Mr. Carl,

Please make this letter a part of the Commission's record on the matter of the Arana Gulch Master Plan. I support the plan as it is now written.

Our county needs sustainable transportation and since retirement I do all of my local business and pleasure mileage on a bicycle. I am nearing seventy years old and I would like to continue my riding. Having a path around the yacht harbor would make my trips to Capitola a lot easier. As I get older I find myself less able to navigate the streets frequented by the testosterone laden aggressive drivers.

We need more people to take up walking and cycling to reduce the traffic on our overused roads and the fat on our underused bodies. The routes that are now available and are proposed as alternates are probably only useful to experienced cyclists who are not afraid to mix with heavy traffic. If we want to get the timid cyclists involved, they must be seasoned on pathways and trails not frequented by automobiles.

And lastly lets not forget the preservation of the hapless tarplant.

Sincerely yours,

Robert Vorce

318 EVERSON DR SANTA CRUZ CA ~~98801~~ 95060

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OCT 06 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Mark Stone
c/o California Coastal Commission
725 Front St.
Santa Cruz, Ca 95060

Dear Mr. Stone,

Please make this letter a part of the official record pertaining to the Arana Gulch decision.

First, I would like to congratulate you on your appointment to the California Coastal Commission. My experience of your wholehearted and dedicated work as a County Supervisor gives me great confidence that our beautiful environment here on the Central Coast is well-protected.

I strongly support a bike path through the Arana Gulch. I bicycle to work and do my errands by bicycle every day. I try to avoid busy Soquel Avenue because it feels so dangerous and the car exhaust is so strong. A completed path through Arana Gulch would be a safe corridor from the Westside where I live to 41st Av. Please vote to approve the Aran Gulch Master Plan and its multi-use trails.

Arana Gulch is a valuable green space in our town, but it is in danger of becoming a dusty vacant lot if not preserved by some type of Park agency. Mountain bikes and irresponsible pet owners have carved a myriad of dusty paths paths through the Gulch, destroying its natural flora and eroding the soil.

I've been watching the Ken Burns documentary about the formation of our National Parks. He pointed out the the natural beauty of these lands would have been destroyed by the exploitation of others if the government did not come in and preserve them. It is the same with Arana Gulch. A well kept bike path and regular maintenance by a Parks Service will preserve the Arana Gulch and still provide a safe passage for bicycles and pedestrians from one side of town to another. It will encourage more bicycling and walking and reduce traffic on other roads.

Thank you for considering this idea,

PTeverbaugh 10/4/09

Patrick Teverbaugh MD
707 California St.
Santa Cruz, CA 95060
pteverba@juno.com

cc: Mike Ferry, Supervisor Neil Coonerty, members of Santa Cruz City Council

Exhibit H

Charles L. Dixon
524 #B Ocean View Avenue
Santa Cruz, California 95062
(831) 426-3689
wilda@cruzio.com
10/1/09

RECEIVED
OCT 05 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

Dear Dan:

Please find the original petitions (4 pages) in support of the Arana Gulch Master Plan and its Multi-Use trails. I count a total of 76 signatures. They were collected on October 1, 2009. Please notice the high frequency of addresses close to Broadway and Frederick or Brommer and 7th.

Please include these petitions into the Coastal Commission's record for the Arana Gulch Master Plan.

Thank you,

Charlie Dix

Charlie Dixon

cc: Mike Ferry, Mark Stone
CO

Exhibit H

PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
Ken Martin	Ken Martin	1255 38th Ave #67 S.C. CA 95062	kenmartin@sbcglobal.net
PAUL SCHOELCHAMER	Paul Schoelchamer	250 OLD ADOBE RD. WATSONVILLE	paulschoel@msn.com
Hannah Smith	[illegible]	101 AMIGO RD. SOQUEL	halsmith@ucsc.edu
Scott Chapin	Scott Chapin	2045 Alice St. #6 SC CA	schapin@santacruzbay
Rol Jarvis	[illegible]	1451 B/B Ave SC 95062	rsjarvis@ucsc.edu
Marilyn Chapin	[illegible]	3243 PARK AVE SOQUEL	pmchapin@parbel
LARRY STEELE	[illegible]	1770 16TH AV 95073	STEELES@PARBELL
J. David Hudson	J. David Hudson	P.O. Box 3874 S.C. 95063	NONE
Lily Halloran	[illegible]	1851 Silvana Ln, SC 95062	—
Grace Voss	Grace Voss	800 Brommer SC 95062	gracevoss@
Thomas D	Thomas Davis	2369 Harper St. SC 95062	[illegible]
Ian Gordon	Ian Gordon	187 16th Ave 95062	ignorton@ignorton.com
DAVID ROBERTS	[illegible]	1750 Chanticleer Ave 95062	david-roberts@hotmail.com
Travis Parker	[illegible]	129 Redwood St. 95060	
DOUG VALBY	[illegible]	1447 BULB AVE 95062	
SYLVIA PATIENCE	[illegible]	525 30th Ave 95062	sylvibo@cruzio.com
Christina Shull	Christina Shull	4795 Topaz Cap CA 95061	tshull@cr.santa-
Lisa Perea	[illegible]	1229 Andrew Ln SC 95062	hulawalina@ucsc.edu
Karen Sanborn	Karen Sanborn	2349 Muriel Dr SC 95062	rksc sanborn@yahoo
Janet Westphal	[illegible]	0025 Kinsley SC 95062	sbcglobal.net
Larry Nelson	[illegible]	269 17th Ave SC 95062	larrikator@yahoo
Jessica Gallione	[illegible]	3603 Buckingham Ln	jessicagallione@
James Blaine	[illegible]	2268 Capitola Rd #D	jamesblaine@att.net

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COASTAL COMMISSION
CENTRAL COAST AREA

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PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
DEREK FOHS	[signature]	108 SEASIDE ST SC 95060	
Leslye Lawrence	[signature]	5000 E. Walnut Soquel 95073	
Heidi Morgan	Heidi Morgan	250 River St 95060	heidi2
Amy Frey	Amy Frey	1472 Creekview Lane 95062	spiramity@yah
Kate Berkowitz	Kate Berkowitz	1472 Creekview Lane 95062	Berk.kate@gmail
ERIC B. Goode	[signature]	769 Trafton Rd. 95039	godsvoices7@yah
Seth Colitz	[signature]	200 Norman Rd 95003	
Amy Marlo	[signature]	1250 Sauvers Ct 95062	
Michael Templeton	[signature]	100 HARBOR OAKS 95062	
Molly Holt	[signature]	740 30th Ave #72 95062	landfall.molly@h
Jesse Clark	[signature]	1214 BROADWAY	jesse@jesse clark.org
David Farberow	[signature]	870 Calabasas Rd 95076	dfarberow2@hotmail.com
13 Helena Ivatt	Helena J. Ivatt	524 #B Ocean View Ave	

Exhibit H

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Name	Signature	Address	Email
Michael Burns	Michael Burns	844 Hanover St	mb0448@comco
	925-586-3724	Mb0448@	comcost.net
Heidi Morgan	Heidi Morgan	250 River St SC	[illegible]
Abe Redcloud	Abe Redcloud	643 Bostwick ln, SC, CA, 95062	maildodebos@comcost.n
Martin Spierings	[illegible]	819 Seabright Ave, Apt C 95062	[illegible]
JOHN SENKIER	[illegible]	1251 ESCALONA DR 95062	finn-senkier
René Johnson	[illegible]	1975 17th Avenue 95062	johnson_[illegible]
Greg Williams	[illegible]	707 Seabright #7	
Roger Westlock	[illegible]	1041 Cayuga #304 95062	roger.westlock@
Sarah Reed	Sarah Reed	306½ Pacheco Ave SC	sarah.dwiggins@gmail
Rachael Keast	[illegible]	224 Chilverton St. SC	rachael.keast@gm
Kathy Franc	Kathy Franc	160 Belmont St #C SC	trifranchie@[illegible]
Erin Reintjes	Erin Reintjes	116 S Branciforte SC 95062	mire8888@[illegible]
Terry McCann	[illegible]	166 Palisades SC 95062	
Daniel Nemchonok	[illegible]	415 13th Ave SC 95062	daniel.nemchonok@g
ELI ATKINS	[illegible]	1019 Morrissey Blvd, SC	designpunk@hotm
Lauren McCutcheon	[illegible]	123 3rd Ave SC 95062	
Reem Farhat	[illegible]	127 Marine Parade, SC 95062	reemgisel@yahoo
Trevor [illegible]	Trevor [illegible]	332 Seabright SC 95062	[illegible]
Bob VAUGHAN	Bob Vaughan	211 FREDERICK ST SC	
Vivian Vaughan	Vivian Vaughan	211 Frederick St. SC	
21 Farol Henderson	Farol Henderson	937 Windsor St. SC	

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COASTAL COMMISSION
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PETITION TO THE COASTAL COMMISSION

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Name	Signature	Address	Email
Tom Gardner	Tom Gardner	121 Sunnyside Ave Santa Cruz	
Nadine Quintana Krupinski	[illegible]	420 Lincoln St., SC	
Melanie Michalak	[illegible]	1850 Rodriguez St	
Kathryn Snell	[illegible]	256 Dufour St.	
ERIC HORTON	[illegible]	1781 CALYPSO DR APTOS CA.	
Trician Comings	Trician Comings	316 S. Branciforte Ave	
Peter Thomas	[illegible]	260 15th Ave SC	
Jorge Arias	[illegible]	211 Trevethan Ave SC, CA	
WASHINGTON PLADA	Washington Plada	711 TREVETHAN AVE. SC	
Kai Pommerenke	[illegible]	59 S. Branciforte Av., SC	
CARL PRIMAVERA	[illegible]	306 ISBEL DRIVE SC 95060	
Patrick Faziale	[illegible]	343 Soquel SC 95062	
Julie Mitchell	[illegible]	PO Box 602 SC CA 95061	
MIKE TSOSVOLD	[illegible]	111 PARK AVE UNIT C	
Ron Locey	[illegible]	221 Woods St. S.C. 95062	
Jessica Bristol	[illegible]	210 Weible Dr SV, CA 95066	
Jessie Inglis	[illegible]	600B Encinal St., SC, CA 95060	
[illegible]	[illegible]	502 OCEAN VIEW 95062	
19 Charles Dixon	[illegible]	524 #B Ocean View AV SC 95062	

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Exhibit H

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95062
Attention: Dan Carl, District Manager

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SEP 2 1 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

September 17, 2009

Dear Commissioners,

I am writing to urge the commission to approve the Arana Gulch Master Plan as developed by the City of Santa Cruz in its entirety.

The bike path and bridge components of this plan form a long-overdue link for cyclists to travel safely and efficiently between Capitola and Live Oak neighborhoods to downtown Santa Cruz and beyond. This link is critical for promoting and increasing the use of bicycles for transportation, commuting and shopping. Existing alternate routes are both unsafe and indirect and discourage many people from using a bicycle for everyday use.

As a 36-year resident of Santa Cruz and a lifelong cyclist, I cannot emphasize enough the need for this connector. The lack of safe routes is the most commonly cited reason for not using a bicycle for short distance transportation needs. The completion of a connector path between the Broadway and Brommer bike lanes will provide a safe and direct route for commuters, grade school and middle school students and recreational cyclists of all ages.

Increasing the use of bicycles as transportation has both environmental and health benefits by reducing greenhouse gasses and providing regular aerobic exercise. Cycling offers a simple, low impact way to better fitness for both children and adults.

The development of wheelchair-accessible paths as part of the Arana Gulch Plan is equally important to our seniors and handicapped citizens. The restoration of endangered plant and sensitive riparian habitats makes this plan a Win-Win for our community.

I support this plan and I urge the commission to do the same.

Thank you,

Wm Menchine
116 Otis Street
Santa Cruz, CA 95060

cc Mike Ferry, Associate Planner city of Santa Cruz

Exhibit H

Kathleen Rose
250 Old Adobe Road
Watsonville, CA 95076

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SEP 21 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

September 10, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch Master Plan

I left Santa Cruz in 1974 to live and work in the east and returned two years ago to take over the family farm. I felt a bit like Rip Van Winkle when I returned. Even though Santa Cruz is as beautiful a place as it was thirty five years ago, there are a great many more people and there is a lot more development. While I am aware that I can't turn back the clock to the Santa Cruz of the sixties and seventies, I do feel strongly that we must do everything we can to preserve open spaces in Santa Cruz County.

When I first heard about the battle over the Arana Gulch master plan, I was concerned. I am a Sierra Club member and am very concerned about development in the county. I am also a bicyclist and support having more bike paths that will enable people to get out of their cars and onto bicycles. I decided that I needed to find out more about the issue and so I spent several months walking and biking around Arana Gulch.

Before I visited Arana Gulch, I felt that it should be kept in its pristine state. What I found, after several months of walking and observing the area, was that Arana Gulch is not in a pristine state at all. There are hard packed dirt paths crossing willy nilly over the landscape. A number of paths show signs of heavy erosion which must impact the creek flowing into the bay. The tar plant, which seems to be the focus of the opposition, is clearly not thriving.

I have come to believe that this is not a battle between the forces who want to protect wild spaces and the forces for development. This is about how best to manage open space that is in a a densely populated area. I have read the EIR and the U. S. Fish and Wildlife opinion on the Master Plan and those documents have further convinced me that the Master Plan is the best solution for protecting the tar plant and dealing with erosion issues in Arana Gulch.

I still believe strongly that we must preserve open spaces and curtail development and I believe that Arana Gulch is a treasure. We are not talking about putting a highway through Arana Gulch or turning it into a parking lot. We are talking about a plan that will release federal and state money to address the environmental problems that exist in Arana gulch. We are talking about a plan that will make the park accessible to handicapped people, bicycle riders and walkers. We are talking about a plan that will build a bike path to connect two major thoroughfares and will help get people out of their cars and onto bicycles to travel between Live Oak and Santa Cruz.

I started out supporting the position of the Friends of Arana Gulch, and after studying the place and the problem, I have come around to the view that the Master Plan will not be the end of Arana Gulch but will be a solution for preserving it and making it accessible to the community. I ask that you take the time to visit Arana Gulch and thoroughly listen to the arguments on both sides before you make this important decision which will have an impact for generations to come.

Sincerely yours,

Kathleen Rose

Kathleen Rose

cc: Mark Stone

Exhibit H

September 18, 2009

Richard Roullard, RN, CNOR
228 Walk Circle
Santa Cruz, CA 95060

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SEP 21 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Cc:
Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, CA 95060

Mr. Carl,

I write to affirm my support for the City of Santa Cruz's Arana Gulch Master Plan (AGMP) and the multi-use trails that are an integral part of it. As a Registered Nurse, I am devoted to the health and well-being of my self, my community, and the planet. I commute daily by bicycle from my Westside Santa Cruz home to my work at Dominican Hospital. Beside my personal interest in a safer commute there are several other reasons I support the AGMP.

Handicapped Access. The City has 4 Greenbelt Parks, of which Arana Gulch is the smallest. Today none of those greenbelts has any trails that are accessible to the handicapped. Central to the Master Plan is creation of the first handicapped accessible trails in any of the City's greenbelts. The Multi-Use Trails included in the Master Plan would be fully handicapped accessible, and would constitute only 30% of the trails at Arana (and only 3% of the trails in all 4 greenbelts). This is a modest but long-overdue step, and is just basic fairness.

Water Quality. Arana Gulch Creek has long carried unnaturally heavy loads of sediment, accompanied by other urban runoff pollutants. In the past few years the City and others have taken some good steps to improve that situation, but in order for them to restore the Arana Gulch Greenbelt they need final approval of the Master Plan to obtain available state and federal funding for those restorations. The Creek can't get cleaner until the Master Plan gets final approval.

Global Warming. The City, the State, and even the Coastal Commission have all set ambitious goals for the reduction of greenhouse gases (GHG). In California, and even more so in Santa Cruz, transportation is the largest source of GHG. Here reduction will be difficult and can only be accomplished if we can provide the kinds of bike and pedestrian facilities that attract those who now do short errands by car to do them instead by bike or walking. The Multi-Use Trails in the Master Plan are one of the best of those facilities (especially the trail connecting Broadway and Brommer). It is hard to see how we could meet our goals for GHG without it.

Habitat Restoration. Finally, the AGMP provides protection for the endangered Santa Cruz tarplant. The Master Plan provides for the creation of conditions favorable to the tarplant. Without human intervention to keep down the invasion of non-native species, it is unlikely that the tarplant will survive in Arana Gulch.

Please consider my views on this matter and make this letter part of the permanent record of your deliberations.

Sincerely,

Richard Roullard, RN, CNOR

Exhibit H

Robert Martone
2256 Harper Street
Santa Cruz, CA

September 16, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA

Dear Sir:

As an avid bicycle rider in the mid county area I whole heartedly support the City of Santa Cruz's Arana Gulch Master Plan including the proposed multi-use trail system. Safe bicycle and pedestrian routes are very important to the people who use alternative modes of transportation.

I can speak with experience as I have been a victim of a negligent driver running into me on my bicycle.

Please make this letter part of the Commission's record on this matter.

Sincerely,

Robert Martone

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COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

County of

Santa Cruz

Commission on Disabilities
www.sccod.net

701 Ocean Street, Room 30
Santa Cruz, CA 95060
Ph# 831-454-2355 fax 831-454-3463
Commissions@co.santa-cruz.ca.us

September 10, 2009

RECEIVED
SEP 21 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Neal Coonerty, Chairman
Santa Cruz County Board of Supervisors
701 Ocean Street
Santa Cruz, CA 95060

Dear Mr. Chairman,

As Chairman of the Santa Cruz County Commission on Disabilities, I am writing on behalf of the Commission to urge the Board of Supervisors to endorse the Arana Gulch Master Plan and its ADA-compliant Multi-Use Trails and to convey that endorsement to the California Coastal Commission.

The Arana Gulch Master Plan was unanimously approved by the Santa Cruz City Council in 2006. The Plan provides generally for the preservation and management of the City's Arana Gulch Greenbelt Park, including public access thereto. Most importantly from the viewpoint of the Commission, it provides access for those with disabilities.

This is no small issue. The City has four greenbelt parks and none of them have any ADA-compliant trails. The City has moved to improve this situation with the Arana Gulch Master Plan, which would make some of the trails within the Arana Gulch Greenbelt ADA-compliant. Notably, the Plan would offer those with disabilities access to Arana Gulch from four directions:

- From the north at Agnes Street,
- From the west at the end of Broadway,
- From the east at the end of Brommer, and
- From the south at the north parking lot of the harbor.

The access points at the end of Broadway and at the end of Brommer are particularly important, because in each case there is a large neighborhood that is level and well-equipped with sidewalks and curb-cuts, so that the considerable population of elderly and handicapped who live in these neighborhoods could access the Greenbelt on their own, whether they went by wheelchair, walker, or walking. Also key is that these access points and the ADA-compliant Multi-Use Trails that interconnect them would make it possible for the disabled not only to enter the Greenbelt, but to traverse it on their way to other destinations.

COMMISSIONERS

1ST DISTRICT	2ND DISTRICT	3RD DISTRICT	4TH DISTRICT	5TH DISTRICT
J. Daugherty	C. Stone	M. Bush	J. Workman-Cosentino	P. Heylin
R. McGaw	T. Crain	L. Stuart	P. Tanner	J. MacAllister

Exhibit H

We want to emphasize that the City's Master Plan, while an improvement for those with disabilities, is a modest improvement. Even after the Master Plan and its Multi-Use Trails are approved and implemented, only 30% of Arana Gulch's trails, and only 3% of all City greenbelt trails, will be ADA-compliant. Nevertheless this is a significant improvement as compared to the current situation. Those with disabilities want just as much as others to get out in a natural setting away from traffic, they are just as much citizens as others, and they are just as much subject to the taxes necessary to buy and maintain these greenbelts as others. It is a matter of basic fairness that they not be excluded from the enjoyment of these places.

This Master plan has been through years of hearings, deliberations, and court challenges (so far unsuccessful). It now faces one last hurdle: approval by the California Coastal Commission. We urge the Board of Supervisors to put this County on record as supporting the Arana Gulch Master Plan and its ADA-compliant Multi-Use Trails. We note that the Coastal Act, in setting out the basic goals of the Act, clearly makes "maximiz[ing] public access to and along the coast" one of those goals (Sec. 30001.5 of the Coastal Act). Surely the public access to be maximized does not exclude the access of that portion of the public with disabilities.

Thank you for your consideration.

Yours truly,

Peter Heylin, Chairman
Santa Cruz County Commission on Disabilities

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SEP 11 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Helena J. Ivatt
524B Ocean View Ave.
Santa Cruz CA 95062
9/7/09

Dear Commission Members,

I am a resident of Santa Cruz and a member of both The Sierra Club & Surfrider. I am writing to urge you to approve the Arana Gulch Master Plan in its entirety . This is a plan that would go a long way to improving the water quality of Monterey Bay, where Arana Creek flows into the Bay through Santa Cruz Yacht Harbor. Half of the Arana Gulch property is a riparian or wetland zone, which could be 34.5 acres of filters for a catchment area that includes 2 intersections on Highway One and a large area of urban development. Pollutants from motor oil, brake linings & garden fertilizers run off from the area into the Arana Creek property & from there into the Bay. The efficiency of the Arana Gulch wetlands, to act as filters for the water, is being impeded by sediment build up. Though the City of Santa Cruz has already instituted some measures to reduce the sediment, before it reaches Arana Gulch, their plans to complete their work in this area, will almost certainly not be able to go ahead, unless the Master Plan is approved. The Agnes Street run off problem and the sensitive, stabilization of the banks of the creek are two major projects that would be addressed by the plan.

These wetlands had been ignored, until recently, for over a century, so their efficiency as nature's filters has been compromised. As traffic and run off on Highway One increase, it becomes more imperative than ever that the wetlands, which protect the Bay from its pollutants, should be made as efficient as possible.

Clean water is the lifeblood of the planet. Please approve the Arana Gulch Master Plan & help to improve the quality of our water for ourselves and our children.

Yours Sincerely,

Helena J. Ivatt

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

cc Commissioner Mark Stone

Exhibit H

From page 3-14 of Arana Gulch Master Plan Draft EIR
Resource Management Guidelines for the Arana Gulch Creek Riparian and Wetlands Management Area.

- Conduct further hydrologic analysis regarding accelerated head cutting and bank erosion along tidal reach of Arana Gulch Creek. **Design and implement a bank restoration project** that reduces sedimentation and enhances fisheries and wildlife habitat **along Arana Gulch Creek**.

- Restore the eroded gully (*Agnes St.)* in the northern portion of Arana Gulch. Design and implement a restoration project that reduces sedimentation and blends with the natural setting.

- Remove non-native invasive vegetation.

- Close unauthorized pathways within the wetland and riparian habitat areas.

- Monitor impacts of trail users near sensitive wetland and riparian habitats. As needed, install fencing and/or signs or implement other strategies to deter off-trail use.

Projects that the City have successfully planned, funded and completed in Arana Creek Watershed upstream of the Greenbelt.

- 2008 DeLaveaga Shooting Range: $600,00 of city money spent to clean up toxic/heavy metals (lead bullets)

- 2008 DeLaveaga Disc Golf Course:$200,00 of mostly state money to rectify erosion from dirt parking lot

- Initiated 2004 Silt detention basin at Highway 1: Multiple jurisdictions do annual cleanup every Fall, organized by the City

✓SC

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 · (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

August 14, 2009

RECEIVED
AUG 19 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

RE: Trail Accessibility in Arana Gulch Master Plan

Dear Chair Neely -

The Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises transportation service providers and planning agencies on issues related to the provision of specialized transportation for people with disabilities, seniors and persons with limited means. This includes endorsements of grant funding applications for projects within their purview.

At their August 11, 2009 meeting the E&D TAC unanimously took a position of support for the Arana Gulch Master Plan including 0.6 miles of Americans with Disabilities Act compliant multi-use paths. Of all four greenbelts in Santa Cruz County, only this proposal would construct trails that allow access for people using mobility devices. Of the roughly 18 miles of trails in the four greenbelts, these ADA-compliant trails in the Arana Gulch would comprise just over 3%. The E&D TAC is interested in seeing even more trails in the county made accessible.

The proposed accessible trails in Arana Gulch would provide connections for people traveling in both the east/west and north/south direction. The paved paths in the Master Plan would also allow persons with disabilities improved access to the coastal zone.

This project meets the Coastal Commission's goal of improving access to the coastal zone, thereby allowing more balanced public access and opportunities for a range of users including people with mobility impairments.

Sincerely,

John Daugherty

John Daugherty, Chair
Elderly & Disabled Transportation Advisory Committee

cc: Charles Lester, Coastal Commission Central Coast Office, Senior Deputy Director
Santa Cruz County Regional Transportation Commission
Friends of Arana Gulch
Central Coast Council for Independent Living
Seniors Council
City of Santa Cruz

I:\E&DTAC\OUTREACH\2009\AranaGulch-0809.doc

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

9/7/09 CO

I support the Arana Gulch Master Plan (AGMP) and its Multi-Use Path. I know that it will change basic transportation behavior. When completed it will get lots of people out of their cars and onto their bikes between Santa Cruz and Live Oak/Capitola . This applies directly to the Coastal Commission's mandate of lowering greenhouse gases.

First I will explain how the new path will get me out of my car, then I will list my credentials as an expert in bicycle transportation safety finally I will use that expertise to explain the benefits of the path.

I have lived and owned property in Santa Cruz for 40 years. I am a retired high school math and computer science teacher from San Lorenzo Valley High School in Felton, CA. I am a member of the Sierra Club, Surfrider and People Power. I live about a half mile from the proposed Hagemann Gulch (Broadway/Frederick) Bridge. If the multi-use path system were built I would start riding my bike over the bridge to the Simpkins Swim Center in Live Oak once a week, my dentist in Capitola, and the 41st Ave. Mall. Right now I drive to those places because the routes are the most heavily congested in the county and are dangerous. The new bridge would replace these dangerous routes with a traffic free path.

I have ridden my bicycle over 80,000 miles in Santa Cruz County for transportation, recreation and competition. In the early 70's I was a bike racer. I raced in Belgium and The Tour of Mexico in 1973 and was on the USA team to the Tour of Tachira Venezuela in 1974. So what does bicycle racing have to do with bicycle commuter safety? Bicycle racing is **DANGEROUS** we ride very close in large groups, bicycle racers develop a keen sense of safety as it applies to what's going on in their immediate proximity.

The existing routes from Santa Cruz to Live Oak/Capitola are over the Yacht Harbor Bridge and on Soquel Drive both are busy with narrow sections. As an experienced cyclist, I can assure you that they are dangerous because of the proximity to busy traffic. I won't use them under ordinary circumstances. If I'm afraid to use these existing routes, how can we expect John Q. Public to desert his car and get on his bike for this most common of routes in the area. The Multi-Use path provides a safe, direct, convenient route for bicycle commuters and errands. Studies of similar projects which provide safe, direct, traffic free routes for cyclists have shown that bicycle usage increases dramatically and continues to increase over time as the traffic free routes become familiar to the community.

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SEP 10 2009

CALIFORNIA
COASTAL COMMISSION
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Exhibit H

It's about the Bridge! The bridge is the keystone to superseding the busy Yacht Harbor and Soquel Ave. routes. No bridge, and we're still going around.

Some opponents of the plan argue that those of us who promote the plan are lazy sissies who don't appreciate the bike lanes on portions of the current routes. As an experienced cyclist, I'm no sissy and I'm not lazy and I tell you, those routes stink, and I won't use them because they are dangerous. They rebut that there is a traffic free route through Frederick Street Park. That route has **46** steps which rise 30 vertical feet and is a grunt, inconvenient and slow. That they even suggest this is a viable route tells me that they have no desire at all to promote getting people out of their cars and absolutely zero concept of the cyclists' needs.

Please approve the AGMP, its multi-use path and the bridge so we can get people out of the cars and onto their bikes. Please make this letter part of the record.

In closing. a snippet from the California Coastal Commission web-site section on Global Warming and Climate Change: "*the Commission must consider climate change, including global warming and potential sea level rise, through its planning, **regulatory**, and educational activities, and work to reduce greenhouse gas emissions and the detrimental impacts of global warming on our coast.*"

Sincerely,

Charles Dixon
524 #B Ocean View Ave.
Santa Cruz, CA 95062

cc Mark Stone

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SEP 10 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

I'm writing in support of the Broadway-Brommer connection through the Arana Gulch greenbelt area of Santa Cruz (Arana Gulch Master Plan and the Multi-Use Trails within it). I've been interested in this project for over 10 years. At first, I mainly supported it as a bicycle commuting connector because Soquel Avenue was exceedingly dangerous for cyclists traveling between the eastside of Santa Cruz and Live Oak/Capitola. Soquel Avenue has since been improved for cyclists, although I'm sure that many would much prefer the peaceful Broadway–Brommer route over the congested Soquel Avenue route.

Currently, my main reason for supporting this project is that it provides access to the greenbelt from the Broadway/Frederick Street area for people of all ages and abilities. The project integrates the greenbelt into the fabric of the city both in terms of transportation and recreation for pedestrians, cyclists, baby carriages, and wheelchairs. I especially would like to see better access to greenbelt areas for people with disabilities, and I think the Arana Gulch Master Plan does this very nicely.

I do understand that there are important environmental issues involved in any project that includes construction of paths (mini-roads) and a bridge in a greenbelt area. My biggest concern is for the native plants, especially for the endangered tar plant. I expect you to review the record carefully in order to determine whether in your independent view, the tar plant is significantly compromised by this project.

I would like this letter to become part of the Commission's record.

Thank you for your consideration,

Susanne Altermann

Susanne Altermann
332 Market Street
Santa Cruz, CA 95060

cc Mike Ferry, Associate Planner City of Santa Cruz

Exhibit H

Linda Wilshusen
1115 Live Oak Avenue
Santa Cruz, CA 95062
l-j-w@pacbell.net 831/462-6241

September 13, 2009

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SEP 16 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission
c/o Dan Carl, District Manager
California Coastal Commission
725 Front St., Suite 300
Santa Cruz, Ca 95060

RE: Support for City of Santa Cruz *Arana Gulch Master Plan*

Dear Mr. Carl and Members of the California Coastal Commission:

I am writing to express my strong support for the City of Santa Cruz' ***Arana Gulch Master Plan*** and Multi-Use Trail system.

This Plan and Trail system will provide long-sought-after access for pedestrians, bicyclists, and people with limited mobility to Arana Gulch Park, and will also serve as an important transportation link between eastside City neighborhoods and businesses, and adjacent Live Oak urban neighborhoods and businesses.

It is an established fact that providing safe and convenient trails in urban areas enhances the ability of people to choose to use non-automobile transportation modes for many trips, thereby reducing local traffic. Trails also encourage walking and biking for commuting and recreation, enhancing health and helping to reduce obesity and diabetes, which are now fully accepted as significant public health threats. A new safe and convenient east-west connection in this location will provide a very real incentive for people to use alternatives to the automobile in the Santa Cruz – Live Oak – Capitola 'Eastside' region of Santa Cruz County.

As former Executive Director of the Santa Cruz County Regional Transportation Commission and as a founder and steering committee member of Live Oak Neighbors (a 10-year old community group which meets regularly and offers information about local County government and other concerns in this unincorporated urban area), I believe that I am well aware of general public opinion about this Plan. I can tell you without hesitation that there is nearly full consensus that this Plan and the transportation enhancements it provides are long overdue and sorely needed. The few individuals who oppose this plan are, in my opinion, out of step with the vast majority of people in our community who understand that providing real transportation alternatives to the automobile is fundamental to building a more sustainable future. In the face of rapidly-escalating climate change, we need any and all of these alternatives and we need them now.

Thank you very much for your consideration of this important project. Please include these comments as part of the Coastal Commission's record on this proposed Plan.

Sincerely,

Linda Wilshusen

Linda Wilshusen

cc: City of Santa Cruz

Exhibit H

FOHG.org

Friends Of the Harbor Group

Located at the Santa Cruz Small Craft Harbor
P.O. Box 2711 Santa Cruz, Ca. 95063
www.fohg.org info@fohg.org

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SEP 16 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

September 11, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: Support letter for the City of Santa Cruz's Arana Gulch Master Plan

The Friends of the Harbor Group was formed in May 2004 to advocate on behalf of the Santa Cruz Small Craft Harbor community and has a membership of over 425. Our function is to educate the community and government representatives about the critical problems threatening the future of the harbor. Our sole mission is to keep the Santa Cruz Harbor open and to ensure continuous, safe navigable access to the Monterey Bay. We support:

(1) An environmentally safe and effective sediment removal program, and
(2) The restoration of the Arana Gulch Watershed in order to reduce sediments entering the harbor.

We support the projects in the City of Santa Cruz's Arana Gulch Master Plan to mitigate and correct the increasing upstream erosion problems, which are leading to the harbor being filled with ever-increasing amounts of sediments whose removal is costing harbor users over $500K each year.

We also support the efforts of the Arana Gulch Watershed Alliance (AGWA) which is primarily focused on water quality issues in Arana. Arana Gulch Creek has long carried unnaturally heavy loads of sediment, accompanied by other urban runoff pollutants. Over the past ten years AGWA has been working successfully with landowners in the upper watershed to repair erosion sites and improve fish passage.

We ask that these comments be made part of the Coastal Commission's record on this matter.

Sincerely,

Friends of the Harbor Group

Lorenzo Rota – President
Barbara Karleen – Vice President
Hank Cureton – Secretary/Treasurer

Cc:
Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, CA 95060

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CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street Suite 300
Santa Cruz, California 95060

September 1, 2009

Mr. Carl,

I am writing to ask the California Coastal Commission to support the City of Santa Cruz Arana Gulch Master Plan. The plan involves improving access to the greenbelt for hikers, bicyclists, and individuals with limited mobility. It also provides for restoration to a natural state of the various eroded volunteer trails, and addresses the problem of sediment in Arana Stream among other concerns.

As a District Trails Coordinator for the California State Parks in Santa Cruz (now retired), I worked hard for many years to develop multi use through trails within a park or between parks that enabled trail users to continue safely on their journeys without having to backtrack. I believe the proposed trail system in the Arana Gulch Master plan does just that, and I firmly support it so that trail users can safely cross through the harbor area without having to use the very scary and dangerous roadway over the Murray bridge. As a walker or bicyclist across that bridge, if you meet another person going the opposite direction on the narrow sidewalk, one person has to step down into the traffic lane to pass. The wider proposed trail through the Arana Greenbelt would allow for a much safer and pleasurable way from the end of Broadway to Brommer Street to traverse the harbor area.

I also hope the Coastal Commission will support the Arana Master Plan because as a user of the local beaches I believe that the sediment that has accumulated over many years in Arana Stream is a detriment to my health and the health of my family during and after a winter of high run off. The large buildup of sand and silt I feel is a storage area for all kinds of nasty stuff that is filtered into the water and out to the shoreline. The Arana Gulch Master Plan addresses this problem that has been on going for decades. The City of Santa Cruz has already spent a substantial amount of money to begin to alleviate the siltation problems upstream, but without approval of the Master Plan, no further work will be done in the drainage. As a long time member of the Surfrider Foundation I was glad to hear that as an organization we are supporting the restoration efforts as outlined in the master plan.

I believe the Arana Gulch Master Plan is a well thought out program that will serve the people of Santa Cruz and it's many visitors well; while protecting and restoring a valuable natural resource. I would hope the California Coastal Commission would support it wholeheartedly. Thank you very much for your consideration and because I have spent a good bit of time and effort evaluating the written master plan and have reviewed the proposal on site, I would like this letter to be part of the Commission's official record. Thank you very much.

Kirby Fosgate
1736 Escalona Drive Santa Cruz, Ca. 95060
email: kirbyfosgate@yahoo.com

Kirby Fosgate

KIRBY FOSGATE
1736 ESCALONA DR
SANTA CRUZ, CA. 95060

Exhibit H

Susan Renison
PO Box 397
Felton, CA 95018

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SEP 0 2 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

August 30, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing to let you know of my longtime support for the Arana Gulch Master Plan with its multi-use trail system and I urge the Coastal Commission to also support this plan.

I am a former city resident who has used the Arana Gulch Park and I am currently a county resident. In this time, I've witnessed or participated in some of the many public discussions of this plan. While I think I understand the concern of those who live immediately adjacent to the park about protecting open space by denying a greater use of this area, the park is already widely used and we can protect the open space by setting a more formal recognition of its uses including bicycle and pedestrian walkways. It is also right to provide handicap access, look at ways to protect the tar plant through less competition with rye and oat grasses, and lessen the runoff sediment and pollutants in Arana Gulch Creek.

Please make my voice heard by including this letter in the Commission's record concerning the city of Santa Cruz Arana Gulch Master Plan and Multi-Use Trails.

Sincerely,

Susan Renison

Susan Renison

Exhibit H

Holly M. Tyler
PO Box 66643
Scotts Valley, CA 95067

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

August 31, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: City of Santa Cruz Arana Gulch Master Plan

Dear Mr. Carl,

I write in support of the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails, which is being considered by the Coastal Commission. This well conceived project is consistent with many transportation and environmental goals of the City of Santa Cruz and the County of Santa Cruz and would benefit county residents in many ways. It would:

Serve a large population area, which includes a nearby elementary, junior high and high school. Currently, the Live Oak area adjoining Arana Gulch is in need of more parkways;

Provide for pedestrians and bicyclists, furthering the city's and county's goals for alternative transportation use and addressing global warming goals of both jurisdictions;

Provide trails and facilities for the handicapped, which are currently lacking;

Reduce erosion and run-off into Arana Gulch and the Santa Cruz Yacht Harbor, improving the health of both areas and saving funds associated with dredging; and

Protect native species, as addressed in the project EIR.

This is a win-win project. I commend the City of Santa Cruz for its thoroughness and thoughtfulness in preparing this project proposal, and am confident that this project would be a wonderful asset to the Santa Cruz community.

I urge the Commission to support this project.

Thank you for including this letter as part of the Commission's record on the matter.

Sincerely,

Holly M Tyler

Holly M. Tyler

cc: Mike Ferry, City of Santa Cruz

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SEP 0 2 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

AGWA Arana Gulch Watershed Alliance

345 Lake Ave., Suite E, Santa Cruz, CA 95062 (831) 475-2379

rjhaver@pacbell.net www.aranagulch.org

August 31, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: Support letter for the City of Santa Cruz 's Arana Gulch Master Plan

I am writing in support of the City of Santa Cruz's Arana Gulch Master Plan. The Arana Gulch Watershed Alliance (AGWA) is primarily focused on water quality issues in Arana. Arana Gulch Creek has long carried unnaturally heavy loads of sediment, accompanied by other urban runoff pollutants. Over the past ten years AGWA has been working successfully with landowners in the upper watershed to repair erosion sites and improve fish passage.

In order for us to do more (specifically to restore and clean-up the sediment problems in the Arana Gulch Greenbelt) we need to have final approval of the Master Plan so that we can get available state and federal funding for those high priority restoration projects. The creek can't get cleaner until the Master Plan receives final approval. Thank you for your consideration.

Sincerely,

Roberta Haver
"Bobbie"

Roberta Haver, Watershed Coordinator
Arana Gulch Watershed Alliance

Cc:
Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, CA 95060

Exhibit H

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95062

To whom it may concern:

My family has had property in Seabright since 1917. My husband and I purchased property in Seabright in 1968. I encourage your approval of the Arana Gulch Master Plan and its multi-use path.

It will afford recreational opportunities for walkers, bicyclists and handicapped people to enjoy the area. It allows additional access to the Harbor and Live Oak from Santa Cruz for handicapped and bicyclists. Access to the Harbor is important because it affords thousands of people enjoyment near the ocean.

Please include this letter as part of the Commission's record on this topic.

Sincerely,

Marilyn K. Larson 8/31/09

Marilyn K. Larson
222 2nd Ave.
Santa Cruz, CA 95062

cc Mark Ferry, Associate Planner city of Santa Cruz
cc Mark Stone, California Coastal Commissioner

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AUG 24 2009
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COASTAL COMMISSION
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August 19, 2009

California State Coastal Commission
ATT: Dan Carl, District Manager
725 Front Street, Suite 300
Santa Cruz, Ca 95060

Re: Arana Gulch Master Plan

Dear Mr. Carl,

I would like to urge you to support the City of Santa Cruz' plan for multi-use trails and restoration for the Arana Gulch. As a member of the Ventana Chapter of the Sierra Club, I believe the city's plans are a modest, but sorely needed improvement to this valuable community resource. The unfortunate developement of the Santa Cruz Yatch Harbor back in the 1960's, and the destruction of the estuary downstream of the Arana Gulch parcel has been an ecological debacle. The opportunity to mitigate some of the soil and silt run-off into what is now the Yatch Harbor should absolutely be undertaken. Above the Arana Gulch parcel, it would be wonderful if the continuity of the reparian corridor was restored where the Highway 1 project in the 1950's in-filled the gulch with dirt. That's an outside chance of occurring, and is separate from this immediate concern, but should be considered as the Regional Transportation Commission undertakes Highway 1 proj

Additionally, as a bicyclist, a through path that wouldn't "single-track" into an erosion problem would be terrific. The current dirt paths are rideable from the Yacht Harbor up through the Arana Gulch and onto the streets leading to Soquel Avenue, but they are an erosion nightmare. If the City's plan is implimented, safe, handicap accessible and environmentally sound paths will replace the existing hodge-podge of dirt trails.

In closing, I'd like to remind you of the enhanced safety this improved pedestrian and bicylce path would give the citizens. And, maybe this would encourage more people to foresake their greenhouse gas ~~emit~~ emitting one-ton behemeths and walk, run or cycle to their destination. Please include my letter in the Commission's report

Respectfully,

Peter Stanger
Janis C. Stanger

19 Escuela Road
La Selva Beach, Ca 95076

Exhibit H

August 24, 2009

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AUG 26 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing regarding the Arana Gulch Master Plan and its Multi-Use Trails.

I live between Broadway and Soquel, and I try to use my bike rather than my car for local errands. For trips to the east, however, there is no direct and convenient route for bikes, so I tend to take my car. Soquel has bike lanes, but also has heavy car traffic and lots of parked cars, leaving a person on a bike squeezed between roaring traffic on one side and parked cars with doors that open across the bike lane on the other. The only other alternative would be to go way south to the Murray Street bridge, which is out of my way to the places I would normally go.

The City has proposed, however, in its Arana Gulch Master Plan a bike/pedestrian/handicapped route, the Multi-Use Trails, connecting Broadway and Brommer. This would be the perfect route for me and others to do errands in the east-west direction across town.

In addition to my normal errands, I would use the Multi-Use Trail as the shortest and most pleasant route to the Harbor. Once at the north end of the Harbor, there are already bike/pedestrian paths that go the full length of the Harbor on both its east and west sides. The east side path goes all the way to the beach at Twin Lakes State Beach, and the west side path goes all the way out to the lighthouse at the end of the jetty. This would be a great new way for me and many others to access the Bay.

I urge the Commission to approve the City's Arana Gulch Master Plan, including the Multi-Use Trails included in the Plan. Please make this letter part of the record. Thank you.

Yours truly,

Marianne Wyllie

Marianne Wyllie
827 Pine St
Santa Cruz, CA 95062

Exhibit H

Sept 28, 2009

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SEP 30 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: the Arana Gulch Master Plan (AGMP)

Dear Mr. Carl:

As a longtime supporter, and user, of alternative transportation options, I'm beseeching the help of the Coastal Commission during our community's final hurdle to ultimately bring to fruition the Appeals Court (unanimously) favored AGMP; for I understand that the Commission has the final say.

There appears to be many good reasons for the Commission to support the AGMP. Much dedicated hard work has gone into creating a plan that will benefit all community members and restore favorable conditions in which the damaged tarplant can begin to thrive again. Presently, off-trail human activity has taken its toll on the favored plant and created extensive soil erosion problems in many areas of the park. Mitigation and protection will begin with the AGMP.

The Santa Cruz roadway grid can ultimately accommodate a limited number of automobiles. And, it's becoming obvious that auto/bus congestion is having an ever-increasing negative impact on our ability to get around safely and efficiently. So, taking advantage of alternative solutions via the much-needed safer path corridors that connect users to other parts of our community is an opportunity to help lessen the problem.

Encouraging the use of human powered vehicles (bicycles, skateboards, wheelchairs, etc.) and walking for short-distance errands and school activities contributes to the health and safety of our ever-expanding population. And, creating more safe paths is a great way of doing this.

Please support the AGMP as the much-needed benefit to the environment and community that it promises to be.

Would you please submit this letter to the Coastal Commission's record on this matter. Thank you.

Sincerely, Wandis Wilcox Wandis Wilcox

1860 Via Pacifica, Apt. 1201
Aptos, CA 95003

Exhibit H

9/29/2009

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SEP 30 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: City of Santa Cruz Arana Gulch Master Plan

Dear Commissioners,

I wish to express my support for the city's Arana Gulch Master Plan. I understand that this commission will be making a decision on this matter in the near future. I have resided most of my life in Santa Cruz County. I operate a 100 acre farm in the Pajaro Valley, and I own property in Live Oak and Capitola. I am 56 years old, and I find a huge benefit to one's health by bicycling and walking. This project makes a lot of sense for the health of our community by providing a bike and pedestrian facility across Arana Gulch. Santa Cruz needs more ways for people to transport themselves across the area. By having the crossing of Arana Gulch, it would lessen the congestion on our roads and motivate people to consider bicycling and walking instead of driving.

Your decision will affect future generations of our community on many levels. I urge you to support the Santa Cruz Arana Gulch Master Plan.

Thank you for listening,

Brandon Kett

Brandon Kett
39 Cutter Dr.
Watsonville, Ca 95076

cc. County Supervisor Mark Stone
City Associate Planner Mike Ferry

Exhibit H

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SEP 14 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Trician Comings
316 S. Branciforte Avenue
Santa Cruz, Calif. 95062
(831) 427-9548

September 9, 2009

California Coastal Commission

To whom it may concern:

I support the City of Santa Cruz's Arana Gulch Master Plan with its Multi-Use Trails and bridge. I urge the California Coastal Commission to approve this Plan.

As a long-time environmentalist, I regard this as one of the best projects to come along in many years that would improve the local environment and reduce greenhouse gases.

As one can see by looking at a map, Arana Gulch and the Yacht Harbor have created a one-mile long barrier to transportation (Harbor Bridge to Soquel Avenue). In addition, there is no wheelchair access to the Arana Gulch Open Space. The current two routes for bicycles between the city of Santa Cruz and Live Oak/Capitola are congested, indirect and scary.

I have ridden a bicycle pretty much daily for over 55 years, wearing ordinary clothing. When I have business or errands beyond this "barrier", I reluctantly end up taking my car, as the routes for bikes are inconvenient and unsafe for me.

Because the Arana Gulch Master Plan with its bridge and paths will connect two great, long bike riding streets—Broadway and Brommer—people will feel much more confident about riding their bikes. Connecting the already bike happy citizens of Santa Cruz safely to destinations east of Arana Gulch will result in hundreds of fewer car trips daily along with a reduction of greenhouse gasses.

The multi-use path will also create new access from Broadway to the Greenbelt and the Yacht Harbor area for wheelchairs, children from the nearby school and coastal recreation seekers.

Through this process I have considered the objections of the neighbors and others to this plan and am confident that their complaints have been adequately addressed or are no longer valid. The benefits of the Arana Gulch Master Plan to the community and the environment far outweigh their professed concerns.

This long-awaited half mile path is the crucial link needed to provide folks with a healthy, low-cost and low-impact alternative to the automobile.

Please include my comments as part of the Commission's record on this subject.

Sincerely,

Trician Comings

Exhibit H

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

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OCT 14 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Mr. Carl,

I am writing in support of the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails. My mother lived with multiple sclerosis for twenty years. I watched her horizons narrow as the pain increased. It would have given her a sense of freedom and peace to have been able to be pushed on a safe path through nature. I have met many other wheelchair bound people who would love to be able to use the proposed paths. Please help this project include those in wheelchairs.

I ask that this letter be made part of the Commission's record on this matter.

Sincerely,
Elizabeth Kay Kaminski
6831 Highway 9, #20, Felton, CA 95018

cc: Nikki Fong, Associate Planner
Supervisor Mark Stone

Exhibit H

October 24, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RECEIVED
OCT 2 7 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Supervisor Mark W. Stone
Board of Supervisors
701 Ocean Street, Room 500
Santa Cruz, CA 95060

Dear Mr. Carl and Supervisor Stone:

I write in support of the City of Santa Cruz's proposed bikeway in the Arana Gulch.

I served three terms on the Santa Cruz City Council and two terms as mayor. As a newly elected councilmember, one of my greatest shocks was learning that there was no permanent plan for protection of the overwhelmingly popular voter-supported Greenbelt. We had City staff prioritize the half dozen Greenbelt designated properties as to vulnerability to development and/or successful law suit for a "taking" of private land by the city. The Arana Gulch Greenbelt was by far at the top of the list.

While Santa Cruz City had won a law suit protecting the Arana Gulch, the best legal advice told us that the protection was only temporary because the landowner's suit had not been "ripe." They had not exhausted all options before initiating legal action. Several years later, having submitted a plan for (to the best of my memory) 200 housing units or a scaled down project, the City was alert to the possibility of possibly losing a legal suit and having to permit major development of the Arana Gulch.

I take some pride in providing leadership to acquire the Arana Gulch. We engaged the property owners in good faith negotiations and put up serious money to move the property into public ownership and permanent protection. We looked seriously at a school site on the northernmost area of Arana Gulch, since the schools had talked about needing an elementary school and sufficient land is very difficult to find in a compact City such as Santa Cruz. We looked also at informal practice fields for the burgeoning soccer leagues, to bring the benefit of the Greenbelt to a largely Latino and emerging girl population actively involved in playing soccer. Following environmental review and public hearing

processes, we decided against all such uses. We took a stricter view towards preservation, including helping to regenerate the threatened Tar Plant. (By the way, it took the City of Santa Cruz another six years to get all the remaining properties into public ownership.)

We carefully looked at how Arana Gulch might help provide an alternative to Soquel Avenue as a major means for bicyclists to reach Santa Cruz from mid-County and Live Oak. We know from anecdotal evidence and traffic surveys that there is tremendous interest in bicycling between the City and mid-County, but that the traffic and congestion of Soquel Avenue represents a formidable disincentive to many people.

I was very pleased to be able to support the thoughtfully designed bikeway through the Arana Gulch. For all of the the rhetoric and public posturing about supporting alternative transportation, being able to cast a vote in favor of the Arana Gulch Bikeway was the one project for which I voted as a City Councilmember that actually will reduce the number of people using automobiles an switching over to bicycling. A more rigorous bikeway, using switch backs and steep climbs, would dissuade many people who look forward to using the planned bikeway.

The Arana Gulch Bikeway promises to be one of the best alternative transportation and environmental projects to be built in the City in many years.

The City of Santa Cruz has exercised good stewardship and been been steadfast and conscientious in its design of the Arana Gulch bikeway. The bikeway is widely supported by City voters and taxpayers. I hope that you will honor the farsightedness of the various government agencies and many pubic groups and individuals that support the Arana Gulch bikeway.

Thank you in advance for considering my views.

Sincerely,

Scott Kennedy
404 King Street
Santa Cruz, CA 95060-3412
831.457.8003 kenncruz@pacbell.net

Charles L. Dixon
524 #B Ocean View Avenue
Santa Cruz, California 95062
(831) 426-3689
wilda@cruzio.com
10/27/09

RECEIVED
OCT 28 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

Dear Dan:

Please find the original petition back to back in support of the Arana Gulch Master Plan and its Multi-Use trails. I count a total of 45 signatures. They were collected in October 2009 by Grace Voss of 800 Brommer #80. Please notice the high frequency of addresses at 800 Brommer, Sorrento Oaks, a Seniors' mobile home park which is less than a quarter of a mile from 7th and Brommer.

Please include these petitions into the Coastal Commission's record for the Arana Gulch Master Plan.

Thank you,

Charlie

Charlie Dixon

cc: Mike Ferry, Mark Stone, John Leopold

Exhibit H

PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
Olga Cossi	Olga Cossi	800 Brommer	donolga39@sbcglobal.net
Donald D. Cossi	Donald D. Cossi	800 Brommer	donolga39@sbcglobal.net
Jana Marquardt	[illegible]	191 La Cima St	janaardite@yahoo.com
Joan Brohmer	Joan Brohmer	800 Brommer St #12	
Shirley Amadon	Shirley Amadon	800 Brommer St. Sp. 27	Samadon@net[illegible]
JUNE Alameida	June Alameida	800 Brommer ST Sp 77	
Margaret Jorgensen	Margaret Jorgensen	800 Brommer St. No 1	
Carol Miller	Carol Miller	800 Brommer #56	—
Sylvia Rogers	Sylvia Rogers	126 Seaborg Pl S.C. 95060	
Pieter Voss	Pieter Voss	126 Seaborg Pl S.C. 95060	
ED KILDUFF	Ed Kilduff	140 ALLAN Pl WAT. 95076	
MEREDITH FUHRMAN	Meredith Fuhrman	433 CABRILLO AVE SC 95065	—
BILLIE TRAWLE	Billie E. Trawle	800 Brommer #24	
Lea DiGeronimo	Lea DiGeronimo	" " #47	
Felice DiGeronimo	Felice DiGeronimo	" " #47	
Wanda Martinez	Wanda Martinez	" " 31	
Joanna Jaron	[illegible]	" " #67	
RITA ESCALANTE	Rita Escalante	800 Brommer St #57	
NEVA M. FARMER	Neva M. Farmer	1118 Cullus Ln #1 Capitola 95010	
ROBIN M POWERS	Robin M Powers	340 A GUAIL Row Apts	ROBIN@ROBINMPOWERS.COM
Kristin [illegible]	[illegible]	3757 Main St. Soquel	
DAVID LAWRENCE	D Lawrence	232 MOUNTAIN VIEW AVE	
Norm Boehner	Norm Boehner	3271 Victory Ln, Soquel	MTBKR52@aol

Exhibit H

PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
Pam Slocum	Pam Slocum	311 PINERIDGE RD	
Scott Campbell	Scott Campbell	" " "	
Richard Bedel	[illegible]	111 National St. SC	
JOHN O'HARA	[illegible]	245 PEBBLE BEACH DR	
TONY RALL	[illegible]	1947 Nelson Rd. Scotts Valley	
RICHARD Salazar	[illegible]	335 E. LAKE BLVD	
BARB OLDDEN	[illegible]	3550 Marilyn 95062	
Barb Sanderson	[illegible]	800 Brommer St SC 95062	
Kathryn McClure	[illegible]	800 Brommer St #16 SC 95062	
DIANA CHASE	[illegible]	715 S [illegible] ST SC 95060	
Evelyn Sith	[illegible]	326 Loyola DR Aptos 95003	
ALAN ERICF	[illegible]	410 PALM ST SC, CA 95060	
[illegible]	[illegible]	232 Mountain View Ave SC CA 95062	
Shalom Compost	[illegible]	106 Rey Ct Santa Cruz 95062	shalom.compost@gmail.com
[illegible]	[illegible]	2-23 S.C. HARBOR	
[illegible]	[illegible]	500 [illegible]	
Lynnie Lee	Lynnie Lee	480 Twin Pines DR SC	
[illegible]	[illegible]	1455 [illegible] Ct #3 Capitola Ct 95010	
John Prinz	[illegible]	800 Brommer #83 SC 95062	
[illegible]	[illegible]	500 Brommer 88 SC 95062	
[illegible]	Paula [illegible]	800 Brommer #79 SC 95062	
LOWELL RAU	[illegible]	219 SHERMAN DR SC 95066	

Exhibit H

Charles L. Dixon
524 #B Ocean View Avenue
Santa Cruz, California 95062
(831) 426-3689
wilda@cruzio.com
10/16/09

RECEIVED
OCT 19 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

Dear Dan:

Please find copies of petitions (2 pages) in support of the Arana Gulch Master Plan and its Multi-Use trails. I count a total of 24 signatures. They were collected on October 1, 2009 at a People Power Table downtown at Bike to Work Day. I'm sorry for the delay there were some cross-ups getting the petitions to me. Other petitions are in the works with the same wording, this might be useful information to you regarding your filing system.

Please include these petitions into the Coastal Commission's record for the Arana Gulch Master Plan.

Thank you,

Charlie

cc: Mile Ferry, Mark Stone

Exhibit H

RECEIVED

OCT 19 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
Robert Vorce		318 Everson 95060	bdvorce@gu
Judy Marsalis		"	judymarsal
Matt Elbert		219 Riggs St Santa Cruz	
Malory Rickett		731 Ilita Ave SC	malk@dyn
David Bingham		2120 N. Limitis St	
Claul Ryan		350 Blair Lefburg	claulanryan
Devon Sampson		147 Sutphen St, SC	devonds@c
Donna Slater		358 Lee St SC	dslater@UC
Keresha Durham		227 Felix St	Keresha@cruzi
Paul Plamann		210 Pestoni Ave	
Hazel Taxton		120 Cayuga St	HPATONE@ucs
Jennifer Hastings		3.6 Western D. SC	jen@cohe.or
Peter Stanger		1 Escuela Rd, Aptos	
David Regan		326 Columbia St.	dregan@ucsc.
DAVE DOMINGUEZ		616 GILROY DR CAPITOLA	
Kim Hughes		8 7th Ave	khughes@
Chris Niemitz		116 Palo Verde SC	chrisn@g
Greg McPheeters		127 Lincoln Santa Cruz	greg@likesticcana
John Swift		32 Pinewood St, S.C.	John@Hamilton Su
William Watt		76 Ranchview Rd SC	[illegible]
Nils Tiitkanen		121 Monte Parade #73	120psi@gm
Yanyellen Boyle		223 Mary Ave 95060	mboyle@cruz
Kimin McDonald Vorce		102 N. Branciforte SC 95062	mail@jkb.no

Exhibit H

PETITION TO THE COASTAL COMMISSION

We, the undersigned, urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. Under this Plan, approved unanimously by the City Council, Broadway and Brommer would be connected by a Multi-Use Trail for use by bicycles, pedestrians, and the handicapped, but not by cars. With this Trail filling the short gap between them, Broadway and Brommer would become a great new thru route for non-motorized travel across Capitola, Live Oak, and Santa Cruz. It would encourage people to leave their cars at home for many of their around-town errands, making this Trail one of the most important things we can do locally to deal with climate change. The Plan would also provide for the protection and restoration of Arana's wetlands and grasslands, including the tarplant.

Name	Signature	Address	Email
Mike Ferrari	[illegible]	3012 7th Ave	lolaturtle33.

Exhibit H

September 14, 2009

RECEIVED
SEP 21 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Cathy Schlumbrecht
231 Arroyo Seco
Santa Cruz, CA 95060

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: City of Santa Cruz Arana Gulch Master Plan

Dear Mr. Carl,

I am writing in support of the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails, which is being considered for approval by the Coastal Commission. This project would serve Santa Cruz county by providing bicycle and pedestrian transportation and recreation access to the beautiful, yet currently underused Arana Gulch area. Served directly would be the dense population areas of Santa Cruz city and Live Oak, with several major schools in the vicinity. Also important and beneficial in the plan are its measures to control erosion, thereby improving creek and harbor water quality; to provide species protection; and to provide handicapped access to this lovely greenbelt area.

Thank you for your consideration of this matter. Please include this letter as part of the Commission's record on this subject.

Sincerely,

Cathy L. Schlumbrecht

Exhibit H

Susan Craig

From: Dan Haifley [dhaifley@oneillseaodyssey.org]
Sent: Monday, September 21, 2009 3:43 PM
To: Susan Craig
Subject: Arana Gulch Master Plan as proposed by the City of Santa Cruz

Hello Susan-

Thank you for all of your efforts over the years in the area of coastal planning for the California Coastal Commission. I am writing to support the City of Santa Cruz' Arana Gulch Master Plan, one of your current projects.

I believe that the plan would boost public access to a unique and representative coastal watershed, and will also provide a boost for environmental efforts that would improve fish passage and solve siltation and water flow in Arana Creek.

Public access to the Arana Gulch greenbelt area - particularly for those unable to access the area without some improvements - will complement the public recreational, educational and coastal dependent activities in the Santa Cruz Harbor contiguous to and below it.

Public access without habitat protection is ill-advised, and habitat protection without structured access will arguably lead to more damage to, and a much diminished ability to acquaint the general public with, this unique resource. The proposed plan that you have received is the product of long deliberation which I think credibly protects habitat and provides equal public access to Arana Gulch.

The City has proposed steps to resolve threats to the Santa Cruz Tarplant. I also look forward to work on improving habitat values in the creek, which will help reduce sediment.

Again, thank you for your efforts and for your consideration of my views.

Dan

Dan Haifley
Executive Director, O'Neill Sea Odyssey
2222 East Cliff Drive, Suite 222
Santa Cruz, CA 95062; (831) 465-9390, (831) 462-9188 (f)
www.oneillseaodyssey.org
Federal Tax ID # 77-0464784

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RECEIVED
SEP 22 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

FROM THE DESK OF
DAVID BERNARD

September 21, 2009
Dan Carl, District Manager CC: Bonnie Neely, Mark Stone
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz

David Bernard
126 Sherman St
Santa Cruz CA 95060

Dear Mr. Carl,

I'm writing to urge you to support the Arana Gulch Master Plan. For years, this well thought out plan has stalled due to the short sited, narrow minded thinking of the local Sierra Club forces. I am a strong environmentalist and a supporter of the Sierra Club but in this case it has simply ignored the greater good this plan provides for the community to protect a larger agenda. It's time somebody stood up against this small but powerful special interest group.

In addition to extensive restoration work, the plan's inclusion of the connector bicycle path between Broadway and Brommer streets long overdue. The courts have, in fact, ruled that the work will not harm but enhance the Gulch ecosystem. There is no reasonable environmental argument against the implementation of this plan.

As someone who has recently made the commitment to get out of my car and start commuting to work on my bicycle, I'm beginning to notice the lack of planning when it comes to bicycle routes and paths in Santa Cruz. The Arena Gultch connector is a no-brainer. It's a smart, environmentally sensitive plan that's been sitting on the shelf for years . I'm urging you to support the plan.

Sincerely yours,

David Bernard

126 SHERMAN STREET, SANTA CRUZ, CA 95060
831 [illegible]

Exhibit H

September 30, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300, Santa Cruz, CA 95060
Cc: Supervisor Mark W. Stone and Mike Ferry

Dear Sir:
I am writing from my perspective as an aging lover of the outdoors - hiker, bicyclist- and life long environmentalist in heartfelt support of the Arana Gulch Master Plan including the Multi-Use Trail connecting Broadway and Brommer and the single-span bridge into the greenbelt. The plan benefits the tarplant and encourages transportation alternatives to car travel. A wheel chair accessible trail meets the needs of many in the senior community who find themselves cut-off from the joy of time spent in a greenbelt area of their county.
I urge that the commission approve the Arana Gulch Master Plan including the Multi-Use Trail connecting Broadway and Brommer and the single-span bridge into the greenbelt. Please include my letter in the Commission's record on this matter.
Thank you,

Geri Lieby
310 Everson Drive
Santa Cruz, CA 95060

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COASTAL COMMISSION
CENTRAL COAST AREA

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OCT 0 5 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Judy Marsalis
318 Everson Dr
Santa Cruz
CA 95060
10/02/09

To: California Costal Commission
Dan Carl, District Manager
Mark W. Stone, Santa Cruz County Supervisor

RE: Arana Gulch Master Plan

I am writing to encourage the commission to complete the Arana Gulch master plan.

Please make this letter part of the Commission's record.

There are many good reasons to approve this plan. This list includes everything from saving the tarplant, to providing handicapped access to a multi-use trail and lessoning green house emissions.

I often travel by bicycle from Santa Cruz to Capitola. I'm 66 years old. The path would give me a shorter, safer route across town. In addition a direct route would encourage other people to get out of their gas guzzling vehicles and utilize their bikes for short trips.

We desperately need our transportation infrastructure to encourage the use of less polluting forms of transportation.

Thank you for your consideration.

Judy Marsalis

Judy Marsalis

judymarsalis@yahoo.com

Exhibit H

Nancy Lenz
230-B Pilkington
Santa Cruz, CA 95062
phone: (831) 426-5252
email: nanlenz@cruzio.com

September 30, 2009

RE: Support for City of Santa Cruz Arana Gulch Master Plan

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

I would like to add my voice to those supporting the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails.

I'm a 78-year old who enjoys walking. In Arana Gulch where I walk regularly, I find the rutted trails with gopher holes dangerous. I would like to take my friend who uses a wheel chair to enjoy an outing in our Arana Gulch greenbelt. She has moved here from Palo Alto where some of the natural areas have wheel chair accessible trails. I see many walkers with strollers who would also appreciate accessible trails.

I live in the Seabright neighborhood where I see many bikers use Murray Street and the Murray Street bridge.This is a risk-taking route where I never see parents taking their children. The Broadway-Brommer route that would be opened by a multi-use trail would encourage family bicycling because of the traffic-free connection between Santa Cruz-Live Oak-Capitola. I might even get back on my bicycle and give it a try!

I know others will cover issues of WATER QUALITY along Arana Gulch Creek and GLOBAL WARMING. I second their concerns.

Sincerely,

Nancy Lenz

Nancy Lenz

cc: Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, CA 95060

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OCT 05 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

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SEP 2 4 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

9/20/2009

Dear California Coastal Commission,

As a concerned citizen I am writing you in support of the proposed Arana Gulch Master Plan and the Multi-Use Trails (bike, pedestrian, and handicapped- and no cars) that are part of it. As a recent study has shown that 51 percent of Santa Cruz's greenhouse gasses are from transportation, I think that a bicycle and pedestrian path would contribute significantly towards getting people to use other forms of transportation that doesn't use fossil fuels. Many residents on both sides of Arana Gulch whom I have talked to would rather use a bike to do short errands to the other side but feel that the narrow streets around that area make it unsafe to do so.

Also, none of the greenbelts in the City of Santa Cruz have any handicapped access. The Multi-Use Trails included in the Master Plan would be fully handicapped accessible and would constitute only 30% of the trails at Arana (and only 3% of the trails in all 4 greenbelts). This is a modest but long overdue step, and is just basic fairness to everyone.

There is also a water quality issue that can be addressed with the above mentioned Master Plan. Arana Gulch Creek has long carried unnaturally heavy loads of sediment, accompanied by other urban runoff pollutants. In the past few years the City and others have taken some good steps further upstream to improve that situation but in order for them to do more (specifically for them to restore and clean up the sediment problems in the Arana Gulch Greenbelt) they need to have final approval of the Master Plan so that they can get available state and federal funding for these restorations. The Creek can't get cleaner until the Master Plan gets final approval.

The reality of Peak Oil is now beginning to become obvious with the decline of world oil fields and the price spike of $140.00 per barrel which contributed to the crash of the global economy. We must begin to develop alternative and sustainable transportation that is not dependent on a finite and declining energy source. The bicycle is one of those sustainable alternatives, which is being prevented from making its contribution due to the lack of a safe and convenient route from Seabright through Arana Gulch to Live Oak

I feel that we can build the Broadway-Brommer Bike Path and do something positive about climate change, make things better for the tarplant, and provide a little access for the handicapped. Or don't build the Bike Connector, miss a big opportunity to

do something about climate change, leave the tarplant in its sorry decline, and continue to shut the handicapped out of our greenbelt spaces. The choice seems pretty clear.

Please help our communities create a truly sustainable, ecologically sound and safe Arana Gulch Master Plan and Multi-Use Trail that will be a benefit to everyone.

Sincerely Yours,

Drew Lewis
433 Cayuga St.
Santa Cruz, CA 95062

Exhibit H

RECEIVED
OCT 13 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

800 Brommer St. #80
Santa Cruz, CA
9 October 2009

Dan Carl, District Manager
California Coastal Commission
725 Front St. Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

Yesterday I rode my bicycle 1.75 miles from the 'top of the harbor' (7th and Brommer St.) to the 'T' where Broadway meets Frederick Street. Along the way, I experienced five stoplights and two stop signs. If the Broadway–Brommer multi-use path through Arana Gulch becomes a reality, I would be able to ride my bicycle .6 mile without any stoplights or stop signs. When I rode my bicycle yesterday, I was on a narrow bike lane on Soquel Avenue. Sometimes the bike lane closed down to a width of two feet. Well, my point is, bicyclists, wheelchair persons and pedestrians should be able to travel from the east to the west side of Santa Cruz in a safe manner. The Arana Gulch multi-use path is the answer to this safe passage for all. Please approve this path.

Approval of the multi-use path also would be beneficial to people's health, as it would encourage them to walk and ride their bicycles more than they do now. I live a short distance from the start of the proposed path, and many of the people in my senior park (Sorrento Oaks) take the bus to go downtown or to other stops on the city's west side. A multi-use path would encourage these people to exercise by walking or bicycling, once they realize there is a safe way to travel to the city's west side. So, you see, your commission would not only protect people, it would encourage them to enjoy a healthy lifestyle by approving this path! You have the power to cut down on people's medical expenses by promoting a healthy lifestyle!

I recently received a personal tour of the proposed path from one of its advocates, who pointed out to me the area where the tar plant will grow safely. As I understand it, the proposed path gives the existing tar plant a protected area. We all need protection. We all will receive protection if this multi-use path is approved. Please do what you can to make this long-awaited project become a reality!

Sincerely,

Grace Voss

Grace Voss
(gracevoss@sbcglobal.net)

cc: Mike Ferry, City of Santa Cruz
Mark Stone, Board of Supervisors

Exhibit H

RECEIVED

OCT 13 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Amy Marlo
1250 Sanders Ct.
Santa Cruz, CA 95062
October 7, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am a resident of Live Oak, and I am writing to let you know that I support the Arana Gulch Master Plan, including its system of Multi-Use Trails.

My primary reason for supporting this plan is that it will help many residents rely on their cars less, thereby reducing traffic on the city streets and reducing car emissions. On a daily basis, I travel with my two children to the eastern side of the City of Santa Cruz. The Multi-Use Trail would enable my family and I to travel more frequently by bike, rather than car. I also know of other Live Oak families who would readily use the Multi-Use Trail to travel by bike across town.

I also support this plan because it will protect Arana Gulch from future development. My family and I frequently go Arana Gulch and enjoy its beauty and the range of plant and animal life that it supports. It is important to protect this unique natural area.

Thanks for the opportunity to express my support. I would ask that my letter be made part of the Commission's record.

Sincerely,

Amy Marlo

CC: Mike Ferry
Supervisor Mark Stone

Exhibit H

9/01/09

To: Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca. 95060

RECEIVED
SEP 08 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

CC: Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, Ca. 95060

From: Carolyn Greene
115 Paseo Ballena
Aptos, Ca. 95003

Re: Support of Arana Gulch Master Plan and Multi Use Trailsl

I am a native Californian having been born in Sacramento in 1926. My childhood summers were spent in Seabright in a wonderful beach house that my grandfather purchased for his family in 1917. I have missed only one of my 83 years visiting Santa Cruz. Upon retirement in 1985, my husband and I moved to this county.

When I finished college in 1949, I joined the Sierra Club. I have been a hiker and a supportive member ever since. I have long felt a bridge and path connecting Broadway to Brommer Streets was important. It would provide a shorter, safer route for both recreational cyclists and many others commuting to work or school or running short errands.

Now that I am elderly, I view this from a different angle. I am supportive of the handicapped proposal as well. Like many others in my age group who have had hip and knee surgery, I am minimally handicapped but still yearning for an outdoor hiking or walking experience. I have visited Arana Gulch and realize what a lovely opportunity this affords to enjoy the view and native vegetation. There are many older people living on or near Frederick St. who would welcome this experience.

I strongly urge your support for the City of Santa Cruz's Arana Gulch Master Plan including Multi-Use Trails

This letter may be used as part of the Commission's record on this matter.

Thank you.

Carolyn Greene

Exhibit H

SCCC
Santa Cruz County Cycling Club
www.santacruzcycling.org - P.O. Box 8342, Santa Cruz, CA 95061-8342

RECEIVED
OCT 19 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

October 12, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Santa Cruz County Cycling Club's support for the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails

Dear Mr. Carl,

The Board of Directors of the Santa Cruz County Cycling Club voted unanimously to support the Arana Gulch Master Plan whereby multi-use trails for bicyclists, pedestrians and wheelchairs are proposed.

We believe the multi-use trail and bridge will meet the need for a much needed route for recreational users and commuters traveling between North and South County. The other routes available for this purpose, such as Soquel Avenue, are less safe and cause conflict between bicyclists and motorists. A couple of years ago a bicyclist was killed using one of the alternative routes (the Murray Street bridge). We believe a viable route through Arana Gulch will encourage more people to use their bikes rather than driving, thereby helping save the environment.

The Santa Cruz County Cycling Club (SCCCC) is a non-profit organization, founded in 1971. Its mission is to bring cycling to all levels of riders and encourage healthy lifestyles through education, advocacy, friendship, teamwork, and fun. There are over 250 members, consisting of various levels of bicyclists, including commuters and recreational bicyclists.

Please do not hesitate to contact me if you wish any further information on the needs of bicyclists in Santa Cruz County. We respectfully request that our letter be made part of the Commission's record on this matter.

Sincerely yours,

Barton T. Coddington
President, SCCCC

CC: Mike Ferry, Associate Planner
City of Santa Cruz
809 Center Street, Room 206
Santa Cruz, CA 95060

Supervisor Mark Stone
Board of Supervisors
701 Ocean Street
Santa Cruz, CA 95060

Exhibit H

106 Rey Ct
Santa Cruz, CA 95062
October 20, 2009

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OCT 22 2009
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COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front St. Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing to ask your support for the Broadway Brommer Arana gulch bike path.

I commute almost every workday from the 38th & Brommer area to 701 Ocean. I would much like to have the Arana gulch route added to my commute alternatives.

Each day I have a choice of routes. I can drive my car and deal with horrendous traffic and parking issues. I can ride my bike and take Brommer through or around the harbor to Pine St. Or I can ride Capitola Road to Soquel to Water to Ocean.

Unfortunately time constaints in the morning make that last option the easiest one. But it is also the most dangerous one. I spend much of the ride in close proximity to LOTS of cars.

I have already had someone make a right turn in front of me with no turn signal. My left wrist can still remember grabbing on that vehicle for my life to keep from going under it. I wish that Soquel was not my fastest commute route.

I run a software system that handles $400,000,000 in property tax revenue each year, so they like me to get to work on time. But "they" also want me to get there safely.

Help me achieve a safe commute and help support alternatives to fossil fuel air pollution. Support the Broadway Brommer Arana Gulch path.

Sincerely,

Shalom Dreampeace Compost
shalom.compost@gmail.com
shalom.compost@co.santa-cruz.ca.us
Principal Programmer Analyst - Property Tax Systems
Information Services Department
County of Santa Cruz

cc: Mike Ferry, City of Santa Cruz
Mark Stone, Board of Supervisors

Exhibit H

RTC
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

October 28, 2009

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NOV 0 6 2009
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COASTAL COMMISSION
CENTRAL COAST AREA

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Support for the Arana Gulch Master Plan

Dear Chair Neely:

I am writing on behalf of the Bicycle Committee of the Santa Cruz County Regional Transportation Commission. The Bicycle Committee reviews, advises, and advocates on a broad range of bicycle-related issues, policies, plans and projects.

At its October 19, 2009 meeting, the Bicycle Committee took a position of support for the Arana Gulch Master Plan and the proposed multi-use trail connecting Broadway and Brommer Streets. The proposed multi-use trail is designed for bicycles, pedestrians, and for people with disabilities. Of all four greenbelts in Santa Cruz County, only this proposal would construct trails that allow access for people using mobility devices. The paved trail would also allow persons with disabilities improved access to the coastal zone.

The proposed multi-use trail would also fill a critical gap in the regional east-west bicycle and pedestrian network thereby increasing the ease and safety of bicycle and pedestrian trips for transportation purposes in and between our communities. The Committee values a complete and convenient regional bicycle and pedestrian network as it increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes which can have positive, cumulative environmental impacts. Our community's efforts to reduce greenhouse gas (GHG) emissions by promoting alternative transportation would be greatly aided by this project.

This project meets the Coastal Commission's goal of improving access to the coastal zone, thereby allowing more balanced public access and opportunities for a range of users including people with mobility impairments.

Thank you for the opportunity to comment in support of the Arana Gulch Master Plan. If you have any questions, please contact Cory Caletti, RTC staff to the Bicycle Committee, at (831) 460-3201.

Sincerely,

Daniel Kostelec, Chair
Bicycle Committee

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee
Friends of Arana Gulch
City of Santa Cruz

\\rtcserv2\Shared\Bike\Committee\CORR\2009\AranaGulch09.doc

Exhibit H

20 November, 2009

Dear Dan Carl,

We, the Eco-Club of San Lorenzo Valley High School, are writing to pledge our support for the Arana Gulch Master Plan proposing multi-use trails in the Arana Greenbelt. Already unanimously approved by the City Council, it is up to the Coastal Commission to finalize it. As concerned and involved students within the Santa Cruz County, we support the Arana Gulch Master Plan because it would reduce the emission of pollutants, preserve and defend the natural beauty of the Arana Greenbelt, and provide easy access to this beauty to pedestrians and handicapped citizens.

In Santa Cruz County, around half of all greenhouse gas emissions, including 71.3% of all carbon monoxide emissions, come from automobile exhaust. Within the Santa Cruz City limits, vehicular emissions account for up to 90% of these emissions. Nearly all traffic within the city represents cars traveling a distance of 3 miles or less. There presently exists no contiguous bicycle infrastructure connecting Santa Cruz. The Arana Gulch Plan would connect Brommer Street and Broadway with a pedestrian and bicycle pathway. By doing this, the Arana Gulch Plan would encourage pedestrian and bicycle travel as opposed to vehicular traffic, easing congestion, promoting environmental responsibility, and ultimately ensuring healthier people in Santa Cruz County.

Those who oppose the plan claim it would ecologically disrupt the Arana Greenbelt. Some cite proximity of the endangered tar plant, *Holocarpha macradenia*. In reality, the Arana Gulch Plan would have a minimal environmental impact on the Arana Greenbelt. The trail, in particular the bridge over Arana Gulch, is designed to be low-impact and environmentally friendly. No trail ever would come closer than 400 feet to any tar plant. In addition, a program within the Arana Gulch Project will actually restore habitat for the tar plant, as well as grassland, wetland, and creek habitats.

Few people know of the natural landscapes located within the heart of Santa Cruz. The plan would promote citizens' awareness of the beautiful Arana Gulch. Also, currently, none of the city's four greenbelts have accessible trails for handicapped citizens. The Arana Gulch Master Plan would create the first such trails. The Arana Gulch Master Plan would create the first such path in Santa Cruz County. The Arana Gulch Master Plan would provide equality to these people, giving them an unparalleled opportunity to go outside and enjoy nature.

The Arana Gulch Master Plan presents an excellent opportunity for the City of Santa Cruz, protecting its natural treasures, providing equal access to all citizens of Santa Cruz, and helping the environment. Please take these points under consideration as part of the Coastal Commission's deliberation on this matter.

Thank you for reading and for your time.

Sincerely,
San Lorenzo Valley High School Eco-Club

San Lorenzo Valley High School
7105 Highway 9
Felton, CA 95018

NOV 30 2009

Exhibit H

Supporters of the Arana Gulch Master Plan

1 Chloe Gordon (Chloe Gordon)
2 Kevin G Bice (Kevin G. Bice)
3 Marina Means (Marina Means)
4 (Beau Braughton)
5 Kelly Chesud (Kelly Chesud)
6 Rachel Bickert (Rachel Bickert)
7 Caitlin Powell (Caitlin Powell)
8 Christina LoFranco (Christina LoFranco)
9 (Robert Mullins)
10 (Emmy Johnson)
11 (Brittany Whitehill)
12 (Claire Barnes)
13 Brenda Bonnell (Brenda Bonnell)
14 Taylor Rae Venell (Taylor Rae Venell)
15 Taylor Peddy (Taylor Peddy)
16 Mackenzie Miller (Mackenzie Miller)
17 (Kevin Jordan)
18 (Shane Johnson)
19 Abe Olson (Abe Olson)
20 (Emily L. Engle)

Exhibit H

Save Our Shores

345 Lake Avenue, Suite A
Santa Cruz, CA 95062
831.462.5660
F. 831.462.6070
www.saveourshores.org

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NOV 19 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

November 16, 2009

Mr. Dan Carl, District Manager

California Coastal Commission

725 Front Street, Suite 300

Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing on behalf of Save Our Shores to urge the Coastal Commission to approve the Arana Gulch Master Plan as submitted by the City of Santa Cruz.

Save Our Shores is a non-profit marine conservation organization. Our mission is caring for the marine environment through ocean awareness, advocacy, and citizen action. We are well aware that many of the threats to our marine environment have their origins in the watersheds that drain into our bay and ocean. It is in that regard that we take a position of support for the Arana Gulch Master Plan.

Arana Gulch Creek suffers primarily from sediment load and, to a lesser extent, from the usual urban runoff pollutants. Some progress in improving water quality has been made in recent years in the middle and upper parts of the watershed. However, the lower part of the watershed is mainly in the City's Arana Gulch property, and there progress has been stymied by the difficulty of getting water quality funding while the plan for the area is still in limbo.

As a result, two particularly significant sources of sediment in the Arana Gulch property – the Agnes Street runoff gully and cut banks where the Creek passes through the built-up sediment in the wetland – remain unaddressed. The sediment in Arana Gulch Creek is a water quality problem in the Harbor and ultimately in the Bay, and it diminishes the ability of steelhead to reproduce.

The City has proposed specific and positive actions to remedy these significant water quality problems: an erosion control project for the Agnes Street runoff and restoration of the wetland, beginning with assembling various wetland restoration and hydrology experts, along with the Port District, to design the best possible solution to the bank stabilization problem. These actions require funding and that funding, as a practical matter, can only be obtained with an approved and agreed to Master Plan in place. Until that happens, the effort to improve the water quality of Arana Gulch Creek as it flows into the Harbor and the Bay is stalled.

We also note that the Arana Gulch Master Plan would provide improved public access to this coastal zone area, and would do so in a way that would protect the natural setting from excessive wear. Furthermore, under the Plan the public would have the benefit of interpretive displays that would explain the important function healthy wetlands play in cleaning and clearing the water that flows through them. We believe this can be an important opportunity to build a constituency for preserving and restoring not only this wetland, but also wetlands in general.

We urge the Coastal Commission to approve the Arana Gulch Master Plan as submitted by the City of Santa Cruz, and we ask that this letter be made part of the record. Thank you.

Sincerely,

Laura J. Kasa

Executive Director

Exhibit H

October 26, 2009

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NOV 09 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl
District Manager
California Coastal Commission
725 Front St. Suite 300
Santa Cruz, Calif. 95060

Dear Mr. Carl,

As a physician, property owner and concerned citizen I wholeheartedly encourage you To approve the Arrana Gulch Master Plan and it multi use trail. I believe that safe Bicycling is an excellent way of promoting both mental and physical health. I am certain that over time the citizens of Santa Cruz and visitors will be thankful for the foresight that the Costal commission had in approving such a wonderful addition to the area.

With sincerest regards,

Joel Steinberg, M.D.
jfbergs@sbcglobal.net

Joel Steinberg
840 So Fairmont Ave #3
Lodi, CALIF 95240

Exhibit H

Coastal Commission California

November 5, 2009

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NOV 06 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commissioners, Dan Carl

I live in Scotts Valley and I am in support of the Arana Gulch master plan including multi use trails. I want this letter to be part of the commission's records.

I am an avid cyclist and walker/ hiker in Santa Cruz County. I love the open spaces we have created for the community. The children of this community need the open spaces to be in touch with nature, plants and animals and with their own physicality.

Please pass the plan and fund the necessary money to build the trails and the bridge needed for this open space area to flow between Brommer and Broadway.

Sincerely, Megan Matthews

1384 Weston Ridge Road

Scotts Valley, Ca 95066

Cc; Dan Carl, district Manager- Mike Ferry, Associate Planner- Mark Stone, Board of Supervisors

Exhibit H

County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 FAX: (831) 454-3262 TDD: (831) 454-2123

JOHN LEOPOLD	ELLEN PIRIE	NEAL COONERTY	TONY CAMPOS	MARK W. STONE
FIRST DISTRICT	SECOND DISTRICT	THIRD DISTRICT	FOURTH DISTRICT	FIFTH DISTRICT

November 3, 2009

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NOV 05 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
Central Coast Area Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: SUPPORT FOR THE ARANA GULCH MASTER PLAN

Dear Mr. Carl:

I am writing at the direction of the Santa Cruz County Board of Supervisors to indicate our support for the Arana Gulch Master Plan. As you are aware, the Arana Gulch Master Plan is the product of several rounds of environmental evaluation and review, which have now been completed, to address the resource and use issues of Arana Gulch.

Among other features, the Arana Gulch Master Plan proposes to provide trails that are fully compliant with the Americans with Disabilities Act to allow access to the coastal resources in this incredible greenbelt area by pedestrians, those with disabilities, and bicyclists. In addition, it will provide long term protection and management of the sensitive habitat area on the site. The Master Plan calls for access points to Arana Gulch from four directions, including at the end of Broadway Street and at the end of Brommer Street. These are prime locations because they are level, with existing sidewalks and curb-cuts, and are within large neighborhoods. The County's Commission on Disabilities believes that the trails proposed in the Arana Gulch Master Plan will provide significantly enhanced access for people with disabilities, and our Board concurs.

We hope that the Coastal Commission will also agree that the Arana Gulch Master Plan will have significant benefits for local residents and for visitors to our community.

Sincerely,

NEAL COONERTY, Chairperson
Board of Supervisors

NC:ted

cc: Clerk of the Board; Commission on Disabilities; Planning

Exhibit H

4912A6

Oct. 20, 2009

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan Multi-Use Path

Dear Mr. Carl,

I believe the multi-use trail and bridge between Brommer and Broadway through Arana Gulck will make it much easier for people to travel between North and South County. The other routes available for this purpose, such as Soquel Avenue, are less safe and I do not feel comfortable riding on Soquel with all the traffic. I believe a viable route through Arana Gulch will encourage more people to use their bikes because they will feel safer. We will benefit the environment with less car exhaust when more people use bikes instead of cars, and increase the fitness of those who ride bikes and walk instead of driving.

I have always wondered why this was not done a long time ago. It makes so much sense to enable people to use this land without developing the open space. I do not believe that a bicycle path will ruin the environment.

I respectfully request that my letter be made part of the Commission's record on this matter.

Sincerely yours,

Janet Starr

Janet Starr
1001 Hidden Valley Rd.
Soquel, CA 95073

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OCT 28 2009
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CENTRAL COAST AREA

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CATHERINE TOLDI, M.A.

3267 Roland Drive
Santa Cruz, CA
95062

831-462-1446

ctoldi@cruzio.com

October 27, 2009

RECEIVED

OCT 29 2009

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To: Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

I am writing this letter in support of the Arana Gulch Master Plan with Multi-Use trails. I strongly support the fact that the multi-use trails will provide wheelchair access to Arana Gulch. I am concerned that there currently are no wheelchair-accessible trails in the City's greenbelt system. Not only do I have many friends who use wheelchairs, but I also look forward to remaining active in my elderly years, and know that canes and walkers are often required to do so.

I am also a person who would use my bicycle more if there were better connectors between my home in Live Oak and downtown, which these trails would provide.

As a regular user of Arana Gulch, I deeply appreciate its natural beauty, and do not feel that the trails would be a negative impact, and perhaps some have implied.

Since this plan has already been unanimously approved by the City Council, I look forward to the Coastal Commission's approval of this important contribution to equitable access to mother nature for all of our citizens.
Thank you very much.

Yours truly,

Catherine Toldi

Catherine Toldi

cc. Supervisor Mark Stone
Mike Ferry, Associate Planner

Exhibit H

PEOPLE POWER!
SENSIBLE TRANSPORTATION FOR SANTA CRUZ COUNTY

703 Pacific Avenue
Santa Cruz, CA 95060
www.peoplepowersc.org
(831) 425-0665

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OCT 13 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

10/7/09 Corrected Copy

Dan Carl, District Manager
California CoastalCommission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl,

We are writing to urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trails, as submitted by the City of Santa Cruz. We request that this letter be made part of the Commission's record on this matter. People Power is an environmental group in Santa Cruz County that focuses on alternatives to the automobile for Santa Cruz County.

The State of California, the City of Santa Cruz, and indeed the coastal Commission itself have all set ambitious and much-needed goals for reduction of greenhouse gases. Approving the Arana Gulch Master Plan gives the Coastal Commission a meaningful way to address climate change while continuing to provide additional coastal access with little negative impact to the environment.

In Santa Cruz, even more so than the rest of the state, the transportation sector is by far the largest source of greenhouse gas emissions. In our city, 47% of all greenhouse gas emissions come from transportation – the next largest sector emits just over half as much. Furthermore, in recent years transportation has generated more growth in emissions than any other sector. The City, in its upcoming Climate Action Plan, has found that a substantial majority of the greenhouse gas reductions necessary to meet the 2020 goals will have to come from transportation.

Both the City and the Coastal Commission have a responsibility to provide access to coastal parks and recreation areas in ways that reduce vehicle miles traveled. A key part of these actions will be to provide access coastal resources by bicycle, foot and/or wheelchair and to encourage the use of these transportation alternatives to the automobile. Many communities have demonstrated that when safe and convenient routes are provided, a significant share of local car trips are switched to no-carbon alternatives. In the city of Santa Cruz, 40% of all automobile trips are 3 miles or less. Because Santa Cruz County has the largest amount of public coastal land in the state (including the Arana Gulch property), many of those short automobile trips are made to access public nature areas and other recreational opportunities along the coast.

Exhibit H

August 22, 2009
Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

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SEP 08 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Mr. Carl,

I am writing urging the Commission's support for the Arana Gulch Master Plan and its Multi-Use Trails, being submitted for approval by the City of Santa Cruz. Please make this letter part of the record in this case.

I work at an apartment complex for seniors, La Posada, located on Frederick St. less than a quarter of a mile from Broadway. The facility has just over 170 units, always full because they are very popular. Many of our residents use walkers, some use wheelchairs, and all are wonderful people. Many like to get out for a walk, even if it is just around the block. But they also find it a bit boring to walk around the same couple of blocks day after day.

The City of Santa Cruz has proposed extending a pedestrian path from Broadway and Frederick, level, across Hagemann Gulch and out onto the flat grasslands of the Arana Gulch greenbelt. Seniors standing at that point could see to their left the Arana Creek wetlands below and Loma Prieta beyond. To their right they could see the harbor and the bay beyond. Those with a little more time and ambition could continue on the path to the Harbor, a fascinating place for people of any age. This proposed path would make it only a half-mile walk (or wheel) from La Posada to the North Harbor parking lot.

This path – the Multi-Use Trail as it is called -- would be the first and only path in any City greenbelt that was fully accessible to those in walkers and wheelchairs. The surface would be smooth, the slopes gentle or flat, and no stairs.

You have no idea what this would mean to these people. Compare the sights and sounds of Arana Gulch or the Harbor to daytime television. To be able to walk or wheel out into these places on their own, when they want to (not waiting for someone else to organize a group tour or an outing), where they want to, for the amount of time they want to, to see the sights they want to see: all that begins to hint at what it would mean.

This is not just about the residents of one facility. Within a quarter mile of Frederick and Broadway are several senior facilities, the Dominican Rehabilitation Center, and many seniors living in individual homes. Walk around this neighborhood and you will see more than a few walkers and wheelchairs. Broadway and Frederick already have sidewalks and curb-cuts. All that is needed is that pedestrian access from the end of Broadway out into Arana and beyond.

Even with the proposed Multi-Use Trail, most trails at Arana would still be inaccessible to walkers and wheelchairs – but the proposed Multi-Use Trails would be a significant

step forward. Those using a walker or a wheelchair would have more than token access, would be able to see the variety of the place, would be able to go through to somewhere on their own. This is about access to a coastal area not just for some of our citizens, but for all. I think our seniors deserve no less.

I urge the Commission to approve the City's Arana Gulch Master Plan and its wheelchair-accessible Multi-Use Trails.

Yours truly, Tim Gilbert

To add to the above statement, I would include myself, already, as an avid user.

Gilbert
827 Pine St
Santa Cruz
CA 95062

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DEC 14 2009
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

PETITION TO THE CALIFORNIA COASTAL COMMISSION

We the undersigned are residents of La Posada, a senior citizen residence at Frederick and Hanover Streets in Santa Cruz. We urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trail, as submitted by the City of Santa Cruz. The Multi-Use Trail will begin with a pedestrian bridge at the end of Broadway (just a quarter of a mile from La Posada), that will allow us to visit and enjoy the Arana Gulch Greenbelt Park and even to go to the Harbor or 7th Avenue if we want. The Multi-Use Trail will be designed for wheelchairs, walkers, and pedestrians who need a smooth surface and a gentle slope. This will be the first and only trail in any of the City's four Greenbelt Parks designed with wheelchairs and walkers in mind, to which we say: It's about time! We note that this Plan has been endorsed by both the Elderly and Disabled Transportation Advisory Committee and the County Commission on Disabilities. We urge that this Plan be approved not only for us, but for all the elderly and disabled who live in the area of Broadway and Frederick Streets. Thank you.

Signature:	Print Name:
[illegible]	DON TIMERMAN
Margaret Elizondo	MARGARET ELIZONDO
Paula Nielsen	Paula Nielsen
Antoine Zeind	ANTOINE I ZEIND
Dale Price	DALE PRICE
Albert R Shady	Bernice Ferreira
Faris Espinosa	Lois Peterson
Dennis Trucco	DENNIS TRUCCO
Rosa Dinatale	Margaret Blaird
La Dené Smardan	[illegible]
Jeanne Delaney	Jeanne Delaney
Esther Shambley	ESTHER Shambley
Bonnie Grissom	Bonnie Grissom
Lyn Harnden	EVELYN HARNDEN
Marion P Huffnagle	[illegible]

Exhibit H

PETITION TO THE CALIFORNIA COASTAL COMMISSION

We the undersigned are residents of La Posada, a senior citizen residence at Frederick and Hanover Streets in Santa Cruz. We urge the Coastal Commission to approve the Arana Gulch Master Plan and its Multi-Use Trail, as submitted by the City of Santa Cruz. The Multi-Use Trail will begin with a pedestrian bridge at the end of Broadway (just a quarter of a mile from La Posada), that will allow us to visit and enjoy the Arana Gulch Greenbelt Park and even to go to the Harbor or 7th Avenue if we want. The Multi-Use Trail will be designed for wheelchairs, walkers, and pedestrians who need a smooth surface and a gentle slope. This will be the first and only trail in any of the City's four Greenbelt Parks designed with wheelchairs and walkers in mind, to which we say: It's about time! We note that this Plan has been endorsed by both the Elderly and Disabled Transportation Advisory Committee and the County Commission on Disabilities. We urge that this Plan be approved not only for us, but for all the elderly and disabled who live in the area of Broadway and Frederick Streets. Thank you.

Signature:	Print Name:
Margaret Elizondo	MARGARET ELIZONDO
Norma Leonard	NORMA LEONARD
Bernice E Ferreira	
Don Roberts	
E. Van Impelen	E VAN IMPELEN

La Posada
609 FREDERICK ST.
SANTA CRUZ, CA 95062

Exhibit H

Dear Susan Craig and the California Coastal Commission,

My name is Amy Harrington and I have lived in Santa Cruz for over 30 years and I am writing to support the Arana Gulch Master Plan including the multi-use path between Broadway and Brommer. I try and ride my bike as much as possible & this will make it so much safter & accesible to families. My mother was in a wheel chair & I wish the path had been built so that she could have enjoyed our beautiful green-belt.

Thank you for helping to make Santa Cruz a safer place for more people to enjoy

Amy Harrington.

Exhibit H

SAN FRANCISCO BICYCLE COALITION

995 Market Street Suite 1550
San Francisco, CA 94103
415.431.BIKE
415.431.2468 fax
www.sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

January 24, 2010

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JAN 28 2010
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CENTRAL COAST AREA

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JAN 27 2010
CALIFORNIA
COASTAL COMMISSION

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: City of Santa Cruz Arana Gulch Master Plan

Dear Mr. Carl,

On behalf of the 11,000 members of the San Francisco Bicycle Coalition, I am writing to urge the California Coastal Commission to approve the City of Santa Cruz's Arana Gulch Master Plan, including its system of Multi-Use Trails. This project is consistent with many transportation and environmental goals of the City and County of Santa Cruz and California's goal to reduce Carbon Emissions and Greenhouse Gases and would benefit bicyclists in many ways.

This project will improve both bicycle and walking access to the nearby elementary, junior high and high school especially for the adjacent Live Oak area. A multi-use path will also provide for pedestrians and bicyclists, furthering the city's and county's goals for alternative transportation use and addressing global warming goals of both jurisdictions.

These trails will also allow for additional access for people with limited mobility, including wheelchair users. Currently, none of Santa Cruz's greenbelt parks provide access for wheelchair users.

The Arana Gulch multi-use paths will help complete a direct route connecting the two bike lanes on both Broadway and Brommer Streets. These two streets are important routes on Santa Cruz's bike network and the current alternate route takes cyclists over 1.5 miles out of the way. By completing this multi-use path, cyclists will have a more direct route to parks, schools, and other important destinations in the area for daily commuting.

For the reasons listed above, on behalf of the San Francisco Bicycle Coalition, I urge the Commission to support this project and appreciate your work to ensure the safety of cyclists, pedestrians, and the California Coast. Please ensure that our comments are shared with the Commission and included in the public record.

Sincerely,

Marc Caswell
Program Manager

CC: Commissioner Ross Mirkarimi; CCC Headquarters Office; Dan Carl of Central Coast District Office.

Exhibit H

Printed on 100% post-consumer waste with soy-based ink. Processed chlorine-free.

ROELOF W POT

620 Cayuga Street
Santa Cruz, CA95062
Tel: 831-471-2525

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FEB 01 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

January 26, 2010

To whom it may concern,

This letter is to voice my strong support for the proposed bicycle/pedestrian pathway through the Arana Gulch property. This path has been very long in the making and many of us have fought hard to create the plan as it stands now. A number of concessions were made over the years to appease those who had concerns about the plan.

In my opinion a direct link between Broadway and Brommer Street would be a huge asset to Santa Cruz County. Bicyclists, pedestrians, old, young and those who are wheel chair dependent will benefit enormously. A gift of tremendous proportions indeed, both for now and for future generations. It will be a wonderful incentive for bicycle commuters and other users to travel through such a beautiful area. Or being able to just sit and soak up this wonderful natural environment.

I ask for your support of this plan, and offer you my sincere gratitude when the plan will get the final go-ahead.

Sincerely yours,

Roelof W Pot

Exhibit H

Jan. 29, 2010

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FEB 01 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Re: Arana Gulch Master Plan Multi-Use Path

Dear Mr. Carl,

I believe the multi-use trail and bridge between Brommer and Broadway through Arana Gulch will make it much easier for people to travel between North and South County. The other routes available for this purpose, such as Soquel Avenue, are less safe and I do not feel comfortable riding on Soquel with all the traffic. I believe a viable route through Arana Gulch will encourage more people to use their bikes because they will feel safer. We will benefit the environment with less car exhaust when more people use bikes instead of cars, and increase the fitness of those who ride bikes and walk instead of driving.

I have always wondered why this was not done a long time ago. It makes so much sense to enable people to use this land without developing the open space. I do not believe that a bicycle path will ruin the environment.

I respectfully request that my letter be made part of the Commission's record on this matter.

Sincerely yours,

Janet Starr

Janet Starr
1001 Hidden Valley Rd.
Soquel, CA 95073

Exhibit H

January 27, 2010

RECEIVED

FEB 01 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

It has come to my attention that the California Coastal Commission will soon be considering the City of Santa Cruz's application for permission to build a multi-use trail connecting Broadway and Brommer streets through Arana Gulch. I am writing in SUPPORT of the City of Santa Cruz's Arana Gulch Master Plan!

Being a long-time bicyclist and home owner in Santa Cruz and having ridden from the Westside to Capitola, Live Oak, Soquel and Aptos far too many times to count, I can firmly attest to how much SAFER it would be to be able to ride directly towards my eastern destinations. All these many years I've had to "loop up" at the end of Broadway onto Fredrick Street, then take Soquel Avenue for a mile or so, and finally around onto Capitola Road in order to make my way over to that side of town.

That stretch of Fredrick between Broadway and Soquel Avenue has no bicycle lane and is always lined with parked cars, making it very DANGEROUS both from a suddenly opened car door and also from the tight squeeze that cars create traveling north in the lane along side me. Soquel Avenue has gotten better since the installation of the bicycle lane, yet it is still hazardous; the city bus make many stops along that stretch causing cars (and cyclists) to go around them or wait, wait, wait until someone gets his bike off or on, or a wheelchair patron needs to mount. If one chooses to wait behind the bus they get the pleasure of sucking diesel exhaust all the while. This can happen several times on that one stretch (buses travel faster than bikes).

Given what I've learned about the pathway as designed, I personally can see no reason why it would interfere with the wild life habitat or general environmental health of the gulch. Besides the transportation improvement, a path through that area would benefit the users by providing them with a close-up experience of some of our precious open space, and afford a break from the hustle bustle honk honk of city streets.

Please approve the project for a Multi-Use trail across Arana Gulch and include this letter as part of the Commission's record on this issue. Thank you very much.

Sincerely,

Steven Frazier
110 Van Ness Avenue
Santa Cruz, CA 95060

Exhibit H

115 Las Ondas Ct.
Santa Cruz, CA 95060
02/01/10

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Carl:

Please, please, please support the City of Santa Cruz Arana Gulch Master Plan, including its system of multi-use trails. Do you realize that not one of the greenbelt parks around Santa Cruz has handicap access? This is a long overdue opportunity to make this open space area available to wheelchair bound citizens and parents who use strollers to give their young children and themselves a breath of fresh air.

Paved trails would also give people the opportunity to travel from east to west and vice versa without using a car, thereby cutting gas usage. This is a win-win situation. People would get exercise and save the planet at the same time.

Please include this letter in the Coastal Commission's records on this matter.

Respectfully,

Lilly Ann Popken

Exhibit H

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca 95060
Re: Arana Gulch Master Plan

RECEIVED
FEB 03 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST

Dear California Coastal Commission.

Please vote for the Arana Gulch Master Plan. In particular, please approve the Broadway Brommer bridge and bike path. There is no question that this would be a proactive approach to the imminent concern of unnecessary greenhouse gas emissions as it will undoubtedly provide a convenient and much needed thoroughfare for citizens throughout our county. Many, who indeed might not be otherwise encouraged to ride bicycles due to the present safety concerns associated with the bike lanes on our main roads will use this transportation route.

As a cyclist myself, this will provide me with a fantastically more efficient opportunity to improve my daily commute from the Capitola area to downtown Santa Cruz. Thank you for taking the time to read this and I am confident that we can all seize this positive opportunity to effectively address such a vital global concern on our local level.

Sincerely,
Samuel J. Miller
4750 Capitola Rd.
Capitola, Ca 95010

2/2/10

Exhibit H

Andy Carman
231 Sunset Ave.
Santa Cruz, CA 95060

Dear Ms. Craig,

I support the Arana Gulch Master Plan, including the multi-use path between Broadway and Brommer. This path provides a safe and efficient bike path bypassing the not safe Soquel Avenue.

Thanks,

AC

2/2/10

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FEB 03 2010

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COASTAL COMMISSION
CENTRAL COAST AREA

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JAN 25 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl, District Manager
California Coastal Commission
775 Front Street, Suite 300
Santa Cruz, CA 95060

To: California Coastal Commission

From: Gina Bliss, 126 Ladera Drive, Santa Cruz, CA, 95060

Re: Arana Gulch / Broadway-Brommer path

Date: January 21, 2010

Dear Mr. Carl and Colleagues

I look forward to being able to bicycle over the new Broadway-Brommer path.

Even with bike lanes, it is not so easy to bicycle along with all the traffic, to get across town.

I am 60 now, and welcome this development so I can ride more safely.

I hope the Coastal Commission will vote to approve this path.

Thank you

Gina Bliss

Gina Bliss

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JAN 25 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Rick Longinotti
157 Trescony St.
Santa Cruz, Ca. 95060

January 21, 2010

California Coastal Commission

Dear Commissioners,

I am writing to support the planned multi-use path through Arana Gulch. The last 6 years of my 20 years as a licensed electrical contractor, I traveled to my jobs on bicycle, pulling a trailer. I did this in order to contribute to lessening climate change and fossil fuel dependency. I would have found it safer and more convenient to travel between Santa Cruz and Live Oak, using such a path. If we can make it safe and convenient to use bicycles, more people will happily switch their transportation mode.

This project is an important piece in accomplishing those goals.

Thanks,

Rick Longinotti

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Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RECEIVED
JAN 25 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Commission Members

Please vote to approve the Arana Gulch Master Plan.

It is imperative that this project continue forward. A multi-use path through Arana Gulch would strengthen neighborhoods and improve biking options through the community.

Please support it with everything you can do.

Sincerely,

Dusten Dennis

Dusten Dennis
331A Washington St.
Santa Cruz, CA 95060

Exhibit H

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JAN 25 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Robert Cartwright
250 Carrera Circle
Aptos, CA 95003
1/13/10

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
Re: Arana Gulch master Plan

Please approve the AGMP, its multi-use path and the bridge so we can get people out of the cars and onto their bikes

The good things about the Arana Gulch Project stem from the Broadway Brommer Bridge on the City side of the greenbelt.

The bridge is essential to the new through route. If there is no bridge then there is no safe, direct through route for bicycles. The bridge is a way of providing safer bicycle travel without having to travel East Cliff Drive or Soquel Ave.

The bridge will create a central and easy to find access point to the Coastal Zone for the citizens of Santa Cruz. The only existing entry on the Santa Cruz side of the greenbelt is at Agnes Street. This entrance is off the beaten path, in a corner of the city, and unknown to most citizens.

Sincerely,

Robert Cartwright

Robert Cartwright

cc Mark Stone

Exhibit H

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
1/16/10

RECEIVED
JAN 20 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

To: California Coastal Commission

Please support the Arana Gulch Multi-Use path and bridge. People of all ages are biking more in Santa Cruz to reduce the impact of cars on our area. My husband and I are in our sixties and we bike more than ever now to get around Santa Cruz. Please support safe bike routes.

Mary H Reynolds RNC

Mary and George Reynolds
111 Younglove Avenue
Santa Cruz, CA 95060

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RECEIVED

JAN 20 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commission Members:

We need a Multi-Use trail connecting Seabright to Live Oak. I will personally use it to bicycle alone and with my 4 year old son. I will use it with trailers, strollers and when elderly parents in wheelchairs visit.

Please vote to approve the Arana Gulch Master (AGMP) plan and in particular the multi-use paths and bridge.

The positive aspects of the Arana Gulch Master Plan are dependent upon the Broadway Brommer Bridge over Hagemann Gulch.

Thank you,

Monica Pielage
117 Darwin St.
Santa Cruz, CA 95062

Exhibit H

RECEIVED

JAN 20 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

January 18, 2010

Dan Carl, District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: **Support for Arana Gulch,** *Bridge and pathway system*

Mr. Carl,

I am writing in support of the Broadway/Brommer path development in Arana Gulch above the Santa Cruz Harbor. I live in the neighborhood that this path system would serve a great deal; I live at 411 Effey Street. With the unanimous vote of confidence the project received last week I hope the Coastal Commission can see fit to support the project and provide the agreement to let it begin construction.

This project would mean so much too so many including my wife, children and myself who would use this connection to bike daily. The project would provide a safe alternative to the less safe ways of biking and walk provided by the current bridge over the Harbor or Soquel.

If you would please support and vote in favor of this project and encourage others on the Commission to do the same. If you could let me know when and where the public hearing will take place, I will do my best to attend.

With great thanks,

Bill Drulias
411 Effey Street
Santa Cruz, CA 95062

831 425 8234
bill@verdedesigninc.com

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RECEIVED

JAN 20 2010

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

1/16/2010

To whom it may concern,

Please note my support for the proposed Broadway-Brommer connection path.
I am hoping it will be completed someday soon.

The positive aspects of the Arana Gulch Master Plan are dependent upon the Broadway Brommer Bridge over Hagemann Gulch.

The bridge is the missing link to the new through route. If there is no bridge then there is no safe, direct through route for bicycles, wheelchairs and pedestrians. Everyone would still be going around the long way, right next to heavy traffic.

The bridge will create a central and easy to find access point to the Coastal Zone for the citizens of Santa Cruz. The only existing entry on the Santa Cruz side of the greenbelt is at Agnes Street. This entrance is off the beaten path, in a corner of the city, and unknown to most citizens.

Thank you,

Ken Martin

Ken Martin
1255 38th Ave. #67
Santa Cruz, CA 95062

RECEIVED
JAN 19 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Jan 14, 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commission Members:

I am writing to express my strong support for the Broadway-Brommer Pedestrian/Bike/Handicapped Path project and funding. Where else in the County can a single project create such a long, useful, pleasant and much needed pathway from the East to the West side of town. I would use this connection many times per week and it would create fantastic opportunity for cyclists seeking a more enjoyable route than the other two, much busier roads currently available. I strongly encourage you to fund it's completion!

Please vote to approve the Arana Gulch Master (AGMP) plan and in particular the multi-use paths and bridge.

Thank You

Greg McPheeters
127 Lennox St
Santa Cruz, CA 95060

Exhibit H

1/14/10

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commission Members:

Please vote to approve the Arana Gulch Master (AGMP) plan and in particular the multi-use paths and bridge.

The positive aspects of the Arana Gulch Master Plan are dependent upon the Broadway Brommer Bridge over Hagemann Gulch.

The bridge is the missing link to the new through route. If there is no bridge then there is no safe, direct through route for bicycles, wheelchairs and pedestrians. Everyone would still be going around the long way, right next to heavy traffic.

Bob and I are over 65 and still bike everywhere in Santa Cruz and beyond, all shopping and entertainment. Please help make it safer by completing this necessary trail.

Judy Marsalis Bob Vorce

Judy Marsalis & Bob Vorce
318 Everson Dr.
Santa Cruz
CA 95060

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JAN 19 2010
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CENTRAL COAST AREA

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JAN 19 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

January 15, 2010
Soquel, California

Mr. Dan Carl
District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, California 95060

Commission Members:

Please approve the Broadway-Brommer Pedestrian/Bike/Handicapped Path. The quest to provide alternative and supplementary transportation modes should be a prime priority--especially biking and walking. Rapid transit is stressed (money and routes) and we all know the story on automobiles (congestion and unaffordable gas).

Thanks for your support.

Regards,

Jan Kampa
3120 Hardin Way
Soquel, California 95073

cc: Charles Dixon

Exhibit H

David Foster
118 Miles Street
Santa Cruz, CA 95060

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JAN 19 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

January 15, 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Commissioners:
I am writing to urge support for the Arana Gulch Master Plan which includes the Broadway-Brommer Pedestrian/Bike/Handicapped Trail. I commute by bicycle on a daily basis from the westside of Santa Cruz to Capitola (a round trip of about 12 miles). If it was available, I would utilize a Broadway-Brommer Trail almost every day because it would allow me to use the wider and safer bike lanes currently provided on Brommer Street. If we want to encourage cross-town bicycle commuting we simply must provide improved bikeways. Increased bicycle ridership will come only once safe bikeways are provided. Thank you in advance for your support of this important public access and transportation improvement,

Sincerely,

David Foster
Santa Cruz City Planning Commissioner

Exhibit H

January 12, 2010

CA Coastal Commission
725 Front St, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners:

Although I am definitely opposed to the outright destruction of the Santa Cruz Tarplant at Arana Gulch, I also think that this project presents an unparalleled opportunity for CNPS and the City of Santa Cruz to jointly set up a workable (and hopefully successful) plan for managing the Santa Cruz Tarplant population so that it not only survives but thrives.

Currently, the Tarplant population is admittedly faring poorly and in need of better management. The "made paths" that currently bisect the park are probably more damaging to the Tarplant than the bike path would be, especially if the project includes fencing for some of the Tarplant area.

With the help of CNPS, I think the City's bicycle path project is potentially good both for cross-town bicyclists and for the *Holocarpha macradenia* population at Arana Gulch.

I say "Vote Yes" on the Arana Gulch bike path project.

Sincerely,

Kris Houser

Kris Houser
Secretary, Santa Cruz CNPS

K. Houser
2335 17th Ave.
Santa Cruz, CA 95062

Exhibit H

Gary Milburn
132 Kennan Street
Santa Cruz, CA 95060

February 17,2010

RECEIVED
FEB 22 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

California Coastal Commission

725 Front Street, Suite 300

Santa Cruz, CA 95060

Dear Coastal Commission,
I am writing to ask you to please support the Arana Gulch Master Plan and especially the Bike and pedestrian pathway connecting Broadway and Brommer Streets.
I have watched the progress of this proposed path for many years and now it seems very near.
My family has always traveled by walking and cycling and as much as possible. My children wished to be able to use this proposed pathway but are now grown and gone from Santa Cruz. Hopefully with your approval this pathway will become a reality that today's children can ride and walk on, and not just wish for.
Thank you

Gary Milburn

Exhibit H

Dan Carl, District Manager
California Coastal Commision
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Coastal Commissioners,

I work with the schools in Santa Cruz County, and see each day children who live in one of the most beautiful places in the world, but rarely visit the green spaces so close by, due in part to lack of easy access to those spaces. From my years as a naturalist and outdoor educator, I believe it is essential that both children and adults spend time in nature. When people have access to green spaces, they care about their natural surroundings and begin to have an interest in conservation.

This access and appreciation should not be limited to those able-bodied enough to hike a dirt trail, or those wealthy enough to live beside a public green space that serves as their private park. Arana Gulch should be easily accessed by seniors, disabled and children, members of our community who need safe paths and direct routes. The families there and near the Harbor could easily walk to the Arana Gulch if the multi-use path were there. The path will provide access for underserved people in our community, reduce carbon-producing car trips, and increase appreciation for the beauty of the area.

I urge you to approve the Arana Gulch Master Plan and the multi-use path.

Carolyn Jett
111 Clinton Street
Santa Cruz CA
95062

Carl Jett

111 Clinton St
Santa Cruz CA 95062
(831) 425-0667

Carolyn Jett
111 Clinton st
Santa Cruz, CA
95062

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FEB 1 0 2007
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

2-3-10

Joanna Vorgeas
1009 Cayuga St. Apt. 3, Santa Cruz, CA 95062

Dear Coastal Commissioners:

Please vote for the Arana Master Plan.
In particular please approve the
Broadway Brommer Bridge and Bike Path.

I am challenged walking, so I
ride my trike all the time;
safety, for us all with
this Bridge!!!

RECEIVED
FEB 10 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Thank you

Joanna Vorgeas
1009 Cayuga St #3
Santa Cruz Ca 95062
831 466.9402

Joanna Vorgeas
Age 56 Disabled senior

Exhibit H

Dan Carl
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA, 95060
6 February 2010

Dear California Coastal Commission:

I am writing to express my support for the Arana Gulch Master Plan, and in particular the bridge and multi-use trails connecting Broadway and Brommer. As a high school student without access to a car, my bicycle is my primary mode of transportation, and I frequently travel across town from my home on the Westside to destinations on the Eastside. The Broadway-Brommer connection would make my commute far safer by allowing me to avoid traveling on Soquel Avenue and the Yacht Harbor bridge, both of which are dangerous for cyclists.

Additionally, as a young person, I'm extremely concerned by climate change and global warming, and I feel that anything that encourages and facilitates sustainable transportation is vital to maintaining our county and our planet for years to come and should feature prominently in our development plans.

Sincerely,

Kitty Bolte

Kitty Bolte

102 Moore Creek Rd. Santa Cruz, California, 95060

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FEB 10 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Exhibit H

February 19, 2010

Dan Carl District Manager
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, Ca 95060
Re: Arana Gulch Master Plan

RECEIVED
FEB 23 2010
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Coastal Commissioners;

Please vote for the Arana Gulch Master Plan. In particular please approve the Broadway-Brommer bridge and bike path. The bridge and path create a safe, direct and convenient through route from Santa Cruz to Live Oak/Capitola for cyclists. It replaces the Yacht Harbor Bridge and Soquel Ave. routes. These routes are dangerous, circuitous and avoided by cyclists. I would ride my Bike to the Westside and Downtown more frequently if the path existed. In result I would decrease my personal Carbon emissions.

Please take my letter into consideration. Santa Cruz is in dire need for this project approval.

Sincerely,

Amelia Cartwright Brown

Exhibit H