

# PROJECT EVALUATION (PEF)

## PROJECT CONCEPT

PROJECT TITLE Aptos Creek Fire Road - Slope Failure Repair		PARK UNIT NAME Forest of Nisene Marks SP
DISTRICT NAME Santa Cruz		FACILITY NO.
PROJECT MANAGER Chris Pereira	PHONE NO. (831) 335-6321	EMAIL christopher.pereira@parks.ca.gov
DISTRICT PROJECT MANAGER Chris Pereira	PHONE NO.	EMAIL
PROJECT BID DATE	CONSTRUCTION START DATE ASAP	FUNDING SOURCE TBD

### PROJECT DESCRIPTION

*Identify the scope of the project in detail, including its purpose, location, and potential impacts. If the ground is to be disturbed, describe the depth and extent of excavation. Describe the existing site conditions, including previous development. Note if work will impact or extend beyond park property. Indicate if work will be done in conjunction with, or as part of, other projects. (Use additional pages if necessary.)*

2017 FEMA Storm Events (FEMA-301 -DR-CA / DPR15A1), caused significant damage to Aptos Creek Fire Road in the Forest of Nisene Marks. Park staff has cleared all slide debris, unplugged culverts, and removed down trees. A 210ft slope failure remains and will require reconstructing the road bed. Work will include removing nine standing trees (10" - 30" dbh) from above the cut slope and scattering trunks and slash. Excavation will begin at the top of the cut bank and then into the hillside, this will allow a 12ft wide road bed to be achieved for emergency vehicle access. The back slope must be laid back to the maximum angle at which it will retain its position without sliding down the slope, this will prevent sloughing of material during winter rains. All soil will be back hauled and used to reshape adjacent road bed for proper drainage. An 18" metal culvert is rusted out and will be replaced as part of this project. This cross-drain relief culvert was completely plugged, allowing water to run down the road and causing the slope failure. Work will be accomplished with an excavator, bull dozer, dump truck, and hand crew. All areas rehabbed with native mulch and woody debris, and old culvert will be hauled out and recycled.

- Project Detail:
- remove (9) standing trees (10" - 30" dbh)
  - 90 tons of soil excavated (estimate)
  - 210ft long x 12ft wide road reestablished
  - replace 18" rusted culvert with 24" metal culvert

### DOCUMENTS ATTACHED

- 7.5 minute (quad) map of project area (**Required**)
- Site Map (**Required** - Scale should show relationship to existing buildings, roads, landscape features, etc.)
- DPR 727 Accessibility Review and Comment Sheet (**Required** – Attach DPR 727 or emailed project exemption from the Accessibility Section.)
- Sea-level Rise Worksheet (for coastal park units)
- Graphics (Specify - photos, diagrams, drawings, cross-sections, etc.):
- Other (Specify):

# PROJECT EVALUATION (PEF)

Project ID No.

PCA No.

## REGULATORY REQUIREMENTS

IS AN APPLICATION, PERMIT, OR CONSULTATION REQUIRED?

	YES	MAYBE	NO	CONTACT
Coastal Development Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DFG Stream Alteration Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State & Federal Endangered Species Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Corps of Engineers 404 Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RWQCB or NPDES Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DPR Right to Enter or Temporary Use Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PRC 5024 Review	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stormwater Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Encroachment Permit ( <i>Specify Agency</i> ):	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Native American Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other ( <i>Specify</i> ):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS:

## DEPARTMENT POLICY COMPLIANCE

HAS A GENERAL PLAN BEEN APPROVED FOR THE UNIT?

YES NO

If YES, is the project consistent with the GP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If NO, what is the project justification?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is it a temporary facility? (No permanent resource commitment)	<input type="checkbox"/>	<input type="checkbox"/>
Health and Safety?	<input type="checkbox"/>	<input type="checkbox"/>
Is it a Resource Management Project?	<input type="checkbox"/>	<input type="checkbox"/>
Is it repairing, replacing, or rehabilitating an existing facility?	<input type="checkbox"/>	<input type="checkbox"/>

IS THE PROJECT WITHIN A CLASSIFIED SUBUNIT?

Natural Preserve	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural Preserve	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Wilderness	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IS THE PROJECT CONSISTENT WITH THE DEPARTMENT'S CULTURAL RESOURCE MANAGEMENT DIRECTIVES?

YES  NO

IS THE PROJECT CONSISTENT WITH THE DEPARTMENT'S OPERATIONS MANUAL CHAPTER 0300?

YES  NO

COMMENTS:

SUPERINTENDENT PROJECT CONCEPT APPROVAL OR DESIGNEE

TITLE

SP5 II

DATE

8/27/19

# PROJECT EVALUATION (PEF)

## RESOURCES

Explain all 'Yes' or 'Maybe' answers in the "Evaluation and Comments" section (reference by letter and number). Attach additional pages, if necessary.

YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>A. EARTH – WILL THE PROJECT:</b> 1. Create unstable soil or geologic conditions? 2. Adversely affect topographic features? 3. Adversely affect any unusual or significant geologic features? 4. Increase wind or water erosion? 5. Adversely affect sand deposition or erosion of a sand beach? 6. Expose people, property, or facilities to geologic hazards or hazardous waste? 7. Adversely affect any paleontological resource?
YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>B. AIR – WILL THE PROJECT:</b> 1. Adversely affect general air quality or climatic patterns? 2. Introduce airborne pollutants that may affect plant or animal vigor or viability? 3. Increase levels of dust or smoke? 4. Adversely affect visibility?
YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>C. WATER – WILL THE PROJECT:</b> 1. Change or adversely affect movement in marine or fresh waters? 2. Change or adversely affect drainage patterns or sediment transportation rates? 3. Adversely affect the quantity or quality of groundwater? 4. Adversely affect the quantity or quality of surface waters? 5. Expose people or property to flood waters? 6. Adversely affect existing or potential aquatic habitat(s)?
YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>D. PLANT LIFE – WILL THE PROJECT:</b> 1. Adversely affect any native plant community? 2. Adversely affect any unique, rare, endangered, or protected plant species? 3. Introduce a new species of plant to the area? 4. Adversely affect agricultural production? 5. Adversely affect the vigor or structure of any tree? 6. Encourage the growth or spread of alien (non-native) species? 7. Interfere with established fire management plans or practices?
YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>E. ANIMAL LIFE – WILL THE PROJECT:</b> 1. Adversely affect any native or naturalized animal population? 2. Adversely affect any unusual, rare, endangered, or protected species? 3. Adversely affect any animal habitat? 4. Introduce or encourage the proliferation of any non-native species?
YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	MAYBE <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>F. CULTURAL RESOURCES – WILL THE PROJECT:</b> 1. Adversely affect a prehistoric or historic archeological site, or tribal cultural resource? 2. Adversely affect a prehistoric or historic building, structure, or object? 3. Cause an adverse physical or aesthetic effect on an eligible or contributing building, structure, object, or cultural landscape? 4. Diminish the informational or research potential of a cultural resource? 5. Increase the potential for vandalism or looting? 6. Disturb any human remains? 7. Restrict access to a sacred site or inhibit the traditional religious practice of a Native American community?

# PROJECT EVALUATION (PEF)

YES	MAYBE	NO	<b>G. AESTHETIC RESOURCES – WILL THE PROJECT:</b>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Adversely affect a scenic vista or view?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Significantly increase noise levels?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. Adversely affect the quality of the scenic resources in the immediate area or park-wide?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Create a visually offensive site?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Be incompatible with the park design established for this unit or diminish the intended sense of "a special park quality" for the visitor?

YES	MAYBE	NO	<b>H. RECREATIONAL RESOURCES – WILL THE PROJECT:</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Be in a public use area?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Have an adverse effect on the quality of the intended visitor experience?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. Have an adverse effect on the quality or quantity of existing or future recreational opportunities or facilities?
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Have an adverse effect on the accessibility of recreational facilities (e.g., ADA requirements)?

YES	MAYBE	NO	<b>I. SEA-LEVEL RISE AND EXTREME EVENTS (COASTAL UNITS ONLY):</b>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Has this project been evaluated for potential impacts from sea-level rise, coastal storm surge, and other extreme events, using the Department's Sea-Level Rise and Extreme Events Guidance Document or an equivalent process? <i>Please attach the Sea-Level Rise Worksheet (provided in the guidance document) or other detailed evaluation.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Based on the evaluation described above, will the project be adversely impacted by frequent flooding or permanent inundation during its expected lifetime?

Non-coastal unit

**EVALUATION AND COMMENTS**

H-1. Aptos Creek Fire Road is used as a recreation route. Road will be closed above Sand Point Overlook to the Ridge Trail intersection with Soquel Demonstration State Forest during road reconstruction of slope failure site. Estimated two week closure of road.

**ENVIRONMENTAL REVIEW**  
*To Be Completed by Qualified Specialist(s) ONLY*  
 Attach additional reviews or continuation pages, as necessary.

**TRIBAL LIAISON COMMENTS AND SIGNATURE (REQUIRED FOR ALL FINDINGS)**

Reviewer is Designated District/Service Center/Division Tribal Liaison or Designee  
 NAHC Listed Tribe(s) contacted (attach correspondence record for contact and findings)

**Findings:**

Project action does not have potential to affect "tribal cultural" resources (explain)  
**Check more than one box if tribes provide differing responses, and describe all consultations below.**

Tribe(s) did not respond  
 Tribe(s) approved project as written  
 Tribe(s) approved project with treatments or conditions  
 Tribe(s) and DPR unable to reach mutual agreement on project treatments or conditions

**Explain** *Repairs necessary for maintenance and repair of an existing un-paved road. No consultation required.*

SIGNATURE 	PRINTED NAME <i>Mark Hylkema</i>
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# PROJECT EVALUATION (PEF)

Project ID No.

PCA No.

TITLE <i>SCR Dist Tribal Liaison</i>		DATE <i>July 8 2019</i>
<b>ARCHEOLOGIST COMMENTS AND SIGNATURE (REQUIRED FOR ALL FINDINGS)</b> <b>Findings:</b> <input checked="" type="checkbox"/> No PRC 5024 necessary ( <u>provide justification</u> ) <input type="checkbox"/> PRC 5024 attached; project approved as written <input type="checkbox"/> PRC 5024 attached, conditions necessary <input type="checkbox"/> PRC 5024 attached, mitigations and/or potential significant impacts <b>Explain</b>  <i>No archaeological resources involved.</i>		
SIGNATURE 		PRINTED NAME <i>Mada Hylkema</i>
TITLE <i>SCR Dist. Archaeologist</i>		DATE <i>July 8 2019</i>
<b>HISTORIAN COMMENTS AND SIGNATURE (REQUIRED FOR ALL FINDINGS)</b> <b>Findings:</b> <input type="checkbox"/> No PRC 5024 necessary ( <u>provide justification</u> ) <input type="checkbox"/> PRC 5024 attached, project approved as written <input type="checkbox"/> PRC 5024 attached, conditions necessary <input type="checkbox"/> PRC 5024 attached, mitigations and/or potential significant impacts <b>Explain</b> The project proposes to repair the storm-damaged fire road by removing second-growth trees that are not part of any cultural landscapes, repairing the roadbed, adding large enough culverts to provide adequate drainage and cutting back the slope to prevent future slides. This work is consistent with road repair and the resulting changes to the road will blend with the environment. The road alignment will not change and it will be restored to its original use. The project will have No Effect on any California Historical Landmarks or historical resources listed on or potentially eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.		
SIGNATURE 		PRINTED NAME Dan Osanna
TITLE Environmental Program Manager I		DATE 8/13/19

# PROJECT EVALUATION (PEF)

Project ID No.

PCA No.

## ENVIRONMENTAL SCIENTIST COMMENTS AND SIGNATURE (REQUIRED FOR ALL FINDINGS)

### Findings:

- No Impact
- Impact(s), see conditions/mitigations below or on attached page(s)
- Potential Significant Impact

### Explain

REQUIRES MINOR REMOVAL OF NATIVE VEGETATION, INCLUDING NATIVE TREES. NEGATIVE IMPACTS ARE MINOR AND TEMPORARY; PROJECT BENEFITS EXCEED MINOR COSTS.

SIGNATURE

PRINTED NAME

JOANNE FERRAUAZ

TITLE

SES

DATE

7/9/19

## MAINTENANCE CHIEF/SUPERVISOR (REQUIRED FOR ALL FINDINGS)

COMMENTS:

Great Project. . NO Impacts .

SIGNATURE

PRINTED NAME

AUGUSTINE CEBALLOS

TITLE

PMCI

DATE

7/16/19

## OTHER COMMENTS (COMMENTER MUST INCLUDE TITLE AND SIGNATURE)

approval

SIGNATURE

PRINTED NAME

Elizabeth Hummel

TITLE

SVI III

DATE

7-23-19

# PROJECT EVALUATION (PEF)

Project ID No.

PCA No.

<b>OTHER COMMENTS (COMMENTER MUST INCLUDE TITLE AND SIGNATURE)</b>		
SIGNATURE ✍	PRINTED NAME	
TITLE	DATE	
<b>OTHER COMMENTS (COMMENTER MUST INCLUDE TITLE AND SIGNATURE)</b>		
SIGNATURE ✍	PRINTED NAME	
TITLE	DATE	

Project ID No.

PCA No.

# PROJECT EVALUATION (PEF)

## ENVIRONMENTAL COORDINATOR REVIEW

YES	MAYBE	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### CUMULATIVE IMPACTS

1. Will the project be conducted in conjunction with or at the same time as other projects at the park?
2. Will the project be part of a series of inter-related projects?
3. Are there any other projects that must be completed for any part of this project to become operational?
4. Are there any other projects (including deferred maintenance) that have been completed or any probable future projects that could contribute to the cumulative impacts of this project?
5. Are any of the projects that relate to the proposed work outside the General Plan?

COMMENTS:

### RECOMMENDATION:

- Not a project for the purposes of CEQA compliance.
- Project is De Minimus; register in logbook
- The project is exempt. File a Notice of Exemption.
- A Negative Declaration should be prepared.
- A Mitigated Negative Declaration should be prepared.
- An EIR should be prepared.

SIGNATURE

*Sheila Branon*

PRINTED NAME

Sheila Branon

TITLE

*Sr. Park + Rec. Specialist*

DATE

*8/14/19*

## DISTRICT SUPERINTENDENT REVIEW

COMMENTS:

***I acknowledge any constraints placed on the project as a result of the specialists' comments above and recommend the project proceed.***

DISTRICT SUPERINTENDENT APPROVAL SIGNATURE

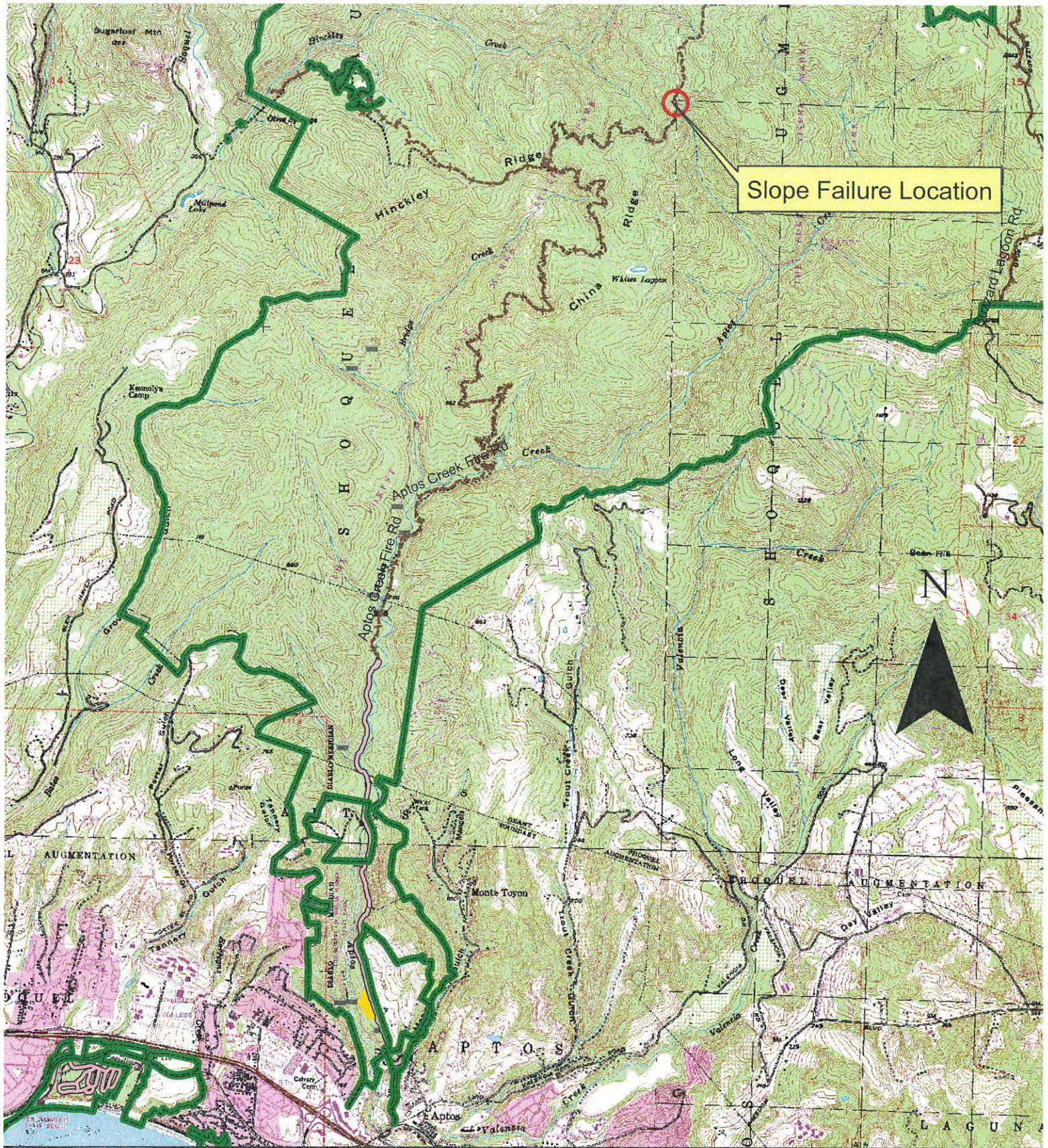
*[Signature]*

TITLE

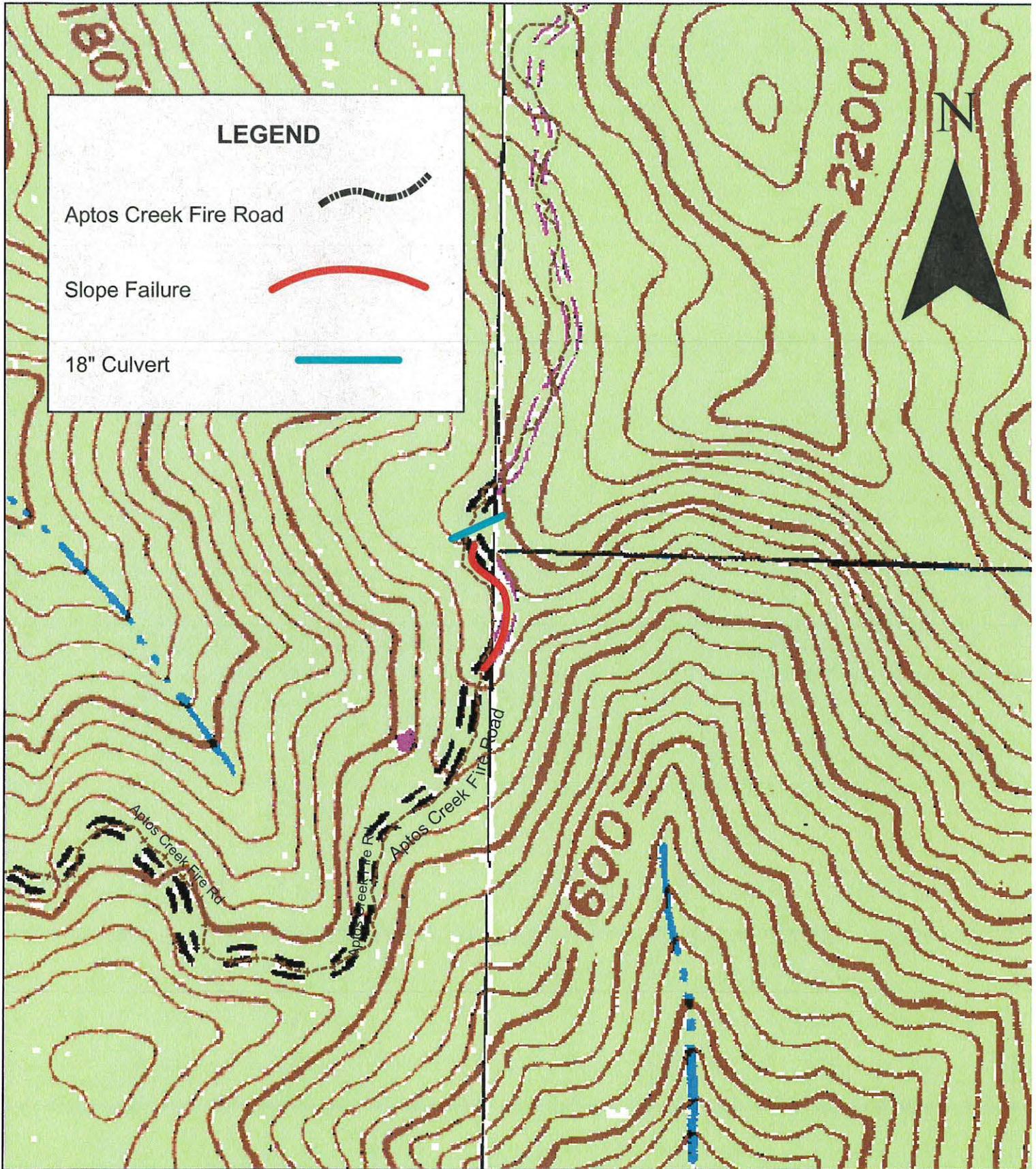
*DS II*

DATE

*8/22/2019*



**Area Map**  
**Aptos Creek Fire Road - Slope Failure Repair**  
**Forest of Nisene Marks**  
**06/21/2019**



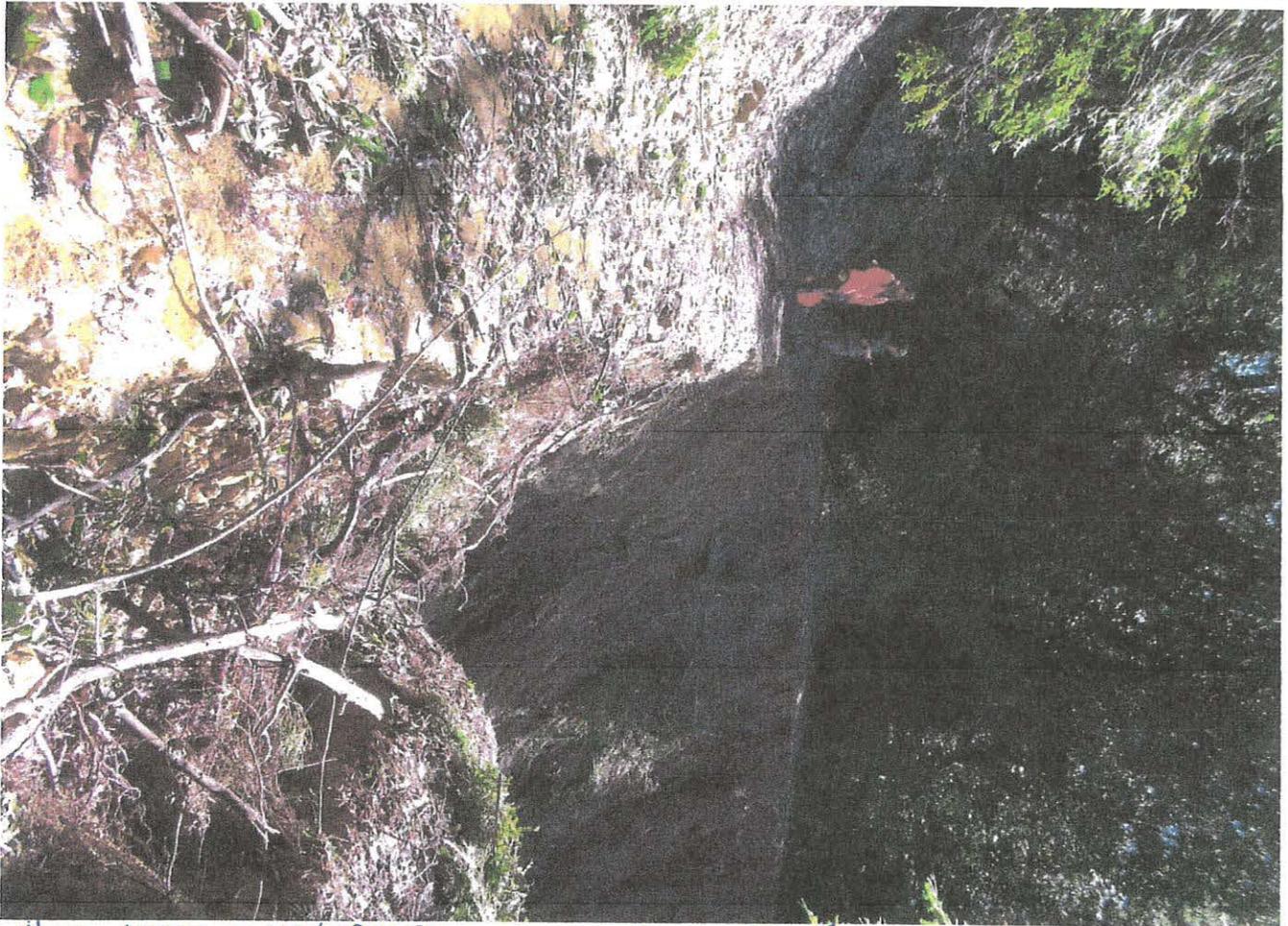
**Site Map**  
**Aptos Creek Fire Road - Slope Failure Repair**  
**Forest of Nisene Marks**  
**06/21/2019**



# 12,342 ft. Plugged 18" culvert



# 12,342 ft. Plugged culvert water running down road.



#12,420 - 12,630 ft.

Slope Failure 210' Long





#12,420 - 12,630 ft. Slope Failure 210' Long

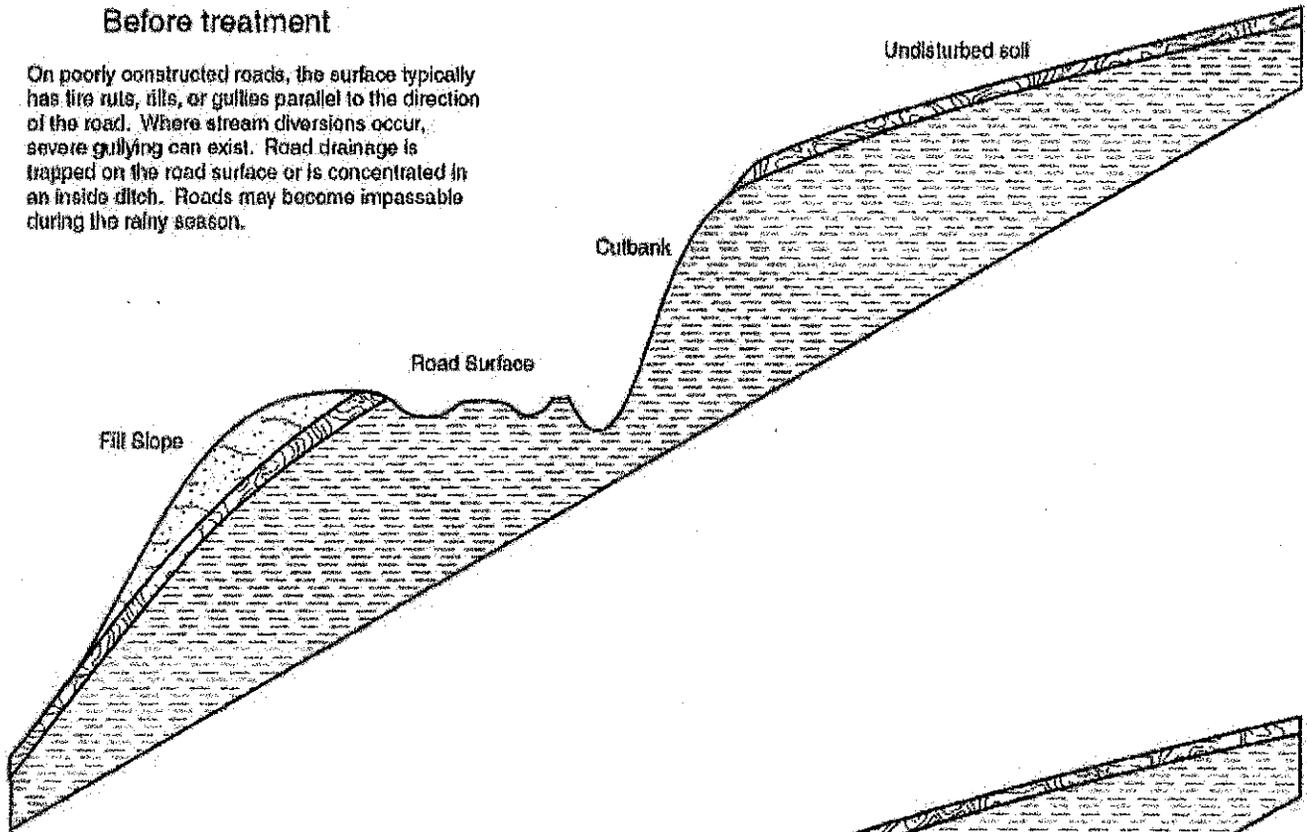


# Road Reengineering - Surface Outsloping

## Cross Section Cutaway

### Before treatment

On poorly constructed roads, the surface typically has tire ruts, rills, or gullies parallel to the direction of the road. Where stream diversions occur, severe gullying can exist. Road drainage is trapped on the road surface or is concentrated in an inside ditch. Roads may become impassable during the rainy season.

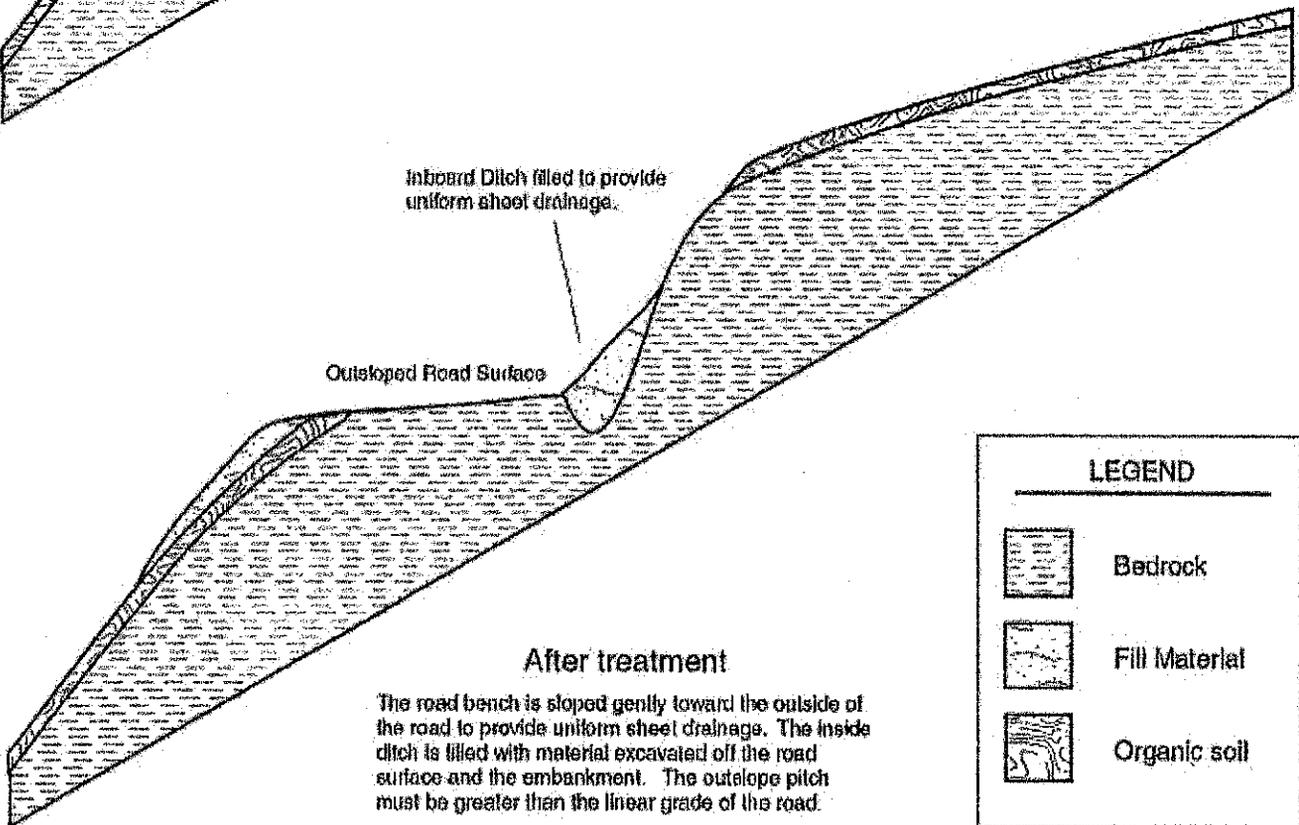


Inboard Ditch filled to provide uniform sheet drainage.

Outsloped Road Surface

### After treatment

The road bench is sloped gently toward the outside of the road to provide uniform sheet drainage. The inside ditch is filled with material excavated off the road surface and the embankment. The outlope pitch must be greater than the linear grade of the road.



### LEGEND



Bedrock



Fill Material



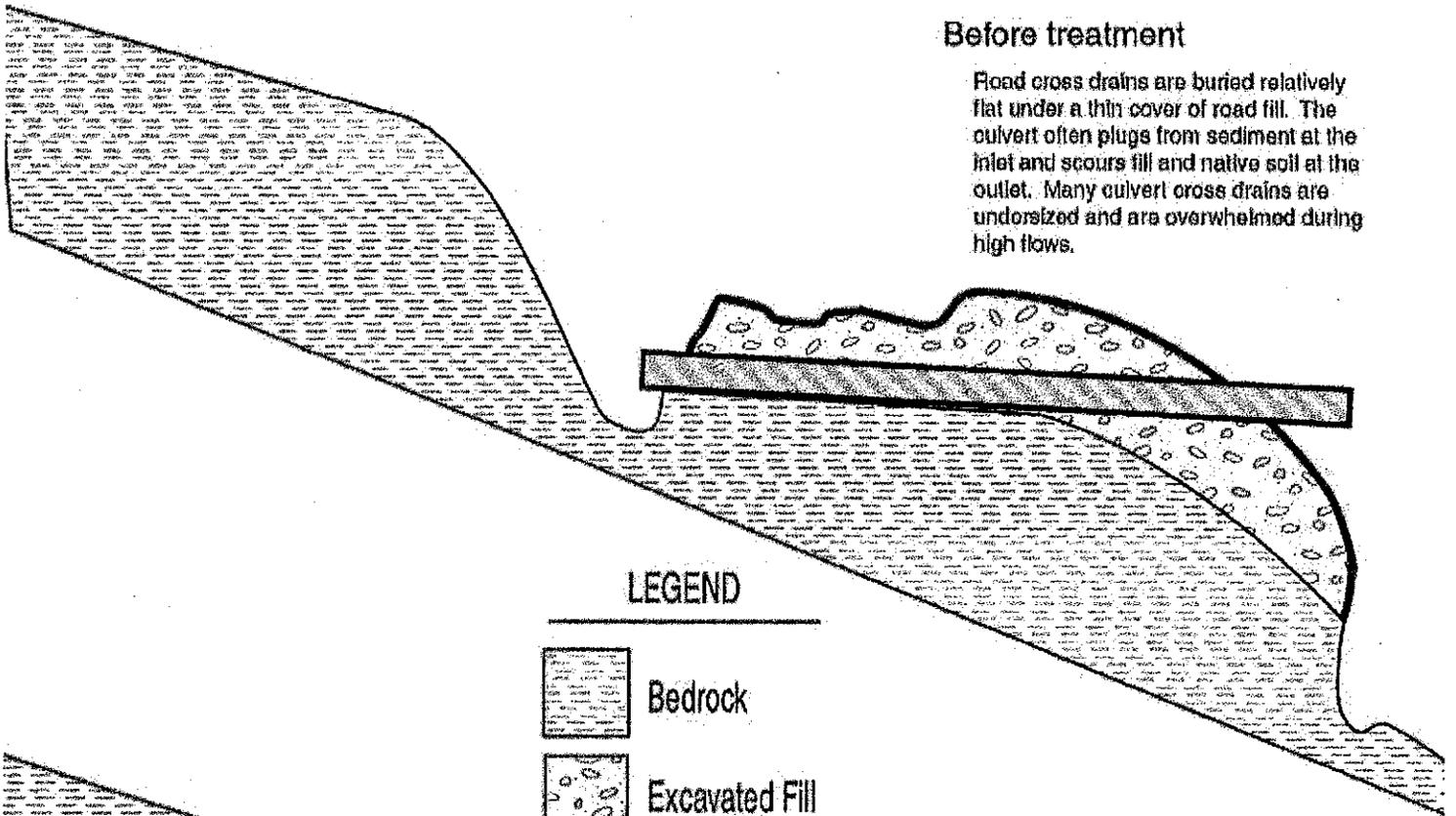
Organic soil

# Road Cross Drain Culvert Replacement

## Cross Section Cutaway

### Before treatment

Road cross drains are buried relatively flat under a thin cover of road fill. The culvert often plugs from sediment at the inlet and scours fill and native soil at the outlet. Many culvert cross drains are undersized and are overwhelmed during high flows.



### LEGEND



Bedrock

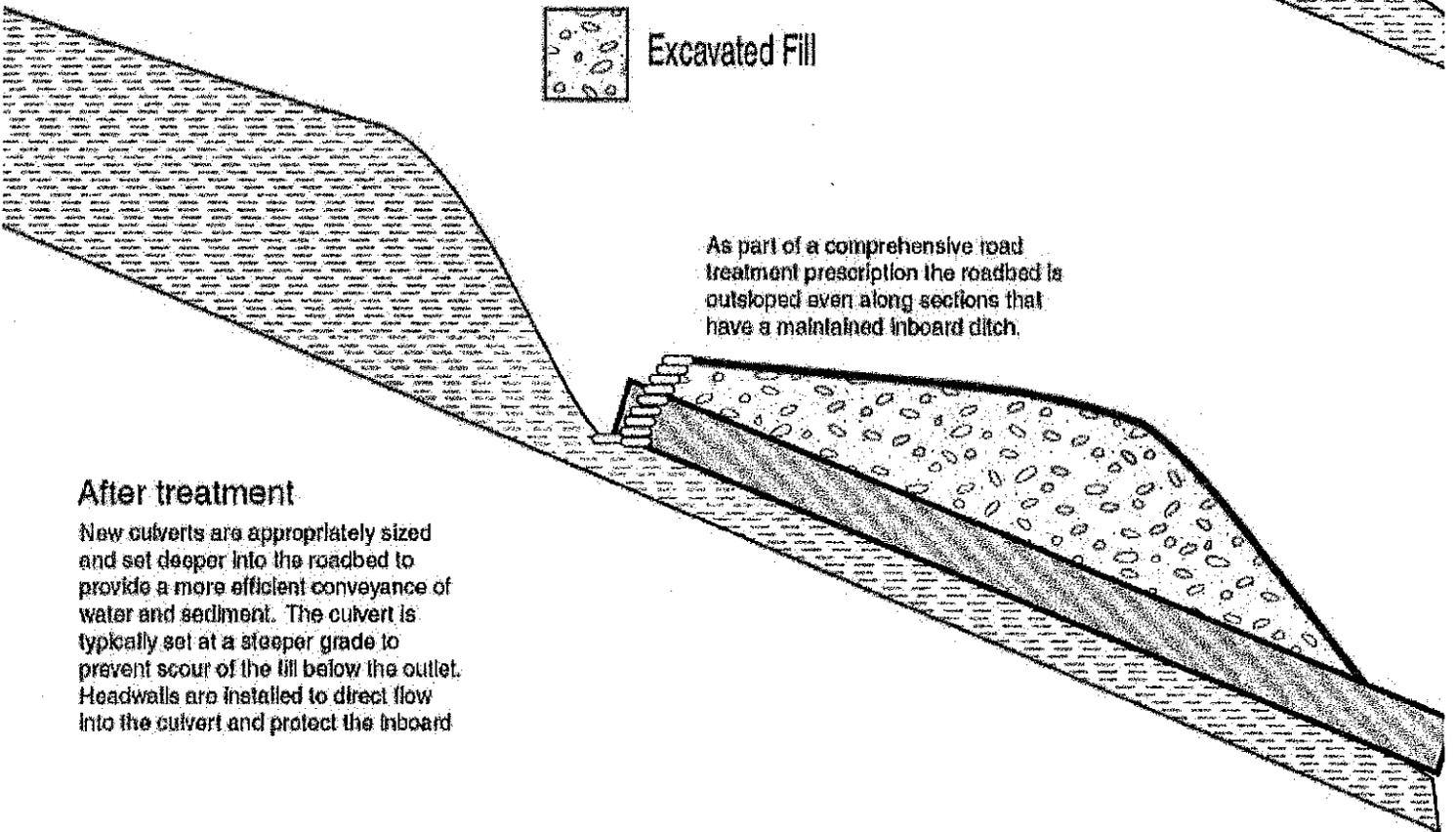


Excavated Fill

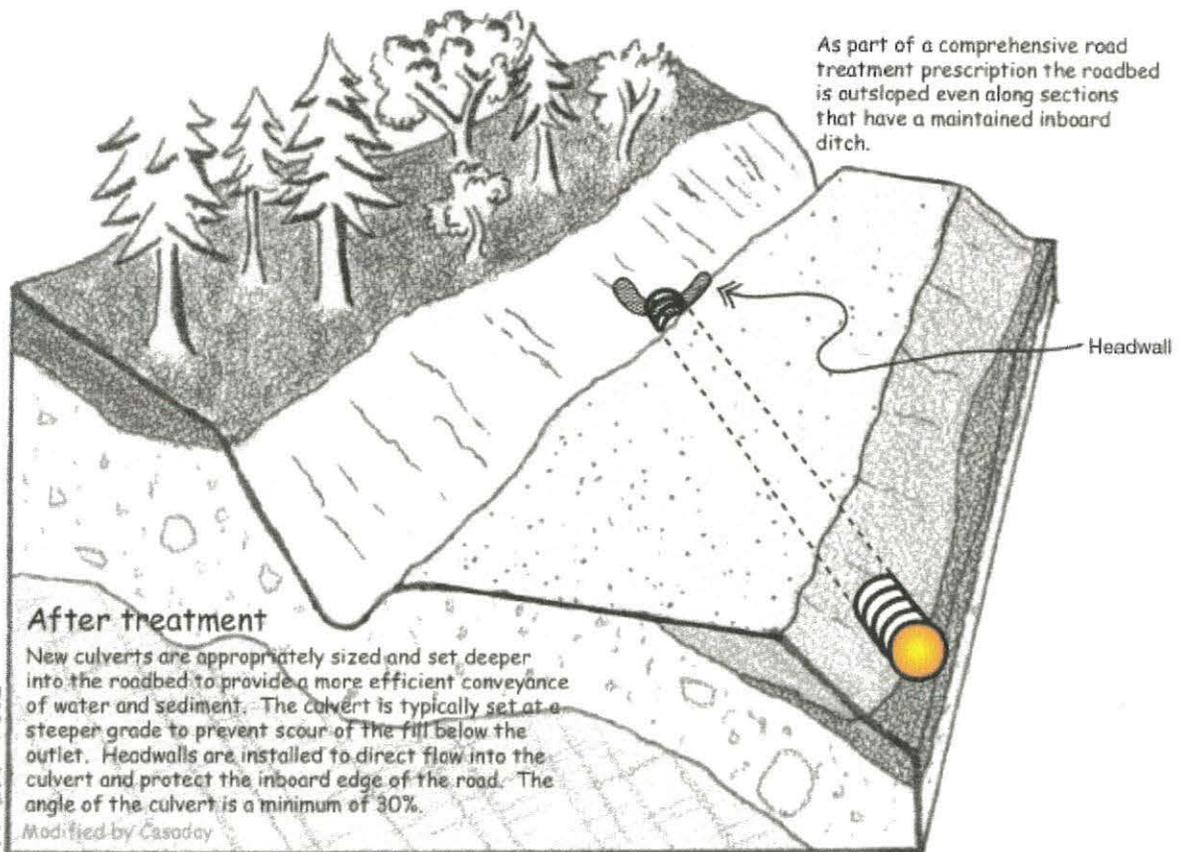
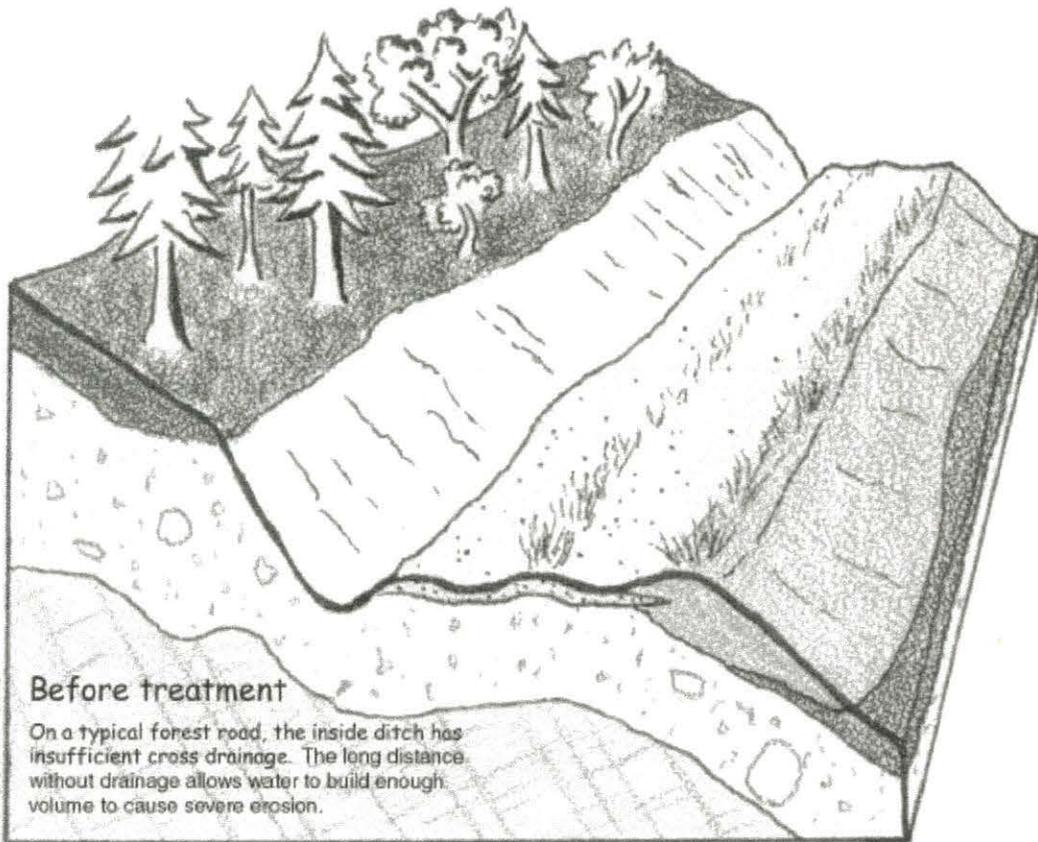
As part of a comprehensive road treatment prescription the roadbed is outsloped even along sections that have a maintained inboard ditch.

### After treatment

New culverts are appropriately sized and set deeper into the roadbed to provide a more efficient conveyance of water and sediment. The culvert is typically set at a steeper grade to prevent scour of the fill below the outlet. Headwalls are installed to direct flow into the culvert and protect the inboard



# Road Reengineering Road Cross Drain Culvert Installation



Log No.:  
CEQA No.: 12846

California Department of Parks and Recreation  
Historical Review  Archaeological Review  Both   
Project Evaluation  
(P.R.C. 5024, 5024.5 and E.O. W-26-92)

**PROJECT:** Aptos Creek Fire Road

**PARK UNIT:** The Forest of Nisene Marks

**DISTRICT:** Santa Cruz

**Project Manager:** Chris Pereira

**Date:** 08/06/2019

**Contact Phone #:** (831) 335-6321

**Email:** christopher.pereira@parks.ca.gov

**PROJECT DESCRIPTION / DEFINE A.P.E. BOUNDARY:** The PEF states:

2017 FEMA Storm Events (FEMA-301-DR-CA / DPR15A1), caused significant damage to Aptos Creek Fire Road in the Forest of Nisene Marks. Park staff has cleared all slide debris, unplugged culverts, and removed down trees. A 210ft slope failure remains and will require reconstructing the roadbed. Work will include removing nine standing trees (10" - 30" dbh) from above the cut slope and scattering trunks and slash. Excavation will begin at the top of the cut bank and then into the hillside, this will allow a 12ft wide roadbed to be achieved for emergency vehicle access. The back slope must be laid back to the maximum angle at which it will retain its position without sliding down the slope; this will prevent sloughing of material during winter rains. All soil will be back hauled and used to reshape adjacent roadbed for proper drainage. An 18" metal culvert is rusted out and will be replaced as part of this project. This cross-drain relief culvert was completely plugged, allowing water to run down the road and causing the slope failure. Work will be accomplished with an excavator, bulldozer, dump truck, and hand crew. All areas rehabbed with native mulch and woody debris, and old culvert will be hauled out and recycled.

**Project Detail:**

- remove (9) standing trees (10" - 30" dbh)
- 90 tons of soil excavated (estimate)
- 210ft long x 12ft wide road reestablished
- replace 18" rusted culvert with 24" metal culvert

**Source of Funding/Amount:** TBD

**CULTURAL RESOURCES:**

HISTORIC  ARCHAEOLOGICAL  TRADITIONAL CULTURAL PROPERTY (TCP)  NONE

POTENTIALLY PRESENT (i.e. potentially buried resources or survey inconclusive due to inaccessibility)

APE visited by Cultural Resources Staff Yes  No

Name:

Date:

**Methods of Inventory:**

Records Review  Site History Research  Field Survey  Subsurface Testing  Other

**Explain Findings:** The Forest of Nisene Marks State Park is a rugged, mountainous, semi-wilderness area located in Santa Cruz County just north of the town of Aptos. According to the General Plan, while the park is most often known for its natural resources and recreational (hiking and mountain biking), it also contains a wide diversity of historic resources representing the historic periods at the park. "Railroad grades, cuts and fills, townsites, logging camps, mill sites, and at least one standing structure testify to the occupation and use of this land from the Spanish Era to the present." The General Plan also states, "The Park also holds important historical locales, not of man's manufacture - the epicenter of the Loma Prieta earthquake, and points on the landscape changed forever by the 1906 San Francisco earthquake and fire. Taken together, these historic resources are an important element of the Park, worthy of both preservation and interpretation."

At the time of the General Plan (2003), the inventory of historic resources was incomplete. While the major historic features like the Loma Prieta townsite and Mill and features related to the logging activities (logging railroads, roads and other landscape features) that occurred within the park boundaries are known, unfortunately, it still is incomplete. They still have not been formally recorded as archaeological sites, historic districts, and features, standing structures or landscapes. In addition to these known resources, there are also small, localized lumbering events (structures, camps or logging landscape features).

As evident from the background above, the property was heavily logged throughout the 1930s when much of the land was sold off and acquired by private individuals. One of those individuals, Herman Marks and his sister began purchasing properties in the mid-1950s with the plan to preserve the land and create a State Park in memory of their mother Nisene Marks. In 1961, the Nature Conservancy purchased 9,740 acres from the Marks family. They sold it to the State of California in 1963 for use as a state park. The state did not improve the property and little effort was made by anyone else until 1971 when a group of volunteers combined with the Santa Cruz

Log No.: CEQA No.:

Mountain Trail Association and Neighborhood Youth Corps developed picnic and sanitary facilities, along with trails and other park infrastructure. State Parks did not start any major construction until 1973.

**NEGATIVE SURVEY DETERMINATION:**

**NO EFFECT: No Historical Resources Present**

[If no cultural resources are present, or potentially present within the project APE, no further documentation is required. Proceed to review section VII. APPROVAL AND CERTIFICATION for signature]

**I. EXISTING CONDITIONS/RESOURCE STATUS Attach appropriate documentation (DPR 523 forms, etc.):**

A. Resources within APE: [Site Number(s)/Description(s)/Date of Latest Recordation Form(s)/Additional Documentation (reports, studies, etc)]: Based on the extensive logging activities and subsequent activities, the Aptos Creek fire road is most likely a remnant of those activities or the historic occupation of the area around Loma Prieta that was improved into a fire break or fire road by the CCC.

B. Newly identified resources recorded or updated previous records?: Yes  No   
Explain/List:

**II. ELIGIBILITY DETERMINATION(S) (use continuation page [separate file] for additional resources identified):**

A. Resource Evaluation and Significance (If resource is nominated or listed, do NOT fill out section IIB below. Attach appropriate recordation forms to review package. If not, move to section IIB below).

**Resource Name / Site Number:** Nisene Marks logging landscape-Logging in Santa Cruz County

**Resource Type is:** Individual Building/Structure  Archaeological Site(s)  Landscape District

Historic District  Archaeological District  TCP  National Historic Landmark  Cultural Preserve

**Nominated for**  **or Listed**  **on:** California Register: Yes  No  National Register: Yes  No

(If Nominated: Eligibility Concurrence status by OHP: Yes  No  In process )

B. Site/Structure Eligibility Determination (for newly recorded, non-nominated or listed resources):  
Not Eligible

Explain (include documentation of negative DOE):

Potentially Eligible

Criteria: A – Events  B – People  C—Design  D—Information

**Significance Statement:** The Santa Cruz Mountains formed what some consider “the cradle of the redwood lumber industry” in the early development of California because of its close proximity to San Francisco. The large stands of virgin lumber initially attracted potential loggers as early as 1840 when a French Canadian, Francisco Lajunesse, and two Americans, Isaac Graham and Henry Neale attempted to purchase one of the large Mexican land grants, Rancho Zayate but were unsuccessful because they were not Mexican citizens. When Joseph Majors, who had become a Mexican citizen and was married to one of the Castro family, joined their partnership, they were successful in purchasing the land grant. In 1841, they built the first sawmill in what is today the grounds of Mount Hermon. By 1857, there were ten sawmills in the county and by 1864 that number had increased to 24. Lumber production continued to increase throughout the 1800s and Santa Cruz County became one of the major suppliers of lumber for the builders in San Francisco (Lehman: Economic Development of the City of Santa Cruz, 1850-1950. Accessed online 7 August 2019 [http://www.ohp.parks.ca.gov/?page\\_id=25729](http://www.ohp.parks.ca.gov/?page_id=25729)).

In the immediate vicinity of the park, Rafael Castro continued the development of the lumber industry in the county. He negotiated leases with a series of lumbermen who built waterpowered shingle and lumber mills along Aptos Creek in the canyon just north of the east-west county road. The steep gradient and narrow canyon walls provided many spots where the creek could be diverted into a millrace with enough elevation to power a sawmill. Since their equipment was relatively small, the loggers in these early operations cut only the smaller, easily accessible redwood trees (General Plan).

Logging in the area saw a substantial increase in 1866 when a group of men built a water-powered mill along Aptos Creek. They selected a spot where the stream passed through a narrow gorge. They operated a mill from 1867 until 1878. The Southern Pacific Railroad’s (SPRR) arrival on the Monterey Peninsula in 1880 led to another boom in the lumber industry in the area. By 1883, SPRR, needing a close local source for redwood to make railroad ties, was able to open up the Aptos Canyon for extensive lumbering. They were major players in the creation of the Loma Prieta Lumber Company and the Loma Prieta Railroad. They constructed a narrow gauge railroad through the canyon and even created an official SPRR stop in Loma Prieta. A depression in the mid-1890s slowed the Loma Prieta Lumber Company’s progress and by 1898-1899, they closed their operation at the upper end of the Aptos Canyon, moving it to the lower part of what was known as the Hinckley Basin on Soquel Creek. In 1906, the San Francisco earthquake

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damaged the mill and destroyed access to the trees in the upper part of the Hinckley Basin and by 1907, they abandoned logging in the area. They made one last attempt at logging in the area between 1917 and 1922 but by the mid-1920s, they had only one employee in the Aptos area. His main job was to maintain the bridges, provide security and show the property and any remaining equipment to prospective buyers. He disassembled the old logging structures or sold the buildings for their lumber to local farmers. He also allowed Italian tan bark cutters to log the area throughout the 1930s and 1940s (General Plan).

After the closure of the mill and the end of logging activities, when California voters passed the first state park bond act in 1928, there was no mention of the Loma Prieta Lumber Company properties as a possible acquisition. But, by the 1930s, the company's correspondence contains references to a possible sale to the Federal Government. In 1934, a formal offer was made to the United States Government to sell the property for \$28.50 per acre. There is no further mention of this particular offer, but the idea of selling the property to a government agency for a park grew stronger each year.

Per the General Plan:

Beginning in 1936, the California Division of Forestry began guiding Federal New Deal crews (Civilian Conservation Corps and Works Project Administration) in the construction of firebreaks and fire roads throughout the Loma Prieta property. Eventually the California Division of Forestry invested \$50,000 of its own funds to build three wooden bridges across Aptos Creek (1942) and finally replacing the highest of those with a steel bridge in the summer of 1950.

For a time during the 1940s there were serious discussions on the part of the California Division of Forestry to combine the Loma Prieta Lumber Company's property with adjacent lands to the north to create a huge, 75,000 acre "Loma Prieta State Forest." But, with local opposition by organizations such as the Santa Cruz County Farm Bureau (they were worried about the loss of upper watersheds and the possible depletion of downstream water), the plans died out by the end of the decade. Offers to purchase smaller portions of the company's property were declined, as the trust officer believed the land would be more attractive to a government agency if it were intact.

The possibility of a sale as a park of some kind also began to impinge on the salvage lumbermen and bark cutters. Since the company wanted to present the land in the best possible light to prospective government purchasers, they began to turn down those wishing to harvest trees of any kind on the property.

Finally, in 1948, as the prospects for some kind of government purchase grew dim, the trust officer of the Loma Prieta Lumber Company hooked its future to geologist's claims that there was oil in those hills. The company leased 3,000 acres of the property to Union Oil Company for oil and gas exploration. The terms of the agreement were an annual rental of \$1 per acre until actual drilling commenced and then 1/8 of all the royalties earned on what was produced on the property. With the deposit of the first rent check for \$3,538 in 1950, the company's bank account was again healthy.

**Integrity Discussion:** As the historic background above describes, most of the standing structures, including the railroad trestles were removed. The area has also reforested as trees have grown back. At the same time, however, there are still scars on the land and physical changes, including remnants of the circulation and transportation system that contribute to a historic landscape that needs to be further defined. In its current condition, it retains integrity of location, setting, association and feeling of a once thriving logging industrial area.

### III. DPR POLICY COMPLIANCE

- A. Is project consistent with General Plan?: Yes  No  GP date: 2003  
B. If no General Plan, is project scope consistent with current resource use?: Yes  No   
C. Is project consistent with Cultural Resource Management Directives?: Yes  No

Comments: Page 83 of the General Plan states that the fire roads will accommodate shared use. Page 145 requires drainage plans to incorporate measures to minimize erosion potential. The plan also identifies the Aptos Creek Fire Road as a major access point within the park. The project will repair the road without altering its original look or feel.

### IV. IMPACT ASSESSMENT

#### A. Historic Resources

Historic Facility Name(s): Aptos Creek Logging Landscape

Will the proposed project impact historic resources? Yes  No

Describe impacts or non-impacts and provide Comments: The project proposes to repair the storm-damaged fire road by removing second-growth trees that are not part of any cultural landscapes, repairing the roadbed, adding large enough culverts to provide adequate drainage and cutting back the slope to prevent future slides. This work is consistent with road repair and the resulting changes

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to the road will blend with the environment. The road alignment will not change and it will be restored to its original use. The project will have No Effect on any California Historical Landmarks or historical resources listed on or potentially eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.

Is proposed project consistent with Secretary of Interior's Standards and Guidelines?: Yes  No

Explain: The changes do not substantially alter any historic fabric or historical resources. The road may be a contributor to a cultural landscape district based on logging but the slide damaged it. This project fixes the road and returns it as part of the overall circulation system in the park.

**B. Archaeological Resources**

Site Number(s):

Archaeological Site Type: Historic  Prehistoric  Unknown

Will the proposed project impact archaeological resources? Yes  No

Describe impacts or non-impacts and provide Comments:

Is proposed project consistent with Secretary of Interior's Standards and Guidelines in relation to archaeological resources?: Yes  No

Explain:

**V. TREATMENTS AND MITIGATION**

A. Would project redesign lessen resource impacts?: Yes  No

Explain: It does not affect any historical resources as designed.

B. Are appropriate treatment measures included within project scope?: Yes  No

Explain: The project is the repair of a dirt fire road using standard road and trail repair methods that have been approved by cultural resources staff.

C. Does treatment involve salvaging historic fabric or excavating archaeological deposits?: Yes  No

If yes, has a recordation program or archaeological treatment plan been approved by a senior-level CRS? Yes  No

Explain:

D. In order to bring the project into compliance with the Secretary of the Interiors Standards, the project should proceed with the following modifications or special provisions (Identify specific treatment measures): None needed.

**VI. DETERMINATION**

A. Is documentation sufficient for Determination of Effect?: Yes  No

If no, check below:

NO DETERMINATION OF EFFECT CURRENTLY POSSIBLE

Explain:

If Yes: the reviewer has sufficient documentation to determine that the Proposed Project will have:

- No Effect: No Historical Resources Present (See Section )
- No Effect: No Historical Resources Affected
- No Adverse Effect
- Adverse Effect

on the Historical or Archaeological Resources of the State Park System.

Explain: The changes do not substantially alter any historic fabric or historical resources. The road may be a contributor to a cultural landscape district based on logging but the slide damaged it. This project fixes the road and returns it as part of the overall circulation system in the park.

Has a Secondary Review of this DOE been completed by a Cultural Resource Specialist?: Yes  No

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**VII. APPROVAL AND CERTIFICATION**

(APPROVAL OF THIS PROJECT IS CONTINGENT ON PROJECT SCOPE NOT BEING CHANGED FROM ABOVE DESCRIPTION. IF SCOPE IS CHANGED, PROJECT MANAGER MUST CONTACT CULTURAL RESOURCE REVIEWER(S) FOR POTENTIAL REVIEW.)

**Primary Reviews:**

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**Historical Review**

I recommend this project be Approved  Not Approved  Approved Conditionally

**Explain:** The project proposes to repair the storm-damaged fire road by removing second-growth trees that are not part of any cultural landscapes, repairing the roadbed, adding large enough culverts to provide adequate drainage and cutting back the slope to prevent future slides. This work is consistent with road repair and the resulting changes to the road will blend with the environment. The road alignment will not change and it will be restored to its original use. The project will have **No Effect** on any California Historical Landmarks or historical resources listed on or potentially eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.

**Historical Reviewer:** Dan Osanna *Dan Osanna* **Date:** 8/13/19

**Title:** Environmental Program Manager I **Phone #:** (916) 445-8836

**Hours Spent on Evaluation:** 8

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**Archaeological Review**

I recommend this project be Approved  Not Approved  Approved Conditionally

**Explain:**

**Archaeological Reviewer:** **Date:**

**Title:** **Phone #:**

**Hours Spent on Evaluation:**

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**Restoration Architect Review**

I recommend this project be Approved  Not Approved  Approved Conditionally

**Explain:**

**Architectural Reviewer:** **Date:**

**Title:** **Phone #:**

**Hours Spent on Evaluation:**

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**Secondary Review:**

I recommend this project be Approved  Not Approved  Approved Conditionally

**Explain:**

**Secondary Reviewer:**

**Title:** **Phone #:**

**Comments:**

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**Project Manager:**

I understand that this project as proposed or modified may affect historical or archaeological resources. I will insure that all treatment measures necessary for the project to conform with Historic Preservation standards and professional guidelines will be carried out as specified above. If project scope is changed, I will contact cultural resource reviewer(s) for potential re-review.

**Project Manager:**

**Title:**

**Phone #:**

**Date:**

**FAX #:**

Note: All review packages must include a project map and appropriate documentation. For archaeological surveys, attach DPR 649 (or equivalent) with coverage map and site records. For historic structures, attach DPR 523 or 750. For archaeological sites, attach DPR 523.