

At last—a traffic plan

A traffic plan for Aptos Village has finally been adopted.

The Board of Supervisors approved a plan Tuesday that is essentially the same as was envisioned when the first preliminary Aptos Village design study was prepared a decade ago. In the interim, various alternatives had been hashed over among members of the community and various county government agencies.

The board had before it Tuesday three alternative plans for providing traffic circulation in the village.

The Planning Commission had recommended approval of so-called Alternative 3, which would link Trout Gulch Road with the T. Hopkins right-of-way with a road running behind the Bay View Hotel.

But the board unanimously approved Alternative 2, under which the existing Granite Way, which branches off Cathedral Drive, would be extended to link up with T. Hopkins. (T. Hopkins is the road that extends inland from the entrance to Aptos Village Park. Alternative 1, which was the same as 2

except that it called for one-way traffic patterns, was not even considered by the board.

Testimony at Tuesday's hearing from various property owners whose lands would be infringed on by Alternative 3 were solidly opposed to that plan. Among those opposing the Planning Commission's recommendation were Sam Wright, one of the owners of property on which the proposed Aptos Junction project would be built; Jim Ellmore, the architect of that project and one of the people who worked on the original village design plan; Pat Thompson, one of the owners of nearby property; Hugh Hudson, one of the owners of the now-abuilding Aptos Station, and Alan Delfino, lawyer for Graniterock, which owns property in the area.

Only two people, Lucile Aldrich and Glenn Specht, spoke in favor of the

Planning Commission's recommended plan. Mrs. Aldrich, who is a property owner in the area but who said she stood to gain nothing one way or the other, supported Alternative 3 because she said it would better serve the community in the long run. Mrs. Specht, who is president of the Aptos Chamber of Commerce and admitted that she was in the distinct minority in that body in her opinion, agreed with Mrs. Aldrich.

The board's approval of the Granite Way extension plan was accompanied by instructions to the staff to prepare plans for the formation of a parking district in the village and support for a program to underground utility lines in the region.

The adoption of the traffic circulation plan puts the finishing touches on the Aptos Village Design plan after more than a decade of work.

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