

HISTORICAL RESOURCES EVALUATION REPORT

Replacement of the Gutierrez Street Bridge Over Mission Creek (51C0132)

City of Santa Barbara, Santa Barbara County, California

BRLS-5007(054)

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SUMMARY OF FINDINGS

The City of Santa Barbara (City), with funding from the Federal Highway Administration, proposes to replace the Gutierrez Street Bridge over Mission Creek (51C0132) in the City of Santa Barbara, Santa Barbara County, California. The project will replace the existing structurally deficient bridge with a new bridge at the same location. In support of the project, Applied EarthWorks, Inc. (Æ) prepared this Historical Resources Evaluation Report (HRER) at the request of the City. This report discusses only those resources identified within the project's Area of Potential Effects (APE).

Two properties were formally evaluated for their potential eligibility for inclusion on the National Register of Historic Places (NRHP). These resources are discussed in detail in Appendix C. One structure, Bridge 51C0132, is listed in the California Historic Bridge Inventory as Category 5, not eligible for the NRHP (Appendix B). None of the buildings and structures within the APE appears to meet the eligibility criteria for listing in the NRHP, either individually or as a component of a district.

Three areas of potential historic-era archaeological resources were identified in the Archaeological Area of Potential Effects (APE): the City Brewery (1879–1896), the original Southern Pacific Railroad bridge and trestle (1887–1905), and a 1930 residential/commercial building. Historical research demonstrated that remnants of the railroad are not likely to remain within the Gutierrez Street right-of-way because a city ordinance passed in 1904 directed their removal. Remnants of the City Brewery may exist beneath the parking lot at the southeast corner of De la Vina and Gutierrez Streets. While the parking lot lies in the project Archaeological APE, no subsurface impacts are anticipated. Finally, the 1930s residential/commercial building was located in the Archaeological APE near the northwest corner of the bridge, but given that only the building extended into the area of direct impact, it is unlikely that significant artifact-filled deposits will be encountered. These sites are discussed in greater detail in the Archaeological Survey Report (ASR).

Architectural Historian Aubrie Morlet, M.A., who is appropriately qualified under the Secretary of the Interior's Standards and Guidelines for conducting architectural historical studies, determined that all other properties within the study area do not meet the minimum requirements to warrant evaluation. As such, no further studies are required. In addition, Æ has evaluated the resources in accordance with Section 15064.5 (a)(2)–(3) of the California Environmental Quality Act (CEQA) Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code, and determined that one property within the APE, 123 W. Gutierrez Street, is considered a historical resource for the purposes of CEQA. The two remaining properties are not considered historical resources for the purposes of CEQA.

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1 PROJECT DESCRIPTION

Located in California Department of Transportation (Caltrans) District 5, the proposed project is in the southern part of the City of Santa Barbara in Santa Barbara County (Map 1). It lies within an unsectioned portion of Township 4 North, Range 27 West as shown on the U.S. Geological Survey (USGS) Santa Barbara, Calif. 7.5-minute topographic quadrangle (Map 2). The setting features a densely populated urban area with residential, commercial, and mixed use buildings typically seen within the City of Santa Barbara. The Area of Potential Effects (APE) encompasses the Area of Direct Impact (ADI) in consultation with the City of Santa Barbara Public Works Department and is located along West Gutierrez Street between De la Vina and Chapala streets. The APE incorporates the entire parcel for all properties situated in and adjacent to the ADI (Map 3).

Gutierrez Street is classified as local urban and is configured as one lane of traffic in each direction. Wide sidewalks are separated from the roadway by parkways planted with mature trees and other vegetation. For purposes of this project description, Gutierrez Street is assumed to run west-east, and Mission Creek flows from north to south. Mission Creek in the vicinity of the Gutierrez Street Bridge is a natural-bottom channel that flows to the Pacific Ocean approximately 0.75 mile south of the bridge. The channel bottom (bank to bank) is approximately 31 feet wide and 15 feet below the bridge. The channel bank is concrete lined upstream of the bridge on the west side. The remaining three sides—upstream on the east and downstream on the east and west sides—are natural banks.

Built in 1926, the existing bridge is a simple-span concrete T-beam bridge that runs northeast to southwest at an approximate 45-degree angle to true north. The bridge measures 37 feet long and 36 feet wide, and rests on vertical concrete wall abutments that extend to footings below the creek bed. Curb-to-curb width is 24 feet, with two 12-foot-wide traffic lanes, two 6-foot-wide sidewalks, and a 1-foot-wide concrete barrier rail. There is no on-street parking on the bridge or on the north side of the street from the bridge to Chapala Street. On-street parking is available in the remaining areas of the 100 block of West Gutierrez Street. Off the bridge, sidewalks transition to 5 feet wide with a 4-foot-wide parkway. The bridge carries utilities, including an 8-inch gas line and an 8-inch waterline attached to the bottom of the deck slab. Overhead communication lines run parallel to the bridge on the north side of Gutierrez Street, and overhead power and communication lines run parallel to the bridge on the south side. A sewer line extends down the center of Gutierrez Street and underneath the channel in a reverse siphon.

The replacement bridge will be of concrete slab construction, either precast or cast-in-place. It will be approximately 61 feet long. The new bridge width will be designed per American Association of State Highway and Transportation Officials (AASHTO) minimum standards.

Preliminary design plans for the Lower Mission Creek Flood Control (LMCFC) Project, with which the Gutierrez Bridge Replacement Project must coordinate, include widening the channel directly upstream and downstream of the Gutierrez Street Bridge in order to accommodate projected flood flows for the LMCFC Project. The replacement bridge design will be sized to handle the specified 3,400 cubic feet per second (cfs) flow and will include a study of bridge stability under 50-year and 100-year design flows as required by the Highway Bridge Program Guidelines. The increased bridge span is expected to accommodate the 3,400 cfs design flow

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without an excessive increase in water velocity under the bridge. The existing channel bottom (31 feet) will be matched by extending creek side slopes under the longer replacement bridge. Low impact “green” bio-engineered embankment protection will be used to transition the channel between the new bridge and the existing channel at all four bridge corners. Revegetation of creek banks with local native riparian species will occur in all areas disturbed by bridge construction activities.

Bridge demolition and replacement will require temporary stream diversion into pipe(s) through the active construction zone. The diversion will be constructed within the existing channel to protect the flow of water in Mission Creek from demolition and construction activities. Pipes will be used to convey water through the construction zone, and sandbags and plastic sheeting will be used to construct diversion dams in the channel upstream and downstream of the site.

The replacement bridge abutment foundations will be supported by Cast-In-Drill-Hole (CIDH) piles in the range of 36–60 inches in diameter. No more than five piles will be needed for each abutment. Installation of the piles will require excavation for pile caps/abutment seats to a depth of approximately 12–15 feet. The sewer siphon running along the center of the street and under the creek channel will need to be replaced. Here excavations will occur to approximately 10 feet under the street, and only the portion within the limits of the work zone will be replaced. Replacement will tie into two manholes on either end of the bridge. The depth of excavation under the creek is not known, but excavations will not exceed the depths of the piles.

The new bridge will be constructed using either cast-in-place concrete or a precast structure. If the cast-in-place option is chosen, falsework will be erected on timber pads supported in the dewatered creek channel; forms will be constructed on the falsework; concrete and reinforcement will be placed for the new bridge; and falsework will be removed and concrete surfaces finished. If the precast bridge structure option is chosen, no in-channel falsework will be required. Instead, new girders would be set in place atop the abutments using a large crane, and an overlay deck of concrete or concrete polyester would be placed over the top of the girders.

Channel spans adjacent to the bridge will be configured to accommodate the LMCFC Project. Transition walls or engineered embankment materials will be used to match the new bridge with existing channel walls on all four channel segments. The new transition walls/embankments will serve until the overall LMCFC Project is constructed. Native riparian landscaping will be installed to revegetate creek bank areas. Minor landscaping improvements will be implemented in the parkway areas of the approach roadway segments.

The new bridge deck surface will be slightly (approximately 0.5 foot) higher than the existing bridge deck, requiring minor approach roadway grading to conform to the existing street/sidewalk elevations. This work will occur within approximately 150 feet from each side of the bridge. Existing drainage inlets near the four corners of the existing bridge will need to be relocated away from the bridge to a new sag point in the roadway to collect storm water runoff. Hardscape and landscape on private property within the temporary construction easements will be reconstructed.

Overhead electrical lines on the south side of the street and communication lines along both sides of Gutierrez Street will need to be relocated during construction. Temporary relocation will require the installation of utility poles. The 8-inch gas line and 8-inch waterline currently

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attached to the bottom of the bridge deck will be relocated onto the new bridge. The gas and waterline will be temporarily severed during construction and reconnected onto the new bridge without the need for temporary relocation.

The new bridge structure and street improvements will lie within the existing 60-foot-wide City right-of-way, with the exception of transition walls tying back into the channel. Temporary construction easements will be necessary for the channel transition work; additional permanent easements will be necessary for post-construction maintenance. Contractor staging and laydown areas may be located on Gutierrez Street, resulting in temporary loss of on-street parking and vehicular access to driveways. Otherwise, the parking lot at the southeast corner of Gutierrez Street and De la Vina Street will be used as a contractor staging area. No subsurface excavations or installation of utility poles within the staging area are anticipated.

West Gutierrez Street will be closed during construction between Chapala Street and De la Vina Street. Detours will be set at Chapala Street and De la Vina Street intersections, diverting traffic one block north to Haley Street.

2 RESEARCH AND FIELD METHODS

2.1 RECORDS AND LITERATURE SEARCH

On February 26, 2014, Eric Nocerino, Æ staff archaeologist, performed a records search at the Central Coast Information Center (CCIC) of the California Historical Resources Information System housed at the University of California, Santa Barbara. He reviewed documentation of all recorded historical resources, archaeological sites, prior surveys, and archaeological excavations within a 0.25-mile radius of the project ADI. In addition, Nocerino examined the National Register of Historic Places and updates, California Register of Historical Resources, State Historic Landmarks, and California Points of Historical Interest listings for resources within the project APE. He also inspected the State Historic Properties Data File for the project APE.

Æ Architectural Historian Aubrie Morlet conducted archival research in repositories located in the City of Santa Barbara to gather property-specific information for the properties within the project APE. Research focused on historical maps, written histories, previous cultural reconnaissance studies, City of Santa Barbara Building Permits, Official Minutes of the Santa Barbara City Council, and the Official Records of Santa Barbara County. The following repositories were visited in the preparation of this report:

- Santa Barbara County Clerk, Recorder, and Assessor, Santa Barbara (official record books);
- Santa Barbara County Surveyor's Office, Santa Barbara (official survey maps);
- City of Santa Barbara Public Works Department (archival vault, street files);
- City of Santa Barbara Community Development Department (previous studies);
- City of Santa Barbara Clerk's Office (minutes of City Council meetings);

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- Central Library, Santa Barbara Public Library, Santa Barbara (city directories);
- Gledhill Library, Santa Barbara Historical Museum, Santa Barbara (historic documents, maps, and photographs); and
- Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara (aerial photographs and historic maps).

In addition, Caltrans District 5 in San Luis Obispo provided information on the Caltrans bridge evaluation and bridge maintenance records for the Gutierrez Street Bridge over Mission Creek (51C0132).

2.2 ARCHITECTURAL FIELD SURVEY

Morlet conducted the architectural field survey on May 15, 2014. She photographed the properties using a digital camera and recorded them on the appropriate California Department of Parks and Recreation (DPR 523) forms. These forms are provided in Appendix C. Results of both the field study and archival research were used to compile a historic context for the general area and to assess the original physical characteristics of the existing buildings. This context was also used in identifying and assessing the historical archaeological sensitivity for the project Archaeological APE.

3 HISTORICAL OVERVIEW

3.1 EARLY HISTORY

Exploration of the California coast in the sixteenth and seventeenth centuries was the basis for the Spanish claim to the region. In the eighteenth century, Spain recognized that it would have to settle Alta California to preclude encroachment by the Russians and British. Therefore, in the latter half of the eighteenth century Spain founded a series of presidios, or military camps, along the California coast and the Franciscan Order established a chain of missions beginning at San Diego in 1769.

Spanish occupation of the study area began with the establishment of the Santa Barbara Presidio at a site selected by Governor Felipe de Neve and Lieutenant José Francisco Ortega in 1782. Mission Santa Barbara was established in 1786. Pueblo Santa Barbara grew around the presidio as a collection of scattered adobe buildings concentrated primarily south of the presidio. Mission Creek meandered its way to the ocean west of El Estero, a “salt-encrusted dry lake bed” (Cole 1999:4). Both flooded during the rainy season.

In 1821, Mexico opened the ports of San Diego and Monterey to foreign trade (Crouch et al. 1982:200). American ships docked at California ports to purchase tallow and hides, which were known as California banknotes. Americans also settled in California, some of them becoming citizens and owners of large ranchos. As Jedediah Smith, John C. Fremont, and other American trappers and explorers brought news of California’s favorable climate and bountiful natural resources eastward, the United States government began to view California as a region worth acquiring (Works Progress Administration 1939:49–50).

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Conflicts between the Californios and the central government in Mexico City led to a series of uprisings culminating in the Bear Flag Revolt of June 1846. However, Mexican control of California had effectively ended the year before when the Californios expelled Manuel Micheltorena, the last Mexican governor.

3.2 AMERICANS AND STATEHOOD

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, California became a U.S. military district, and 2 years later, on September 9, 1850, became the thirty-first state in the Union. Between those 2 years came a large influx of Americans seeking their fortunes, triggered by James Marshall's 1848 discovery of gold at Sutter's Mill. On April 9, 1850, the City of Santa Barbara was incorporated and the City's first Common Council was established on August 26, 1850, although no business was conducted until after word of statehood reached the city.

Population figures indicate that at the time of statehood in 1850, Santa Barbara remained almost completely Spanish (Nelson 1979:46) and political control of the city remained with the old Spanish families (Williams 1977:7). The "Americanization" of Santa Barbara was a gradual, steady imposition of Anglo-American traditions on the town. The most noticeable physical example of this was the grid system that was laid out by Salisbury Haley and mapped by V. Wackenruder in 1853. It followed the shoreline, and therefore the streets were not aligned with the cardinal directions. Estado, or State Street, extends to the Pacific Ocean. The first pier was constructed at the foot of Chapala Street in 1868, but was not long enough to handle ocean-going ships. As a result, in 1871 John Stearns' plans to construct a second wharf at the base of State Street that extended 1,500 feet were approved (Cole 1999:3-4). The second wharf was completed in 1872. The 1877 Bird's Eye View of Santa Barbara clearly shows State Street and the wharf, with some buildings west of State Street and a lumber yard east of State and south of the creek (Glover 1877).

In 1887, the Southern Pacific Railroad completed track from Los Angeles to Santa Barbara; by 1901 it was connected to San Francisco. The establishment of Stearns Wharf and the coming of the railroad were significant influences on Santa Barbara during the latter half of the nineteenth century. The most important influence was the growing number of travelers then able to visit the city. Tourism soon became a principal economic activity as wealthy easterners were encouraged to spend winters in Santa Barbara (Tompkins 1975). While many tourists returned home in the spring, others became permanent residents, bringing with them the brick and wood-framed building styles popular in the east during the nineteenth century. These changes were lamented, but not halted:

The old landmarks and the most charming characteristics of Santa Barbara are disappearing before the march of "improvements" and though our practical people cannot move mountains, nor change scenes, nor spoil climate, they are doing all they can to despoil the quaint beauty of the place and make it just [another] commonplace American town [*Daily Press* 1874, quoted in Conard and Nelson 1986:10].

In the early years of the twentieth century, the City planned such civic improvements as a city-wide street-paving program (Williams 1977:131). On October 25, 1912, the City Council passed an ordinance creating a special bridge fund. In addition to these practical improvements, the City hired Charles Cheney to complete a major traffic street, boulevard, and park system plan. He in

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turn brought the Olmsted Brothers to the project. Originally founded by Frederick Law Olmsted, his son and stepson continued the business, becoming the largest and most prestigious landscape architecture firm in the country by the 1920s. The Santa Barbara plan focused on improving the aesthetic appeal of the waterfront area and connecting the city with a circuit of parkways (Cheney and Olmsted Brothers 1924:21). Before the plan could be implemented, the earthquake of 1925 damaged much of the city.

Following the earthquake, the Plans and Planting Committee of the Santa Barbara Community Arts Association supported the creation of an Architectural Review Board and City Planning Commission that would establish design controls for new construction within the city (Streatfield 2005:121–122). As a result, much of the post-earthquake construction was designed in the Spanish Colonial Revival and other Mediterranean architectural styles. Areas of the city developed prior to the post-earthquake era were designed in the Victorian styles popular in the late nineteenth century and the Arts and Crafts styles of the early twentieth century. Cottages and bungalows built in these styles are common in the west downtown area.

3.3 WEST DOWNTOWN NEIGHBORHOOD

At the time the streets were platted in 1851, there was little development in the west downtown area which is bound by De la Guerra Street to the north, Chapala Street to the east, Gutierrez Street to the south, and Rancheria Street to the west. Indeed, settlement of the area was first initiated by American newcomers (Tompkins 1989:110). City of Santa Barbara Common Council Ordinance 2 declared the center of town bound by Figueroa, Santa Barbara, Ortega, and Chapala streets (Southworth 1920). This area encompassed the majority of the existing Spanish development; therefore, newcomers sought out a new area for American businesses. Primarily developed by American and European immigrants between 1855 and 1870, businesses located on lower State Street between Ortega Street and Mission Creek catered to the needs of residents building homes nearby.

Between 1850 and 1880, several blocks within the west downtown area were planted in fruit and nut orchards intermingled with many single-family dwellings. Subdivided city lots closer to State Street could be purchased for as little as \$1 each in 1856 and \$10 each in 1860 (Williams 1977:34; Works Progress Administration 1941:38). A small real estate boom occurred from 1872 to 1874 due to the widely advertised beauty and climate of Santa Barbara. Between 1860 and 1874, property values in the city increased from \$100 to \$5,000 for an entire city block (Southworth 1920:136). City blocks 221, 222, 241, and 242, located north of the west downtown area, were subdivided during the real estate boom for residential development (County Surveyor Map Book 1:4). A single lot with a newly constructed house on Reddick Street was advertised for sale in the *Santa Barbara Weekly Press* (1873) for a price of \$1,000. Crane and Barker, Real Estate Agents, advertised that a 50 by 100 foot empty lot could be purchased for \$50 down, \$50 in 3 months, and the balance 6 months from the date of sale for a total of \$150. At a time when skilled laborers such as carpenters, bricklayers, plasterers, machinists, and blacksmiths made \$3–\$4 a day, a workingman's family might still be able to afford to purchase land and build a home. A drought that occurred over the winter of 1876–1877 caused a drop in real estate value that would persist for the next several years.

American commercial development of lower State Street south of Ortega Street and residential areas west of Chapala Street increased exponentially during the late nineteenth century as the

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Southern Pacific Railroad neared Santa Barbara. The value of land rose, creating a short-lived real estate boom in 1887 that slowed with the realization that the railroad would not be connecting with San Francisco anytime soon (Southworth 1920:137). Several residential subdivisions such as the Verona Tract, the Mission Hill Addition, and the Brinkerhoff Block developed as a result of this boom. By 1892, residential buildings lined west downtown streets such as Chapala, De la Vina, and Bath. The commercial sector on lower State Street was less than three blocks away, an easy walking distance. Starting in the summer of 1875, a mule-drawn trolley operated along State Street between Victoria and Mason streets. In 1887, the trolley line was expanded both north and south, electric lights were installed along State Street from Victoria Street to Stearns Wharf, and 1 year later State Street was paved for the first time. In 1896 the trolley line was converted to electric cars and the line was again extended to reach areas farther north and east as residential development continued to extend outward (Everett and Coombs 1984:13, 36).

When the City began to improve streets, which included grading, curbing, installing gutters, laying sidewalks, and eventually paving, the costs were divided among the property owners (Santa Barbara City Council 1906). Often residents of a particular area would petition the council to allow the owners to hire the contractor themselves, skipping the City bidding process and potentially saving a few dollars. This fiscal practice was continued in the laying of sewer and water pipes beginning in the 1890s. The west downtown streets closer to State Street experienced this development earlier than the streets west of Bath Street. Water pipe was laid for several blocks on Ortega, De la Vina, and De la Guerra Streets prior to 1892. By 1907, the entire west downtown area had new water pipelines, sometimes replacing the earlier lines; some disgruntled residents had to pay a second time for water lines. From 1903 to 1907, the City escalated street grading, curbing, and guttering, issuing several contracts a month for single and multiple block projects. Contracts for sewer lines during this time period were issued just as frequently (Santa Barbara City Council 1903–1907). Infrastructure costs were eventually assumed by the city in the 1910s. This period of increased infrastructure development parallels the growth in available subdivided land and increased number of new homes in the west downtown area.

During the first decade of the twentieth century, three blocks (252, 197, and 215) within the west downtown area that had previously been under cultivation were subdivided and sold. The new areas included Cottage Grove, Ruth, and Dibblee avenues. Parcels along four additional blocks (195, 232, 233, and 214) were subdivided and available for sale, leaving existing residences on smaller parcels. Two newspaper advertisements from August 20, 1905, illustrate the varying costs of new lots:

Louis G. Dreyfus, real estate agent: 23 lots 50x125 in western part of city \$95 each.

Buy Lots Now of R. H. Fulwider, block 197 known as the De la Guerra block, sewer and gas in De la Guerra, graded and sidewalked, last and only block in the city for subdivision-36 lots. Good neighborhood, quality soil. Costs: \$300, \$350, corners \$450 [*Morning Press* 1905].

The subdivision survey map for Block 197 shows lots measuring 100 by 50 feet fronting De la Guerra Street, Ruth Avenue, and Ortega Street. The lots were purchased and developed for single-family residences with the exception of 703 Castillo, where a four-unit apartment was built. Most of the homes were constructed in simplistic Queen Anne and Craftsman styles; small

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homes were most often identified as cottages and bungalows. The Union Mill Company Lumber Yard located at Chapala and West Cota streets was the closest lumber yard and may have provided the materials for the new homes. Many of the property owners constructed second residences on the lots as rentals or additional housing for family members. This long-established practice continues to be common throughout the west downtown Santa Barbara area, resulting in multiple dwellings on single lots.

Between 1910 and 1960, residential infill occurred steadily throughout the west downtown area. County Surveyor maps demonstrate a common pattern of development for blocks in the area. A large lot (55 by 450 feet) on West Cota Street between Bath and De la Vina streets was desirable real estate and had multiple addresses. The lot was divided in two, and the west half sold. The new property owner constructed two single-family Spanish Colonial Revival style dwellings on the lot in 1924–1925. A large two-story residential dwelling that was built prior to 1877 was present on the east lot fronting De la Vina Street. The property owner demolished the larger corner house after constructing a small bungalow near the middle of Cota Street in 1925. During the 1950s, both the west and east lots were subdivided into four lots each, some with existing buildings, and sold. The undeveloped lots quickly developed as multiple unit apartments. The first half of the twentieth century brought the demolition of many old homes in favor of land-efficient multiple-family dwellings. This infill has greatly impacted the overall streetscapes of much of the older west downtown area.

3.4 MISSION CREEK

Early maps of Santa Barbara depict Mission Creek as much broader than it is today. Fords were used to cross it until the late 1870s, when a series of wagon bridges were built across the creek at the major streets. Below De la Guerra Street much of the creek was channelized—stone retaining walls constructed at each street were intended to keep the creek under control.

There was a large storm beginning on January 23 and culminating on Sunday, January 25, 1914, during which Mission Creek flooded:

it left its banks, crossed Hollister Avenue, pouring through a broad spread of properties, flooding the floors of homes, tearing out fences and smaller buildings and continuing on his [its] havoc-creating career to the sea, spending itself in various sorts of furies
[*Morning Press* 1914b].

One of those furies was at the intersection of Bath and Ortega where John de Ponce's plumbing store at 700 Bath was moved across the street, and three houses along Ortega were flooded but not destroyed. The flood also swept away the Gates Waterworks and iron foundry. On the Tuesday after the storm, the sun shone and assessment of the damage began. The *Morning Press* reported the Mission Creek bridges situation:

- Pedregosa, settled to the bottom;
- Islay, intact and good;
- Valerio, nothing left of it;
- Micheltorena, intact;

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- Carrillo, 100 feet gone in the middle;
- Canon Perdido, new and uninjured;
- De la Guerra, gone;
- Ortega, may be saved, although a building washed down rests against it;
- Bath, in bad shape;
- Cota, wall and flooring in bad shape;
- Haley, approaches washed away;
- Gutierrez, in fair shape with much debris washed against it; and
- Montecito, in fair condition [*Morning Press* 1914f].

Two days later the paper reported “a gang at every bridge from Haley Street up, clearing away the debris” (*Morning Press* 1914a). One of the houses on the corner of Bath and Ortega had been moved off its foundation. When restoring the house to its original position, workmen found “a pool of water containing two handsome species of mountain trout, measuring seven and eight inches long” (*Morning Press* 1914c).

In the aftermath of the flood, several propositions for dealing with the “Mission Creek Problem” were devised. One was to divert the creek waters to Arroyo Burro above Oak Park; the other was to divert the waters at Micheltorena, then construct a canal along the Santa Barbara Mesa to the area near the bath house (*Morning Press* 1914d). Whether or not to have a bridge over the creek on all the streets it crossed was another issue discussed. On March 10, 1914, the citizens of Santa Barbara approved a special tax levy of \$150,000 to repair the storm damage, including reconstruction of the damaged bridges (*Morning Press* 1914e). As a result of the tax approval, new bridges were constructed at Carrillo, De la Guerra, Ortega, Bath, Haley, De la Vina, and Mission Streets in 1914–1915.

The 1924 City Plan considered Mission Creek a “serious barrier” to development of Santa Barbara. Above Carrillo Street it was recommended that the City acquire land between the railroad and the creek for flood control and also to make it into a park. However, for the area below Carrillo:

the cost of taking sufficient land to make a reasonably broad, open channel would probably be considerably greater than the cost of walling in the present channel and raising the grade around it sufficiently to confine the flood waters, and the City has already gone so far in the building of bridges and channels through this section that it would probably be most logical to continue that system. Under proper supervision and protection this channel can be kept sufficiently open to permit storm waters to pass through without damage [Cheney and Olmsted Brothers 1924:61].

3.5 GUTIERREZ STREET BRIDGE

The Gutierrez Street Bridge crosses Mission Creek at West Gutierrez Street, between De la Vina and Chapala streets. The creek has been channelized in the area and reinforced concrete abutments support the bridge. The 1878 U.S. Coast Survey sketch of Santa Barbara depicts

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bridges at Ortega Street, Bath Street, and Cota Street within the west downtown area. De la Guerra, Haley, and Gutierrez streets did not have bridges at that time. The 1889 Mensch map and the 1888 Sanborn Fire Insurance Map display a bridge at each of the crossings within the west downtown area and describe the crossings as “wooden bridge.” The 1892 Sanborn map illustrates a long wood railroad trestle bridge with an adjacent footbridge to the south on West Gutierrez Street. From 1887 to 1905, the Southern Pacific Railroad line traveled along Gutierrez Street from Rancheria Street east to Salsipuedes Street (Tompkins 2004:429). Three passenger stations were then present in the city, including one on the northeast corner of West Gutierrez and Chapala streets (Figure 1). In 1905, Southern Pacific relocated the railroad line to serve the new passenger station constructed south of Montecito Street and west of State Street. Prior to relocation (on October 6, 1904), the City issued an ordinance directing the Southern Pacific to remove the tracks and abandon the right-of-way. While tracks and rails may have been removed, the bridge remained, because on September 19, 1910, the City Council recommended that Public Works “repair the railroad bridge on Gutierrez Street.” A pedestrian bridge that adjoined the railroad bridge likely continued in use. Although it seems unlikely that the wooden bridge could have survived the subsequent floods of 1911 and 1914, no evidence was located to indicate that the railroad and footbridge on Gutierrez Street were replaced prior to 1926.

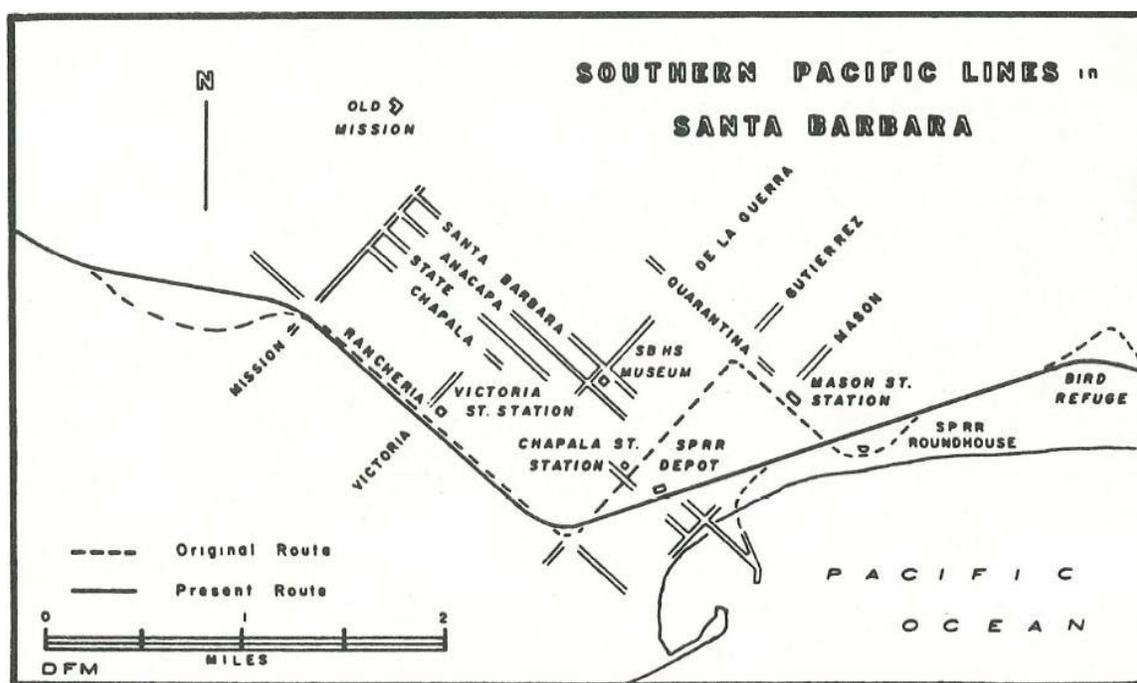


Figure 1 Routes of the Southern Pacific Railroad beginning in 1887 (dashed line) and after the relocation in 1905 (Tompkins 2004:429).

As reported in the *Morning Press*, the Gutierrez Street Bridge survived the January 1914 flooding of Mission Creek. While seven other bridges in the near vicinity were replaced as part of the city-wide reconstruction plan approved in 1914, it appears that the Gutierrez Street Bridge was not reconstructed for another decade. In September 1925, the Santa Barbara City Council approved the sale of \$60,000 of bonds for bridge improvements in the city. The City also hired a new structural draftsman to draw plans for the new bridges, the first of which was advertised for construction bids in December (Santa Barbara City Council 1925).

HISTORICAL RESOURCES EVALUATION REPORT

On February 11, 1926, the Santa Barbara City Council approved plans and specifications for the new Gutierrez Street Bridge. Based on the rail design, it appears that plans drawn for bridges constructed in 1914 were simply revised for the 1926 projects. While the updated design retained the general shape and height of the 1914 design, the recessed panels on the rails were reduced in size, drawing the viewer's attention to the panels instead of the minimalist pilasters from the older design. On March 18, 1926, N. E. Marsh won the contract for the construction of the Gutierrez Street Bridge with a bid of \$10,622.00 (Santa Barbara City Council 1926). In October 1926, the bridge was completed. Additional bridges completed under the 1925 bond include those at Pedregosa, Cota, Mason, Anapamu, and Quinientos streets.

3.6 WEST GUTIERREZ STREET, 100 BLOCK

The 1878 U.S. Coast Survey sketch map depicts two buildings in the project area on the northeast and southeast corners of De la Vina and West Gutierrez streets. According to the *Santa Barbara City Directory* (1886), Herman Rudolph Muller operated and resided at the city brewery located on the southeast corner of this intersection. Based on voter registration books, Muller worked as a brewer in the city of Santa Barbara from 1879 to 1896. The building footprint on the 1878 U.S. Coast Survey sketch map appears to match that of the city brewery depicted on the 1892 Sanborn map (Figure 2). By 1915, the brewery had been demolished and today is the site of a parking lot adjacent to 123 W. Gutierrez. In 1925, the single-family dwelling on the northeast corner was replaced with multiple-family apartment buildings still present today.

By 1888, the *News-Press* Bird's-Eye View of Santa Barbara depicts several dwellings lining both Chapala and De la Vina streets north of Gutierrez. The 1892 Sanborn map illustrates the dwellings, brewery, and a new single-family dwelling constructed at 124 W. Gutierrez Street in circa 1887 (Figure 2). The 1889 Mensch map identifies John Stearns as the owner of the property at 124 W. Gutierrez Street. Although the use of the property is uncertain prior to the construction of the dwelling, a city directory issued in 1875 records John Stearns' occupation in lumber and his business was located on Gutierrez Street (*Santa Barbara City Directory* 1875). John Stearns resided at 435 Chapala Street from 1875 to 1897 (*Santa Barbara City Directory* 1875, 1888, 1893, 1895, 1897). This suggests that the property on West Gutierrez Street was most likely a rental/investment property following construction of the dwelling in circa 1887. Stearns retired and moved to Sonoma, California, in 1898. In 1930, the older dwelling was moved to the rear of the parcel and a duplex from 738 Anapamu Street was relocated on to the parcel (Building Permit A-5983). The duplex is identified as 124 and 124½ West Gutierrez Street and the rear dwelling is identified as 126 West Gutierrez Street. Both buildings have been extensively remodeled since 1930. Stearns residence at 435 Chapala Street was demolished in 1931 (Building Permit A-6805).

From 1892 to 1907, the project area experienced very little change; the brewery closed and no new buildings were constructed on Gutierrez Street. The operation of the Southern Pacific Railroad along Gutierrez Street during these years may have been responsible for the lack of additional development. It is possible that the replacement of the old bridge with a new reinforced concrete bridge in 1926 may have created the momentum necessary for new development. In 1928, a dwelling was relocated to the property at 123 W. Gutierrez Street. As previously mentioned, a duplex was relocated to 124 W. Gutierrez in 1930. During the 1930s, commercial development expanded into the area with the establishment of two service stations on the southeast corner of West Gutierrez and De la Vina streets and on the southwest corner of

HISTORICAL RESOURCES EVALUATION REPORT

restaurant. Between 1947 and 1950, U.S. Highway 101 was relocated from Cabrillo Boulevard, resulting in the demolition of several dwellings on the southern half of the blocks north of Montecito Street. The area did not experience any significant change for the next three decades (Figure 3). Buildings located at 101 W. Gutierrez Street and 325 Chapala Street were constructed in the 1980s. A multiple-story mixed use development at 401 Chapala Street was completed in 2009.



Figure 3 A 1967 air photograph illustrating the 100 block of West Gutierrez Street.

4 DESCRIPTION OF RESOURCES

Two properties within the APE that are more than 50 years old require formal evaluation. The property at 123 W. Gutierrez Street contains a commercial building with adjacent parking lots. Originally built as an Italianate residence, the dwelling was moved to its current location for the same use in 1928. The building was converted for commercial use in 1946 and has been extensively altered over the last 70 years. Two single-story residential buildings occupy 124 W. Gutierrez Street. A side-gable duplex was moved to the site in 1930. It was once a two-story commercial building with an Italianate false-front. Once moved it was converted into a single-story duplex. The second building on this lot is a National Folk style single-family dwelling. Both buildings have been extensively altered. Appendix C provides detailed descriptions of both properties.

HISTORICAL RESOURCES EVALUATION REPORT

The general vicinity consists of urban commercial, residential, and mixed use buildings constructed from circa 1887 to 2009. Several residential buildings were relocated to the area between 1925 and 1930. Completed in 2009, the three-story mixed-use building on the northwest corner of Chapala and West Gutierrez streets is the newest development in the project area. Constructed in 1926, a 37-foot-long by 36-foot-wide concrete girder bridge (51C0132) replaced an earlier wood bridge at West Gutierrez Street between De la Vina and Chapala streets. The 1926 two-lane concrete bridge remains and carries traffic over lower Mission Creek in the middle of the block.

Three potential archaeological resources were identified in the Archaeological APE: the City Brewery (1879–1896), the original Southern Pacific Railroad Bridge and trestle (1887–1905), and a residential/commercial building (1930–1982) formerly located at 120 W. Gutierrez Street. Historical research demonstrated that remnants of the railroad are not likely to remain as a city ordinance passed in 1904 directed their removal. The elements of the City Brewery are likely to exist beneath a parking lot but will not be impacted by proposed construction. Finally, the 1930 residential/commercial building once located in the Archaeological APE is unlikely to yield significant artifact-filled deposits. These sites are discussed in greater detail in the ASR but are not considered further below.

5 FINDINGS AND CONCLUSIONS

5.1 FINDINGS

Æ identified a total of one commercial property, one residential property, and one structure within the proposed project APE. The properties fall into the following categories:

- (a) **Properties listed within the NRHP:** There are no National Register listed historic properties within the APE.
- (b) **Properties previously determined eligible for the NRHP:** There are no cultural resources in this category.
- (c) **Properties previously determined not eligible for the NRHP:** There is one cultural resource in this category (see Table 1; Appendix B).

Table 1
Properties Previously Determined Ineligible for the NRHP

Name	Address/Location	Community	OHP Status*	Map Ref. #
Gutierrez Street Bridge (51C0132)	Gutierrez St. between De la Santa Barbara, CA Vina St. and Chapala St.		6Z	3

- (d) **Properties determined eligible for the NRHP as a result of the current study:** There are no cultural resource in this category.

* The California Office of Historic Preservation (OHP) prepared the California Register Status Code Conversion List in 2003. Status Code 6Z indicates that the property was found ineligible for the NRHP, CRHR, and local designation through survey evaluation. The State Historic Preservation Officer must concur with this finding.

HISTORICAL RESOURCES EVALUATION REPORT

- (e) **Properties determined not eligible for the NRHP as a result of the current study:**
There are two cultural resources in this category (see Table 2; Appendix C).

Table 2
Properties Determined Ineligible for the NRHP as a Result of the Current Study

Name	Address/Location	Community	OHP Status*	Map Ref. #
Gama Property	124 W. Gutierrez Street	Santa Barbara, CA	6Z	1
Family Service Agency Property	123 W. Gutierrez Street	Santa Barbara, CA	5S3	2

- (f) **Properties for which further study is needed because evaluation was not possible:**
There are no cultural resources in this category.

- (g) **Properties that are historical resources for the purposes of CEQA:** There is one cultural resource in this category (see Table 3; Appendix C).

Table 3
Properties that Are Historical Resources for the Purposes of CEQA

Name	Address/Location	Community	OHP Status*	Map Ref. #
Family Service Agency Property	123 W. Gutierrez Street	Santa Barbara, CA	5S3	2

- (h) **Properties that are not historical resources for the purposes of CEQA, in accordance with Section 15064.5 (a)(2)–(3) of the CEQA Guidelines, because they do not meet the California Register criteria as outlined in Section 5024.1 of the California Public Resources Code:** There are two cultural resources in this category (see Table 4; Appendices B and C).

Table 4
Properties that Are Not Historical Resources for the Purposes of CEQA

Name	Address/Location	Community	OHP Status*	Map Ref. #
Gama Property	124 W. Gutierrez Street	Santa Barbara, CA	6Z	1
Gutierrez Street Bridge (51C0132)	Gutierrez St. between De la Vina St. and Chapala St.	Santa Barbara, CA	6Z	3

Alexandra Bevk, Caltrans Architectural Historian, is certified as Professionally Qualified Staff under Caltrans Section 106 PA Attachment 1, and has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation). Several of these properties are excluded from evaluation due to their age.

5.2 CONCLUSIONS

Two properties in the project APE were formally evaluated in this study per the terms of Programmatic Agreement Stipulation VIII.C.2. One structure, Bridge 51C0132, is listed in the California Historic Bridge Inventory as Category 5, not eligible for the NRHP. The properties

HISTORICAL RESOURCES EVALUATION REPORT

were also evaluated in accordance with CEQA Guidelines Section 15064.5 (a)(2)–(3), using criteria outlined in California Public Resources Code Section 5024.1. None of the properties within the project APE were found to be eligible for inclusion in the NRHP. One of the properties, 123 W. Gutierrez Street, is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The two remaining properties are not considered historical resources for the purposes of CEQA.

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- 1914c Find Trout Under House. 30 January:3. Santa Barbara, California.
- 1914d Mission Creek Problem is Discussed. 28 February:10. Santa Barbara, California.

HISTORICAL RESOURCES EVALUATION REPORT

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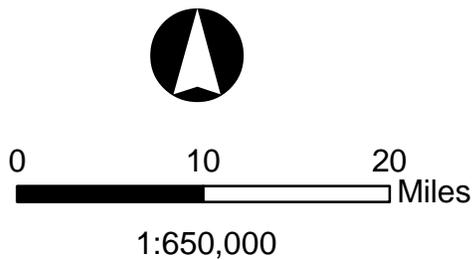
7 PREPARER'S QUALIFICATIONS

Aubrie Morlet (M.A., Public History, California State University, Sacramento) is an Architectural Historian practicing in San Luis Obispo, California. She meets the Professional Qualifications Standards as determined by the Secretary of the Interior. Morlet has 9 years experience in researching California history and architecture.

HISTORICAL RESOURCES EVALUATION REPORT

APPENDIX A

Maps



Map 1

Project Vicinity

Replacement of the Gutierrez Street Bridge Over Mission Creek (51C0132)

City of Santa Barbara, Santa Barbara County, California

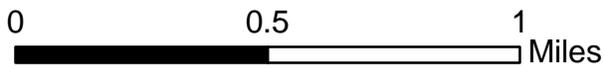
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HISTORICAL RESOURCES EVALUATION REPORT



Basemap: QUAD OR AERIAL NAME/DATE HERE

Map 2



1:24,000

Project Location

**Replacement of the Gutierrez Street Bridge
Over Mission Creek (51C0132)**

City of Santa Barbara, Santa Barbara County, California

BRLS-5007(054)

HISTORICAL RESOURCES EVALUATION REPORT



Map 3

Area of Potential Effects

Replacement of the Gutierrez Street Bridge
Over Mission Creek (51C0132)

City of Santa Barbara, Santa Barbara County, California

BRLS-5007(054)

APPENDIX B

California Historic Bridge Inventory Sheet for Gutierrez Street Bridge (51C0132)



Historical Significance - Local Agency Bridges

District 05

Santa Barbara County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
51C0084	ALAMO PINTADO CREEK	4.2 MI NE OF SH 154	5. Bridge not eligible for NRHP	1997	
51C0086	ZACA CREEK	4.88 MI N OF S.H. 246	5. Bridge not eligible for NRHP	1985	
51C0090	SALSIPUEDES CREEK	2.1 MI S OF S.H. 1	5. Bridge not eligible for NRHP	1942	1983
51C0091	JALAMA CREEK	10.1 MI W OF SH 1	5. Bridge not eligible for NRHP	1984	
51C0095	SISQUOC RIVER (GAREY BRIDGE)	0.6 MI E FOXEN CANYON RD	5. Bridge not eligible for NRHP	1998	
51C0097	TEPUSQUET CREEK	1.72 MI N FOXEN CANYON RD	5. Bridge not eligible for NRHP	1948	
51C0101	COLSON CREEK	@ COLSON CANYON ROAD	5. Bridge not eligible for NRHP	1952	
51C0102	CAT CANYON CREEK	0.15 MI E PALMER RD	5. Bridge not eligible for NRHP	1988	
51C0125	BUCKHORN CREEK	13.8 MI N FOXEN CANYON RD	5. Bridge not eligible for NRHP	1957	
51C0127	CARNEROS CREEK	0.05 MI E OF AERO CAMINO	5. Bridge not eligible for NRHP	1965	
51C0128	TECOLOTITO CREEK	0.1 MI E LOS CARNEROS RD	5. Bridge not eligible for NRHP	1929	1984
51C0131	SAN PEDRO CREEK	0.05 MI W FAIRVIEW AVE	5. Bridge not eligible for NRHP	1995	
51C0132	MISSION CREEK	DE LA VINA ST/CHAPALA ST	5. Bridge not eligible for NRHP	1926	
51C0133	MISSION CREEK	SE OF ALAMAR AVE	5. Bridge not eligible for NRHP	1950	
51C0137	ROMERO CREEK	S OF US 101 AT MONTECITO	5. Bridge not eligible for NRHP	1959	
51C0138	SAN YSIDRO CREEK	S OF US 101 AT MONTECITO	5. Bridge not eligible for NRHP	1959	
51C0142	FRANKLIN CREEK	0.1 MI W OF HOLLY AVE	5. Bridge not eligible for NRHP	1977	
51C0143	SANTA MONICA CREEK	0.1 MI W SEVENTH ST	5. Bridge not eligible for NRHP	1971	
51C0145	MISSION CREEK	AT CANON PERDIDO	5. Bridge not eligible for NRHP	1963	
51C0146	CARRILLO STREET UP	JUST SW SR 101	5. Bridge not eligible for NRHP	1963	
51C0147	MISSION CREEK	WEST OF CASTILLO ST	5. Bridge not eligible for NRHP	1963	1989
51C0149	MISSION CREEK	AT CASTILLO ST	5. Bridge not eligible for NRHP	1963	
51C0150	MISSION STREET UP	0.1 MI NE MODOC RD	5. Bridge not eligible for NRHP	1963	
51C0151	MISSION CREEK	WEST OF CASTILLO ST	5. Bridge not eligible for NRHP	1963	1988
51C0154	TURNPIKE ROAD OH	JUST S SR 101	5. Bridge not eligible for NRHP	1961	1975
51C0155	PATTERSON AVENUE OH	S OF SR 101	5. Bridge not eligible for NRHP	1992	
51C0156	SAN JOSE CREEK	0.7 MI E FAIRVIEW AVE	5. Bridge not eligible for NRHP	2002	
51C0157	SAN ANTONIO CREEK	0.5 MI N OF SR 135	5. Bridge not eligible for NRHP	2004	
51C0158	GOLETA SLOUGH	AT GOLETA BEACH	5. Bridge not eligible for NRHP	1963	
51C0161	PADARO LANE OH	S OF US 101	5. Bridge not eligible for NRHP	1968	
51C0162	TORO CREEK	0.1 MI W OF TORO CYN RD	5. Bridge not eligible for NRHP	1968	
51C0163	TORO CREEK	0.35 MI S OF SH 101	5. Bridge not eligible for NRHP	1968	
51C0168	LOS CARNEROS ROAD OH	JUST S/O SR 101	5. Bridge not eligible for NRHP	1968	
51C0169	CARNEROS CREEK	NORTH OF S.H. 101	5. Bridge not eligible for NRHP	1968	
51C0172	CARPINTERIA CREEK	0.2 MI S OF CASITAS PASS	5. Bridge not eligible for NRHP	1937	
51C0174	SANTA YNEZ RIVER	0.6 MI SOUTH OF SR 246	5. Bridge not eligible for NRHP	1949	
51C0175	ZACA CREEK	0.1 MI S OF SH 246	5. Bridge not eligible for NRHP	1948	
51C0180	ORCUTT CREEK	JUST N OF CLARK AVE	5. Bridge not eligible for NRHP	1970	
51C0181	ORCUTT CREEK	1.2 MI W BLOSSMER RD	5. Bridge not eligible for NRHP	1989	
51C0185	ATASCADERO CREEK	1.0 MI S HOLLISTER AVE	5. Bridge not eligible for NRHP	1967	
51C0186	SAN PEDRO CREEK	0.7 MI WEST OF FAIRVIEW	5. Bridge not eligible for NRHP	1970	
51C0188	LEWIS CREEK	4.5 MI EAST OF SR 154	5. Bridge not eligible for NRHP	1970	
51C0189	HAPPY CANYON CREEK	3.24 MI E OF ARMOUR RA RD	5. Bridge not eligible for NRHP	1969	



Figure 1. Taken from Chapala Street, this view illustrates Gutierrez Street looking west.

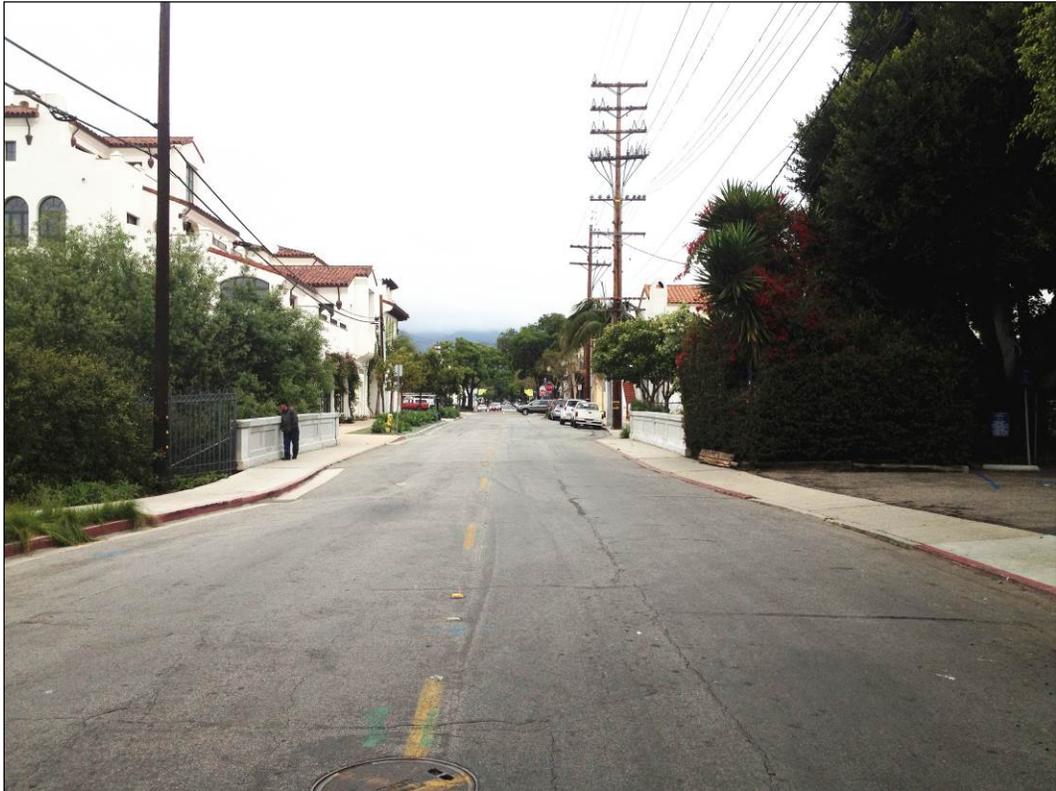


Figure 2. View looking east at the Gutierrez Street streetscape and bridge rails.



Figure 3. Looking southwest at the Gutierrez Street Bridge rail.



Figure 4. Close range view of the bridge rail on the north side of Gutierrez Street.

APPENDIX C

California DPR Forms

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 6

Resource Name or #: 124 W. Gutierrez Street

Map Reference #: 1

P1. Other Identifier:

*P2. Location: a. County: Santa Barbara

Not for Publication

Unrestricted

b. USGS 7.5' Quad: Santa Barbara, CA Date 1995

T 4N, R 27W; Unsectioned

c. Address: 124 W. Gutierrez Street, Santa Barbara, California 93101

d. UTM: NAD, Zone; mE / mN

e. Other Locational Data: APN # 037-203-011

*P3a. Description: The property contains two single-story residential buildings. Fronting Gutierrez Street at 124/124 1/2 is a side-gable duplex with an Italianate style false-front that was relocated to the site in 1930 from 738 Anacapa Street. At 126 is a National Folk style single-family residence that was moved to the rear of the parcel in 1930.

The duplex at 124/124 1/2 W. Gutierrez Street is a wood-framed building resting on a concrete pier foundation with an irregular footprint. The south (street-facing) façade illustrates an Italianate-style false-front with a boxed shed-roof overhang supported with large end brackets and numerous decorative angle braces. Small dentils decorate the eave between each angle-brace. Prior to relocation, the building was utilized as a store, which explains the presence of the false-front typically seen on commercial buildings. The false-front has a small shed roof addition where the front entry would have been located. The false front and shed roof addition are stucco clad. (See Continuation Sheet.)

*P3b. Resource Attributes: HP3 Multiple family property

*P4. Resources Present: Building Structure Object Site District Element of District Other:

*P5a. Photograph



P5b. Description of Photo: Looking northwest at the south and east façades of 124/124 1/2 W. Gutierrez Street.

*P6. Date Constructed/Age and Sources: circa 1887 Sanborn maps; 1930 City of Santa Barbara Building Permits
 Prehistoric Historic Both

*P7. Owner and Address:
 Gama Francisco
 4188 Modoc Road
 Santa Barbara, CA 93110

*P8. Recorded By: Josh Smallwood, M.A.
 Aubrie Morlet, M.A.
 Applied EarthWorks, Inc.
 811 El Capitan Way, Suite 100
 San Luis Obispo, CA 93401

*P9. Date Recorded: May 15, 2014

*P10. Survey Type: Intensive
 Reconnaissance Other
 Describe:

*P11. Report Citation: Morlet, Aubrie

2015 *Historical Resources Evaluation Report, Replacement of the Gutierrez Street Bridge over Mission Creek (51C0132), City of Santa Barbara, Santa Barbara County, California, BRLS-5007(O54)*. Applied EarthWorks, Inc., Lompoc, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

*Attachments: NONE Location Map Site/Sketch Map Continuation Sheet
 Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record
 Photograph Record Milling Station Record Rock Art Record Artifact Record
 Other (list):

***P3a. Description (continued):** The remainder of the dwelling is clad with drop wood boards. Vertical wood skirting and plywood conceal the foundation. Composition shingles cover the side-gable roof and the wide eaves are exposed. A shed roof addition attached to the west façade extends almost the entire length of the dwelling. Wooden staircases with balustrade approach each of the four entrances located on the east and west façades. Each entry stoop is sheltered beneath attached shed roof overhangs. Fenestration includes 1/1 wood sash windows, a single transomed fixed window on the north façade, metal sliding windows, and modern wood panel doors.

The single-family residence at **126 W. Gutierrez Street** is a wood-frame building resting on a raised concrete wall foundation. Originally constructed as a T-plan with a full length porch on the north (rear) façade, the porch is now enclosed and a small wood porch and staircase exit the rear of the dwelling. Composition shingles cover the cross-hipped and shed roofs and the eaves are boxed. Fenestration includes aluminum-framed sliding windows with no surround and a flat wood door on the south façade, main entrance. Two wood posts with balustrade support the front porch shed roof attached to the north façade. Four concrete steps lead to the entrance porch. To the rear of the building is a 3-car garage with modern wood panel door at each end.



P5c. Description of Photo: Looking southwest at the north and east façades of 124/124 ½ W. Gutierrez Street.



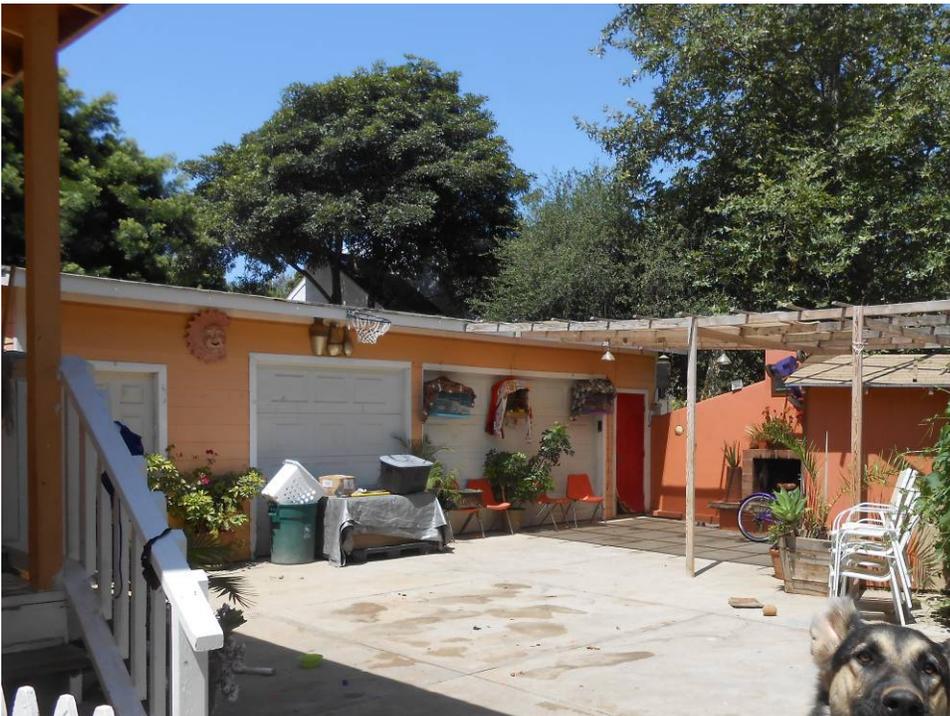
P5d. Description of Photo: Looking south at the west façade addition at 124/124 ½ W. Gutierrez Street.



P5e. Description of Photo: Looking northwest at the south and east façades of 126 W. Gutierrez Street.



P5f. Description of Photo: Detailed view of the western half of the south façade at 126 W. Gutierrez Street.



P5g. Description of Photo: Looking northwest at the detached garage and small shed building located at the rear of 126 W. Gutierrez Street.

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DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
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*NRHP Status Code 6Z

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Resource Name or #: 124 W. Gutierrez Street

Map Reference #: 1

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Single family dwelling; Store **B4. Present Use:** Single family dwelling; Duplex

***B5. Architectural Style:** National Folk; Italianate storefront (heavily remodeled)

***B6. Construction History (construction date, alterations, and dates of alterations):** Based on Sanborn maps, the single family dwelling was constructed at the front of the parcel in circa 1887. The dwelling was moved to the rear of the parcel in June 1930 (Permit A-5850) to accommodate the addition of a second building. In July 1930, a store was relocated from 738 Anacapa Street to the front of the parcel at 124 W. Gutierrez Street (Permit A5983). Based on Sanborn maps, the store was constructed on Anacapa Street between 1888 and 1892. Prior to its relocation, the store's second story was demolished. Conversion of the store into a residential duplex occurred in August 1930 (Permit A-6058). In 1940, a 5-car carport measuring 20 by 50 feet was constructed at the rear of the parcel (Permit B-5007) and a service porch measuring 9 by 30 feet was constructed on the west façade of the duplex (Permit B-5530). Both buildings received new roofs in 1993 (BLD92-2474). At an unknown time the following alterations have taken place: some windows were replaced with modern metal sliding windows on the duplex, all visible windows were replaced with modern metal sliding windows on the SFR, the SFR was covered with stucco (eaves likely boxed at this time), and the carport was converted into a 3-car garage with wood panel doors at each end.

***B7. Moved?:** No Yes Unknown Date: June-July 1930 Original Location: 738 Anacapa Street

***B8. Related Features:** Detached 3-car garage and a small shed located at the rear of the parcel.

B9. a. Architect: unknown

b. Builder: unknown

***B10. Significance:** Theme: n/a

Area: n/a

Period of Significance: n/a

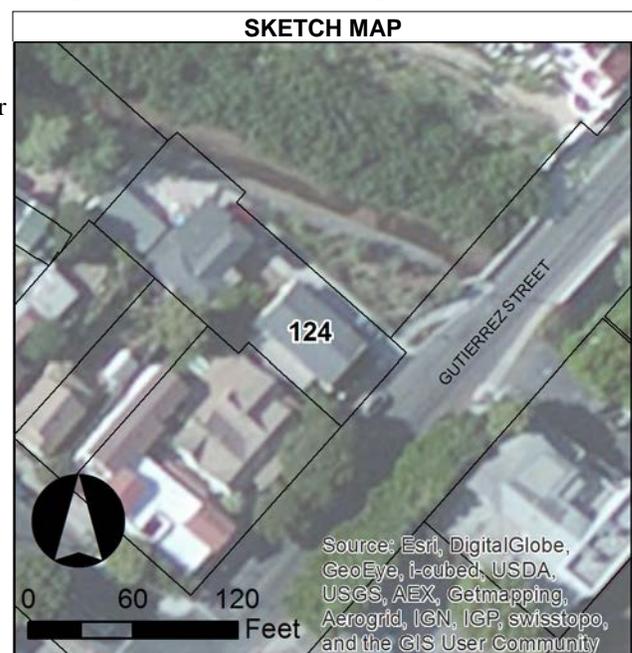
Property Type: n/a

Applicable Criteria: n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 1889 Mensch map identifies John Stearns as the owner of the property at 124 W. Gutierrez Street. Although the early use of the property is uncertain, a City Directory issued in 1875 records John Stearns' occupation was in lumber and his business was located on Gutierrez Street. John Stearns constructed Stearns Wharf in 1872 and operated the wharf business until 1898 (office location listed at the foot of the wharf). City directories identify 435 Chapala Street as John Stearns place of residence from 1875 to 1897. This suggests that the property on West Gutierrez Street was likely a rental/investment property following construction of the dwelling in circa 1887. Stearns retired and moved to Sonoma, California in 1898. From 1898 to 1927, the President of the Stearns Wharf Company is Frank Smith. Smith also resided at 435 Chapala Street through 1913 and is identified as the owner of 124 W. Gutierrez Street in the 1912 Barry map. Smith became mayor of Santa Barbara in 1914 and moved to a new place of residence. Stearns residence at 435 Chapala Street was demolished in 1931 (Building Permit # A-6805).

This space reserved for official comments.



***B10. Significance (continued):** From 1930 to at least 1965 W.J. Ervin occupied the single family dwelling. The Ervin estate sold the property in 1976. The duplex at 124/124 ½ was occupied by various renters under Ervin's ownership. None of these renters stayed more than a few years. There is no evidence that the buildings at 124/124 ½ & 126 W. Gutierrez Street are directly associated with a significant event or with the productive life of an important historical figure (Criteria A and B). The false-front building at 124/124 ½ Gutierrez Street is of the Italianate style and was formerly a commercial storefront building. The building has been moved to this location and substantially altered with the construction of an addition to the primary façade where the door was once located and remodel into a residential duplex building. These alterations have severely compromised the historical integrity of its architectural style and original design. The single family dwelling at 126 W. Gutierrez Street has also been substantially altered with the replacement of its original windows with aluminum-framed sliders and addition of stucco cladding. The National Folk style dwelling no longer exhibits its original architectural style. As such, the buildings at 124/124½ and 126 W. Gutierrez Street do not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (Criterion C). Thus, the property is not eligible for listing in the National Register and is not considered an historical resource for the purpose of CEQA.

B11. Additional Resource Attributes (list attributes and codes):

***B12. References:** Santa Barbara County Assessor; City of Santa Barbara Public Works Street Files, Building Permit Log Books, and Drawing Archives; City Directories 1875, 1888, 1893, 1895, 1897, 1904, 1911-65.

B13. Remarks:

***B14. Evaluator:** Josh Smallwood, M.A.
Aubrie Morlet, M.A.
Applied EarthWorks, Inc.
811 El Capitan Way, Suite 100
San Luis Obispo, CA 93401

Date of Evaluation: July 2014

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 5S3

Other Listings
 Review Code

Reviewer

Date

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Resource Name or #: 123 W. Gutierrez Street

Map Reference #: 2

P1. Other Identifier:

*P2. Location: a. County: Santa Barbara

Not for Publication

Unrestricted

b. USGS 7.5' Quad: Santa Barbara, CA Date 1995

T 4N, R 27W; Unsectioned

c. Address: 123 Gutierrez Street, Santa Barbara, California 93101

d. UTM: NAD, Zone mE / mN

e. Other Locational Data: APN 037-245-015, 001

*P3a. **Description:** The property contains a commercial building that is of original residential construction in the Italianate style, with at least seven additions that were constructed after the building was moved to this location in 1928. The original mass and some other portions of the building are of wood-frame construction, while other additions are concrete block construction. The building also features a mix of side-gable, flat/parapet, and shed roofs. Exterior wall materials include wide, flush wood boards, stucco, and red brick. There are several seams evident along the exterior walls where additions were made, and some of the original wall panels and windows have been lifted from their original placement and used on the additions, such as on the north (primary) façade west of the original main mass. The front entry features an enclosed porch filled with windows topped with transoms, and sheltered beneath a shed roof. The roof doubles as a small balcony. (See Continuation Sheet.)

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

*P4. **Resources Present:** Building Structure Object Site District Element of District Other:

*P5a. **Photograph**



*P5b. **Description of Photo:** Looking southeast at the north façade.

*P6. **Date Constructed/Age and Sources:** circa 1880; moved 1928, Sanborn maps, Santa Barbara Building Permits
 Prehistoric Historic Both

*P7. **Owner and Address:**
 Family Services Agency
 123 W. Gutierrez Street
 Santa Barbara, CA 93101

*P8. **Recorded By:** Josh Smallwood, M.A.
 Aubrie Morlet, M.A.
 Applied EarthWorks, Inc.
 811 El Capitan Way, Suite 100
 San Luis Obispo, CA 93401

*P9. **Date Recorded:** May 15, 2014

*P10. **Survey Type:** Intensive
 Reconnaissance Other
Describe:

*P11. **Report Citation:** Morlet, Aubrie

2015 *Historical Resources Evaluation Report, Replacement of the Gutierrez Street Bridge over Mission Creek (51C0132), City of Santa Barbara, Santa Barbara County, California, BRLS-5007(O54)*. Applied EarthWorks, Inc., Lompoc, California. Prepared for the City of Santa Barbara Department of Public Works. Submitted to California Department of Transportation, District 5, San Luis Obispo.

*Attachments: NONE Location Map Site/Sketch Map Continuation Sheet
 Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record
 Photograph Record Milling Station Record Rock Art Record Artifact Record
 Other (list):

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Resource Name or #: 123 W. Gutierrez Street

Map Reference #: 2

Continuation

Update

***P3a. Description (continued):** The north façade of the original main mass exhibits all original materials, including 2/2 and 1/1 wood sash windows, wood panel doors, trim, exterior siding, and decorative elements of its architectural style, including roof braces, door and window surrounds. Portions of the east and west façades also exhibit these original design elements. However, the original full-width front porch was reduced in length at the time of the relocation and enclosed at an unknown time. Additions on the east, west, and south façades of this building have completely altered its overall style and design.

A rectangular box addition on the west side of the main mass has one wall of concrete block construction while the primary façade is of wood-frame construction, and it appears the wall, windows and door surround of the primary façade were salvaged and lifted from elsewhere on the original main mass; perhaps from one of the sides or rear. This addition has a flat roof. The southwest end facing the parking lot features a concrete block wall with small aluminum-framed windows. An addition has been attached to the rear of this wing that is of wood-frame construction with a stucco coating.

On the northeast end of the main mass is a short extended room addition. It appears that a wall and window panel salvaged from the original main mass has been reused on the exterior wall, as there is a noticeable seam between the main mass and the addition. At the corner there is a massive red brick pier which helps to support the framing for the balcony on this addition. The wood-framed room and balcony addition continues toward the rear of the main mass in three different sections. Each of these additions is coated with gray stucco. Two shed-roof additions are visible at the second story at the rear of the main mass overlooking the balcony. They are wood-frames clad with horizontal boards painted a cream color. To the rear of these three additions is a large, rectangular (approx. 60 x 20 ft) two-story addition. This wood-framed wing has a flat roof and the first and second floors have different wall cladding. The exterior wall on the first floor is covered with gray stucco, while the exterior wall on the second floor is sheathed with wide horizontal boards painted mauve with white trim. The exterior walls of the second story appear to be salvaged materials, while the first story is of completely modern materials and construction.



P5b. Description of Photo: Looking southeast at the north and west façades.



P5b. Description of Photo: Looking southwest at the east and north façades.



P5b. Description of Photo: Closer view of the east façade and second story.

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*NRHP Status Code 5S3

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Resource Name or #: 123 W. Gutierrez Street

Map Reference #: 2

B1. Historic Name: Talk of the Town Restaurant (1946–1986)

B2. Common Name: Family Service Agency

B3. Original Use: Residential

B4. Present Use: Commercial

***B5. Architectural Style:** Italianate; additions are vernacular in their style.

***B6. Construction History (construction date, alterations, and dates of alterations):** Based on Sanborn maps and city directories, it appears that the dwelling was constructed at 927 Chapala Street in circa 1880. A full-width, single-story front porch was added to the dwelling in 1887. According to a building permit on file at the City of Santa Barbara, the 2-story dwelling was relocated to 123 W. Gutierrez Street in 1928 (Permit A-3760, A-3775, A-3786). Drawings of the building at the time of relocation indicate that the primary façade measured 34 feet long by 41 feet deep, which is very different from the present dimensions and floor plan. Two single-car garages were added at the southwest and southeast corners of the dwelling in 1935, and the single-family dwelling was converted into a duplex (Permit A-4032). In February–March 1946, the building was remodeled into a restaurant with a dwelling upstairs (Permit C-1424). In June 1946, an exterior exit was added on the second story and the front exit was altered on the first story (Permit C-1683). Interior renovations and addition of a dining room, storage, and restrooms were completed between 1947 and 1951 (Permit E-2251). The rear garages were demolished between 1950 and 1953. A canopy-covered ramp was added to the front entry in 1954 (Permit F-2846). In 1956, the east addition was constructed which included alterations to the interior and rear walls of the main mass (Permit F-3825). The addition of a storage room to the south (rear) façade occurred in 1985. In 1987, the building was remodeled into offices for the Family Service Agency. The interior was remodeled again in 1994 (Permit BLD93-1587). A second story was added to the back half of the building in 2002 (Permit BLD2001-02872).

***B7. Moved?:** No Yes Unknown Date: 1928 Original Location: 927 Chapala Street

***B8. Related Features:** Parking lots located to the east and west.

B9. a. Architect: unknown

b. Builder: unknown

***B10. Significance:** Theme: n/a

Area: n/a

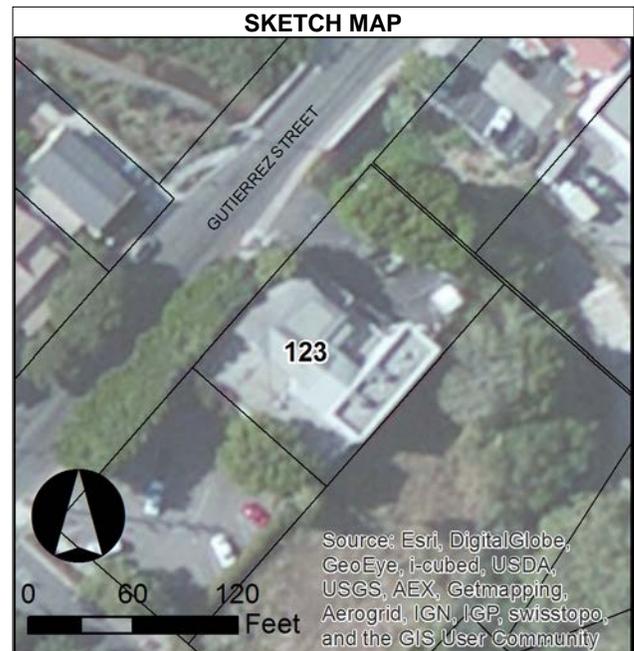
Period of Significance: n/a

Property Type: n/a

Applicable Criteria: n/a

Based on U.S. Census Records and Voter Registration Books, Nathan W. Williams and his family resided at 927 Chapala Street from circa 1880 to 1900. The 1888 City Directory lists Williams' as a carpenter/builder. It is possible that Williams constructed the Italianate style dwelling. The Williams family was residing in Seattle, Washington, according to the 1910 U.S. Census. The 1912 Barry map lists John J. Allen as the owner.

This space reserved for official comments.



***B10. Significance (continued):** In 1928, Allen sold the house to Leo M. Sanders who relocated the building to the property at 123 W. Gutierrez Street. John Anchordoquy was the last residential owner from 1932 to 1946. “Talk of the Town” proprietor Richard La Piani leased the building from Augusta Roberts from 1946 to 1954 and owned the property from 1955 to 1986. The Family Service Agency has owned and operated from the property since 1986. No significant biographical information was located regarding any of the property owners.

None of the previous owners appear to be persons of historical significance, and the Talk of the Town restaurant was not an important or iconic business in Santa Barbara. Therefore, there is no evidence that the subject property is directly associated with a significant event, or with the productive life of an important historical figure (Criteria A and B). The main mass of the building is of the Italianate style, but it has been substantially altered with the construction of at least seven later additions, which has compromised the historical integrity of its architectural style and original design. These later additions are not consistent with the Italianate style, and they do not hold any historical significance as vernacular or organic forms. Therefore, the building does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (NRHP Criterion C). Thus, the property does not appear to be eligible for the NRHP.

The Talk of the Town building at 123 West Gutierrez Street also was evaluated for eligibility as a City of Santa Barbara Structure of Merit under the criteria established in the 2002 *City of Santa Barbara Master Environmental Assessment, Guidelines for Archaeological Resources and Historic Structures and Sites*.

The Talk of the Town restaurant operated for 40 years from 1946 to 1986. Numerous additions, alterations, and remodeling occurred during these years that reflect the success and continued growth of the restaurant. The Italianate façade is closely tied to the local remembrance of the restaurant. While the name, signage, and use of the building have since changed, long-time local residents still recall its heyday as the location of Talk of the Town, and it is etched in their personal memories. Based on local perception, the Italianate building has historical value and retains its historical character as an established familiar visual feature of the neighborhood. For these reasons, the building appears to meet two of the criteria for listing as a Structure of Merit: criterion “a” for its “character, interest or value as a significant part of the heritage of the City” and criterion “i” for its “singular physical characteristic representing an established and familiar visual feature of a neighborhood” (Municipal Code Chapter 22.22).

Because the property appears to be eligible for listing as a City Structure of Merit, it is also considered to be a historical resource for the purpose of CEQA.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:** Santa Barbara County Assessor; City of Santa Barbara Public Works Street Files, Building Permit Log Books, and Drawing Archives; City Directories 1888, 1893, 1895, 1897, 1904, 1911–1965.

B13. Remarks:

***B14. Evaluator:** Josh Smallwood, M.A.
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Applied EarthWorks, Inc.
811 El Capitan Way, Suite 100
San Luis Obispo, CA 93401

Date of Evaluation: July 2015

