Los Patos Way Off-Ramp Underpass

Historic Structure/Site Report
Santa Barbara County Assessor’s Parcel No. 017-010-079

prepared for

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Executive Summary

T.Y. Lin International retained Rincon Consultants, Inc. (Rincon) to conduct a historical resource assessment of the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) in Santa Barbara, California (subject structure). A project is currently under consideration to remove the subject structure, which is owned and operated by the Union Pacific Railroad (UPRR). The purpose of the historical resource assessment is to determine if the subject structure qualifies as a historical resource under the California Environmental Quality Act (CEQA) and if the proposed project would result in an impact to historical resources. Assessment methods included an intensive-level survey of the subject structure, archival research and preparation of this Historic Structure/Site Report. All work was conducted in accordance with the CEQA Guidelines and the City of Santa Barbara’s Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites (City of Santa Barbara 2002).

The Los Patos Way Off-Ramp Underpass was previously evaluated by Caltrans in 1991 (Snyder 1991; Scott 1992) and, following concurrence from the State Historic Preservation Officer (SHPO) in 1993, was determined ineligible for listing in the National Register of Historic Places (NRHP) (Craigo 1993). At the time, the underpass was not evaluated for listing in the California Register of Historical Resources (CRHR) or for local designation.

As part of the current historical resource assessment, Rincon recommends the underpass eligible for listing in the CRHR at the local level of significance under Criterion 1 as it is associated with events that have made a significant contribution to the broad patterns of local history, and Criterion 3 as it embodies the distinctive characteristics of a method of construction. Built in 1901 with local sandstone, the underpass is representative of sandstone architecture and construction, significant to the architectural heritage of the City of Santa Barbara. Therefore, its character-defining features are its sandstone pier and abutments. Non-character-defining features which are utilitarian and ubiquitous include the wooden ties, rails, ballast, girders, wooden posts and cable railing.

The underpass is also recommended eligible for local designation as a City of Santa Barbara Landmark or Structure of Merit as it has character, interest or value as a significant part of the heritage of the city (Criterion 3a), it exemplifies a particular architectural style or way of life important to the city, the state or the nation (Criterion 3d), and its unique location and physical characteristics represent an established and familiar visual feature of the neighborhood (Criterion 3i). Further, the underpass meets the City of Santa Barbara’s definition of a significant historic resource, as described in the MEA Guidelines, as a structure that represents a particular architectural style or style that was popular fifty or more years ago (Criterion 2), and as a structure, site or object that conveys an important sense of time and place (Criterion 6). Therefore, the Los Patos Way Off-Ramp Underpass is considered a historical resource for the purposes of CEQA. The proposed project, which would result in the removal and replacement of the subject structure, therefore has the potential to result in a significant adverse impact to a historical resource and will be analyzed pending further consultation with the City.
1 Introduction

T.Y. Lin International retained Rincon Consultants, Inc. (Rincon) to conduct a historical resource assessment for the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) in Santa Barbara, California (subject structure). The structure is located on Santa Barbara County Assessor’s parcel number 017-010-079 at exit 95 of southbound U.S. Route 101 (Figure 1 and Figure 2).

The purpose of the historical resource assessment is to determine if the subject structure qualifies as a historical resource under the California Environmental Quality Act (CEQA) and if the proposed project would result in an impact to historical resources. Assessment methods included an intensive-level survey of the subject structure, archival research and the preparation of this Historic Structure/Site Report. All work was conducted in accordance with the CEQA Guidelines and the City of Santa Barbara’s Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites (MEA Guidelines) (City of Santa Barbara 2002).

1.1 Project Description

The proposed project involves the removal of the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) which is owned and operated by the Union Pacific Railroad (UPRR). UPRR has determined the subject structure will need to be removed and replaced as the U.S. Route 101 off-ramp at Los Patos Way is being vacated and is no longer needed.

1.2 Personnel

Rincon Architectural Historian Susan Zamudio-Gurrola, MHP managed this historical resource assessment with oversight by Senior Architectural Historian Steven Treffers, MHP. Ms. Zamudio-Gurrola and Mr. Treffers meet and exceed the Secretary of the Interior’s Professional Qualifications Standards for architectural history and history (NPS 1983). GIS Analyst Allysen Valencia prepared the figures in this report. Shannon Carmack, Principal and Architectural History Program Manager, reviewed this report for quality control. See Appendix A for the preparer’s qualifications.
Figure 1  Project Vicinity

Imagery provided by National Geographic Society, Esri and its licensors © 2019. Santa Barbara Quadrangle. TM4N R27W S13. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.
Figure 2  Project Location
2 Regulatory Framework

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources.

2.1 California Environmental Quality Act

CEQA (Public Resources Code [PRC] Section 21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (PRC Section 21084.1), a resource included in a local register of historical resources or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the PRC (CEQA Guidelines Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][3]).

PRC Section 5024.1, CEQA Guidelines Section 15064.5, and PRC Sections 21083.2 and 21084.1 were used as the basic guidelines for this historic resource study. PRC Section 5024.1 requires the identification and evaluation of historical resources that may be affected by a project.

2.2 California Register of Historical Resources

The purpose of the CRHR is to maintain listings of the state’s historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were developed expressly to be in accordance with previously established criteria developed for listing in the National Register of Historic Places, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it 1) retains substantial integrity and 2) meets at least one of the following CRHR criteria.

1. It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of installation; or represents the work of an important creative individual; or possesses high artistic values.
4. It has yielded or may be likely to yield information important in prehistory or history.

Impacts to significant cultural resources are considered a significant effect on the environment if they affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines, Section 15064.5[b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR (CEQA Guidelines, Section 15064.5[b][2][A]).
2.3 City of Santa Barbara

The City of Santa Barbara defines significant historic resources to include, but not be limited to, the following:

1. Any structure, site or object designated on the most current version of the following lists:
   a. National Historic Landmarks
   b. National Register of Historic Places
   c. California Registered Historical Landmarks
   d. California Register of Historical Resources
   e. City of Santa Barbara Landmarks
   f. City of Santa Barbara Structures of Merit

2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.

3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit (SBMC §22.22.040; Ord. 3900 ¶ I, 1977), as follows:
   a. Its character, interest or value as a significant part of the heritage of the City, the State or the Nation;
   b. Its location as a site of a significant historic event;
   c. Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation;
   d. Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation;
   e. Its exemplification of the best remaining architectural type in a neighborhood;
   f. Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation;
   g. Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship;
   h. Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;
   i. Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;
   j. Its potential of yielding significant information of archaeological interest;
   k. Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State of the Nation.

4. Any structure, site, or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical landmark list.

5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.
6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.

7. Any structure, site of object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.

8. Any structure, site, or object determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the City's determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines §15064.5(a)(3)].
3 Historic Context

3.1 Santa Barbara

The subject structure is located at the Los Patos Way Off-Ramp (exit no. 95) of southbound U.S. Route 101, at the northeastern edge of the Andree Clark Bird Refuge. The following historic context provides background in which to evaluate the significance of the subject property as it relates to the developmental and growth patterns for the City of Santa Barbara.

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

3.2 Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of what was then known as Alta (upper) California between the mid-1500s and mid-1700s. In 1542, while in search of the legendary Northwest Passage, Juan Rodríquez Cabrillo recorded a visit to the Santa Barbara area. Sebastian Vizcaíno also conducted exploration of the coast in 1602 and named the Santa Barbara Channel when his ship entered it on the feast day of Saint Barbara (Kyle 2002). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

By the 18th century Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and towns throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California’s Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. Franciscan Fr. Junípero Serra also founded Mission San Diego de Alcalá that same year, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

Although the Portolá expedition reached the Santa Barbara area in August of 1769, the Spanish did not create a settlement there until many years later. The Santa Barbara presidio was established in 1782 and the Santa Barbara Mission was founded four years later (Graffey 2010). The mission and presidio relied on Chumash labor; eventually, the majority of the native population lived at the mission complex (Cole 1999).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).
3.3 Mexican Period (1822–1848)

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Gutierrez and Orsi 1998).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico’s independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land. Forty-one ranchos were granted between 1835 and 1846 in what would become Santa Barbara County (Graffey 2010).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

3.4 American Period (1848–Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton, and evaded Californian soldiers in Santa Barbara’s Gaviota Pass by taking the route over the San Marcos grade instead (Kyle 2002). The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. Territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, bringing multitudes of immigrants from across the world, including Europe, Asia and Latin America. Cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region’s burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros’ source of income. In addition, property boundaries that were loosely established during the Mexican era led
to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Thousands of settlers and immigrants continued to immigrate to California, particularly after the completion of the First Transcontinental Railroad in 1869. Chinese laborers were instrumental in the completion of the Transcontinental Railroad, although they had been utilized in the construction of railroads in California as early as the 1850s (Stanford University 2019). By the 1880s, the railroads had established networks throughout California, resulting in fast and affordable shipment of goods, as well as a means to transport new residents and tourists to different areas (Dumke 1944). As their involvement in railroad construction decreased, Chinese immigrants established settlements in various communities throughout the state, and found employment in other sectors including as cooks, merchants, in laundries, fishing and farm work. The Chinese Exclusion Act of 1882 stifled further Chinese immigration, and by the 1890s, California’s primarily male Chinese population was aging and declining in numbers (Library of Congress, n.d.; Smithsonian National Museum of American History, n.d.).

3.5 Santa Barbara

In 1851 Captain Salisbury Haley surveyed and laid out the streets of the City of Santa Barbara. By 1860 its population was over 2,300 people. Two years later the City Council authorized the leveling of State Street to accommodate traffic. Catastrophic drought during 1863-1864 ruined grazing lands and led to many rancheros losing or selling off their land, providing additional property for a growing population. The first wharf in the city was built at the foot of Chapala Street in 1869, followed by Stearns Wharf at the foot of State Street, built in 1872 (City of Santa Barbara 2016). During the 1870s, the blocks plotted at the waterfront were sought-after real estate for commercial and industrial development (Cole 1999).

Charles Nordhoff, a New York journalist, visited Santa Barbara in 1872 and extolled its merits, drawing many people to the city. By the following year Ventura County was created and separated from Santa Barbara County. The Southern Pacific Railroad (SPRR) arrived in Santa Barbara in 1887, passing just north of the “salt pond” or estuary (today’s Andree Clark Bird Refuge). This advancement in transportation further increased tourism and relocation to the area. At the time the SPRR route between San Francisco and Los Angeles traveled through the San Joaquin Valley. A connection to Santa Barbara was made from Newhall, an inland community about 40 miles north of Los Angeles. Traveling from the north, the SPRR coast route had only reached as far south as the community of San Miguel and was not developed through Santa Barbara until fourteen years later (Conklin 1987; Graffy 2010).

The California land speculation boom peaked in the city in 1887 and by 1890 its population had grown to over 5,800 people (City of Santa Barbara 2016). A Chinatown developed on Canon Perdido Street approximately between State and Anacapa streets. In 1891 the City created a boulevard along the oceanfront which was known as East Boulevard. It was wider to the west of State Street and narrowed on the east side due to the marshy landscape (Cole 1999).

Completion of the SPRR coast route line between Santa Barbara and San Luis Obispo was completed in 1901 bringing countless travelers between Los Angeles and San Francisco through Santa Barbara. Construction of the lavish Potter Hotel began in 1902 near the shoreline west of State Street. The first hotel in the city to deliberately cater to guests arriving by train, it opened the following year
Historic Context

and became a popular destination for wealthy visitors (Cole 2006; Graffy 2010). Shortly thereafter, SPRR reportedly realigned the train tracks to cater to Potter Hotel guests. Between 1904 and 1905 the SPRR tracks were realigned to run adjacent to the hotel and closer to the shoreline instead of the earlier convoluted route along city streets (a large portion of which had been located on Gutierrez Street) (Cole 2006). A new Mission Revival-style train station was also built in 1905 on lower State Street to replace the earlier Victoria Street station (Conklin 1987).

Development at the west end of Santa Barbara’s waterfront differed from the east end. The area west of State Street was relatively dry and easily developed, thus it became the focus for tourism. The area east of State Street was marshy; the salty estero would often flood during the winter rains. Therefore, the East Beach area was dedicated primarily to commercial and industrial use, such as fishing, lumber yards, and citrus shipping. East Beach was not particularly popular with beachgoers, also in part because the city’s sewer outfall discharged into the ocean in that area. An early attempt at developing a tourism-related business there was James L. Barker’s Shore Acres, a small, modest resort in the area of modern-day Calle Cesar Chavez and Cabrillo Boulevard. Developed starting in 1909, it was comprised of a grouping of cottages with thatched roofs, and palm trees, to help create the ambiance of a tropical beach (Cole 1999; Beresford 2014-2015).

In 1919 the City renamed East and West Boulevard “Cabrillo Boulevard” after the explorer Juan Rodriguez Cabrillo. By the 1920s, the City felt the pressure to improve the East Beach area, and concerned citizens became engaged in the effort (Cole 1999). In 1922 the Santa Barbara Community Arts Association organized a Plans and Planting division, focusing on the beautification of the city. At the time, Santa Barbara was one of the first cities in the country to consider historic preservation during the planning process. Shortly thereafter the city’s Planning Commission was established in 1923. Well-known planner Charles H. Cheney was commissioned to work with Olmsted and Olmsted of New York to prepare a seventy-page document titled Major Traffic Street Plan and Boulevard and Park System, also known as the “Olmsted-Cheney Plan”, which was presented to the City Council in 1924 (Starr 1990). The plan recommended that the City focus on acquiring as much oceanfront land as possible. That same year, the East Boulevard Improvement Association was formed and purchased beachfront property on Cabrillo Boulevard to keep it from being developed. Similar philanthropic citizens’ groups raised funds to acquire the Shore Acres parcels, and the Santa Barbara Lumber Company’s property adjacent to Stearns Wharf, and this land was sold to the city in the late 1920s to early 1930s (Beresford 2014-2015).

A major earthquake in 1925 damaged many structures in the city. The city’s first Architectural Board of Review was organized to review architectural plans for post-earthquake re-building. Since the 1920s, Spanish and traditional Mediterranean architectural styles have been advocated for building within the city (City of Santa Barbara 2016). A consequence of this was the dismantling of the city’s old Chinatown (Santa Barbara Trust for Historic Preservation 2017).

By 1927, the city was successful in raising the funds to buy land and construct a new boulevard further inland from the existing road, spanning from State Street to the Old Coast Highway (Cole 1999). Over the next two years East Cabrillo Boulevard was widened and moved northward, and a beautification program was completed. Attention was then turned to the old salt pond or estuary property (The Morning Press 1930; Beresford 2014-2015). During the 1870s and 1880s horse races were held on a track around the pond when conditions permitted. Then in the early 1900s, a group of seventy citizens made donations to purchase the salt pond to save it from oil development. It was sold to the city in 1909, and after it was set aside as a bird refuge, it sat in relative neglect. In 1928 Huguette M. Clark donated $50,000 in memory of her deceased sister Andrée to have the salt pond dredged and to create a shallow lake encircled by walking and bridle paths (Redmon 2016; Conard
Improvements on the three islands and the southern, Cabrillo Boulevard side of the Bird Refuge were completed by 1931. Grass lawns and shrubbery were planted around the lake, and trees and shrubs were planted on the islands. Water grass plants were also planted within the Bird Refuge, and eucalypti and pines were planted on its eastern edge near the railroad embankment (The Morning Press 1931a and 1931b).

The early route of the Coast Highway which ran adjacent to the east edge of the salt pond utilized present-day Los Patos Way to pass under the SPRR underpass (the subject structure) before entering the east side of Santa Barbara. Because the highway route followed a circuitous network through city streets, by the 1930s, the need for a safer and more efficient route became apparent (Scott 1992). A new highway began being developed through the city in the 1930s, although it was curtailed at the start of World War II and was not completed until the late 1940s (UCSB Map & Imagery Lab 1928 and 1938; Scott 1992). The SPRR merged with UPRR in 1996 creating the largest railroad in the United States (Union Pacific Railroad Company 1994-2018).

Santa Barbara’s waterfront area, east of the wharf, has continued to develop throughout the twentieth century into a hub for tourism, and passive and active recreation. To the north of Cabrillo Boulevard, large-scale developments such as hotel and condominium complexes, the city zoo, and a large city park have been built. To the south, an emphasis on the creation of recreation facilities is noted; for example, the volleyball courts at East Beach, bicycle paths along the beachfront, a skate park, and public restrooms.

3.6 Stone Masonry Construction in Santa Barbara County

The following information is primarily derived from the book Stone Architecture in Santa Barbara by the Santa Barbara Conservancy (2009), except where noted.

Stone architecture and construction has been notable in Santa Barbara since the 19th century, with a surge between 1875 and 1940 as it evolved from a small semi-rural community into a lively city. The use of stone was made possible by several factors: the abundance of local sandstone, a growing number of expert artisans, and the seemingly bottomless pockets of wealthy private patrons. The city’s picturesque setting and mild climate made it a popular destination for both vacationers and permanent transplants from across the country. Many of the newcomers were wealthy and bought land on which they created great estates. Stone was used as a locally available and naturally beautiful material in the construction of their homes, outbuildings and garden features. As stated in Stone Architecture in Santa Barbara, “with the availability of capital, raw materials, and, especially, a dedicated contingent of architects, builders, and masons devoted to the use of stone, Santa Barbara has been blessed by an abundance of stone houses and gardens...” (Santa Barbara Conservancy 2009). The trend was not just limited to the wealthy, however; others also utilized stone for more modest structures built throughout the city.

Stone construction was utilized in both private and public spaces, including homes, gardens, bridges and walls, which showcased the artistic expression of different stonemasons. The first group of stonemasons to work in Santa Barbara, beginning in the 1870s, were of various nationalities including English, Scottish, German, French, Italian, Mexican and American. The next generation consisted primarily of Italians. A generation of Italian-American stonemasons followed, and afterwards, an influx of Mexican stonemasons also made their mark. These diverse stone masons created and maintained a high standard of workmanship in Santa Barbara stonework, much of
which is still extant. Some of the masons and designers are recognized today, such as Joe Dover, Peter Poole, Owen O’Neill, John Arroqui, Atilio Bazzi, Joe Buzzella, and the Arnoldi brothers.

In addition to the aforementioned stonemasons, general laborers such as Chinese immigrants were hired to construct masonry infrastructure related to railroad development during the mid- to late-1800s. However, after this period of major railroad construction, immigration restrictions put in place in 1882 led to a reduction in the Chinese population in the state. Those who stayed typically settled in more permanent communities and found employment in other sectors. In the report *Survey and Evaluation of Masonry Arch Bridges*, authors Stacie Ham and Andrew Hope state by the early 1900s, the Chinese population that had earlier provided manual labor for masonry structures was replaced by second generation Chinese-Americans, most of whom either moved to cities or moved to their ancestral land (Ham and Hope 2003).

Stone bridges are located throughout the Santa Barbara area where many east-west roads span across canyons and creeks. Bridge construction utilizing the engineering power of the arch “liberated stoneworkers from the construction of post and lintel...translated...to local construction with extraordinary results...” (Santa Barbara Conservancy 2009). In addition to bridges, numerous stone walls were constructed both in private and public places. They were used to delineate boundaries, hold back hillsides, and support roads. Although walls do not require as much in terms of engineering as bridges, stonemasons were able to express more artistry in the selection, carving, and setting of stones for wall design.

Stone architecture and construction in Santa Barbara lessened by the mid-twentieth century. Although local scholars have not elaborated on this, various factors were likely involved. Authors Ham and Hope describe the factors for the decrease in stone masonry construction in Napa Valley as including: newer, cheaper, labor-saving methods of construction; the loss of knowledge of the trade; loss of a large supply of inexpensive manual laborers; and a change in taste and style (Ham and Hope 2003).
4 Background Research

4.1 Records Review and Archival Research

Archival research was completed in September and October 2019. Rincon consulted with a number of archives, local governmental agencies, and individuals to identify relevant information regarding the historical development of the project vicinity. Rincon reviewed the State Historic Property Data File (Historical Resources Inventory list) for Santa Barbara County, the NRHP, CRHR and California Historical Landmarks and Points of Historical Interest lists, the California OHP Archaeological Determinations of Eligibility Research methodology further focused on review of a variety of primary and secondary source materials relating to the history and development of the subject structure. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the region. Rincon consulted the following archives, publications and sources:

- City of Santa Barbara Designated Landmarks List, Designated Structures of Merit List, Potential Historic Resources List, Potential Historic Features and Landscape Elements List
- City of Santa Barbara Historic Resources Database and Map
- City of Santa Barbara Urban Historian Nicole Hernandez
- Santa Barbara Historical Museum Gledhill Library
- John R. Signor, author and historian of western railroad history
- Ziaojian Zhao, Ph.D., professor of Chinese and Asian-American history at University of California, Santa Barbara
- *Santa Barbara Railroad Centennial, 1887-1987*, edited by Hal Conklin
- Sanborn Fire Insurance Maps
- Historic USGS topo maps
- Historic aerial photographs at University of California, Santa Barbara (UCSB) Map & Imagery Lab
- *The Morning Press* archived at Gledhill Library
- *The Santa Maria Times* at Newspaper.com
- California Railroad Employment Records, 1862-1950, archived at Ancestry.com
- *Closing the Gap: The Coast Line and its Bridges in Ventura and Santa Barbara Counties* by Nan Lawler
- City of Santa Barbara Waterfront Survey Context
- National Register of Historic Places Registration Form for Rattlesnake Canyon Bridge
- Online Archive of California
- United States Census Bureau records
- *Survey and Evaluation of Masonry Arch Bridges* by Stacie Ham and Andrew Hope, California Department of Transportation Division of Environmental Analysis, June 2003
- Other sources as noted in the references list
4.2 Previous Evaluations

Background research revealed the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) was previously evaluated by architectural historian John Snyder for Caltrans in 1991. The findings of the evaluation were documented in the *Historical Architectural Survey Report for the Carpinteria-Santa Barbara Median Widening and Interchange Project* (Scott 1992), completed as part of the *Historic Properties Survey Report for the Route 101 Six-Lane Project* (Caltrans District 5 1992). Snyder found the underpass ineligible for listing in the NRHP, a finding which received SHPO concurrence in 1993 (Craigo 1993). The underpass is currently listed on the Caltrans Historic Bridge Inventory as Category 5 (“Bridge not eligible for NRHP”), and is listed on the Santa Barbara County Historic Resources Inventory as resource number P-42-040888 with a California Historical Resource Status Code 6Y meaning, “Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.”
5  Methods

5.1  Field Survey

Rincon Architectural Historian Susan Zamudio-Gurrola conducted an intensive-level survey of the subject structure on October 2, 2019. The survey consisted of a visual inspection of the subject structure and its associated features to assess overall condition and integrity. Potential character-defining features were identified and documented during the survey process. The structure was recorded on California Department of Parks and Recreation (DPR) 523 series forms, included in Appendix B of this report.
6 Results

6.1 Architectural Description

The Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) is located on Santa Barbara County Assessor’s parcel number 017-010-079 south of and adjacent to U.S. Route 101. Located at UPRR mile-post 372.5 and Caltrans post-mile 11.65, the underpass carries railroad track over the Los Patos Way Off-Ramp (exit 95) of southbound U.S. Route 101 (Figure 3). The underpass is currently owned and operated by the UPRR but was originally constructed by the SPRR in 1901.

Figure 3  Los Patos Way Off-Ramp Underpass, View from Los Patos Way, Looking West

The underpass is composed of two 56-foot-long deck girder spans supported by a center pier and abutments. Essentially, each span between the center pier and one of the abutments is 56 feet long; the overall length of the underpass is 112 feet. The girders are riveted steel (Figure 4), and the pier and abutments are constructed of ashlar, square-cut sandstone laid in regular courses (Figure 5, Figure 6 and Figure 7).
Figure 4  Closeup of Riveted Steel Girders

Figure 5  Center Sandstone Pier, Looking South
Figure 6  Eastern Sandstone Abutment, Looking East

Figure 7  Western Sandstone Abutment, Looking West
Repairs or alterations have been made to both of the abutments using concrete as depicted in Figure 8 and Figure 9. In addition, various areas of the sandstone have been painted over. Both abutments display steel rungs mounted in the sandstone blocks.

**Figure 8** Closeup of Concrete Alteration, Eastern Abutment, Looking East

**Figure 9** Closeup of Concrete Alteration, Western Abutment, Looking Northwest
Many of the sandstone blocks and areas of mortar show wear and deterioration as seen in Figure 10 and Figure 11.

Figure 10  Closeup of Deteriorated Sandstone Block and Mortar

Figure 11  Closeup of Deteriorated Sandstone Block
The underpass deck includes the steel rails and wooden ties or sleepers, a steel walkway on both sides of the track as it spans over Los Patos Way, and timber posts supporting cable railings. Where the track reaches the embankment, it rests on rock ballast (Figure 12).

**Figure 12 Cable Railing, Wooden Ties, Steel Walkway, and Rock Ballast**

The setting surrounding the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) includes U.S. Route 101 to the north (Figure 13), and Los Patos Way which is flanked by commercial buildings to the east, the Andree Clark Bird Refuge to the west, and effectively dead-ends just before the Los Patos Way off-ramp and underpass (Figure 14).
Figure 13  View of U.S. Route 101 Beyond the Los Patos Underpass, Looking Northwest

Figure 14  Los Patos Way, Looking Northwest Towards Underpass
6.2 Developmental History

The subject structure was constructed in 1901 by the Southern Pacific Railroad (SPRR) at the time it was completing the Coast Line as a through route between Los Angeles and San Francisco. SPRR had previously developed its line into Santa Barbara in 1887 which entered from Ventura County to the south and ended in the Ellwood area slightly north of Santa Barbara. This left a sizeable gap in the railroad along the south central coast (Conklin 1987). (Figure 15)

Figure 15 Map Showing SPRR Line Ending in Ellwood, Beginning of “The Gap”, 1893

![Map Showing SPRR Line Ending in Ellwood, Beginning of “The Gap”, 1893](image)

Source: Conklin 1987, Santa Barbara Railroad Centennial, 1887-1987

The SPRR tracks crossed over the roadway located along the eastern edge of the “salt pond” (today’s Andree Clark Bird Refuge). At the time, the road was part of the state highway known as the Coast Highway that entered the city on its east end (Figure 16). A wooden pile trestle bridge was built adjacent to and northeast of the salt pond to carry the railroad tracks over the highway (J.R. Signor, personal communication, October 2, 2019). In 1901 this earlier trestle bridge was replaced by the current steel girder and sandstone underpass.
The upgrade of the subject underpass occurred at the time SPRR was working on major construction in Santa Barbara to “close the gap” between the city and the SPRR line’s stopping point to the north. In 1887, when SPRR had originally arrived in Santa Barbara, the gap was as far as Paso Robles. Ten years later the tracks had been constructed as far south as the community of Surf. In 1898 the chief contractors for the gap construction were identified as Sam McMurtrie and George Stone of McMurtrie & Stone. Although the firm was based in San Francisco, Stone reportedly lived in Santa Barbara while the work was in progress. When some citizens of Santa Barbara were doubtful of the value of the undertaking, Stone assured them that local workers and local teams would be hired first (Lawler 1990). The extent of McMurtrie & Stone’s work between Surf and Ellwood was described as including grading, track laying and masonry (The Railroad Gazette July 27, 1900).

Various subcontractors worked at the Ellwood/Santa Barbara end of the tracks. Some of those individuals and companies have been identified by researchers such as Nan Lawler in the publication Closing the Gap: The Coast Line and its Bridges in Ventura and Santa Barbara Counties. Among these contractors are McCormack and March, Ramish and Marsh, and P.J. McCormick. Local newspapers covered bridge-building activity in Santa Barbara and Ventura counties, with an uptick in activity starting around July 1900. Additional improvements – or corrections as the local newspaper referred to them – completed in the area involved taking curves out of the railroad alignment between Ellwood and Ventura. These improvements were made in order to prepare the original, older line for increased rail traffic (Lawler 1990; The Morning Press 1900b). The Santa Maria Times reported four wooden bridges in the city of Santa Barbara were to be replaced by stone and steel bridges.
Steel girders of the heaviest grade were stored at the Mason Street depot where the public was welcome to view them. Notably, the newspaper reported “The bridging of the estuary in the lower part of the city will be a heavy piece of work.” (The Santa Maria Times 1901). This statement appears to be referring to the subject underpass northeast of the salt pond/bird refuge.

Local newspapers also provide some insight as to the laborers working on the gap construction. In 1900 Santa Barbara’s The Morning Press reported on the murder of a rancher by a railroad laborer working on the gap construction. The murderer, Del Gatho, worked for Ramish and Marsh at one time, and had stayed at different railroad camps (The Morning Press 1900a). While not extensive information, the report helps provide understanding as to the nationality of laborers performing the railroad work in the area at the time.

Lawler’s study did not specifically mention the Los Patos Underpass, but he identified a dozen steel bridges constructed in Santa Barbara County, calling ten of them “impressive viaducts ranging from 421 to 811 feet”. Most of the steel girders used for these bridges were fabricated by the Phoenix Bridge Co., also known as the Phoenix Steel Corporation (Lawler 1990). A previous evaluation completed for the Los Patos Underpass verified its girders were indeed a product of the Phoenix Bridge Co. (Snyder 1991).

Based on available information and consultation with author and western railroad historian John R. Signor, the Los Patos Way Off-Ramp Underpass was most likely built by a SPRR contractor. Signor states it was SPRR’s custom at the time to hire eastern European (e.g. Slovenian) stone masons to develop stone infrastructure. Signor also believes it is likely the earlier wooden pile trestle bridge at this location would have been constructed by Chinese laborers (J.R. Signor, personal communication, October 2, 2019).

Although maintenance/inspection records for the subject underpass were not obtained, visible repairs or alterations have been made at an unknown time to the abutments utilizing concrete. The underpass is also known for having been involved in various collisions with traffic attempting to pass underneath (Cooper 2011; Carmel 2013). The cause of these accidents is said to be due to the low vertical clearance of the underpass, a short deceleration distance, and a sharp curve at the underpassing (California Department of Transportation and Federal Highway Administration 1993).
7 Analysis

The City of Santa Barbara defines significant historic resources to include, but not be limited to, the following:

1. Any structure, site or object designated on the most current version of the following lists:
   a. National Historic Landmarks
   b. National Register of Historic Places
   c. California Registered Historical Landmarks
   d. California Register of Historical Resources
   e. City of Santa Barbara Landmarks
   f. City of Santa Barbara Structures of Merit

2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.

3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit (SBMC §22.22.040; Ord. 3900 ¶ I, 1977), as follows:
   a. Its character, interest or value as a significant part of the heritage of the City, the State or the Nation;
   b. Its location as a site of a significant historic event;
   c. Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation;
   d. Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation;
   e. Its exemplification of the best remaining architectural type in a neighborhood;
   f. Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation;
   g. Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship;
   h. Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;
   i. Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;
   j. Its potential of yielding significant information of archaeological interest;
   k. Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State of the Nation.
4. Any structure, site, or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical Landmark list.

5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.

6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.

7. Any structure, site of object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.

8. Any structure, site, or object determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the City’s determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines §15064.5(a)(3)].

7.1 Significance Assessment

Constructed in 1901 by the SPRR, the Los Patos Way Off-Ramp Underpass is composed of riveted-steel girders supported by a center pier and abutments made of ashlar, square-cut sandstone. It was developed at the time SPRR was closing the gap between Santa Barbara and communities to the north, as well as completing improvements to the line spanning to Ventura to the south. The underpass replaced an earlier wooden pile trestle bridge that had been constructed in 1887 at the same location. The Los Patos Way Off-Ramp Underpass is currently under the ownership and operation of the UPRR.

Criterion 1

The Los Patos Way Off-Ramp Underpass is not currently listed on the NRHP or CRHR, nor is it a designated National Historic Landmark, City of Santa Barbara Landmark or Structure of Merit, nor is it on the City of Santa Barbara’s lists of Potential Historic Resources or Potential Historic Features and Landscape Elements.

Criterion 2

The Los Patos Way Off-Ramp Underpass meets this City of Santa Barbara criterion as a structure that represents a particular architectural style or style that was popular fifty or more years ago, being sandstone construction.

The Los Patos Way Off-Ramp Underpass meets three of the City criteria for designation as a Landmark or Structure of Merit, as described below.

Criterion 3a: Its character, interest or value as a significant part of the heritage of the City, the State or Nation.

Built in 1901, the subject structure has character, interest and value as a significant part of the heritage of sandstone architecture and construction in the City of Santa Barbara. It is also unique in that it is related to the railroad, unlike other known masonry bridges in the city (which include
Rattlesnake Canyon Bridge, Mission Creek Bridge, and Sycamore Canyon Creek Bridge). The underpass is recommended eligible under Criterion 3a, for its sandstone block construction.

**Criterion 3b: Its location as a site of a significant historic event.**

Archival research did not indicate any significant historic events have occurred at the site of the Los Patos Way Off-Ramp Underpass. Therefore, the underpass is recommended ineligible for listing under Criterion 3b.

**Criterion 3c: Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation.**

Archival research did not indicate the underpass is directly associated with any persons who significantly contributed to the culture and development of the city, state, or nation. Therefore, the underpass is recommended ineligible under Criterion 3c.

**Criterion 3d: Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation.**

The Los Patos Way Off-Ramp Underpass is eligible under Criterion 3d as it exemplifies a particular architectural style important to the City of Santa Barbara. It is constructed with local sandstone, a significant aspect of the architectural heritage of the city.

**Criterion 3e: Its exemplification of the best remaining architectural type in a neighborhood.**

While the underpass is a considerably-sized representation of sandstone construction in the East Beach neighborhood of the city, it does not appear to qualify as the best remaining example of this type of construction in that neighborhood. A more elaborate and skillfully executed example of sandstone construction is located 0.20 mile away at the intersection of Los Patos Way, East Cabrillo Boulevard and Channel Drive: the Charles Caldwell Park Watering Trough and Fountain, designed by Francis W. Wilson and built in 1911-1912. The Santa Barbara Cemetery, located at the same intersection, features an ashlar, square-cut sandstone wall with a parapet along hundreds of feet of its property line along East Cabrillo Boulevard and Channel Drive. Large sandstone gate posts with elaborate stone caps mark the cemetery entrance on East Cabrillo Boulevard, and simpler sandstone gate posts mark its entrance and exit on Channel Drive. In addition, examples of sandstone architecture exist within the cemetery such as mausoleums. Consequently, the subject underpass is recommended ineligible for listing under Criterion 3e.

**Criterion 3f: Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation.**

A review of available records and archival research did not reveal an architect, engineer or designer for the subject underpass. As described in Section 6.2, available sources indicate the underpass was constructed by a SPRR contractor, and it was SPRR’s custom at the time to hire Eastern European stonemasons to complete sandstone work. As such, the subject underpass is not the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the city, state or nation. The underpass is recommended ineligible for listing under Criterion 3f.
Criterion 3g: Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship.

The underpass’s construction is simple and utilitarian. It is comprised of riveted steel girders, steel rails, wooden ties, wooden posts with cable railing, and a center pier and abutments constructed primarily of sandstone block but also sections of concrete. The underpass does not embody elements that demonstrate outstanding attention to architectural/engineering design, detail, materials or craftsmanship. In comparison to other sandstone bridges in the city, the Los Patos Way Off-Ramp Underpass does not feature the same engineering qualities or attention to detail as do other, various examples of arched sandstone bridges that have been identified in the city by the Santa Barbara Conservancy in their effort to document stone architecture in Santa Barbara. Additionally, the subject underpass has undergone repairs/alterations with non-original materials such as concrete. Therefore, the underpass is recommended ineligible for listing under Criterion 3g.

Criterion 3h: Its relationship to any other landmark if its preservation is essential to the integrity of that landmark.

Per the City of Santa Barbara’s map of historic landmarks, the nearest City-designated Landmark is the Charles Caldwell Park Watering Trough and Fountain, located approximately 0.20 mile to the southeast at the intersection of Los Patos Way, East Cabrillo Boulevard, and Channel Drive. Preservation of the subject underpass is not essential to the integrity of that landmark. Therefore, the underpass is not eligible underCriterion 3h.

Criterion 3i: Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood.

Located adjacent to U.S. Route 101, the underpass is in a location that makes it visible to countless travelers. It can be considered an established and familiar visual feature of the neighborhood. Therefore, the underpass is recommended eligible under Criterion 3i.

Criterion 3j: Its potential of yielding significant information of archaeological interest.

This criterion is not applicable as the underpass is a built environment resource. The project proposes to remove the underpass; no excavation is proposed. Therefore, the likelihood is low that previously unidentified archaeological resources would be disturbed.

Criterion 3k: Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State or the Nation.

The underpass is on property that has been developed with railroad right-of-way and a freeway off-ramp; thus, it is not part of a natural environment. This criterion is not applicable.

Criterion 4

Background research revealed the subject structure was previously evaluated and determined ineligible for listing in the NRHP by the SHPO in 1993 (Craigo 1993). The underpass appears largely as it did when it was last evaluated and there is no reason to find the previous determination is no longer valid. As a result, the current analysis does not reconsider the NRHP eligibility of the subject structure but rather focuses on its eligibility for listing in the CRHR and as a City of Santa Barbara Landmark or Structure of Merit.
Rincon recommends the Los Patos Way Off-Ramp Underpass eligible for listing in the CRHR at the local level of significance under Criterion 1 as it is associated with events that have made a significant contribution to the broad patterns of local history, and Criterion 3 as it embodies the distinctive characteristics of a method of construction. Built in 1901 with local sandstone, the subject structure is representative of sandstone architecture and construction, significant to the architectural heritage of the City of Santa Barbara. Therefore, its character-defining features are its sandstone pier and abutments. Non-character-defining features which are utilitarian and ubiquitous include the wooden ties, rails, ballast, girders, wooden posts and cable railing.

The structure is not eligible for listing in the CRHR under criteria 2 or 4, for the same reasons discussed above in City of Santa Barbara Criteria 3c and 3j.

**Criterion 5**

The Los Patos Way Off-Ramp Underpass is not associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large. It does not illustrate broad patterns of cultural, social, political, economic, or industrial history. Therefore, it does not meet this City criterion.

**Criterion 6**

Constructed in 1901, the Los Patos Way Off-Ramp Underpass meets this City criterion as its sandstone walls convey a sense of time.

**Criterion 7**

The Los Patos Way Off-Ramp Underpass is recommended ineligible under this City criterion as it does not appear to have the potential to yield further information important to the community, or important for future historical, historic archaeological, ethnographic, folkloric, or geographical research.

**Criterion 8**

The Los Patos Way Off-Ramp Underpass does not meet this City criterion as it has not previously been determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
8 Conclusions

As a result of the current study, the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) was found eligible for listing in the CRHR and as a City of Santa Barbara Landmark or Structure of Merit. The structure’s significance stems from it being an example of local sandstone construction, thus, its character-defining features are its sandstone pier and abutments. Non-character-defining features which are utilitarian and ubiquitous include the wooden ties, rails, ballast, girders, wooden posts and cable railing. The structure meets the definition of a historical resource under CEQA and the City MEA Guidelines. The proposed project has the potential to result in impacts to a historical resource and will be analyzed pending further consultation with the City.


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University of California, Santa Barbara (UCSB) Map & Imagery Lab
  1928  Aerial photograph, Flight GS-EM, Frame 1-39
  1938  Aerial photograph, Flight C-22555, Frame 7-15

Waugh, John C.
Appendix A

Preparer’s Qualifications
Shannon Carmack

Principal; Architectural History Program Manager

Shannon Carmack is an Architectural Historian and Historian for Rincon Consultants. Ms. Carmack has more than 19 years of professional experience providing cultural resources management and historic preservation planning for large-scale and high-profile projects. She has worked throughout California in numerous sectors including local planning, development/construction, public utilities, Department of Defense, transportation, recreation, and education. Ms. Carmack prepares documentation to satisfy CEQA/NEPA, Section 106, and Local Historic Preservation Ordinances. She also provides reports and studies that are in compliance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the California Historic Building Code. She has developed and implemented successful mitigation for countless projects that included Historic American Building Survey (HABS) documentation, oral histories and interpretive programs. Ms. Carmack meets and exceeds requirements in the Secretary of the Interior’s Professional Qualification Standards in Architectural History and History.

Project Experience

- Ty Lin International - Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project Cultural Resources Study, Santa Barbara, California
- Ty Lin International - Olive Mill Road Roundabout Project Cultural Resources Study, City and County of Santa Barbara, California
- Ty Lin International - San Ysidro Road Intersection Project Cultural Resources Study, County of Santa Barbara, California
- City of Ventura – 867 East Main Street Historic Building Assessment, Ventura, California
- City of San Buenaventura Housing Authority– Cultural Resources Assessment Report for the Willett Ranch Project, Ventura, California
- Cultural Resources Technical Study-1240-1280 North Ventura Avenue, City and County of Ventura, California
- County of Ventura Public Works – Kenney Street Widening and Pedestrian Improvements Project Cultural Resources Study, Ventura County, California
- County of Ventura Public Works – Yerba Buena Road Guardrail Project Cultural Resources Study, Ventura County, California
- City of Riverside and the State Office of Historic Preservation, Latino Historic Context Statement, Riverside, California
- City of Long Beach, Grant Neighborhood Historic Context Statement and Historic Resources Survey, Long Beach, California
- City of Long Beach, Citywide Historic Context Statement Update, Long Beach, California
- City of Indio Reconnaissance-Level Historic Resources Survey, General Plan Update, Indio, California
- 6634 Sunset Avenue Historic Habitation, Los Angeles, California
PROJECT EXPERIENCE, CONT’D

- Roger Y. Williams Residence, National Register of Historic Places Nomination; City of San Juan Capistrano, Orange County, California
- Hobby City Redevelopment; Cities of Anaheim and Stanton, Orange County, California
- South Coast Shipyard Redevelopment Project; City of Newport Beach, Orange County, California
- Susan Street Exit Ramp Improvement Project; City of Costa Mesa, Orange County, California
- Lambert Ranch General Plan Amendment and Zone Change EIR; City of Irvine, Orange County, California
- Mountain Park Specific Plan Amendment EIR; City of Anaheim, California
- Fort McArthur “Hey Rookie” Pool Historic Habitation, Los Angeles, California
- Woodland Hills Fire Station Historic Assessment and HABS, Los Angeles, California
- Long Beach Courthouse Historic Impacts Assessment, Long Beach, California
- Chapman’s Millrace Relocation and Rehabilitation; San Gabriel Mission, Los Angeles County, California
- 7 Oakmont Drive Historic-Cultural Monument (HCM) Application, Los Angeles, California
- Windsor Square Design Review, Los Angeles, California
- Edwards Air Force Base Cold War Historic Context, EAFB, Los Angeles and Kern Counties, California
- Venice Post Office Rehabilitation, Venice Beach, Los Angeles, California
- Terminal Island Historic Survey Evaluation and Historic Context Statement; Los Angeles, California
- University Park Historic District Design Review, Los Angeles, California
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County, California
- Metro Green Line to LAX Project, Los Angeles, California
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; Los Angeles, California
- Olympic Boulevard and Mateo Street Improvements; Los Angeles, California
- Port of Los Angeles Berths 167-169 Rehabilitation Project; Los Angeles, California
- Metro Regional Connector Transit Corridor Project; Los Angeles, California
- Port of Los Angeles Al Larson Boat Shop Historic Assessment; Los Angeles, California
- ACE San Gabriel Trench Project Cultural Resources Services; Los Angeles County, California
- Interstate 5 Improvement Project; Cities of La Mirada, Cerritos, Norwalk, Downey and Santa Fe Springs, Los Angeles County, California

DETAILED PROJECT DESCRIPTIONS

**Ty Lin International, Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the UPRR Bridge Project, Santa Barbara, California**

Ms. Carmack is responsible for the preparation and management of the cultural reports and studies conducted for the project. The Cabrillo Rail Bridge Project involves pedestrian and bicycle Improvements on Cabrillo Boulevard, between US-101 and the intersection of Cabrillo Boulevard and Los Patos Way. The project will include the replacement of the UP Railroad Overhead bridge over Cabrillo Boulevard and retirement of the existing UP Overhead Bridge along with construction of a round-a-bout at Cabrillo Boulevard and Los Patos Way. The bicycle improvements will consist of a new Class 1 bike path under the new UP Overhead Bridge, connecting the existing bike path to the Beachway bike path. Rincon is providing environmental (CEQA/NEPA) and Caltrans coordination assistance on this project, including Section 106 compliance. The project is located within a Historic District with contributing elements located within the project’s Area of Potential Effects (APE).
Susan Zamudio-Gurrola, MHP

ARCHITECTURAL HISTORIAN

Susan Zamudio-Gurrola is an Architectural Historian with Rincon Consultants. With over six years’ experience, Ms. Zamudio-Gurrola has demonstrated experience conducting archival research and historic resource surveys, assessing the integrity of historic resources, and conducting evaluations for listing in the National Register of Historic Places, California Register of Historical Resources, and local designations. Her professional experience includes the preparation of historic resource assessments in support of NEPA, Section 106, CEQA, and local ordinances. Ms. Zamudio-Gurrola has worked on various historic context statements, has reviewed projects for conformance with the Secretary’s Standards, and has completed documentation for numerous buildings and structures as part of project mitigation, including submittals to the Library of Congress. Additionally, she has performed extension-of-staff historic preservation consulting services for the Ventura County Planning Department. Ms. Zamudio-Gurrola has documented a variety of built environment resource types, including residential and commercial buildings, agricultural properties, historic designed landscapes, and institutional related properties, including schools. She is highly proficient at preparing DPR forms and applying evaluation findings to federal, state and local regulatory framework. She is well versed with the National Register Bulletin technical series, which covers various aspects of historic preservation. Her well-rounded experience and interests make her well-suited to efficiently and thoroughly assist with historic resource concerns in any environment. Ms. Zamudio-Gurrola holds a Master of Historic Preservation degree from the University of Southern California. She meets and exceeds the Secretary of the Interior’s Professional Qualifications Standards for Architectural History and History.

PROJECT EXPERIENCE

- Ty Lin International - Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project Cultural Resources Study, Santa Barbara, California
- Ty Lin International – Olive Mill Road Roundabout Project Cultural Resources Study, City and County of Santa Barbara, California
- Ty Lin International – San Ysidro Road Intersection Project Cultural Resources Study, Santa Barbara County, California
- County of Santa Barbara – Hollister Avenue-State Street Improvements Project Historical Resources Evaluation Report, Santa Barbara County, California
- Montecito Union School District – Montecito Union School Master Plan Cultural Resources Study, Santa Barbara County, California
- Lennar Homes - Cavaletto Tree Farm Barn Interpretive Plan, Goleta, Santa Barbara County, California
- County of Ventura Resource Management Agency - Eastern Oxnard Plain Historic Context Statement and Reconnaissance Survey, Ventura County, California
- City of San Buenaventura Housing Authority– Cultural Resources Assessment Report for the Willett Ranch Project, Ventura, California
PROJECT EXPERIENCE, CONT’D

- Historic Building Documentation Report-St. John’s Seminary College; Camarillo, Ventura County, California
- County of Ventura Public Works – Kenney Street Widening and Pedestrian Improvements Project Cultural Resources Study, Ventura County, California
- County of Ventura Public Works – Yerba Buena Road Guardrail Project Cultural Resources Study, Ventura County, California
- County of Ventura Public Works – Santa Clara Bike Lanes and Pedestrian Facilities Historic Resources Evaluation Report, Ventura County, California.
- American Jewish University – Brandeis-Bardin Campus Historic Resources Survey, Ventura County, California
- Edmonds Ranch Management – Historic Evaluation of 1723 San Cayetano Street, Ventura County, California
- City of Camarillo – Historic Resources Evaluation of 2474 Ventura Boulevard, Camarillo, Ventura County, California
- City of Camarillo – Historic Resources Evaluation of 2800 Barry Street, Camarillo, Ventura County, California
- City of Los Angeles Department of Recreation and Parks – Harbor View Memorial Park Cemetery Historical Structures Report and Treatment Plan, San Pedro, Los Angeles County, California
- City of West Hollywood – Cultural Resource Assessment for 7965-7985 Santa Monica Boulevard, West Hollywood, Los Angeles County, California
- City of Los Angeles Department of Recreation and Parks – El Sereno Clubhouse Historic Building Documentation Report, Los Angeles County, California
- City of Riverside Latino Historic Context Statement, Riverside, California
- City of Long Beach - Citywide Historic Context Statement Update, Long Beach, California
- City of Indio - Reconnaissance-Level Historic Resources Survey, General Plan Update, Indio, California
- County of Ventura Resource Management Agency - Saticoy Historic Resources Survey and Context, Ventura County, California.
- Metro Los Angeles - West Santa Ana Branch Transit Corridor Historic Resources Survey and Survey Report, Los Angeles, California
- City of Ventura – 867 East Main Street Historic Building Assessment, Ventura County, California

PUBLICATIONS

Appendix B

Department of Parks and Recreation (DPR) Forms
The Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) is located on Santa Barbara County Assessor's parcel number 017-010-079 south of and adjacent to U.S. Route 101. Located at UPPR mile-post 372.5 and Caltrans post-mile 11.65, the underpass carries railroad track over the Los Patos Way Off-Ramp (exit 95) of southbound U.S. Route 101. The underpass is composed of two 56-foot-long deck girder spans supported by a center pier and abutments. Essentially, each span between the center pier and one of the abutments is 56 feet long; the overall length of the bridge is 112 feet. The girders are riveted steel, and the pier and abutments are constructed of ashlar, square-cut sandstone laid in regular courses. However, repairs or alterations have been made to both of the abutments using concrete. In addition, various areas of the sandstone have been painted over. Both abutments display steel rungs mounted in the sandstone blocks. Many of the sandstone blocks and areas of mortar show deterioration. The underpass deck includes the steel rails and wooden ties or sleepers, a steel walkway on both sides of the track as it spans over Los Patos Way, and timber posts supporting cable railings. Where the track reaches the embankment, it rests on rock ballast. The setting surrounding the Los Patos Way Off-Ramp Underpass includes U.S. Route 101 to the north, and Los Patos Way which is flanked by commercial buildings to the east, the Andree Clark Bird Refuge to the west, and effectively dead-ends just before the Los Patos Way off-ramp and underpass.


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

*P5b. Description of Photo: View from Los Patos Way, looking northwest, 10/2/2019.

*P6. Date Constructed/Age and Sources: ■Historic  □Prehistoric  □Both 1901 (Caltrans)

*P7. Owner and Address: Union Pacific Railroad

*P8. Recorded by: S. Zamudio-Gurrola, S. Carmack Rincon Consultants, Inc. 209 E. Victoria Street Santa Barbara, CA 93101

*P9. Date Recorded: 10/8/2019

*P10. Survey Type: Intensive

*Resource Name or #: Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235)

*Map Name: USGS Santa Barbara Quadrangle

*Scale: 1:24,000  *Date of Map: 1995 (2000 edition)
The Los Patos Way Off-Ramp Underpass was constructed in 1901 by the Southern Pacific Railroad (SPRR) at the time it was completing the Coast Line as a through route between Los Angeles and San Francisco. SPRR had previously developed its line into Santa Barbara in 1887 which entered from Ventura County to the south and ended in the Ellwood area slightly north of Santa Barbara. This left a sizeable gap in the railroad along the south central coast (Conklin 1987). The SPRR tracks crossed over the roadway located along the eastern edge of the “salt pond” (today's Andree Clark Bird Refuge). At the time, the road was part of the state highway known as the Coast Highway that entered the city on its east end. A wooden pile trestle bridge was built adjacent to and northeast of the salt pond to carry the railroad tracks over the highway (J.R. Signor, personal communication, October 2, 2019). In 1901 this earlier trestle bridge was replaced by the current steel girder and sandstone bridge.

The upgrade of the subject underpass occurred at the time SPRR was working on major construction in Santa Barbara to “close the gap” between the city and the SPRR line’s stopping point to the north. In 1887, when SPRR had originally arrived in Santa Barbara, the gap was as far as Paso Robles. Ten years later the tracks had been constructed as far south as the community of Surf. In 1898 the chief contractors for the gap construction were identified as Sam McMurtrie and George Stone of McMurtrie & Stone. Although the firm was based in San Francisco, Stone reportedly lived in Santa Barbara while the work was in progress. When some citizens of Santa Barbara were doubtful of the value of the undertaking, Stone assured them that local workers and local teams would be hired first (Lawler 1900). The extent of McMurtrie & Stone’s work between Surf and Ellwood was described as including grading, track laying and masonry (The Railroad Gazette July 27, 1900).

Various subcontractors worked at the Ellwood/Santa Barbara end of the tracks. Some of those individuals and companies have been identified by researchers such as Nan Lawler in the publication Closing the Gap: The Coast Line and its Bridges in Ventura and Santa Barbara Counties. Among these contractors are McCormack and March, Ramish and Marsh, and P.J. McCormick.

Local newspapers covered bridge-building activity in Santa Barbara and Ventura counties, with an uptick in activity starting around July 1900. Additional improvements – or corrections as the local newspaper referred to them – completed in the area involved taking curves out of the railroad alignment between Ellwood and Ventura. See continuation sheet, p. 4.

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


B13. Remarks:


*Date of Evaluation: October 8, 2019
### B10. Significance, continued:

These improvements were made in order to prepare the original, older line for increased rail traffic (Lawler 1990; *The Morning Press* 1900b). *The Santa Maria Times* reported four wooden bridges in the city of Santa Barbara were to be replaced by stone and steel bridges. Steel girders of the heaviest grade were stored at the Mason Street depot where the public was welcome to view them. Notably, the newspaper reported “The bridging of the estuary in the lower part of the city will be a heavy piece of work.” (*The Santa Maria Times* 1901). This statement appears to be referring to the subject underpass northeast of the salt pond/bird refuge.

Local newspapers also provide some insight as to the laborers working on the gap construction. In 1900 *The Morning Press* reported on the murder of a rancher by a railroad laborer working on the gap construction. The murderer, Del Gatho, worked for Ramish and Marsh at one time and had stayed at different railroad camps (*The Morning Press* 1900a). While not extensive information, the report helps provide understanding as to the nationality of laborers performing railroad work in the area at the time.

Lawler’s study did not specifically mention the Los Patos underpass, but he identified a dozen steel bridges constructed in Santa Barbara County, calling ten of them “impressive viaducts ranging from 421 to 811 feet”. The Los Patos underpass would not be among these as it is only 112 feet long. Most of the steel girders used for these bridges were fabricated by the Phoenix Bridge Co., also known as the Phoenix Steel Corporation (Lawler 1990). A previous evaluation completed for the Los Patos underpass verified its girders were indeed a product of the Phoenix Bridge Co. (Snyder 1991).

Based on available information and consultation with author and western railroad historian John R. Signor, the Los Patos underpass was most likely built by a SPRR contractor. Signor states it was SPRR’s custom at the time to hire eastern European (e.g. Slovenian) stone masons to develop stone infrastructure. Signor also believes it is likely the earlier wooden pile trestle bridge at this location would have been constructed by Chinese laborers (J.R. Signor, personal communication, October 2, 2019).

Although maintenance/inspection records for the subject underpass were not obtained, visible repairs or alterations have been made at an unknown time to the abutments utilizing concrete. The underpass is also known for having been involved in various collisions with traffic attempting to pass underneath (Cooper 2011; Carmel 2013). The cause of these accidents is said to be due to the low vertical clearance of the underpass, a short deceleration distance, and a sharp curve at the underpassing (California Department of Transportation and Federal Highway Administration 1993).

### Previous Evaluations:

Background research revealed the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) was previously evaluated by architectural historian John Snyder for Caltrans in 1992. The findings of the evaluation were documented in the Historical Architectural Survey Report for the Carpinteria-Santa Barbara Median Widening and Interchange Project (Scott 1992), completed as part of the Historic Properties Survey Report for the Route 101 Six-Lane Project (Caltrans District 5 1992). Snyder found the underpass ineligible for listing in the NRHP, a finding which received SHPO concurrence in 1993 (Craig 1993). The underpass is currently listed on the Caltrans Historic Bridge Inventory as Category 5 (“Bridge not eligible for NRHP”), and is listed on the Santa Barbara County Historic Resources Inventory as resource number P-42-040888 with a California Historical Resource Status Code 6Y meaning, “Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.”

### Significance Assessment:

The City of Santa Barbara defines significant historic resources to include, but not be limited to, the following:

1. Any structure, site or object designated on the most current version of the following lists:
   a. National Historic Landmarks
   b. National Register of Historic Places
   c. California Registered Historical Landmarks
   d. California Register of Historical Resources
   e. City of Santa Barbara Landmarks
   f. City of Santa Barbara Structures of Merit

2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.

3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit (SBMC §22.22.040; Ord. 3900 ¶ 1, 1977), as follows:
   a. Its character, interest or value as a significant part of the heritage of the City, the State or the Nation;
   b. Its location as a site of a significant historic event;
   c. Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation;
   d. Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation;

(See continuation sheet, p. 5.)
The Los Patos Way Off-Ramp Underpass is eligible for listing under Criterion 3d: Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation.

Criterion 3d: Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation.

Archival research did not indicate any significant historic events have occurred at the site of the Los Patos Way Off-Ramp Underpass. Therefore, the underpass is recommended ineligible for listing under Criterion 3d.
Criterion 3e: Its exemplification of the best remaining architectural type in a neighborhood.

While the underpass is a considerably-sized representation of sandstone construction in the East Beach neighborhood of the city, it does not appear to qualify as the best remaining example of this type of construction in that neighborhood. A more elaborate and skillfully executed example of sandstone construction is located 0.20 mile at the intersection of Los Patos Way and Channel Drive: the Charles Caldwell Park Watering Trough and Fountain, designed by Francis W. Wilson and built in 1911-1912. The Santa Barbara Cemetery, located at the same intersection, features an ashlar, square-cut sandstone wall with a parapet along hundreds of feet of its property line along East Cabrillo Boulevard and Channel Drive. Large sandstone gate posts with elaborate stone caps mark the cemetery entrance on East Cabrillo Boulevard, and simpler sandstone gate posts mark its entrance and exit on Channel Drive. In addition, examples of sandstone architecture exist within the cemetery such as mausoleums. Consequently, the subject underpass is recommended ineligible for listing under Criterion 3e.

Criterion 3f: Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation.

A review of available records and archival research did not reveal an architect, engineer or designer for the subject underpass. As described earlier, available sources indicate the underpass was constructed by a SPRR contractor, and it was SPRR’s custom at the time to hire Eastern European stonemasons to complete sandstone work. As such, the subject underpass is not the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the city, state or nation. The underpass is recommended ineligible for listing under Criterion 3f.

Criterion 3g: Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship.

The underpass’ construction is simple and utilitarian. It is comprised of riveted steel girders, steel rails, wooden ties, wooden posts with cable railing, and a center pier and abutments constructed primarily of sandstone block but also sections of concrete. The underpass does not embody elements that demonstrate outstanding attention to architectural/engineering design, detail, materials or craftsmanship. In comparison to other sandstone bridges in the city, the Los Patos Way Off-Ramp Underpass does not feature the same engineering qualities or attention to detail as do other, various examples of arched sandstone bridges that have been identified in the city by the Santa Barbara Conservancy in their effort to document stone architecture in Santa Barbara. Additionally, the subject underpass has undergone repairs/alterations with non-original materials such as concrete. Therefore, the underpass is recommended ineligible for listing under Criterion 3g.

Criterion 3h: Its relationship to any other landmark if its preservation is essential to the integrity of that landmark.

Per the City of Santa Barbara’s map of historic landmarks, the nearest City-designated Landmark is the Charles Caldwell Park Watering Trough and Fountain, located approximately 0.20 mile to the southeast at the intersection of Los Patos Way, East Cabrillo Boulevard, and Channel Drive. Preservation of the subject underpass is not essential to the integrity of that landmark. Therefore, the underpass is not eligible under Criterion 3h.

Criterion 3i: Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood.

Located adjacent to U.S. Route 101, the underpass is in a location that makes it visible to countless travelers. It can be considered an established and familiar visual feature of the neighborhood. Therefore, the underpass is recommended eligible under Criterion 3i.

Criterion 3j: Its potential of yielding significant information of archaeological interest.

This criterion is not applicable as the underpass is a built environment resource. The project proposes to remove the underpass; no excavation is proposed. Therefore, the likelihood is low that previously unidentified archaeological resources would be disturbed.

Criterion 3k: Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State or the Nation.

The underpass is on property that has been developed with railroad right-of-way and a freeway off-ramp; thus, it is not part of a natural environment. This criterion is not applicable.

Criterion 4

Background research revealed the subject structure was previously evaluated and determined ineligible for listing in the NRHP by the SHPO in 1993 (Craig 1993). The underpass appears largely as it did when it was last evaluated and there is no reason to find the previous determination is no longer valid. As a result, the current analysis does not reconsider the NRHP eligibility of the subject structure but rather focuses on its eligibility for listing in the CRHR and as a City of Santa Barbara Landmark or Structure of Merit. Rincon recommends the Los Patos Way Off-Ramp Underpass eligible for listing in the CRHR at the local level of significance under Criterion 1 as it is associated with events that have made a significant contribution to the broad patterns of local history, and Criterion 3 as it embodies the distinctive characteristics of a method of construction. Built in 1901 with local sandstone, the subject structure is representative of sandstone architecture and construction, significant to the architectural heritage of the City of Santa Barbara. Therefore, its character-defining features are its sandstone pier and abutments. Non-character-defining features which are utilitarian and ubiquitous include the wooden ties, rails, ballast, girders, wooden posts and cable railing. The structure is not eligible for listing in the CRHR under criteria 2 or 4, for the same reasons discussed above in City of Santa Barbara Criteria 3c and 3j. (See continuation sheet, p. 7.)

DPR 523L (1/95)
The Los Patos Way Off-Ramp Underpass is not associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large. It does not illustrate broad patterns of cultural, social, political, economic, or industrial history. Therefore, it does not meet this City criterion.

**Criterion 6**

Built in 1901, the Los Patos Way Off-Ramp Underpass meets this City criterion as its sandstone walls convey a sense of time.

**Criterion 7**

The Los Patos Way Off-Ramp Underpass is recommended ineligible under this City criterion as it does not appear to have the potential to yield further information important to the community, or important for future historical, historic archaeological, ethnographic, folkloric, or geographical research.

**Criterion 8**

The Los Patos Way Off-Ramp Underpass does not meet this City criterion as it has not previously been determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

As a result of the current study, the Los Patos Way Off-Ramp Underpass (Bridge No. 51-0235) was found eligible for listing in the CRHR and as a City of Santa Barbara Landmark or Structure of Merit as an example of a structure that was constructed out of local sandstone. The structure therefore meets the definition of a historical resource under CEQA and the City's Master Environmental Assessment (MEA) Guidelines for Archaeological Resources and Historic Structures and Sites.

**B12. References, continued:**


Craig, Steade R. (Acting California State Historic Preservation Officer). 1993. Memorandum to Roger Borg, Division Administrator, Federal Highway Administration, Region Nine, California Division regarding the Widening of State Route 101 from Four to Six Lanes between Bailard Avenue, Carpinteria, and Milpas Avenue, Santa Barbara, Santa Barbara County. 25 January.


Signor, John R. 2019. Personal communication with Susan Zamudio-Gurrola of Rincon Consultants, 2 October.


*The Morning Press*

1900a “Looking for Del Gatho”, 1 July. Archived at the Gledhill Library, Santa Barbara Historical Museum.

1900b “Taking Out the Curves. Putting the Old Line in Shape For Heavy Travel”, 10 July.


Close-up from below of riveted steel girders, steel grid walkway surface, and concrete area of abutment.

Close-up of center pier, facing southwest.
View of eastern abutment, facing east.

View of western abutment, facing southwest.