

Santa Barbara County Historic Landmarks Advisory Commission
OFFICIAL FORM

Nomination for Designation of Historic Landmark or Place of Historic Merit

READ THE GENERAL AND SPECIFIC INSTRUCTIONS BEFORE PREPARING FORM

1. Name of Place: Bryce cabana and funicular
2. Other Historical or Common Name: None
3. General Location: Hope Ranch, Santa Barbara
4. Address of Property (if applicable, please include Assessor's Parcel No., if known): 1553 Roble Drive, Santa Barbara, CA APN 63-160-24
5. Type of Place (check one): <input type="checkbox"/> Building <input type="checkbox"/> Other Structure <input type="checkbox"/> Site or Feature <input type="checkbox"/> Object <input type="checkbox"/> Other
6. Number and description of photos enclosed (see instructions): 14 photographs. See continuation sheet
7. Name, address, and phone number of person or group making nomination: Alexandra C. Cole, Preservation Planning Associates, 519 Fig Avenue, Santa Barbara, CA 93101 (805) 450-6658
8. Name, address, and phone number of owner: Marsupial, LLC C/o Bret Carman 15 Stream Street Laguna Niguel, CA 92677
9. Date of construction or origin (include information on source of date): 1931 ("Mary McLaughlin Craig Ledger Book of Architectural Projects and Expenses, 1925 – 1934")
10. Physical description of the nominated property and setting today: <u>Setting.</u> The property at 1553 Roble Drive consists of 34 acres of flat land along the bluffs overlooking the Pacific Ocean in Hope Ranch. The property contains a 1927 main residence and garage designed by George Washington Smith, a funicular providing access to the beach and a cabana below the bluffs designed by Mary Craig, and post-1981 buildings including a garage, a pool house and See continuation sheet
11. Describe any physical alterations or changes to the nominated property: With the exception of the plywood panels added around the circumference of the cabana, there have been no alterations.

12. Historical sketch of the nominated property (include references; use continuation pages, as needed):

The subject property originally belonged to the Chumash but was claimed by King Carlos of Spain and then granted to the Franciscan fathers when the Presidio and Mission were founded in Santa Barbara between 1782-1786. Administered by the Franciscans on behalf of the Chumash, the property was used as grazing land to support the needs of the Mission for livestock and food. When Mexico became independent from Spain in 1822, it secularized the missions and sold off their lands in an attempt to break the Spanish hold in California. The Hope Ranch area, approximately 6,000 acres named Las Positas y Calera Rancho, was granted in two parts to Narciso See continuation sheet

13. Explain why this property should become a County Historical Landmark or Place of Historical Merit:

A) It exemplifies or reflects special elements of the County's cultural, social, economic, political, archaeological, aesthetic, engineering, architectural or natural history;

The funicular and associated cabana symbolize the period from 1910-1940 when advertisements for the California lifestyle lured people to the California coast to partake of the dream of life on the beach. In Santa Barbara that movement took off slowly, as in See continuation sheet

14. Complete and summarize the case for approval:

The Bryce cabana and funicular are significant historic resources under Criteria A, D, F, G, and I. They are a tangible representation of the ephemeral California dream of beach living that inspired so many settlers from the East and Midwest to immigrate to California during the period from 1910-1940. Their architect, Mary Craig, was a notable designer in Santa Barbara. Their innovative and unusual architectural style, derived from canvas beach cabanas found along the Mediterranean coast, are unique in Santa Barbara County. They are the only example of a combination funicular/cabana, and one of only two cabanas, remaining along the Santa Barbara coast.

15. I enclose a reproduction of a published map with the location of the nominated property marked.

16. Enclosed are boundaries of proposed historic merit or landmark property as shown on the Assessor's Parcel Map.

17. I believe the statements made here to be true and complete.

18. Authorized signature of individual or group representative:

19. Date of Nomination:

Stew Weitz, AGENT FOR OWNERS

11/2/2011

FOR OFFICE USE ONLY

Signature Refs Photos Map Owner Name Complete

APN: _____ I.D. Number: _____

Continuation Sheet Item 10

pool, a children's play area, a utility building, as well as an ornamental lake, waterfalls, and a cast tone balustrade along the edge of the bluff. The area along the bluff and beach has changed very little since the construction of the funicular and cabana, with the exception of plant material overgrowing the gunited cliff and the plywood protective panels placed on the cabana.

Funicular. The elevator is surrounded by a four-foot high concrete wall along the bluff top, punctuated by eight concrete posts with hipped caps. A flight of red tile steps bisects the wall, leading to a concrete bench and tiled platform, beyond which is the elevator cab. A pair of diamond plate industrial doors in the platform opens to the machine room below which houses the elevator equipment.

The small, six-by-six foot cab is made of wood, with rounded wood battens, resembling corrugated metal. The wood hipped roof has similar rounded battens. The paneled interior of the cab is of teak, with a coffered ceiling and built-in storage drawers under benches which wrap around the south and east sides. Three windows provide light. One has a single glass pane, and the others have no glass. The wood sliding door has a single glass upper pane. Next to the door is a three-button control panel, signaling "Up", "Down", and "Stop". The floor is of tongue-and-groove wood. The cab's attractive appearance is in marked contrast to the typical Otis cab suggested for their inclined elevators.

A flight of concrete steps with a pipe railing leads to a landing and a locked gate providing access to the machinery room. An additional flight of high narrow concrete steps, also with a pipe railing, leads down the gunited hillside to the cabana, providing access to the track for maintenance and repairs.

Cabana. The cabana consists of a large platform of reinforced concrete set on eight large cylindrical concrete posts, topped by a wood deck. Three square and/or rectangular cabanas sit on this wood deck, a large one to the west and two smaller adjoining ones to the right across the deck. Two retractable canvas awnings strung on wires shaded the long picnic table and benches set out on this deck.

The elevator cab and cabana were designed by noted local designer Mary McLaughlin Craig. The motif for the cab and the cabanas was taken from the brightly striped canvas cabanas found on European beaches. Here the canvas fabric was translated into wood, metal, and paint. The cab and cabanas had wood sides with rounded wood battens, and hipped roofs, also of wood with rounded battens. Decorative sheet metal scallops hung at the eaves line to mimic the scalloping on canvas cabanas. The colorful canvas stripes were recreated in the orange and white stripes painted on the walls.

Each cabana contained a sitting room with built-in couches, cabinets, and bookcases, sisal flooring, and directors' chairs. Large sombreros decorated the walls. (These wood cabanas were very similar to the row of square hipped-roof cabanas at the base of the cliff at Hope Ranch beach, built on land given to Hope Ranch by the Bryces). Small shed roof

bays extended from the north, south, and east sides of the cabanas. Wood plank doors provided access to the cabanas. A wooden gate led from the elevator platform down a flight of steps to the large open deck between the cabanas. One staircase adjacent to the elevator platform on the north side led down to the beach; a second staircase could be raised or lowered from the south side of the deck to the beach.

Presently the cabana is covered with modern plywood panels to protect it from vandals and the elements. The original wood siding still remains under this plywood, as well as the three hipped roofs and much of the original sheet metal scalloping at the eaves line.

Continuation Sheet Item 12

Fabrigat. Fabrigat, a Lieutenant with the "Mazatlan Volunteers", was sent to protect the Santa Barbara Presidio and pueblo from attack by the French pirate Hippolyte Bouchard in 1818. The land was a reward for his military service. In 1843 he received 3,232 acres, La Calera Rancho, from the governor Manuel Micheltorena, and in 1846 an adjacent 3,000 acres, named Las Positas Rancho (Tompkins 1980).

Very shortly afterward, his rancho was bought by Thomas M. Robbins, a New England sea captain, married to Encarnacion Carrillo. Robbins continued to use the land for cattle grazing in the same manner as the Franciscans, selling the hides to Eastern manufacturers. He died in 1860, and his widow sold the land to an Irishman, Thomas W. Hope, in 1861 for raising sheep. At this time the name was changed to Hope's Ranch. Hope made a fortune during the Civil War, when the demand for uniforms caused the price of wool to skyrocket. Hope died in 1876, and the land was divided between his widow and children. Mrs. Hope sold her portion to the Pacific Improvement Company, a holding company established by the Southern Pacific' Railroad's "Big Four": Stanford, Crocker, Hopkins, and Huntington. Between 1888 and 1920, the Pacific Improvement Company laid out winding roads and planted palm, pine, and cypress trees as part of its plan to develop a tourist resort. Because the site was too far from Santa Barbara, the development failed, and the land was used instead for large-scale farming (Tompkins 1980).

A New York financier, Maurice Heckscher, bought the land from the Pacific Improvement Company in 1919, and tried to develop it. Once again, the development failed. In 1924, Harold S. Chase, a Santa Barbara realtor, incorporated the Santa Barbara Estates and bought 835 acres from Heckscher. In 1925 he incorporated the La Cumbre Estates to buy another 1,200 acres west of Las Palmas and Roble Drive. He then promoted the area as a high-end residential tract, advertising it as "sun-kissed, ocean-washed, mountain-girded, island-guarded Hope Ranch" (Tompkins 1980).

Many lots were sold. Chase provided an exclusive and beautiful area where residential development took place to rival the earlier estate development that had occurred in Montecito, east of Santa Barbara. The first four houses in Hope Ranch, built in 1925 and 1926, were large estates built by the Directors of the Santa Barbara Estates or La Cumbre Estates, Harold Chase, William B. Dickinson, Peter Cooper Bryce, and Milton Wilson.

Bryce built his house *Florestal*, designed by George Washington Smith in 1926. In 1930, he decided to add a funicular, or inclined elevator, and cabana to their property, so they could convey members of their household and guests from the top of the bluffs to their private bathing beach. Consulting engineers Salisbury, Bradshaw and Taylor of Los Angeles were hired as the general contractors, with Nelson Taylor in charge, who viewed this as an "unusual job" (Taylor memorandum June 4, 1930). The system consisted of an upper platform and engine house, railway and stairs, lower car stop and cabana platform, the elevator, and the elevator cab. The elevator machinery, anchored to a concrete foundation, was housed at the top of the bluff in an underground chamber excavated from the cliff. The main sheaves were concealed by an ornamental concrete bench. Access to this chamber was through a hatch with two steel cover plates. The funicular, at an incline of 45 degrees, ran on two railroad tracks 175 feet long, which were embedded in a reinforced concrete roadbed. Pushbutton switches in the cab controlled the elevator (Taylor letter April 21, 1931; Taylor n.d.).

Two proposals were received for the construction of the elevator, one from Consolidated Steel for \$8000 and the other from Western Elevators, Inc. for \$5200. Western Elevators Inc. was chosen to provide the elevator and cab (Taylor memorandum June 4, 1930). The Los Angeles Cement-Gun Company was hired to provide a 2" layer of gunite along the bluff over an 8000 square foot area (Ham bid, October 1930). Work began immediately, and the elevator was finished in March 1931. The cab was constructed by J. D. Sherer and Sons from Long Beach for \$625, to a design by Peter Bryce. The local firms of Westwick Iron Works and Heumphries & Smith Electric Company were also involved (Taylor letter March 9, 1931). The total cost was \$22, 279.00 (Salisbury, Bradshaw and Taylor invoice, April 15, 1931).

Salisbury, Bradshaw & Taylor asked the Otis Elevator Company to provide regular maintenance and inspection on the completed elevator, as they were not confident that Western Elevator could provide the kind of maintenance service that the Bryces desired (Taylor letter, April 21, 1931). The type of servicing anticipated included keeping the switches clean, as the salt air formed a coating over the brass switches, which gummed them up (Salisbury letter April 21, 1931). Otis Elevator Company replied that their policy was not to undertake service on equipment that was not theirs (Salisbury letter May 21, 1931).

Alternate arrangements for monthly inspections were established. Local contractors were hired; E. S. Mollenkopf was to inspect the electrical end of the elevator, and J. H. Jeffries the mechanical end, pulling counterweights, changing cables, and overhauling the machinery as necessary (Salisbury letter May 29, 1931).

From the start there were problems with the elevator. The cab door warped. The rollers on the bottom of the switch had a tendency to stick. A rope broke, causing the automatic brake to grip the tracks. Every time a problem arose, Mr. Bryce's secretary called A. J. Salisbury to come and fix it. Finally in August of 1931, Mr. Salisbury had reached his limit. He wrote Mr. Bryce:

I have been glad to do all I could, and still wish to do all I can of a legitimate nature in regard to this elevator, but I am getting tired of being called up by your secretary at any time of day or night with a request that I come right out and fix the machinery or see what is the matter with it. I think this is a long way beyond the field of duty of an engineer or architect.

He suggested training a man on the Bryce estate "by the name of Clarence", who helped with the installation of the elevator, to take care of the minor mechanical adjustments that were necessary (Salisbury letter August 26, 1931).

In April of 1932, Mr. Bryce asked the Otis Elevator Company to inspect the system and make recommendations for changes to eliminate the "troublesome shutdowns" which continued to plague the elevator. Otis proposed to:

Furnish a new machine and controller arranged as per attached layout together with new cables and such additional counterweight as is necessary for proper overbalance. We will provide a new special double grip safety operating on two special wood strips as indicated on drawing #1136, so located between the present rails and rollers as not to interfere with either. An overspeed governor will be located on the car and driven by sprocket and chain located on one of the shafts supporting the car wheels. New car wheels and shafts will be furnished with the wheels fixed to the shaft so that the shaft will rotate, which is contrary to the present arrangement. This will require new boxes to support the car frame on the shaft and the car frame will have to be altered to accommodate the new wheels and safety device. All parts under the car will be properly weatherproofed, either by galvanizing or cadmium plating so as, to function properly when exposed to rainy weather or salt water atmosphere.

The present arrangement of the traveling cables operating in connection with the sheave on the counterweight is not considered satisfactory and is sure to be troublesome in the future so it is proposed to install a reel under the car platform, on which the traveling cable will wind. This reel will be provided with a commutator device for taking off the operating circuit and the light circuit for the car. We will also replace the present car door hanger with a single speed diamond hanger and install new gate contact and bronze threshold at the entrance to the car. These items are quite necessary to avoid possible future shutdowns. Waterproof switches will be supplied at the top and bottom landings, and all exposed contacting apparatus such as buttons, etc., will be replaced with buttons of waterproof design to prevent trouble from dampness. We plan to reuse the present car and we will make no changes to the top gate or the lower landing arrangement.

We proposed to replace all wiring with Okonite wiring to withstand dampness. All material which is not used in reconstruction will be removed by us and

become our property.

The cost for this reconstruction was bid at \$5150.00 (Otis Elevator Company letter April 23, 1932). Nelson Taylor of Salisbury, Bradshaw and Taylor reviewed the Otis Elevator Company bid, and with some suggestions, assured Mr. Bryce that the “whole job will be first-class” (Taylor letter April 29, 1932).

While the problems with the funicular system were being solved, the cabana and cab were designed and constructed in 1931 to the specifications of Mary McLaughlin Craig, noted Santa Barbara designer, translating the canvas cabanas of the Mediterranean beaches into wood and sheet metal cabanas striped orange and white (“Mary McLaughlin Craig Ledger Book of Architectural Projects and Expenses, 1925 – 1934”).

A year went by before a contract with the Otis Elevator Company was signed, in May of 1933 (Otis Elevator Company letter May 15, 1933). In June, Mr. Bryce commissioned his engineer, Gordon Macleish, to inspect the elevator concrete prior to Otis Elevator Company beginning their work. The inspection indicated that although there were cracks in the concrete caused by expansion and contraction, they were not dangerous (Macleish letter June 5, 1933). An inspection of the mechanical system that same month by J. H. Jeffries indicated that there were 18 feet of water in the well when he pulled out the counterweights and that there was some abrasion on the cables above the counterweights (Jeffries letter June 17, 1933).

Although the paperwork was signed in early summer, Mr. Bryce asked that the elevator not be installed until the end of September. There were some changes to it from the specifications called out in the contract. Rather than galvanizing or cadmium plating, red lead and marine paint were suggested for waterproofing the exposed parts. Rather than two safety rails, a single safety rail down the center with a large double grip safety device was planned. Rather than having wheels fixed to the axles, the new design called for having the wheels turning on the axles. Because inspections had determined that water had been found in the counterweight well, the traction drive was reconfigured to take into account the decrease in the effective weight of the counterweights if immersed in water. The hoisting cables were designed to be double-rather than single-wrapped around the drive sheave (Otis Elevator Company letter October 23, 1933).

By early 1934, the restoration of the elevator was finished. In February, Pacific indemnity Company of Los Angeles inspected the elevator and declared that conditions were satisfactory (Holden letter February 27, 1934). Apparently problems with the concrete continued. An inspection by O. J. Kenyon, contractor, in 1938 revealed that waterproof cement had not been used and as a result the concrete was porous, allowing moisture to enter and come in contact with the underlying reinforcing steel. The resulting rust expanded the metal and cracked the concrete. Kenyon’s advice was to coat the concrete with black asphalt or colored Portland Cement paint (Kenyon letter March 7, 1938).

Over the years maintenance was continued, and the cabana and funicular were used extensively by the Bryce family from the 1930s until 1980 when Mrs. Bryce died. The

Kashoggi family bought the property in 1981. The elevator was inspected regularly by the Otis Elevator Company until 1984, but has not been running since 1987. The cabana was covered with rough plywood panels to prevent vandalism. After Khashoggi failed in his 1999 attempt to remodel the main residence, he split the property and moved into his recently completed guest house. The main house, 34 acres and the funicular were sold to Vinny Smith (Quest Software) who investigated restoring the funicular. The Smiths did not undertake the renovation and sold the property to Geoff and Alison Rusack in 2005.

Continuation Sheet Item 13

1872, when Charles Nordhoff was extolling the healthful virtues of Santa Barbara, the coastal air was considered unhealthy, and the Victorian Arlington Hotel was therefore situated inland along State and Victoria Streets. It was not until 1901 when the railroad was completed between Los Angeles and San Francisco, 1902 when the Potter Hotel was built on the beach along Cabrillo Street, and 1905 when the Santa Barbara Train Depot was moved to the backdoor of the Potter, that the beach experience for visitors truly became viable. At that time, individual beach cabanas were not in style, but rather the Bath Houses close to the hotels where visitors could swim in the indoor pool or change into bathing suits and swim in the ocean. Los Banos del Mar was located nearby, close to the Potter hotel. When the Potter Hotel burned in 1921, it left a vacuum in the hotels catering to the well-to-do, until the Vista Mar Monte Hotel was built on East Beach in 1931, with the Gray Pavilion providing the requisite bath house across Cabrillo Boulevard from the hotel (Preservation Planning Associates "Greetings from the Waterfront" 1999: pages 5-11).

With this draw of the beach experience firmly established by the early twentieth century, individual hotels and resorts began to build their own private beach cabanas for the use of their guests. By 1918, both the Miramar Hotel and the San Ysidro Ranch had constructed cabanas on Miramar Beach. The Biltmore Hotel added a row of colorful canvas cabanas on the beach across Channel Drive from the hotel (see photo under Item 6). By the 1930s, Hope Ranch had built a row of beach cabanas in the same style as the Bryce cabana on land along the Hope Ranch beach donated by the Bryces (see photo under Item 6).

Occasionally individuals constructed beach cabanas for day use. In the early twentieth century, a small colony of wooden cottages designed in a variety of styles (termed "Early Ramshackle" by some) were constructed on Miramar Beach by well-to-do owners of estates elsewhere in town who wished to spend a day at the beach swimming and picnicking. (Schurman, Dewey. 1980. "Miramar Beach: A Personal Sketch." *Santa Barbara Magazine*, Summer, pp. 10-18).

There are few instances of individuals building their own cabanas adjacent to their houses. One of these was the cluster of vernacular single-wall construction cabanas on East beach constructed by the Clarks at the base of the hill containing their residence *Bellosguardo*. And the other was the funicular and cabana constructed by the Bryces in Hope Ranch, which remains as a remnant of the once popular California dream to partake of life on the beach.

D) It is representative of the work of a notable builder, designer, or architect;

The cabana and elevator cab were the creation of noted local designer Mary McLaughlin Craig in 1931 (“Mary McLaughlin Craig Ledger Book of Architectural Projects and Expenses, 1925 – 1934”). Born in Deadwood, South Dakota in 1889 and educated in Washington, D.C, Craig married James Osborne Craig in 1919, who had established an architectural practice in Santa Barbara in 1914-5. James Osborne Craig designed the main courtyard of the El Paseo and the Bernhard Hoffman House on Garden Street before his untimely death in 1922. Although not formally trained, Mary Craig had assisted her husband in his designs, and was able to assume her husband’s architectural practice after his death, using first Carleton Winslow Sr. and later Ralph Armitage as her supervising architects.

She designed the Anacapa Annex to the El Paseo in 1922 with Carleton Winslow, a chauffeur’s cottage on the Miraflores estate in 1923, the row of seven houses along Plaza Rubio opposite the Mission in 1925-6, an auto showroom at 222. East Carrillo Street in 1926, the guest cottage for the Bernhard Hoffman house c. 1928, and a number of houses in Montecito during the 1920s and 1930s. Her design for the Montecito Water District building in 1929 won several commendations, and her own house on Buena Vista Road won a special mention in 1930 from the Annual Plans and Planting Committee. By the time of her death in 1964 she had designed some 56 projects (Andree and Young 1975, *Santa Barbara Architecture from Spanish Colonial to Modern*: 176; Myrick 1991, *Montecito and Santa Barbara*: 517; Skewes-Cox 2008, *Mary McLaughlin Craig*). Her buildings of the 1930s, when she created the Bryce beach cabanas, were designed in the dominant Spanish Colonial Revival style of the period. Therefore her whimsical design for the cabana cabanas and the elevator cab is both remarkable and unique.

F) It has a location with unique physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the County of Santa Barbara;

The Bryce cabana and funicular have been an established and familiar visual feature of Hope Ranch beach since the 1930s, a unique representation of the life of the well-to-do in Hope Ranch in the 1930s.

G) It embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant structural or architectural achievement or innovation;

The cabana and the funicular cab embody the innovative and unusual translation of a Mediterranean striped canvas beach cabana into a system of three wooden cabanas and an elevator cab. The use of boards painted in stripes, wooden hipped roofs, and metal scallops, all to emulate the canvas cabana prototype, was playful and imaginative, unlike any of the other cabanas mentioned in Criterion A, which were all designed in the vernacular cottage style of the day. This Bryce cabana and cab are a unique one-of-a-kind architectural design.(The Hope Ranch beach cabanas were of the same design, which possibly could have been the work of Craig as well, since Bryce gave the land for them to the community, but they are no longer in existence).

I) It is one of the few remaining examples in the County, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

The Bryce cabana and funicular are the only remaining example of their kind in Santa Barbara County. They possess a unique Mediterranean architectural style and are the only funicular-cabana combination in the County. The Hope Ranch beach cabanas built in the same architectural style are no longer in existence. The Clark cabanas remain, but they are of a standard vernacular cottage design and do not incorporate a funicular.

Bibliography

- Andree, Herb and Noel Young. 1975. *Santa Barbara Architecture from Spanish Colonial to Modern*. Santa Barbara: Capra Press.
- Craig, Mary Mc Laughlin. "Mary McLaughlin Craig Ledger Book of Architectural Projects and Expenses, 1925 – 1934", Craig Family Collection, Courtesy of the Skewes-Cox Family.
- Hain, J. C. 1930. "Bid for 'Gunitite' (exterior only), Los Angeles Cement-Gun Company", October 9.
- Holden, C. E. 1934. Letter to Mr. Peter Cooper Bryce. February 27.
- Jeffries, J. H. 1933. Letter to Mr. Peter C. Bryce, June 17.
- Kenyon, O.J. 1938. Letter to Mr. Peter Cooper Bryce, March 7.
- Macleish, Gordon. 1933. Letter to Mr. Peter Cooper Bryce, June 5.
- Myrick, David. 1991. *Montecito and Santa Barbara. The Days of the Great Estates*, Pasadena: Pentrex Media Group. Volume II.
- Otis Elevator Company. 1933. Letter to Mr. Peter Cooper Bryce, April 23.
_____. 1933. Letter to Mr. Peter Cooper Bryce, October 23.
- Preservation Planning Associates. 1999. "Greetings from the Waterfront." Prepared for the City of Santa Barbara Community Development Department. Planning Division.
- Salisbury, A. J., Jr. 1931. Letter to Mr. George Malcolm, Otis Elevator Company, April 21.
_____. 1931. Letter to Mr. Peter Cooper Bryce, May 21..
_____. 1931. Letter to Mr. Peter Cooper Bryce, May 29.
_____. 1931. Letter to Mr. Peter Cooper Bryce, August 26.
- Salisbury, Bradshaw and Taylor. 1931. Invoice, April 15, 1931.
- Schurman, Dewey. 1980. "Miramar Beach: A Personal Sketch." *Santa Barbara Magazine*, Summer, pp. 10-18.
- Skewes-Cox, Pamela. 2008. *Mary McLaughlin Craig*. *In View*, Santa Barbara Museum of Art, November/December.
- Taylor, Nelson. N.d. "Inclined Elevator for Mr. Peter C. Bryce."
_____. 1930. "Memorandum to A. j. Salisbury, Jr., June 4.
_____. 1931. Letter to Mr. Peter Cooper Bryce, March 9.

_____ 1931. Letter to Mr. George Malcolm, Otis Elevator Company, April 21.

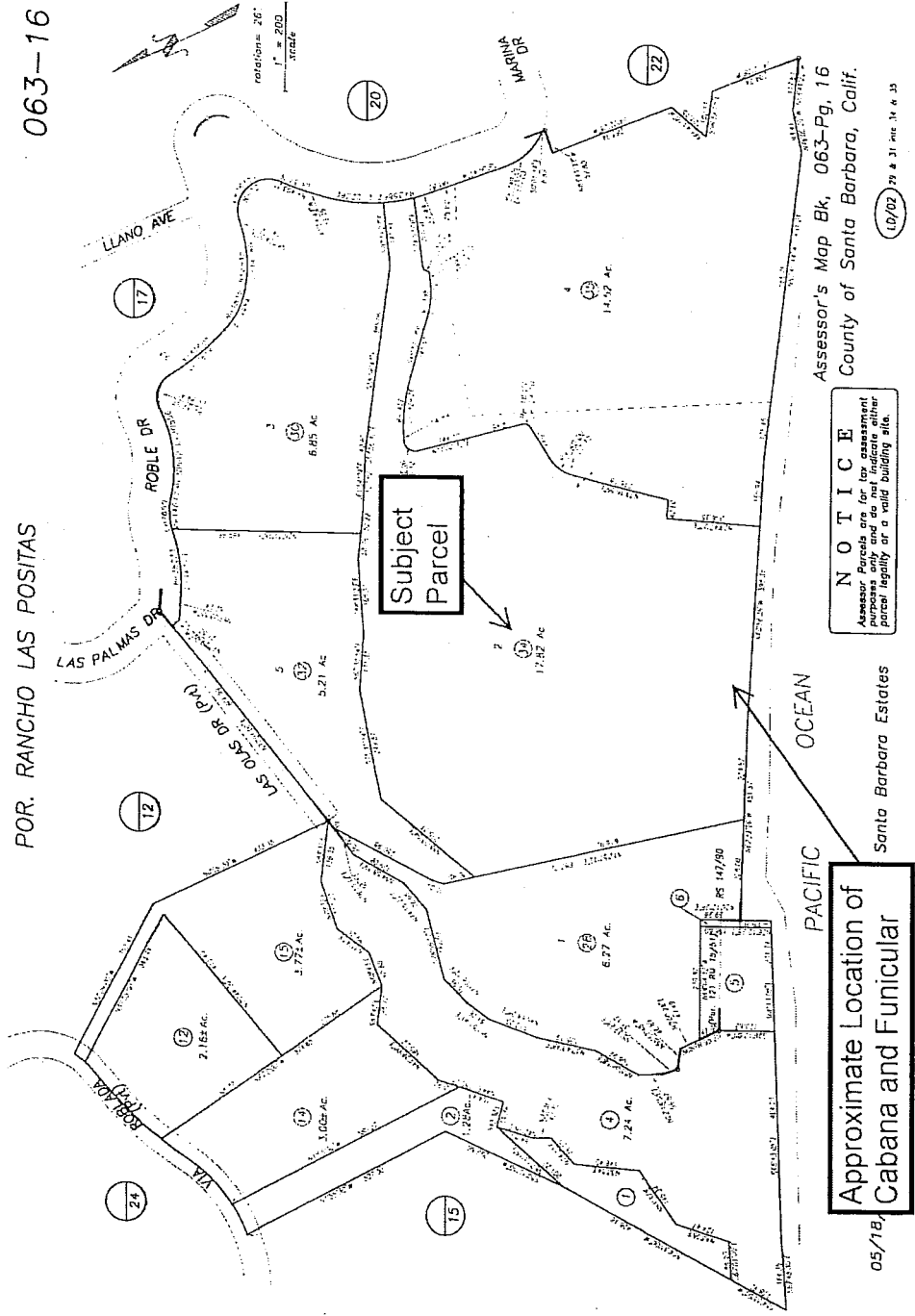
_____ 1932. Letter to Mr. Peter Cooper Bryce, April 29.

Tompkins, Walker A. 1980. Hope Ranch. Santa Barbara: Board of Realtors.

Exhibit "A"

POR. RANCHO LAS POSITAS

063-16



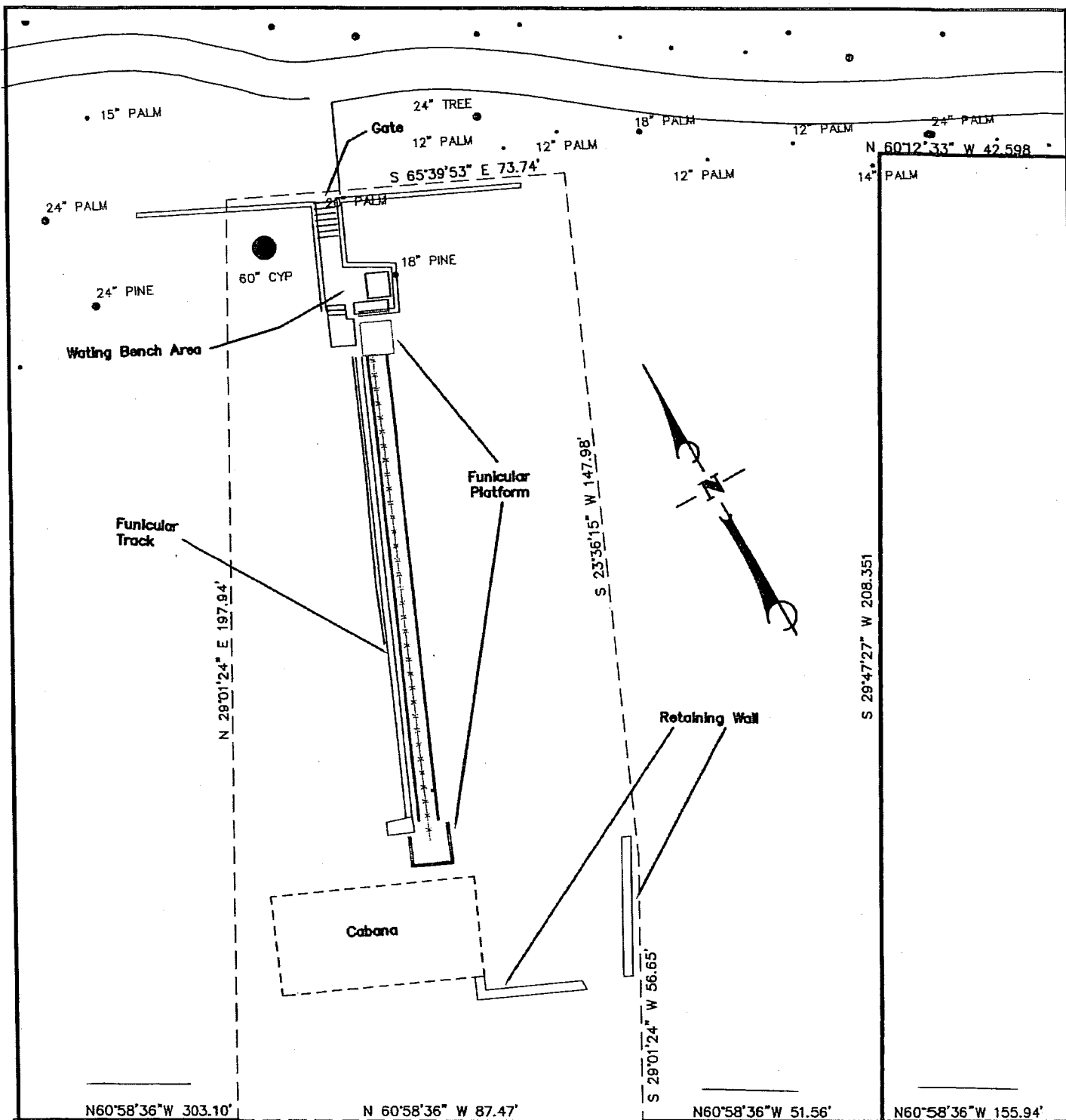
Assessor's Map Bk, 063-Pg. 16
County of Santa Barbara, Calif.

NOTICE
Assessor Parcels are for tax assessment purposes only. They do not determine parcel legality or a valid building site.

Approximate Location of
Cabana and Funicular

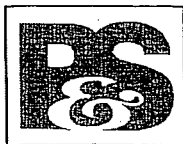
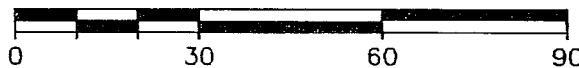
05/18/18
10/02/29 & 31 Pgs. 14 & 15

Santa Barbara Estates



Mean High Tide Line
(Property Line)

SCALE: 1"=30'



Penfield & Smith
 Engineering · Surveying · Planning
 · Construction Management ·

**Exhibit of
 Cabana
 Santa Barbara County, CA**
 June 2011

Exhibit A
Legal Description
Portion APN 063-160-034

That portion of Parcel 2 in the County of Santa Barbara, State of California, as described in the deed to Marsupial Properties, LLC recorded May 27, 2005 as Instrument No. 2005-49719 of Official Records of said County, described as follows:

Commencing at the northeasterly terminus of that certain course in said Parcel 2 described as "North 29°47'27" East, 208.35 feet";

Thence, North 64°37'49" West, leaving the easterly boundary of said Parcel 2, 68.47 feet to the True Point of Beginning;

Thence, 1st, South 23°36'15" West, 147.98 feet;

Thence, 2nd, South 29°01'24" West, 56.65 feet to the intersection with the mean high tide line shown as the southerly line of Lot 2 on Map of Survey filed in Book 147, Page 90 of Records of Surveys in the Office of the County Recorder of said County;

Thence, 3rd, North 60°58'36" West, along said mean high tide line, 87.47 feet;

Thence, 4th, North 29°01'24" East, leaving said mean high tide line, 197.94 feet;

Thence, 5th, South 65°39'53" East, 73.74 feet to the True Point of Beginning.



Kenneth J. Wilson
6-8-11

W.O. 16955.15

<file:///W:\work\16000-16999\16955\15%20B.ch\%20Original%20%20Funicular\LEGAL\S\063-160-034...llegal.docx>



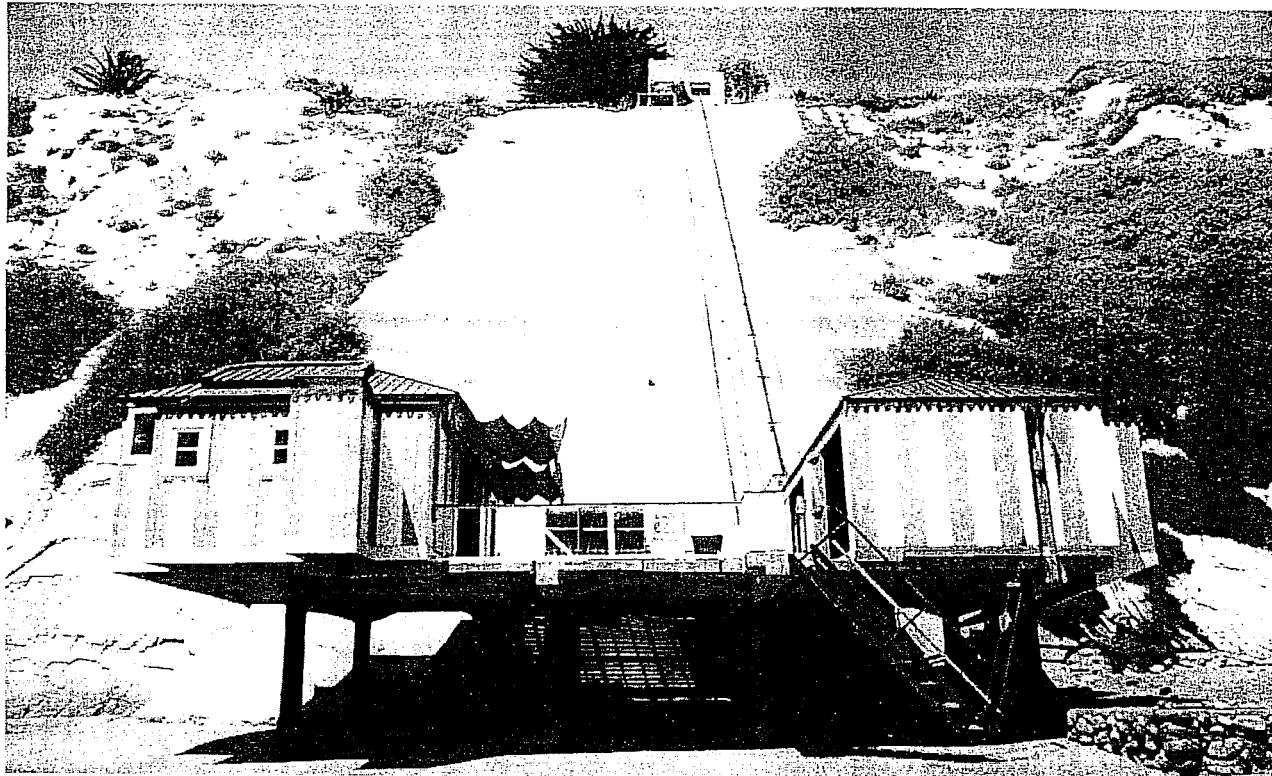
Specifically Included

- Funicular Cab (Interior, Exterior)
- Gates, Steps, waiting area and waiting bench
- Funicular top and bottom platforms
- Funicular Track
- Monterey Cypress
- Cabana and Cabana platform including canvas shade

Specifically Excluded

- Gunnite on Bluff
- Interiors of the Cabanas
- Landscaping other than the indicated Monterey Cypress
- Concrete steps adjacent to the funicular track

Continuation Sheet Item 6



Beach cabana, south elevation, 1930s. Facing north



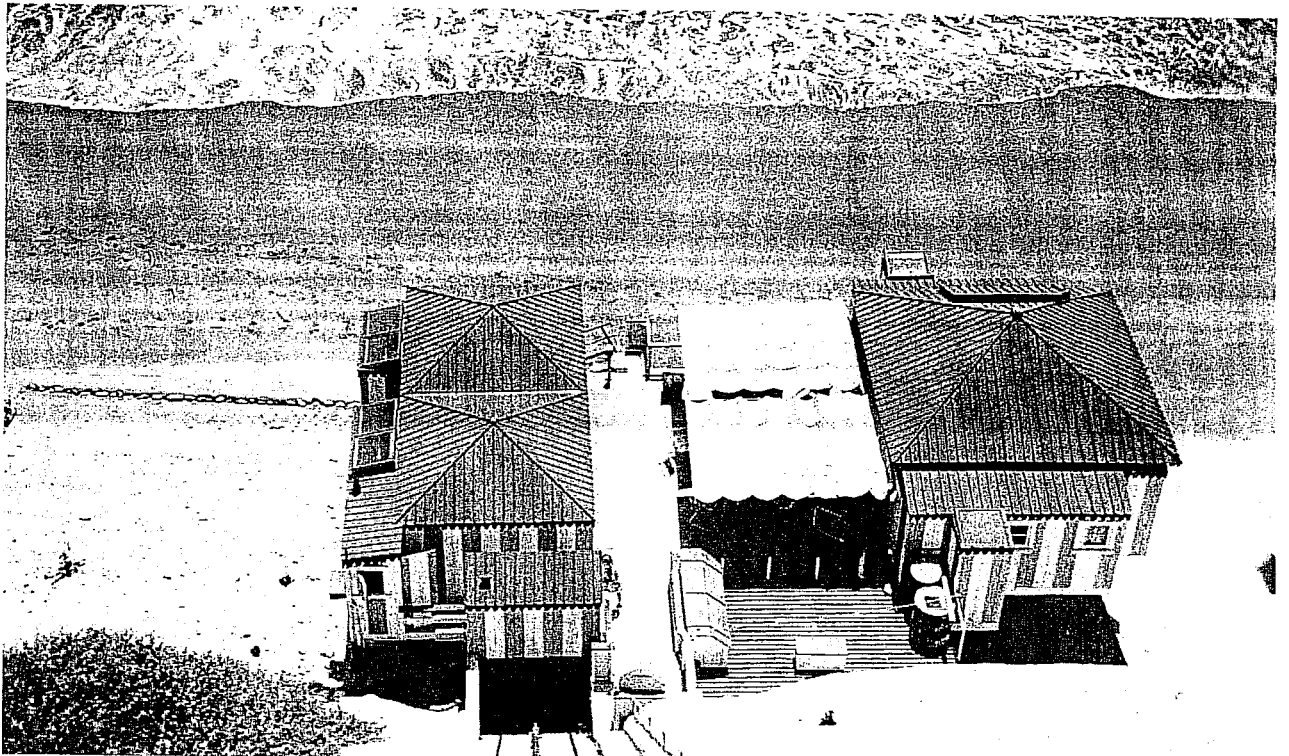
Beach cabana, south elevation, 2010. Facing north



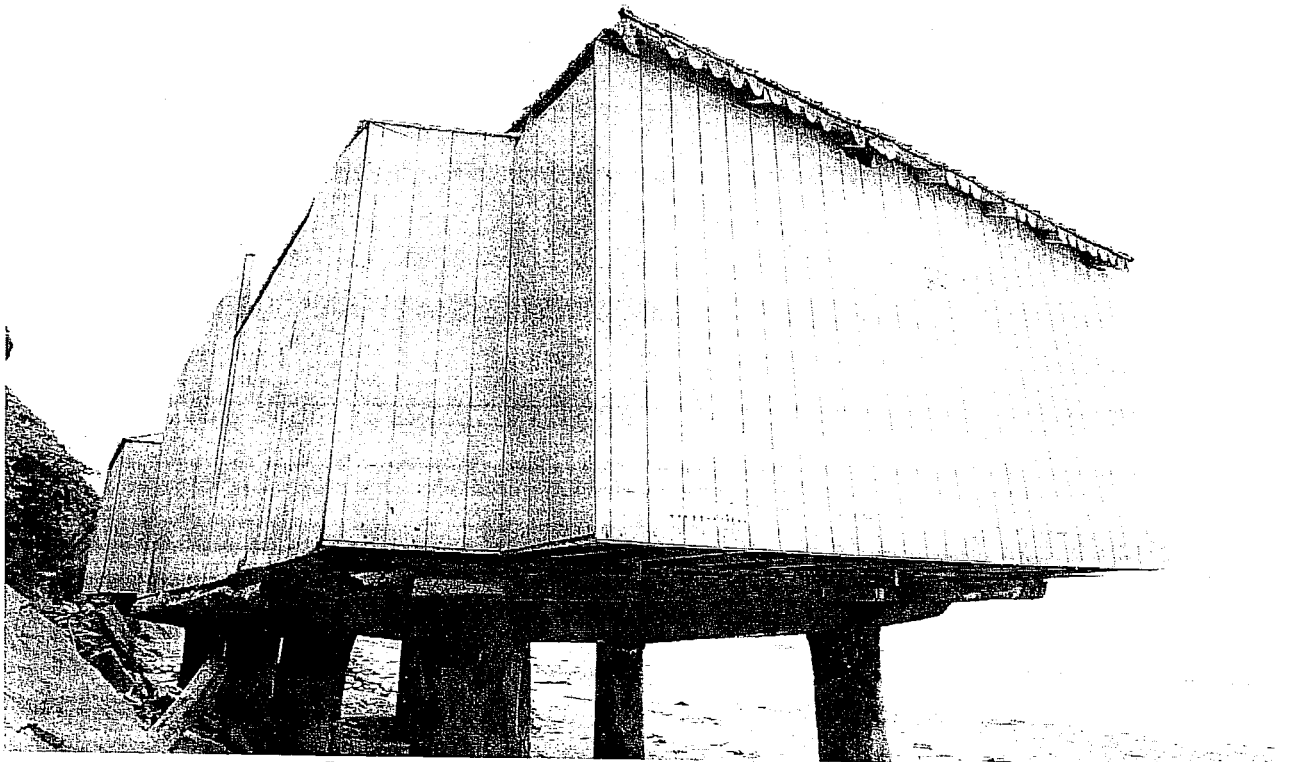
Beach cabana, east elevation, 1950s. Facing west



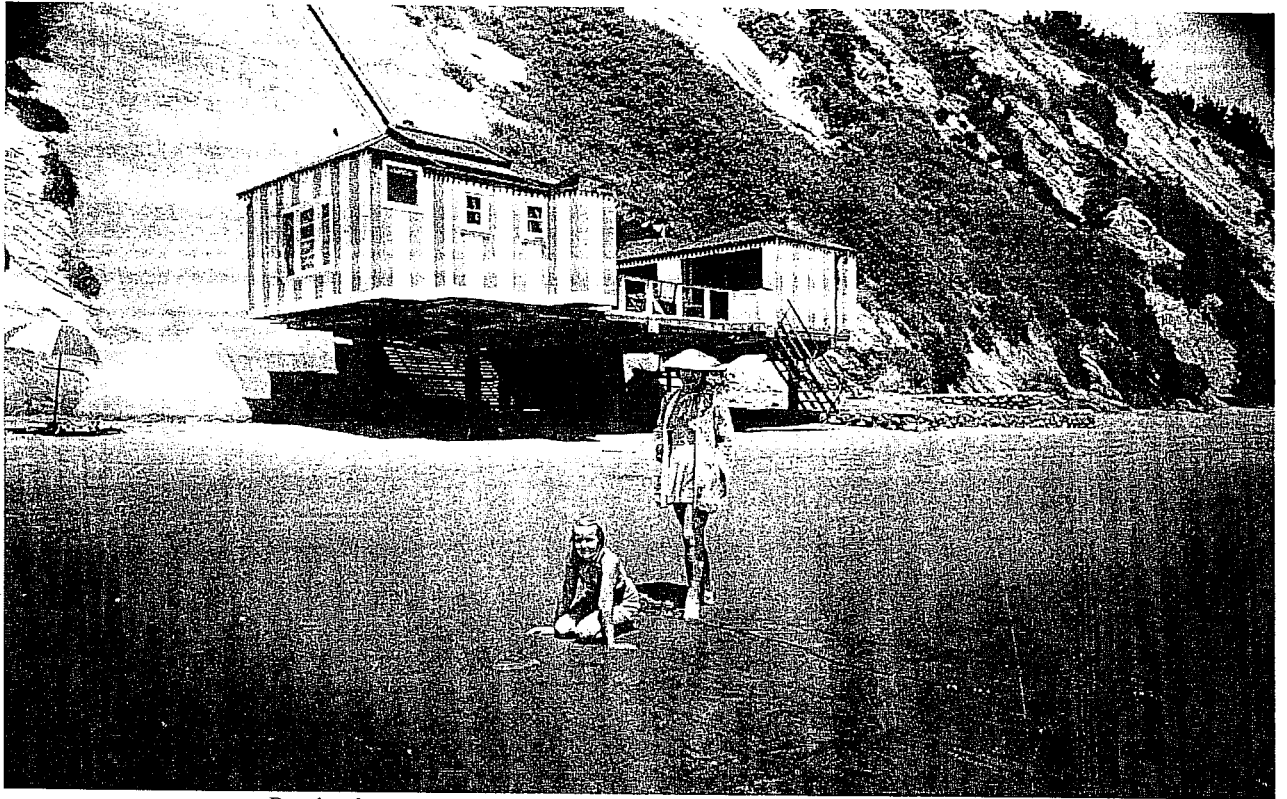
Beach cabana, east elevation, 2010. Facing west



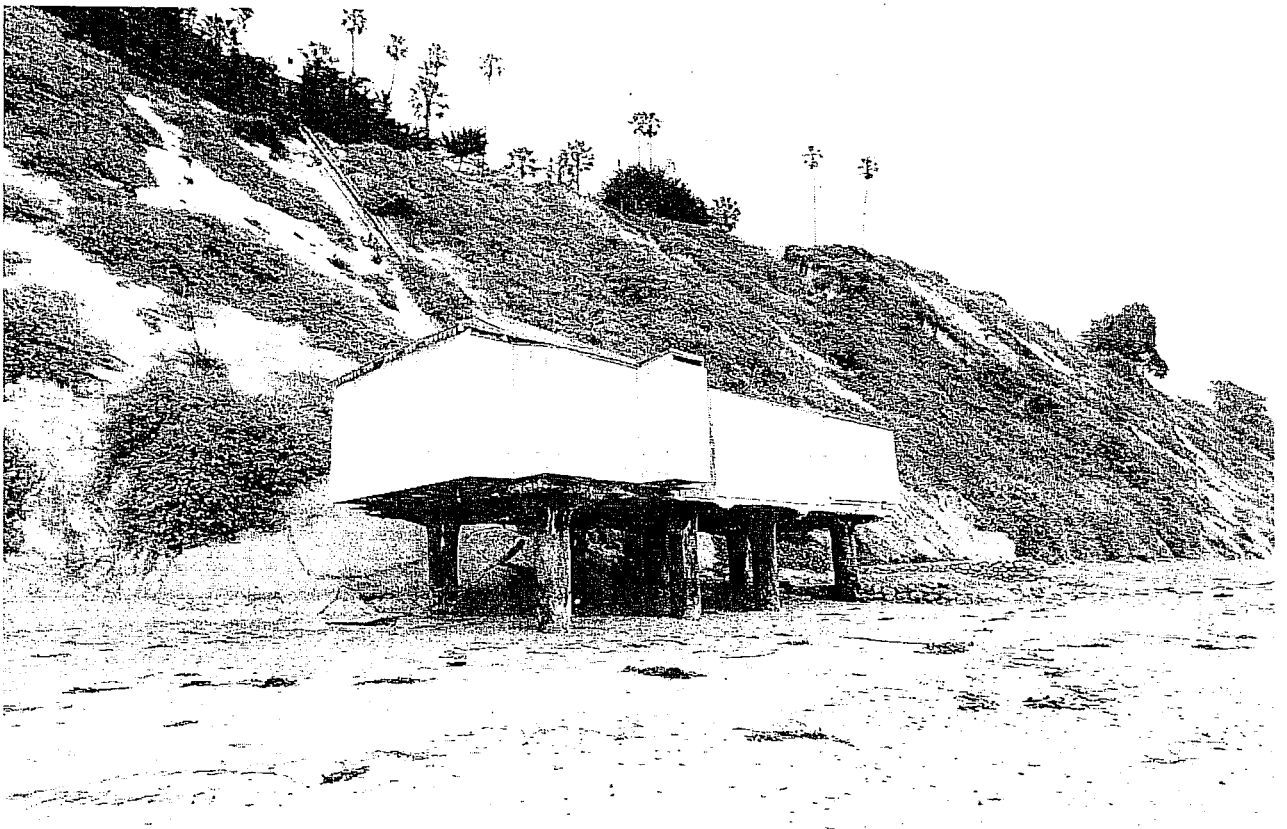
Beach cabana, north elevation, 1930s. Facing south



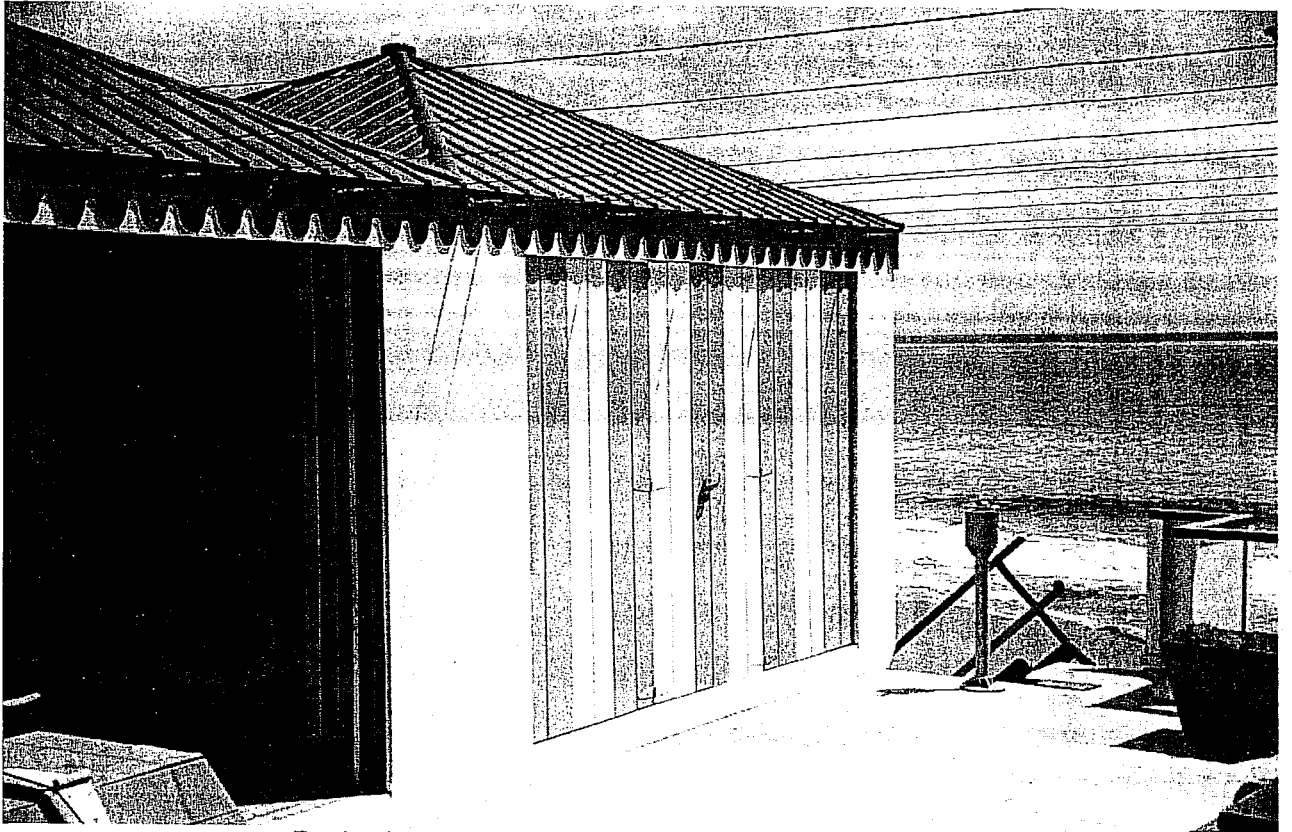
Beach cabana, north elevation, 2010. Facing southeast



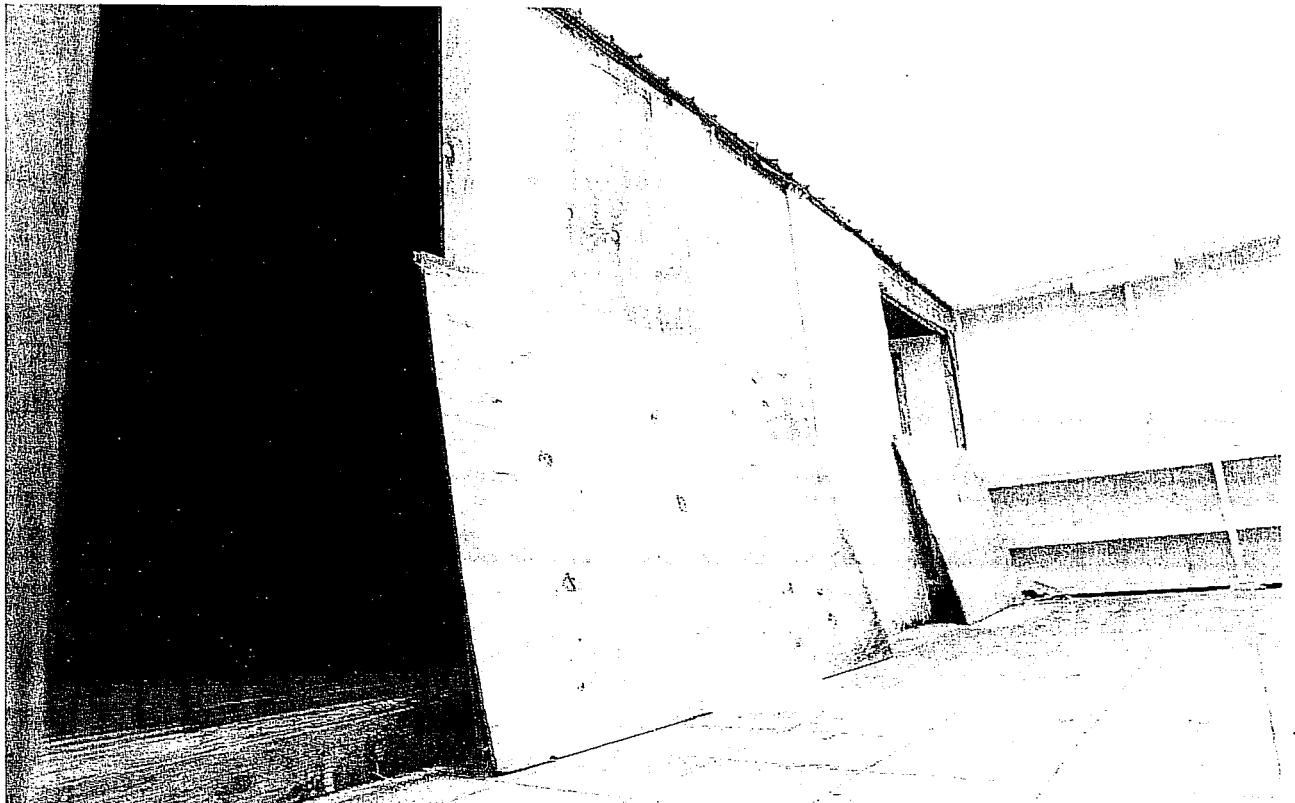
Beach cabana, west and south elevations, 1930s. Facing northeast



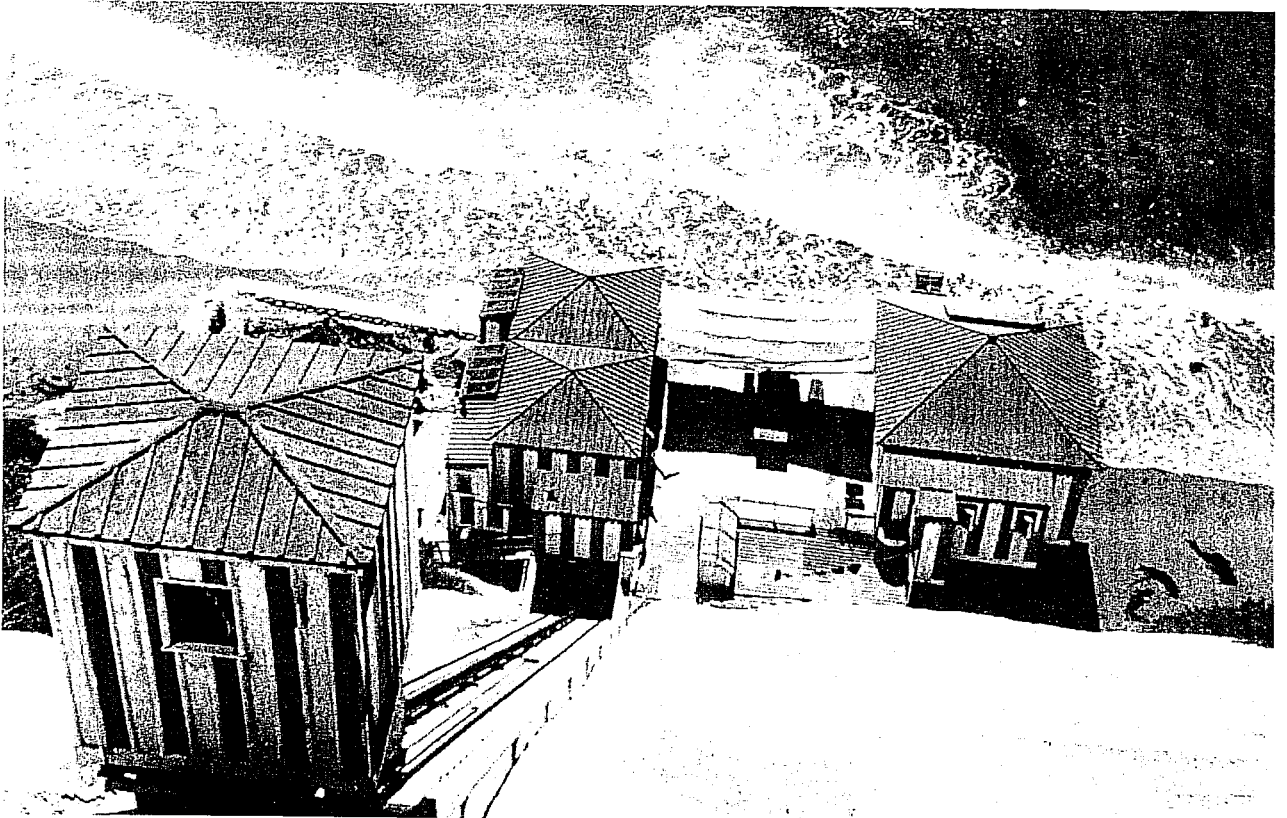
Beach cabana, west and south elevations, 2010. Facing northeast



East interior showing cabana doors, 1930s. Facing southeast



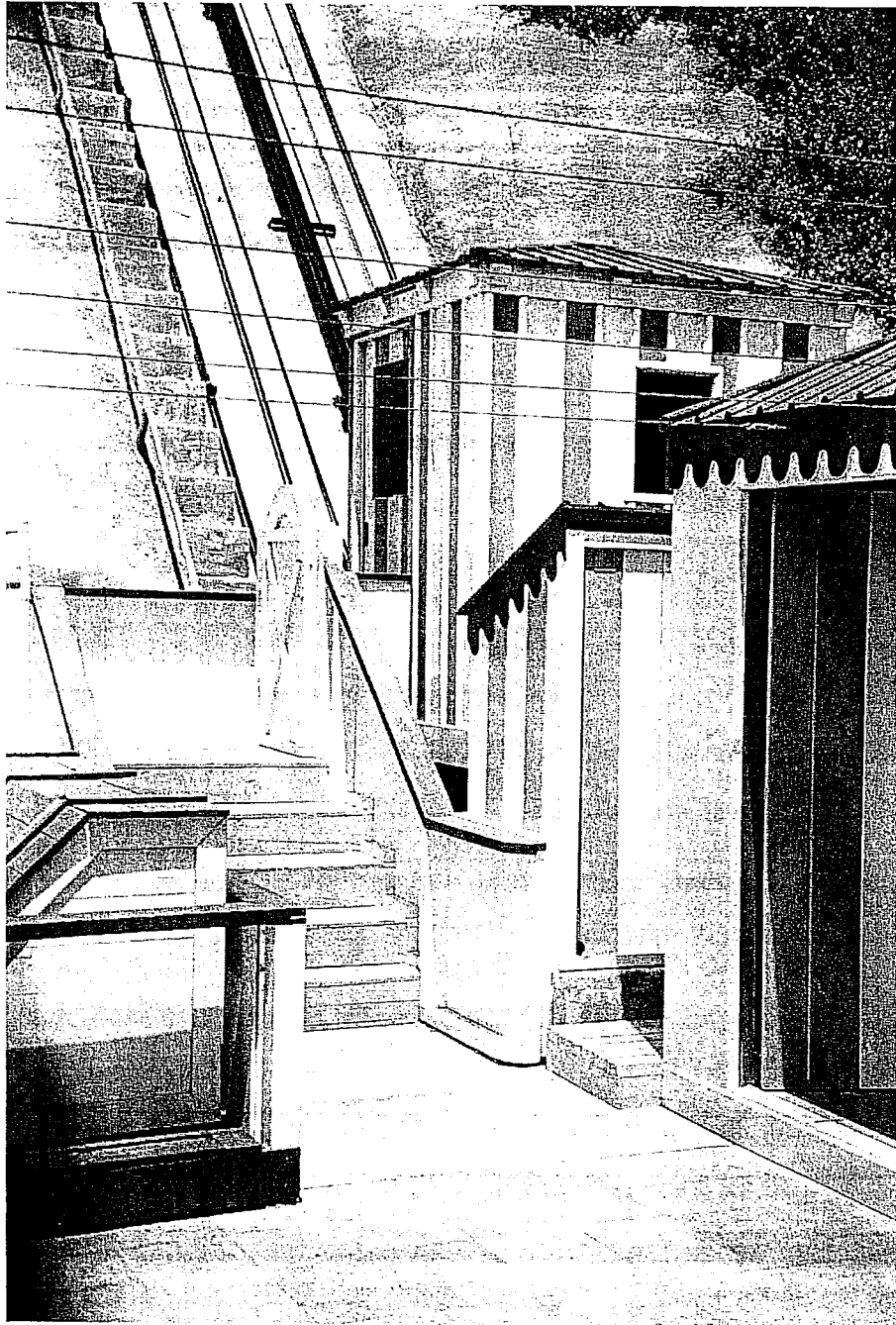
East interior showing cabana door openings, 2010. Facing southeast



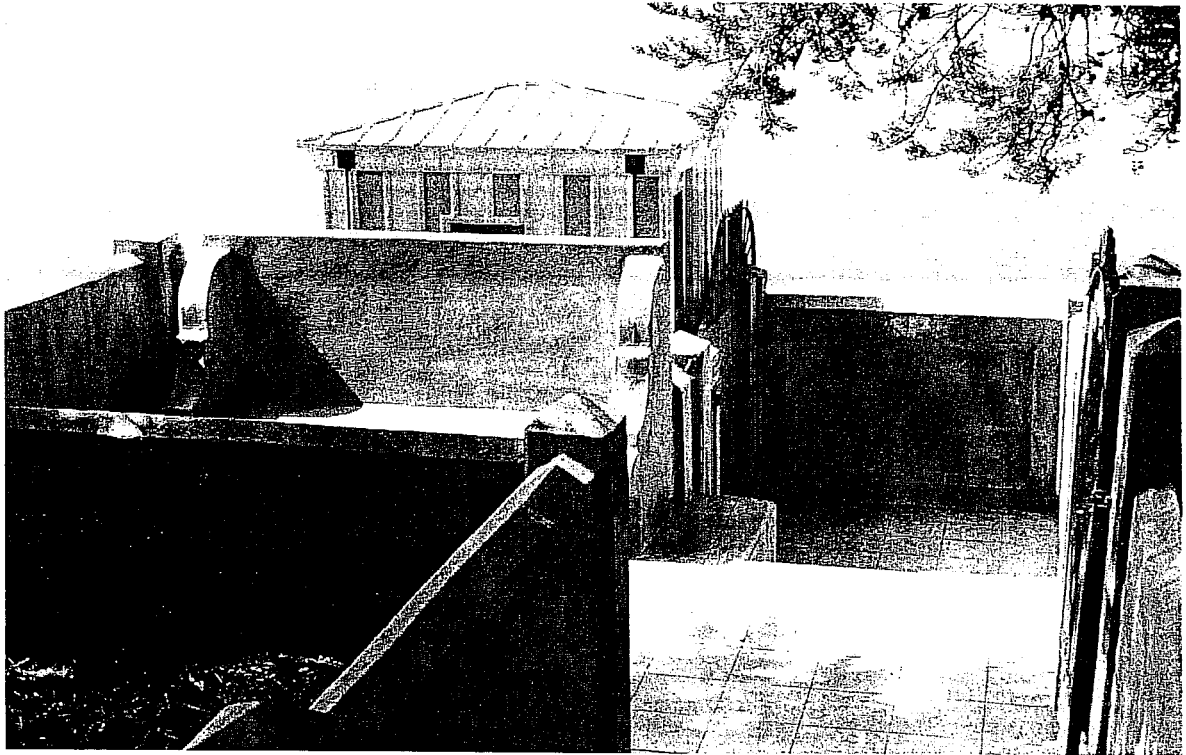
Beach cabana and elevator cab, 1930s. Facing south



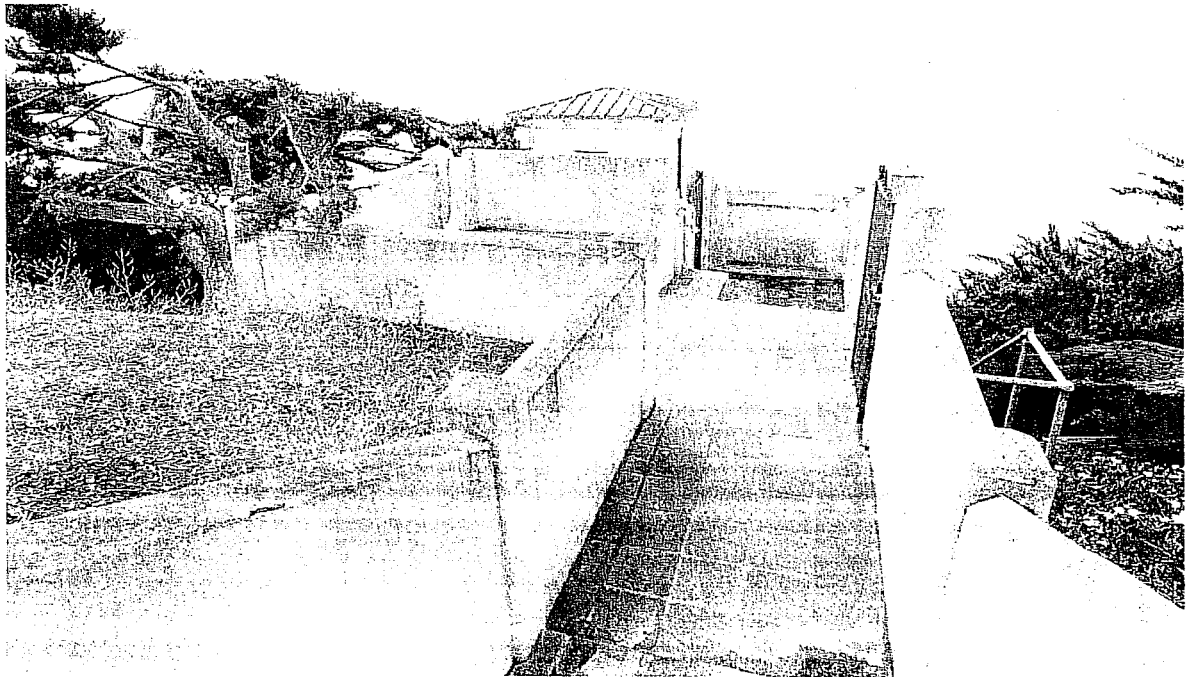
Beach cabana and built-up sand area behind rock wall at left, 1950s. Facing south



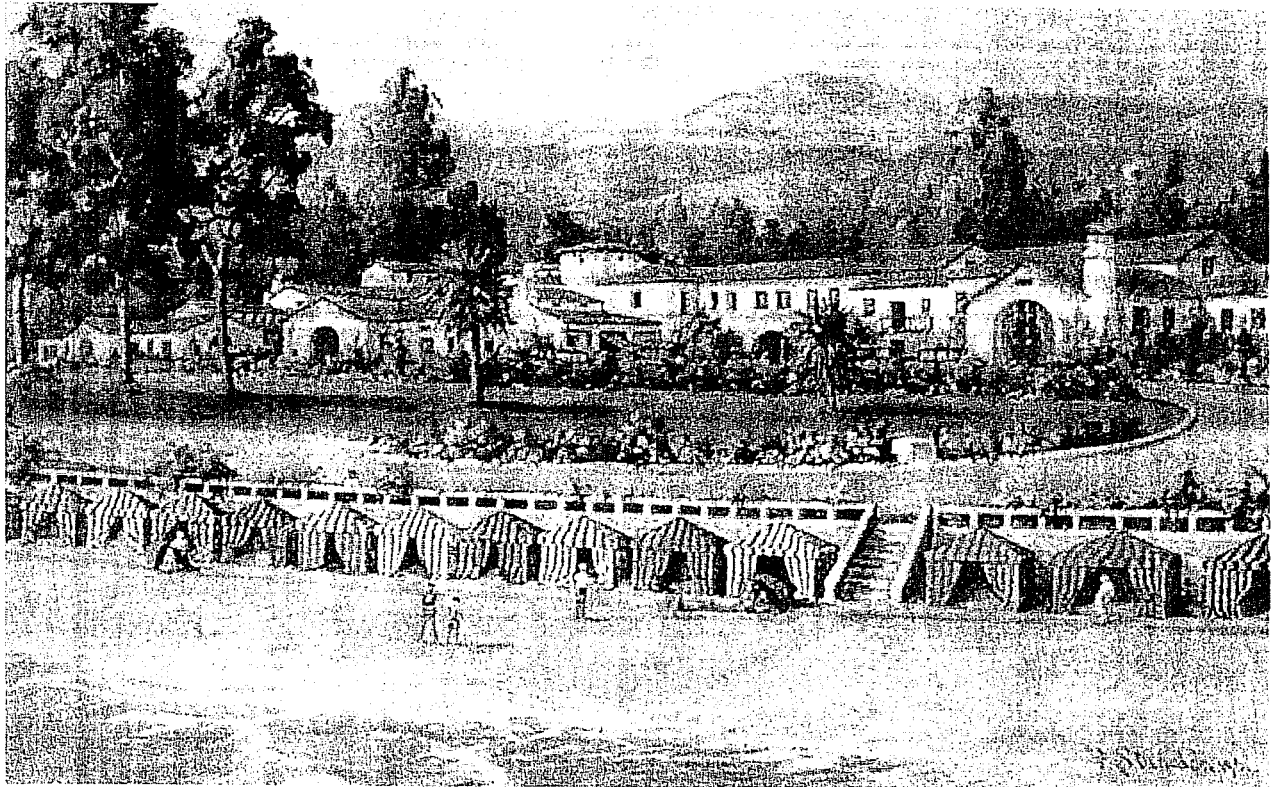
Elevator cab from deck of beach house, 1930s. Facing north



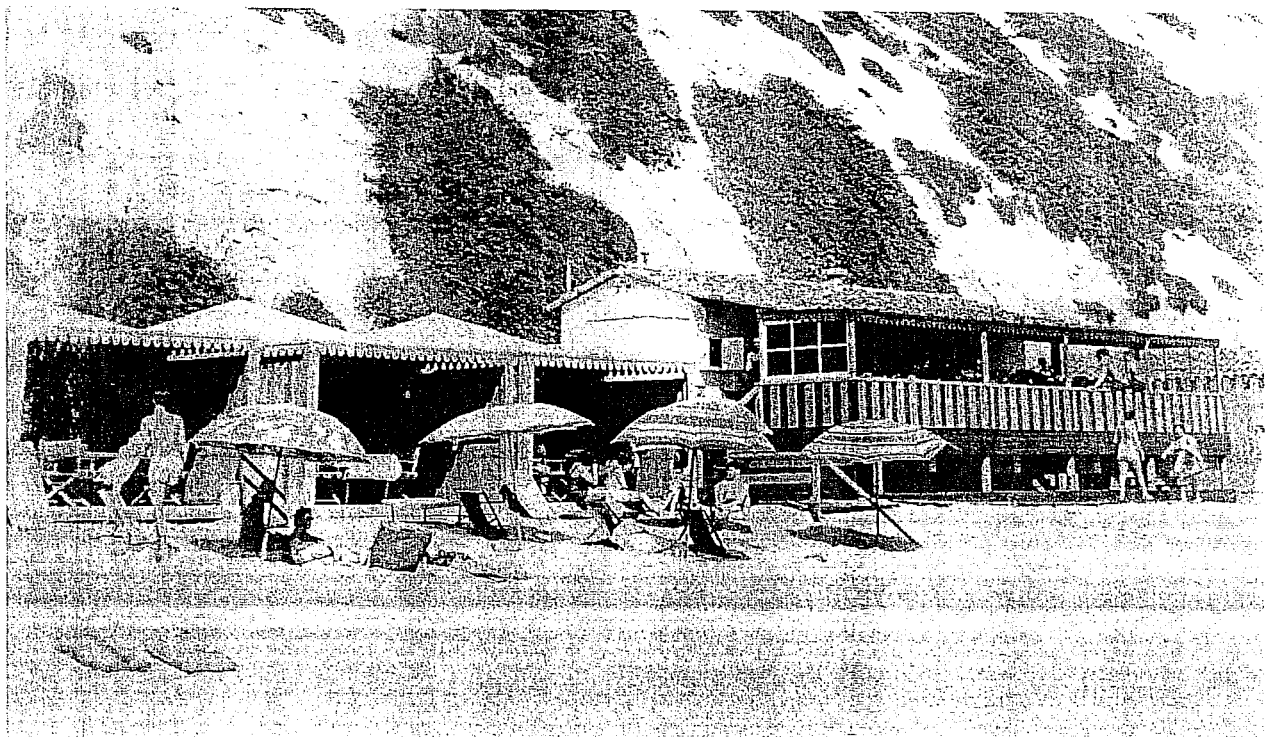
Elevator cab and waiting bench 1950s. Facing south



Elevator cab and waiting bench 2010. Facing south



Biltmore beach cabanas c. 1930s. courtesy Neal Graffy



Hope Ranch beach cabanas in same style as Bryce beach house cabanas c. 1930s. Courtesy Neal Graffy