ATTACHMENT E

PHASE 1-2 CULTURAL RESOURCES STUDY
HISTORIC RESOURCES
FUNICULAR
1553 ROBLE DRIVE
HOPE RANCH, CALIFORNIA
APN 63-160-24

FINAL

Prepared for
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1553 Roble Drive
Santa Barbara, CA 93110

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TABLE OF CONTENTS

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1. INTRODUCTION

The following Phase 1-2 Historic Resources Study for the funicular, or inclined elevator (referred to in this report as "elevator") at 1553 Roble Drive in Hope Ranch was requested by the County of Santa Barbara to assess the impacts of the proposed project on it (see Figure 1 for Vicinity Map and Figure 2 for a Site Map).

2. PROJECT DESCRIPTION

The project proposes to restore and rehabilitate the elevator system, using modern materials and technology to assure safety. The goal is to take the system back to the original as much as possible, depending on what is approvable today. The original wood tongue and groove exterior fabric and teak interior paneling of the cab will be carefully removed by skilled craftsmen, who will then use this original fabric to skin inside and out a new stainless steel cab. The plywood siding will be removed from the beach house and the original walls underneath will be painted. The color scheme of stripes with a green roof will be replicated. Investigation of the original colors, through paint scraping and analysis, will guide the paint scheme.

3. SITE DESCRIPTION

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 bathhouse below the bluffs, and post-1981 buildings including a garage, a pool house and 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.

4. SITE AND BUILDING HISTORY

For a complete history of early Hope Ranch and the subject property please refer to the Post/Hazeltine report of 1999, pages 2- 19. The following is a summary. The subject property originally belonged to the Chumash but was claimed by King Carlos of Spain

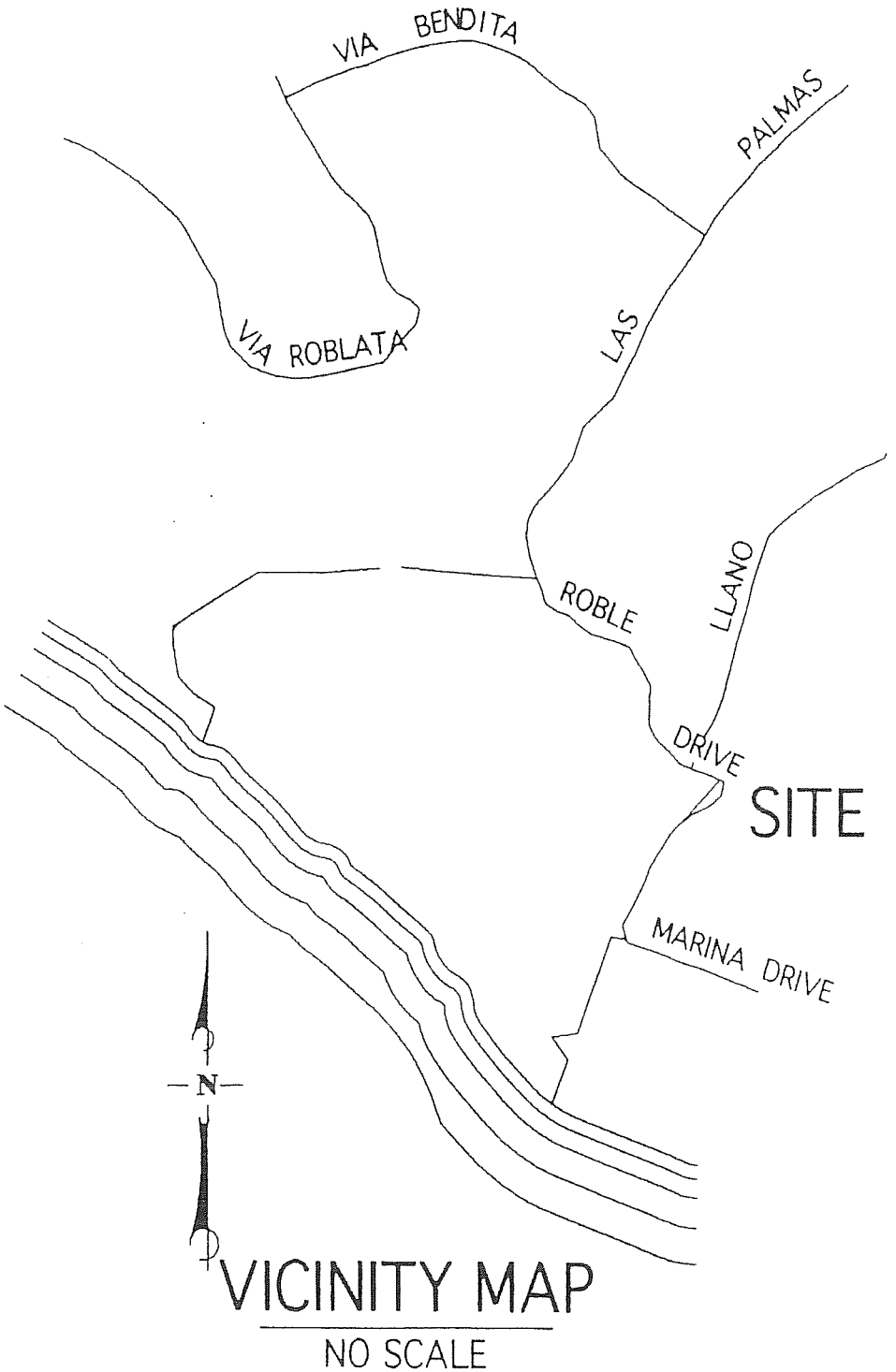

Figure 1
Vicinity Map
1553 Roble Drive. Hope Ranch, California
Courtesy Pacific Architects

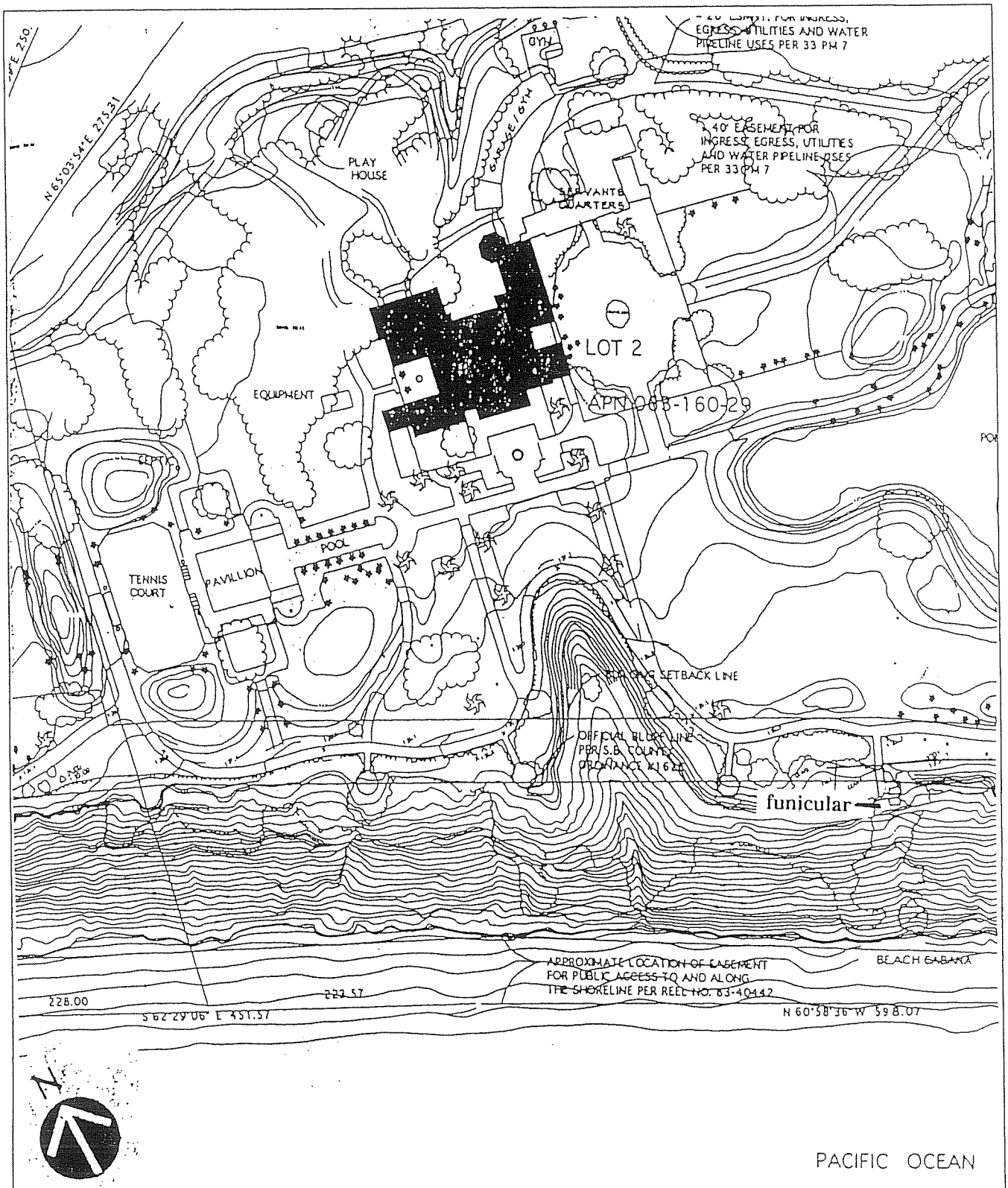

Figure 2
Site Plan
1553 Roble Drive, Hope Ranch, California
Courtesy Pacific Architects

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 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. Hope had settled in Santa Barbara with his wife, Delia, to raise sheep. In 1861 he bought the Las Positas y Calera Rancho and continued to raise sheep there. 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. Harold S. Chase, a Santa Barbara realtor, incorporated the Santa Barbara Estates in 1924 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. Wilson and Bryce chose the noted local architect, George Washington Smith to design their estates, while Chase and Dickinson preferred Reginald Johnson of Pasadena for their large houses.

By 1926 when the Bryces commissioned G. W. Smith to design their house, named *Florestal* for the abundance of flowers they grew there commercially, he had already designed a number of prominent homes in Montecito, centered around Middle and Mesa Roads. The first was his house, *El Hogar,* built at 240 Middle Road in 1918, followed in 1920 by his second house, *Casa del Greco,* on an adjacent parcel fronting on Mesa Road. By 1926-27, when he designed the Bryce house, he had created 19 other residences in Montecito, including the Courtney house at 779 Ayala Lane in 1921, the Brainard house at 505 Picacho Lane in 1921, the Eichheim residence at 1250 Mesa Road in 1922-25, and the Cunningham house at 1284 Mesa Road in 1925. These commissions from well-to-do residents of Montecito brought him great acclaim, as the premier architect designing in the Spanish Colonial Revival style.

In 1930, the Bryces decided to add a funicular, or inclined elevator, and beach house to their property, so they could convey members of their household and guests from the top of the cliff 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 bath house 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 (Hain 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).

Plate 1. Elevator and beach house c. 1930s. *Courtesy Marc Appleton*

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).

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).

The beach house to be serviced by the elevator was built at the base of the cliff. It consisted of a large platform of reinforced concrete set on eight large cylindrical concrete posts, topped by a wood deck. Three square cabanas sat on this wood deck, a large one to the west and two smaller adjoining ones to the right, separated by a deck open to the sky. Two retractable canvas awnings strung on wires shaded the long picnic table and benches set out on this deck (see Plate 1).

The elevator cab had been designed by Peter Bryce, and one can assume the beach house as well, because the designs are identical. As with the main estate house, the motif for the cab and the cabanas was taken from the Mediterranean, in this case 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. The cab's attractive appearance is in marked contrast to the typical Otis cab suggested for their inclined elevators (see Plate 2).

Each cabana contained a sitting room with built-in couches, cabinets, and bookcases, sisal flooring, and directors' chairs. Large sombreros decorated the walls (see Plate 3). (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).

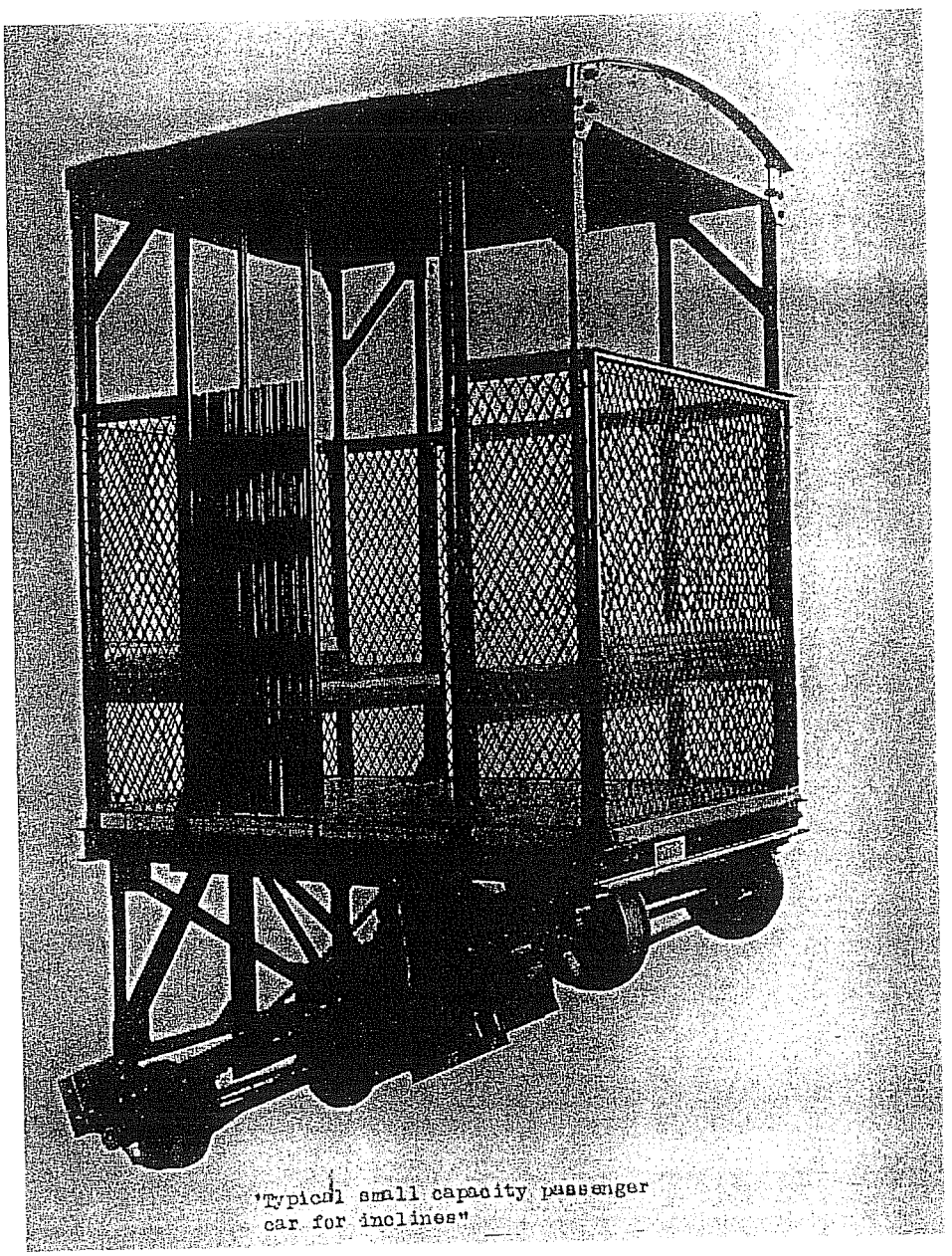

Plate 2. Advertisement for cab design by Otis Elevator Company,. 1921.
Courtesy Jack Macaulay, La Encantada

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 (see Plate 4). 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 (see Plate 5).

Plate 3. Interior of large cabana at beach house, c. 1930s. *Courtesy Marc Appleton*

Mrs. Bryce died in 1980 and the Kashoggis 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 beach house was covered with rough plywood panels to prevent vandalism. The original wood siding still remains under this plywood.

5. BUILDING DESCRIPTION

The elevator is surrounded by a four-foot high concrete wall along the bluff top, punctuated by eight concrete posts with hipped caps (see Plate 6). A flight of red tile steps bisects the wall, leading to a concrete bench and tiled platform , beyond which is the elevator cab (see Plates 7 and 8). A pair of diamond plate industrial doors in the

platform opens to the machine room below which houses the elevator equipment (see Plate 9).

The small, six-by-six foot cab is made of wood, with rounded wood battens, resembling corrugated metal (see Plate 10). 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 (see Plate 11). 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.

A flight of concrete steps with a pipe railing leads to a landing and a locked gate providing access to the machinery room (see Plate 12). An additional flight of high narrow concrete steps, also with a pipe railing, leads down the gunited hillside to the beach house, providing access to the track for maintenance and repairs.

The beach house is set on eight large cylindrical concrete posts, with a reinforced concrete deck topped by a wood deck. It is covered with modern plywood panels to protect it from vandals and the elements (see Plate 13). It is not clear what its condition and integrity are, although the three hipped roofs remain as well as much of the original sheet metal scalloping at the eaves line (see Plate 14).

6. SIGNIFICANCE EVALUATION

As required by CEQA regulations, the historical significance of the funicular at 1553 Roble Drive will be evaluated in terms of its eligibility as a County of Santa Barbara landmark or place of historic merit and for listing on the California Register of Historic Resources (CRHR). CEQA defines a significant historical resource, for the purposes of review, as a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historic Resources or included in a local register of historic resources (Section 15064.5(a)). By definition, the CRHR also includes properties formally determined eligible for, or listed in, the National Register of Historic Places (NRHP), as well as selected State Historical Landmarks.

However, the fact that a resource is not listed in, or determined eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or identified in a historical resources survey, does not preclude the County from determining that the resource may be an historical resource (Section 15064.5(a)(4)).

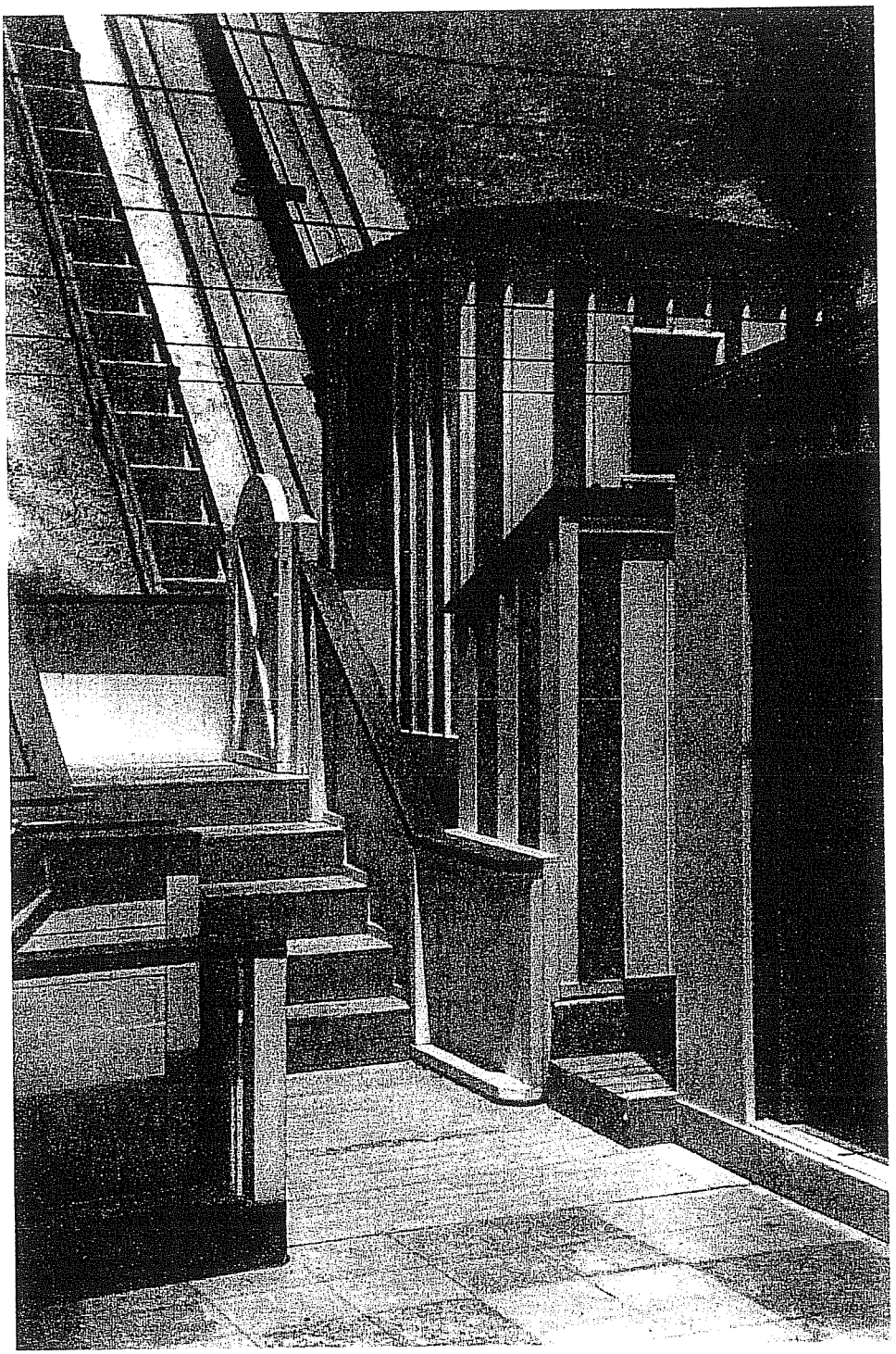

Plate 4. Elevator cab at beach, showing stairs to beach house platform. Behind them is the narrow flight of concrete steps up the hillside.
Courtesy Marc Appleton

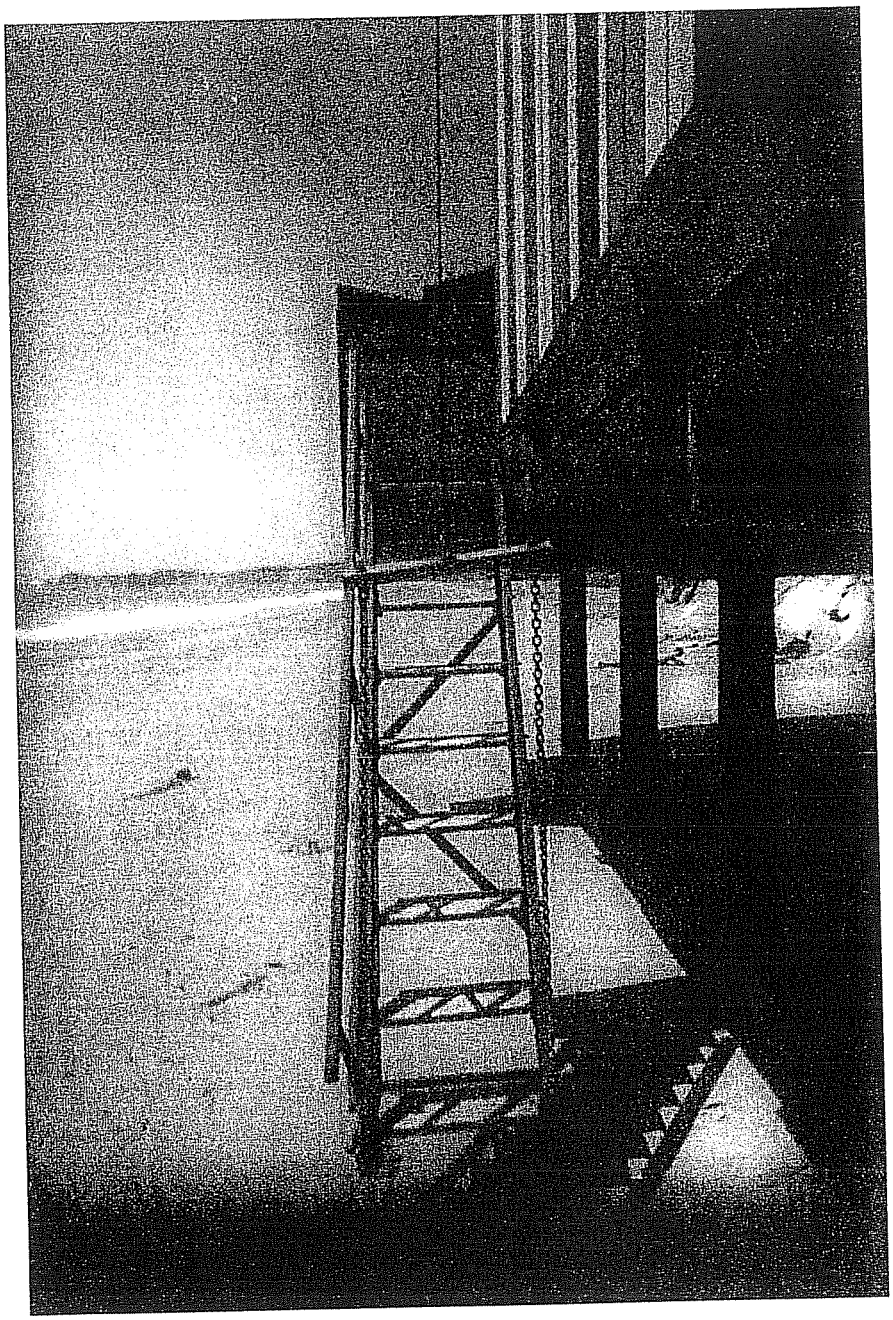

Plate 5. Retractable staircase to beach on south side of beach house, c. 1930s.
Courtesy Marc Appleton

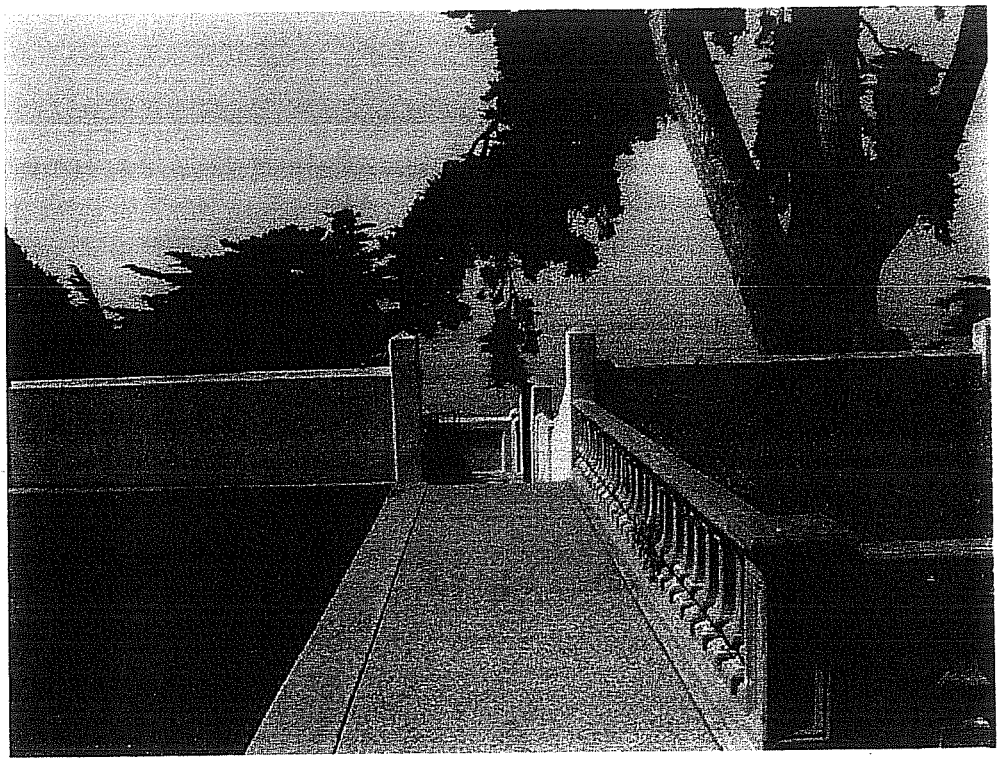

Plate 6. Concrete wall and posts surrounding elevator entrance. Facing south. A. C. Cole, July 2001

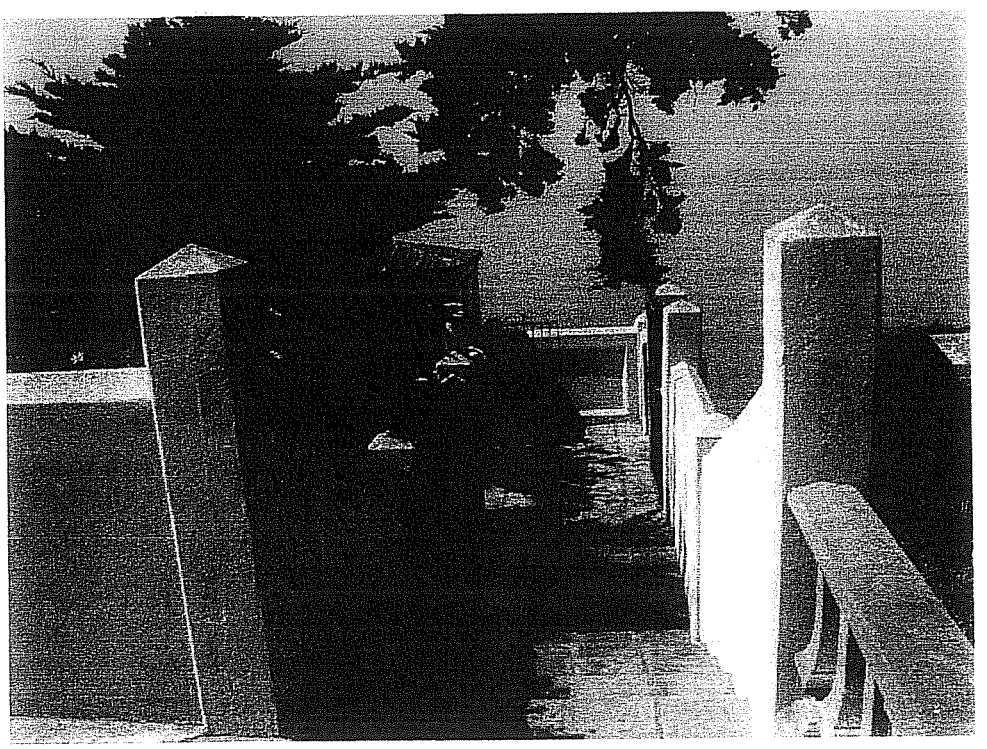

Plate 7. Entrance steps to elevator platform. Facing south. A. C. Cole, July 2001

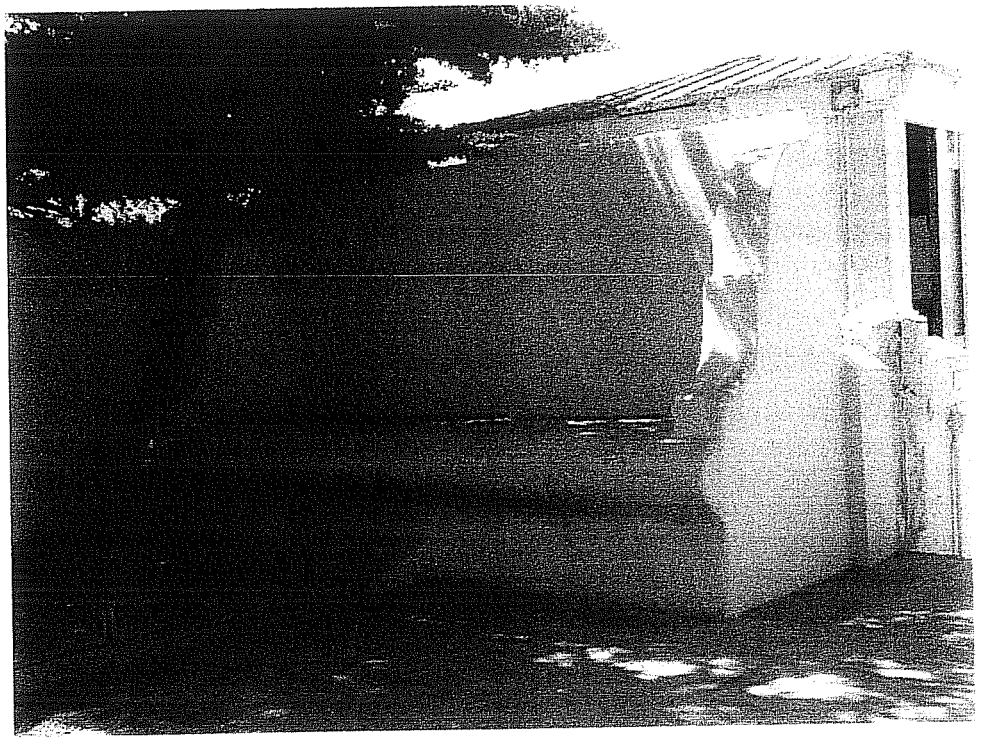

Plate 8. Concrete waiting bench over machine room. Facing southeast. A. C. Cole, July 2001

Plate 9. Hatch doors leading to machine room. Facing east. A. C. Cole, July 2001

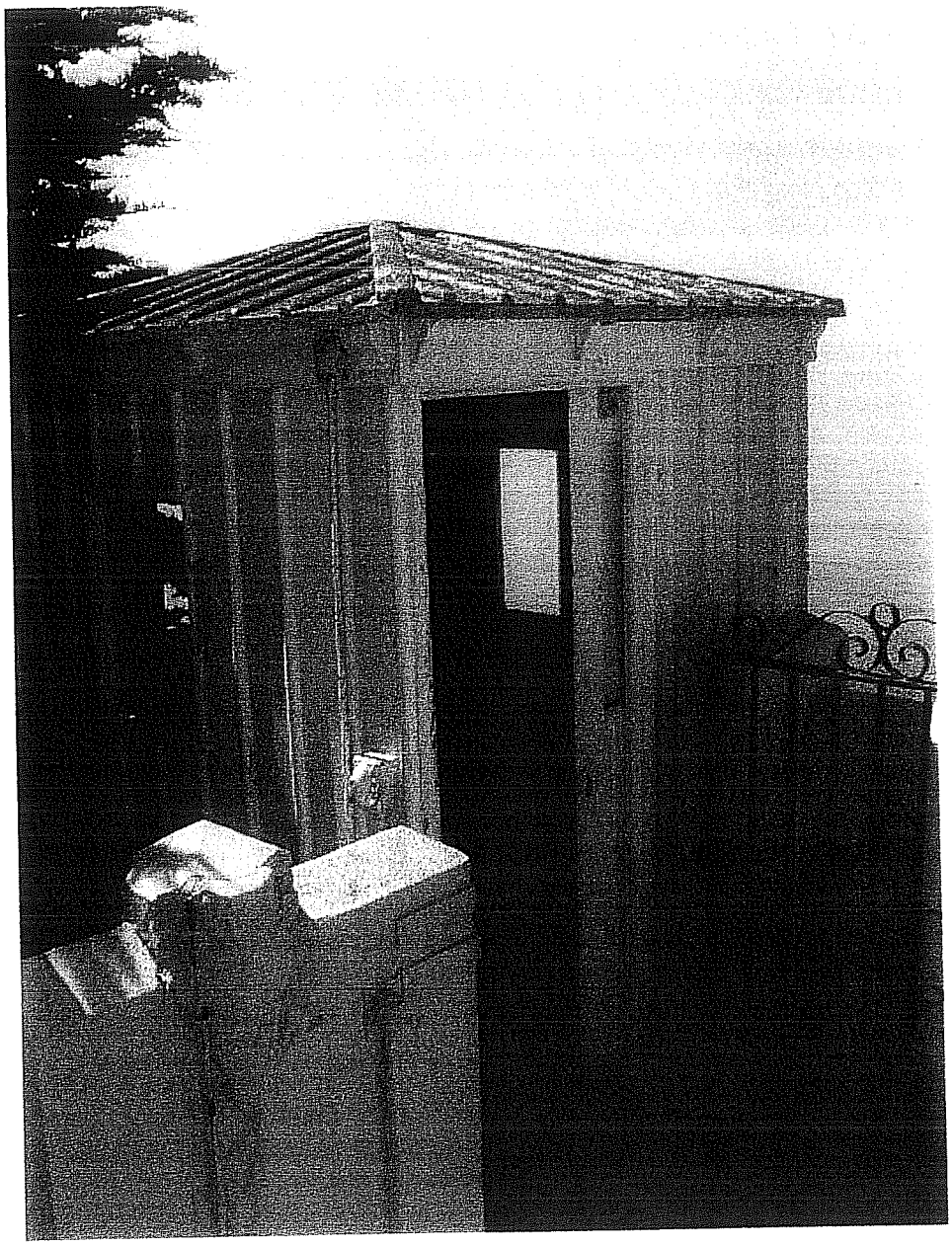

Plate 10. Cab and concrete wall, showing moisture damage. Facing southeast.
A. C. Cole, July 2001

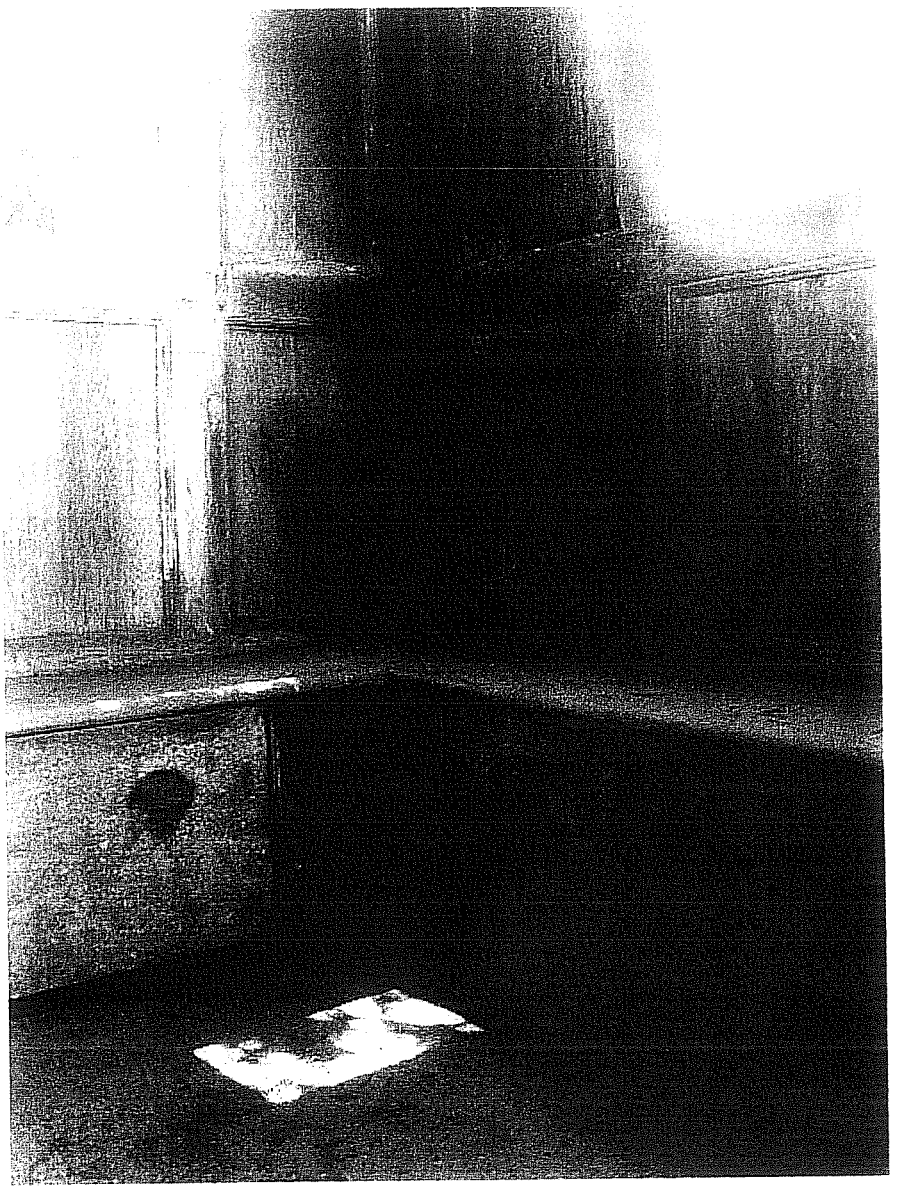

Plate 11. Teak paneling on interior of cab, facing southeast.
A. C. Cole, July 2001

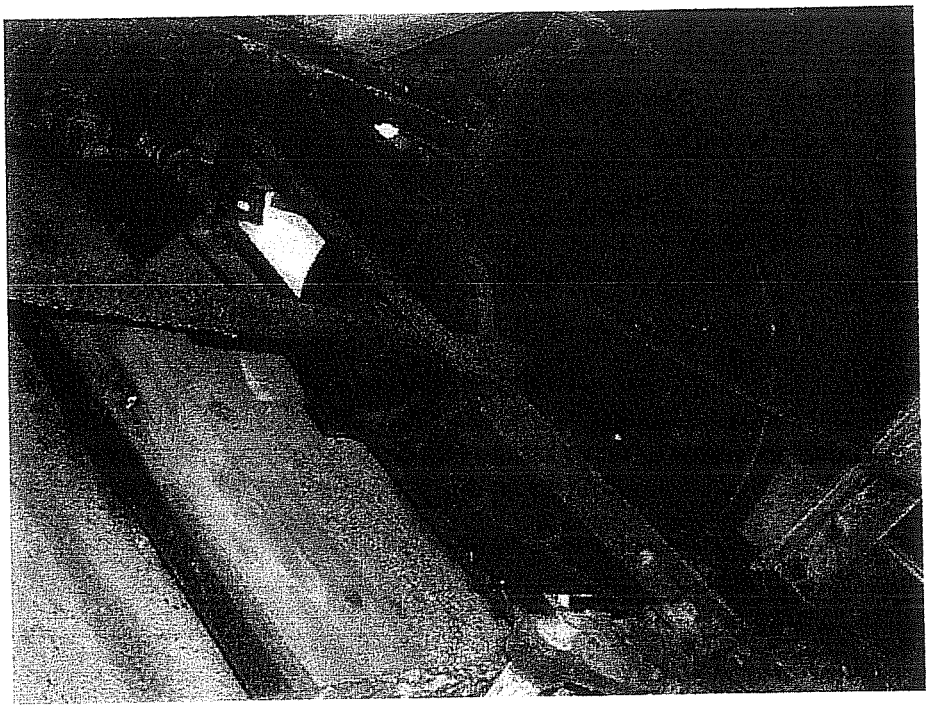

Plate 12. Underside of cab showing machinery. Facing east.
A. C. Cole, July 2001

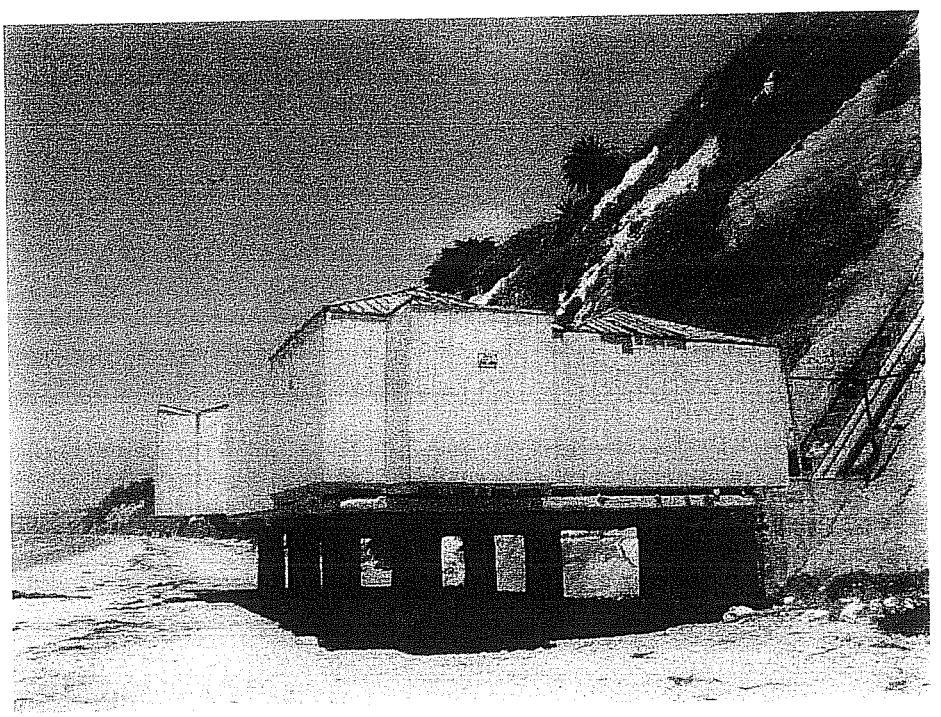

Plate 13. Beach house, showing plywood covering. Facing northwest.
A. C. Cole, July 2001

Plate 14. Beach house showing sheet metal scallop detail and original walls beneath protective plywood paneling. Facing east. A. C. Cole, July 2001

Because the funicular at 1553 Roble Drive has not yet been evaluated for significance through a prior survey, the purpose of this report is to determine whether this property contains what CEQA identifies as significant historical resources.

County of Santa Barbara Significance Criteria

The criteria for evaluating the significance of the funicular is found in the "County of Santa Barbara Resource Management Department Cultural Resource Guidelines Historic Resources Element" (rev. 1993). To be considered significant a resource must possess integrity of location, design, workmanship, materials, and/or setting, and be at least 50 years old or if not, be unique and in possession of extraordinary elements of integrity, design, construction or association.

In addition the resource must demonstrate one or more of the following:

1. Is associated with an event, movement, organization, or person that/who has made an important contribution to the community, state or nation;
2. Was designed or built by an architect, engineer, builder, artist, or other designer who has made an important contribution to the community, state, or nation;
3. Is associated with a particular architectural style or building important to the community, state, or nation;
4. Embodies elements demonstrating (a) outstanding attention to design, detail, or craftsmanship, or (b) outstanding use of a particular structural material, surface material, or method of construction or technology;

5. Is associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large;
6. Illustrates broad patterns of cultural, social, political, economic, or industrial history;
7. Is a feature or a cluster of features which conveys a sense of time and place that is important to the community, state, or nation;
8. Is able to yield information important to the community or is relevant to scholarly studies in the humanities and social sciences.

To evaluate a resource, each of the above elements is assessed and given a significance ranking, from 1 through 3 and E, corresponding to the terms low (1), good (2), high (3), and exceptional (E). Each element is ranked separately. The overall level or threshold of significance is determined by the sum of its individual rankings.

The resultant level of significance is used to determine what treatment a resource should be given within the planning process. An exceptional rating in any element indicates that the resource should receive special consideration, usually preservation, in the planning process. A good or high rating indicates that the resource is significant, and should be recognized, but not necessarily through preservation. A low rating indicates that the resource is not considered significant for planning purposes.

California Register of Historical Resources Criteria

The significance criteria for determining eligibility for the CRHR, as defined in Public Resource Code Section 5024.1, are as follows:

A. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
B. is associated with the lives of persons important in our past;
C. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
D. has yielded, or may be likely to yield information important in prehistory or history (PRC Section 5024.1).

The resource must also retain integrity of location, design, setting, materials, workmanship, feeling, and association. Additionally the resource must be over fifty years to qualify for the CRHR, unless of exceptional importance.

7. SIGNIFICANCE EVALUATION

Summary

The funicular at 1553 Roble Drive is considered an historic resource according to CEQA guidelines. It has a significance rating of Exceptional in the categories of Integrity,

Construction and Materials, and Architectural Building Type, a rating of High in the category of Association with Broad Themes of Local, State, or National History, a rating of Good in the categories of Conveys an Important Sense of Time and Place, and a ranking of Low in the categories of Age and Architect. Because of its Exceptional ranking in Integrity, Architectural Building Type, and Construction and Materials, it is eligible as a County of Santa Barbara Place of Historic Merit or Landmark, and for listing on the California Register of Historic Resources for its unique building type. Its period of significance is from 1931, when it was designed and constructed to the specifications of the owner Peter Cooper Bryce, to 1980, when the original owner, Mrs. Bryce, died. Although it is evaluated separately here, its significance rests not only on its unusual building type but also on its association with the larger estate, *Florestal,* which was determined in a prior Phase I/II report to have an overall ranking of Exceptional (Post/Hazeltine 1999).

Analysis

County of Santa Barbara

Integrity E. Pristine integrity in all five categories

The elevator system is analyzed here as a whole, including the gunited cliff, the elevator machinery in the machine room and down the cliff, the cab, the concrete steps and pipe railings, the concrete waiting bench, the diamond plate doors, and the beach house. This system retains integrity of location, design, setting, materials, and workmanship.

Integrity of Location. The site retains integrity of location. All elements of the elevator system, including the elevator machinery, the cab, the railing, concrete steps, concrete waiting bench, and beach house remain in their original location.

Integrity of design. All elements of the elevator system, including the elevator machinery, the cab, the railing, concrete steps, concrete waiting bench, and beach house remain as they were in the 1930s.

Integrity of setting. The site retains integrity of setting in that features associated with a later development period have not intruded upon the setting of the elevator system. It is still set within the original large estate, and its gunited hillside and beach house remain within its original secluded Hope Ranch beach setting.

Integrity of materials. The elevator system retains integrity of materials, retaining a majority of the physical elements that were present during its period of significance, from 1930 to 1979.

Integrity of workmanship. The elevator system retains integrity of workmanship, indicating the types of elevator machinery in use in the 1930s, and the unique beach design, mimicking in wood and metal Mediterranean striped canvas cabanas popular in the 1930s.

Age. 1. Little.

The elevator system is rated a 1 as being between 50 and 75 years old.

Association. N/A

Construction and materials: E. Exceptional

The elevator system rates an E as an example of a Mediterranean canvas beach design interpreted in wood, metal, and paint. It is a unique resource in Hope Ranch and along the Santa Barbara coastline.

Traditional lifeways: N/A

Association with Broad Themes of Local, State or National History: 3. High

The elevator system is directly associated with the theme of great estates during the period of Regional Culture 1915-1945, as delineated in the County guidelines. It is associated with *Florestal*, one of the best examples of George Washington Smith's architectural expertise, and with the development of Hope Ranch by Harold Chase as an enclave of architectural excellence populated by wealthy individuals from the East and Midwest.

Conveys An Important Sense of Time and Place: 2. Good

The elevator system presents a unified landscape defining a period existing between 50-75 years ago.

Architect/Designer: 1. Low

The elevator system ranks a 1 or low for designer. Its attribution is to Peter Cooper Bryce.

Architectural Style or Building Type: E. Exceptional

The elevator system, primarily the elevator cab and the beach house, ranks an E or Exceptional for its building type. It is an unusual design based on a canvas Mediterranean beach cabana made permanent in metal and wood. It is singular and unique in the Hope Ranch area, particularly since the matching cabanas on Hope Ranch Beach, developed in the 1930s, have been removed.

California Register of Historic Resources

The elevator system is not associated with events or persons important to California's past (Criteria A and B). It is significant as part of the estate complex built by George Washington Smith for a Director of the Hope Ranch Park, Mr. Peter Cooper Bryce and his wife Girlie. It embodies the distinctive characteristics of a building type of beach architecture based on fabric beach cabanas made popular in the Mediterranean of the

1930s, but made permanent in wood and metal. It is the beach equivalent of the Mediterranean style emulated in the estate house, *Florestal* (Criterion C) and is considered eligible for listing on the California Register of Historic Resources as part of the larger estate.

8. POTENTIAL ADVERSE IMPACTS

CEQA defines a potential adverse effect as one that would cause a substantial change in the significance of a resource. Such a substantial change means demolition, destruction, relocation, or alteration of the physical characteristics of the resource or its immediate surroundings that justify its eligibility for the CRHR or its inclusion in a local register of historic resources (PRC Section 15064.5 (b) (1,2)).

According to the latest CEQA guidelines, if alterations to significant historical resources follow the Secretary of the Interior's Standards for the Treatment of Historic Properties With Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), the project is considered to be mitigated to a level of less than a significant impact on the historic resource (PRC Section 15064.5 (b) (3)). The Standards are as follows:

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property.

The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a way that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

For the purposes of this study, the elevator system is eligible for the CRHR and as a Santa Barbara County Place of Historic Merit or Landmark for its unusual building type and its association with the Bryce estate *Florestal.*

The project proposes to rehabilitate the elevator system to be used as it was historically, thereby meeting Standard 1.

The project proposes to re-use the original distinctive materials, features, finishes, and historic fabric of the elevator cab, thereby meeting Standards 5 and 6. The beach house as well will retain its distinctive materials, features, finishes, and historic fabric, thereby meeting Standards 5 and 6. To comply with safety concerns, any original mechanical equipment that is unsafe will be replaced. This equipment is hidden from view and will not affect the historic significance of the elevator system, which primarily rests on the architectural components of the elevator cab and beach house, which will be retained. Because these proposed alterations to the elevator system follow the Secretary of the Interior's Standards, they will not have a potential adverse effect on a significant historical resource.

9. RECOMMENDED MITIGATION MEASURES

Although the project will not have a potential adverse effect on the elevator system, and therefore does not require mitigation measures, two recommendations are offered below, the first to discover the historic paint scheme as an aid to understanding the context of the beach house, and the second to serve the interests of the community.

1. It is recommended that the applicant undertake an analysis of the original paint scheme of the elevator cab and beach house, through on-site chromochronology, with original colors matched to modern paint chips, to serve as a guide when repainting the stripes.

2. It is recommended that copies of photographs of the system in the 1930s, provided courtesy of Marc Appleton, grandson of the Bryces, with a copy of this report, shall be presented in a binder to the Gledhill Library of the Santa Barbara Historical Society before any alterations take place.

10. REFERENCES

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