Historic Property Survey Report
for the
Highway 1 High Occupancy
Vehicle Lane Project,
Santa Cruz County, California

05-SCR-1, PM R7.24/16.13 (KP R11.64/25.96)
EA 05-0C7300

By:
Patricia Mikkelsen, M.A., Principal Investigator
Deborah Jones, M.A., Project Director
Far Western Anthropological Research Group, Inc.

Meta Bunse, M.A., Principal Investigator
JRP Historical Consulting

December 2010 FINAL
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Prepared for:
California Department of Transportation
District 5
50 Higuera Street
San Luis Obispo, CA 93401
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Attachment A: Archaeological Survey Report
   (Mikkelsen et al. 2005)
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   (Mikkelsen 2010)

VOLUME II

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   (Bunse 2008)

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Attachment E: Caltrans Historic Highway Bridge Evaluation
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HISTORICAL RESOURCES EVALUATION REPORT

Highway 1 HOV Lane Widening Project:
San Andreas Road to Morrissey Boulevard
PM R7.33/16.13 (KP R11.79/25.96)

EA 05-0C7300

Approved By:

Valerie A. Levulett:
Chief, Technical Studies Branch
Caltrans District 5
San Luis Obispo

Prepared by:

Rebecca Meta Bunse, Partner:
JRP Historical Consulting, LLC
1490 Drew Avenue, #110
Davis, CA 95618

Approved By:

Robert C. Pavlik:
Principal Architectural Historian
Caltrans District 5
San Luis Obispo

April 2008
SUMMARY OF FINDINGS

JRP Historical Consulting, LLC, prepared this Historical Resources Evaluation Report (HRER) as part of the Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard PM R7.33/16.13 (KP R11.79/25.96). The purpose of this document is to comply with the January 1, 2004, “Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California” (Section 106 PA). The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The project under study in this report envisions widening a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. The project location is shown in Figure 1 and the project vicinity is shown in Figure 2. The Area of Potential Effects (APE) for Historic Architecture is shown in Figure 3, along with map reference numbers keyed to each building or structure in the survey population. These figures appear in Appendix A. The survey population consists of seventy buildings and structures that date to the historic era, or 1962 or earlier. The DPR 523 forms documenting these buildings and structures appear in Appendix B.

None of the surveyed properties are listed on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), and none have been previously determined eligible for the NRHP. None of the seventy surveyed properties appears to be eligible for the NRHP or the CRHR, and none are considered to be historical resources under CEQA. These properties are listed according to eligibility status in Section 5, Tables 1 through 8, Findings and Conclusions, in this HRER.

Properties Exempt from Evaluation

In addition to the seventy buildings and structures in the survey population, there were approximately 289 other buildings, structures, and vacant parcels within the historic architectural APE that were exempted from further study. The Secretary of the Interior guideline for evaluation of National Register eligibility is for buildings, structures or features 50 years of age or older. For this project the age limit was extended to include resources constructed in 1962 or before to account for lead-time between preparation of environmental documentation and actual project construction. Buildings, structures and features built after 1962, and those subject to exemption under the Section 106 Programmatic Agreement, were not included in the survey.
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1. PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) and the Federal Highway Administration, in cooperation with the Santa Cruz County Regional Transportation Commission, propose to widen Highway 1 (State Route 1) for a distance of approximately 8.5 miles (13.7 kilometers), from 0.4 miles (0.6 kilometers) south of the San Andreas-Larkin Valley Road Interchange to 0.3 miles (0.4 kilometers) north of the Morrissey Boulevard Interchange (see Figures 1, 2, and 3). The project is designed to reduce congestion, encourage carpooling and use of alternative transportation modes as the means to increase transportation system capacity, and improve safety. Meeting these project purposes would address the following needs:

- Recurrent congestion, extending up to eight hours on weekdays,
- Travel time delays for commuters, commerce, and emergency vehicles,
- Disincentives to increase transit service because congestion threatens reliability and cost-effective transit service delivery,
- Disincentives to carpool from lack of supporting facilities and poor level of service,
- Accident rates exceeding statewide averages, and
- Increasing use of local streets by “cut-through” traffic seeking to avoid freeway congestion.

Three alternatives are currently under consideration: a High Occupancy Vehicle Lane Alternative, a Transportation System Management Alternative, and a No-Build Alternative.

High Occupancy Vehicle Lane Alternative

The High Occupancy Vehicle Lane Alternative would widen the existing four-lane highway to a six-lane facility by adding a high occupancy vehicle lane in the median in both the northbound and southbound directions. High occupancy vehicle lanes are designed for the exclusive use of carpools, vanpools and transit vehicles during designated time periods as established by Caltrans, the Federal Highway Administration, and the California Highway Patrol to increase ridesharing and transit use by enabling such travelers to bypass congestion in the mixed-flow lanes.

In the southern portion of the project, the median generally is wide enough to incorporate the new high occupancy vehicle lanes within the existing right-of-way. In the northern reach, where the median is narrower, widening would occur along the outside. In some locations widening would extend outside the existing highway right-of-way and require acquisition of property. Bridge structures, including the two existing Union Pacific Railroad overpasses and the Capitola Avenue Overcrossing, would be modified or replaced to accommodate highway widening. Roadway crossing structures would include shoulder and/or sidewalk facilities to accommodate pedestrians and bicycles. The project also would include retaining and sound walls and temporary easements, demolition and disposal of existing roadway facilities, excavations for new foundations, and earthwork, including borrow and fill.
The High Occupancy Vehicle Lane Alternative would modify or reconstruct all nine interchanges within the project limits to improve merging operations and ramp geometrics, lengthen acceleration and deceleration lanes, and improve sight distances. Ramp metering and high occupancy vehicle lanes would be provided on all on-ramps. This alternative would include auxiliary lanes between interchange ramps—as also included in the Transportation System Management Alternative—except that an auxiliary lane would not be constructed northbound between State Park Drive and Park Avenue. Auxiliary lanes are designed to reduce conflicts between traffic entering and exiting the highway by connecting from the on-ramp of one interchange to the off-ramp of the next; they are not designed to serve through traffic. Transportation Operations System electronic equipment, such as changeable message signs, highway advisory radio, closed-circuit television, microwave detection systems and vehicle detection systems also would be provided under the High Occupancy Vehicle Lane and Transportation System Management alternatives.

The High Occupancy Vehicle Lane Alternative would construct park and ride lots and bus pads with pedestrian access to local streets at some highway ramps to facilitate faster and easier highway access for buses. Intersections of freeway ramps with local roads would be modified to improve visibility and safety for pedestrians and bicycles. Three new pedestrian/bicycle overcrossings would be constructed, at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue. These pedestrian/bicycle overcrossings also are proposed under the Transportation System Management Alternative.

Transportation System Management Alternative

The Transportation System Management Alternative proposes ramp metering and high occupancy vehicle bypass lanes on existing interchange ramps. It would construct auxiliary lanes between the following interchanges:

- Freedom Boulevard and Rio Del Mar Boulevard
- Rio Del Mar Boulevard and State Park Drive
- State Park Drive and Park Avenue.
- Park Avenue and Bay Avenue–Porter Street.
- Bay Ave–Porter Street to 41st Street (southbound only)
- 41st Avenue and Soquel Avenue–Soquel Drive

The Transportation System Management Alternative would include park and ride lots and Transportation Operations System electronic equipment as described under the High Occupancy Vehicle Lane Alternative.

The Transportation System Management Alternative would reconstruct the north and south Aptos Union Pacific Railroad underpasses and the State Park Drive, Capitola Avenue, and 41st Avenue overcrossings and widen the Aptos Creek and Soquel Creek bridges. It would construct three new pedestrian/bicycle overcrossings across Highway 1: at Trevethan Avenue, Chanticleer
Avenue, and Mar Vista Drive. This alternative would not include HOV lanes or any additional through lanes on the mainline.

No-Build Alternative

The No-Build Alternative would not address the project purpose and need, but offers a basis for comparison with the High Occupancy Vehicle Lane and Transportation System Management alternatives in the future analysis year of 2035. It assumes no major construction on Highway 1 through the project limits other than planned and programmed improvements and continued routine maintenance. Planned and programmed projects included in the No-Build Alternative incorporate the following improvements contained in the 2005 Regional Transportation Plan:

- Installation of median barrier on Highway 1 from Freedom Boulevard to Rio Del Mar Boulevard.
- Construction of auxiliary lanes between the Soquel Avenue–Soquel Drive and Morrissey Boulevard interchanges and replacement of the La Fonda Avenue overcrossing; this project is currently in the environmental review phase.

Also included in the No-Build Alternative are a number of locally sponsored projects for improving the local arterial network and constructing and improving bicycle lanes. These are identified in the project Traffic Operations Report (July 2007).

The State Route 1/State Route 17 Widening for Merge Lanes Project is currently under construction, with completion anticipated in summer 2009 or earlier. It is considered as part of existing conditions for the Highway 1 High Occupancy Vehicle Lane Project.

1.1. General Environment and Area of Potential Effects

Located in Santa Cruz County, the proposed project corridor crosses through the cities of Santa Cruz and Capitola and the unincorporated areas of Live Oak, Soquel, Aptos and Rio del Mar. Residential land uses are predominant along most of the corridor with some commercial and industrial property located primarily in the unincorporated areas. Major land use features in the project area include Cabrillo College and Dominican Hospital. Several shoreline and interior parks are scattered throughout the project vicinity.

The proposed Area of Potential Effects (APE) for the architectural survey for this project was developed in August 2003 by the California Department of Transportation (Caltrans) in conjunction with JRP Historical Consulting (JRP), Far Western Anthropological Research Group and Parsons. Preparation of the architectural APE was consistent with the Section 106 PA (January 2004) and Caltrans guidance for establishing APEs. The archaeological APE, architectural APE, and map reference numbers are shown in Figure 3, found in Appendix A.
The architectural APE for this project includes those areas within which the project has the potential to alter — either directly or indirectly — the character-defining features of historic properties. These historic properties would include any properties listed or eligible for listing in the National Register of Historic Places, properties listed in or eligible for listing in the California Register of Historical Resources, and properties considered historic resources for the purposes of the California Environmental Quality Act (CEQA). As delineated, the architectural APE encompasses a footprint that accommodates all of the proposed project alternatives, as well as equipment storage areas, staging areas, construction easements, and minor design changes. In creating the architectural APE, JRP consulted with Caltrans Central Region Specialist Studies Branch Chief Valerie A. Levulett and with Robert C. Pavlik, who is certified as a Caltrans Principal Architectural Historian and Professionally Qualified Staff.

This APE was prepared under the following protocol:

- In those instances where the proposed work extends beyond the existing right of way, or where there are proposed property takes, the architectural APE includes the area directly affected by construction, plus one parcel deep immediately adjacent to the proposed or existing right of way to provide for consideration of visual and noise impacts and changes to cultural settings of nearby facilities.

- In those instances where there is a frontage road immediately adjacent to the existing right of way that serves as a buffer between the existing route and the next nearest parcel, the APE line was drawn along the frontage road or along the existing right of way. In some instances the frontage road did not provide a complete buffer between the project and nearby properties because of the topography, view, or other factors. In these instances, parcels adjacent to the frontage road were included in the APE.

- Where all the work proposed is within the current right of way, the right of way is expansive, and there are no adjacent parcels with buildings, the APE was drawn on the existing right of way.
2. RESEARCH AND FIELD METHODS

Once the proposed architectural APE was defined, JRP prepared the background and resource-specific archival research. Pre-field research included consultation of the results of a search of the records of the Information Center, including review of previous survey documents and review of project mapping. Far Western Anthropological Research Group conducted the records search at the Northwest Center of the California Historical Resources Information System at California State University, Sonoma (Information Center) in November 2002. JRP also reviewed the current NRHP listings, CRHR, California Historical Landmarks, and Points of Historical Interest publications and updates. JRP searched these inventories, as well as the Office of Historic Preservation (OHP) “Directory of Properties in the Historic Property Data File for Santa Cruz County,” as of December 2004. This search effort established that no historic properties had been previously listed or determined eligible for the NRHP.

Reconnaissance surveys of the area were conducted by Rand Herbert in August 2003, and Meta Bunse in October 2003, to account in the field for all the buildings, structures, and objects found within the APE. This field reconnaissance helped to determine which buildings appeared to have been built in 1962 or earlier and would therefore be studied for this project. While the Secretary of Interior sets a guideline for review of potential National Register eligible buildings, structures or features at 50 years of age or older, this age limit was extended to include resources constructed in 1962 or before to account for lead-time between preparation of environmental documentation and actual project construction. Buildings, structures and features built after 1962 are not included in the survey. Furthermore, buildings and structures that appeared to date to 1962 or earlier were treated in accordance with the January 2004 “Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of The Federal-Aid Highway Program in California” (Section 106 PA). The resources that appeared to be built in 1962 or earlier, and which were not subject to exemption under the Section 106 PA, became the survey population.

Additional background research was done through First American Real Estate Solutions commercial database, Santa Cruz County Assessor’s online database, review of historic and current USGS topographic maps, historic aerial photography, and other documents to confirm dates of construction. Some of the surveyed properties had been previously inventoried and evaluated and that documentation was collected and described on the DPR523 forms that JRP prepared for this project (Appendix B).

The investigation of historic-era properties and data collection for the preparation of the historical context for these properties included research in archival and published records, as well as government records. Research for this project was conducted at the following locations: California State Library; California State Archives; California State Railroad Museum; the Santa
Cruz County Public Library, the map collection and special collections of the University of California, Santa Cruz; Shields Library at University of California Davis; Santa Cruz County Assessor’s Office; Santa Cruz County Records Room and Surveyor’s Office; and building permits from the City of Santa Cruz’s Planning Department. JRP also collected historic maps, plans, and photographs from the Right-of-Way Department and Map Files of Caltrans District 5, San Luis Obispo, as well as Map Files of Caltrans District 4, Oakland, and the Caltrans Headquarters Library, Sacramento. A complete listing of materials consulted is provided in the bibliography that appears in Section 6.

The themes presented in the historic context in Section 3 reflect the property types found within the study area. These include nineteenth and twentieth-century transportation, agricultural, residential/community, and commercial development (including tourism), and a discussion of various components of infrastructure that exist within the study area that played a supporting role within the other contexts.

A letter informing interested parties of this project was sent to area planning agencies, local governments, historical societies, and museums on January 6, 2004. A copy of the letter with a list of recipients is included in the correspondence in Appendix C. One reply was received as of the date of this report. This reply was from Don Lauritson, Senior Planner with the City of Santa Cruz. Mr. Lauritson provided copies of the city’s historic resources inventories and updates, as well as a copy of a historic context report for the City of Santa Cruz. These data were incorporated in the preparation of the historic context forms and in the preparation of DPR523 forms for some of the individual buildings within City of Santa Cruz. A copy of his response is also provided in Appendix C.

JRP project managers and historians conducted on-site interviews and personal communications via telephone and email as needed during the fieldwork and research for this project. Erin Autry, an architectural historian with JRP, conducted a telephone interview with Mary-Margaret Anderson regarding her home as part of researching the history of her property. No interviews were requested of field crews, nor were any field crews approached with detailed or specific questions from interested parties.

3. HISTORICAL OVERVIEW

The APE for this project encompasses a broad transportation corridor through the mid-county area of Santa Cruz County. Many of the historic resources located within the APE are either directly related to the development of this transportation corridor or have been affected by it. Other resources relate to more general patterns of agricultural and residential development and the growth of the various towns in the region. Although there are resources in the APE that date to the mid- to late-nineteenth century and early twentieth century, a majority of the built environment in this area of the county was built in the mid- to late-twentieth century. Relatively
few of the county’s older buildings and structures are located within the APE because much of the project area was historically agricultural land that was not densely developed. For example, poultry farms and orchards occupied much of Santa Cruz County’s open space where State Route 1 is today. This relatively open space is now gone and not only new buildings, structures, and objects fill the area, but so does denser vegetation interspersed between the settled areas. The economic success of the Santa Cruz region has ensured that, in general, the visual character of the APE is relatively contemporary, punctuated in a few places by older and historic resources that reflect portions of the region’s history.

The APE includes portions of two incorporated cities, Santa Cruz and Capitola, and a half dozen unincorporated areas, or neighborhoods of Santa Cruz County, Soquel and Aptos. The City of Santa Cruz is the county seat as well as the largest city in Santa Cruz County. It is located on a coastal plain where the San Lorenzo River flows into the northern end of Monterey Bay and on a series of terraces that rise from the Pacific Ocean. The incorporated city of Capitola is located east of the City of Santa Cruz, south of State Route 1, and borders on the Pacific Ocean. State Route 1 separates the city from its unincorporated neighbor to the north, Soquel. Soquel Creek runs south and empties into Monterey Bay, bisecting Capitola and Soquel villages. Aptos is located east of Soquel and Capitola and stretches to Rio Del Mar, which is in the Aptos area. State Route 1 bisects Aptos, with the original village located north of the freeway off Soquel Drive.

More than sixty percent of the survey population for this project is located in Santa Cruz. Approximately twenty percent of the survey population is located in Aptos and the remaining surveyed properties are located in Soquel and Capitola. The buildings and structures of the survey population reflect approximately one hundred years of history, from the 1860s to 1960s, but few within the APE were built during the first half of that period. More than seventy five percent of the survey population was built in the mid-twentieth century, between the 1930s and 1960s, twenty percent was built from the 1890s through the 1920s, and the remaining surveyed properties (two) were built prior to 1890. The following overview provides general historic background regarding the mid-Santa Cruz County area and addresses the theme of transportation, as well as residential and commercial development. This provides information for comprehending the construction of survey population properties within the APE and has been used as a basis by which they can be evaluated in their appropriate historic context.

3.1. Spanish/Mexican Era to Early American Period – 1790s to 1870s

European settlement of Santa Cruz County began with the Mission La Exaltacion de la Santa Cruz built by the Spanish in 1791, more than twenty years after Spaniards explored this region.

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by land. During the 1830s, the Mexican government granted large ranchos that covered much of the coastal region of Santa Cruz County. These included the Rancho Soquel, Rancho Arroyo del Rodeo, and Rancho Aptos. The land around the Santa Cruz Mission, including the lands of the Spanish-era Villa de Branciforte pueblo, established in 1797, remained ungranted and became public land surveyed by the General Land Office. Capitola is located on land once part of the Rancho Soquel, on the east side of Soquel Creek, granted to Martina Castro in 1833, and Rancho Arroyo del Rodeo, on the west side of Soquel Creek, granted to Francisco Rodriguez in 1836. The town of Aptos is located on what was once the Rancho Aptos, a square league of land granted to Rafael Castro in 1833. In the early American period, the ranchos were subdivided and large portions were leased or sold to agricultural interests. At the same time, the General Land Office began to issue patents for public lands in the area to settlers.

Spanish and Mexican settlers developed primitive roads in the area. During the mission era, roads connected Mission Santa Cruz and Branciforte to nearby Mission San Juan Bautista. This route followed the Monterey Bay coast and turned inland east of Aptos, over what is today Freedom Boulevard. Schooners carried freight and passengers between Santa Cruz and other coastal ports starting in the Spanish period and continuing into the twentieth century. Wharves developed as shipping points where the fledgling lumber, lime, and agricultural industries shipped goods at Santa Cruz, Soquel Landing (later Capitola), and Aptos. Inland routes developed after California statehood and the establishment of Santa Cruz County in 1850. Passenger and freight stagecoach lines ran between Santa Cruz, San Jose, and San Juan Bautista (southeast of Santa Cruz), as well as along the coast between Santa Cruz, Soquel, and Watsonville (southeast of Aptos) during the 1850s, connecting to other lines with links to San Francisco and other population centers by the early 1860s. These routes developed into subsequent roadways, portions of which became Legislative Route 56 (signed Route 1) which is now Soquel Drive / Soquel Avenue within the APE.

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2 Margaret Koch, *Santa Cruz County: Parade of the Past* (Fresno: Valley Publishers: 1973), 3. The Santa Cruz Mission was rebuilt during the 1930s and subsequently rehabilitated into a State Historic Park.


6 From the 1930s to the early 1960s, drivers traveling between Aptos and Santa Cruz along what is now Soquel Drive and Soquel Avenue would have followed road signs for State Route 1. At the time, California highways had two numbering systems. The automobile clubs in the state placed route signs and the Division of Highways used Legislative Route numbers for state funded highways. Often these numbers were different from one another. The two number systems were modified into a single numbering system in 1964. The Division of Highways referred to
In the 1870s, prominent settler, landowner, and developer Frederick A. Hihn led a group of businessmen from Santa Cruz, Aptos, and Soquel, along with San Francisco based “sugar king” Claus Spreckels, to build a railroad line between Santa Cruz and Watsonville that connected with the Southern Pacific Railroad (SPRR) line running between Monterey and Gilroy in the Santa Clara Valley. As discussed below, the SPRR later acquired the Santa Cruz line, which runs next to and through portions of the APE. Both nineteenth century road and rail developments established important transportation corridors that would lead to the eventual development of freeway State Route 1. The 1914 map in Figure 4 shows the roads and railroad lines that had developed in this area during the nineteenth century.

![Figure 4: Santa Cruz County Map, 1914, showing roads and railroads between Santa Cruz and Freedom. [United States Geological Survey, 15 minute Topographic Quadrangle, Capitola, 1914]](image)

The main road from Aptos to Santa Cruz generally followed the alignment of what is now Soquel Drive / Soquel Avenue, except for where it dipped down from Aptos village to the coast to cross Aptos Creek and back up hill again. There are no resources within the APE that represent this portion of the region’s history.

The lumber/timber and lime industries dominated the early economy of Santa Cruz County during the mid-nineteenth century, supplying San Francisco builders with timber from sawmills in the Santa Cruz mountains and in the towns of Santa Cruz, Soquel, and Aptos. Entrepreneur

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Henry Cowell and others also mined the county’s natural lime deposits for shipment to state population centers for use in building mortars. Tanneries were also an important part of the county’s industrial expansion during the 1860s and 1870s. Farming expanded as lumbermen cleared much of the heavily forested land and began the development of orchards and small farms that later were located throughout the region.8

The City of Santa Cruz initially developed in the mid-nineteenth century in the area south of the mission along what are now Pacific Street and Front Street on the west side of the San Lorenzo River, southwest of the project APE. Santa Cruz grew at a fast pace with its population rising from the hundreds to thousands in the 1850s and 1870s. The commercial areas along the streets were connected to the wharf and sat adjacent to the city’s first residential area along Lincoln Street. The area east of the San Lorenzo River and northeast of the commercial core, where the APE is located, remained as large tracts of open agricultural land until the early twentieth century. There are no nineteenth century resources in Santa Cruz within the APE.

The area that is now Capitola and Soquel began with development around a sawmill on Soquel Creek in 1846 that led to the establishment of Soquel village. Settlers John Daubenbiss and John Hames built the mill for Martina Castro and her third husband, Michael Lodge. In 1847, Daubenbiss and Hames purchased the adjacent Rancho Arroyo del Rodeo and constructed a gristmill, set out a cemetery, and began farming. As settlers purchased acreage of the former Rancho Soquel, a settlement grew on the east side of Soquel Creek. By 1852, enough settlers had come into the area for Santa Cruz County to create Soquel Township, the third township of the county.9 Soquel village, located north of the APE, became the terminus for the stagecoach route from the Santa Clara Valley over the Santa Cruz Mountains (the Old San Jose Road) in 1858. The small village grew to become the commercial hub of mid-Santa Cruz County during the 1860s and 1870s. Claus Spreckels also built the California Beet Sugar Company mill in Soquel, which operated through the 1870s processing sugar beets grown in the area.10 Many of the town’s products were shipped from Soquel Landing, in what is now Capitola, south of the APE near the mouth of Soquel Creek. In 1850, Martina Castro (Lodge) divided her land among her eight children, retaining a ninth interest for herself.11

By the mid-1860s, Frederick Hihn had purchased much of the acreage from Martina Castro’s children. Hihn began developing a fifteen-acre campground in the flat area along Soquel Creek near its mouth and on the overlooking hill to the east in 1869, beginning the area’s development

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11 Koch, Santa Cruz County, 156; Clark, Santa Cruz County Place Names, 272-273, 287.
as a resort destination. The construction of the region’s first railroad north from Watsonville brought tourists to Hihn’s resort, which he opened as Camp Capitola in 1874 as a tent city that drew tourists during the summer months. Tourists also arrived by stagecoach or schooner from San Francisco Bay communities. By the mid-1880s Hihn had constructed a large hotel, dance hall, bathhouses, livery stable, bowling alley, rebuilt the wharf, and subdivided some of the land to build cottages and summer homes.\textsuperscript{12} The postal service established Capitola’s first post office in 1889 and, by the 1890s, permanent residents established schools and churches.\textsuperscript{13} Lumber mills in the Santa Cruz Mountains around Soquel operated through the late nineteenth century, but Soquel village declined after the Santa Cruz Railroad was built through Aptos and Capitola.\textsuperscript{14}

Like Santa Cruz, there are no nineteenth century resources in Soquel or Capitola within the APE.

Development on the Rancho Aptos began by Rafael Castro leasing land to various family members and settlers in the 1850s and 1860s. Castro constructed the Aptos Wharf in the 1850s to facilitate movement of both passengers and local freight. The village developed up the hill on Aptos Wharf Road in the area of the Jose Arano House, which was built in the late 1860s at 7996 Aptos Wharf Road (Map Reference 07-04). Arano married Castro’s daughter Maria and leased the property from his father-in-law. This house served as the town grocery and post office during the 1870s. The center of the village shifted to the area around the new railroad depot built after the Santa Cruz Railroad came through Aptos in 1876. Rafael Castro sold a large portion of his land (where the communities of Rio Del Mar and Seascape are now) to Claus Spreckels in 1872. Spreckels had his land near Rio Del Mar planted in sugar beets and encouraged others to plant the crop as well. The sugar was processed in the Soquel mill until 1879. Aptos grew significantly in the 1880s as a lumber town supported by Frederick Hihn’s Valencia Mill and the rival Dougherty-Bassett Mill at Loma Prieta. The Aptos wharf was expanded during this period to accommodate the lumber industry.

Remnants of nineteenth century Aptos include the Rice House at 7992 Aptos Wharf Road (Map Reference 07-05), built around 1890, and portions of the cemetery at 7600 Soquel Drive (Map Reference 08-03). David Rice and his wife Jennie Rice occupied the house on Aptos Wharf Road. David Rice was a local worker and merchant. Jennie Rice was the daughter of early settler Isaac Graham, and she was one of the first Anglo-American females born in Santa Cruz County. The oldest burial in the cemetery on Soquel Drive dates to 1875. A small wooden chapel in the cemetery was torn down in 1930. The current contemporary church buildings adjacent to the cemetery were built in the 1960s and 2002.\textsuperscript{15}

Both the Arano House and Rice House are architecturally representative of common building types used for residential and commercial purposes in the nineteenth century in Aptos. They are,

\begin{thebibliography}{99}
\bibitem{Koch154} Koch, \textit{Santa Cruz County}, 154; Clark, \textit{Santa Cruz County Place Names}, 62.
\bibitem{Koch154155} Koch, \textit{Santa Cruz County}, 154,155; Leal, “Glimpse into …”
\bibitem{Harlick} Harlick, “Pioneers remember …”
\end{thebibliography}
or were originally, rectangular small wood frame buildings with wood siding and basic gable or hipped roofs. They are largely unadorned and were the type of building used by the working inhabitants of the community. These buildings now are identified by their type or general style as opposed to some nineteenth century houses that exhibit stylistic qualities invoked by ornamentation or building form. The Arano House is said to be of the “National Style” because it is representative of the basic two story unadorned gable roof house built by settlers, with some variation, throughout the United States. The Rice House, shown in Figure 5, is a Workingman’s Cottage.

Figure 5: Rice House, 7992 Aptos Wharf Road, Aptos (Map Reference 07-05), 2004. [Photograph by JRP Historical Consulting]

Although the house was likely built around 1890, it is reflective of the early American period of development in Aptos because of its association with the development of the community during the late nineteenth century. It is typical of the simple domestic architecture of this period in Aptos. This house’s form derives from the nineteenth century small house / cottage tradition that eventually evolved into the Bungalow style during the early twentieth century. In the 1890s, small houses inhabited by working class families or small-scale farming families took some architectural cues from higher style buildings, such as the bay window and inset porch of the Rice House, but generally were basic rectangular houses with simple floor plans with little expense or attention paid to exterior architectural decoration.
3.2. Late Nineteenth/Early Twentieth Centuries – 1880s to 1920s

The economy of mid-Santa Cruz County shifted in the late nineteenth century from the timber and lime industries to a more general agricultural economy, which included both large interests and small farms with orchards and poultry for example. It also grew in a new direction with the burgeoning tourist industry. Demand grew for improved rail and road facilities during this period as earlier transportation proved inadequate for the movement of raw materials and agricultural products from the region as well as for tourist access. The population of the region increased during the late nineteenth and early twentieth centuries with the expanding economy, particularly in the City of Santa Cruz, which led to proliferation of residential development. Examples of this period’s residential architecture are located within the APE in Santa Cruz, along or adjacent to Morrissey Boulevard (see APE map pages 19 and 20), and in Aptos where there is also one former house (9051 Soquel Drive, built in the late 1920s, Map Reference 06-01) that represents the sporadic residential development in that community during the early twentieth century.

3.2.1 Railroad Development: 1880s to 1920s

The Santa Cruz Railroad aided in the movement of freight along its twenty-one mile narrow gauge line, especially from the owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. The line connected Santa Cruz County with the standard gauge SPRR line, at Pajaro (Watsonville) Junction near Watsonville. The discrepancy between the gauges required all freight and passengers be off-loaded and transferred between rail lines. The combination of the gauge incompatibility and the railroad’s inability to compete with the lower freight shipping rates led to the Santa Cruz Railroad’s failure. The SPRR acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883. SPRR consolidated the old Santa Cruz Railroad Company line and the nearby Loma Prieta Railroad to incorporate as the Pajaro & Santa Cruz Railroad on June 3, 1884. This provided SPRR service from San Francisco to Santa Cruz through Gilroy and Watsonville.

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16 Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” 9-16.
18 To avoid confusion, Pajaro Junction was changed to Watsonville Junction in 1913. See: Rick Hamman, *California Central Coast Railways*, (Boulder, CO: Pruett Publishing Company, 1980), 229.
With reliable rail service established, the local industries went through a period of growth and development in the last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off the main north-south tracks, including two spurs specifically for large timber companies.\textsuperscript{20} Santa Cruz County tourism significantly increased after SPRR took over rail service into the Santa Cruz area. This included the South Pacific Coast Railroad line from Santa Cruz over the Santa Cruz Mountains into Los Gatos and San Jose, which had been completed as a narrow gauge line in 1880. SPRR took over the ownership and operation of this line in 1887. By the turn of the century, the SPRR was running the “Daisy Flyer” on this route, advertising a “mile-a-minute” trip from San Francisco to Santa Cruz and Monterey. SPRR also added two express and three local passenger trains between Pajaro (Watsonville) Junction and Santa Cruz.\textsuperscript{21}

SPRR extended the Watsonville-Santa Cruz line to Davenport, near the site of a new cement plant, in 1905. Plans to continue this line along the coast and connect with a line extending from San Francisco were terminated by the 1906 earthquake. After the earthquake and 1907 financial panic, railroad construction paused, but recovered by 1910. The height of railroad service in Santa Cruz County occurred between 1910 and 1920 when the greatest number of through, branch, and private lines were opened and active. The SPRR switched its route from Santa Cruz to San Jose over the Santa Cruz Mountains to standard gauge in 1907 and operated six daily trains. Numerous picnic and excursion trains also ran for tourists. Popular trains along the southern and central California coast, like the Sunset Limited, began to be rerouted through Aptos and Santa Cruz on their way to San Francisco. By 1918, there were eighteen passenger trains and six freight trains arriving and departing Santa Cruz daily.\textsuperscript{22} Although the alignment runs through the APE, no resources from this period of Santa Cruz’s railroad history are located within the APE.

3.2.2 Road Development: 1880s to 1920s

The Santa Cruz Board of Supervisors directed construction and maintenance of the county’s roads starting in the 1880s. Although the county improved roads during the late nineteenth century, both freight and passenger movement relied heavily on the services of the Santa Cruz Railroad and then SPRR. The advent and increased use of automobiles around the turn of the twentieth century encouraged the development of a paved road system in California. The call for good roads became a popular political issue, spurred by automobile clubs, automobile manufacturers, and by the large bicycle lobby of the time.\textsuperscript{23} The legislature created the Bureau of Highways in 1895, but the state did not build improved highways until the legislature passed the

\textsuperscript{20} Koch, \textit{Santa Cruz County}, 158.
\textsuperscript{21} Hamman, \textit{California Central Coast Railways}, 31; Hamman, “140 Years of Railroading . . .”
\textsuperscript{22} Hamman, \textit{California Central Coast Railways}, 229; Hamman, “140 Years of Railroading . . .”; Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” 26.
Highway Bond Act of 1909, which resulted in the construction of the state’s first system of state paved highways and county roads in the 1910s and 1920s. Santa Cruz County passed a $924,000 bond measure in 1919 that supplemented funding from the state highway system to develop their system of county roads. Among other projects, the county paved the road linking Watsonville and Santa Cruz that generally followed the early stage line, through Freedom, Aptos, and Soquel. This road is now Soquel Drive / Soquel Avenue. This county highway connected to the state highway lateral that traversed the Santa Cruz Mountains and connected Santa Cruz to San Jose (now State Route 17). The paved road between Watsonville and Santa Cruz facilitated the movement of local produce and helped draw increasing numbers of tourists to the Santa Cruz area, generating new roadside architecture and development. An example of this development is Redwood Village in Aptos, which began in 1928 and is located at 9099 Soquel Drive (Map Reference 05-04). Redwood Village is discussed in Section 3.2.3, Development of Tourism.

By the 1920s, transportation officials and the general public recognized the need for highway design innovations to alleviate traffic congestion and to reduce rising accident rates. During the first quarter of the twentieth century, the cost of both commercial trucks and private automobiles had decreased, making them available to a broader sector of the population. Developing automobile technology resulted in vehicles capable of faster speeds, and this, coupled with the growing number of motor vehicles, increased the danger on the state’s street and roads. Narrow lanes and the tight radius of bends and curves in roads that had long served horse-drawn wagons were not suitable for vehicles traveling at speeds in excess of forty miles an hour. The common solutions to traffic problems were to widen or add lanes to existing roads, a measure Santa Cruz County had employed on the Soquel Drive / Soquel Avenue, or to create new conventional routes to divert traffic from existing routes. Highway designers recognized as early as the 1920s that these solutions did not adequately address safety issues. Government officials increasingly argued for new, improved highways with limited access that could move great volumes of traffic quickly. By the 1930s, this led to the conceptual development of various types of limited access highways across the country, with terms “freeway” and “expressway” used most frequently in California to describe these new types of roadway.

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24 Raymond Forsyth and Joseph Hagwood, One Hundred Years of Progress: A Photographic Essay on the Development of the California Transportation System, (Sacramento: Signature Press, 1996), 11-13; California Department of Public Works, Division of Highways, Fifteenth Biennial Report, November 1946, 255, 257; Ben Blow, California Highways-A Descriptive Record of Road Development by the State and by Such Counties As Have Paved Highways (San Francisco: California State Automobile Association, 1920), 126, 248; E.J. Carter, “In Santa Cruz-New Multiple Lane Highway is Rapidly Nearing Completion,” California Highways and Public Works 27 (November-December 1949), 11; Koch, Santa Cruz County, 73.

3.2.3 Development of Tourism: 1880s to 1920s

Tourism of the late nineteenth century and early twentieth century had its basis in developments that occurred in and around Santa Cruz in the mid-nineteenth century. These early developments are noted here as the basis for a discussion of the 1890s to 1920s period. Local entrepreneurs constructed bathhouses to promote Santa Cruz beaches in the 1860s, and Frederick Hihn developed Capitola as a resort town in the 1870s. From these modest beginnings, the county’s tourism industry grew significantly in the late nineteenth and early twentieth centuries to become one of the most important features of the area’s economy. Most of the early development occurred along the shore, away from the project APE. Transportation developments and boosterism helped draw more tourists to the region. This led to new roadside architecture and development as well as an increase in the population, which brought residential development, particularly in Santa Cruz. Some examples of this later development are located within the APE.

The opening of the Santa Cruz Railroad as well as improvements to the Santa Cruz and Watsonville Road brought more tourists to the area and the development of resort areas in Santa Cruz, Capitola, and Aptos. The railroad provided easy access to resorts such as Seabright (in Santa Cruz) and Camp Capitola and the SPRR promoted Santa Cruz area resorts in its widely distributed publication, Sunset. Several resort hotels developed along the railroad line, such as the Claus Spreckels’ hotel in Rio Del Mar and Jose Arano’s Bayview Hotel in Aptos. In Capitola after Hihn’s death in 1913, his daughter Katherine Henderson sold the holdings to Henry Allen Rispin in 1919. Rispin envisioned the town as a destination for wealthy San Franciscans and renamed Camp Capitola as “Capitola-by-the-Sea,” hoping to bring in a more sophisticated group of tourists. Rispin purchased the whole waterfront and thirty acres along Soquel Creek, where he built a personal eight-acre estate. Along the shore adjacent to Aptos, a concrete tanker was hauled to Seacliff and converted into an amusement pier with restaurants, a swimming pool, and a dance pavilion. Both Seacliff and Rio del Mar, south of Aptos along the coast, were known as discreet places to drink and gamble during Prohibition. National magazines identified Santa Cruz as a vacation destination and developers, such as Fred Swanton with the Santa Cruz Beach, Cottage and Tent City Corporation, began large-scale resort developments adjacent to the shore outside the APE in the early 1900s (such as the Neptune Casino, the pleasure pier, and a swimming tank). The Santa Cruz Boardwalk opened in 1908.

Deluxe accommodations and improved transportation facilities gave the towns of Santa Cruz, Aptos, and Capitola status among the principal seaside resorts of the Pacific Coast along with Pacific Grove and Monterey where the famed Hotel Del Monte catered to the San Francisco

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elite. Yet, Santa Cruz and the nearby coastal communities also developed affordable vacation destinations for middle and working class tourists, many of whom began arriving in automobiles during the 1910s and 1920s. By 1920, Santa Cruz was touted as “one of California’s more popular playgrounds…” with its beach accommodations as well as its cabins in the Santa Cruz Mountains. Highway construction improved and the number of automobiles increased bringing thousands of tourists to Santa Cruz County.

Auto camps, and later cabin courts and motels, developed in Santa Cruz County and all around California to serve the growing volume of automobile travelers. Informal tents and cabins for auto-campers of the first two decades of the twentieth century gave way to organized cabin camps, or cabin courts as they were later known, in the mid- to late-1920s. Cabins provided affordable, comfortable and accessible accommodations built along the highways for auto travelers who typically stayed for short periods as an alternative to the more formal hotel settings in towns or villages. Cabins proliferated in the southern and western states and in less than fifteen years, became a roadside institution. It has been estimated that there were approximately 2,000 tourist cabin camps in the United States by 1926, more than 9,800 by 1935, and approximately 13,500 by 1939. Owners recognized their popularity and began to provide more elaborate cabins with more conveniences available at a higher daily rate. The layout and exterior imagery of the cabins were extremely important details in attracting guests. Cabins were usually pleasingly arranged and often designed to look like miniature villages, set within an ordered landscape. Some courts were designed to attract attention using fantasy themes, mimetic, or regional architecture. In Santa Cruz County, auto camps developed particularly in Aptos, Capitola, and Soquel, as these were popular stops for travelers between San Jose and Monterey. Auto courts sprang up along the Watsonville to Santa Cruz road, locally known as Soquel Drive, and resorts and gas stations were built at many intersections around the fringes of Capitola. By 1926, there were eight auto camps in Santa Cruz and three in Watsonville for example. These establishments served many visitors who could not afford the major hotels or who wanted to stay near the highway.

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29 Signor, Southern Pacific’s Coast Line, 51.
30 Blow, California Highways, 246.
34 Liebs, Main Street to Miracle Mile, 175, 176; Margolies, Home Away From Home, 34-37, 42-43, 60-65, 74-83, 100-101.
There is one auto camp, known as Redwood Village (Map Reference 05-04), within the APE. Carpenter William Parker built Redwood Village in 1928 on Soquel Drive near what is now Rio Del Mar Boulevard. Like other cabin courts of this era, it was designed as a miniature village set, some literally within the redwood trees. The surrounding redwood trees emphasized the miniature scale of the cabins, which were arranged in a crescent shape in the idyllic setting, with roadside signs to attract the travelers. Redwood Village operated as an auto cabin camp until the mid-1970s, when the small cabins were renovated to house a small shopping center. The property is representative of the evolution of roadside architecture in the early to mid-twentieth century. Figure 6 shows one of the original cabins at Redwood Village, probably in the 1930s.

Figure 6: Cabin at Redwood Village, Aptos, ca. 1930.
[Postcard, n.d., n.p., JRP collection]

Generally, as cabin courts became more durable and permanent, the units became larger and winterized and were referred to as cottages. The next development in roadside lodging design was the motor court, which was renamed the “motel” after World War II. Motor courts were structured like cabin and cottage courts except that individual units were connected to create a single building, like the Santa Cruz Inn at 2950 Soquel Avenue built in 1946 (Map Reference 18-02), and united under a single roofline with a long porch to emphasize the sense of visual integration.36

3.2.4 Early Twentieth Century Residential Development in Santa Cruz

The City of Santa Cruz was the commercial and social center of the county, with a population of more than 5,600 by 1900 when tourism replaced the declining timber industry as Santa Cruz’s main economic engine. With an expanding population, residential development fanned outward from the city’s original core near Lincoln Street on the west side of the San Lorenzo River. Fred Hihn and other speculators laid out subdivisions as early as the 1860s and 1870, yet most of these areas did not fully develop. Aside from small residential pockets in the downtown area along the San Lorenzo River, formal residential developments did not gain momentum until the late nineteenth and early twentieth centuries, when the area to the north and to the east of downtown, including the area within the project APE, began to be subdivided.

Developers A.J. Hinds and A.H. Fitch laid out the Fairmount Addition Tract, for example, in 1887. This tract’s spine was along what is now Fairmount Avenue, east of Branciforte Avenue. It is an example of an early subdivision, established outside of the densely populated town center and created in anticipation of residential growth in that area. Growth was modest until adequate demand for such development occurred and transportation systems were in place to permit residential construction in the northeast corner of the city. The number of homes in the area rose as the city’s population increased to more than 11,000 by 1910. Growth followed expansion of the city’s streetcar system, including areas within the current project APE. New subdivisions were laid out between 1900 and 1910 after a streetcar rail line was built from downtown east along Water Street and north up Morrissey Boulevard. This new line made the area along Morrissey Boulevard, Soquel Avenue, and south of the city’s de Laveaga Park easily accessible for Santa Cruz residents. Streets within the new subdivisions were named for the local landowners like Morrissey, Rooney, and Marnell. Within the APE, this resulted in the creation of the Laveaga Park Tract Subdivision Number 1, established in 1907, followed by the Laveaga Park Tract Subdivision Number 2, established in 1908. These subdivisions incorporated the lands north and south of Morrissey Boulevard (known at the time as Martin Boulevard), and each tract was subdivided into more than 150 small, typical urban-sized lots arranged in a grid-like pattern. These subdivisions attracted residents, but not in the urban design form the developers originally envisioned. Rather than the small, parcel-dense development originally envisioned, the subdivisions in this part of the city (and within the project APE) developed as semi-rural, larger suburban properties as shown in the aerial photograph in Figure 7. These large parcels held residences and small farms, many with long poultry barns or small orchards.

38 Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” 19.
40 “Laveaga Park Tract Subdivision Number 2,” Subdivision Map filed September 25, 1908, Santa Cruz County Surveyor’s Office; T. W. Wright, Official Map of Santa Cruz County (San Francisco: Britton and Rey Lithographers, 1889).
shows a historic view of Pacheco Avenue south of Morrissey Boulevard, and Figure 9 is a current view of the property at 1025 Morrissey Boulevard (Map Reference 19-03), which retains its 1915 residence and a portion of its poultry barn.

Working and middle-class residents who inhabited this part of the City of Santa Cruz built modest dwellings and ancillary buildings such as barns and garages. As elsewhere in the state, many residents built Bungalow houses in the 1900s through the 1920s, most of which were likely built from catalog or manufactured house-building kits. Bungalows were a popular choice for small house design throughout California during this period, simple yet well built with artistic flare. They are commonly seen in residential suburbs in the San Francisco Bay Area, Santa Cruz, and Monterey. Companies such as Aladdin Homes, Wilson Bungalows, Montgomery Ward, Sears and Roebuck, and Pacific Ready-Cut mass-marketed these small kit houses in catalogs throughout the country, making the Bungalow a common and easily accessible choice for the working and middle classes.

Figure 7: Aerial Photograph of northeast Santa Cruz, 1931. Dotted line represents the approximately location of modern State Route 1. [Fairchild Aerial Surveys, Santa Cruz County and Monterey County, California, 1931]
Like the early twentieth century houses in the APE on Morrissey Boulevard (as in Figure 9), Pacheco Avenue, and Fairmount Avenue (APE map pages 19 and 20), these one-story houses are generally of wood frame construction, regular in plan with an attached or engaged porch and simple architectural details. The roof usually features open eaves with exposed rafters, knee braces, lookouts, and fascia boards. Although the high-style versions of Bungalows express the trends of the Arts and Crafts movement of the period, most, like the houses in the APE in Santa Cruz, were modestly built, usually assembled either by manufacturer or local carpenters.

Figure 8: Pacheco Avenue, view facing south across Morrissey (Martin) Boulevard, 1944. House at 530 Pacheco Avenue (Map Reference 20-11) is at left edge of photo. [Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E]
3.3. Mid-Twentieth Century – 1930s to 1960s

The Great Depression impacted the economy and development of Santa Cruz County during the early 1930s, just as it did across California and the entire country. Tourism declined and the region’s small family farms struggled. A devastating fire in Capitola further damaged the tourist industry in the village in 1933. Residential and commercial development slowed throughout the mid-county region. This is reflected in the APE, in part, because there are no resources that date from the early 1930s. Within the APE, the outskirts of Santa Cruz changed little during the pre-World War II period and remained a semi-rural setting of poultry farms and small orchards. The land east of Santa Cruz along Soquel Drive and Soquel Avenue remained largely undeveloped through the 1930s. The road passed through farms and nurseries, and in Soquel, there were bulb gardens, orchards, and vineyards. As the county emerged from the depths of the Depression, development within the APE was sporadic, with a few homes built in the residential tracts in Aptos and Rio Del Mar, and some new houses in northeast Santa Cruz.

Tourism improved and traffic along the region’s main roads increased as Santa Cruz’s economy recovered during the late 1930s. The growing demands placed on the region’s roads led the state to develop plans to improve the highways to Santa Cruz, eventually leading to the construction of expressway / freeway State Route 1, which was completed through most of the APE in 1949. Although the historic trends in tourism, roadside architecture, and residential and commercial development were well established prior to World War II, the new highway dramatically

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Figure 9: 1025 Morrissey Boulevard, Santa Cruz (Map Reference 19-03), 2004. [Source: JRP Historical Consulting, LLC]

changed the mid-Santa Cruz County landscape and its patterns of development. State Route 1 brought with it new scales and types of commercial development, and the prosperity of the post-war period led to changes in residential development patterns, which can be seen within the APE.

3.3.1 Pre-World War II

Only a small group of resources within the APE, in Santa Cruz and Aptos, date to the pre-World War II period, late 1930s to early 1940s. During this time, some infill residential construction occurred in Santa Cruz within the APE. This development began the transformation of the area from a semi-rural landscape to the suburban environment that developed after the war. The infill includes the houses at 115 Rooney Street (Map Reference 20-23), built around 1935, and 429 San Juan Avenue (Map Reference 20-10), built in 1938. These new houses were built on small parcels with no ancillary farm buildings. They were built in what is now called the Minimal Traditional style, a modest architectural design that began in the 1930s and is commonly found in residential suburban developments. This style is discussed in more detail below.43

In the decade preceding the war, little residential development occurred in the APE east of Santa Cruz, except for some sporadic construction around Aptos. Much of the land surrounding Aptos had been subdivided into small farms and apple orchards as logging tapered off during the 1920s. These small agricultural properties remained in the area through the 1950s, as they did in the Soquel/Capitola area within the APE. The first residential subdivisions and developments appeared in Aptos in the 1920s, but were never densely developed until after World War II. The popularity of Aptos’ resort communities of Rio del Mar and Sealiff waned during the Depression, even though developers attempted to attract house buyers to purchase vacation or permanent homes in the area.

Realtors R.T. and Edith Townsend, Archer and Bessie Ambler, and John and Clara Zaagman subdivided what became part of Subdivision No. 1 of the Deer Park Villa Sites in 1924, for example, part of which is within the APE. This subdivision contained large rectangular lots, unlike the curvilinear streets and varied lots in Rio Del Mar, and like the other subdivisions in the area, the Depression and World War II hampered its growth. The subdivision did not really develop until the post-war period along with nearby commercial development in Deer Park Plaza. An example of one of the earlier houses in this subdivision is 762 Rio Del Mar Boulevard (Map Reference 05-03), near the entrance from the state highway into Rio Del Mar. This house was built in 1936 in the Spanish Eclectic style similar to the house style prescribed in deed

43 One can see in Division of Highway photographs of the Morrissey Boulevard area of Santa Cruz taken during the planning stages for freeway State Route 1 that the area was in decline. Some buildings appear vacant or in disrepair. In general, many of the properties do not appear to demonstrate prosperity.
restrictions for houses in Rio Del Mar.\textsuperscript{44} The photograph in Figure 10 shows the entrance to the Deer Park Villa subdivision and the Rio Del Mar area facing south across Soquel Drive. The buildings and structures at this entrance, including the arched entry above Rio Del Mar Boulevard, were constructed with mission tile roofs and stucco siding reflecting the proclivity for the Spanish style in this area. None of the buildings in this photo are extant.

![Figure 10: Entrance to Deer Park Villa, Rio Del Mar Boulevard facing south across Soquel Drive, 1944. [Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E]](image)

While much of the limited 1930s construction in mid-Santa Cruz County occurred in areas planned or subdivided earlier in the century, other properties developed or were affected by changes in transportation. Developments in pre-war transportation also established the way in which transportation was to expand following the war. Thus many properties within the APE from the mid-twentieth century directly relate to the development of this transportation corridor or were affected by it.

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. In its efforts to compete with motor vehicles, SPRR inaugurated the “Suntan Special” in 1927, running tourist trains between San Jose and Santa Cruz and later adding service to Oakland and San Francisco. Yet, changes in the region’s economy decreased demand for rail service as the lumber industry declined and trucks were used increasingly to move the relatively smaller loads of agricultural products from this area to market. Rail freight

activity shifted to the Watsonville area where the apple and sugar beet industries annually produced and shipped thousands of railroad cars of produce. The Great Depression furthered the railroad’s decline leading to the end of passenger service and limits on freight service. The SPRR’s Boulder Creek and Davenport branches carried only freight by 1930, and SPRR replaced rail passenger service up the coast from Watsonville to Davenport with bus service in 1938.\(^{45}\)

The county’s roadway system benefited from new attention from the State Division of Highways during this period. The division took control of 6,700 miles of the state’s county roads in 1933. One of the state’s major projects was to build a shoreline highway route, incorporating local routes that eventually stretched the length of the state. This included the road between Watsonville and Santa Cruz (now Freedom Boulevard/Soquel Drive/Soquel Avenue), which became Legislative Route 56 and was signed State Route 1. Economic growth, the rising popularity of autos, and the continual development of tourism in mid-Santa Cruz County increased traffic during the 1920s and 1930s. During this period, the county and then the state made improvements to the Watsonville and Santa Cruz road. Prior to 1933, the county added paved border strips to widen the roadway, but these measures proved inadequate. The Division of Highways began a reconstruction program to improve alignments, grading and width compatibility and began studying the best means to improve the highway through this area of the county in 1936.\(^{46}\)

Increased road travel along State Route 56 / Route 1 led to new roadside development, some of which was located on what was the outskirts of developed areas at that time. Property along the highway provided opportunity for services catering to the traveling public and locations for businesses that were perhaps less desirable in more populated areas. An example of this is the modest wood-sided gable roof commercial property that is located at 1527 Commercial Way in Santa Cruz (Map Reference 17-04). It was built around 1940 on State Route 56 / Route 1 and housed an auto supply store. The property was subsequently used for other retail and commercial ventures and is now a blue print shop.

Tourist travel, through-traffic, and the state’s program to build a shoreline highway, increased the demand on the region’s roadway system, which led the Division of Highways to build what eventually became freeway State Route 1. The state connected Watsonville and Santa Cruz with a “modern thoroughfare,” a new three-lane highway between the north end of Watsonville and Rob Roy Junction (southeast of Aptos), between 1941 and 1942. The junction was located in what is now the south end of the APE. This new straighter route saved drivers two miles of travel compared with the old route, which followed what is now Freedom Boulevard from Rob Roy Junction to Watsonville. The state built this highway in sections over the two-year period, through a sparsely populated area of the county that did not require bridges or major culverts. There were also few entrances and exits off the route, though the highway was not considered a

\(^{45}\) Koch, *Santa Cruz County*, 26; Hamman, “140 Years of Railroading….”

limited access expressway or freeway. The Division of Highways planned to extend the improved highway to Santa Cruz, but did not have the funding to do so prior to the outbreak of World War II. At the north end of the mid-county region, the Division of Highways completed State Route 17 as a two-lane highway into Santa Cruz in 1939, connecting San Jose and Santa Cruz. This highway fed into Ocean Street, west of this project’s APE.

3.3.2 Post-World War II

California’s post-World War II prosperity and expansion brought an upsurge to the Santa Cruz economy, tourism industry, and population, which, in turn, encouraged infrastructure and residential development. The tourism industry returned quickly to previous levels and grew steadily throughout the twentieth century. The Santa Cruz Boardwalk added a miniature golf course and more rides. Capitola began its Begonia Festival in the early 1950s, and amusement parks, such as Santa’s Village near Scotts Valley, attracted many visitors (until its closure in 1977).

Autos and trucks dominated the region’s transportation system and helped change the built environment constructed for the tourism industry. Motor vehicles not only brought more tourists to the area, but also permitted a growing number of day trip or short-term visitors while decreasing the long-term tourist stays. This led to a decrease in large-scale resorts and an increase in short-term hotels, motels, and other roadside amenities. The actual property acquisition and construction of State Route 1 as an expressway, and then freeway, led to changes in mid-Santa Cruz County. It stimulated new types of auto-centric commercial development within the broad transportation corridor, and land that could no longer be used for agriculture became accessible for commercial, residential, and institutional development. The highway also bisected this area of the county, cutting across Santa Cruz neighborhoods and splitting Capitola and Soquel from one another. Most of the post-World War II buildings and structures in the APE were either directly related to the development of this new transportation corridor or were affected by it. The remaining portion of this historic overview reflects this shift with the framework of the discussion based around the construction and development of those buildings and structures.

After the war, interest resumed in completing the state highway connecting Watsonville and Santa Cruz. The passage of the state’s Collier-Burns Act of 1947 increased fuel taxes for

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49 Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” 19.
highway construction statewide, and with this funding, the Division of Highways was able to construct the 7.65 road segment between Rob Roy Junction, south of Aptos, and Morrissey Boulevard within the city limits of Santa Cruz. Former Legislative Route 56 was superseded by this new segment of State Route 1, which the Division of Highways constructed in 1947, 1948, and 1949 as a “limited freeway,” or expressway, with grade crossings. The new four-lane divided roadway between Aptos and Santa Cruz was a much straighter roadway than had existed previously. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area. State Route 1 construction included six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013), the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064), and La Fonda Avenue Overcrossing (36 0018) (Map References: 07-02, 14-02, 13-08, 18-03, and 19-01). It also included an undercrossing at Bay Avenue (36 0036), which Caltrans replaced in 1995.

The oblique aerial photograph in Figure 11 shows the new freeway in 1948. The vantage point is at the eastern edge of the City of Santa Cruz, facing east towards Capitola, and shows scattered development along former Legislative Route 56 at the outskirts of Santa Cruz. This project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) (Map References: 07-01 and 07-03) to carry the SPRR over the roadway. The Division of Highways not only purchased right-of-way in order to construct its highway route, but also compensated property owners with nearby land. Some property owners then moved houses and other buildings out of the way of the freeway. An example of this is the house at 9310 Monroe Avenue (Map Reference 05-01), which was originally southeast of where it now stands.50

50 USGS Quadrangles, Soquel (1954, photorevised 1980); Historic Aerial Photographs (1940 through 1963); County Property Records; City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Interview with Mary-Margaret Anderson (owner) by JRP Historical Consulting, April 2004.
The Division of Highways awarded the contract to construct the major structures to Earl W. Heple of San Jose. The roadbed grading and paving contract went to N.M. Ball Sons, and Granite Construction Company of Watsonville received the lighting contract. The limited access route ended in Santa Cruz where Pacheco Avenue and Morrissey Boulevard intersect. Travelers then proceeded down Morrissey Boulevard, which was widened as part of the project, to Water Street and Soquel Avenue into the city. Drivers could connect with State Route 17 to San Jose via Ocean Street, west of the APE, on the east side of the San Lorenzo River.\textsuperscript{51}

\footnotesize\textsuperscript{51} “Freeway Will Have Eight Major Bridges,” \textit{Santa Cruz Sentinel}, March 17, 1947, 1; “Legislation Provides $76,000,000 Annually For New Construction on California State Highway System,” \textit{California Highways and Public Works} 26 (July/August 1947), 1; Blow, \textit{California Highways}, 101; Carter, “In Santa Cruz-New Multiple
Northeastern Santa Cruz, within the APE, had already started to change in the 1930s as small-scale poultry and orchard farming declined. Demand for suburban style housing grew, particularly after World War II when federal funding and mortgage guarantees encouraged construction of such housing. Not only was there pent-up demand for housing from the lack of construction during the Depression and building moratoriums during the war, but Santa Cruz’s population, like many California cities, rapidly increased after World War II. Between 1940 and 1970, the City of Santa Cruz’s population almost doubled, from nearly 17,000 to more than 32,000. Former rural and semi-rural areas around Santa Cruz began to change and quickly

became a more suburban environment by the 1950s, as shown in the aerial photograph in Figure 12.

Construction of the freeway also led to reconfiguration of parcels within the APE along Morrissey Boulevard and other areas along the freeway right-of-way. The once large farming properties were divided for new infill housing constructed in place of and in between the early twentieth century Bungalows. While some multi-family dwellings were built in the late 1940s at what was then the edge of the city, such as the property at 2600-2606 17th Avenue (Map Reference 17-01), most of the Santa Cruz residential development in the APE during the post-war period consisted of small-scale suburban houses on small parcels, built in the Minimal Traditional or Ranch styles.52

The style now referred to as “Minimal Traditional” developed in the 1930s, following the decline in popularity of Bungalows, and was a continuation of the small house design tradition that dates to the nineteenth century. In the 1930s, the popular period revival dwellings, which emulated Colonial (Spanish and East Coast) houses, picturesque medieval (so called “Tudor”) houses, or rural European cottages, began to give way to a simpler styles. Ornamented houses were economically infeasible for moderate homebuyers during the Depression, and the emphasis on simplicity and unadorned surfaces of the Modern architectural movement began to modestly influence domestic architecture. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing. Generally, these residences were built with low to medium roof pitches with close rather than overhanging eaves. They were modestly sized, of wood frame construction, and were built with exterior walls clad in wood siding, stucco, brick, stone, or a mixture of materials. Some were given large chimneys.53 Minimal Traditional style homes were built in great numbers in California, commonly in large tracts as developers tried to meet the growing demand for affordable housing. This style of residence continued to be popular into the 1950s and 1960s and can be seen in the APE on or adjacent to Morrissey Boulevard, at, for example, 353 Fairmount Avenue (Map Reference 20-17) built in 1947, 114 Elk Street (Map Reference 20-18) built in 1951, and 1011 Morrissey Boulevard (Map Reference 19-05) built in 1962.

Ranch style houses also began to emerge in the 1930s during the post-Bungalow phase of residential architecture. The style is characterized by elongated linear floor plans and a propensity to combine indoor and outdoor living areas. Ranch houses employed a variety of historic quasi-colonial / early-American period features and building methods borrowed from the designs of nineteenth-century California adobe houses and single-wall, board and batten, rural buildings. Eventually, the style also incorporated aspects of Modern architecture, emphasizing


horizontality, large windows, unadorned surfaces, and open floor plans. The style first emerged regionally in California by the 1940s, and later reached national popularity in the 1950s and 1960s. Early ranch style architects included Cliff May, H. Roy Kelley, and William Wurster. Wurster’s Gregory Farmhouse and several residences at the Pasatiempo golf course, both in Santa Cruz County, are highly regarded examples of the early Ranch style. Although none of the buildings in the APE are the work of these architects, their general influence can be seen in the survey population where modest ranch homes have open plans that include wood frame construction in the Anglo-American tradition combined with the Hispanic linear plan and understated exterior finishes. The Ranch style gained national attention, and builders of middle- and upper-income homes across the country copied the designs of early custom homes of California. The sprawling style fit the “expansive mood of the post-World War II suburbs” perfectly. Typical Ranch house features include elongated, asymmetrical one-story plans with low-pitched roofs. Roof types include hip, cross gable and side gable. Eaves are usually wide and create an overhanging shelter for a walkway along the sides of the house. A recessed entry is also common. Siding is typically wood, brick, or a combination. Large picture windows are also often present. Houses are typically composed of several wings in a U or L shape, which allow for semi-enclosed outdoor living areas that are accessible from much of the house. Garages are usually attached.

Many of the Ranch style houses within the APE are very modest examples of the style. They are small and have only the general elongated side gable form with recessed entry and/or picture window that emulate higher style ranches situated on large properties. Ranch houses in the APE include several on San Juan Avenue, such as 631 (Map Reference 20-08) built in 1947, 630 (Map Reference 20-04) built in 1950, and 505 (Map Reference 20-09) built in 1962. Others include 525 Trevethan Avenue (Map Reference 19-08) built in 1955 and shown in Figure 13.

During the 1940s and 1950s, residential development east of Santa Cruz along the edges of freeway State Route 1 was scattered among various subdivisions and on larger semi-rural properties. The house at 2701 Mattison Lane in Santa Cruz (Map Reference 16-01), just east of Rodeo Creek, was originally built in 1952 in a semi-rural landscape. It is now fully encircled by contemporary development. Similarly, houses began to fill subdivisions that had been laid out in the 1920s and 1930s. The Minimal Traditional style house at 503 Margaret Avenue in Aptos

54 David Gebhard, Eric Sandweiss, and Robert Winter, Architecture In San Francisco and Northern California, (Salt Lake City: Gibbs Smith Publisher, 1985), 579.
57 McAlester, A Field Guide to American Houses, 477, 479; Cliff May, Western Ranch Houses, 1958 (Santa Monica: Hennessey and Ingalls, 1997), 13-23.
(Map Reference 09-01) was built in 1947 in the “Mar Vista Tract on Monterey Bay,” which the Santa Cruz Land Title Company had originally subdivided in 1931. This subdivision was not built out until the 1960s, by which time it included multi-family dwellings such as the four-unit apartment building at 518 Margaret Avenue (Map Reference 09-02) built in 1962.

In other areas, former agricultural land near the freeway gave way to individual suburban style houses, such as the Ranch style house at 2500 Orchard Street in Soquel (Map Reference 13-01), built in 1952 on a property that had been a cherry and plum orchard. Again, the area surrounding the house at 2500 Orchard Street did not fully develop until the 1960s. The house at 9292 Monroe Avenue in Aptos (Map Reference 05-02) is an example of later infill. This Ranch style house was built in 1962 as Aptos was transforming from a small village surrounded by rural landscape to the largely suburban environment of the late twentieth century. Later development also included other multi-family properties such as the Turner Lane Estates Mobile Home Park, built in Capitola at 920 Capitola Avenue next to the freeway in 1960 (Map Reference 13-07) in an area that included light industrial and commercial uses. Across the freeway, the apartment building at 5070 Wilder Drive in Soquel (Map Reference 14-01) was built in 1961. This apartment building was the first building in the Weston Heights Tract No. 241 subdivision. Later additions to the subdivision were not built until the 1970s.58

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58 USGS Quadrangles, Soquel (1954 photorevised 1980); Santa Cruz County Property Records; Santa Cruz County Building Permits; City Directories (various years); Historic Aerial Photographs (1940 through 1963); Division of Highways, As built Plans 4TC45-F May 23, 1949; County Survey Maps Vol. 29, Page 19, February 1949 and Vol. 36, Page 24, May 2, 1960; United States Census (1920 and 1930); City Directories (various years); and Caltrans District 5 Right-of-Way Record Map, SCr-1-PM13.0, R-44B.8.
In 1957, the Division of Highways began construction of the remaining segment of freeway between Aptos and Santa Cruz. This project connected the existing segment of State Route 1, from Watsonville to Morrissey Boulevard with State Route 17, which entered Santa Cruz from the north. The connector segment required the construction of highway bridges and overcrossings, including the Morrissey Boulevard Overcrossing (36 0066) (Map Reference 20-13), which was completed in November 1958.59

Over the next several years, the Division of Highways converted State Route 1 between Aptos and Santa Cruz from a limited freeway with some at-grade crossings to a full limited-access freeway. This was accomplished through several contracts issued to construct frontage roads and cloverleaf interchanges on short segments of the highway. The Division of Highways built the 41st Avenue Overcrossing (36 0086) and Park Avenue Undercrossing (36 0029L and R) in Capitola in 1961 and 1963 respectively, as well as the State Park Drive Overcrossing near Aptos (36 0028) in 1963. Later, the Division of Highways built Rio Del Mar Overcrossing (36 0023) in 1967 and the Rob Roy Junction Overcrossing (36 0022) in 1969. The Division of Highways upgraded the expressway portions to freeways, in part, to be in compliance with the state’s innovative master plan for the California Freeway System produced in 1958 to create a uniform standard of roadways throughout city, county, and state jurisdictions that planned for over 12,000 miles of freeways, expressways, and other limited-access highways.60

Although highway and freeway development dominated the Santa Cruz transportation system, the SPRR still ran excursion trains from the San Francisco Bay Area, bringing tourists into Santa Cruz until 1959. The SPRR’s Suntan Special, in operation since 1927, ran every Sunday from San Francisco, over the Santa Cruz Mountains, with stops at Henry Cowell Big Trees Park and the Santa Cruz Boardwalk. When SPRR closed this mountain route in 1939, the Suntan Special ran via Watsonville Junction, through Aptos, and into Santa Cruz, which had otherwise discontinued passenger service. The Suntan Special closed during the World War II years and started operating again via Watsonville Junction in 1947 until stopping finally in 1959, ending passenger rail service into Santa Cruz County. In 1996, SPRR sold their holdings to the Union Pacific Railroad.61

The development of commercial activities along or adjacent to Soquel Drive and Soquel Avenue continued after the Division of Highways completed freeway State Route 1. The older Soquel Drive / State Route 56 alignment continued to serve local traffic and accommodated commercial land uses, particularly in Santa Cruz. Some new commercial properties were built to take advantage of auto access on and off the freeway at interchanges and at-grade crossings. For

61 Hamman, California Central Coast Railways, 229, 257.
example, the Santa Cruz Inn (formerly the Stardust Motel) at 2950 Soquel Avenue in Santa Cruz, (Map Reference 18-02) built in 1946, was likely located to attract both auto travelers along former State Route 56, as well as those that were going to be traveling the freeway which was then in the planning stages. The motel is visible at the bottom right corner of Figure 11, showing easy access on and off the freeway, as well as over the freeway on the bridge connecting Soquel Avenue to Soquel Drive.62

Construction of the freeway through former agricultural lands also permitted and induced auto/truck-centric, large-scale commercial and light industrial uses within the broad transportation corridor surrounding the freeway. This occurred particularly when the new freeway bisected agricultural properties, hampering their viability as small-scale orchard or poultry farming. The Division of Highway also constructed frontage roads on either side of the freeway to enhance local traffic movement. Commercial development spread from former State Route 56 on to the frontage roads. These trends continued through the 1950s, 1960s, and into the late twentieth century and can be seen in properties like 2617 Seventeenth Avenue in Santa Cruz, built in 1949 (Map Reference 17-02). This property had been part of a large agricultural parcel until the construction of the freeway, and unlike other sections of the new highway, an at-grade crossing was not permitted at this location. The photograph in Figure 14 shows Seventeenth Avenue before the Division of Highways built freeway State Route 1.

![Figure 14: Seventeenth Avenue in Santa Cruz facing north, 1944. Black line is where State Route 1 is to be built.](image)

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62 USGS Quadrangle Maps, Soquel (1954 photorevised 1993); City Directories (various years); County Property Records (various years); County Building Permits; Historic Aerial Photographs (1931 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave., Envelope 412, Sta 335+10; and California Highways and Public Works, November / December, 1948.

63 Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412.
Outside of the City of Santa Cruz boundaries, Soquel Avenue continues on the south side of freeway State Route 1. (Former State Route 56 becomes Soquel Drive on the north side of the freeway.) The Division of Highways built this street as part of the State Route 1 project as a frontage road connecting local roads between 7th Avenue, Mattison Lane, and 41st Avenue, and subsequently, commercial properties were developed, such as those at 2960 and 5690 Soquel Avenue (Map References 18-01 and 16-02), which were built around 1960.64

Pockets of commercial development grew in areas east of Santa Cruz both within the growing subdivisions and the remaining agricultural properties. One such area was near what was an at-grade crossing at Rosedale Avenue connecting Capitola and Soquel across State Route 1. At the time the Division of Highways was planning the freeway, the Ingram family owned property along Rosedale Avenue that was split by the new highway alignment. The Ingrams, and perhaps other property owners, likely coordinated with the Division of Highways to maintain Rosedale Avenue as a through road to permit the continued and effective agricultural use of their property. Frontage roads built with or after construction of State Route 1, such as Kennedy Drive, which intersected Rosedale Avenue in Capitola, linked local traffic with highway entrances and enhanced traffic movement that did not need to use State Route 1 for local travel. As development pressures grew in the 1950s, following Capitola incorporation in 1949, an at-grade location was desirable for the shipment of goods via trucks with easy access on and off State Route 1. This is likely the reason that the commercial properties at 2501 and 2500 Rosedale Avenue in Soquel (Map References 13-05 and 13-03) and 200, 300, and 310 Kennedy Drive in Capitola, (Map References 13-06, 13-04, and 13-02) built in the late 1950s and early 1960s were among the first commercial properties in the area located within the APE. As mentioned, the Turner Lane Estates Mobile Home Park (Map Reference 13-07) was built in this area of Capitola at the same time.65

As with the area that lined new State Route 1 through Capitola and Soquel, the area around the freeway through Aptos generally remained rural, with farms and orchards, into the 1950s and 1960s, with limited residential development. The large open areas in Aptos provided opportunity for some sizeable properties to be built within the APE in the late 1950s and early 1960s. The Catholic Church moved the Poor Clares Franciscan order of nuns from the former Rispin Mansion in Capitola, to a new facility at 280 State Park Drive (Map Reference 08-02) in 1956, and where they remained until the late 1980s before moving to Corralitos. The simple complex on State Park Drive is set on a large property. The church itself is a modest example of

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64 USGS Quadrangles, Soquel (1954 photorevised 1980); County Records (various years); Historic Aerial Photographs (1940 through 1963); City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans District 5, Right-of-Way Record Map, SCr-1-PM14.5, R-44.14; and California Highways and Public Works, November / December 1948.

65 USGS Quadrangles, Soquel (1954 photorevised 1980); Historic Aerial Photographs (1940 through 1963); City Directories (various years); County Property Records; Building Permits; Division of Highways, As Built Plans 4TC45-F May 23, 1949, Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Sta 224, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412; and County Survey Maps Vol. 38, Page 51, June 1962.
an Abstract Modern style building, with a simplified tower in place of a steeple to punctuate the building’s basic utilitarian design. The diocese built this humble religious complex to reflect the contemplative lives of the Poor Clares. The building is now houses the nondenominational Aptos Foursquare Church.66

Across State Route 1 from the Poor Clares, San Jose developer James Fenton built Aptos’ first modern shopping center in 1962, anticipating development in the area. The site was chosen also to take advantage of improved access from either side of the freeway from the new bridge taking State Park Road over State Route 1 that the Division of Highways was concurrently planning and building. The Rancho Del Mar Shopping Center at 140 Rancho Del Mar (Map Reference 08-01) was the first large retail facility built outside of Aptos village, but was soon joined by small groups of stores established in the Seacliff, Rio Del Mar, and La Selva Beach areas in the 1960s. The Rancho Del Mar Shopping Center was expanded in the mid- to late-1960s and again in 1978.67 The general V-shaped plan of the center, set on twelve acres, is representative of late 1950s and early 1960s neighborhood shopping center design trends. The original design included popular rustic ranch style details that appear in many shopping centers and suburban developments at this time. The complex, which is classified as a neighborhood shopping center, is also representative of a transitional period in shopping center evolution between the era of downtown shopping districts and the advent of the enclosed suburban mall. Neighborhood shopping centers were often anchored with a large supermarket and surrounded by a large variety of smaller shops and services focused on everyday needs. A typical layout included a V- or U-shaped plan of one-story stores with a large parking lot between the storefronts and the street. Neighborhood centers developed during the same time period as the beginnings of the enclosed shopping mall, which had an inward focus and were usually anchored by several large department stores. The proliferation of shopping centers is generally linked to suburban growth, the availability and use of the automobile, and a change in real estate tax policy in the late 1950s and early 1960s.68 The Rancho Del Mar Shopping Center was not the only commercial center to develop in response to the surge in mid-county growth, even though it was one of the largest and earliest.


67 “Rancho Del Mar Signs Up County Bank and Safeway,” Santa Cruz Sentinel (January 7, 1960), 1; and “Rancho Del Mar Shopping Center, Aptos, CA: Remodeling Project – Safeway Expansion Project,” in the files of the James Fenton Co., Inc., of Sandpoint, Idaho (no date). Historic Photographs (1940 through 1963); City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949.

68 See Richard Longstreth, City Center to Regional Mall: Architecture, the Automobile and Retailing in Los Angeles, 1920-1950 (Cambridge: MIT Press, 1998); Liebs, Main Street to Miracle Mile, 130-135; Thomas Hanchett, “U.S. Tax Policy and the Shopping Center Boom of the 1950s and 1960s,” in American Historical Review (Volume 101, No. 4, October 1996).
Development along much of the State Route 1 corridor between Aptos and Santa Cruz that one sees today is a product of the late twentieth century. Tourism continued to be an important part of the Santa Cruz County economy in the late twentieth century, attracting service industry development. The region also experienced population growth, which attracted new educational institutions such as the University of California campus on the northwestern outskirts of the City of Santa Cruz and Cabrillo College in Aptos, both beginning in the 1960s. Capitola started to attract artists and galleries in the 1960s during a period when its population doubled. In the 1970s, Capitola began to urbanize through accelerated residential growth and the annexation of surrounding lands. Annexation included the 41st Avenue area west of Soquel Creek, which became a regional shopping mall and modern business district. Capitola also experienced a substantial amount of growth in outlying areas in the 1970s, almost doubling in size again by 1980. Soquel remained small and unincorporated due to the community’s fight against several attempts to develop large subdivisions in the 1970s. During the 1980s, antique stores began to cluster in Soquel and today are the most popular business for the village. Soquel is home to one of the largest concentrations of antiques stores on the west coast.69 Aptos remained a quiet community through the 1950s, but experienced a large growth spurt in the 1960s. Today Aptos has a population of more than 9,000 people and, economically, is responsible for twenty-five percent of the county’s visitor rental units and supplies half of the unincorporated county lodging taxes.70 In the 1980s, the technology sector began to bridge the gap between the twin economic engines of tourism and agriculture for the region, as it had for neighboring Santa Clara County. Dozens of technological firms, Santa Clara based firms and subsidiaries, as well as local ventures, operate in the city and region.71 The mid-county area has also become a bedroom community for other urban areas, particularly San Jose. Many of the properties within the survey population in the APE therefore represent the early transformation of once rural and agricultural land into the current, mostly suburban type, built environment.

4. DESCRIPTION OF CULTURAL RESOURCES

The historic architectural APE for this project covers an area along SR 1 in Santa Cruz County between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. This area encompasses nearly 400 legal parcels. Of these, 70 parcels contained buildings, groups of buildings, or structures constructed in or before 1962. This historic-era construction constitutes the evaluated properties for this study and they are characterized below.

The surveyed properties include buildings and structures that are related to the general historical patterns of agricultural, residential and community, and commercial development. Within these general themes, many of the surveyed properties are directly related to changes and expansion of the transportation corridor itself. Nearly all of the survey population, more than seventy-five percent, dates to the more modern period between 1930 and 1962. About twenty percent of the survey population dates to the time around the turn of the last century (1890-1920), and only two surveyed properties (Map Reference No. 07-04 and 07-05) date to before 1890. This distribution illustrates that few of the older buildings and structures of the mid-county area are located within the APE. This can be attributed to the fact that most of the alignment of SR 1 within the APE dates to the late 1940s and the route that the Division of Highways selected for the freeway was a previously rural and agricultural landscape that had not been densely developed. As discussed in the historic overview, the post-freeway landscape changed dramatically as commercial centers developed around interchanges and along frontage roads, and many farm parcels split by the roadway construction were subdivided into smaller suburban lots. This suburban development encouraged much denser vegetation as well, with much more space within the post-war landscape devoted to trees and shrubs.

The APE includes portions of two incorporated cities, Santa Cruz and Capitola, and several unincorporated areas, or neighborhoods of Santa Cruz County, including Soquel and Aptos. The large number of buildings and structures that date to the 1930 to 1962 period are geographically clustered at the west end of the APE where more than sixty percent fall within the City of Santa Cruz (see Figure 3, Appendix A, sheets 19 and 20). The City of Capitola is located east of the city of Santa Cruz, south of State Route 1, largely outside the APE. State Route 1 separates the city from its unincorporated neighbor to the north, Soquel, and the historic center of this village is also outside the current APE. Aptos is located east of Soquel and Capitola and is bisected by State Route 1, with the original village located north of the freeway and north of the APE as well. Roughly thirty percent of the surveyed properties fall in the Soquel, Capitola, and Aptos areas, and most of those in the vicinity of Aptos.

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72 Bridge structures are not associated with specific legal parcels, but do carry a unique identification number. There are eight bridges that are part of the survey population for this project.

73 Donald Thomas Clark, Santa Cruz County Place Names: A Geographical Dictionary (Santa Cruz: Santa Cruz Historical Society, 1986), 313.
Approximately sixty-six percent of the survey population consists of residential buildings, mostly single-family dwellings, although there are a few multi-family units within the survey population (Map Reference Nos. 09-02, 13-07, 14-01, and 18-04). The remaining survey population is made up of buildings with various commercial or religious functions, or they are bridge structures.

Commercial buildings dating to 1962 or earlier are evenly distributed within the APE, with three in the Aptos area, six in the Soquel/Capitola area, and five in the city of Santa Cruz. None of these commercial buildings appear eligible for National Register or California Register. One commercial property is recognized by a local government historic inventory -- Redwood Village was built in the late 1920s and operated as an auto cabin camp until the mid-1970s, when the small cabins were renovated to house a small shopping center (Map Reference No. 05-04). This property is representative of the evolution of roadside architecture in the early to mid-twentieth century, and although Santa Cruz County recognizes it as of local interest, it has lost integrity and does not appear to be eligible for either the National or California registers. It is not a historical resource for the purposes of CEQA.

Two surveyed properties with religious functions are located in the vicinity of Aptos, the Poor Clares Monastery (Map Reference No. 08-02) and the Calvary Cemetery, or Catholic Cemetery near the Resurrection Community Catholic Church (Map Reference No. 08-03). The cemetery is the second oldest surveyed property and dates to about 1868, but does not appear to be eligible under any of the significance criteria, either as a cemetery (Criteria Consideration D), or as the location of a grave (Criteria Consideration C). The Poor Clares facility was built in the mid 1950s, but does not appear to meet the criteria of significance for either register.

The eight bridges of the survey population are relatively evenly dispersed throughout the APE, with three in Aptos, two in Capitola, and three in Santa Cruz. Six of the bridges carry vehicular traffic along or over SR 1. These are the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013) and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064), La Fonda Avenue Overcrossing (36 0018), and Morrissey Boulevard Overcrossing (36 0066) (Map References: 07-02, 14-02, 13-08, 18-03, 19-01, and 20-13). Among the bridge structures in the APE are two railroad underpasses – the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) (Map References: 07-01 and 07-03) – that carry the former SPRR line over SR1.

Aside from these examples, most of the built environment in the APE is dominated by more recent, non-historic construction. Examples are: the various retail properties near the Soquel Avenue/Soquel Drive and SR 1 interchange in eastern Santa Cruz; and the modern office buildings east of Chanticleer and south of the freeway. Streets with names like “Research Park Drive” and “Auto Plaza Drive” appear in the vicinity of the 41st Avenue/SR 1 interchange where they are surrounded by modern development. Most buildings and structures around Cabrillo College (between Soquel and Aptos) are also non-historic and date to the same time as the school, the late 1960s and after.
Most of the buildings and structures evaluated for this project have been changed since their date of construction, and most do not retain historic integrity. The most common property type, the single-family home, is the property type that has been most often altered. Not only have the layouts of residential subdivisions been modified, the houses within the subdivisions were frequently changed. Many of the alterations to the layouts of subdivisions, parcel boundary changes, and sometimes demolition or removal of buildings occurred when modern SR 1 was constructed through the area in the late 1940s. Many more alterations to the properties of the study population have been completed since that time. Typical alterations for residences, as well as commercial and public buildings, include the installation of replacement siding and roofing materials, replacement of windows and doors, and the addition of rooms. Some of the evaluated properties were also expanded to include additional buildings or structures or converted from their original functions.

One of the single-family residential properties surveyed for this project is recognized by local government as historic, although it does not appear eligible for National Register or California Register and it is not a historical resource for the purpose of CEQA. The house at 905 Morrissey Avenue (Map Reference No. 19-06) is a one-story bungalow with Craftsman details that was built in 1915. It has a double front gable roof, eave brackets, exposed rafter tails, and clapboard siding with staggered split wood shingles under the gable peaks. The property has been designated as a historical resource an inventory by the City of Santa Cruz as representative of Craftsman-influenced house design within the city, but it does not appear to be eligible for either the NRHP or CRHP because it has lost integrity.
5. FINDINGS AND CONCLUSIONS

JRP Historical Consulting, LLC, prepared this HRER as part of the Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard PM R7.33/16.13 (KP R11.79/25.96) and to comply with the Section 106 Programmatic Agreement. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The project will widen a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. Of the seventy resources evaluated for this project, none appear to be eligible for the NRHP or CRHR, and none are considered to be historical resources for the purposes of CEQA. The tables below summarize the results of this report for all of the historic resources within the APE.

Meta Bunse and Chris McMorris of JRP each meet the Professionally Qualified Staff Standards in the Section 106 PA Attachment 1 as Historians and Architectural Historians. They have determined that the only other properties present within the APE, including state-owned resources, qualify as exempt from evaluation in accordance with Attachment 4 of the Programmatic Agreement (Attachment D).

To summarize the results of the study, none of the surveyed properties are listed in the NRHP or CRHR, and none have been previously determined eligible for the NRHP or CRHR. None of the seventy surveyed properties appears to be eligible for the NRHP or the CRHR, and none are considered to be historical resources under CEQA. The residence at 905 Morrissey Avenue (Map Reference No. 19-06) and Redwood Village, 9099 Soquel Drive (Map Reference No. 05-04) have lost integrity and do not merit listing on the NRHP or CRHR, however, both have been recognized by local governments. Neither is a historical resource for the purposes of CEQA.

Table 1. Properties Listed in the National Register or California Register

None

Table 2. Properties Previously Determined Eligible for the National Register or California Register

None

Table 3. Properties Previously Determined Ineligible for the National Register of California Register

None
Table 4. Properties Determined Eligible for the National Register or California Register as a Result of the Current Study

None

Table 5. Properties Determined Ineligible for the National Register or California Register as a Result of the Current Study

<table>
<thead>
<tr>
<th>Name</th>
<th>Address / Location</th>
<th>Community</th>
<th>OHP Status Code</th>
<th>Map Reference #</th>
</tr>
</thead>
<tbody>
<tr>
<td>9310, 9320 Monroe Avenue (APN: 041-221-21)</td>
<td>Aptos</td>
<td>6Z</td>
<td>05-01</td>
<td></td>
</tr>
<tr>
<td>9292 Monroe Avenue (APN: 041-221-22)</td>
<td>Aptos</td>
<td>6Z</td>
<td>05-02</td>
<td></td>
</tr>
<tr>
<td>762 Rio Del Mar Boulevard (APN: 044-023-03)</td>
<td>Aptos</td>
<td>6Z</td>
<td>05-03</td>
<td></td>
</tr>
<tr>
<td>Redwood Village 9099 Soquel Drive (APN: 041-151-19)</td>
<td>Aptos</td>
<td>5S2</td>
<td>05-04</td>
<td></td>
</tr>
<tr>
<td>9051 Soquel Drive (APN: 041-141-23)</td>
<td>Aptos</td>
<td>6Z</td>
<td>06-01</td>
<td></td>
</tr>
<tr>
<td>Bridge 36 0003 South Aptos UP</td>
<td>Aptos</td>
<td>6Z</td>
<td>07-01</td>
<td></td>
</tr>
<tr>
<td>Bridge 36 0011 Aptos Creek</td>
<td>Aptos</td>
<td>6Z</td>
<td>07-02</td>
<td></td>
</tr>
<tr>
<td>Bridge 36 0012 North Aptos UP</td>
<td>Aptos</td>
<td>6Z</td>
<td>07-03</td>
<td></td>
</tr>
<tr>
<td>Jose Arano House 7996 Apts Wharf Road (APN: 039-232-01)</td>
<td>Aptos</td>
<td>6Z</td>
<td>07-04</td>
<td></td>
</tr>
<tr>
<td>Rice House 7992 Apts Wharf Road (APN: 039-232-03)</td>
<td>Aptos</td>
<td>3S/3CS</td>
<td>07-05</td>
<td></td>
</tr>
<tr>
<td>140 Rancho Del Mar Boulevard (APN: 039-221-12)</td>
<td>Aptos</td>
<td>6Z</td>
<td>08-01</td>
<td></td>
</tr>
<tr>
<td>Poor Clares Monastery 280 State Park Drive (APN: 042-011-06)</td>
<td>Aptos</td>
<td>6Z</td>
<td>08-02</td>
<td></td>
</tr>
</tbody>
</table>

74 This property was surveyed by other consultants in 1986 and 1995. The first of these surveys did not include a formal conclusion using the National Register criteria, however the OHP Historic Properties Data File carried it as a “3S,” or “appears eligible.” The 1995 survey concluded that it was of local interest only, “NR5,” which is how Santa Cruz County carries the property. Code “5S2” is an “individual property that is eligible for local listing or designation,” (OHP, Technical Assistance Bulletin 8 [2004]). Please refer to the DPR523 form for more details.

75 This property was also surveyed by other consultants in 1986 and 2001. The most recent of these concluded that it “might become eligible” and it was listed in the OHP Historic Property Data File as a “5S,” meaning not eligible but of local interest. Please refer to the DPR523 form for more details.

76 This property was also surveyed by other consultants in 1986 and in 2001. It appeared eligible at the time of the 2001 evaluation. Code “3S” is property that appears eligible for listing and “3CS” “appears eligible for CR as an individual property through survey evaluation.” (OHP, Technical Assistance Bulletin 8 [2004]). Please refer to the DPR523 form for more details.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address / Location</th>
<th>Community</th>
<th>OHP Status Code</th>
<th>Map Reference #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calvary Cemetery; or Aptos Catholic Cemetery</td>
<td>7600 Soquel Drive (APN: 039-421-07) near Resurrection Church</td>
<td>Aptos</td>
<td>6Z&lt;sup&gt;77&lt;/sup&gt;</td>
<td>08-03</td>
</tr>
<tr>
<td></td>
<td>503 Margaret Avenue (APN: 038-072-19)</td>
<td>Aptos</td>
<td>6Z</td>
<td>09-01</td>
</tr>
<tr>
<td></td>
<td>518 Margaret Avenue (APN: 038-071-18)</td>
<td>Aptos</td>
<td>6Z</td>
<td>09-02</td>
</tr>
<tr>
<td></td>
<td>2500 Orchard Street (APN: 037-171-11)</td>
<td>Soquel</td>
<td>6Z</td>
<td>13-01</td>
</tr>
<tr>
<td></td>
<td>310 Kennedy Drive (APN: 036-031-16)</td>
<td>Capitola</td>
<td>6Z</td>
<td>13-02</td>
</tr>
<tr>
<td></td>
<td>2500-2510 Rosedale Avenue (APN: 030-253-72)</td>
<td>Soquel</td>
<td>6Z</td>
<td>13-03</td>
</tr>
<tr>
<td></td>
<td>300 Kennedy Drive (APN: 036-031-18)</td>
<td>Capitola</td>
<td>6Z</td>
<td>13-04</td>
</tr>
<tr>
<td></td>
<td>2501 Rosedale Avenue (APN: 030-242-17)</td>
<td>Soquel</td>
<td>6Z</td>
<td>13-05</td>
</tr>
<tr>
<td></td>
<td>200 Kennedy Drive (APN: 036-031-01)</td>
<td>Capitola</td>
<td>6Z</td>
<td>13-06</td>
</tr>
<tr>
<td></td>
<td>920 Capitola Avenue (APN: 036-021-35)</td>
<td>Capitola</td>
<td>6Z</td>
<td>13-07</td>
</tr>
<tr>
<td>Bridge 36 0024</td>
<td>Capitola Avenue OC</td>
<td>Capitola</td>
<td>6Z</td>
<td>13-08</td>
</tr>
<tr>
<td></td>
<td>5070 Wilder Drive (APN: 030-221-16)</td>
<td>Soquel</td>
<td>6Z</td>
<td>14-01</td>
</tr>
<tr>
<td>Bridge 36 0013</td>
<td>Soquel Creek</td>
<td>Capitola</td>
<td>6Z</td>
<td>14-02</td>
</tr>
<tr>
<td></td>
<td>2265 41st Avenue (APN: 034-191-03)</td>
<td>Capitola</td>
<td>6Z</td>
<td>15-01</td>
</tr>
<tr>
<td></td>
<td>2701 Mattison Lane (APN: 025-191-05)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>16-01</td>
</tr>
<tr>
<td></td>
<td>5960 Soquel Avenue (APN: 029-021-46)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>16-02</td>
</tr>
<tr>
<td></td>
<td>2600, 2604, 2606 17th Avenue (APN: 025-161-39)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>17-01</td>
</tr>
<tr>
<td></td>
<td>2617 17th Avenue (APN: 025-151-15)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>17-02</td>
</tr>
<tr>
<td></td>
<td>3550 Soquel Avenue (APN: 026-041-19)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>17-03</td>
</tr>
<tr>
<td></td>
<td>1527 Commercial Way (APN: 025-071-31)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>17-04</td>
</tr>
<tr>
<td>Santa Cruz Inn</td>
<td>2950 Soquel Avenue (APN: 026-031-14)</td>
<td>Santa Cruz</td>
<td>6Z&lt;sup&gt;78&lt;/sup&gt;</td>
<td>18-02</td>
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<tr>
<td>Bridge 36 0064</td>
<td>Soquel Drive OC</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>18-03</td>
</tr>
</tbody>
</table>

<sup>77</sup> This property was also surveyed by another consultant in 2001. The conclusion of that evaluation was that it appeared eligible, however, the evaluation was incomplete. Please refer to the DPR523 form for more details.

<sup>78</sup> This property was also surveyed by another consultant in 1986. The construction date given on that form was incorrect and the evaluation needed to be revisited. Please refer to the DPR523 form for more details.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address / Location</th>
<th>Community</th>
<th>OHP Status Code</th>
<th>Map Reference #</th>
</tr>
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<tbody>
<tr>
<td>3053, 3055, 3057 Salisbury Drive (APN: 025-054-15)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>18-04</td>
<td></td>
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<tr>
<td>Bridge 36 0018</td>
<td>La Fonda Avenue OC</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-01</td>
</tr>
<tr>
<td>104 Holway Drive (APN: 009-112-03)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-02</td>
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</tr>
<tr>
<td>1025 Morrissey Boulevard (APN: 009-102-18)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-03</td>
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</tr>
<tr>
<td>1015 Morrissey Boulevard (APN: 009-102-29)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-04</td>
<td></td>
</tr>
<tr>
<td>1011 Morrissey Boulevard (APN: 009-102-30)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-05</td>
<td></td>
</tr>
<tr>
<td>905 Morrissey Boulevard (APN: 009-074-25)</td>
<td>Santa Cruz</td>
<td>5&lt;sup&gt;79&lt;/sup&gt;</td>
<td>19-06</td>
<td></td>
</tr>
<tr>
<td>817-825 Morrissey Boulevard (APN: 009-073-21)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-07</td>
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</tr>
<tr>
<td>525 Trevethan Avenue (APN: 009-281-10)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-08</td>
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</tr>
<tr>
<td>516 Marnell Avenue (APN: 009-281-11)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-09</td>
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</tr>
<tr>
<td>723 Morrissey Boulevard (APN: 009-072-24)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>19-10</td>
<td></td>
</tr>
<tr>
<td>719 Morrissey Boulevard (APN: 009-072-23)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>20-01</td>
<td></td>
</tr>
<tr>
<td>715 Morrissey Boulevard (APN: 009-072-21)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>20-02</td>
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</tr>
<tr>
<td>615 Marnell Avenue (APN: 009-072-07)</td>
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<tr>
<td>630 San Juan Avenue (APN: 009-072-16)</td>
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<td>6Z</td>
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</tr>
<tr>
<td>626 San Juan Avenue (APN: 009-072-15)</td>
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<td>6Z</td>
<td>20-05</td>
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<tr>
<td>118 Allerton Street (APN: 009-071-17)</td>
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<td>6Z</td>
<td>20-06</td>
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<tr>
<td>112 Allerton Street (APN: 009-071-16)</td>
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<td>6Z</td>
<td>20-07</td>
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<tr>
<td>631 San Juan Avenue (APN: 009-071-02)</td>
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<td>6Z</td>
<td>20-08</td>
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</tr>
<tr>
<td>505 San Juan Avenue (APN: 009-261-04)</td>
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<td>6Z</td>
<td>20-09</td>
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</tr>
<tr>
<td>429 San Juan Avenue (APN: 009-264-01)</td>
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<td>6Z</td>
<td>20-10</td>
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</tr>
<tr>
<td>530 Pacheco Avenue (APN: 009-264-14)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>20-11</td>
<td></td>
</tr>
<tr>
<td>522 Pacheco Avenue (APN: 009-264-11)</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>20-12</td>
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</tr>
<tr>
<td>Bridge 36 0066</td>
<td>Morrissey Boulevard OC</td>
<td>Santa Cruz</td>
<td>6Z</td>
<td>20-13</td>
</tr>
</tbody>
</table>

<sup>79</sup> This property is a “historic building” as identified by the City of Santa Cruz and merits a Status Code “5” for that reason. OHP shows this property as Status Code “7,” indicating that it requires re-evaluation, which has been accomplished as part of this study. Caltrans determined that this building is not eligible for the NRHP or CRHR; however, it is locally designated. Please refer to the DPR523 form for more details.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address / Location</th>
<th>Community</th>
<th>OHP Status Code</th>
<th>Map Reference #</th>
</tr>
</thead>
<tbody>
<tr>
<td>517 Pacheco Avenue</td>
<td>(APN: 009-263-03) Santa Cruz</td>
<td>6Z</td>
<td>20-14</td>
<td></td>
</tr>
<tr>
<td>511 Pacheco Avenue</td>
<td>(APN: 009-263-04) Santa Cruz</td>
<td>6Z</td>
<td>20-15</td>
<td></td>
</tr>
<tr>
<td>371 Fairmount Avenue</td>
<td>(APN: 009-171-13) Santa Cruz</td>
<td>6Z</td>
<td>20-16</td>
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</tr>
<tr>
<td>353 Fairmount Avenue</td>
<td>(APN: 009-171-35) Santa Cruz</td>
<td>6Z</td>
<td>20-17</td>
<td></td>
</tr>
<tr>
<td>114 Elk Street</td>
<td>(APN: 009-051-35) Santa Cruz</td>
<td>6Z</td>
<td>20-18</td>
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<tr>
<td>102 Elk Street</td>
<td>(APN: 009-051-44) Santa Cruz</td>
<td>6Z</td>
<td>20-19</td>
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</tr>
<tr>
<td>101 Elk Street</td>
<td>(APN: 009-042-26) Santa Cruz</td>
<td>6Z</td>
<td>20-20</td>
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</tr>
<tr>
<td>147 Rooney Street</td>
<td>(APN: 009-042-18) Santa Cruz</td>
<td>6Z</td>
<td>20-21</td>
<td></td>
</tr>
<tr>
<td>143 Rooney Street</td>
<td>(APN: 009-042-19) Santa Cruz</td>
<td>6Z</td>
<td>20-22</td>
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</tr>
<tr>
<td>115 Rooney Street</td>
<td>(APN: 009-042-47) Santa Cruz</td>
<td>6Z</td>
<td>20-23</td>
<td></td>
</tr>
<tr>
<td>107 Rooney Street</td>
<td>(APN: 009-042-39) Santa Cruz</td>
<td>6Z</td>
<td>20-24</td>
<td></td>
</tr>
</tbody>
</table>

**Table 6. Properties for Which Further Study is Needed because Evaluation was not Possible**

None

**Table 7. Resources That Are Historical Resources for the Purposes of CEQA**

None

**Table 8. Resources That Are Not Historical Resources Under CEQA, Per CEQA Guidelines §15064.5, because they Do Not Meet the California Register Criteria Outlined in PRC §5024.1**

See Table 5, above.
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7. PREPARERS' QUALIFICATIONS

JRP Partner Meta Bunse (MA in History – Public History, California State University, Sacramento, 1996) directed this project, including APE development, fieldwork, research and analysis. Ms. Bunse has more than eighteen years experience working as a consulting historian on a wide variety of historical research and cultural resource management projects as a researcher, author, and project manager. Based on her level of education and experience, Ms. Bunse qualifies as a historian/architectural historian under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Partner Christopher McMorris (MS in Historic Preservation, Columbia University) provided assistance in writing the historic overview and with evaluation of bridge structures. Mr. McMorris has been with JRP since 1998 and based on his education and experience qualifies as a historian/architectural historian under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

Staff Historian Patricia Ambacher (MA in History – Public History, California State University, Sacramento, 2002) assisted with field recordation, research, preparation of the report, and form preparation / site evaluations. She contributed to this project between 2003 and 2005, while employed at JRP.

Research Assistant Julia Cheney (MA in History – Public History, California State University, Sacramento) assisted with field recordation, research, preparation of the report, and form preparation / site evaluations. She contributed to this project between 2003 and 2005, while employed at JRP.
ATTACHMENTS
APPENDIX A: Figures
Exhibit 1. Project Location.
Exhibit 3:
Sheet 1 of 21

Legend

- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-0C7300
Exhibit 3:
Sheet 2 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7-33/16.13 (KP R11.79/25.96)
EA 05-0C7390
Exhibit 3:
Sheet 3 of 21
Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Eligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Ineligible Archaeological Resources
- Ineligible Architectural Resources

Exhibit 3:
Sheet 4 of 21
Exhibit 3:
Sheet 5 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PR R7 33/16.13 (KP R11 79/25.96)
EA 05-0C7300
Exhibit 3:
Sheet 6 of 21

Legend:
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
- Ineligible Archaeological Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 91 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-0C7300
Exhibit 3:
Sheet 7 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.
05-SCR-1 PM R17.33/16.13 (KP R11.79/25.96)
EA 05-SC7300

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or UnEvaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

EA 05-SC7300

Existing Right-of-Way
Proposed Right-of-Way (where deviates from existing)
Archaeological APE
Architectural APE
Ineligible Archaeological Resources
Eligible or UnEvaluated Cultural Resources
Engineering Stations
Ineligible Architectural Resources

Legend

- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or UnEvaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Legend

- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or UnEvaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Legend

- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or UnEvaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
Exhibit 3:
Sheet 9 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Eligible or Unevaluated Cultural Resources
- Eligible Archaeological Resources
- Ineligible Archaeological Resources
- Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-007300
Exhibit 3:
Sheet 11 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.
05-SCR-1 PM R11.79/25.96 (KP R8.92/16.13)
EA 05-0C7300
Exhibit 3:
Sheet 12 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.
05-SCR-1 P.M. R7.73-16.13 (KP R11.79/25.96)
EA 05-0C7300
Exhibit 3:
Sheet 13 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-0C7300

PERT 12.5 (KP 20.1)
Exhibit 3:
Sheet 14 of 21
Exhibit 3:
Sheet 15 of 21

Existing Right-of-Way
Proposed Right-of-Way (where deviates from existing)
Parcel Lines
Archaeological APE
Architectural APE
Ineligible Archaeological Resources
Eligible or Unevaluated Cultural Resources
Engineering Stations
Ineligible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-0C7300

Legend
Exhibit 3: Sheet 16 of 21
Exhibit 3:
Sheet 17 of 21

Legend
- Existing Right-of-Way
- Proposed Right-of-Way (where deviates from existing)
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Indigible Architectural Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Widening Project
San Andreas Road to Morrissey Blvd.,
05-SCR-1 PM R7.33/16.13 (KP R11.79/25.96)
EA 05-SC7300

Meters
0 20 40
Feet
0 50 100 150
Exhibit 3:
Sheet 19 of 21
APPENDIX B: DPR 523 Forms
Located on parcel 041-221-21 are two residences. The first residence is 9310 Monroe Avenue. This split-level Ranch-style house rests on the parcel’s southwest corner. A small house when moved to the parcel in the mid-1940s, the current house has an irregular U-shaped plan and is topped with cross gable and shed roofs clad in modern Spanish tiles. The house is sheathed in replacement stucco, board-and-batten and brick siding. There is a brick veneer located on the north sides of the east and west wings of the house. Located in the central nave of the house is an exterior brick chimney. (Photograph 1) A concrete slab walkway leads to the recessed main entrance. It is sheltered by a shed roof extension that is supported by two square posts. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, January 15, 2004

*P6. Date Constructed/ Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both c.1945 and c. 1975 / county property records

*P7. Owner and Address: Lannie M. Spencer & Mary-Margaret Anderson 24 Lorita Avenue Piedmont, CA 94611-3922

*P8. Recorded by: (Name, affiliation, address) Patricia Ambacher JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: January 2004

*P10. Survey Type: (Describe) Intensive
B1. Historic Name: Anderson House
B2. Common Name: Anderson House
B3. Original Use: single family residence  B4. Present Use: single family residence
*B5. Architectural Style: Ranch  

*B7. Moved? □ No ☑ Yes ☐ Unknown  Date: c.1947  Original Location: south side of Highway 1
*B8. Related Features: ________________  

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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The house at 9310 Monroe Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) 
*B12. References: USGS Quadrangles, Soquel (1954, photorevised 1980); Historic Aerial Photographs (1940 through 1963); County Property Records; City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Interview with Mary-Margaret Anderson (owner)

B13. Remarks: 
*B14. Evaluator: Meta Bunse  
*Date of Evaluation: January 2004  
(This space reserved for official comments.)
Another secondary entrance is located on the east wing. It too has a concrete slab walkway with a single step leading to a flush entry sheltered by a shed roof extension. That extension is also supported by two square wood posts. Yet a third entrance exists on the east wing and consists of replacement sliding glass doors that lead to the wood deck. The deck extends to the southeast and south sides of the house. The fenestration throughout consists of replacement vinyl sliding windows. *(Photograph 2)*

The second residence, 9320 Monroe Avenue, sits on parcel’s southeast corner. Built in about 1975, this is a front gable residence topped with composition shingle. The residence sits on top of a three-car garage. The entire building is sheathed in vertical plywood siding and it has a brick veneer along the garage’s north side. *(Photograph 3)* The fenestration throughout consists of replacement vinyl vertical sliding windows. On the building’s northwest side there is a wood staircase and deck that leads to the residence’s main entrance. Sheltering the screen door is a small wood roof extension. The garage features replacement sectional roll up garage doors. There is also a flush wood door at the northwest corner of the garage.

**B10. Significance (continued):**

**History of Property**

This house that is known as 9310 Monroe Avenue sits on a large, irregular shaped parcel bordered by Monroe Avenue to the north and Soquel Drive to the south. The current structure was originally a small two-bedroom house that was moved to this location by the Anderson Brothers House Moving Company, owned by brothers Lawrence and Albert Anderson. The Anderson Brothers Moving Company was responsible for moving houses in the path of Highway 1 in Santa Cruz County during construction of the highway. Lawrence Anderson was granted part of the parcel by the State of California, who had acquired it from Edith W. Stewart. Lawrence Anderson later acquired the other portions of the parcel. Aerial photographs show that the house at 9310 Monroe Avenue was moved to its current location by 1948. It may have been moved from a nearby location because aerial photographs taken in 1940 show a house of similar size and shape to the southeast of the current house. In 1948, the driveway to the house appears but the structure is no longer present. The house is shown on the As-Built drawings for Highway 1 in 1949 and is described as a one and half story stucco and wood frame house. It was located north of a mixed fruit orchard and west of an apple orchard. A north south oriented driveway lead to a garage located on the east side of the house at that time.

Lawrence, and his wife, Loxena, occupied the house from the 1950s through the 1990s. They made many additions to the original two-bedroom house that more than doubled the size. The garage was converted to living space and the driveway re-configured to curve in front of the residence. In 1975-76, the Andersons applied for building permits to build a proposed garage with a residence above to the east of the existing house. This structure is known as 9320 Monroe Avenue. In 1980, the property passed to their daughter and son-in-law, Mary Margaret Anderson and Lannie Spencer, of Piedmont, California. It continued to be the home of Lawrence Anderson until his death in 1998. In that year, the house was re-roofed with the current tile and painted white. The original windows have also been replaced. The house at 9320 Monroe Avenue is currently used as a vacation home for Mary Margaret Anderson and Lannie Spencer. Anderson and Spencer also rent the house as a
vacation home. The caretaker for 9310 Monroe Avenue lives in the secondary residence at 9320 Monroe Avenue.1

This area of Aptos was mostly rural until the mid 1960s and the landscape included orchards, shrubbery and steep grassy hillsides. The first residential subdivisions in Aptos appeared during the mid-1920s yet Aptos remained a small community through the 1930s partially because the Depression prevented sale of parcels in this remote area. Even as late as 1956, subdivisions were not fully developed. Aptos experienced a growth spurt in the 1960s and both residential and commercial development began to expand. The two closest residential developments to the property were the Aptos Beach Country Club subdivision, which was further west down Monroe Avenue, and the Deer Park subdivision, which was located to the west across the highway. Neither subdivision was fully occupied until the early 1960s when Aptos experienced a population increase. More houses on this section of Monroe Avenue adjacent to the property were also built during this time period and the area is largely residential and is heavily forested.

Evaluation of Significance

This property does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). It was a small rural home that was not associated with any important residential, commercial or agricultural trends in the region. It is now surrounded by more modern residences in a semi-suburban environment and does not retain any association with a potential period of significance.

It also does not appear that any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The Anderson family does not appear associated with any locally significant events or trends.

The house does not embody distinctive architectural characteristics nor does it appear important for its type, period, and method of construction (Criterion C). The renovation of the house in 1998 was inspired by the nearby Rio Del Mar subdivision, which has many houses with Spanish Eclectic details. The original house, described as a two-bedroom bungalow before the additions, has been completely concealed by later additions. The integrity of the house has been compromised with the installation of replacement windows, new stucco siding, additions and conversion of original garage, as well as the construction of the secondary residence. The massing of the house, built following the site topography, in addition to the board and batten siding and curved driveway, evokes comparisons with early Ranch style houses in the area, specifically those built in the late 1930s on the nearby Pasatiempo golf course by William Wurster. The second residence on the parcel, 9320 Monroe Avenue, is of modern construction and minimal design. Nevertheless, the daughter of the original owners reported that the house was not designed by an architect and was instead the result of several of Lawrence Anderson’s additions and modifications.

In rare instances, the buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this house does not appear to be a principal source of information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):


The house at 9292 Monroe Avenue is a two-story, L-shaped house that sits upon a concrete foundation. It has a cross-gable roof featuring moderate eaves, narrow fascia boards and it is clad in composition shingles. The second story is sheathed in shiplap siding and the first story is sheathed in stucco with an aggregate stone veneer. (Photograph 1) The fenestration throughout consists of aluminum sliding windows. The house is built into the side of the steeply sloped lot and the main entrance opens onto the second floor. The recessed entry is at the north side at the inside corner of the L-shaped plan. It has two concrete steps that lead to a concrete stoop porch. The front door is a decorative glazed wood door with a fanlight. The two-car garage is attached to the southwest side of the house downhill and to the rear of the building. It is sheathed in horizontal wood siding. Built on top of the garage is a wood deck that extends from the second story of the house. (Photograph 2)
The house at 9292 Monroe Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The house does not appear to be significant for its association with historic events or trends in the history of Aptos or Santa Cruz County (Criterion A). The house sits on a roughly rectangular-shaped parcel on a hillside bordered by Monroe Avenue to the north and Soquel Drive to the south. Prior to the 1960s, this area of Aptos was mostly rural and undeveloped with only a few houses in existence. It was during the early 1960s that Aptos experienced a tremendous amount of development both residential and commercial. Even within this context this house does not appear to be important in local, state or national history. It also does not appear to be associated with any historically significant people (Criterion B). As early as 1947, E. W. Stewart owned the large parcels from which this was probably subdivided. According to city directories Owen Miller, an employee of the Santa Cruz Water Department, and his wife Letticia have owned the residential property since at least 1967. (See continuation sheet.)
B10. Significance (continued):

Under Criterion C, the house does not appear to embody distinctive characteristics for its period, type or method of construction and is instead an unremarkable example of a Ranch style house. Ranch style houses were very common in Santa Cruz County and in California, especially during the 1950s and 1960s. Although the integrity of the house appears intact, the house does not appear to be significant with this architectural context and does not appear to be the work of a master craftsman. Nor will it likely yield important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

The building at 762 Rio Del Mar has a one-story, simple rectangular plan with a basement. The building rests on a concrete foundation and is topped with a hipped-with-ridge roof, covered in tile, with moderate boxed eaves. Sided in stucco, the walls of the building contain several types of fenestration, including large fixed plate glass windows, as well as 1/1 double hung flanking a fixed center pane. Small 1/1 double hung windows appear at the basement level. The façade of the house is located at the center of the west side, with a raised concrete porch that is sheltered by a cloth awning supported by two metal posts. A single leaf multi-light wood door serves as the main entrance and is flanked by fixed narrow multi-light windows with muntins. Two brick chimney tops appear in the south and west slope of the roof.

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

*P5b. Description of Photo: (View, date, accession #) Camera facing east, January 13, 2004

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

1936 / county property records

*P7. Owner and Address:
Keith H. & Shirley M. Anderson
P.O. Box 460
Aptos, CA 95001-0460

*P8. Recorded by: (Name, affiliation, address)
Julia Cheney / Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2004

*P10. Survey Type: (Describe)
Intensive
The house at 762 Rio Del Mar Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This area was rural and relatively undeveloped through the 1960s and was originally a part of the former rancho lands of Amelia Arano. Realtors R.T. and Edith Townsend, Archer and Bessie Ambler, and John and Clara Zaagman subdivided the area in 1924 as part of Subdivision No. 1 of the Deer Park Villa Sites. Unlike many of the bordering, irregular lots, the lots on Rio Del Mar Boulevard (formerly known as Busch Road) were more rectangular, but were still quite large. This house was probably one of the first in the subdivision when it was completed in 1936. (See continuation sheet.)

**References:** USGS Quadrangles, Soquel (1954 photorevised 1980); County Records; Santa Cruz County Building Permits; City Directories (various years); Historic Aerial Photographs (1940 through 1963); *The Mid-County Post; Santa Cruz Sentinel; Division of Highways, As Built Plans 4TC45-F May 23, 1949, Caltrans District 5 Right-of-Way Record Map SCr-1-PM9.2, R-44A.4; Caltrans, District 4 Map Room, Contract No. 04RC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412, Sta 034+00

**Remarks:**

**Evaluator:** Meta Bunse

**Date of Evaluation:** January 2004
B10. Significance (continued):

Townsend, Ambler and Zaagman were only able to sell thirty-five lots by the end of October 1924. Like the other subdivisions in Aptos during this period, the Depression and then World War II hampered the growth of Deer Park Villa. Figure 1 shows a view of the Deer Park Subdivision and the surrounding area as it appeared in 1940. The subdivision grew more rapidly after the war as Aptos experienced an increase in population. The various types and styles of residences in this neighborhood reflect this long period of development and have a range of construction dates. There has also been a vast amount of commercial development west of this parcel in the Deer Park Plaza and gas station. By the early 1960s, residential development had grown and much of the subdivision was full. Ada Mutch Dreier owned the property at this time and relinquished a small portion of the east and west ends of the lot to the State when it expanded the Rio Del Mar Boulevard / State Route 1 intersection. The house is generally associated with the early twentieth-century growth of Aptos, but does not appear to be significant at the local, state or national level (Criterion A).1

Realtors Townsend, Ambler and Zaagman developed this subdivision. The historical record yields little information about the three developers and it appears unlikely that any of the families occupied this house. Caltrans right-of-way records show that Ada M. Dreier owned the parcel in 1960. The address first appears in the city directories in 1973 when Ole (a photographer) and Carolin Frederiksen were the owners. The house was then sold in 1975, probably to Claudette Deuchar, who sold it to Keith and Shirley Anderson, the current owners, in 1984. The house currently serves as the Anderson Accountancy Corporation. It does not appear that the current owner or these previous owners or occupants of this residential property made important contributions to history at the local, state, or national level (Criterion B).

The building does not embody distinctive architectural characteristics and is instead a modest example of a Spanish Eclectic style house. There are several such examples in the Rio del Mar area of Aptos because building restrictions established by beachfront developers required stucco and tile, and the Spanish revival style of all new buildings constructed during this time period. This would have been especially true because Rio Del Mar Boulevard (previously Busch Road) served as the entrance to the Rio Del Mar development and Deer Park Villa, a prominent location. When the Andersons took ownership, they converted the residence to a tax office and added the sign advertising their business. Except for the removal of a garage that was located to the rear of the house there have been no major structural alterations. Although the building’s integrity remains largely intact, it does not appear to be important of its type, period, or method of construction and is a modes, unremarkable example of the style (Criterion C). In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.2

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1 Carolyn Swift, “Traditional Farm Community Rolled Out the Carpet Along a Dustless Highway By-the-Sea in the Twenties,” The Mid-County Post, April 4-17, 1995, 13.
Figures:

Figure 1. Soquel Drive and Rio Del Mar Boulevard in Aptos as the Deer Park Subdivision and surrounding area appeared in 1940.

(USGS Aerial Photographs, Portions of San Mateo and Santa Cruz Counties, 1940. UCSC Science and Engineering Library, Santa Cruz, California.)
P1. Other Identifier: Redwood Village

*P2. Location: □ Not for Publication □ Unrestricted

* a. County Santa Cruz

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P3b. Resource Attributes: (List attributes and codes) (HP4) 1-3 Story Commercial Building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing west, January 15, 2004.

*P6. Date Constructed/Age and Sources: □ Historic □ Prehistoric □ Both

ca. 1928 / previous survey/Santa Cruz Sentinel articles

*P7. Owner and Address:

Kenneth J. and Renee Whiting et al (see “B10”) 7 Isbel Drive
Santa Cruz, CA 95060-1919

*P8. Recorded by: (Name, affiliation, address)
P. Ambacher & J. Cheney JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: January 2004

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
B1. Historic Name: Redwood Village Motel

B2. Common Name: Redwood Village

B3. Original Use: motel  B4. Present Use: commercial

*B5. Architectural Style: Cabin Court with Storybook and Rustic details

*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca.1928; numerous changes, see “B10.”

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: _____________ Original Location: _____________

*B8. Related Features: ____________________________


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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The buildings at 9099 Soquel Drive, known as the Redwood Village, do not appear to meet the criteria for listing in the National Register of Historic Places, or the California Register of Historical Resources, and are not considered to be historical resources for the purposes of CEQA. The complex has been previously evaluated twice, once in 1986 and once 1995. A partial copy of the 1995 form is attached (the poor quality photocopied photographs were not reproduced here). In 1986, it was given NRS “3S” designation, meaning that it appeared eligible for the National Register. Later in 1995, it was given a NRS “5(s1)” designation, meaning that it appeared eligible for local listing under a local ordinance. JRP revisited the evaluation of significance concurs in the 1995 evaluation of local inventory eligibility, however the property does not appear to be eligible for the National Register or California Register. This evaluation follows a discussion of the development of the complex and its historical contexts, which are presented below. (See Continuation Sheet)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); County Records; Santa Cruz Sentinel (various articles); City Directories (various years); Santa Cruz City Library vertical files; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Susan Lehmann, “County of Santa Cruz Survey of Historic Resources Update” prepared 1995 for Santa Cruz County Historical Resources Commission and County Planning Department; Bonnie Bamberg, “Historic Resources Inventory,” prepared May 1986.

B13. Remarks:

*B14. Evaluators: Caltrans, District 5 PQS; Meta Bunse, JRP

*Date of Evaluation: January 2004; revised April 2007

(This space reserved for official comments.)
P3a. Description (continued):

The parcel at 9099 Soquel Drive is just northwest of the SR 1 / Rio Del Mar Boulevard interchange. It has an irregular shape, bound by Soquel Drive on the south and east, Valencia Creek on the west, and Valencia Street on the north and west (See Location Map). The lot contains Redwood Village, a cluster of thirteen cabins or other buildings of similar architectural style and size. These buildings sit adjacent to one another in a roughly circular pattern set amongst large redwood trees between Valencia Street, Valencia Creek and Soquel Drive. Additional structures within the complex include a modern wood gazebo and covered bridge, as described below.

The original buildings were constructed as small-scale cabins or cottages in the late-1920s and later converted for commercial functions. The parcel contains some two-story buildings, although most are single story. These buildings have many common elements in that they rest on wood piers with concrete footings and are topped gabled roofs, sheathed in composition shingles. Buildings 5 and 8 are perched at the top of a deep tributary channel of Valencia Creek that generally runs east and west through the parcel, while Buildings 9, 15, and 16, back onto Valencia Creek (See Location Map). The roofs have a steep pitch, most with moderate to wide, open eaves and visible wood rafter tails, while a few have moderate boxed eaves and wood fascias.

Sources suggest that the first owner, carpenter William Parker, used “timber for his project from the trees standing on his property. Every beam in the buildings he hewed by hand. The remaining lumber came from his logs, sawed by the old Aptos Lumber Yard.”¹ The amount of original redwood or replacement redwood on the existing structures is unknown.

The cabins were built on a small scale with miniature details. Buildings 10, 11, and 12 are connected and make up one multi-unit building. Buildings 2 and 11 are two-story. The buildings are all wood frame construction with walls clad in redwood board-and-batten, horizontal board, vertical groove board, or shingle siding. In most cases, a single building has a combination of these sidings. (See Photograph 7) Fenestration is also varied and includes original fixed multi-light windows, 1/1 wood frame windows with muntins, as well as awning, or hopper sash windows. Replacement windows also appear in each building and are either metal, or vinyl frame horizontal and vertical sliding sashes, with false muntins. Each building has a wood front porch of either full or partial width, sheltered by the roof overhang and supported by wood posts. Architectural differences among the buildings occur mostly in the form of decorative elements, such as ornamental wood porch rails, stone or “log” wall veneers, and main entrance doors of either glazed wood or flush wood. Buildings 4, 9, 10, 12, and 15 have brick chimneys or chimney remains.

At the center of the complex, in front of Building 7, is a wood frame gazebo with blind balustrade sided in vertical redwood, built about 1974. The roof is conical, clad with wood shake, and features exposed wooden rafter tails. (Photograph 2).

A pedestrian timber covered bridge at the northwest corner of the parcel connects the sidewalk adjacent to Soquel Drive to Redwood Village. The replacement bridge, also built about 1974, was designed and built by Greg Johnson. Both the original and replacement bridges were designed for and used by cars. The current bridge was closed to auto traffic after the 1989 Loma Prieta earthquake. This timber covered bridge has a plank

deck supported by timber trusses. A front gable truss roof, with exposed rafter tails, and sheathed in wood shingles, shelters the deck. The bridge is open on the sides, with blind railings with vertical planking on either side. Vertical wood plank siding also appears at the gable ends where it is cut in an arch shape at either end of the bridge with "Redwood Village" painted on south end (Photograph 3).

Description of Individual Historic Elements of the Complex

Building 1, which houses the Wedding Connection (Photograph 4), is located along the eastern edge of Redwood Village. It is rectangular in plan and features an asymmetrical, front gable, moderate pitch, composition shingle roof with wide eaves. The walls are sided in wood clapboard, with board-and-batten siding at the south gable end. Windows throughout the building are replacement metal frame fixed and casement sash. A modern bay window sits in the north façade facing southeast. The main entrance is on this side and consists of a glazed wood panel front door. A second entrance, consisting of a ten-pane wood frame door, is located on the west side of the building (Photograph 5) and opens onto a full width porch that is sheltered by the wide eave overhang supported by three wood posts.

Building 2, which currently houses two commercial businesses, is located adjacent to Building 1 at the southeast corner of Redwood Village (Photograph 6). At the northwestern corner of the two-story building, there is a stucco-covered two-story redwood tree trunk with a flat roof, which houses The Tree of Health. It has a flush wood door on the first floor, with modern arched windows and fixed wood multipane windows set in the second floor walls of the tree. The main component of the building resembles the architectural style of other cabins in the complex and is currently an office for Deborah Malka, M.D., Ph.D. It appears that the cabin component of the building is original and the element resembling a tree was added more recently. The cabin component has a front gable, steeply pitched roof with two steeply pitched gable dormers, which face west and south. The western dormer has been modified on the north side to connect to the side of the stucco “redwood tree”. The cabin walls are sided in redwood clapboard, board and batten and rustic shingles. There are two small shed roof one-story additions to the north and to the east. The building has also been modified to include a projecting second floor shed roof dormer projection at the southeastern corner, possibly replacing an original smaller dormer. (Photograph 7) Fenestration consists of wood casement windows, sets of fixed windows, and one over one vertical-hung sashes. The primary entrance is a glass and wood frame door on the first floor of the west side, located underneath an overhanging flat roof. There is also a multi-pane wood frame door located on the second floor on the west side, where it opens onto the flat roof that shelters the entrance to the cabin element.

Building 3, also known as Flora City, is located near the Valencia Street entrance to the village at the southeastern side of the complex. (Photograph 8) It is a two-story, wood frame building and appears to have been modified with the addition of a rear two-story component to the southwest. (Photograph 9) This addition may have once been a separate building. The north façade of Building 3 has a narrow, front gable, steeply pitched roof sheathed in composition shingle with a shed roof addition directly to the northwest. The first floor walls of the building are sided in smooth plywood panels. The gable ends and the upper story of the rear component are sided with rustic staggered wood shingles. The lower half of the south side, which is directly adjacent to the Redwood Cathedral grove of trees, is sided in split rustic redwood vertical siding. The main entrance contains two sets of glazed double leaf doors. The secondary entrance is on the south side and is accessed by a set of wood stairs. A three-light wood frame window is set in the gable end of the main façade of the building, over the entrance. Windows on the rear component’s walls are three over three wood frame sashes. Wood rafter tails are visible under the
second story at the southeast wall, suggesting that the larger dormer above may also be an addition. A large mural has been painted on the southeast smooth plywood panel wall.

**Building 4**, which houses *A Room of Her Own*, is located along Valencia Street and is directly north of the covered bridge. It is a single-story rectangular plan and is topped with a cross-gable roof sheathed in composition shingle with moderate eaves. *(Photographs 10 and 11)* There is a shed roof extension over a small wood porch on the west half of the south side. There are two miniature scale dormers facing north. The walls are largely clad with a “redwood log” veneer, with a rear (northeast) addition clad in board-and-batten siding. Wood shingles appear at the gable ends. Fenestration throughout the building includes both original and replacement narrow, multi-light fixed windows at the south façade, awning style sashes with muntins, modern vinyl sashes with false muntins, and multi-light hopper sashes. The main entrance faces south with a partial cutaway wood porch sheltered by a shed roof and supported by several wood posts. Also at the south façade are ribbon multi-light windows and a flush wood door. A brick chimney, covered in stucco with a faux masonry finish, appears in the south gable end on this side as well. A secondary entrance, a flush wood front door, faces west. A third entrance is inset at the northeast corner of the building and has a door obscured by a screen.

**Building 5** houses the office of Brian H. McCarthy and is perched on the edge of the deep east-west tributary channel on the southern edge of the complex, directly west of the covered bridge and south of the gazebo. *(Photograph 12)* The building features a side-gabled roof with several dormers and a western shed roof extension, all sheathed in composition shingle. The roofscape design has a structural deflection along the ridgeline and at the dormer eaves. The building is sided with redwood clapboard, rustic shingles and board and batten. There are many windows of varying sizes within the building, the majority of which are original casement and one over one wood frame, both styles with muntins. A large fixed plate glass window is located at the main façade, facing north. The main entrance, a painted flush wood door, is inset on the west half of the north side of the building. A long wood ramp provides access. A catslide roof, extending from a steeply pitched dormer, shelters the entrance. A second entrance, a single-leaf wood and glass multi-pane door, is located on the east half of the north side and has two wood stairs leading to it. Another entrance, a multi-pane glass wood frame door is located on the east side. A small wooden staircase with wood railings provides access to this entrance, which is sheltered by a small overhang.

**Building 7**, currently in use as two office suites, is located at the center of the complex, just to the west of the gazebo. *(Photograph 13)* It is one story in the front (east) and two-story in the back (west), wood frame cabin sided in a combination of board-and-batten and vertical wood siding. It is topped with a cross-gabled, composition shingle roof with a decorative carved wood truss set in the gable ends. The building is rectangular in plan and contains two suites that roughly divide the building into northern and southern halves. The primary entrance for the southern suite is on the southeastern corner. This entrance appears to be a modification of the original cabin. It is sheltered under a shed roof overhang and three wood steps with a wood railing provide access. Windows throughout the building include an original narrow fixed sash with wood muntins, sets of three over three wood frame, and replacement vinyl sliding sashes with false muntins. A partial-width wood porch on the east side with wood stairs and a decorative wood blind balustrade railing leads to the main entrance for the northern office and consists of a wood and glass multi-light door sheltered under a roof overhang. A large modern multi-light bay window is set into the west side of the building. The secondary entrance to this suite, a wood

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2 There is not a labeled Building 6 within the Redwood Village complex.
glazed door with one light that faces northwest, is on the west side and is sheltered by a flat roof overhang. (Photograph 14) A wood ramp provides access to this entrance. This door is flanked by modern narrow fixed windows.

Building 8, which houses Blue Apple Studios, sits on the southwest corner of the complex, and is among the cluster of buildings perched on edge of the deep tributary channel. (Photograph 15) It is a wood frame building rectangular in plan, with walls clad in staggered redwood shingles and topped with a cross gabled roof sheathed in composition shingles. A shed roof addition is located on the building’s north side and is clad in wood shingles and board and batten. Windows in this building include a large, narrow fixed sash on the main façade, facing east, as well as casement 2/2 multi-light windows and modern sliding sashes. The main entrance consists of a partial width, raised wood porch with a wood frame and glass door, which is sheltered by a shed roof and supported by a wood post.

Prime Design Group occupies Building 9, located along the western edge of the complex along Valencia Creek. (Photograph 16) The building has two rectangular components to the north and south connected by a smaller recessed center member. There is a western projection on the northern component. The primary entrance to the building is on the east side of the center component. The north element of the building is topped with a side gable roof sheathed in composition shingles. It appears that the northernmost portion of the north element is an addition. This section appears to have been attached to an existing building because it partially conceals an original window set on the recessed northern wall at the west side of the building. (Photograph 17) The south element is topped with a shed roof, which is sheathed in rolled composition. The walls throughout the building are sided in horizontal wood with wood shingles on the northernmost addition and the entire west side of the building. The northernmost addition also has board and batten siding along its west wall. Window styles include original vertical hung and fixed multi-light sash as well as replacement metal sliding windows. An air conditioning unit is located in the north wall addition. The main entrance, set in the slightly recessed center element, is sheltered by a shed roof, supported by wood posts and features a flush wood front door. A wood paneled door serves as a secondary entrance and is located on the north side of the building. (Photograph 18)

Buildings 10, 11 and 12 are enclosed in what appears to be a unified two-story, wood frame building along the western edge of the complex. (Photograph 19) When viewed from the rear (west), the building appears to have originally been two separate buildings, modified to accommodate three separate suites: Building 10 (Let it Shine Hair Design); Building 11 (Joann Riniti, Ph.D.), and Building 12 (Professional Counseling and Stress Management). (Photograph 20) The building is oriented north south, with its main façade facing east toward Valencia Street. Building 11 connects buildings 10 and 12 and is two stories in front and back. Building 10 is one story on the east side with a western two-story shed roof addition and Building 12 is one story. The connected buildings are sheltered by a cross gabled roof with moderate eaves sheathed in replacement composition shingle, with visible wood rafter tails. A decorative carved wood truss appears in the gable of Building 11. Generally, the walls are sheathed in board-and-batten wood siding with shiplap siding under the north gable end. Window openings vary in style and size and include replacement and original sash. Ribbon windows along the upper elevation of the west side are sliding vinyl sash. Also present are metal sliding, fixed, 3/3 and 4/4 wood frame with moveable sash, sets of 2/2 casements, awning sash with muntins, and a fixed triangular shaped window on the west side of Building 12.
Primary entrances to each building are located on the east side. These include a wood and glass door entrance to Building 12, a wood and multi-light glass door entrance to Building 11, and a flush wood door entrance to Building 10. The entrance to Building 12 is through a cut-away porch on the northeast corner, which is sheltered by a roof overhang and supported by two wood posts. The porch has two wood stairs that provide access. The porch at Building 11 has several wood stairs leading to it, is sheltered by the gabled roof and has a wood rail. Building 10 has a small entrance with a porch with wood railings set in a small group of redwood trees. A shed roof shelters the porch and entrance, which consists of a multi-pane wood frame door. There are two brick chimneys located on the north and south walls of the building, which are no longer in use. The northern chimney has been partially dismantled.

Building 15, the Etienne Gallery, sits at the north end of the lot with Valencia Creek at its rear. (Photograph 21) The building features an asymmetrical, cross-gable roof sheathed in composition shingle with a moderate eave overhang except at the north side where the eaves extend to approximately four feet off the ground. Sided in horizontal redwood with board-and-batten siding at each gable end, the walls of the building also include several 1/1 wood frame sash, original fixed sash, and modern vinyl sliding sash with false muntins, sympathetic in style to the original sashes. A porch is located at the east side of the building, across the full width of a front-facing gabled entry projection, sheltered by a shed roof overhang supported by wood posts. The main entrance is a wood Dutch door that sits adjacent to a set of large, fixed, multi-light windows. An wood railing surrounds the porch. A secondary entrance is located at the south side of the building and is a modern wood single leaf door with wood stairs flanked by modern vinyl sash with false muntins. A brick chimney that has been partially dismantled is located at the northwest corner.

Building 16, the McCourt Studio, is directly adjacent to Building 15 and does not resemble the other cabins in Redwood Village. It is a rectangular building with a front gable roof covered in composition shingle. The east façade of the building has been completely modified since 1995.4 This side has a prominent shaped parapet wall and is sided in vertical V-groove wood. The original building appears to remain intact behind this addition and the other sides are sided in horizontal wood boards. Fenestration includes two or three metal sliding windows at the sides and a set of 6/6 wood frame windows at its façade. The porch is sheltered by a shed roof that has a front gable element at the left side over the entrance. The porch roof is supported by three wood columns. The building sits below street level and has several wood stairs leading to the main entrance, a glazed wood door (Photograph 22).

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3 There is not a labeled Building 13 or 14 within the Redwood Village complex.
4 See Building Number 16 Photograph in Susan Lehmann, “County of Santa Cruz Survey of Historic Resources Update” prepared 1995 for Santa Cruz County Historical Resources Commission and County Planning Department.
B10. Significance (continued):

Development of Redwood Village

Like much of Aptos, this land was originally part of the Aptos Rancho and was owned by Rafael Castro. Claus Spreckels bought the rancho from Castro in the 1870s. The land surrounding the redwood grove, the site of Redwood Village, was used for Spreckels’ thoroughbred horses and stables until 1910. At that point, Monroe, Lyon and Miller acquired Spreckels’ holdings. None of the existing buildings or structures date to the time of these earlier ownerships.

The area was subdivided in 1925 and became part of the Aptos Beach Country Club Properties, Subdivision No. 3 and Redwood Village lies within Block 33 of that development (see Subdivision Map). Prior to Redwood Village’s construction, this area was rural and largely undeveloped. The subdivision was not very successful and it would be as late as the 1960s before the area was fully developed with residential neighborhoods and commercial buildings. This accounts for the variety of building types and dates of construction for those buildings surrounding Redwood Village area.

William Parker purchased several parcels of Aptos Beach Country Club Properties after 1925 and soon built the cabin court, later known as the Redwood Village Motel. Parker, a carpenter, hand crafted each cabin using redwood from the surrounding grove. After Parker’s death in 1939, his widow sold the property to Mr. Weston who then sold it to Mrs. Albertson in 1940. Mrs. Albertson sold it to Paul Vilhauer of Sacramento in 1943 as the cabins began to deteriorate and become costly to maintain. Vilhauer restored the cabin court, renaming it the Redwood Village Motel. He made several additions and improvements at this time. The motel was prosperous under Vilhauer’s ownership, especially during World War II because officers and families from Fort Ord and Monterey kept the place occupied. In 1962, Vilhauer, whose health was failing, left the ownership and operation of the motel to his nephew, Arnie Sievers and his wife Esther. In 1974, Tony Oliveira, Jr. purchased it from Mr. and Mrs. Sievers. Oliveira converted the cabins into offices and retail shops and it became known by its current name, Redwood Village. Oliveira grew up in Santa Cruz County and was a master mechanic and an antiques dealer who operated the House of Antiques in Redwood Village. Francis Booz owned the property by 1986. In 1991, the Whiting family purchased Redwood Village. The current distribution of property interest is as follows: Kenneth J. and Renee Whiting, 39.62%; Peter and Jackie Whiting, 16.62%; Pamela Whiting, 19.38%; Ronald Whiting, 19.38%; and Michael and Beth Whiting 5.00%.5

Cabin Court Architecture Context

The tourism industry has played an important role in Santa Cruz County’s economic development because it was a popular vacation destination, especially those visiting from San Francisco. Lavish hotels and tourist-specific venues were built close to the shoreline to attract such tourists, who reached the area by train. Starting in the 1920s, as the automobile became more common, tourists took the road to reach their vacation destination. Auto camps, later cabin courts and motels, developed all around California and in Santa Cruz County to serve automobile travelers. Tourists could park their cars, camp, hike and explore the surrounding area, which included redwood forests, beaches and other attractions like golf courses and the Santa Cruz boardwalk.

5 Santa Cruz County Assessor Record 041-151-19.
The unorganized assemblages of tents and cabins for auto-campers of the first two decades of the twentieth century gave way to organized cabin camps, or cabin courts, as they were later known, in the mid to late 1920s. Given the auto-campers desire to make good mileage, this transformation was inevitable. This transformation, much like the earlier shift from roadside camping to organized campgrounds, was inevitable given auto-campers desire to travel further distances. Cabin accommodations saved the automobile traveling family valuable minutes by eliminating the daily set-up and take down routine. Cabins resolved the dilemma of how to travel lightly, move freely and live comfortably.6

Cabins proliferated in the southern and western states and in less than fifteen years, became a roadside institution. It has been estimated that there were approximately 2,000 tourist cabin camps in the United States by 1926, over 9,800 by 1935, and approximately 13,500 by 1939.7

The earliest campground cabins were not much more than wooden tents with dirt floors and auto-campers had to provide their own cots, chairs and stoves. Owners recognized the popularity of these skeleton accommodations and began to provide more elaborate cabins with simple beds and other conveniences and made them available at a higher daily rate. By the late 1920s, many owners began to focus on solely cabin accommodations and tent sales fell from a peak in 1923-24 to pre-1916 levels in 1929. Tent camping returned to its more traditional wilderness form. Popular magazines, journals and other trade publications regularly carried plans on how to erect simple cabins and owners were even able to purchase prefabricated lumber and kits in order to more quickly establish a cabin court.8

The layout and exterior imagery of the cabins were extremely important details in attracting guests. Cabins were usually arranged in orderly U- or L-shapes, crescents, or in rows parallel to the road, for example. Cabin courts were also designed to look like miniature villages, set within an ordered landscape. Some courts were designed to attract attention using fantasy themes, mimetic or regional architecture. These designs often took advantage of a theme like cowboys or Indians to brand or identify a cabin court. Other designs used miniature, individual versions of log cabins or wigwams to create a roadside attraction. Often, new cabin courts would appear to be miniature versions of quaint, well-kept suburban homes or would employ the newest architectural style, such as Streamline Moderne in the 1930s. Sometimes regional themes, such as the Alamo or Spanish Revival style, were used to create a sense of history and place to attract guests. Other courts employed very inventive themes, such as miniature replicas of famous buildings, cabins made of wine casks, buildings of petrified stone, or restaurants shaped like teapots, airplane hangars or oranges.9 The original Redwood Village cabins were built directly adjacent to the old Highway 1 (presently Soquel Drive). Like other cabin courts of this era, it was designed as a miniature village set, literally in some cases, within the redwood trees. The surrounding redwood trees emphasized the miniature scale of the cabins, which were arranged in a crescent shape in this idyllic setting with signs on the road to attract from the travelers (See Historic Postcard).

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7 John Margolies, Home Away From Home: Motels in America (Boston: Bullfinch Press, 1995), 32, 35.
8 Belasco, Americans on the Road, 131; Liebs, Main Street to Miracle Mile, 174; John Jakle, Keith Sculle and Jefferson Rogers, The Motel in America (Baltimore: The Johns Hopkins University Press, 1996), 38.
9 Liebs, Main Street to Miracle Mile, 175, 176; Margolies, Home Away From Home, 34-37, 42-43, 60-65, 74-83, 100-101.
Generally, as cabin courts became more durable and permanent, the units became larger and winterized and were referred to as cottages. The next development in roadside lodging design was the motor court, which was renamed the “motel” after World War II. Motor courts were structured like cabin and cottage courts except that individual units were connected to create a single building, united under a single roofline, with a long porch to emphasize the sense of visual integration.10

Storybook Architectural Style Context

The Storybook style of architecture had a short period of popularity from the early 1920s through the mid 1930s. The original Redwood Village cabins evoke this architectural style in their design, craftsmanship, and setting. Storybook style is a “rambunctious evocation of medieval Europe,” and is set apart from other Period Revival styles in the 1920s by at least two attributes.11 Storybook architecture produces caricatured versions of medieval forms with very plastic details. Additionally, this style often uses artifice to suggest a building of much older construction. The Storybook style is often called Hansel and Gretel, Fairy Tale, or Disneyesque architecture. Typical buildings are of a small scale. Details commonly include irregular, crooked, and distorted lines, staggered brick, rubble stone, wrought iron and carved wood details, turrets, dovecotes, shingle and shake roof materials, and miniature features including windows, dormers, balconies, arches, and window boxes. The roofscape is often the focus for theatrical aging techniques. Common roof details include an artificial sag or swayback in the ridgeline to suggest the structural deflection that comes with age and concave extensions of the main roof, which are called catslides.12 The Redwood Village cabins embody a very modest example of the Storybook style. The cabins were hand-crafted on a miniature scale and have exaggerated Tudor details such as steeply pitched cross gables, decorative timber gable details, narrow multipane windows and miniature steeply pitched gable dormers. Many cabins also have roofscape with built-in structural deflections and catslide details.

Storybook architecture was preceded by the Craftsman and California Bungalow styles, which were very popular in the first decades of the twentieth century. However, in the early 1920s, exotic Period Revival styles, which included Spanish, rural French, and medieval and post-medieval English revivals, rose in popularity. The theatrical Storybook style also coincided with the rise of motion pictures, which exposed the general public to Hollywood’s interpretation of foreign culture and architecture through films set in exotic locations and past eras. Storybook style took the Period Revival style and infused it with exaggeration, artifice and humor. Notably, most Storybook style homes and buildings were located near Hollywood in the early 1920s. By the late 1920s, the style had spread north to the San Francisco Bay Area and soon to the rest of the nation. The escapist Storybook style, which normally produced one-of-kind creations, was the theme of several housing tracts of varying size and some were arranged in a U-shaped bungalow court pattern, with a central garden in the center of the U.13

With the arrival of Storybook style in the Sears, Roebuck & Co.’s 1931 catalog, in the form of a medievalized English cottage with a catslide roof and rubble-stone trim around the entrance, the style entered the housing mainstream. However, the escapist fantasies of the style were cut short as the country became more entrenched in the Great Depression in the early 1930s. Futuristic Art Deco, with its crisp geometry, was adopted by forward

10 Jakle, Sculle and Rogers, The Motel in America, 43.
12 Gellner and Keister, Storybook Style, 14, 18, 36, 37, 78, 79, 114 and 115.
13 Gellner and Keister, Storybook Style, 10, 13, 16 and 106.
thinking architects, leaving behind the antiquarian rural feeling of the Period Revival and Storybook styles from the 1920s.¹⁴

Evaluation of Significance

Redwood Village was not one of the first cabin camps in Aptos or in Santa Cruz County, rather it was one of several. In fact just before Redwood Village was built, the Santa Cruz city directory lists eight auto camps in Santa Cruz, three in Watsonville, and two in Felton. Its owners advertised it as a motel during the post war period and then it was converted into a shopping center in the late 1970s. It does not retain sufficient integrity to maintain its association with its historic tourist industry context. Therefore, it does not appear that Redwood Village is significant for its association with events or trends in local, state, or national history (Criterion 1 and A).

While the land was once part of Rafael Castro’s rancho and later owned by Claus Spreckels, the Redwood Village buildings are not associated with these individuals. It does not appear that any of the later occupants or owners of the complex are associated with any significant contributions to local, state, or national history (Criterion 2 and B).¹⁵

The complex once embodied locally distinctive architectural characteristics in the contexts of cabin court and Storybook styles architecture and may have been important for its type, period, and method of construction at one time; however the complex has lost historic integrity. Caltrans Professionally Qualified Staff reviewed the description and evaluation of this property prepared by JRP Historical Consulting, LLC, for the current project and determined that, in the larger context of Santa Cruz County resources, this property does not appear to rise to the level of significance or architectural integrity to warrant National Register or California Register eligibility. It does not retain enough integrity to qualify for listing because the integrity of most buildings have been compromised with additions and replacement siding, windows, doors, roofs and dismantled chimneys. The thematic Storybook style cabin court architecture is still recognizable -- the miniature scale and layout of the buildings that employ the distinctive scale and layout of a late 1920s cabin court -- but it is of local interest only.

Lehmann reported that in 1995, Redwood Village was one of the best preserved of the few theme attractions in Santa Cruz County, however, alterations to the complex have been on-going.¹⁷ The fact that the setting and the general scale of the cabins in Redwood Village are largely untouched, as well as retention of some of the distinctive design characteristics, is the basis for local government recognition, but Caltrans PQS determined that this property is not eligible for the NRHP or CRHR, and as CEQA lead agency has determined that it is not considered a historical resource for the purposes of CEQA.

In rare instances, buildings themselves may serve as a source of information about historic construction materials or technologies, (Criterion 4 and D); however, the Redwood Village buildings are otherwise documented and do not appear to be a principal source of important information in this regard.

¹⁴ Gellner and Keister, Storybook Style, 18.
¹⁷ Lehmann, “County of Santa Cruz Survey of Historic Resources Update,” 1995, Santa Cruz County Historical Resources Commission and County Planning Department.
Location Map:
Photographs (continued):


**Photograph 3.** Pedestrian Bridge, January 15, 2004, camera facing north.
Photographs (continued):


Photographs (continued):

**Photograph 6.** Building 2, west side, January 15, 2004, camera facing east.

**Photograph 7.** Building 4, south side, January 15, 2004, camera facing north.
Photographs (continued):

**Photograph 8.** Building 3, north side, January 15, 2004, camera facing south.

**Photograph 9.** Building 3, east side, January 15, 2004, camera facing southwest.
Photographs (continued):


Photographs (continued):

**Photograph 12.** Building 5, north side, January 15, 2004, camera facing south.

**Photograph 13.** Building 7, east side, January 15, 2004, camera facing west.
Photographs (continued):


Photographs (continued):


Photographs (continued):


Subdivision Map: (surveyed 1925)
Historic Postcard of rustic-style Redwood Village cabin: (c.1930s)
Attachment for Map Reference #05-04:

The original document and photographs are on file at the Santa Cruz Department of Planning.

This complex of cottages, formerly a tourist camp and motor court, is perhaps the best example of vernacular architecture adapted for a commercial enterprise in the County. The site consists of a number of cabins built among the redwoods. Each is different and all take advantage of the surrounding redwood trees as a source of inspiration. Some are simple rustic cabins with wood shingle siding and roofs (Fig. 6,8) others are more elaborate with multi-units, porches and balconies (Fig. nos. 10, 11, 13). Building 4 is built as a 2-story cabin with graceful Craftsman detailing in the windows and doors and Building 3, which appears to have been a garage, combines unadorned logs, shingle siding and a whimsical window with shutters. The most fanciful is building number 1 which stands near the entrance. Like some magical forest apparition, it appears to be built in an old tree stump, which, on more careful examination, turns out to be constructed of cement patterned to look like wood. The redwood grove that shelters this stover, whimsical composition of fantasy and reality is still intact and provides a mixture of natural forest setting with carefully landscaped gardens. Although all the structures have undergone some modifications to accommodate a number of different shops and businesses, most retain their essential integrity. The one exception is Fig. 10 whose facade has been altered with an out of scale and character false front. The original building fortunately remains intact behind this recent addition.

Send a copy of this form to: State Office of Historic Preservation, P.O. Box 942895, Sacramento, CA 94289-0001

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION
Local designation
1. Historic name - Redwood Village
2. Common or current name - same
3. Number & street - 3050 Goat Drive
City - Aptos
County - Santa Cruz
State - CA

DESCRIPTION
Property category - tourist camp/retreat complex
If district, number of documented resources
B. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

Attachment for Map Reference #05-04:

Previous DPR 523 form, 1995.
Attachment for Map Reference #05-04:

The original document and photographs are on file at the Santa Cruz Department of Planning.

Continuation sheet

Shows placement of buildings in Redwood Village.

Previous DPR 523 form, 1995.
P1. Other Identifier:

*P2. Location:  ☐ Not for Publication ☑ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County  Santa Cruz

*b. USGS 7.5' Quad  Soquel  Date 1954, photorevised 1980  T  ;  R  ;  % of Sec  ;  B.M.

c. Address  9051 Soquel Drive  City  Aptos  Zip  95003

d. UTM: (give more than one for large and/or linear resources)  Zone ;  mE/ mN

e. Other Locational Data:  (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 041-141-23

*P3a. Description:  (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

There are three buildings located at 9051 Soquel Drive. The first building is the Southern Exposure Bistro. Built in about 1927, it was originally a residence and has since been converted into a restaurant. The building features a U-shape plan with two front gable wings connect by a side gable element. The roof is clad in composition shingles and has four skylights in the flat roof above the entrance, which is located at the inside (south side) of the U plan. (Photograph 1) Shed roofed extensions extend across the back (north side) of the building, and a side gable extension also extends from the east side of the U-shaped plan. Beneath each gable are triangular knee braces, half timbering and louvered arched wood vents. On the south side, the building is sheathed in plywood board-and-batten. (See Continuation Sheet)

*P3b. Resource Attributes:  (List attributes and codes)

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

*P5b. Description of Photo:  (View, date, accession #)  Photograph 1, camera facing north, February 3, 2004.

*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  ca. 1927 / historic aerial photographs

*P7. Owner and Address:

Windsor Square
9109 Soquel Drive
Aptos, CA 95003-4118

*P8. Recorded by:

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded:  February 2004

*P10. Survey Type:  (Describe)

Intensive
**B1.** Historic Name: Charles Dickens Restaurant

**B2.** Common Name: ________________________

**B3.** Original Use: single family residence  **B4.** Present Use: commercial

**B5.** Architectural Style: Bungalow with Craftsman details

**B6.** Construction History: (Construction date, alteration, and date of alterations) Built ca. 1927; room addition and enclose porch and expansion ca. 1982

**B7.** Moved? ☐ No ☑ Yes ☐ Unknown  Date: _____________  Original Location: ______________

**B8.** Related Features: ________________

**B9.** Architect: unknown  b. Builder: unknown

**B10.** Significance: Theme n/a  Area n/a  Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The buildings at 9051 Soquel Drive do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The buildings do not appear to be significant for their association with historic events or trends in the history of Aptos or Santa Cruz (Criterion A). The parcel known today as 041-141-23 was originally lots seventeen and eighteen of the Arano Subdivision No. 1. It was first subdivided in 1927 and from rancho lands of Amelia Arano. Aptos in the late 1920s was mostly rural and agricultural. By 1940 there was a total of four houses built in this subdivision including the subject property. The surrounding area was undeveloped with only two other houses across the street. The surrounding areas consisted of large groves of trees and orchards. This pattern of land use continued until the 1960s when large subdivisions were developed in Aptos and the parcels along Soquel Drive began to include businesses and commercial buildings. (See continuation sheet.)

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

(HP2) Single Family Residence

**B12.** References: USGS Quadrangles, Soquel (1954-1980); Property Records; Building Permits; Historic Aerials (1940 through 1963); City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949

**B13.** Remarks:

**B14.** Evaluator: Meta Bunse

**Date of Evaluation:** February 2004

(This space reserved for official comments.)
P3a. Description (continued):

Both the north (rear) and west sides the building are sheathed in clapboard and board-and-batten siding. *(Photograph 2)* The west side also features an exterior brick chimney and some areas of replacement plywood siding. The east wing of the building contains a manicure shop. *(Photograph 4)* Beneath the replacement aluminum sliding windows on this wing, there is fish scale wood siding and plywood board-and-batten siding. *(Photograph 3)* The fenestration consists of original 1/1 double hung windows on the west wall. Beneath each front gable are bay windows with a pyramidal roof that also feature original 1/1 double hung windows. Flanking the front doors are 8/8 vertical double hung windows that appear to be original. The remaining windows are replacement aluminum horizontal and vertical sliding windows that appear in the north and east sides. Fixed, opaque windows are set in the north side of the house of the rear extension. The main entrance is recessed and was remodelled in the 1980s. A cloth awning and a wood lattice shelter the double wood frame glazed doors.

Northwest of the restaurant is a detached garage with an attached carport and shed. *(Photograph 5)* The garage features a front gable roof of moderate pitch with narrow fascia boards and exposed rafter tails. The building is sheathed in board-and-batten siding at the gable end (east side) and clapboard siding on its south side. Two pairs of flush hinged replacement doors are set in the east end of the garage, and various access doors have been installed in the south side. One window opening on the south side has been infilled. There is an extension to the rear (west) of the garage that has a shed roof and plywood siding. The attached carport has a flat roof on the north side of the garage over the car by and a shed roof over an enclosed garage area to the north. This shed extension is also sheathed in smooth plywood siding. The remaining doors are flush wood doors, some featuring six panels.

A modern commercial building is located southwest of the older restaurant building, along the west side of the parcel. This two-story rectangular plan building contains several storefronts and office spaces and was built around the 1980s.

B10. Significance (continued):

Historic aerial photographs show that the original residence was set well north of Soquel Drive with a large front yard during the 1940s, 1950s and 1960s. *(See Figure 1)* In the 1980s a modern commercial building was added to this parcel, with design details to complement the original house, which by then had been converted into a restaurant.

Directories, as-built maps, right-of-way records and county property records reveal little about the owners or residents of this building until the mid-1960s, when the address was 9047 and 9049 Soquel Drive. In 1964 the Aptos Art Center and Galleries were located here and from 1967 until at least 1978 the JD Jacobson & Company Real Estate office was at this address. The house was converted into a restaurant sometime in the late 1970s and was known as the Charles Dickens Restaurant and was owned by J. D. Jabobsen. Then in the late 1990s it became the restaurant Chez Renee and finally Southern Exposure Bistro & Catering. It does not appear that the owners or occupants have made significant contributions to local, state or national history, or to their fields of endeavor in the restaurant business (Criterion B).
The building does not embody distinctive characteristics for its period, type or method of construction (Criterion C). Although the footprint of the building has not dramatically changed over the years several modifications made when it was converted into a restaurant have changed its appearance and feeling of the site. Enclosing the entrance, replacement windows, doors and the addition of skylights and partially enclosing the area in front of the bay windows has compromised the building’s integrity. The garage has been substantially altered through the construction of additions, as well as replacement doors. Additionally, the former residence is now a restaurant and shares the parcel with a modern office building that compromises the original design, setting and feeling of the site. In some instances, buildings themselves may serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):


Intersection at the top of the photograph is Soquel Drive and Rio Del Mar Boulevard. 9051 Soquel Drive is the fourth house on the left, across from the orchard.

(USGS Aerial Photographs, Portions of San Mateo and Santa Cruz Counties, 1940. UCSC Science and Engineering Library, Santa Cruz, California.)
The South Aptos Underpass, Bridge 36 0003, crosses State Route 1 at postmile 9.79 in Aptos. The South Aptos Underpass is a steel beam deck bridge resting on reinforced concrete abutments and a single reinforced concrete pier. *(Photograph 1)* The two span bridge measures 27.1 meters (88.91 feet) long. Bridge deck has concrete walls with steel pipe railings. A view of the deck was not accessible because JRP did not have permission to enter the railroad right-of-way. A steel chain link fences run the length of the deck.

*P3b. Resource Attributes: (List attributes and codes) (HP19) Bridge

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing west, February 3, 2004

*P6. Date Constructed/Age and Sources: ☑ Historic ☑ Prehistoric ☑ Both

1948; Caltrans Bridge Log

*P7. Owner and Address:

Union Pacific Railroad, owner; Use Agreement with Caltrans, (District 5, San Luis Obispo)

*P8. Recorded by: (Name, affiliation, address)

P. Ambacher / J. Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: February 2004

*P10. Survey Type: (Describe)

Intensive
B1. Historic Name: South Aptos Underpass
B2. Common Name: South Aptos Underpass
B3. Original Use: Bridge  B4. Present Use: Bridge
B5. Architectural Style: Utilitarian
B6. Construction History: (Construction date, alteration, and date of alterations) Built 1948; date fencing was added is unknown.
B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: ______________ Original Location: ____________
B8. Related Features: ______________
B10. Significance: Theme n/a  Area n/a
   Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
   (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The South Aptos Underpass does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be historical resources for the purposes of CEQA. The South Aptos Underpass was constructed to carry Southern Pacific Railroad SPRR over State Route 1 as part of the project to build State Route 1 in the late 1940s. The railroad line, originally constructed in 1876, provided local freight and passenger service between Watsonville and Santa Cruz. The following historical overview presents the development of this railroad line and the construction of State Route 1. Also presented is an evaluation of the significance of the South Aptos Underpass in its historical context. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) ___
B12. References: USGS Quadrangle, Soquel (1954 photorevised 1980); Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412); Aerial Photographs (1931 through 1963)
B13. Remarks:
B14. Evaluator: Christopher McMorris
Date of Evaluation: May 2004
   (This space reserved for official comments.)
B10. Significance (continued):

Historic Context

In the 1870s, prominent settler, landowner, and developer Frederick A. Hihn led a group of businessmen from Santa Cruz, Aptos, and Soquel, along with San Francisco based “sugar king” Claus Spreckels, to build a narrow gauge railroad line between Santa Cruz and Pajaro (later Watsonville) that connected with the standard gauge Southern Pacific Railroad (SPRR) line that had been built between Monterey and Gilroy in the Santa Clara Valley. The Santa Cruz Railroad aided in the movement of freight, especially from the owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. The discrepancy between the gauges required all freight and passengers be off-loaded and transferred between rail lines. The combination of the gauge incompatibility and the railroad’s inability to compete with the lower freight shipping rates led to the Santa Cruz Railroad’s failure. The SPRR acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883.1

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. Changes in the region’s economy decreased demand for rail service as the county’s lumber industry declined and trucks were increasingly used to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries filled thousand of railroad cars annually. The Great Depression furthered the railroad’s decline and led to increasingly limited passenger service on the Santa Cruz Branch.2

Increased demand on the region’s roadway system, from increased tourist travel and through traffic, and the state’s program to build a shoreline highway, led the Division of Highways to build what eventually became freeway State Route 1. The state began the process to connect Watsonville and Santa Cruz with a “modern thoroughfare” with construction of a new three-lane highway between the north end of Watsonville and Rob Roy Junction (southeast of Aptos) in 1941 and 1942. The Division of Highways planned to extend the improved highway to Santa Cruz, but did not have the funding to do so prior to the outbreak of World War II.3 With the passage of the state’s Collier-Burns Act of 1947, which increased fuel taxes for highway construction, the Division of Highways was able to construct the 7.65 segment between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz. Former Legislative Route 56 was superceded by State Route 1 which the Division of Highways constructed in 1947, 1948, and 1949 as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway, and also required two railroad underpasses: the South Aptos Underpass (Bridge 36 0003) and the North Aptos Railroad Underpass Bridge 36

2 Koch, Santa Cruz County; 26; Hamman, “140 Years of Railroading….”
0012) to carry SPRR over the roadway (Photograph 2). From the late 1940s through the 1950s, SPRR carried limited passenger service from Watsonville to Santa Cruz, but freight travel continued.

The South Aptos Underpass (Bridge 36 0003) is a steel beam deck bridge, a common type of railroad bridge in California and throughout the United States. Railroads regularly built steel beam bridges during the late nineteenth and early twentieth centuries. (See Photograph 3 for an artist rendering of the South Aptos Underpass from the plans for State Route 1.) Steel beams used for construction of this bridge are composed from homogeneous rolled steel with transverse cross-sections roughly corresponding to the shape of the letter “I,” used for spans up to 50 feet on railroads. The piers and wing wall abutments built along with the girder spans were constructed with reinforced concrete. Reinforced concrete – concrete with embedded steel bars which bond to the concrete and provide tensile strength – was first used in the United States in the mid 1870s and was in common use by railroad and highway engineers by the early twentieth century. Thus the technology used to build this structure was in common use when SPRR built this bridge in the late 1940s.

SPRR appears to have regularly maintained this structure and added the fencing over the pipe railing in the latter half of the twentieth century. In 1996, SPRR sold their holdings to the Union Pacific Railroad, and in 2003, the Union Pacific.

Evaluation:

Bridges are usually evaluated under two National Register criteria: Criterion A, for their association with important events and trends, especially their contribution as links within the transportation system, and Criterion C, relating to possible significance in the field of engineering. Bridges are infrequently, if ever, found to be significant under Criteria B or D. Important historic persons associated with bridges are usually involved with their design, thus making them significant as a “work of a master” under Criterion C. Historic structures, such as bridges, can occasionally be recognized for the important information they might yield regarding historic construction materials or technologies making them significant under Criterion D. Bridges of this type built in California, however, are extremely well documented in written and visual sources, so they are not themselves principal sources of important information in this regard.

Evaluations of roadway and highway bridges in California benefit from state-wide historic resource inventory and evaluation surveys. Caltrans conducted its first comprehensive state-wide historic inventory for roadway bridges during the 1980s. Caltrans is currently completing an update of the historic roadway bridge survey. Similar state-wide studies have not been conducted for railroad bridges, thus the context for railroad bridge is less well developed than that for roadway bridges. Also, there is less readily available information by which comparisons of similar extant structures can be made, though there are sufficient sources that outline common railroad bridge building practices of various periods. The roadway bridge surveys are a useful tool in evaluating railroad bridges, with the understanding of the differences in historic context between roads and railroads. In general, railroads designed and built bridges as part of their infrastructure along with many other features that were regularly maintained and upgraded in order to sustain adequate service. Railroad bridges were built with the greatest amount of economy of effort and cost and typically did not incorporate bold or innovative technologies, nor incorporate elements to enhance their aesthetics.

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5 Hamman, California Central Coast Railways,229, 257.
Under Criterion A, railroad bridges are potentially significant if they are importantly associated with trends and/or events in transportation development, regional economic development and community planning. Bridges, like other infrastructure, are inherently vital to the regions and communities they serve as they are critical elements of essential services. They enhance communication and the distribution of people, goods, and services and affect development on both the local and regional levels. These common effects of bridge construction do not typically provide sufficient evidence to demonstrate how an individual structure may be deemed significant for its association with an important historic context; otherwise virtually any bridge could be shown to be important in this way. To be eligible for listing in the National Register, bridges must have demonstrable importance directly related to important historic events and trends, with emphasis given to specific demand for such facilities and the effects the structure had on social, economic, commercial, and industrial developments locally, regionally, or nationally. In this way, bridges may be significant as physical manifestations of important transportation and planning developments on the local, regional, state, or national level.

The South Aptos Underpass is associated with the continuing operation of the SPRR railroad branch line in Santa Cruz County. The bridge is not important within this context because it is a later addition to the SPRR branch line system that by the 1940s was well established between Santa Cruz and Watsonville. The 1948 bridge is not associated with the significant event of the branch line’s original construction that connected Santa Cruz with the SPRR mainline at Watsonville, and it is not directly associated with the development of Aptos or Santa Cruz. The structure is not important within the context of the development of freeways in the 1940s as it is part of the general development of the state’s highway system at that time. Thus, the South Aptos Underpass does not appear to be significant for its association with historic events or trends in the transportation history of Santa Cruz County or within the context of a railroad / roadway separation as part of the construction of State Route 1 (Criterion A).

Under Criterion C, railroad bridges can be significant for their importance within the field of bridge engineering and design. This significance derives from a bridge embodying distinctive characteristics of its type, period, or method of construction, or representing the work of a master engineer, designer, or builder. Attributes of a bridge that contribute to its significance include: 1) its rarity, the number of remaining examples of a particular bridge construction type; 2) whether it represents innovative design techniques or use of construction methods that advanced the art and science of bridge engineering; 3) whether it is a bold engineering achievement representing measures taken to overcome imposing design and construction challenges or environmental complexities; and 4) its aesthetic quality achieved in a bridge’s individual design or with its appropriateness within the natural or man-made setting. The South Aptos Underpass is a steel beam deck bridge, a common type of railroad bridge in California and throughout the United States by the mid-twentieth century. The structure represents the railroad’s attempts to construct a suitable structure in the most cost effective manner and is not an innovative design or method of construction for that period nor is it a bold engineering achievement. The bridge also does not represent an aesthetic achievement of its period. It is a utilitarian design with no decorative elements added. Such adornments were usually reserved for structures in urban area. Thus, the South Aptos Underpass is not significant under Criterion C.

Furthermore, this bridge has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

Photograph 2. Looking east with Aptos Village visible on the left of the photograph. South Aptos Underpass crosses State Route 1 southeast of Aptos. [California Highways and Public Works (November –December 1949), 3]
Photograph 3. Line Drawing of South Aptos Underpass.

[California Highways and Public Works (May-June 1947), 18]
EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

<table>
<thead>
<tr>
<th>BRIDGE EVALUATION SHORT FORM</th>
</tr>
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<tbody>
<tr>
<td><em>(To be appended to HPSR)</em></td>
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</tbody>
</table>

Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

**PROJECT:**

**EA:**

**LOCATION:**
Attach map showing structure location.
County/Route/Postmile: SCR-001-10.01
Bridge number: 36 0011
Bridge name: Aptos Creek Bridge
Feature spanned: Aptos Creek and Spreckels Drive

**DESCRIPTION:**
Attach at least one side photo and one view of the deck along the centerline.
Type *(temporary, standard, or culvert)*: Standard
Type of superstructure: Reinforced Continuous Concrete Tee Beam
Type of substructure: Reinforced Concrete Abutments and Piers

**HISTORY:**
Date of construction/designer: 1948 / Division of Highways
Other historical information *(e.g., persons, events, WPA/CCC):*

The Division of Highways constructed bridge 36 0011 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superseded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064),

**PREPARED BY:** Christopher McMorris
**POSITION:** Senior Architectural Historian

**REVIEWED BY:**

**DATE:** May 2004
**AGENCY/FIRM:** JRP Historical Consulting

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0011. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad’s Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project’s major structures. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s(1).

Bridge 36 0011 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1940s (Criterion A) as it is part of the general development of the state’s highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet he significance criteria as outlined in these guidelines.

Bridge Number: 36 0011

Aptos Creek Bridge, Map Reference Number 07-02

Aptos Creek Bridge (Spreckels Drive in foreground), camera facing northeast, November 2003
P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T_; R_; ¼ of Sec ___; _____ B.M.
c. Address _______ City Aptos  Zip ________
d. UTM: (give more than one for large and/or linear resources) Zone _____; __________________ mE/ __________ mN

P2a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The North Aptos Underpass, Bridge 36 0012, crosses State Route 1 at postmile 10.01 in Aptos. The North Aptos Underpass is a through steel plate girder bridge that sits on reinforced concrete abutments and a single reinforced concrete pier. (Photograph 1) The girders are riveted and are flanked by steel pipe railings. There are also chain link fences extended up from the girders running the entire length of the structure. The two span bridge measures 44.8 meters (146.98 feet) long. A view of the deck was not accessible because JRP did not have permission to enter the railroad right-of-way.

*P3b. Resource Attributes: (List attributes and codes) (HP19) Bridge

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing west, February 3, 2004

*P6. Date Constructed/Age and Sources:
   ☑ Historic ☐ Prehistoric ☐ Both 1947; Caltrans Bridge Log

*P7. Owner and Address:
   Union Pacific Railroad, owner; Use Agreement with Caltrans, (District 5, San Luis Obispo)

*P8. Recorded by: (Name, affiliation, address)
   P. Ambacher / J. Cheney
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA  95618

*P9. Date Recorded: February 2004

*P10. Survey Type: (Describe)
   Intensive
B1. Historic Name: North Aptos Underpass
B2. Common Name: North Aptos Underpass
B3. Original Use: Bridge  B4. Present Use: Bridge
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1947; date of the added fence unknown.

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ____________
*B8. Related Features: ________________

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

| Period of Significance | n/a | Property Type | n/a | Applicable Criteria | n/a |

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

The North Aptos Underpass does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be historical resources for the purposes of CEQA. The North Aptos Underpass was constructed to carry Southern Pacific Railroad SPRR over State Route 1 as a part of the project to build State Route 1 in the late 1940s. The railroad line, originally constructed in 1876, provided local freight and passenger service between Watsonville and Santa Cruz. The following historical overview presents the development of this railroad line and the construction of State Route 1. Also presented is an evaluation of the significance of the North Aptos Underpass in its historical context. (See continuation sheet.)

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


B13. Remarks:

*B14. Evaluator: Christopher McMorris

*Date of Evaluation: May 2004

(This space reserved for official comments.)
B10. Significance (continued):

Historic Context

In the 1870s, prominent settler, landowner, and developer Frederick A. Hihn led a group of businessmen from Santa Cruz, Aptos, and Soquel, along with San Francisco based “sugar king” Claus Spreckels, to build a narrow gauge railroad line between Santa Cruz and Pajaro (later Watsonville) that connected with the standard gauge Southern Pacific Railroad (SPRR) line that had been built between Monterey and Gilroy in the Santa Clara Valley. The Santa Cruz Railroad aided in the movement of freight, especially from the owners’ properties along the route, during the late 1870s and early 1880s, and served the developing tourist industry, but it was not a commercial success. The discrepancy between the gauges required all freight and passengers be off-loaded and transferred between rail lines. The combination of the gauge incompatibility and the railroad’s inability to compete with the lower freight shipping rates led to the Santa Cruz Railroad’s failure. The SPRR acquired the line, converted it to standard gauge tracking, and began freight and passenger services between Santa Cruz and San Francisco through Watsonville in 1883.1

Motor vehicles began to replace railroads for freight and local traffic through Santa Cruz County during the 1920s and 1930s. Changes in the region’s economy decreased demand for rail service as the county’s lumber industry declined and trucks were increasingly used to move the relatively smaller loads of agricultural products from this area to market. Rail freight activity shifted to the Watsonville area where the apple and sugar beet industries filled thousands of railroad cars annually. The Great Depression furthered the railroad’s decline and lead to increasingly limited passenger service on the Santa Cruz Branch.2

Increased demand on the region’s roadway system, from increased tourist travel and through traffic, and the state’s program to build a shoreline highway, led the Division of Highways to build what eventually became freeway State Route 1. The state began the process to connect Watsonville and Santa Cruz with a “modern thoroughfare” with construction of a new three-lane highway between the north end of Watsonville and Rob Roy Junction (southeast of Aptos) in 1941 and 1942. The Division of Highways planned to extend the improved highway to Santa Cruz, but did not have the funding to do so prior to the outbreak of World War II.3 With the passage of the state’s Collier-Burns Act of 1947, which increased fuel taxes for highway construction, the Division of Highways was able to construct the 7.65 segment between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz. Former Legislative Route 56 was superceded by State Route 1 which the Division of Highways constructed in 1947, 1948, and 1949 as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway, and also required two railroad underpasses: the South Aptos Underpass (Bridge 36 0003) and the North Aptos Railroad Underpass Bridge 36

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2 Koch, *Santa Cruz County*, 26; Hamman, “140 Years of Railroading….”
0012) to carry SPRR over the roadway (Photograph 2). From the late 1940s through the 1950s, SPRR carried limited passenger service from Watsonville to Santa Cruz, but freight travel continued.

The North Aptos Underpass (Bridge 36 0012) is a through steel plate girder bridge. Plate girders are among the most common type of railroad bridge in California and throughout the United States. Plate girder beams are fabricated from several rolled sections riveted together. (See Photograph 3 for an artist rendering of the North Aptos Underpass from the plans for State Route 1.) Plate girders were well suited for relatively short spans, typically these ranged from 50 to 125 feet long. They were used for permanent construction because they could be constructed inexpensively and rapidly, and they could easily be inspected and maintained. Many extant railroad bridges are, or include, plate girders spans, some of which are through girders. The piers and abutments built along with the girder spans were constructed with reinforced concrete. Reinforced concrete – concrete with embedded steel bars which bond to the concrete and provide tensile strength – was first used in the United States in the mid 1870s and was in common use by railroad and highway engineers by the early twentieth century. Thus the technology used to build this structure was in common use when the North Aptos Underpass was built.

SPRR appears to have regularly maintained this structure and added the fencing over the girders in the latter half of the twentieth century. In 1996, SPRR sold their holdings to the Union Pacific Railroad, and in 2003, the Union Pacific.

Evaluation:

Bridges are usually evaluated under two National Register criteria: Criterion A, for their association with important events and trends, especially their contribution as links within the transportation system, and Criterion C, relating to possible significance in the field of engineering. Bridges are infrequently, if ever, found to be significant under Criteria B or D. Important historic persons associated with bridges are usually involved with their design, thus making them significant as a “work of a master” under Criterion C. Historic structures, such as bridges, can occasionally be recognized for the important information they might yield regarding historic construction materials or technologies making them significant under Criterion D. Bridges of this type built in California, however, are extremely well documented in written and visual sources, so they are not themselves principal sources of important information in this regard.

Evaluations of roadway and highway bridges in California benefit from state-wide historic resource inventory and evaluation surveys. Caltrans conducted its first comprehensive state-wide historic inventory for roadway bridges during the 1980s. Caltrans is currently completing an update of the historic roadway bridge survey. Similar state-wide studies have not been conducted for railroad bridges, thus the context for railroad bridge is less well developed than that for roadway bridges. Also, there is less readily available information by which comparisons of similar extant structures can be made, though there are sufficient sources that outline common railroad bridge building practices of various periods. The roadway bridge surveys are a useful tool in evaluating railroad bridges, with the understanding of the differences in historic context between roads and railroads. In general, railroads designed and built bridges as part of their infrastructure along with many other features that were regularly maintained and upgraded in order to sustain adequate service. Railroad bridges were built with the greatest
amount of economy of effort and cost and typically did not incorporate bold or innovative technologies, nor incorporate elements to enhance their aesthetics.

Under Criterion A, railroad bridges are potentially significant if they are importantly associated with trends and/or events in transportation development, regional economic development and community planning. Bridges, like other infrastructure, are inherently vital to the regions and communities they serve as they are critical elements of essential services. They enhance communication and the distribution of people, goods, and services and affect development on both the local and regional levels. These common effects of bridge construction do not typically provide sufficient evidence to demonstrate how an individual structure may be deemed significant for its association with an important historic context because virtually any bridge could be shown to be important in this way. To be eligible for listing in the National Register, bridges must have demonstrable importance directly related to important historic events and trends, with emphasis given to specific demand for such facilities and the effects the structure had on social, economic, commercial, and industrial developments locally, regionally, or nationally. In this way, bridges may be significant as physical manifestations of important transportation and planning developments on the local, regional, state, or national level.

The North Aptos Underpass is associated with the continuing operation of the SPRR railroad branch line in Santa Cruz County. The bridge is not important within this context because it is a later addition of the SPRR branch line system that by the 1940s, was well established between Santa Cruz and Watsonville. The 1947 bridge is not associated with the significant event of the branch line’s original construction that connected Santa Cruz with the SPRR mainline at Watsonville, and it is not directly associated with the development of Aptos or Santa Cruz. The structure is not important within the context of the development of freeways in the 1940s as it is part of the general development of the state’s highway system at that time. Thus, the North Aptos Underpass does not appear to be significant for its association with historic events or trends in the transportation history of Santa Cruz County or within the context of a railroad / roadway separation as part of the construction of State Route 1 (Criterion A).

Under Criterion C, railroad bridges can be significant for their importance within the field of bridge engineering and design. This significance derives from a bridge embodying distinctive characteristics of its type, period, or method of construction, or representing the work of a master engineer, designer, or builder. Attributes of a bridge that contribute to its significance include: 1) its rarity, the number of remaining examples of a particular bridge construction type; 2) whether it represents innovative design techniques or use of construction methods that advanced the art and science of bridge engineering; 3) whether it is a bold engineering achievement representing measures taken to overcome imposing design and construction challenges or environmental complexities; and 4) its aesthetic quality achieved in a bridge’s individual design or with its appropriateness within the natural or man-made setting. The North Aptos Underpass is a through steel plate girder bridge, a common type of railroad bridge in California and throughout the United States by the mid-twentieth century. The structure represents the railroad’s attempts to construct a suitable structure in the most cost effective manner and is not an innovative design or method of construction for that period nor is it a bold engineering achievement. The bridge also does not represent an aesthetic achievement of its period. It is a utilitarian design with no decorative elements added. Such adornments were usually reserved for structures in urban area. Thus, the North Aptos Underpass is not significant under Criterion C.
Furthermore, this bridge has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.

**Photographs (continued):**

**Photograph 2.** Looking east with Aptos Village visible on the left edge of the photograph. North Aptos Underpass crosses State Route 1 in the foreground. [California Highways and Public Works (November –December 1949), 3]

[California Highways and Public Works (May-June 1947), 18]
This two-story building is rectangular in plan and is covered with a front gable, steeply-pitched roof with boxed eaves that is sheathed in composite shingles. A small porch sheltering the primary entrance on the northwest side is framed by an open railing and covered by a front gable roof supported by square posts. The porch does not appear to be original to the building. The building is sheathed in clapboard wood siding. Two, single story shed roof additions, one on the southwest side of the building and another at the southeast end of the building are sheathed in plywood. Fenestration consists of a mix of 6/6 double hung windows, aluminum sliding windows and skylights. The building sits at the edge of an asphalt covered parking area. (See Continuation Sheet)
B1. Historic Name: Jose Arano House
B2. Common Name: 
B3. Original Use: single family residence and general store  B4. Present Use: single family residence and commercial
* B5. Architectural Style: National
* B6. Construction History: (Construction date, alteration, and date of alterations)  Built ca. 1867 (house); commercial additions, new windows and skylights after 1963
*B7. Moved? ☐ No ☑ Yes ☐ Unknown  Date:  Original Location: 
*B8. Related Features: 

* B10. Significance: Theme n/a  Area n/a
   Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The residence at 7996 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Franklin Maggi of Dill Design Group prepared an evaluation of this building as part of a county update survey conducted in 2001, however that evaluation did not present a complete finding. The evaluation stated that it “would continue to qualify as a “NR-4” meant that the property may become eligible. The evaluation did not address the California Register. JRP prepared the present inventory and evaluation to complete the findings. (See continuation sheet.)

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

*B12. References: USGS Quadrangle, Soquel (1954 photo revised 1980; County Property Records; United States Census, Santa Cruz County (1870-1930); “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz, March 2001”; Cabrillo Times & Green Sheet, February 1, 1973; Sanborn Fire Insurance Maps 1888 and 1892; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. O4TC45-F and O4TC47-F for SCR-56-E, Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412); Aerial Photographs (1931-1963); California Highway and Public Works.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: February 2004

(This space reserved for official comments.)
B10. Significance (continued):

History of Aptos and Jose Arano

The village of Aptos is located on what was once the Rancho Aptos, a square league of land granted to Rafael Castro in 1833. Santa Cruz County settlement grew during the early American period in the 1850s and several buildings and structures were constructed on rancho land under a land lease agreement that Castro offered to settlers. The Aptos of this time was a small village centered along Aptos Wharf Road, near Jose Arano’s general store and post office, then located in the building now known as 7996 Aptos Wharf Road. Aptos Wharf Road served as the main road leading to the wharf where the area’s marketable goods were shipped. In 1876 the Santa Cruz Railroad came through the area bypassing Aptos Wharf Road, and a new center of town developed closer to the rail depot to the east of this property. With reliable rail service established, the local industries went through a relatively steady period of growth during last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off of the main north-south tracks, including two spurs specifically for large timber companies. In 1878, Jose Arano built the Bay View Motel, originally named the Anchor Hotel, at the corner of Trout Gulch Road and Aptos Street, joining several other businesses and hotels operating in the village.¹

Jose (Joseph) Arano was living in the Watsonville and Pajaro area at the time of the 1860 census, working as a waiter in a hotel owned by John Ford. A native of Spain, Arano married Maria Castro, the youngest daughter of Rafael Castro in the early part of the 1860s. By 1870, the Jose Arano family lived in Aptos with four of their children, Amelia, Jose G., Rosa and Gabriel. Arano reported that he worked in the general merchandise trade. In 1867, Arano leased the property at the corner of Soquel Drive and Aptos Wharf Road from his father-in-law, Rafael Castro, and constructed the subject building that served as the family home and general store. Arano ran a successful business in the building until the railroad bypassed the property. Arano recognized the need for travelers’ accommodations and built the Bay View Hotel at the corner of Aptos Street and Trout Gulch Road in the new town center. He moved his general store and post office to the first floor of the hotel and moved his family to the new building as well. Jose Arano continued to live at the Bay View Hotel for many years and as his health deteriorated, he was cared for by his daughter, Amelia, until his death in 1928. Amelia inherited the hotel.

It is unclear whether Arano purchased the Aptos Wharf Road property from Castro at the end of their ten-year lease agreement in 1877, or if the property remained in Castro’s possession and became part of his estate when he died in 1878, in which case it would have been divided amongst his heirs, one of whom being Jose Arano’s wife, Maria. Ownership of the “Arano House” on Aptos Wharf Road appears to have remained in the Castro/Arano family for many years and was probably operated as a rental. Edward Sawyer and his wife and stepchildren lived there around the turn of the century. By 1910 it appears that members of the Castro family were living in the house. Joseph Luzzi and his wife owned the property by 1953.² Raymond Palmer was the next long term owner/occupant. He owned the property from the late 1960s through 1998, when he sold it to the Jacobsens, whose family still holds the property.


² Record of Survey Map, Santa Cruz County, California, July 8, 1953, Volume 31 page 39.
Evaluation

The Jose Arano house at 7996 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places because, although it is associated with locally significant history, it does not retain integrity. Prior to the Santa Cruz Railroad passing through Aptos, Aptos Wharf Road was the center of the community. Jose Arano’s house and store were constructed during this pre-railroad period of Aptos’ development. His was the first general store in Aptos and was financially successful enough to allow him to use his profits to built the Bay View Hotel.\(^3\) The Aranos became a prominent Aptos family and played a significant role in local history. Jose Arano was the son-in-law to Rafael Castro, owner of Rancho Aptos. Mr. Arano lived in the house at 7992 Aptos Wharf Road for a relatively short period of time, although family members probably owned and/or occupied the house periodically through the 1920s. The house would appear to meet the criteria for its association with the early development of Aptos under Criterion A (Criterion 1) and for its association with a historically significant person (Criterion B and Criterion 2) if it retained integrity (see below).

Architecturally, the building embodies the distinctive characteristics of a type and period of construction and would also appear to meet Criterion C and Criterion 3 if it retained integrity. The house is an example of a “National Style,” named for the basic two story unadorned gable roof house built by settlers, with some variation, as they followed the expanding railroads westward. This particular house is representative of the gable-front family of “National Style” houses. These houses were often narrow with steeply pitched roofs and pediment facades, with Greek Revival influences.\(^4\) In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building is otherwise documented and does not appear to be a principal source of important information in this regard.

While it is potentially significant, the integrity of the house has been severely jeopardized. As seen in Photographs 3 and 4, previous owners made major architectural changes to the house’s southwest side and rear, probably in the 1960s. A plywood sided, shed roof addition extends along the length of the southwest wall. The new roof, replacement windows, doors, and porch, as well as the installation of skylights further reduced the integrity of the house. The house does not, therefore, appear to meet any of the significance criteria of either the National Register or California Register.

This property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.


Photographs (continued):

Photograph 3. Looking east down railroad tracks, October 1944.
7996 Aptos Wharf Road (Jose Arano House) is the light colored building at the far left.
The Division of Highways took this picture in preparation for the construction of SR 1 (then Route 56).

[California Department of Transportation, District 4 Map Room,
Envelope 412, Bet Rob Roy Jct. & Morrissey Ave, #04TC45-F and 04TC47-F for SCR-56-E]
Photograph 4. Looking east towards Aptos Village.

7996 Aptos Wharf Road (Jose Arano House) is the facing west in front of the railroad track at the corner of Soquel Drive and Aptos Wharf Road.

From the *California Highways and Public Works* (November –December 1949), p. 3.
Attachment for Map Reference #07-04

Attachment for Map Reference #07-04

José Arano, a native of Barcelona, Spain, arrived in Santa Cruz County in 1854 at age 17. Local oral history has his arrival in the Aptos area in the 1860s; however, in the 1840 census, he was living in Watsonville and working in a hotel. He married Augusta Castro, the 18-year-old daughter of Rafael Castro, in 1862. In 1867, Rafael Castro leased Arano the site of this building for 10 years, for $5 per year. At the end of the lease period, he was entitled to remove any improvements that Arano had built.

It was probably at this time that the house at the corner of Seigal and Aptos Main/Drive was constructed. By 1870, the building housed a grocery business and the first Aptos post office. This was the center of Aptos until 1978 when Arano built the Anchor House Hotel, later known as the Bay View Hotel, further east on Roque-Watsonville Road (Roque Drive). After the railroad was constructed through Aptos in 1876, the site near the depot was a better location for business. After the Aranas moved to the hotel, it is said that their grocery store/house was used briefly as the schoolhouse. When the new school was constructed across the street, the old house became a community hall. The Aranas owned the property until at least the 1920s. It appears to have been used as a residential rental, probably lived in by the Edward Sawyer family in the early 1900s. In the recent past, it was the property of Ray Palmer, former owner of Palmer Glass.

The building is an important reflection of early commercial development in the area, and was owned by a prominent local family. The building was previously reviewed for eligibility for the National Register and was found to be eligible for listing only. Because of a lack of integrity to its original configuration and fabric, the building remains ineligible for listing. However, it remains an important reminder of local community development patterns and would continue to qualify as an NR-4.

The parcel at 7992 Aptos Wharf Road contains two buildings: a residence and a garage. The dwelling is a one-story building with a rectangular plan that sits on a raised foundation. The eaves of the hipped roof are boxed and the roof is covered with composition shingles. The simple plan has an asymmetrical façade with a gable-covered bay window at the southwest corner of the house and an inset porch. The porch has two large square posts and turned balusters. The majority of the windows are 1/1 double-hung wood frame sash with lug sills. Exceptions to this are the four-light wood frame windows facing onto the porch and the multi-light wood frame window set in the center of the bay window. There is a louvered wood vent with a lug sill in the peak of the front gable and the building is sheathed in channel rustic siding. (See Continuation Sheet)
B1. Historic Name: **Rice House**
B2. Common Name: incorrectly identified in previous surveys as “Judge Rice House”
B3. Original Use: single family residence  
B4. Present Use: single family residence

*B5. Architectural Style:* Worker’s Cottage
*B6. Construction History:* (Construction date, alteration, and date of alterations)  
**Built ca. 1890; original barn removed ca. 1950; detached garage built ca. 1976**

*B7. Moved?* ☑ No ☐ Yes ☐ Unknown  
**Date:** ___________  
**Original Location:** ___________
*B8. Related Features:___________

B9. Architect: **unknown**  
B. Builder: **unknown**

*B10. Significance:*  
**Theme** n/a  
**Area** n/a  
**Period of Significance** n/a  
**Property Type** n/a  
**Applicable Criteria** n/a  

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

The property at 7992 Aptos Wharf Road does not appear to meet the criteria for listing in the National Register of Historic Places, or the California Register of Historical Resources, and it is not considered to be a historical resource for the purposes of CEQA. (See continuation sheet.)

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

*B12. References:*  
USGS Quadrangle, Soquel (1954 photorevised 1980); County Property Records; United States Census, Santa Cruz County (1870-1930); “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz, March 2001”; *Cabrillo Times & Green Sheet*, February 1, 1973; Sanborn Fire Insurance Maps 1888 and 1892; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Junction & Morrissey Boulevard, Envelope 412; Aerial Photographs (1931 through 1963)

B13. Remarks:

*B14. Evaluators:*  
Caltrans, District 5 PQS;  
Meta Bunse, JRP

*Date of Evaluation:* February 2004; revised April 2008

(This space reserved for official comments.)
A detached garage, built about 1976, is located southwest of the residence. It is a front gabled building with a low-pitched roof featuring a wide fascia board at the narrow eaves. The garage is sheathed in plywood and has three different types of bay doors in the northwest side. The first pair are double, side-hinged wood doors, the second is a replacement sectional garage door. The third bay is set with a sectional roll-up garage door. The garage also has a flush wood personnel door (Photograph 2).

B10. Significance (continued):

History of Aptos and the Rice Family

The village of Aptos is located on what was once the Rancho Aptos, a square league of land granted to Rafael Castro in 1833. Santa Cruz County settlement grew during the early American period and several buildings and structures were constructed on rancho land under a land lease agreement Castro offered to settlers in the 1850s. The Aptos of mid-nineteenth century was a small village centered along Aptos Wharf Road, around Jose Arano’s general store and post office, with access to shipping at the Aptos Wharf. In 1876 the Santa Cruz Railroad came through Aptos, bypassing Aptos Wharf Road and a new center of town soon developed around the new rail depot to the east of this site. With reliable rail service established, the local industries went through a relatively steady period of growth during last decades of the nineteenth century. Aptos became a significant freight junction with five rail spurs off of the main north-south tracks, including two spurs specifically for large timber companies. In 1878, Jose Arano built the “Anchor House” later known as the Bay View Hotel, at the corner of Trout Gulch Road and Aptos Street. Several other businesses and more hotels were constructed during this period, including one operated by David Marion Rice.¹

David Rice, a native of Missouri, was living in Santa Cruz when he married Matilda Jane Graham Rice (Jennie Rice) around 1865. Mrs. Rice was the daughter of Isaac Graham, an early Santa Cruz County settler. Graham and business partner, Henry Naile, acquired the Rancho Zayante, located in redwood country on the San Lorenzo River near present day Felton in the 1840s where they constructed the first water-power sawmill in the territory. Graham’s common law wife, Tallatha Catherine Bennett, gave birth to two daughters while living on the Zayante Rancho. Jennie, the oldest claimed to be the first American child born in what became Santa Cruz County.² According to the 1870 census Jennie and David Rice were living with the first three of their five children, William, Jesse, and Mansell, in Aptos and Mr. Rice reported his occupation as “teamster.” The 1880 census reflects the birth of the last two Rice children, David Wayne and Charlie, and two other residents, eight-year-old Bessie Courrel (later adopted by the Rices) and boarder W. Nichelson, a carpenter by trade. At this time Mr. Rice identified himself as a hotelkeeper. In 1890, Mr. Rice purchased A.J. Jenning’s store in the village at the northeast corner of Trout Gulch Road and Aptos Street, which he operated until 1896 when it burned.³


³ A. Engle and C. Duval, “Dill Design Group, Historic Inventory Update Year 1, for the County of Santa Cruz”, March 2001.
during this time, 1889 or 1890, that the Rice family apparently built the house at 7992 Aptos Wharf Road. In 1900, census information records no occupation for David Rice, the sixty-four year old head of the family. The family appears to have remained in the Aptos Wharf Road house until moving to Calexico, California about 1915.

City directories, county property records, and other historical sources reveal little about the history of the property for the next three decades, but the house does appear in a 1944 photograph taken by the California Division of Highways (Photograph 3).\(^4\) Earl O. Kaufman and his wife owned the property by the time the county surveyor prepared a record of survey for the area in 1953. Robert Thompson, a real estate agent, was listed at a similar address as this property in the 1960s. The listing was “7992 Soquel Drive” and may reflect the fact that this parcel is just south of Soquel Drive. By the time of a previous historic resources inventory of the property prepared in 1986 the house was being used as a real estate office, consistent with the earlier listing. Robert Umberger is the present owner.

**Evaluation**

Franklin Maggi of Dill Design Group prepared an evaluation of this property as part of a county update survey conducted in 2001, however, information provided in that evaluation required clarification, as well as evaluation under the criteria of the California Register. This 2001 evaluation noted that OHP had reviewed an evaluation of the property; however that previous review had resulted in a “4S” status and incorrectly identified the building as the “Judge Rice House.” At that time “4S” meant that the property may become eligible for listing. Maggi concluded in 2001 that 7992 Aptos Wharf Road “would” qualify for the National Register. A copy of that form is attached. JRP Historical Consulting, LLC, prepared the present inventory and evaluation from to clarify and complete the evaluation for the current project.

Caltrans Professionally Qualified Staff (PQS) reviewed the description and evaluation of this property prepared by JRP Historical Consulting, LLC, for the current project and determined that, in the larger context of Santa Cruz County resources, this residence does not appear to rise to the level of significance or architectural integrity to warrant National Register or California Register eligibility. Caltrans PQS concluded that the residence is not significant for its association with historic events or trends in history under Criterion A of the National Register of Historic Places and Criterion 1 of the California Register of Historical Resources “because it is not associated with the primary trends of development in Aptos at the time of its construction.”\(^5\) The village of Aptos was a small but economically active community that centered around the railroad depot, east of Aptos Wharf Road, and was dependant on the local lumber industry as well as a growing tourist industry during this period. Aptos Wharf Road had been an important, busy roadway when it was first established, but after the railroad arrived in 1876, the town of Aptos really developed around the new depot to the east. Residences and businesses that developed in this new village center concentrated along Trout Gulch Road and Aptos Street, a pattern that continued into the early twentieth century. When built in the 1890s, this residence was actually located on the outskirts of the growing village and is associated with the general pattern of residential development of the Aptos area. It was not directly associated with either of the major industries of the day, lumber and tourism. David Rice was the

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\(^4\) Previous surveys have mis-identified this property as the “Judge Rice House.” Judge Henry Rice was a Santa Cruz county judge in the 1850s and represented Santa Cruz County in the State Assembly in 1876-1877. The Judge retired to his ranch in Blackburn Gulch, where he lived until his death in 1889. There is no apparent connection between this prominent Santa Cruz County politician and the 7992 Aptos Wharf Road property. From a short biography of Judge Rice see: Edward Sanford Harrison, History of Santa Cruz County (San Francisco: Pacific Press Publishing Company, 1892), 245.

proprietor of a hotel during the 1880s and his occupation had changed to storekeeper by the time this residence was constructed. Other members of the household held occupations such as postmaster and carpenter.

The residence does not appear eligible for its association with historically significant people at the local, state, or national level (Criterion B and Criterion 2). While the Rice family was connected to an early pioneering family in Aptos and Santa Cruz County through Mrs. Jennie Rice, the daughter of Isaac Graham and Tillatha Catherine Bennett, David and Jennie Rice do not appear to have made significant individual contributions to the Aptos community where they resided for more than forty years. David Rice worked as a teamster and was the proprietor of a hotel and a saloon in Aptos Village in the years before the construction of the subject property. During the time the Rice family resided in the house, Mr. Rice operated a store and retired from business after the store burned in 1896. David Rice followed a fairly typical pattern of work in late nineteenth century rural California in his attempts to make a living and support his family. He did not make significant contributions to his fields of endeavor and, furthermore, mere association with a prominent family is not adequate to meet this criterion. The residence does not appear to be eligible under criterion B and Criterion 2. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building is otherwise documented and does not appear to be a principal source of important information in this regard.

Architecturally, the house displays some characteristics of its period and type of construction; however, Caltrans PQS found that it was not eligible for listing under Criterion C or Criterion 3 “because it is a common resource type found in numerous cities and towns throughout the region” and it has lost some degree of integrity. The house has a simple folk form that does not connote a single architectural style, but is typical of the “National” type of residential architecture. Its pyramidal roof is similar to the Folk Victorian style prevalent during this period, although it lacks the adornment and porch shape that are common elements of that style. It also has similar elements of a corner-porch shotgun house, but lacks the symmetry associated with that particular style. This plain house is a reflection of its construction during a transitional period in local residential building, and is the type of house that a working class family would have lived in during this time period, small, but large enough for children and boarders.

The integrity of the house has remained largely intact, although some of the windows and porch have been altered. Historic photographs indicate that the footprint of the house has not changed in the last sixty years, and is in fact probably unchanged for the last 115 years. The front of the house can be seen in Photograph 3, which was taken in October 1944, prior to the construction of the highway and in Photograph 4, taken soon after its construction. Most of the windows, the siding and the porch all appear to be original features of the house and have not been compromised. These features, the basic footprint, hipped roof, channel rustic siding, and arrangement of the main façade are character defining features of this type of building. The replacement of the original barn with a modern garage has also slightly reduced the historic integrity of the property. The modern detached garage itself does not appear to be eligible for listing. The setting has also been somewhat compromised by the development of the commercial building and parking lot on the adjacent lot to the northeast and the large commercial shopping center to the northwest, although the house itself retains the look and feel of a mid-nineteenth century residence. This property has been also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Caltrans determined that this building

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is not eligible for the NRHP or CRHR, and as CEQA lead agency has determined that it is not considered a historical resource for the purposes of CEQA.

Photographs (continued):

![Detached garage. Camera facing south, February 3, 2004.](image)

**Photograph 2.** Detached garage.
Photograph 3. Looking east down railroad tracks, October 1944. 7992 Aptos Wharf Road (Rice House) is the middle building on the left, with the bay window. The Division of Highways took this picture in preparation for the construction of SR 1 (then Route 56).

[California Department of Transportation, District 4 Map Room, Envelope 412, Bet Rob Roy Jct. & Morrissey Ave, #04TC45-F and 04TC47-F for SCR-56-E]
Photograph 4. Looking east towards Aptos Village.
7992 Aptos Wharf Road (Rice House) is facing west in front of the railroad track.
From the California Highways and Public Works (November –December 1949), p. 3.
Attachment for Map Reference #07-05

Attachment for Map Reference #07-05

P1. Other Identifier: Rancho Del Mar Shopping Center

*P2. Location: ☑ Not for Publication ☑ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2b. USGS 7.5' Quad Soquel Date 1954, photo revised 1968 T; R; ¼ of Sec; B.M.

Address 140 Rancho Del Mar City Aptos Zip 9503-3913

d. UTM: (give more than one for large and/or linear resources) Zone ; mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 039-221-12, 039-221-11, 039-211-04

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located at 140 Rancho Del Mar Boulevard is the Rancho Del Mar Shopping Center. Constructed in 1962, with additions made in the following decades, the shopping center contains more than fifty retail and commercial businesses and one gas station. The center is a complex that consists of two large multi-unit buildings and three smaller multi-unit buildings. The gas station at the corner of State Park Drive and Soquel Drive is non-historic (built c.1964). The KFC fast food restaurant at the southern end of the center is also non-historic (built c.1970). For the purposes of this description, the buildings will be referred to as A, B, C, D, E, F and G, as shown on the attached Building Map based on a drawing dating to about 1974. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

*P5b. Description of Photo: (View, date, accession #) Photograph 1, Building A, camera facing west, February 3, 2004.

*P6. Date Constructed/Age and Sources: ☑ Historic ☑ Prehistoric ☑ Both 1962 / county property records, newspapers, aerial photographs

*P7. Owner and Address:
Barrett LTD
140 Rancho Del Mar
Aptos, CA 9503-3913

*P8. Recorded by: (Name, affiliation, address)
Patricia Ambacher / Erin Autry
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: February 2004

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none." ) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

*Required Information
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 11

* NRHP Status Code 6Z
* Resource Name or # (Assigned by recorder) Map Reference #08-01

B1. Historic Name: Rancho Del Mar Shopping Center
B2. Common Name: Rancho Del Mar Shopping Center
B3. Original Use: commercial
B4. Present Use: commercial
*B5. Architectural Style: Commercial with Ranch style details
*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: Original Location:
*B8. Related Features:

b. Builder: unknown
*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The shopping center at 140 Rancho Del Mar does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA.

Aptos remained a rural community throughout the first half of the twentieth century and commercial activity during this time period was concentrated in Aptos Village. Much of the land surrounding Aptos was subdivided into small farms as logging activity declined in the 1920s. Apple orchards appeared and remained an important agricultural crop in the area through the 1950s. The first modern shopping center was the Rancho Del Mar Shopping Center, which opened in 1962 and expanded into the late-1960s. Small groups of stores also were established in the Seacliff, Rio Del Mar and La Selva Beach areas in the 1960s. Another large shopping center, the Deer Park Marketplace, was constructed in 1978 in the Rio Del Mar neighborhood.

(See continuation sheet.)

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

*B12. References: USGS Quadrangles (1954 photorevised 1980); County Property Records; Santa Cruz County Building Permits; Historic Photographs (1940 through 1963); Santa Cruz Sentinel; City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: February 2004

(This space reserved for official comments.)
P3a. Description (continued):

The main section of Building A is occupied by a Safeway grocery store. It features a double front gable roof of moderate pitch, narrow fascia boards and it has exposed rafters. There is a shed roof that extends across the façade beneath the gables and is clad in composition shingles and it has a wide fascia board. The fenestration throughout consists of fixed plate glass windows beneath the gables and along the north side. The building is clad in board-and-batten siding and features a brick veneer. Thirteen brick columns support the shed roof, which shelters the entrances and the walkway along the front of the building. The entry features automatic metal frame glass doors. (Photograph 1)

Southeast of Safeway are more businesses in Building A including Aptos Coffee, Sheriff’s Center, Paradise Interior Design, and Aptos Shoes and Apparel. The building features the same gable roof with narrow fascia boards over a shed roof that covers the entrances, all clad in composition shingles. It is sheathed in board-and-batten siding with both a brick veneer and a decorative stucco veneer. The entries are flush and set with metal frame glass doors. (Photograph 2)

Buildings B and C, similar in appearance to Building A, are rectangular in plan and have cross gable roofs of moderate pitch, narrow fascia board and exposed rafters. A shed roof, supported by brick columns, extends along the front façade to shelter the walkway. The buildings are also clad in board-and-batten siding with a brick veneer. The buildings contain a variety of businesses including a small movie theater.

Building D is located along the eastern edge of the parking lot, at an angle to Soquel Drive. A variety of commercial businesses occupy the spaces, including long-time tenant County Bank of Santa Cruz. The square building is topped with a cross gable, hipped roof that is clad in composition shingles. It has a low pitch and features wide fascia boards. The storefronts are sheltered by a shed roof that is supported by several square wood posts. The building is sheathed in board-and-batten siding and has a brick veneer. Fenestration throughout consists of fixed windows. The entries are flush and are set with a combination of flush wood doors, glazed wood doors and metal frame glass doors. (Photograph 3 and 4)

Building E is immediately north of Building A and houses a variety of commercial businesses, including the Del Mar Cleaners and the Windjammer restaurant. The storefronts feature a hipped roof, with a front gable projection, both clad in composition shingles. A shed roof, with square wood posts, shelters the façade. Siding on these stores is also board-and-batten and brick. The fenestration throughout consists of fixed windows and the entrances are flush and set with metal frame glass doors. (Photograph 5)

Building F is also north of Building A at the corner of the parcel. It is a vacant gas station that was built in about 1964. It shares architectural details with the rest of the center, including a cross gable roof of low pitch featuring wide fascia boards. (Photograph 6)

Building G, at the southwester corner of the parcel, adjacent to Soquel Drive, is a modern KFC fast food franchise restaurant that was built in about 1970. Because it is less than forty-five years old, it is not subject to the present evaluation.
B10. Significance (continued):

History of Rancho Del Mar Shopping Center

The development of the Rancho Del Mar Shopping Center began in 1959. This proposed center, situated on twelve acres northeast of the intersection of busy Highway 1 and State Park Drive in Aptos, was originally conceived to include twenty to twenty-five stores, with approximately 500 parking spaces, at a cost of $2 million.1 The developer, James Fenton of San Jose, secured a lease from Safeway Stores, Inc. to lease a 16,500 square foot space in the shopping center, making it one of the larger Safeway stores in the area, in 1960. Construction of the first phase of the shopping center was completed in 1962. This phase included the northernmost half of Building A and Buildings E and F (the gas station). By 1965, the southern half of Building A and Building D were completed. The northern half of Building B was completed in 1968-69 for Vessey’s Drugs, a large pharmacy-variety store. Around this time, the County Bank of Santa Cruz, one of the largest tenants in the complex, moved from the corner of Building E to the center space in Building D. The southern half of Building B in addition to Buildings C and G were completed in 1970. Building C was designed for a movie theater that still occupies the space. Building E housed Crocker’s, a drive-through fast food restaurant and now KFC occupies the space. As the complex expanded throughout the 1960s, the center became a primary commercial center for Aptos.

The general V-shaped plan of the Rancho Del Mar is representative of late 1950s and early 1960s neighborhood shopping center design trends. The original design included popular rustic ranch style details that appear in many shopping centers and suburban developments at this time. The complex, which is classified as a neighborhood shopping center, is also representative of a transitional period in shopping center evolution, between the era of downtown shopping districts to the advent of the enclosed suburban mall. Neighborhood shopping centers were often anchored with a large supermarket and surrounded by a large variety of smaller shops and services focused on everyday needs. A typical layout included a V or U shaped layout of one-story stores with a large parking lot between the storefronts and the street. Neighborhood centers developed during the same time period as the beginnings of the enclosed shopping mall, which had an inward focus and were usually anchored by several large department stores. The proliferation of shopping centers is generally linked to suburban growth, the availability and use of the automobile, and a change in real estate tax policy in the late 1950s and early 1960s.2

The Rancho Del Mar Shopping Center had a massive renovation in 1978 that included an expansion of the Safeway store in Building A. Safeway had already expanded into adjacent stores by this point to include 20,337 square feet and in 1978, it further expanded into adjacent stores for a total of 31,622 square feet. The 1978 complex remodeling included resurfacing and re-roked peaked roof areas, tiling the mansard roofs, enlarging overhang columns and increasing fascia depth, replacing unified siding with individual storefront siding materials, installing covered pedestrian walkways, adding fascias to the rear of the buildings, and the repainting of all buildings and structures in earth-tone color combinations. Other site improvements included the restoration of a

decorative perimeter along Soquel Drive and State Park Drive, installing brick paved walkways from the front to rear buildings and adding new landscaped areas.³

Evaluation of Significance

The Rancho Del Mar Shopping Center was not the only commercial center to develop in response to the surge in mid-county growth, even though it was one of the largest and earliest. Soon after it was built, several other shopping centers developed in Aptos and the mid-county area. Therefore, within the context of commercial development in Aptos, the Rancho Del Mar Shopping Center does not appear to be individually important (Criterion A).

The shopping center also does not appear to be associated with the lives of any historically significant persons (Criterion B). James Fenton, the original developer, was an advertising executive from San Jose. While he lived in nearby Rio Del Mar, it does not appear that he made important contributions to his field or to local, state or national history. The shopping center does not appear to be directly associated with his advertising career (Criterion B). In addition, the retail spaces within the center have been leased to a variety of different businesses over the years, including restaurants, cleaners, insurance firms, clothing stores, and bookstores. While Safeway is one of the longest commercial residents in the shopping center, it is a large corporation with several other stores in the county and many throughout the state. Safeway, in addition to the other shopping center businesses and their owners, does not appear to be associated with significant contributions to local, state or national history.

Architecturally, the buildings do not embody distinctive characteristics for their period, type or method of construction (Criterion C). The buildings are of a common type and use a modern design and style. This type of shopping center was very common by the late 1950s and early 1960s throughout both Santa Cruz County, as well as the rest of California. Additionally, the design-build firm responsible for the Rancho Del Mar Shopping Center, the C.A. Wilder Company of Los Gatos, had already built a shopping center similar in design and size in San Jose called the Cambrian Park Plaza. This earlier shopping center still exists, although it too has been modified and neither appears to be an important example of this type of property.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however these buildings, which are a common modern design and style, do not appear to be a principal source of important information in this regard.

Moreover, the shopping center does not retain integrity because of the 1978 remodeling and expansion. As part of the remodeling, the complex’s buildings received new roofs, siding, tiled walkways, and the columns were enlarged. The unified simplicity of the original rustic ranch style architecture was modified in order to expand the square footage of the Safeway and to give other storefronts more individuality.⁴ This renovation significantly altered the original appearance, craftsmanship and setting of the property.

³ “Rancho Del Mar Shopping Center, Aptos, CA: Remodeling Project – Safeway Expansion Project,” in the files of the James Fenton. Co., Inc. of Sanpoint, Idaho (not date).

⁴ “Rancho Del Mar Shopping Center, Aptos, CA: Remodeling Project – Safeway Expansion Project,” in the files of the James Fenton. Co., Inc. of Sanpoint, Idaho (not date).
The Rancho Del Mar Shopping Center does not retain integrity to any period of significance, nor does it appear to be associated with any potential period of significance. It therefore it does not appear to be eligible for the National Register of Historic Places. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this shopping center does not appear to meet the significance criteria as outlined in these guidelines.
Location Map:

140 Rancho Del Mar, Aptos, California
Building Map:
Photographs (continued):


**P1. Other Identifier:** Poor Clare’s Monastery

**P2. Location:** 
- ☐ Not for Publication  ☒ Unrestricted
- and (P2b and P2c or P2d. Attach a Location Map as necessary.)
- ☐ USGS 7.5' Quad  
- Date 1950, photorevised 1984
- T___; R___; ___% of Sec___; _______B.M.
- Address 280 State Park Drive  City Aptos  Zip 95003-3737
- ☐ UTM: (give more than one for large and/or linear resources) Zone____; ______________mE/____________mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
- Assessor Parcel Number: 042-011-06

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Poor Clares Monastery is located at 280 State Park Drive and consists of five buildings: a church (Building A), dormitory/convent (Building B) and smaller outlying buildings (Buildings C, D and E). Building A, the church, has a gable roof of moderate pitch and it is clad in composition shingles. It features wide eaves and exposed rafters. Affixed to a large rectangular brick column is a metal cross. (Photograph 1) Sitting upon a concrete foundation, the building is rectangular in plan with a projection from its north wall that is topped by a flat roof. It is sheathed in stucco. The fenestration consists of a mixture of awning windows with a fixed top pane and aluminum sliding windows flanking a fixed center pane of glass. There are also round stained glass windows beneath both gables. Three concrete steps lead to a recessed main entrance in the northwest side, which is sheltered by a flat roof with a wide overhang. The main entrance has double doors with a decorative glass inset and is flanked by four sets of windows. (See Continuation Sheet)

**P3b. Resource Attributes:** (List attributes and codes)  (HP16) Religious Building; (HP4) Ancillary Building

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

**P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing east, January 13, 2004

**P6. Date Constructed/Age and Sources:**
- ☒ Historic  ☐ Prehistoric  ☐ Both
- ca. 1955 / historic aerial photographs

**P7. Owner and Address:**
- Dominican Santa Cruz Hospital
- 1555 Soquel Avenue
- Santa Cruz, CA 95062-1301

**P8. Recorded by:** (Name, affiliation, address)
- P. Ambacher / J. Cheney
- JRP Historical Consulting, LLC
- 1490 Drew Ave, Suite 110
- Davis, CA 95618

**P9. Date Recorded:** January 2004

**P10. Survey Type:** (Describe) Intensive
B1. Historic Name: Poor Clares Convent
B2. Common Name: 
B3. Original Use: religious
B4. Present Use: religious
*B5. Architectural Style: Abstract Modern
*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1955

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ___________ Original Location: ___________
*B8. Related Features: 


*B10. Significance: Theme n/a  Area n/a
   Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Church and associated buildings at 280 State Park Drive do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The monastery does not appear to be significant for its association with historic events or trends in local, state or national history (Criterion A). Prior to the monastery, this part of Aptos was rural and undeveloped. Prior to the construction of State Route 1, farms and orchards dominated the Aptos landscape. Until the mid-1960s, commercial and residential development was slow to develop in this area. The McFadden family owned the property from 1947-1950, first Charles Edward McFadden and then David Morris McFadden et. al. It was sold to the Poor Clares sometime in the late 1950s. The Poor Clares sold it in 1988 to the Dominican Santa Cruz Hospital, the current owners. (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); Terra Server USA Aerial Photograph, August 27, 1993; Historic Aerials (1940 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans District 5, Right-of-Way Record Map, SCr-1-PM7.8-12.1, Updated through 1990, pages R44A.9 through R44A.11; County Records; “Poor Clares Quietly Prepare for Change,” Santa Cruz Sentinel December 25, 1989

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: January 2004

(This space reserved for official comments.)
P3a. Description (continued):

There are additional entrances on the north side of the church. The first is comprised of double flush wood doors and features a wood ramp and three wood stairs. The second and third entrances are around the projection from the north wall. Both have concrete stairs and metal railings that lead to flush wood doors. The fenestration on this side of the church consists of three sets of awning windows with a fixed top pane of glass.

Located southeast of the church is Building B, the dormitory/convent. (Photograph 2) It is a two-story building L-shaped and sits upon a concrete perimeter foundation. It features a flat roof and boxed moderate eaves. The building is sheathed in smooth stucco. Fenestration throughout consists of original metal casement windows and 1/1 vertical aluminum sliding replacement windows. There are multiple recessed entries. The entrance to the Main Office is located on the south side. It features an inset porch, concrete steps and a glazed door. The nursery entrance is also on the south side. It has a flat roof, brick posts, and concrete steps and features a single leaf glazed door. On the building’s east side there is a large second story balcony with wood railings and is accessed by double leaf doors. There are partial concrete block walls surrounding the portions of the building. The east side entrances are all inset with either concrete or wood stairs and feature glazed wood doors. A fenced playground for the nursery is located east of the building in the inside corner of the L-plan. (Photograph 3)

Building C is east of the dormitory. It is a small building with a flat roof and wide overhang. It is sheathed in stucco and has one casement window and one flush wood door. (Photograph 4)

Building D sits east of the church and the convent. It is rectangular in plan and sits upon a concrete foundation. It is topped with a hipped roof clad in composition shingles and it is sheathed in stucco. (Photograph 5) The fenestration on the north wall consists of 1/1 vertical sliding replacement vinyl windows. On the south wall there is a 1/1 replacement vinyl window and another with a fixed center pane flanked by two horizontal sliding windows. The entrances are on the north and south sides of the building have flush wood doors. The entrance on the south side also features a wood staircase with three wood stairs and a wood railing.

Building E is east of Building D and serves as an equipment shed. (Photograph 6) The building is also rectangular in plan and sits upon a concrete foundation. It has a shed roof clad in composition shingles. The building is sheathed in vertical groove wood panel siding and it has a sliding wood door.

B10. Significance (continued):

This religious property also does not appear to meet the criterion for eligibility for its association with historic persons because there is no indication that individuals associated with the property made significant contributions within their endeavor. They do not appear to have influenced important religious institutions, movements or were associated with social, economic or political history in Aptos or Santa Cruz County (Criterion B). While the McFadden family owned acres of farmland throughout Aptos and Santa Cruz County, the family is not significant within the context of this religious property or the development of Aptos. The Order of Poor Clares is a religious order founded by St. Clare of Assisi in the thirteenth century as the second order of St. Francis. Today there are cloisters located throughout the world. Members of this particular order arrived in Santa Cruz from Oakland in 1940. They lived in Capitola in the Rispin Mansion until this monastery was completed in 1956. In 1988 the property was sold to the Dominican Hospital. The nuns continued to occupy the monastery until 1989 when they
relocated to a new monastery in Corralitos.¹ The building currently houses the nondenominational Aptos Foursquare Church.

Architecturally, this religious property does not appear to meet the requirements under Criterion C. There is no historic evidence to support that a master craftsman built the church, dormitory or outlying buildings. The church itself is a modest example of an Abstract Modern style building.² The simplified tower or steeple punctuates the building’s basic utilitarian design. The diocese built this humble religious complex to reflect the contemplative lives of the Poor Clares. The construction of a playground that is used for the daycare center and the fact that some of the outlying buildings have had replacement windows installed and new doors have compromised the integrity of the complex. In rare instances buildings themselves can serve as a source of important information about historic construction materials or technologies (Criterion D); however this religious property does not appear to be a principal source of such information. Furthermore, this building as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this religious property does not appear to meet the significance criteria as outlined in these guidelines.

The National Register’s Criteria Consideration A must be applied when evaluating 280 State Park Drive because it was and is a religious property. Consideration A – Religious Properties states that: “A religious property requires justification on architectural, artistic or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that property represents.”³

This particular religious property, while it appears to have maintained much of its integrity, does not appear to meet the significance criterion for religious properties. Under Criteria Consideration A, a religious property may be eligible based on historic events, historic persons, architectural or artistic distinction, and potential information. As for being associated with historic events, this religious property does not appear to be eligible. As a cloistered order, the Poor Clares have spent much of their lives in isolation and under a strict religious schedule. The monastery does not appear to be directly associated with either a specific event or a broad pattern in the history of religion. It also does not appear to offer a direct association with a particular historical theme. The Poor Clares are a Franciscan order who taken vows of chastity, poverty, obedience and enclosure. Therefore, they did not leave the monastery and have minimal contact with the outside world. Their service is to offer prayers on a strict schedule lasting seven hours each day. Simply being the place of a religious community does not satisfy the requirements for eligibility under Consideration A.

³ “How to Apply the Criteria Considerations – Criteria Consideration A: Religious Properties,” National Register Bulletin No. 15
Location Map:

280 State Park Drive, Aptos, California
Photographs (continued):


**Photograph 3.** Building B, camera facing west, January 13, 2004.
Photographs (continued):


**P1. Other Identifier:** Cemetery near Resurrection Community Catholic Church

*P2. Location: ☑ Not for Publication ☐ Unrestricted*  
* a. County  Santa Cruz

and (P2b and P2c or P2d.  Attach a Location Map as necessary.)

*P2b. USGS 7.5’ Quad  Soquel  Date 1954 photo revised 1980  T: __  R: __  % of Sec: __  B.M.  

*P2c. Address  7600 Soquel Drive  City Aptos  Zip 95003-3822

*P3a. Description:  (Describe resource and its major elements.  Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at 7600 Soquel Drive includes a cemetery established in the nineteenth century, as well as two buildings (a recently completed church and a 1960s building) (Photograph 1). The cemetery is located on the highest point of the parcel and sits southwest of Soquel Drive and northwest of the church buildings. A cluster of trees marks the southwest edge of the cemetery and a “park and ride” parking lot extends along its northwest side. The cemetery contains monuments of various ages, styles, and materials. The older grave markers are located to the rear (southwest end) of the cemetery where many graves are marked by masonry or concrete figures or crosses. (See Continuation Sheet)

*P3b. Resource Attributes: *(List attributes and codes)*  

(HP40) Cemetery; (HP16) Religious Building

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

*P5b. Description of Photo: *(View, date, accession #)*  Photograph 1, camera facing south, April 1, 2004

*P6. Date Constructed/Age and Sources:*

Historic ☑ Prehistoric ☐ Both

ca. 1868 / previous survey; ca. 1964 / historic aerials; 2002 / newspaper

*P7. Owner and Address:*

Roman Catholic Bishop of Monterey, CA  
P.O. Box 2048  
Monterey, CA 93942-2048

*P8. Recorded by: *(Name, affiliation, address)*  
Meta Bunse / Patricia Ambacher  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA 95618

*P9. Date Recorded: *April 2004

*P10. Survey Type: *(Describe)*  Intensive
**NRHP Status Code** 6Z (See P3a.)

**Resource Name or # (Assigned by recorder)** Map Reference #08-03

<table>
<thead>
<tr>
<th>B1. Historic Name:</th>
<th>Mt. Carmel Cemetery; Calvary Cemetery</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2. Common Name:</td>
<td>Cemetery near Resurrection Community Catholic Church</td>
</tr>
<tr>
<td>B3. Original Use:</td>
<td>cemetery</td>
</tr>
<tr>
<td>B4. Present Use:</td>
<td>cemetery / religious</td>
</tr>
</tbody>
</table>

**B5. Architectural Style: ________**

**B6. Construction History:** Cemetery established 1868, earliest grave 1875; first chapel built ca. 1870, demolished ca. 1930; second church built ca. 1964; third church built 2002; park and ride lot built ca. 1995.

**B7. Moved?** No  Yes  Unknown  Date: __________  Original Location: __________

**B8. Related Features: Resurrection Community Catholic Church buildings**

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B10. Significance:</td>
<td>Theme n/a  Area n/a</td>
</tr>
<tr>
<td>Period of Significance</td>
<td>n/a</td>
</tr>
<tr>
<td>Property Type</td>
<td>n/a</td>
</tr>
<tr>
<td>Applicable Criteria</td>
<td>n/a</td>
</tr>
</tbody>
</table>

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

The cemetery at 7600 Soquel Drive does not appear to meet the criteria for listing in the National Register of Historic Places, or the California Register of Historical Resources. Franklin Maggi of Dill Design Group prepared an evaluation of the cemetery as part of a county update survey conducted in 2001, however that evaluation did not present a complete finding. The evaluation noted that “the cemetery may be eligible for the National Register,” and did not address the California Register. A copy of the 2001 form is attached. JRP prepared the present inventory and evaluation for this resource to complete both the National Register and California Register evaluation and to reflect recent changes on the parcel. (See continuation sheet.)

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


**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** April 2004

(This space reserved for official comments.)
P3a. Description (continued):

Newer graves are generally located towards the front (northeast end) and include a few concrete and masonry crypts, as well as flat or slab type plot markers with masonry or bronze plaques. A concrete walkway runs southeast—northwest across the cemetery, bisecting the older and newer areas and providing a path between the church buildings and park and ride lot. (Photograph 2)

The modern church buildings that are also located on this parcel are noted in this general description, but are exempt from further study because they are not 45 years old or older and they do not appear to have exceptional importance. The Resurrection Community Catholic Church, was completed in 2002 and is located along the southwest side of the cemetery. It is a modern octagon-shaped building with a complex roof form, central pyramidal roof topped by a metal cross, and clad in stucco siding. Another building, also located southwest of the cemetery dates to the mid 1960s. It may have served as the church for the congregation and was then converted for other uses upon construction of the new church.

B10. Significance (continued):

The town of Aptos was once part of Rancho Aptos, a square league of land granted to Rafael Castro in 1833. Castro donated two acres of land in 1868 to build a Catholic church and a cemetery. A small wood frame chapel, the Church of Our Lady of Mount Carmel, was also built at the site, but it fell into disrepair and was demolished in 1930.1 Historical accounts report that a new church, Resurrection Catholic Church, was constructed in 1962, however, no buildings appear on this parcel in the 1963 aerial photographs of the area. It is likely that a church was built in about 1964 and certainly by 1968 when it first appears on USGS topographic mapping.2 The 1960s building is located near the south corner of the cemetery and the diocese converted it to other uses when it completed the newest church, the Resurrection Community Catholic Church, in 2002.3 This new church (the third on the site) is located between the 1960s building and Soquel Drive on the southeast side of the cemetery. A park and ride parking lot was constructed along the northwest side of the cemetery in about 1995. The cemetery itself has been known variously as the Mt. Carmel Cemetery, Calvary Cemetery, and Aptos Catholic Cemetery and is also sometimes referred to in reference to the nearby Resurrection Community Catholic Church.4

The cemetery sits at the top of a rise southwest of Soquel Drive, which was the local throughway in 1868 when Rafael Castro donated this site to Catholic Church. Castro owned most of the surrounding largely undeveloped rolling coastal plains at that time. Castro, his sister Martina, and his father, Joaquin, owned contiguous ranchos

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2 Koch, 159; USGS, “Soquel Quadrangle,” 7.5 Minute Topographic Series (1954, photorevised 1968); United States Army Corps, City of Santa Cruz, California from Point Santa Cruz to Soquel Point Aerial Photographs, 1963.


in the Soquel, Aptos, and San Andreas areas, and the entire family ran cattle on their extensive holdings. Rafael Castro died in 1878 and was buried at the cemetery that is the subject of this form, as were his wife, Soledad, and some of their heirs. According to the previous survey, the oldest burial is that of John Scheller, which dates to 1875. Graves of the members of the locally prominent Arano and Melville families are located near the Castro family plots.

From the time of the first known burial in the cemetery in 1875, through the 1950s, the surrounding area remained open and sparsely developed. Some of the only trees in the area were the hedgerows and trees that were planted along the boundaries of the cemetery, as shown in the attached 1940, 1948, 1956, 1963 and 1993 aerial photographs (Photographs 3 - 7). The California Division of Highways constructed modern State Route 1 through this part of Santa Cruz County in the late 1940s and Caltrans later improved and expanded the nearby State Park Boulevard/State Route 1 interchange beginning in 1963. Both the expansion project and the cemetery located to the northwest were visible in aerial photographs at that time, in addition to much denser residential and commercial development of the surrounding area.

Evaluation under NRHP Criteria A, B, C, and D --- CRHR Criteria 1, 2, 3, and 4

The cemetery was a gift to the Catholic Church by Rafael Castro and it contains the graves of some of Aptos’ earliest settlers, including Rafael Castro and members of his family, as well as other Hispanic and Anglo European pioneers. The Castro family owned an impressive amount of land in the mid-county region: Rafael Castro owned Rancho Aptos; his sister, Martina Castro owned Rancho Soquel; and to the south, their father Joaquin Castro owned Rancho San Andreas. Claus Spreckels and Jose Arano each acquired portions of Rafael Castro’s land, and both Spreckels and Arano, among others, went on to contribute to the commercial development of Aptos and the surrounding area during the late nineteenth century. Although the cemetery is generally associated with the period of early settlement of the Aptos area, it does not have specific associations with a pattern of events or trends that made a significant contribution to the development of the area (Criterion A and Criterion 1).

Properties that are eligible for listing on the National Register or California Register for their association with significant individuals (Criterion B or Criterion 2) must be based on the historical significance of an individual and are usually associated with the productive period of that person’s life. Members of both the Castro and the Arano families are buried at the cemetery, but the cemetery as a whole does not appear to be significant because general association with a prominent family is not adequate to support historical significance under Criterion B or Criterion 2. The specific association with Rafael Castro, an individual who appears to have been a locally significant individual for his contribution to the early development of the Aptos area, could mean that his grave would meet Criterion B and Criterion 2. The potential significance of this grave is discussed below, under “Rafael Castro Grave -- Criteria Consideration C.” Nevertheless, the cemetery as a whole does not appear to meet the eligibility criteria under Criterion B or Criterion 2.

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The cemetery as a whole does not appear to meet Criterion C or Criterion 3 because it does not embody distinctive characteristics of a type, period, or method of construction. It is not the work of a master, nor does it possess high artistic value. The gravestones and monuments, and their layout, do not appear to be important stylistic examples and this cemetery is instead a small, relatively modest example of a rural or semi-rural Catholic cemetery that was used for an extensive period of time. The cemetery, therefore, does not appear to meet Criterion C or Criterion 3.

In addition to the lack of significance under Criteria A, B, or C (CRHR Criteria 1, 2, or 3), the site has undergone many changes that have substantially reduced its integrity. The original chapel built around 1870 was demolished 75 years ago. The site was once surrounded by trees and large hedges on three sides, none of which remain, with the possible exception of a few trees on the southwest side. The design, setting, feeling, and association have also been changed by the nearby construction of two large church buildings that date to the mid 1960s and 2002, and a parking lot to the northwest that dates to the mid 1990s.

In rare instances, buildings or sites themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this cemetery is otherwise documented and does not appear to be a principal source of important information in this regard. The site has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and the cemetery as a whole does not appear to meet those guidelines, nor does it specifically appear to meet Criterion 4 for its information potential as a cemetery. JRP contacted Pat Mikkelsen, a principal with Far Western Anthropological Research Group, the firm conducting the archaeological work related to the present survey, to discuss this reference. Ms. Mikkelsen noted that this site may meet the criteria for listing in the National Register under Criterion D (or California Register Criterion 4), for its potential to yield information important in prehistory. The site, however, is not included within the archeological APE for this project and as such an archeological inventory was not required and has not been conducted.6

Rafael Castro Grave – NRHP Criteria Consideration C

National Register Criteria Consideration C applies to graves as a specific property type in recognition of the fact that, in some cases, a grave is the best or only surviving example of a resource associated with a historically important person, although graves are generally not considered eligible for the National Register. A grave that potentially eligible based on its association with the significance of the person buried in it (such as the case with the grave of Rafael Castro) must have two basic qualities: the person must be of “outstanding importance;” and there are no other appropriate sites or buildings directly associated with the life of that person. Rafael Castro was a locally prominent landowner, rancher, and merchant, but it does not appear that he was of outstanding importance within the context of the development of Aptos and the surrounding area. Members of his family, as well as the Arano family, Claus Speckles and others were also involved in developing local natural resources, bringing in additional settlers, transportation infrastructure, and establishing the tourist industry among other endeavors. The National Register guidelines state that the “…grave of an individual who was one of several people active in some aspect of the history of a community, a state, or the Nation would not be eligible.” It does


DPR 523L (1/95)
not appear that Castro’s significance is of “outstanding importance” in the history of the local area and without this aspect, the grave does not appear to meet Criteria Consideration C.

This evaluation has also been conducted in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code (as noted above by the references to California Register Criteria 1, 2, 3 and 4) and does not appear to meet these significance criteria as outlined in the CEQA guidelines.

Photographs (continued):


Photographs 3-7.
– 1940 Aerial. United States Geological Service, Aerial Photographs of Portions of San Mateo and Santa Cruz Counties, California, 1940.
– 1948 Aerial. United States Division of Forestry, California, Aerial Photographs of Santa Cruz County, California, with overlap into San Mateo, Santa Clara and Monterey Counties, 1948.
– 1963 Aerial. United States Army Corp, City of Santa Cruz, California from Point Santa Cruz to Soquel Point Aerial Photographs, 1963.
– USGS Aerial Photograph, Terra Server USA, August 27, 1993
Attachment for Map Reference #08-03:

This historic cemetery site in an urban setting adjacent a church center and surrounded by contemporary commercial uses. The only structure that is associated with the cemetery was a wooden chapel that was found to be unsafe in 1925 and was torn down in 1930. A number of concrete monuments exist although most remain in a deteriorated condition. The monuments and concrete plots and abiments provide a definable landscape that reinforces the historical character of the site.

**Attachment for Map Reference #08-03:**

<table>
<thead>
<tr>
<th>Building, Structure, and Object Record</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B1. Historic Name:</strong> Mt. Carmel Cemetery</td>
</tr>
<tr>
<td><strong>B2. Common Name:</strong> Aptsos Catholic Cemetery</td>
</tr>
<tr>
<td><strong>B3. Original Use:</strong> Cemetery</td>
</tr>
<tr>
<td><strong>B4. Present Use:</strong> Cemetery</td>
</tr>
<tr>
<td><strong>B5. Architectural Style:</strong> None</td>
</tr>
<tr>
<td><strong>B6. Construction History:</strong> First burial 1875.</td>
</tr>
</tbody>
</table>

**Period of Significance:**

The cemetery contains a monument to Rafael Castro and was once the site of Our Lady of Mt. Carmel Chapel, built by Rafael Castro for Father Mestres. The old wooden chapel was found to be unsafe in 1925 and was torn down in 1930. The cemetery contains between 45 and 65 graves. The earliest burial was that of John Schellar, in August 1875. Don Rafael Castro was the grantee of Rancho Aptsos in 1832. Castro gave two acres of land for a church and cemetery in 1860. Resurrection Catholic Church was dedicated on October 17, 1875. The cemetery contains the family plots of the Castro and the Amanos. Its primary importance is as a burial ground for the area’s early settlers. Also, its grave monuments and markers are significant as representative of their period.

Ordinarily, cemeteries are not considered eligible for the National Register of Historic Places unless their significance derives from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events. The historic Mt. Carmel Cemetery is associated with important early personages prior to statehood, and is directly linked to them through the donation of the land for the cemetery by Rafael Castro. While having local significance, the cemetery may be eligible for the National Register under Criteria A and B based on its association with Rafael Castro as well as due to its relationship of the broad patterns of local and history. It would therefore also qualify for local listing as an NR-3.

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

**B12. References**

- Lisher, J.F., Historic Resources Inventory Form, 1989.

**B13. Remarks:** None

**B14. Evaluator:** Franklin Hopp

**Date of Evaluation:** March 2001
P1. Other Identifier:

*P2. Location: ☑ Not for Publication ☑ Unrestricted
   *a. County  Santa Cruz
   *b. USGS 7.5' Quad  Soquel  Date 1954, photorevised 1980 T___; R___; ¼% of Sec ___; ___ B.M.
   c. Address 503 Margaret Avenue City Aptos Zip 95003-3713
   d. UTM: (give more than one for large and/or linear resources) Zone ___; ___________ mE/ ___________ mN
   e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
      Assessor Parcel Number: 038-072-19

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The house at 503 Margaret Avenue is a front facing T-shaped building on a concrete foundation. Topped with a hipped roof clad in composite shingles, it features medium eaves and narrow fascia boards. The east and west wings have stucco siding and the north wing is comprised of concrete bricks. The fenestration consists of aluminum sliding windows with wood lug sills. An aggregate concrete walkway leads to a flush wood front door. Located at the west side of the west wing there is a screen door leading to another entrance. To the southwest of the main residence is a detached one-car garage with a hipped roof. It is clad in vertical wood siding and has a three-panel wood door at the northeast end. The double barn style, side hinged garage doors are clad in smooth board siding.

*P3b. Resource Attributes: (List attributes and codes)  (HP2) Single Family Residence; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing southeast, November 20, 2003

*P6. Date Constructed/Age and Sources:
   ☑ Historic  ☑ Prehistoric  ☑ Both
   1947 / county property records

*P7. Owner and Address:
   Don L. Smith
   503 Margaret Avenue
   Aptos, CA 95003-3713

*P8. Recorded by:  (Name, affiliation, address)
   Patricia Ambacher
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type:  (Describe)
   Intensive
The buildings at 503 Margaret Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The first residential subdivisions in Aptos appeared during the mid-1920s, but Aptos remained small over the next twenty years partially because the Depression’s arrival hampered further subdivision development. This parcel was Lot 21, Block B of the Mar Vista Tract on Monterey Bay, a subdivision created from a part of Aptos Rancho by the Santa Cruz Land Title Company in 1931. The subdivision consisted of five blocks of thirty parcels, each measuring 40’x70’. Even as late as 1956 this subdivision was not fully developed and Aptos was still a relatively rural area of Santa Cruz County. Large shopping centers opened in the vicinity during the 1960s and 1970s as well as business parks and office buildings, but Aptos has remained unincorporated. This residence does not have important associations within the context of residential development in Aptos and does not appear to be significant for its association with historic events or trends in history at the local, state or national level (Criterion A). (See continuation sheet.)
B10. Significance (continued):

The residential property also does not appear to be associated with any historically significant individuals (Criterion B). The address does not appear in the city directories until 1967 when John and Darlene Meedham were residents. The Williams family bought it in 1973 and sold it to Thomas and Myrna Fish in 1978. It was sold again in 1985 and finally in 1987 to the current owner, Don L. Smith.

The house does not embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). Instead it is an example of a Minimal Traditional style house with a general lack of decorative detailing, medium eaves, and brick façade. The integrity of this house has also been impaired by the installation of replacement windows and roofing, as well as an addition to the west side of house in 1978.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this residential property does not appear to be a principal source of important information in this regard. Furthermore, this residential property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier:

*P2. Location: □ Not for Publication □ Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)
   *a. County Santa Cruz
   *b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T ; R ; % of Sec ; B.M.
c. Address 518 Margaret Avenue City Aptos Zip 95003-3714
d. UTM: (give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
   Assessor Parcel Number: 038-071-18

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 518 Margaret Avenue is a two-story, four-unit apartment building with a rectangular plan that sits upon a concrete foundation. It has a low pitch side gable roof, narrow fascia board, unboxed eaves and exposed rafters beneath each gable. The roof is covered in built-up roofing aggregate and the building is clad in board-and-batten wood siding. The fenestration consists of original aluminum sliding windows. Aluminum screen doors cover three of the four flush wood front doors and each door has an opaque sidelight.

*P3b. Resource Attributes: (List attributes and codes) (HP3) Multiple Family Property

*P4. Resources Present: □ Building □ Structure □ Object □ Site □ District □ Element of District □ Other (Isolates, etc.)
P5b. Description of Photo: (View, date, accession #)
   Camera facing northwest, November 20, 2003
   *P6. Date Constructed/Age and Sources:
   □ Historic □ Prehistoric □ Both
   1962 / county property records

*P7. Owner and Address:
   Michael Robert W & Loreen K. Lyons
   300 State Park Drive, #1
   Aptos, CA 95003-4427

*P8. Recorded by: (Name, affiliation, address)
   Patricia Ambacher
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe): Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
B1. Historic Name: ________________
B2. Common Name: ________________
B3. Original Use: ________________ B4. Present Use: ________________

*B5. Architectural Style: Contemporary

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1962

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: ________________


*B10. Significance: Theme n/a Area n/a Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The building at 518 Margaret Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This residential property does not appear to be significant for its association with historic events or trends in history at the local, state or national level (Criterion A). The first residential subdivisions in Aptos appeared during the mid-1920s. Aptos remained a small community through the 1930s partially because the Depression’s arrival hampered further subdivision development. Even as late as 1956 this subdivision was not fully developed and Aptos was still a relatively rural area of Santa Cruz County. Aptos experienced a growth spurt in the 1960s and residential and commercial development began to expand. This particular apartment complex is an example of this growth, but it does not appear to be distinguishable in this context or in the history of Aptos. It also does not appear to be associated with any historically significant people (Criterion B). The historical record does not yield significant information about the residents of the apartment complex, which has had several occupants over the course of the past four decades. Nor does it appear that prior owner Robert H. Shumaker or the current owners are historically significant individuals. (See Continuation Sheet)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); County Property Records; Historic Aerial Photographs (1940 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
B10. Significance (continued):

The building does not appear to embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). Although the building’s integrity appears intact, the building itself is an example of a Modern style apartment complex common for the later half of the twentieth century. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this apartment complex does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier:

*P2. Location: ☐ Not for Publication ❑ Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County  Santa Cruz

*b. USGS 7.5' Quad  Soquel  Date 1954, photorevised 1980  T___;  R___;  % of Sec ___;  ____ B.M.
   c. Address  2500 Orchard Street  City  Soquel  zip 95073-2624
   d. UTM: (give more than one for large and/or linear resources)  Zone ______;  _____________ mE/ _____________ mN
   e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
      Assessor Parcel Number: 037-171-11

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
There are two buildings located at 2500 Orchard Street. The main residence has a side gable, low-pitched roof clad in wood shake shingles. It features narrow unboxed eaves with fascia boards and sits upon a concrete foundation. The building is sheathed in V-groove and board-and-batten wood siding. The inset porch is located at the center of the south side. It features a concrete floor and leads to a wood panel door. The fenestration consists of replacement vinyl and aluminum sliding windows, a casement window and a fixed window. (Photograph 1) An addition extends from the north side and has a shed roof and a second wood panel door. (Photograph 2) Northwest of the house is a shop building topped with a hipped roof. It is sheathed in board-and-batten siding and features a wood panel door and replacement aluminum sliding windows throughout. (Photograph 3)

*P3b. Resource Attributes: (List attributes and codes)  (HP2) Single Family Residence; (HP4) Ancillary Building

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

*P5b. Description of Photo: (View, date, accession #)  Photograph 1, camera facing northwest, April 1, 2004

*P6. Date Constructed/Age and Sources:
   ☑ Historic  ☐ Prehistoric  ☐ Both
   1952/county property records

*P7. Owner and Address:
   Robert Joseph & Lolita St. Pierre
   2500 Orchard Street
   Soquel, CA 95073-2624

*P8. Recorded by:  (Name, affiliation, address)
   M. Bunse / P. Ambacher
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA 95618

*P9. Date Recorded: April 2004
*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")  JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)  *Required Information
**NRHP Status Code** 6Z

*Resource Name or # (Assigned by recorder) Map Reference #13-01

**B1. Historic Name:**
**B2. Common Name:**
**B3. Original Use:** single family residence  **B4. Present Use:** single family residence

**B5. Architectural Style:** Ranch

**B6. Construction History:** (Construction date, alteration, and date of alterations) **Built 1952**

**B7. Moved?** □ No □ Yes □ Unknown **Date:**
**B8. Related Features:**

**B9. Architect:** unknown  **b. Builder:** unknown

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

| Period of Significance | n/a | Property Type | n/a | Applicable Criteria | n/a |

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

The buildings at 2500 Orchard Street do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The buildings do not appear to be significant for their association with historic events or trends in the history of Soquel or Santa Cruz County (Criterion A). The buildings are located on an irregular shaped parcel bordered by Orchard Street to the west and State Highway 1 to the south. Prior to freeway construction in the late-1940s, this particular area of Soquel was agricultural and rural. The land was owned by Mrs. H. R. Hughes and was filled with cherry and plum orchards. Most of the residential growth in this area took place in the late-1970s, although post-war houses in this vicinity mostly date to the 1960s through the 1980s. (See Continuation Sheet.)

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

**B12. References:** USGS Quadrangles, Soquel (1954 photorevised 1980); County Property Records; City Directories (various years); Historic Aerial Photographs (1940 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949

**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** April 2004

(This space reserved for official comments.)
B10. Significance (continued):

According to city directories, Grady and Frances Carruth owned the residential property during the 1960s. The Carruths were the proprietors of Grady’s Market, a successful market currently located on Bay Avenue in Capitola. The house was sold in 1989 and again in 1998 to Robert Joseph and Lolita St. Pierre, the current owners. Although the Carruths were long-time residents and local business owners it does not appear that they or the other occupants made important contributions to history at the local, state, or national level (Criterion B).

This house is a very modest example of a common residential design found throughout the state and Santa Cruz County during this period, the Ranch style. It does not embody important aspects of this style and has been modified over the years. The modifications, including the installation of replacement windows, doors, and the possible rear addition compromise the integrity of the buildings. Therefore, this residential property does not appear to be an important example of its type, period or method of construction (Criterion C). In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, these buildings are otherwise documented and do not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

**Photograph 2.** Camera facing north, April 1, 2004.

**Photograph 3.** Camera facing north, April 1, 2004.
**P1. Other Identifier:** Earthworks

**P2. Location:**
- Not for Publication
- Unrestricted
- County: Santa Cruz

**b. USGS 7.5' Quad:** Soquel Date 1954, photorevised 1980 T___ R___ ¼ of Sec ___; _____ B.M.

**c. Address:** 310 Kennedy Drive, City Capitola, Zip 95010-3610

**d. UTM:** (give more than one for large and/or linear resources) Zone ______; ______________ mE/____________ mN

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

**P3a. Description:**
The building at 310 Kennedy Drive is a front gable industrial warehouse. The roof is sheathed in corrugated metal and has three vents at the ridge line. At the east end of the building there is a shed roof extension. The south side of the building is an open loading dock sheltered by a roof supported on square posts. The building is clad in metal siding with plywood siding at the gable end. On the east side there are industrial horizontal sliding doors. **(Photograph 1)** The north gable end of the building features a wraparound awning-style roof extension that shelters the main entrance. The entry is flush and is set with a metal frame glass door. The fenestration consists of fixed metal frame windows below a ribbon of awning-type windows. **(Photograph 2)**

**P3b. Resource Attributes:** (List attributes and codes) **(HP8) Industrial Building**

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

**P5b. Description of Photo:** (View, date, accession #) **Photograph 1, camera facing southwest, November 20, 2003**

**P6. Date Constructed/Age and Sources:**
- Historic
- Prehistoric
- Both
- ca. 1962 / historic aerials

**P7. Owner and Address:**
Stephanie K. & Richard W. Straus
603 Poplar Avenue
Santa Cruz, CA 95062-1137

**P8. Recorded by:**
Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

**P9. Date Recorded:**
November 2003

**P10. Survey Type:**
Intensive

**P11. Report Citation:**
(Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

**Attachments:**
- NONE
- Location Map
- Sketch Map
- Continuation Sheet
- Building, Structure, and Object Record
- Archaeological Record
- District Record
- Linear Feature Record
- Milling Station Record
- Rock Art Record
- Artifact Record
- Photograph Record
- Other (list)
The building at 310 Kennedy Drive does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Prior to the freeway’s construction, this area of Capitola was rural and primarily used for agricultural purposes and this particular land was mostly prune orchards. Capitola incorporated in 1949, but the city did not experience much residential and commercial growth until the 1960s when Capitola began to see an influx of commercial businesses. This building was constructed about 1962 during this transition away from agricultural development. The building currently is occupied by a paving contractor business. This building does not appear significant for its association with this historic trend at the local, state or national level (Criterion A). Charles Ingram owned this land in the 1940s, at least until 1947 and prior to the construction of the building. It does not appear on the historic aerial photographs until 1963. By 1992 it was owned by Steenstrup, et al. It was sold in 1997 and again in 2001 when Stephanie and Richard Strauss bought it from Marlyn L. Miller. The building does not appear to be associated with any historically significant people (Criterion B). (See continuation sheet.)
B10. Significance (continued):

Architecturally, the building does not embody distinctive characteristics for its type, period or method of construction (Criterion C). This building is a Modern style industrial building common in Santa Cruz and other California communities during the mid-twentieth century. It does not appear to be the work of a master craftsman and is not distinguished for its design. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this industrial property does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

![Photograph 2. Camera facing southeast, November 20, 2003.](image)
P1. Other Identifier: Kaleidoscope Shipping & Receiving and ABC Service Limousines

*P2. Location: □ Not for Publication ☑ Unrestricted  
   *a. County  Santa Cruz
   (P2b and P2c or P2d. Attach a Location Map as necessary.)
   *b. USGS 7.5' Quad Soquel  Date 1954, photorevised 1980 T: R; % of Sec: B.M.
   c. Address 2500 and 2510 Rosedale Avenue City Soquel Zip 95073-2633
   d. UTM: (give more than one for large and/or linear resources) Zone ;
      mE/ mN
   e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
   Assessor Parcel Number: 030-253-72

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 2500 and 2510 Rosedale Avenue is a rectangular warehouse with an arched roof clad in rolled composition shingles. It features concrete block walls. V-groove plywood siding appears under the roof’s arch at the ends of the building. The main entrance at the northwest side consists of a large metal roll up door covered by a flat concrete roof and a flush wood personnel door adjacent to a fixed center window flanked by sliding panes. This entrance is also covered by a flat roof and has a concrete slab floor. To the north side of the building is a secondary entrance that serves the second business within the building, ABC Service Limousines. (Photograph 2) The walls along this side of the building contain glazed personnel doors and metal sliding windows along with several metal roll up doors. A corrugated metal awning shelters this entrance as well.

*P3b. Resource Attributes: (List attributes and codes) (HP6) Commercial Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing northeast, November 19, 2003.

*P6. Date Constructed/Age and Sources: ☑ Historic ☑ Prehistoric ☐ Both
   ca. 1960 / historic aerial photographs

*P7. Owner and Address:  
   Theodore & Sheryl Guidera
   120 Bay Heights
   Soquel, CA 95073-3026

*P8. Recorded by:  (Name, affiliation, address)  
   Julia Cheney / Patricia Ambacher
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)  
   Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrisey Boulevard

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

DPR 523A (1/95)

*REQUIRED INFORMATION
**NRHP Status Code** 6Z

*Resource Name or # (Assigned by recorder)* Map Reference #13-03

B1. Historic Name: __________
B2. Common Name: __________
B3. Original Use: commercial
B4. Present Use: commercial

*B5. Architectural Style:* Industrial

*B6. Construction History:* (Construction date, alteration, and date of alterations) Built ca. 1960

*B7. Moved?* ☑ No ☐ Yes ☐ Unknown Date: __________ Original Location: __________

*B8. Related Features:* __________


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

<table>
<thead>
<tr>
<th>Period of Significance</th>
<th>Property Type</th>
<th>Applicable Criteria</th>
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<td>n/a</td>
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(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 2500 Rosedale Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Until the mid-twentieth century, this area of Soquel was agricultural and comprised of cherry and apple orchards owned by R. J. Ingram. This particular building was not constructed until about 1960 during the post war transition away from agricultural development to light industrial and residential uses in Soquel. The surrounding residential development in Soquel did not occur until the later part of the twentieth century and consisted of various types and styles of residences and widely ranging construction dates. Sunlite Bakery, a wholesale store, occupied the building from 1960 through 1967. It was then sold to Santa Cruz County and was used as the County Educational Materials Center from 1968 through 1980. The current owners, Theodore and Sheryl Guidera acquired the parcel in 2001. This building is associated with the general commercialization and of the area after World War II, but it does not appear to be important within this context (Criterion A). Nor does it appear that the owners made important contributions to history at the local, state or national level (Criterion B). (See continuation sheet.)

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

*B12. References:* USGS Quadrangles, Soquel (1954 photorevised 1980); Historic Aerial Photographs (1940 through 1963); City Directories (various years); County Property Records; Building Permits; Division of Highways, As Built Plans 4TC45-F May 23, 1949, Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Sta 224, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412

B13. Remarks:

*B14. Evaluator:* Meta Bunse

*Date of Evaluation:* November 2003

(This space reserved for official comments.)
B10. Significance (continued):

The building does not embody distinctive characteristics for its type, period or method of construction (Criterion C), rather it is a simple example of a utilitarian building common in the twentieth century in Santa Cruz and in California. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This building does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 2. 2500 Rosedale Avenue
**P1. Other Identifier:**

**P2. Location:**
- Not for Publication □
- Unrestricted □

**a. County** Santa Cruz

**b. USGS 7.5' Quad** Soquel
- Date 1954 photo revised 1980 T __ R __ % of Sec ___; ______ B.M.

**c. Address** 300 Kennedy Drive City Capitola Zip 95010-3610

**d. UTM:** (give more than one for large and/or linear resources) Zone _____; __________ mE/__________ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 036-031-018 (1026 Rosedale Avenue)

**P3a. Description:**

The parcel at 300 Kennedy is a very large, rectangular shaped parcel that contains a light industrial building at the northeast portion of the parcel. The building is single-story and is rectangular in plan. (Photograph 1) It has a stepped parapet façade that faces north, and a front gable roof sheathed in replacement composition shingle. Sided in V-groove wood, the building contains windows and doors of varying sizes and styles, including large fixed pane windows, vertical hung windows with a moveable lower pane, and louvered windows. Entrances include several flush wood and glazed single leaf doors, as well as an exterior mounted sliding door at the west wall. A raised concrete ramp appears at the west wall as a cargo entrance. The main entrance is located on the north side of the building with a slightly raised concrete floor and a glazed wood door. The building rests on a concrete slab foundation, has three skylights cut into the roof. (Photograph 2) Directly rear of this building is a modern, prefabricated metal shed at the south end of the building.

**P3b. Resource Attributes:** (List attributes and codes) (HP8) Industrial Building

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

**P5b. Description of Photo:** (View, date, accession #) Photograph 1, camera facing southwest, November 20, 2003

**P6. Date Constructed/Age and Sources:**
- Historic □
- Prehistoric □
- Both □

ca. 1956 / historic aerial photographs

**P7. Owner and Address:**

Charles Graveel
300 Kennedy Drive
Capitola, CA 95010-3610

**P8. Recorded by:**

Julia Cheney / Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

**P9. Date Recorded:**

November 2003

**P10. Survey Type:**

Intensive

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**P11. Report Citation:**

(Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
The buildings at 300 Kennedy Drive does not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. Prior to the freeway’s construction, this area of Capitola was rural and primarily used for agricultural purposes. This particular section was mostly orchards of prunes, apples and cherries. Capitola incorporated in 1949, but the city did not experience a lot of residential and commercial growth until the 1960s when Capitola began to see an influx of commercial businesses. This building was constructed about 1956 during this transition away from agricultural development. This building does not appear to be significant for its association with historic events or trends in history at the local, state or national level (Criterion A). Charles J. Ingram owned the land as early as 1947. The address of “300 Kennedy Drive” first appears in the city directory in 1965 and until at least 1969 it was listed as Beatrice Foods Co. and Meadow Gold Ice Cream & Milk. By 1975 it was Capitola Pump Inc. The current owner, Charles Grabeel purchased it in 1996 from Roy and Sally Lindquist, Trustees. The building does not appear to be associated with historically significant individuals (Criterion B). (See continuation sheet.)
B10. Significance (continued):

The building does not embody distinctive characteristics for its type, period or method of construction (Criterion C). This simple building is a representative example of typical light-industrial, post-World War II construction popular in California but, not important within the context of this type. In addition, the building does not appear to be the work of a master craftsman or builder. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, these building do not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued)

P1. Other Identifier: Ceramic Tile Sales & Service

*P2. Location: ☑ Not for Publication ☑ Unrestricted

*P3a. Description: The building at 2501 Rosedale Avenue serves as a combination residence and commercial building. The two-story building is irregular in plan and sits on a concrete foundation. The first story is topped with a shed roof clad in composite shingles and built-up aggregate both of which feature boxed eaves. The smaller second story is topped with a flat roof. The building is sheathed in stucco. The fenestration on the commercial unit at the center front of the building consists of four fixed windows and a sliding glass door. Photograph 1 A ramp was added to the tile stoop that leads to a flush entry set with a metal frame glass door. Surrounding the entrance and the southeast corner window are decorative mosaic tiles. Double utility doors appear at the southwest side of the commercial unit. The fenestration on the second story consists of an aluminum sliding window, a pair of jalousie windows and casement windows flanking a fixed center pane. A carport with a corrugated metal roof and square support posts is located at the north end of the building. A wood staircase, on the northwest side of the building, leads to a balcony and a second story entrance that is covered by a screen door. Photograph 2

*P3b. Resource Attributes: 1-3 Story Commercial Building

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

P5b. Description of Photo: Photograph 1, camera facing northwest, November 19, 2003

*P6. Date Constructed/Age and Sources: Historic

*P7. Owner and Address: John I. & Juanita L. Franich

*P8. Recorded by: Patricia Ambacher

*P9. Date Recorded: November 2003

*P10. Survey Type: Intensive

*P11. Report Citation: JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95) *Required Information
B1. Historic Name: Ceramic Tile Sales & Service
B2. Common Name: __________________________
B3. Original Use: __commercial and residence__ B4. Present Use: __commercial and residence__

*B5. Architectural Style: __________________________
*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1956

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: __________________________


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

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The building at 2501 Rosedale Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Until the mid-twentieth century, this area of Soquel was agricultural and comprised of orchards owned by Mrs. Charles Enrico. The Enrico family consisted of Charles, a farmer, Paula, his wife, and their son. This particular building was constructed in about 1956 during the post war period when land use transitioned away from agricultural development to light industry and residential housing. The surrounding residential development in Soquel did not occur until the later part of the twentieth century and consisted of various types and styles of residences and widely ranging construction dates. This building may have been built during the last years that the Enricos held the property, but it was probably built by the next property owners. (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); Historic Aerial Photographs (1940 through 1963); City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949, Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Sta 224, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
B10. Significance (continued):

Larry and Marlo Franich lived at this address in the early 1960s. The Franich family operates Ceramic Tile Sales and Service out of the commercial portion of the building. The family has retained ownership to the present. This building is associated with the general commercialization of the area after World War II, but it does not appear to be important within this context (Criterion A). While the Franich family appears to be long-term business owners in the community, they also do not appear to have made significant contributions to history at the local, state or national levels (Criterion B).

Although the building’s integrity appears intact and its footprint has not changed over time, it lacks the significance required for eligibility listing under Criterion C. It does not embody distinctive characteristics for its type, period or method of construction, nor did a master craftsman design it. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This building does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

P1. Other Identifier: Italian Motorcycles & Scooters

*P2. Location: ☑ Not for Publication ☑ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T ; R ___; ___ of Sec ___; _____ B.M.
c. Address 200 Kennedy Drive City Capitola Zip 95010-3631
d. UTM: (give more than one for large and/or linear resources) Zone _____; ______________ mE/ ______________ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor Parcel Numbers: 036-031-01

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The building at 200 Kennedy Drive is a one story commercial building. Rectangular in plan, it sits on a concrete foundation and is topped with a bowstring arch roof featuring three vents and skylights. There is a metal roll up door on the north side of the concrete block building. The fenestration consists of two 3x3 pane awning-type industrial steel frame windows. An awning encircles the northwest corner of the building and shelters the entrance and the windows. The entrance is flush and consists of a glazed door.

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing southwest, November 20, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☑ Prehistoric ☑ Both
c. ca. 1956 / historic aerial photographs

*P7. Owner and Address: John J. McCoy
7480 Glen Haven Road
Soquel, CA 95073-9585

*P8. Recorded by: (Name, affiliation, address)
Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe) Intensive
**B1.** Historic Name: 

**B2.** Common Name: **Italian Motorcycles & Scooters**

**B3.** Original Use: commercial

**B4.** Present Use: commercial

**B5.** Architectural Style: Commercial

**B6.** Construction History: (Construction date, alteration, and date of alterations) Built ca. 1956

**B7.** Moved? ☒ No □ Yes □ Unknown Date: ____________ Original Location: ____________

**B8.** Related Features: 

**B9.** Architect: unknown b. Builder: unknown

**B10.** Significance: Theme n/a Area n/a Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The building at 200 Kennedy Drive does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Prior to the freeway’s construction, this area of Capitola was rural and primarily used for agricultural purposes. This particular section was mostly orchards of prunes, apples and cherries. Capitola incorporated in 1949, but the city did not experience much residential and commercial growth until the 1960s when Capitola began to see an influx of commercial businesses. This building was constructed in about 1956 during this transition away from agricultural development. The available historical record provides little information about the owners or occupants of the building. Charles J. Ingram owned the land as early as 1947. From at least 1960 until 1994 the land belonged to the Seven Up Bottling Company. The current owner, John J. McCoy of Soquel, then purchased the land. This building does not appear to be significant for its association with historic events or trends in history at the local, state or national level (Criterion A). It does not appear that the owners or tenants of this building made significant contributions to local, state or national history (Criterion B). (See continuation sheet.)

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

**B12.** References: USGS Quadrangles, Soquel (1954 photorevised 1980); County Property Records (various years); Historic Aerial Photos (1931 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; County Survey Maps Vol. 38, Page 51, June 1962

**B13.** Remarks:

**B14.** Evaluator: Meta Bunse

**Date of Evaluation:** November 2003

(This space reserved for official comments.)
B10. Significance (continued):

The building itself does not embody distinctive characteristics of its type, period or method of construction (Criterion C). This building is simply a utilitarian design common in post-World War II California that employed bow string arch roof trusses. Additionally, the building does not appear to be the work of a master craftsman or architect. Although the building’s integrity appears intact, it does not appear to meet Criterion C.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier: Turner Lane Estates

*P2. Location: ☑ Not for Publication ☑ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)

* a. County Santa Cruz

* b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T: R: % of Sec: B.M.

c. Address 920 Capitola Avenue City Capitola Zip 95010-2149

d. UTM: (give more than one for large and/or linear resources) Zone ; mE/mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 036-021-35

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 920 Capitola Avenue serves as the manager’s office and clubhouse for the Turner Lane Estates Mobile Home Park. Built in 1960, the park includes eighty mobile home units of various age and size, and one permanent U-shaped concrete frame building with a flat roof and wide boxed eaves. On the building’s north, south and west sides are glazed wood doors, each set with a 1/1 window (Photograph 1). The fenestration of the building consists of horizontal aluminum sliding windows with concrete sills. At the center of the U-shape building, facing north, is a fixed window flanked by pairs of aluminum sliding windows (Photograph 2).

*P3b. Resource Attributes: (List attributes and codes) (HP3) Multiple Family Property

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

*P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing northeast, November 19, 2003

*P6. Date Constructed/Age and Sources:

Historic ☑ Prehistoric ☑ Both

1960 / county property records

*P7. Owner and Address:

Jean W. & Dorthy Goldstone
800 Airport Boulevard, Suite 510
Burlingame, CA 94010

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
B1. Historic Name: Turner Lane Estates Mobile Home Park

B2. Common Name: Turner Lane Estates Mobile Home Park

B3. Original Use: mobile home park  B4. Present Use: mobile home park

*B5. Architectural Style: Contemporary

*B6. Construction History: Built 1960

*B7. Moved? ⧠ No □ Yes □ Unknown Date: Original Location:

*B8. Related Features:


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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The mobile home park at 920 Capitola Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The mobile home park, Turner Lane Estates, does not appear to be significant for its association with historic events or trends in the history at the local, state or national level (Criterion A). Long before the mobile home park was developed, this area of Capitola was rural and part of Soquel Rancho. The land was planted with orchards in the nineteenth century and, in fact, this site was still an orchard owned by Mrs. Charles Enrico in the mid-twentieth century. Roy J. Turner acquired the property as the area moved away from its agricultural roots towards residential development in the 1960s and he established Turner Lake Trailer Park. Mobile homes became prevalent and were often used for temporary housing for workers supporting wartime industries, in California during World War II. The parks increased in popularity as the nation faced a housing crisis when the war was over. (See Continuation Sheet)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); County Records (various years); Historic Aerial Photographs (1931 through 1963); Santa Cruz Sentinel; Division of Highways, As Built Plans 4TC45-F May 23, 1949

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
B10. Significance (continued):

The attractiveness of the parks rose in the 1950s and developers promoted the parks as planned communities that featured permanent buildings like clubhouses, laundry facilities and pools. The permanent building described on this form serves as the park’s management office and clubhouse. This particular mobile home park does not have important associations with the mobile home park development in general, or within the local area and does not appear to meet Criterion A.\(^1\) Turner Lane Estates also does not appear to be associated with any historically significant people (Criterion B). Roy J. Turner owned and developed the land. City directories for the 1960s and 1970s list numerous residents of the park, none of whom appear to have significant associations with local, state or national history. Architecturally, the mobile home park does not meet the eligibility requirements for Criterion C. The permanent building is an example of Modern design represented by its flat roof. While the building appears to retain its architectural integrity, it does not appear to be an important example of its type. Furthermore, the surrounding mobile homes have been upgraded and altered to meet local codes, moved, and replaced over the years, compromising the integrity of the park as a whole. The complex does not appear to embody distinctive characteristics for its type, period, or method of construction, nor does it appear to the work of a master craftsman.\(^2\) In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this mobile home park does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.


# EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

## BRIDGE EVALUATION SHORT FORM

(To be appended to HPSR)

Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EA:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION:</strong></td>
<td>Attach map showing structure location.  County/Route/Postmile: SCR-001-12.93  Bridge number: 36 0024  Bridge name: Capitola Avenue Overcrossing  Feature spanned: State Route 1</td>
</tr>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td>Attach at least one side photo and one view of the deck along the centerline.  Type (temporary, standard, or culvert): Standard  Type of superstructure: Reinforced Continuous Concrete Slab  Type of substructure: Reinforced Concrete Abutments and Piers</td>
</tr>
<tr>
<td><strong>HISTORY:</strong></td>
<td>Date of construction/designer: 1948 / Division of Highways  Other historical information (e.g., persons, events, WPA/CCC):</td>
</tr>
</tbody>
</table>

The Division of Highways constructed bridge 36 0024 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superceded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064),

| **PREPARED BY:** | Christopher McMorris  |
| **POSITION:** | Senior Architectural Historian  |
| **DATE:** | May 2004  |
| **AGENCY/FIRM:** | JRP Historical Consulting  |
| **REVIEWED BY:** | |
| **POSITION:** |  |
| **DATE:** |  |
| **AGENCY/FIRM:** |  |

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0024. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
Bridge 36 0024 - Capitola Avenue Overcrossing

and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad's Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project's major structures. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s(1).

Bridge 36 0024 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1940s (Criterion A) as it is part of the general development of the state's highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet he significance criteria as outlined in these guidelines.

Bridge Number: 36 0024

Capitola Avenue Overcrossing, Map Reference Number 13-08
Bridge Number: 36 0024

Capitola Avenue Overcrossing, camera facing west, November 2003

Capitola Avenue Overcrossing, camera facing north, November 2003.
The apartment complex at 5070 Wilder Drive consists of two L-shaped buildings connected by a steel and concrete second-story walkway to form a two-story, U-shaped building. The buildings sit upon concrete foundations and are topped with flat roofs featuring a moderate overhang and exposed rafters. The second floor is sheathed in stucco and the first floor is sheathed in V-groove wood siding. Beneath the two top corner windows on the north wall of one building are panels of decorative mosaic tiles (Photograph 1). There is also one concrete porch with a metal railing on the north wall. The fenestration consists of aluminum sliding windows, some with a fixed central pane. The entrances have flush wood doors and concrete slab porches. A concrete walkway with metal railings extends between the second stories of each building.

*P3b. Resource Attributes: (List attributes and codes) (HP3) Multiple Family Property

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

*P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, November 19, 2003

*P6. Date Constructed/ Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both 1961 / county property records

*P7. Owner and Address: Carol A. Prettie
P.O. Box 593
Capitola, CA 95010-0593

*P8. Recorded by: (Name, affiliation, address) Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe) Intensive
The apartment building at 5070 Wilder Drive does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This area of Soquel was historically used for agricultural purposes and well before this building was built, the area consisted mostly of orchards and nurseries and their related farmhouses. The land was formally subdivided in 1960 as part of the Weston Heights, Tract No. 241. This apartment building appears to have been the first building constructed in this subdivision; however further construction did not occur until the 1970s. William Snow Weston (nurseryman) and Herbert W. Tuttle acquired land in this area in the 1920s and their heirs held it through the 1950s. Developers acquired the property and subdivided it in 1960 creating the Weston Heights Subdivision in 1960. The apartment complex was sold in 1991 and again in 1998 to Carol A. Prettie, the current owner. According to city directories, there have been a variety of tenants who have occupied the different apartment units. Although this building is associated with the general residential development of the area in the mid-twentieth century, it does not appear important within this context (Criterion A); nor do the current or previous owners of this property appear historically significant (Criterion B). (See continuation sheet.)
B10. Significance (continued):

The building is a simple example of a Modern-style apartment complex, common in the later half of the twentieth century and in fact there are several examples of such apartment complexes in the surrounding neighborhood. The building itself does not embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman. (Criterion C). In rare instances buildings themselves can serve as a source of important information about historic construction materials or technologies (Criterion D); however, this building is otherwise documented and does not appear to be a principal source of important information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this apartment complex does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier:  Soquel Creek Bridge, Bridge 36 0013

*P2. Location:  ☑ Not for Publication ☑ Unrestricted  
*a. County  Santa Cruz  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
*b. USGS 7.5' Quad  Soquel  Date 1954, photo revised 1980  
T ___; R ___; ___ ¼ of Sec ___; _____ B.M.  
c. Address  City  Capitola  Zip  
d. UTM: (give more than one for large and/or linear resources)  Zone ___; _______mE/ _______mN  
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
State Route 1, postmile 13.31, over Soquel Creek and Soquel Wharf Road, north of Clares Street.  

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The Soquel Creek Bridge, (36 0013) is located in Capitola and carries vehicular traffic on State Route 1 over Soquel Creek and Soquel Wharf Road. The Soquel Creek Bridge is a reinforced concrete, open spandrel, fixed, parabolic arch bridge with a single, four ribbed 38.5 meters (126 feet) long arch span. The structure has slender spandrel legs and ribbon-like arch ribs that suggest the influence of mid-twentieth century Modernism on this utilitarian design. The Division of Highways originally built the bridge in 1947 as a two-rib concrete arch. The Division of Highways widened the structure twice adding a third arch rib to the north side in 1971 and a fourth arch to the south side in 1995. The structure has ten approach spans that are continuous concrete slab supported by reinforced concrete piers and abutments. The bridge has reinforced concrete, filled window railings, modern street light standards, and no pedestrian walkways. (See continuation sheet.)  

*P3b. Resource Attributes: (List attributes and codes)  (HP19) Bridge  

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

P5b. Description of Photo: (View, date, accession #)  Photograph 1, camera facing east, February 20, 2003.  

*P6. Date Constructed/Age and Sources:  
[Historic ☑ Prehistoric ☑ Both ☑]  
1947 / Caltrans Bridge Log  

*P7. Owner and Address:  
California Department of Transportation, District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415  

*P8. Recorded by:  (Name, affiliation, address)  
J. Cheney / P. Ambacher / C. McMorris  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA 95618  


*P10. Survey Type:  (Describe)  
Intensive  

*P11. Report Citation:  (Cite survey report and other sources, or enter “none.”)  
JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard  

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

DPR 523A (1/95)  

*Required Information
B1. Historic Name: Soquel Creek Bridge
B2. Common Name: Soquel Creek Bridge
B3. Original Use: Bridge  B4. Present Use: Bridge
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) Built in 1947; widened in 1971 with arch added to north side; widened in 1995 with arch added to south side
*B7. Moved? ☐ No □ Yes □ Unknown Date: _____________ Original Location: _____________
*B8. Related Features: ________________

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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Soquel Creek Bridge (36 0013) does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA.

The Division of Highways constructed bridge 36 0016 in 1947 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superceded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); Historic Aerial Photographs (1940 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; and see footnotes in B10.

B13. Remarks:

*B14. Evaluator: Christopher McMorris

*Date of Evaluation: May 2004

(This space reserved for official comments.)
Total bridge length measures 98.5 meters (323 feet) and the bridge is 31 meters (102 feet) wide. Photograph 1 shows a side view of the concrete arch through dense vegetation. Photograph 2 shows the deck of the bridge, and Photograph 3 shows the underside of the structure. JRP surveyed this structure in 2003 as part of the Caltrans Historic Bridge Inventory Update. JRP re-examined the structure in 2004 as part of the State Route 1 project for which this form is prepared. The structure did not appear different between surveys.

B10. Significance (continued):

The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064), and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad’s Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project’s major structures. Photograph 4 shows a line drawing for this structure prepared during the design of State Route 1. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s. As stated, the Division of Highways widened the Soquel Creek bridge twice, adding a third arch rib on the north side in 1971 and a fourth arch rib on the south side in 1995.1

The Division of Highways and local bridge builders constructed concrete arches on California’s roadways starting in the early 1900s. This bridge type included closed spandrel deck bridges, such as the Glenwood Drive Bridge over Bean Creek built in 1915 (36C0048, located 2.3 miles north of Scotts Valley Road), open spandrel tied through arches, and open spandrel deck bridges, like the structure at Soquel Creek and the nearby curved bridge carrying Soquel Drive over Aptos Creek, built in 1928 (36C0075, located at the intersection with Spreckels Drive in Aptos). All, but a few of the earliest structures were constructed with reinforced concrete. Concrete arches were successfully used to satisfy engineering challenges that were less suitable for steel truss or girder structures, with some open spandrel bridges incorporating main spans over 300 feet long. Concrete arches were also used for their aesthetic appearance. Concrete arch bridges could incorporate various architectural features, particularly Neo-classical style details. Many concrete arches were built with only modest architectural detail, such as the Soquel Creek structure. Concrete arches were built extensively throughout the state during through the 1930s, but relatively few were built following World War II. The construction of concrete arches was labor and material intensive, which became increasingly cost prohibitive. In addition, new and innovative bridge materials and

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construction techniques were being developed during the 1940s and 1950s. These designs were developed for slab, box girder, T-beam, and prestressed girder bridges, many of which could be built for a lower cost and for longer spans than concrete arch designs. Only one other concrete arch (36C0089, built in 1967 on Water Street over the San Lorenzo River in Santa Cruz) was built in Santa Cruz county after the construction of the Soquel Creek structure.²

Caltrans considered this bridge to be not eligible for listing in the National Register based on its state-wide historic bridge inventory conducted in the mid-1980s. Caltrans is currently updating the historic bridge inventory. JRP recently completed the report evaluating concrete arches for the new Caltrans state-wide bridge survey. This report included an evaluation of the Soquel Creek structure, concluding that the structure does not appear to meet the criteria for listing in the National Register. Caltrans is submitting reports from the state-wide historic bridge inventory to OHP and expects concurrence on those reports in 2004 or 2005. No additional information or reinterpretation of data collected for the preparation of this form changes the conclusion drawn during the state-wide survey of concrete arches. The following provides an evaluation of this structure.

Bridges in California are usually evaluated under two National Register criteria: Criterion A, for their role in local or regional history, especially their contribution as links within the transportation system, and Criterion C, relating to possible significance in the field of engineering. Bridges are infrequently, if ever, found to be significant under Criteria B or D. Important historic persons associated with bridges are usually involved with their design, thus making them significant as a “work of a master” under Criterion C. Historic structures, such as bridges, can occasionally be recognized for the important information they might yield regarding historic construction materials or technologies making them significant under Criterion D. Bridges in California built during this period, however, are extremely well documented, so they are not themselves principal sources of important information in this regard.

Under Criterion A, California roadway bridges are potentially significant if they are importantly associated with trends and/or events in transportation development, regional/local economic development, or community planning. The structure is not important within the context of freeway development in the 1940s. It was one of many elements of the development of State Route 1 which were part of the general development of the state’s highway system at that time. Thus, the Soquel Creek bridge does not appear to be significant under Criterion A.

Under Criterion C, California roadway bridges are possibly significant for their importance within the field of bridge engineering and design. This significance derives from a bridge embodying distinctive characteristics of its type, period, or method of construction, or representing the work of a master engineer, designer, or builder. Attributes of a bridge that contribute to its significance include: 1) its rarity, the number of remaining examples of a particular bridge construction type; 2) whether it represents innovative design techniques or use of construction methods that advanced the art and science of bridge engineering; 3) whether it is a bold engineering achievement representing measures taken to overcome imposing design and construction challenges or environmental complexities; and 4) its aesthetic quality achieved in a bridge’s individual design or with its appropriateness within the natural or man-made setting. The Soquel Creek bridge is not a rare type of structure. There are well over 200 concrete arches on California roadways, nearly half of which are open spandrel deck structures, and

² JRP Historical Consulting, “Caltrans Historic Bridge Inventory Update: Concrete Arch Bridges,” April 2004. Both the Bean Creek and Aptos Creek bridges are eligible for listing in the National Register.
there are fifteen concrete arch bridges on roadways in Santa Cruz County. This bridge does not represent either an innovative or bold engineering achievement because concrete arch technology was well established by the time the Division of Highways built this bridge, and it is structurally modest as defined by its main span length. The bridge is also not an aesthetic achievement. Its design is not important for its appropriateness with its natural surroundings. It also does not have architectural features of some concrete arches. Its components that relate to unadorned Modernism, like its slender spandrel legs and ribbon-like arch ribs, are modest in their execution in comparison with other post-World War II concrete arch bridges. The structure is also not an important work of the Division of Highways which is considered a “master engineer” of this period. Thus, the Soquel Creek does not appear to be significant under Criterion C.3

In addition to lacking historical significance, the Soquel Creek bridge on State Route 1 has also lost historic integrity from when it was originally constructed. The Division of Highways widened the structure on either side reducing the structure’s original design, setting, workmanship, materials, feeling, and association.4

Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in those guidelines.

Photographs (continued):


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3 Caltrans had JRP use a point based system as part of the inventory process for its study of concrete arches and the evaluation of these structures under Criterion C. Bridge 36 0013 received a score of –4 out of a possible 90 points. Generally, bridges scoring less than 35 points indicated a lack of significance under Criterion C.

4 Bridge 36 0013 received one of the lowest integrity scores of the concrete arches survey in the point based system for the Caltrans Historic Bridge Inventory Update.

Photograph 4: Line Drawing of Soquel Creek Bridge
[CALIFORNIA HIGHWAYS AND PUBLIC WORKS (MAY-JUNE 1947), 18-19]
P1. Other Identifier: Wells Fargo Home Mortgage

*P2. Location: ☐ Not for Publication ☑ Unrestricted

*P2b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T: ___; R: ___; ___% of Sec: ___; B.M. ___

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 2265 41st Avenue, built in 1960, is wood frame, rectangular in plan and sits upon a concrete foundation. It is topped with a flat roof. Sheltering the concrete floor of the main entry is a nylon awning that is hung from the walls below the roofline and wraps around the building’s south and east sides. The building is sheathed in stucco and it features a brick veneer on the east and west walls. The fenestration consists of fixed plate glass windows topped by rectangular ribbon windows. There is a wood lattice planter on the north side. The two entrances, one in the south side and the other in the east side, are flush and set with pairs of metal frame glass doors.

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

*P5b. Description of Photo: (View, date, access #) Camera facing northwest, January 15, 2004

*P6. Date Constructed/Age and Sources:

Historic ☐ Prehistoric ☑ Both

1960 / county property records

*P7. Owner and Address:

Joshua Raphael Simpson
40 Fred Court
Scotts Valley, CA 95066-3448

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2004

*P10. Survey Type: (Describe)

Intensive
The building at 2265 41st Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Prior to the freeway’s construction, the land along this section of 41st Avenue was used for agricultural purposes. By the 1960s, Capitola more than doubled its population and by 1970, its population reached 5,080. This accelerated residential growth brought urbanization to Capitola and an increasing need for a business district. The building at 2265 41st Avenue borders the early modern business and was one of several commercial buildings built during this time period in Capitola. The building does not appear to be significant for its association with historic events or trends in history at either the local, state or national level (Criterion A). The building does not appear to be associated with any historically significant people (Criterion B) and has been occupied by a variety of businesses since its construction. City Directories indicate that from 1961 until 1975 “The Nude Shop,” an unfinished furniture store, occupied the building. (See continuation sheet.)

B12. References:  USGS Quadrangles, Soquel (1954 photorevised 1980); County Property Records (various years); City Directories (various years); Historic Aerial Photographs (1931 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949

B13. Remarks:

* B14. Evaluator: Meta Bunse

* Date of Evaluation: January 2004

(This space reserved for official comments.)
B10. Significance (continued):

Architecturally, the building does not appear to meet the requirements for Criterion C because it does not embody distinctive characteristics of a type, period, or method of construction. Rather, it is an example of a modern, post-war commercial building. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this property is otherwise documented and does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
The parcel at 2701 Mattison Avenue is located at the end of a cul-de-sac and contains two buildings, a main residence and a small storage building directly adjacent to the house. The main residence is a two-story wood frame building with multi-planed hipped roof covered in composition shingle with wide eave overhangs. The walls of the first story are covered in stucco and brick, the second story in V-groove wood siding. An attached garage sits directly under the second story portion of the house and its walls are sided in brick. Windows throughout the house are metal frame sliding sash. Directly to the west of the main residence is a second building with brick veneer siding and a hipped roof.

*P3b. Resource Attributes: (List attributes and codes) *(HP2) Single Family Residence; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing southwest, February 5, 2004.

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1952 / county property records

*P7. Owner and Address: Dale & Jennifer L. Williams
2701 Mattison Lane
Santa Cruz, CA 95065-1918

*P8. Recorded by: (Name, affiliation, address) Julia Cheney / Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: February 2004

*P10. Survey Type: (Describe) Intensive
The buildings at 2701 Mattison Lane do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. This area of post-World War II Santa Cruz was still relatively rural and dominated by poultry farming when these buildings were built. The area did not change rapidly, although commercial and residential development gradually increased over the years. The historical record does not show that this house played a significant role in the history of the area. The house does not appear to be significant for its association with historic events or trends in history at the local, state or national levels (Criterion A). It also does appear to be associated with any historically significant people (Criterion B). City directories indicate that Milo and Ethel Burrows owned the house from 1955 until 1969. Mr. Burrows was a bookkeeper for the Santa Cruz Fruit & Vinegar Company (previously located at 2740 Mattison Lane), located on the parcel next to the Burrows’ residence. The Burrows retained ownership until 1969 when the residence was sold. It was sold again 1995 to the current owners, Dale and Jennifer Williams. (See Continuation Sheet)

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

B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); City Directories (various years); County Property Records (various years); Historic Photographs (1931 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949

B13. Remarks:

B14. Evaluator: Meta Bunse

Date of Evaluation: April 2004

(This space reserved for official comments.)
B10. **Significance (continued):**

The buildings do not embody distinctive characteristics for their type, period or method of construction (Criterion C) and are examples of the Ranch-style house common in Santa Cruz and California after World War II. The house also does not appear to be the work of a master craftsman. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this house does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This residential property does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier: ABC Supply Company

*P2. Location: ☑ Not for Publication ☑ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Cruz

*b. USGS 7.5' Quad Soquel Date 1954, photorevised, 1980 T ; R ; ¼ of Sec ; B.M.

c. Address 5960 Soquel Avenue City Santa Cruz Zip 95062-1965
d. UTM: (give more than one for large and/or linear resources) Zone ; e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 029-021-46

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

There are four buildings (A - D) at 5960 Soquel Avenue and together they comprise the ABC Supply Company. Building A is set back from the street near the center of the north side on the parcel. It is rectangular in plan and sits upon a concrete foundation. (Photograph 1) The building is topped with a flat roof that extends out to create a carport or covered employee break area. Supporting the roof extension are square metal posts. The building is sheathed in drop wood siding. The fenestration consists of fixed windows and aluminum sliding windows. The recessed entry is set with a glazed wood door. Building B sits to the northeast of Building A at the southwest corner of Soquel Avenue and Mattison Lane. It is rectangular in plan, sits upon a concrete foundation and is constructed of concrete blocks. (Photograph 2) (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP8) Industrial Building; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, January 15, 2004

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both ca. 1960 / historic aerial photographs

*P7. Owner and Address:

Sam H. Nigh, Jr. & Karla J. Nigh
3501 Hilltop Road
Soquel, CA 95073-2337

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher / Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2004

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)  *Required Information
B1. Historic Name: Nigh Lumber Company
B2. Common Name: 
B3. Original Use: 
B4. Present Use: lumber yard

*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1956

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________
*B8. Related Features: 


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

 Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The buildings at 5960 Soquel Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. Soquel Avenue borders this parcel on the north and Mattison Lane borders it on the east. Prior to the early 1960s this particular portion of Soquel Avenue was rural and most parcels included chicken houses and other agricultural-related buildings. This section of Soquel Avenue became much more commercial after World War II and the advent of the freeway. Various types and styles of buildings, with a range of construction dates, surround this property, which does not appear to be significant for its association with historic events or trends in history at the local, state or national level (Criterion A). In the early 1940s C.A. Carriker and T.A. Vernon owned this large area of land. Right-of-way records indicate that by 1947 it was owned by Antonio C. Bettencourt. It was subdivided in 1980 at the request of Sam and Audrey Nigh, who in 1947 owned the adjoining parcel to the west, and this property became the Nigh Lumber Company. Sam H. Nigh, Jr. and Karla Nigh acquired it in 1982. Although the senior members of the Nigh family were residents of Santa Cruz since about 1940, neither they nor their children appear to have made significant contributions to their fields of endeavor or to local, state or national history (Criterion B). (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); County Records (various years); Survey Map Vol. 36, Page 29, August 1980; Historic Aerial Photographs (1940 through 1963); City Directors (various years); United States Census (1920 and 1930); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans District 5, Right-of-Way Record Map SCr-1-PM.14.1, R-44B.13; Santa Cruz Sentinel

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: January 2004

(This space reserved for official comments.)
P3a. Description (continued):

It has a flat roof that extends from the building’s south side. Four round metal posts support this extension, which may have once sheltered fuel pumps. The fenestration consists of a ribbon of hopper windows above fixed plate glass windows at the west wall and half of the south and north walls. There are also two aluminum sliding windows with opaque glass located on the east side. (Photograph 3) The flush entrance at the south side is set with a metal frame glass door. Another flush wood door is on the east side.

To the rear of Building A on the southern portion of the parcel are additional wood frame lumber storage buildings with various types of wood siding and additions extending along the southern parcel line.

Building C is northwest of Building A and has a side gable roof clad in composition shingles and it features three skylights. The building is sheathed in dropped wood siding and has several additions to its south and west sides. On the north side there is one metal sliding glass door flanked by aluminum sliding windows with a fixed center pane. There is a bay window on the east wall. The entrance is also on the east side and features double wood doors with double-set multi-lights. A pyramidal wood awning with decorative wood support posts shelters the entrance. (Photograph 4)

Northwest of Building C is Building D. This lumber storage shed is rectangular in plan with an open north side. It is topped with a side gable roof clad on the west corner in wood shingles; the rest is clad is corrugated metal. Attached at the west end is a wood loft. It has a shed roof clad in corrugated metal and is also open at its north side. The south and west walls are sheathed in corrugated metal siding. (Photograph 5) There is an addition on the east side of the lumber storage shed. It is topped with a shed roof clad in corrugated metal and the walls are sheathed in fish scale wood siding. There is an entrance on the north side sheltered by a wood awning supported by wood brackets. The second entrance is on the east side and features a metal, faux paneled door. Adjacent to this door is a roll-up door. (Photograph 4)

B10. Significance (continued):

The complex consists of simple examples of simple utilitarian and industrial buildings. They do not appear significant for their type, period or method of construction, nor do they appear the work of a master craftsman (Criterion C). Since the complex’s construction in about 1960, there have been additions made to the original buildings and new buildings added to the parcel; none of which appear to be significant under Criterion C. In rare instances the buildings themselves may yield important information about historic construction materials or technologies (Criterion D); however, these buildings do not appear to be a principal source of important information in this regard. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this historic property does not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):


Location Map:
P1. Other Identifier:
   *P2. Location: ☐ Not for Publication ✗ Unrestricted
      and (P2b and P2c or P2d. Attach a Location Map as necessary.)
   *b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T; R __ ; ¼ of Sec __ ; _____ B.M.
   c. Address 2600 17th Avenue City Santa Cruz Zip 95065-1808
   d. UTM: (give more than one for large and/or linear resources) Zone_____; ________________mE/________________mN
   e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
      Assessor Parcel Number: 025-161-39
   *P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

On this parcel are three residences 2600, 2604, and 2606 17th Avenue, and one detached garage. The first house, 2600 17th Avenue, built in 1950, has a cross gable roof clad in composition shingles and features closed narrow eaves and wood fascia boards. (Photograph 1) It is sheathed in V-groove wood siding and sits upon a perimeter concrete foundation. A concrete stoop leads to an inset entry featuring a faux panel wood door. The fenestration consists mostly of anodized aluminum sliding windows and one vinyl sliding window, all of which are flanked by decorative fixed wood shutters. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, April 1, 2004

*P6. Date Constructed/Age and Sources:
   ☑ Historic ☐ Prehistoric ☐ Both
   ca. 1948 – 1950 / historic aerial photographs and county property records

*P7. Owner and Address:
   Michael J. & Nina L. Kaping
   3082 W. Ledyard Way
   Aptos, CA 95003-3802

*P8. Recorded by: (Name, affiliation, address)
   Meta Bunse / Patricia Ambacher
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA 95618

*P9. Date Recorded: April 2004

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
B1. Historic Name: ______________________
B2. Common Name: ______________________
B3. Original Use: single family residences  B4. Present Use: single family residences

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: (Construction date, alteration, and date of alterations) Built circa 1948 – 1950; additions to 2606; replacement windows/doors in all residences; addition of garage circa 1990s

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: ______________________


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

(Period of Significance n/a  Property Type n/a  Applicable Criteria n/a)

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

The buildings on this parcel (APN: 025-161-39) do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel is located directly north of State Highway 1. Prior to the freeway’s construction, 17th Avenue and the surrounding area were largely agricultural, dotted with a few homes and small farms. The buildings do not appear to be significant for their association with historic events or trends in the history of the city or county of Santa Cruz (Criterion A). William D. Delaney owned the property before the modern freeway was built in the late 1940s. Historic aerial photographs show new construction at this site in 1948, and because he and his wife lived at this address until the mid-1970s, it is most likely that he is responsible for their construction. According to city directories, Mrs. Delaney lived there until at least 1980. (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Building Permits; City Directories (various years); Historic Aerial Photographs (1940 through 1963); County Property Records (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: April 2004

(This space reserved for official comments.)
P3a. Description (continued):

The second residence, 2604 17th Avenue, sits near the front of the parcel. (Photograph 2) Built in about 1948, it is topped with a side gable, low pitch roof clad in composition shingles. It features narrow closed eaves and narrow fascia boards. The house is sheathed in V-groove wood siding and sits upon a concrete slab foundation. The entrance is flush on the south side of the building and set with a wood door featuring a fanlight. The fenestration throughout consists of anodized aluminum sliding windows.

The third residence, 2606 17th Avenue, also sits near the north side of the lot, east of 2604 17th Avenue. It too was built in about 1948 and originally had an L-shaped plan. A shed-roofed addition extends along the west side of the house and another addition partially infilled the inside corner of the L-plan at the northeast side. It is topped with a cross gable roof clad in composition shingles and features narrow closed eaves and fascia boards. The house is sheathed in smooth stucco. A simple concrete stoop leads to a modern, glazed wood door sheltered by a built out extension of the roof at the east end of the west wall. The fenestration consists of various types of aluminum and vinyl sliding windows flanked by faux wood shutters. (Photograph 3)

The detached four-car garage sits east of 2600 17th Avenue. Built sometime in the mid-1990s, it has a shed roof clad in composition shingles. The building is sheathed in plywood panel siding and corrugated metal. It features four modern sectional rollup garage doors along the north side of the building. (Photograph 4)

B10. Significance (continued):

The other two houses on this property may have been occupied in the late-1950s by Henry and Ruth Guillory (who operated Henry’s TV and Radio Repair), and Marvin and Martha Hirschel. Mr. Hirschel was a painter for Basford Manufacturing. Ellen and Fulton Flynn owned the parcel and lived in 2600 17th Avenue. The Fultons sold the property to Michael and Nina Kaping in 1995 and they use it as rental property. Neither the current owners and occupants, nor the previous owners and occupants appear to be significant to history at the local, state or national level (Criterion B).

The buildings do not embody distinctive characteristics for their type, period or method of construction, nor do they appear to be the work of a master craftsman (Criterion C). The three residences are simple examples of post-World War II Minimal Traditional dwellings. Architecturally they are not distinguished and similar examples can be found throughout Santa Cruz and California. The buildings lack integrity because of the installation of replacement windows, doors, roofs, and additions, as well as the addition of the new garage building. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, these buildings are otherwise documented and do not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. These buildings do not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

**Photograph 2.** 2604 17th Avenue.
Camera facing northeast, April 1, 2004.

**Photograph 3.** 2606 17th Avenue.
Camera facing northwest, April 1, 2004.
P1. Other Identifier: Freeline Design

P2. Location: ☑ Not for Publication ☑ Unrestricted

* a. County Santa Cruz

b. USGS 7.5’ Quad Soquel Date 1954, photo revised 1980 T ; R ; ¼ of Sec ; B.M.
c. Address 2617 17th Avenue City Santa Cruz zip 95065-1807
d. UTM: (give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor Parcel Numbers: 025-151-15

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The single story corrugated metal commercial building at 2617 17th Avenue has a concrete slab foundation and is rectangular in plan with a flat roof. The east wall appears to have once been a series of garage bays that are now infilled with raised ridge metal panels. A pair of louvered ventilation ducts, as well as two entrances to the building are located on the east wall, the latter obscured by vehicles at the time of recordation. A third entrance appears on the north side of the building.

P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing west, October 30, 2003

P6. Date Constructed/Age and Sources:

Historic ☑ Prehistoric ☑ Both ca. 1949 / historic aerial photographs

P7. Owner and Address:
John & Kimberly S. Mel
212 Wavecrest Ave
Santa Cruz, CA 95060-3041

P8. Recorded by: (Name, affiliation, address)
S. Hotchkiss / P. Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

P9. Date Recorded: October 2003

P10. Survey Type: (Describe)
Intensive

P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

* Required Information
The building at 2617 17th Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The building does not appear to be significant for its association with historic events or trends in the history of Santa Cruz (Criterion A). This parcel is located directly north of State Highway 1. Prior to the freeway’s construction 17th Avenue and the surrounding area was largely agricultural and there was little to no commercial development. This particular parcel once part of a larger parcel that contained portions of a poultry farm owned by Bert Brown. The freeway bisected Mr. Brown’s property in the late 1940s. In the early 1960s this area began to develop as a commercial center for Santa Cruz and that development continued into the twenty-first century. According to the city directories Imported Car Service occupied the building from 1964-1971. During the mid-1970s it was Arlie’s, a Volkswagen repair shop. A record of survey map for 1981 shows the parcel belonging to Walker. Then John and Kimberly Mel took ownership in 1996. Today, Freeline Design is the commercial occupant. Neither the current owners and occupants, nor the preceding owners appear to be significant to the history of Santa Cruz (Criterion B). (See Continuation Sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980) County Records (various years); Historic Aerial Photographs (1940 through 1963); City Directories (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans District 5, Right-of-Way Record Map, SCR-1-PM14.5, R-44.14; California Highways and Public Works 27 (November-December 1948), p. 3-5; Santa Cruz: The Whole Thing Catalog, Santa Cruz Publishing, 1974

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: December 2003

(This space reserved for official comments)
B10. Significance (continued):

The building does not embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). This building is a simple example of a raised ridge metal, industrial building often used in commercial sections of Santa Cruz. Aerial photographs dated 1956 record an ancillary residential building located at the rear of the parcel that was removed sometime prior to 1963. Although the footprint of this building does not appear to have changed, it does not appear to be significant architecturally. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to a principal source of information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier:

*P2. Location: ☑ Not for Publication ☑ Unrestricted ☐ Restricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 T___; R___; ___% of Sec ___; ______ B.M.

c. Address 3550 Soquel Avenue City Santa Cruz Zip 95062-1746

d. UTM: (give more than one for large and/or linear resources) Zone ____; ______________ mE/ ______________ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 026-041-19

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The house at 3550 Soquel Avenue is a Minimal Traditional style house in a T-shape plan on a concrete foundation. It has a low pitch cross gable roof clad with replacement composition shingles. It features moderate eaves and narrow fascia boards beneath the gables and a louvered attic vent beneath the cross gable. At the south gable there is a brick chimney. The house is clad in replacement stucco and has V-groove siding beneath the gables. The fenestration on the north and east sides of the house are pairs of casement windows with wood sills and decorative louvered wood shutters. The large window to the right of the front door is a fixed center pane flanked by a casement window on each side. On the west side is a fixed single pane window. The entry is recessed with a concrete porch and a wood plank ramp. An aluminum screen door covers the flush wood door.

*P3b. Resource Attributes: (List attributes and codes)

(HP2) Single Family Residence

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

P5b. Description of Photo: (View, date, accession #)

Camera facing southeast, November 19, 2003

*P6. Date Constructed/Age and Sources:

Historic ☑ Prehistoric ☐ Both

1953 / county property records

*P7. Owner and Address:

Maurice M. & Leonita A. Dadone
3550 Soquel Avenue
Santa Cruz, CA 95062-1746

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

DPR 523A (1/95)
B1. Historic Name: _________________________
B2. Common Name: _________________________
B3. Original Use: single family residence  B4. Present Use: single family residence

*B5. Architectural Style: Minimal Traditional
*B6. Construction History: (Construction date, alteration, and date of alterations)  Built 1953

*B7. Moved? ☒ No ☐ Yes ☐ Unknown  Date: ____________ Original Location: ____________
*B8. Related Features: _________________________


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

Period of Significance n/a   Property Type n/a   Applicable Criteria n/a

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

The house at 3550 Soquel Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Bordered by Soquel Avenue to the north and east of Paul Minnie Avenue, this house is located in an area that, until the mid-twentieth century, was mostly small poultry farms. The parcels contained a handful of one-story frame houses, barns and a few chicken houses. This residence was constructed in 1953 during the post-war transition away from agricultural development to light industry and residential housing taking place on Soquel Avenue following the completion of this section of highway. As a result, there are various types and styles of houses in the area that have a wide range of construction dates. The house is now bordered by commercial development. Therefore, the house does not appear to be significant for its association with historic events or trend in history at the local, state or national level (Criterion A). The parcel was owned by Bert Brown in 1947 and was part of a larger parcel that operated as a poultry farm that was bisected by the freeway in the late 1940s. (See continuation sheet.)

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

*B12. References: USGS Quadrangles, Soquel (1954 photorevised 1980); Property Records (various years); City Directories (various years); Historic Aerials Photographs (1931 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans District 5, Right-of-Way Record Map, SCr-1-PM14.5, R-44.14; California Highways and Public Works 27 (November-December 1948), p. 3-5

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
B10. Significance (continued):

County property records state that the house was constructed in 1953, and it first appears in the city directories in 1964 when Maurice and Leonita Dadone were the owners. In the 1960s, Mr. Dadone worked as a mechanic for the Western Gravel Company. The Dadone family has retained ownership and residency however, they do not appear to have made historically significant contributions to local, state or national history, (Criterion B).

Additionally, the house does not appear to embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). This house is a simple example of the Minimal Traditional style. Identified by its lack of decorative detailing, low-pitch roof, closed eaves, and compact massing, this building is representative of architectural trends common in California in the years immediately prior to World War II. This type of house was built in great numbers during the post-war years and is quite common in Santa Cruz. The integrity of the building is largely intact, although there have been some alterations such as the replaced stucco siding and front entrance ramp. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this residence has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This residence does not appear to meet the significance criteria as outlined in these guidelines.
P1. Other Identifier: Santa Cruz Blueprint

*P2. Location: ☑ Not for Publication ☑ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This single story rectangular building with a side gable roof featuring moderate eaves, and exposed rafters, is located at 1527 Commercial Way. The building is sheathed in channel rustic siding and sits upon a concrete foundation. The fenestration on the south side of the building consists of a pair of fixed pane windows with wood sills. The building has an eastern entrance featuring a glazed door. The east side of the building also has a sliding exterior-mounted wood door sheathed in the same siding as the building. Towards the north end of the east wall is a pair of 1/1 vertical hung windows with wood sills. On the north side of the building is a flush wood door.

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing north, October 30, 2003

*P6. Date Constructed/Age and Sources:

[Historic ☑ Prehistoric ☑ Both
ca. 1940 / historic aerials]

*P7. Owner and Address:

Jhon T. & Margaret R. Poindexter 1527 Commercial Way Santa Cruz, CA 95065-1701

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Resource Name or # (Assigned by recorder) Map Reference #17-04

*Required Information
The building at 1527 Commercial Way does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The building does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A). The parcel is located northeast of the Soquel Drive overcrossing of State Route 1 on an irregular lot within the boundaries of Soquel Drive on the northwest, Mission Drive on the east, and Commercial Way on the south. The lot was divided into its irregular shape before 1930 and this building was not constructed until about 1940. Prior to the 1970s, Commercial Way was known as Soquel Drive. The City of Santa Cruz experienced a growth in commercial development post-World War II, but this area remained largely agricultural in nature, with few commercial businesses. (See continuation sheet.)
B10. **Significance (continued):**

Prior to the freeway’s construction, Mario Armanini appears to have owned the parcel. The 1930 census lists Mr. Armanini as a native of Austria who worked as a truck driver. Mr. Armanini probably purchased the land from Fannie C. Hundeby who also owned the adjoining parcel in the early 1930s. The building’s address first appears in the city directories in 1950 with a listing for “Question Mark Products Company,” an auto supply company. For the next several decades, there were various businesses operating from the premises. This included Mr. Armanini’s wood dealer store (1954) and “This & That,” general merchandise store (1955-1957). The address was then listed as vacant until 1962 when it became the “Barber Shop Village.” By 1965 the present company, “Santa Cruz Blueprint & Supply Co.,” took over the space. This building is associated with the general commercialization of the area after World War II, but does not appear to be important within this context (Criterion A). It does not appear that the individuals associated with this building made important contributions to local, state or national history (Criterion B).

The building itself does not appear to embody distinctive characteristics of its type, period, or method of construction, nor does it appear the work of a master craftsman (Criterion C). This building is simply a shed that was converted for commercial use sometime in the 1950s. The building’s integrity has been compromised by the construction of a new roof, the addition of the two large windows in the south gable end and the possible additional entrance located on the east side. It does not appear that this building meets the eligibility requirements of Criterion C because it is not important architecturally and does not retain integrity.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
Located at 2960 Soquel Drive is single-story rectangular plan building with a flat built-up roof and parapet walls. The building is sided in smooth stucco with a river rock veneer at the north (main) façade. The main entrance to this commercial building, which currently houses the American Red Cross, is also located at the north side of the building and is sheltered by a flat, concrete roof supported by large concrete support posts. Additional entrances to the building include several metal and glass leaf doors, as well as a sectional metal roll up door at the east side of the building. Fenestration consists of several louvered and multi-light fixed metal sash.
B1. Historic Name: ________________
B2. Common Name: American Red Cross
B3. Original Use: commercial  
B4. Present Use: commercial

*B5. Architectural Style: Commercial
*B6. Construction History: (Construction date, alteration, and date of alterations)  
Built ca. 1960

*B7. Moved?  □ No  □ Yes  □ Unknown  Date: ________________ Original Location: ________________
*B8. Related Features: ________________

b. Builder: unknown

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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The building at 2960 Soquel Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The building does not have a significant association with historic events or trends in history at the local, state or national level (Criterion A). Prior to the buildings construction in about 1960, this area was a mixture of residential and light-commercial properties and surrounding uses included a motel, roadside fruit stand, florist, and small farms with homes, chicken houses, barns and sheds. This part of Soquel Avenue developed as a mostly commercial area after the freeway was modernized in the late 1940s and this building was built as part of that development in about 1960. Today there are a few remaining residences that pre-date the freeway and the building is surrounded by commercial buildings that mostly date to late-twentieth century. (See Continuation Sheet)

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

*B12. References:  USGS Quadrangle Maps, Soquel (1954 photorevised 1980); Historic Aerial Photos (1931 through 1963); City Directories (various years); County Property Records (various years); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Sta 335+10

B13. Remarks:

*B14. Evaluator:  Meta Bunse

*Date of Evaluation:  January 2004

(This space reserved for official comments.)
B10. Significance (continued):

The building also does not appear to be associated with any historically significant people (Criterion B). L. H. Rockwell et. al, owned the parcel just before the building was erected. Several union organizations, including the Carpenters Union Local 829, the Hotel Restaurant & Bartenders Union Local 384, and the Plasterers and Cement Masons Local 379, were the first occupants of the building and remained there through the mid 1970s. According to a planned development permit dated 1980, Shaffer, Gibson and Starr planned to operate a tile wholesale sales store in the existing building, but by 1983 the American Red Cross occupied the space. The American Red Cross used it as office and warehouse space and continues to occupy the building. Neither the owners nor the occupants appear to made significant contributions in their fields of endeavor that are related to this building, nor is their association with this property important within local, state or national history.

The building does not embody distinctive characteristics for its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). It is a modern, relatively unadorned commercial building designed to provide both office and limited warehouse space and is not important within the context of commercial architecture. In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
The Santa Cruz Inn, located at 2950 Soquel Avenue, is a twenty-unit motel consisting of four buildings on two legal parcels. The main office and manager’s residence is located at the center of the parcel boundary on Soquel Avenue. It features a medium pitch side gable roof clad in composite shingles. (Photograph 1) The building is sheathed in replacement stucco with V-groove wood siding and louver attic vents at the north and south gable ends. Located at the main building’s southeast end is wood frame, open sided bay that shelters the ice machine and garbage dumpsters. The fenestration of the office building consists of replacement vinyl sliding windows with false muntins. At the north gable end, an awning shelters a 6/6 single hung window with false muntins. To the left of the entrance is a service window with a fixed pane of glass. A wood ramp with a wood railing leads to the entrance along the southeast side of the building, while wood steps are located on the northeast side. The front door of the main building is glazed and features false muntins. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP5) Hotel / Motel; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, November 19, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☑ Both

1946 / county property records

*P7. Owner and Address:

Bakul C. & Jayshri B. Panchal
2950 Soquel Avenue
Santa Cruz, CA 95062-1412

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)

Intensive
B1. Historic Name: **Stardust Motel**  
B2. Common Name: **Santa Cruz Inn**  
B3. Original Use: **motel**  
B4. Present Use: **motel**  
*B5. Architectural Style: **Contemporary Roadside Commercial**  
*B6. Construction History: **Built 1946; Alterations made 1980s**  
*B7. Moved? [ ] No [ ] Yes [ ] Unknown Date: ____________________ Original Location: ______________  
*B8. Related Features: __________________________  

B9. Architect: **unknown**  
B10. Significance:  Theme: **n/a**  
B11. Additional Resource Attributes: (List attributes and codes)

The motel at 2950 Soquel Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The motel was previously evaluated in 1986 and at that time was listed on the Office of Historic Preservation’s Directory of Properties in the Historic Property Data File for Santa Cruz County as a NRS 4S. “NRS 4S” meant that the resources may become eligible for the National Register. The present survey, however, has identified additional information (presented below) and concludes that this motel does not appear eligible for the National Register or the California Register. (See continuation sheet.)

B12. References: USGS Quadrangle Maps, Soquel (1954 photorevised 1993); City Directories (various years); County Property Records (various years); County Building Permits; Historic Aerial Photographs (1931 through 1963) Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave., Envelope 412, Sta 335+10

B13. Remarks:

B14. Evaluator: **Meta Bunse**

Date of Evaluation: **November 2003**

(This space reserved for official comments.)
P3a. Description (continued):

West of the main building is a small modern building with a side gable roof. The building is sided in V-groove wood panels and has a single leaf door in the east side.

The motel units are located in two separate buildings. One building sits to the southwest of the main building, as seen in Photograph 1, and is rectangular in plan. The other motel building sits to the southeast of the main building and has a wide, asymmetrical V-shaped plan. Both the buildings have gable roofs clad in composite shingles and sheathed in replacement stucco. The fenestration consists of aluminum sliding windows and 2/1 single hung windows. Individual fixed diamond shaped windows are located near the entry of seven units in the V-shaped building. (Photograph 2) Each unit has an inset tile stoop entry leading to a six-paneled wood door, while one of the units has a wood wheelchair ramp and wood steps leading to the entry.

B10. Significance (continued):

This motel was built in 1946 and is one of the numerous motels in the Santa Cruz area built to serve the tourist trade, an important local industry before and after World War II. Several grand resort hotels and more modest motels were located throughout the city and county of Santa Cruz during this period. The motels of the mid-twentieth century offered such modern conveniences as free parking, easy check-in, many units and were often constructed along older established roads where tourists traveled by car. The Santa Cruz Inn is located on Soquel Avenue, which has served as a frontage road since the modern highway was built in the late 1940s, and was a historically heavily traveled road in Santa Cruz. Prior to the motel’s construction, this area was a mixture of residential and roadside commercial properties, including a roadside fruit stand, a florist, and farm-related structures like chicken houses, barns and sheds. According to historic photographs dated 1945, there were also several residences in the vicinity of this parcel, but after the freeway was modernized this area of Soquel Avenue developed as a mostly commercial area. Today commercial buildings that mostly date to the late-twentieth century and businesses that cater to local residents rather than the tourism or hospitality industry surround the motel. This motel, therefore, is associated with the general commercialization of the area after World War II, but does not appear to be important within this context (Criterion A).¹

Ralph R. Abicht, et. al. owned the parcel in 1946, at about the time the motel was built. Known as the Star Dust Motel from 1965 until about 1986, the motel was operated by different managers and had various different occupants and residents. The Aptos Improvement Company, Inc. owned the parcel between 1981 and 1982. It was then sold in 1984 to Mr. and Mrs. Gordon Copus. According to city directories, the owners changed the name to the Santa Cruz Inn sometime after 1986. It was sold to the current owners, Bakul and Jayshri Panchal, in 1992. There is no indication that these individuals have made important contributions to local, state or national history or the motel industry (Criterion B).

The motel itself does not embody distinctive characteristics of its type, period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C). It is an example of a common modern design for a motel of the mid-twentieth century. Postwar motels tended to be more practical in their design than earlier roadside accommodations and were usually nondescript connected room units with a registration office as a

separate building. Interconnected motel rooms were efficient to manage, and a profitable way of doing business for motel owners, especially for ease of maintaining electrical, plumbing and heating and air conditioning systems.\(^2\) This motel was built in this interconnected style, and originally also provided covered parking stalls, as seen in Figure 1. The motel has undergone many architectural changes that have compromised its integrity. Aerial photography from 1946 through 1963 confirms that there were originally five buildings, unlike today, when there are only four buildings. Permits also indicate that the motel owners planned to increase the number of units in 1982. By 1986 the covered parking stalls of the largest building had been enclosed and converted into motel rooms. The rectangular building to the west was also elongated about this time, increasing the number of units. The smaller buildings that once surrounded the motel office have been removed and now parking areas and equipment shelters take their place. Additionally, the owners have installed replacement windows and new stucco siding and roofs all on of the buildings.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this motel does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.

**Photographs (continued):**

Figures:

**Figure 1.** Looking east on Highway 1 at the Soquel Avenue Overcrossing.  
*(California Highways and Public Works 27 (November-December 1948), p. 3-5.)*
EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

BRIDGE EVALUATION SHORT FORM
(To be appended to HPSR)

Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

| LOCATION: | Attach map showing structure location. County/Route/Postmile: SCR-001-14.86 Bridge number: 36 0064 Bridge name: Soquel Drive Overcrossing Feature spanned: State Route 1 |
| DESCRIPTION: | Attach at least one side photo and one view of the deck along the centerline. Type (temporary, standard, or culvert): Standard Type of superstructure: Continuous Steel Girder Type of substructure: Reinforced Concrete Abutments and Piers |
| HISTORY: | Date of construction/designer: 1947 / Division of Highways Other historical information (e.g., persons, events, WPA/CCC): |

The Division of Highways constructed bridge 36 0064 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superceded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064),

| PREPARED BY: | Christopher McMorris | DATE: | May 2004 |
| POSITION: | Senior Architectural Historian | AGENCY/FIRM: | JRP Historical Consulting |
| REVIEWED BY: | | DATE: | |
| POSITION: | | AGENCY/FIRM: | |

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0064. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad’s Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project’s major structures. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s(1).

Bridge 36 0064 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1940s (Criterion A) as it is part of the general development of the state’s highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet he significance criteria as outlined in these guidelines.

Bridge Number: 36 0064

Soquel Drive Overcrossing, Map Reference Number 18-03

Soquel Drive Overcrossing, camera facing north, November 2003.
P1. Other Identifier:

*P2. Location: □ Not for Publication ☑ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2b. USGS 7.5' Quad Soquel Date 1954 / 1980 photorevised T; R ___; ¼ of Sec; ______ B.M.

c. Address 3053 Salisbury Lane City Santa Cruz Zip 95060

d. UTM: (give more than one for large and/or linear resources) Zone ______; _______________ mE/______________ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 025-054-15

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at 3053, 3055, 3057 Salisbury Lane consists of one building that has a single-story, U shaped plan, and is topped with a cross-hipped roof with gutters but no eave overhang. The roof is sheathed in composition shingle. Each of the three units has been given an individual addresses: 3053, 3055, and 3057 Salisbury Lane, although all of the units are located in the same building. The walls of this triplex are sided in coursed wood shingles and contain all replacement 1/1 anodized aluminum sliding windows and faux panel doors. A small concrete wall with metal posts encloses the covered corridor that runs along the inside of the “U” and leads the individual units. A courtyard with a garden is also located at the center of the complex. The garages, located at the northeast and southeast ends of the building, have modern sectional, two-car, roll-up doors.

*P3b. Resource Attributes: (List attributes and codes) (HP3) Multiple Family Property

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing northwest; April 4, 2004

*P6. Date Constructed/Age and Sources:

☑ Historic □ Prehistoric □ Both
c. 1945 / historic aerial photographs

*P7. Owner and Address:

Raymond Berryessa and Jean Ronna
112 Rockridge Lane
Santa Cruz, CA 95060

*P8. Recorded by: (Name, affiliation, address)

Meta Bunse / Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: April 2004

*P10. Survey Type: (Describe) Intensive
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4

* NRHP Status Code 6Z
* Resource Name or # (Assigned by recorder) Map Reference #18-04

B1. Historic Name: ________________
B2. Common Name: ________________
*B5. Architectural Style: Multi-family residence with Ranch details
*B6. Construction History: (Construction date, alteration, and date of alterations)
Built ca. 1945; Resided, re-roofed, and new windows, apartment doors, and garage doors installed (n.d.)

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________
*B8. Related Features: ________________

*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The multiple family residences at 3053, 3055, and 3057 Salisbury Lane do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The parcel is located on the north side of Highway 1 in an area northwest of the Soquel Drive overcrossing of State Route 1 where various types and styles of housing are located east of Arana Gulch. (See Continuation Sheet)

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


B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: April 2004

(This space reserved for official comments.)
City permits and directories do not record the exact date of construction for this building, however, dating to as early as 1949. It was probably constructed in the mid 1940s, after the wartime building moratorium was lifted. When originally constructed, this multi-family residence was surrounded by larger residential and semi-rural lots, some with poultry barns and other agricultural buildings, others with houses. Few commercial buildings were located in the area at that time. The area remained relatively rural through the early 1960s, by which time some of the older buildings nearby had been removed. It was not until the 1970s and 1980s that the surrounding land became more densely developed with many single and multi-family residences on small lots. The current setting to the east has changed to become a busy commercial area, surrounded by the intersection of Soquel Drive, Commercial Way, and Highway 1.

Many residents have occupied the units of 3053, 3055, and 3057 Salisbury Lane, and a sample of those listings is provided below:

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<thead>
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<th>Year</th>
<th>3053</th>
<th>3055</th>
<th>3057</th>
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<tbody>
<tr>
<td>1950</td>
<td>Vacant</td>
<td>Vacant</td>
<td>G.M. Chester</td>
</tr>
<tr>
<td>1953</td>
<td>Frank Sims, Lineman for Coast Counties Gas</td>
<td>Vacant</td>
<td>Mrs. Opal Litz</td>
</tr>
<tr>
<td>1954</td>
<td>Mrs. Ethel B. Sheldon</td>
<td>A.B. Enos</td>
<td>Mrs. Opal Litz</td>
</tr>
<tr>
<td>1955</td>
<td>Vacant</td>
<td>Vacant</td>
<td>Mrs. Opal Litz</td>
</tr>
<tr>
<td>1961</td>
<td>Vacant</td>
<td>John H. Hunt</td>
<td>Vacant</td>
</tr>
<tr>
<td>1963</td>
<td>Keith Locke, Gardener</td>
<td>Clement F. Vincent</td>
<td>E.R. Rider</td>
</tr>
<tr>
<td>1964</td>
<td>Clement F. Vincent</td>
<td>Claire I. Vincent</td>
<td>E.R. Rider</td>
</tr>
<tr>
<td>1965</td>
<td>Vacant</td>
<td>Claire I. Vincent</td>
<td>Charles Scofield</td>
</tr>
<tr>
<td>1967</td>
<td>Vacant</td>
<td>Claire I. Vincent</td>
<td>Eva M. Good</td>
</tr>
<tr>
<td>1968</td>
<td>Paul and Josephine Ruth</td>
<td>Vacant</td>
<td>Vacant</td>
</tr>
<tr>
<td>1969</td>
<td>Vacant</td>
<td>Kenneth &amp; Winnett Neher, foreman for PG&amp;E</td>
<td>Vacant</td>
</tr>
</tbody>
</table>

This building does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The building is a multi-family dwelling with a U-shape plan, a covered walkway, and semi-enclosed courtyard that are reminiscent of the Ranch style. It does not, however, embody distinctive architectural characteristics of its type, period and method of construction (Criterion C), and has lost integrity of materials, workmanship, design, setting, and feeling through the replacement of windows and doors and the changes to the surrounding parcels. It has not yielded, nor will the building likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
## EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

**BRIDGE EVALUATION SHORT FORM**  
*(To be appended to HPSR)*

Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

<table>
<thead>
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<td>EA:</td>
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</table>
| LOCATION: | Attach map showing structure location.  
County/Route/Postmile: SCR-001-15.25  
Bridge number: 36 0018  
Bridge name: La Fonda Avenue Overcrossing  
Feature spanned: State Route 1 |  |
| DESCRIPTION: | Attach at least one side photo and one view of the deck along the centerline.  
Type (temporary, standard, or culvert): Standard  
Type of superstructure: Reinforced Continuous Concrete Slab  
Type of substructure: Reinforced Concrete Abutments and Piers |  |
| HISTORY: | Date of construction/designer: 1948 / Division of Highways  
Other historical information (e.g., persons, events, WPA/CCC): |  |

The Division of Highways constructed bridge 36 0018 as a part of the 7.65 segment of State Route 1 built between Rob Roy Junction south of Aptos and Morrissey Boulevard within the city limits of Santa Cruz in 1947, 1948, and 1949. This was the first freeway built in Santa Cruz County. Former Legislative Route 56, now Soquel Drive and Soquel Avenue, was superceded by State Route 1 which the Division of Highways constructed as a “limited freeway,” or expressway, with grade crossings at approximately one-quarter intervals. The new four-lane divided roadway reduced the total road curvature between Aptos and Santa Cruz to create a much straighter roadway than had previously existed. The Division of Highways used the relatively new expressway standards to improve traffic flows and decrease accident rates in this well traveled area of the county. State Route 1 called for the construction of six major bridge structures to carry vehicular traffic along and over the highway. These were the Aptos Creek and Soquel Creek bridges (36 0011 and 36 0013); and the Capitola Avenue Overcrossing (36 0024), Soquel Drive Overcrossing (36 0064),

| PREPARED BY: | Christopher McMorris  
POSITION: Senior Architectural Historian | DATE: May 2004  
AGENCY/FIRM: JRP Historical Consulting |
| REVIEWED BY: |  | DATE:  
AGENCY/FIRM: |

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0018. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
and La Fonda Avenue Overcrossing (36 0018). It also included an undercrossing at Bay Avenue (36 0036) which Caltrans replaced in 1995. The project also required two railroad underpasses: the South Aptos Underpass (36 0003) and the North Aptos Railroad Underpass (36 0012) to carry the Southern Pacific Railroad’s Santa Cruz branch line over the roadway. The company of Earl W. Heple of San Jose constructed the project’s major structures. The Division of Highways upgraded State Route 1 to freeway standards in the late 1950s and early 1960s(1).

Bridge 36 0018 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1940s (Criterion A) as it is part of the general development of the state’s highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet the significance criteria as outlined in these guidelines.

Bridge Number: 36 0018

La Fonda Avenue Overcrossing, Map Reference Number 19-01
Bridge Number: 36 0018

La Fonda Avenue Overcrossing, camera facing west, November 2003

La Fonda Avenue Overcrossing deck, camera facing south, November 2003.
P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted

a. County Santa Cruz

b. USGS 7.5' Quad Soquel Date 1954, photorevised 1980 r; R ___; ____ of Sec ____; _____ B.M.

c. Address 104 Holway Drive City Santa Cruz Zip 95065-1424

d. UTM: (give more than one for large and/or linear resources) Zone ______; ________ mE/_______ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 009-112-03

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at 104 Holway Drive is an irregular shaped lot south of the intersection of Holway Drive and Morrissey Boulevard that contains two buildings - a main residence and a detached garage. The main residence has characteristics of the Bungalow residential style, is rectangular in plan with a side gable roof sheathed in composition shingle, with moderate, unboxed eaves. Wood braces and square attic vents appear in the gable ends. The house rests on a board-formed concrete perimeter foundation, its walls sided in flush horizontal wood. (Photograph 1) The porch, at the right side of the north façade, has six wood stairs with a wood railing on each side that leads to the front door that is covered with a wood screen. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes)

(HP2) Single Family Residence; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #)

Photograph 1, camera facing south, October 29, 2003

*P6. Date Constructed/Age and Sources:

Historic ☑ Prehistoric ☐ Both 1915 / county property records

*P7. Owner and Address:

Jeffrey S. Arthur
104 Holway Drive
Santa Cruz, CA 95065-1424

*P8. Recorded by: (Name, affiliation, address)

Julia Cheney / Susan Hotchkiss
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

DPR 523A (1/95)
The buildings at 104 Holway Drive (previously 1 Holway Drive) do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is located in the Frapwell Tract subdivision. Created in 1911 by the Santa Cruz Investment Company, this subdivision originally consisted of land along Marnell Avenue, Allerton Street, Trevethan Avenue, Martin (now Morrissey) Boulevard, and Park Way. In 1912, at the request of H.S. Holway, seven parcels east of Park Drive to La Fonda Avenue were surveyed and incorporated into the Frapwell Tract. (See continuation sheet.)
P3a. Description (continued):

The porch appears to have at one time been an inset, unenclosed cutaway that has since been enclosed with stucco walls. A modern narrow fixed window and a modern vinyl multi-sash window flank the front door. A prominent original 12/1 wood frame window is set in the north wall to the left of the porch. Other original wood frame 1/1 double hung windows appear in the east wall. A secondary entrance, at the southeast corner of the building, has a wood staircase and rail that leads to a door on the rear of the building and is sheltered by a hipped roof extension. (Photograph 2) To the east of the residence is the original detached garage with a medium pitch, front gable roof. The building is clad in vertical wood siding and has an interior mounted sliding door clad in the same material. (Photograph 3)

B10. Significance (continued):

The land located between Morrissey Boulevard and La Fonda Avenue belonged to H.S. Holway, for whom the narrow road connecting Morrissey Boulevard to the west and La Fonda to the east was named Holway Drive. Shortly thereafter, this house and detached garage were constructed. Most of the smaller parcels within this subdivision were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a semi-rural landscape during the pre-war period, with roughly five large parcels containing multiple buildings separated by open pastures, agricultural fields, and large poultry barns. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles.

During this period, the parcel that is the subject of this form was part of a larger parcel that contained buildings for 104 Holway Drive (then 1 Holway Drive) and buildings belonging to the adjacent property at 15 Holway Drive. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Frapwell Tract subdivision were bisected by the new right of way for the future freeway. Although homes and barns nearby to the south were removed to accommodate this construction, the house and barn at 104 Holway were otherwise unaffected. Joe R. Rousch and his wife owned the property at this time and they granted a small portion of the southern end of their lot to the State for the freeway.

Many individuals have owned and occupied the house at 104 Holway Avenue. From 1948 until 1975 Joe Roush, a janitor at First Methodist Church and his wife, Sara owned the house. In 1980, Lana Phillips resided there. This residence was built during the period of poultry and agricultural farming in Santa Cruz, but as this lot was not used for agricultural purposes, it is not an important example within this context. The main residence and detached garage do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The house has been modified with the enclosure of the porch, addition of a rear entrance porch, and replacement roof covering. Replacement wall siding may have been installed after 1940. The house and garage are very modest and relatively unadorned examples of the Bungalow residential style, common in California during this time and do not embody distinctive architectural characteristics (Criterion C). They have not yielded, nor will they likely yield, important information for history (Criterion D).

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Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 2. East wall with addition infilled entrance.
Camera facing southwest, October 29, 2003
Photograph 3. Detached garage.
Camera facing southwest, October 29, 2003.
P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)
   *a. County Santa Cruz

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

There is a house, barn, and small outbuildings at 1025 Morrissey Boulevard. The house is a single story bungalow with Craftsman details such as a medium-pitched cross gable roof of composition shingles, open eaves with a wide overhang and triangular knee braces. Lattice work appears at the peak of the west and east gable ends, as well as louvered vents with lug sills. (Photograph 1) The wall cladding is wood clapboard and V-groove wood siding skirting the base of the walls. The fenestration on the main façade (south side) of the house features a large window with lug sills and a center pane flanked by 12-light wood casement windows. A multi-light wood frame ribbon window tops this set. Four concrete steps at the front gabled enclosed porch lead to a wood paneled front door with a fanlight and an aluminum screen door. (See continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

*P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing northeast, October 29, 2003

*P6. Date Constructed/Age and Sources:
   ☑ Historic ☐ Prehistoric ☐ Both
   1915 / county property records

*P7. Owner and Address:

Joseph W. & Martha E. Espinola
1025 Morrissey Boulevard
Santa Cruz, CA 95065-1317

*P8. Recorded by: (Name, affiliation, address)

Patricia Ambacher
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe)

Intensive

*Resource Name or # (Assigned by recorder) Map Reference #19-03
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4

*NRHP Status Code: 6Z

*Resource Name or # (Assigned by recorder): Map Reference #19-03

B1. Historic Name: 
B2. Common Name: 
B3. Original Use: single family residence B4. Present Use: single family residence

*B5. Architectural Style: Bungalow with Craftsman details

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1915; House: re-roofed, wood panel wall skirting, windows infilling porch (dates unknown); Original poultry barn mostly removed by 1950.

*B7. Moved? ☐ No ☐ Yes ☐ Unknown Date: _____________ Original Location: _____________

*B8. Related Features: 


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

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The buildings at 1025 Morrissey Boulevard do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The parcel is located in the Frapwell subdivision. Created in 1911 by the Santa Cruz Investment Company, this subdivision originally consisted of land along Marnell Avenue, Allerton Street, Trevethan Avenue, Martin Boulevard (now Morrissey Boulevard), and Park Way. (See continuation sheet.)

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

*B12. References: “Frapwell Tract,” subdivision map filed March 1911, Part of Frapwell Tract,” subdivision map surveyed for H.S. Holway, October 1912, Santa Cruz County Surveyors Office; Santa Cruz County Records (various years 1907 to 1990); Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps (1928 and 1950); Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003

(This space reserved for official comments.)
P3a. Description (continued):

A square bay window topped by a wood frame awning appears at the west side of the house. The porch walls appear to have been infilled with various sizes of wood frame, multi-light fixed windows at the south and east sides, while a 1/1 double-hung window is set in the west side of the porch.

North of the main residence is a two story, front gable barn with two shed roof bays, one along each side (east and west). A single fixed window with a lug sill appears in the south gable peak, and various types of hinged doors appear at the first floor. The building also features horizontal wood wall cladding. This barn and other small sheds are largely obscured from view by fencing and neighboring buildings. (Photograph 2)

B10. Significance (continued):

Originally, a portion of Marnell and Trevethan Avenues on the south side of Morrissey Boulevard was included in the subdivision. The Frapwell Tract was later modified to include the land extending east to La Fonda Avenue, in 1912. Since the early 1910s, small independent poultry ranches were common in the Santa Cruz area, and many were located in the subdivisions of northwestern Santa Cruz. By the late 1920s, Sanborn maps show that the neighborhood had changed from its original small lot subdivision design to a more rural layout. Lots were combined to accommodate the small farms, with at least one residence, poultry barns, small fruit orchards, ancillary farm buildings, and open spaces. The farm at 1025 Morrissey Boulevard (originally 194 Martin Boulevard) consisted of a very large (roughly 350-foot long) T-shaped poultry barn, a smaller poultry shed and outbuildings, as well as a residence through the 1930s. This residence and a small portion of the barn remain and are the subject of this form.

This parcel, as well as the other parcels along the same block, contained poultry barns during the period of the early 1900s through the 1930s. This is not surprising, because small poultry ranches were common in the Santa Cruz area, and many of the subdivisions along the western portion Santa Cruz had a high concentration of these independent farms. By 1950, low egg prices and high feed costs drove these small-scale ranchers out of business, and many small orchards and poultry farms were cleared from the land to be replaced by more housing and modern freeway development. The lot at 1025 Morrissey Boulevard is just such a parcel. By 1950 more than 300 feet of the poultry barn was removed, leaving only a two-story rectangular barn structure at the southernmost end.

The Craftsman house at 1025 Morrissey Boulevard and what remains of the barn were constructed in 1915, likely by Norman and Mary Stickles, who lived there from at least the early 1920s through the early 1930s. Mr. Stickles was a poultry farmer. By 1934, George Gray owned the residence, followed by Ray and Lela Twombly in 1939. The property continued to change hands a number of times and city directories show that E. J. Watson owned the house in 1946, N. V. Haughton was the owner in 1948, and by 1950 Hans F. Schlueter, a construction engineer, and his wife Rose E. owned the house. In 1955 Japer and Collette Baher owned and lived in the house. Mr. Baher was a manager at Ebert’s Garden Store and Supermarket. By 1960, Manuel DaCosta occupied the house, followed by Emil Walle in 1963. Joseph W. Espinola, an employee at Alpha Beta, and his wife, Martha, have owned the home since about 1967.
This property was once a small poultry farm, and as such, was associated with the agricultural development of this part of Santa Cruz. Although it may have significance within this context, the farm has lost many of the essential features that connected it with its historic poultry farm design and function, which has resulted in significantly compromising the integrity of this property. The former farm complex no longer retains the essential physical features that made up its character or appearance during the period of its association with this historical pattern (Criterion A), specifically the parcel has been significantly reduced in size, the poultry barn has been removed, and the house has been altered as well. City and county histories, city directories, and local history manuscript collections do not indicate that Norman Stickles made significant contributions to the field of poultry raising at the local, state or national level, and none of the other owners or occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house is a modest example of the bungalow residence style with Craftsman details that was common in California during this period. However, the integrity of the building has been compromised with the infill of the porch and the new skirting installed on all sides of the house. The house does not embody distinctive architectural characteristics (Criterion C). None of the buildings have yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this historic property does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 2. Camera facing northwest, October 29, 2003
P1. Other Identifier:
*P2. Location: ☑ Not for Publication ☑ Unrestricted  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2a. County Santa Cruz

*P2b. USGS 7.5’ Quad Soquel  
Date 1954, photorevised 1980T

T___; R___; ¼ of Sec ___; B.M.  

*P2c. Address 1015 Morrissey Boulevard City Santa Cruz Zip 95065-1317

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
   Assessor Parcel Number: 009-102-29

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The parcel at 1015 Morrissey Boulevard contains two buildings, a residence with a large addition on its north side and an attached garage. The house, a two-story Craftsman Bungalow is topped with a cross gable roof sheathed in composition shingle, with wood braces at the eaves which feature exposed rafters. Wood shingles in a staggered pattern are found in the gable ends and also cover the chimney located on the west façade. The house is clad in horizontal lapped siding. The front gable shelters the porch. A large addition has been added to the dwelling at its north side. Aerial photographs show that at one time this addition was detached, but was altered sometime after 1963 to adjoin the residence. Two fixed, multi-light windows are set in each of these walls and the front door entry is a glazed wood door. (Photograph 1) (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP3) Multiple Family Residence; (HP4) Ancillary Building

*P4. Resources Present: ☑ Building ☑ Structure ☑ Object ☑ Site ☑ District ☑ Element of District ☑ Other (isolates, etc.)

*P5b. Description of Photo: (View, date, accession #)  Photograph 1, camera facing northeast, October 29, 2003

*P6. Date Constructed/Age and Sources:  
Historic ☑ Prehistoric ☑ Both
1920 / county property records

*P7. Owner and Address:
Kevin & Khanithta O’Neill
1015 Morrissey Boulevard
Santa Cruz, CA 95065-1317

*P8. Recorded by:  
Julia Cheney / Susan Hotchkiss
JRP Historical Consulting
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe)  
Intensive
B1. Historic Name: __________________
B2. Common Name: __________________
B3. Original Use: Single family residence
B4. Present Use: Single-family residence
*B5. Architectural Style: Craftsman Bungalow

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1920; detached garage, 1961; door and window (possible siding) replacements (1962, n.d.), construction of addition to dwelling (n.d.); construction of attached garage (n.d.)

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: __________________ Original Location: ____________

*B8. Related Features: _______________


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

<table>
<thead>
<tr>
<th>Period of Significance</th>
<th>Property Type</th>
<th>Applicable Criteria</th>
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<tbody>
<tr>
<td>n/a</td>
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(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings at 1015 Morrissey Boulevard do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is located in the Frapwell subdivision. Created in 1911 by the Santa Cruz Investment Company, this subdivision originally consisted of land along Marnell Avenue, Allerton Street, Trevethan Avenue, Martin Boulevard (now Morrissey Boulevard), and Park Way. In 1912, at the request of H.S. Holway, seven parcels east of Park Drive to La Fonda Avenue were surveyed and incorporated into the Frapwell Tract (See continuation sheet.)

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

*B12. References: “Frapwell Tract,” subdivision map filed March 1911, Part of Frapwell Tract,” subdivision map surveyed for H.S. Holway, October 1912, Santa Cruz County Surveyors Office; Santa Cruz County Records (various years 1907 to 1990); Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps (1928 and 1950); Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003

(This space reserved for official comments.)
P3a. Description (continued):

Fenestration throughout the house includes 8/1 single hung windows in pairs and ribbon configuration and 1/1 vertical sliding windows. Multi-light, casement windows are set under the gable on the east wall. Casement windows are also set in the west façade, along with sets of 8/1 vertical sliding windows, and a small, enclosed secondary entry that consists of a wood door. The two-car garage sits to the north of the house and faces east. It has a side-gabled, composition shingle roof, and a sectional metal roll-up garage door and is sheathed in stucco. This garage was constructed sometime after 1963.

B10. Significance (continued):

The piece of land to located between Morrissey Boulevard and La Fonda Avenue belonged to H.S. Holway and a narrow road intersecting with Morrissey Boulevard to the west and La Fonda to the east was constructed as Holway Drive. Most of the smaller parcels within this subdivision had been recombined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a semi-rural landscape during the pre-war period, with roughly five large parcels containing multiple buildings separated by open pastures, agricultural fields, and large poultry barns. These small, family farms did not develop as a planned urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. As early as 1928 the lot at 1015 Morrissey Boulevard (then 184 Martin Boulevard) contained a residence, an ancillary building, and a large poultry barn with an attached garage at the rear (north) of the main house. In 1928 the garage may have included living space because contemporary sources show the address as 184 ½ Morrissey Boulevard. The large poultry barn had a U-shaped footprint at the northern most end of the parcel.

This property appears to be an important example of the type of small poultry farm that was common in the semi-rural area around Santa Cruz during this period, under Criterion A. It embodies aspects of this historic property type, specifically a main residence with a poultry barn at its rear. For the discussion of the integrity of this property’s significance, please see below.

The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Apts, and subsequently, many of the parcels on the south end of the Frapwell Tract subdivision were bisected by the new right of way for the future freeway. The lot at 1015 Morrissey Boulevard appears to have remained intact through this period because it was north of the road construction. The lot was divided into smaller parcels in July 1960, and again in 1961 when Don and Gloria Smawley owned the property. This parcel was again resurveyed to create two separate parcels, 1011 and 1015 Morrissey Boulevard in 1961. The Smawley’s retained ownership of the parcel at this time.

Harry and Julia Bennett owned and lived in the property from its construction in 1920 until 1940. City directories and the U.S. Census list Harry Bennett as a poultry man by profession. Sanborn maps in fact show a large poultry barn on the property through the 1950s. After the Bennetts lived there in the 1920s and 1930s this property changed hands frequently. In 1946 Albert Nickert owned the buildings and from 1948 to1950, Chester Olson lived there. By 1958, Ronnie Anderson, a laborer with the City Street Department occupied the building. Don

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and Gloria Smawley were the owners from the early 1960s until the mid-1960s, and were likely the owners to obtain the building permit to construct a 25 x 35 detached accessory building (the garage/shop) in 1961, and to replace one door and one window in the main residence in 1962. Billy G. Williams of Williams Tree Service, owned this property in 1967. In 1969, Andrew Hansen, an employee at Holmes Laboratory owned the property. Alvin J. Marcetti, a teacher, was listed as the resident in 1975, followed by Dan Rutan, an employee of the Credit Bureau of Santa Cruz through 1980.

The house at 1015 Morrissey Boulevard has suffered many alterations such as the installation of replacement windows, doors, roof covering, additional living space and garage. The removal and construction of several recognizable poultry buildings on the lot that were at one time connected with its historic poultry farm design and function, as well as the multiple boundary changes that have decreased the property’s size since the poultry farm era, have resulted in a significantly compromised the integrity of this property. The former farm complex, therefore, no longer retains the essential physical features that made up its character or appearance during the period of its association with this historical pattern (Criterion A). City and county histories, city directories, and local history manuscript collections do not indicate that Harry Bennett made significant contributions to the field of poultry raising at the local, state or national level, and none of the other owners or occupants appear to have made significant contributions to local, state, or national history (Criterion B). Neither the house nor barn, substantially modified examples of the Craftsman style common in California during this time period, embody distinctive architectural characteristics (Criterion C). Neither has yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

The parcel at 1011 Morrissey Avenue is a rectangular lot that contains one residence with an attached garage. The house has a single-story, L-shaped footprint and is set back from the street with a long, steep concrete driveway. Topped with a hipped roof covered with replacement composition shingles, the roof also has a moderate eave overhang. The walls of the building are sided in wood shingles with a brick veneer at the façade. Fenestration includes anodized metal fixed center panes flanked by 6/6 horizontal sliding panes, as well as replacement 1/1 vertical sliding metal sash windows. The porch is located at the south façade where the modern wood front door is sheltered by the roof overhang. The attached two-car garage sits at the west end of the house and contains a replacement metal sectional roll up door.

**P3b. Resource Attributes:** (List attributes and codes) *(HP2) Single Family Residence*

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

**P5b. Description of Photo:** (View, date, accession #) Camera facing north, October 29, 2003

**P6. Date Constructed/Age and Sources:** ☑ Historic ☐ Prehistoric ☐ Both 1962 / County Property Records

**P7. Owner and Address:**
Arthur Matteson & Earlene Trust  
1011 Morrissey Blvd.  
Santa Cruz, CA 95065-1317

**P8. Recorded by:** (Name, affiliation, address)  
Julia Cheney  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA 95618

**P9. Date Recorded:** October 2003

**P10. Survey Type:** (Describe) Intensive
B1. Historic Name: __________
B2. Common Name: __________
*B5. Architectural Style: _Ranch_
*B6. Construction History: (Construction date, alteration, and date of alterations) _Built ca. 1962; installation of modern windows, roofing material, and garage door (n.d.)_
*B7. Moved? □ No □ Yes □ Unknown Date: __________ Original Location: __________
*B8. Related Features: __________

*B10. Significance: Theme _n/a_ Area _n/a_

(Include discussion of the significance of the property in terms of its historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The house at 1011 Morrissey Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel is located in the Frapwell subdivision. Created in 1911 by the Santa Cruz Investment Company, this subdivision originally consisted of land along Marnell Avenue, Allerton Street, Trevethan Avenue, Martin (now Morrissey) Boulevard, and Park Way. This house was built well after this initial subdivision and is related to the general growth of Santa Cruz during the post war era. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: “Frapwell Tract,” subdivision map filed March 1911, Part of Frapwell Tract,” subdivision map surveyed for H.S. Holway, October 1912, Santa Cruz County Surveyors Office; Santa Cruz County Records (various years 1907 to 1990); Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954 photo-revised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps (1928 and 1950); Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001

B13. Remarks:
*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003

(This space reserved for official comments.)
The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Frapwell Tract subdivision were bisected by the new right of way for the future freeway. In 1944, Morrissey Boulevard was extended to accommodate traffic through the city of Santa Cruz. The new right-of-way established with the extension required that more than ten lots to the south of Morrissey Boulevard (then Martin) within the Frapwell Subdivision be cleared.

It was during this period that the lot upon which 1011 Morrissey now sits was part of a larger lot at what was known as 184 Martin Boulevard, (1015 Morrissey Boulevard, Map Reference 19-04). The lot on which 1011 Morrissey Boulevard now stands appears to have been an undeveloped portion of 184 Martin until that lot was re-subdivided in July 1960. Don and Gloria Smawley owned 184 Martin at that time. In 1961, this parcel was divided yet again to create two separate parcels, a long rectangular shaped lot 60 feet wide and 180 feet long that was given the address 1011 Morrissey. The remained of the larger lot became 1015 Morrissey Boulevard.

This Ranch style residence was constructed in 1962; a year after the land was resurveyed. Several people have owned and occupied the house, including George A. Zuick, a factory worker at Santa Cruz Wire, who lived there until 1963. Emilio J. Puccinelli, a retiree, lived in the house with his wife, Clara from the mid-1960s until 1975. Arthur C. Matteson, a firefighter owned the property from the late 1970s through 1980. The Matteson Family Trust still owns this lot. Although this residence is associated with the general residential development in the mid-twentieth century, it is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The house has undergone modifications including the installation of replacement wall siding, and roofing materials. Although the visible modifications to the house appear minor, the building is a modest example of the Ranch residential style, common in California during this period. The building, therefore, does not embody distinctive architectural characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
This parcel at 905 Morrissey Avenue contains two buildings, a one-story bungalow style residence constructed in 1915, and a detached garage built in 1961. The 2,125 square foot house is built in the Craftsman bungalow style and has an asymmetrical plan. The house is topped with a double, medium pitched, front gable roof sheathed in composition shingles with two very short wings on the west side, each topped by a gable roof with brackets. Wood braces support the eaves which feature exposed rafters and wood fascia. The walls are clad in horizontal clapboard siding with staggered split wood shingles under the gable peaks. The front gabled roof that shelters the porch dominates the facade and has a 30-light wood frame sash at the attic level. This gable is supported by clusters of square wood posts, which are set on square piers sheathed in lapped siding. (See Continuation Sheet)
B1. Historic Name: __________________________

B2. Common Name: __________________________

B3. Original Use: single family residence  B4. Present Use: single family residence

*B5. Architectural Style: Bungalow with Craftsman details

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1915; detached garage, 1961; bay window (post 1976); replacement front door side lights, (n.d.)

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: __________________________


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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The property at 905 Morrissey Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places, or the California Register of Historical Resources, and it is not considered to be a historical resource for the purposes of CEQA. This property was originally inventoried in the mid 1970s as part of the City of Santa Cruz “Historical Building Survey,” surveyors found that the house appeared to be in good architectural condition at that time, and the building is currently listed in this inventory. The property is currently listed on the Office of Historic Preservation Historic Properties database as a “7” because OHP had not yet received a National Register or California Register eligibility evaluation. JRP re-visited this property as part of this survey and has completed the evaluation, as presented below. (See continuation sheet.)

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


B13. Remarks:

*B14. Evaluators: Caltrans, District 5 PQS; Meta Bunse, JRP

*Date of Evaluation: October 2003; revised April 2008

(This space reserved for official comments.)
P3a. Description (continued):

Wood stairs lead to the main entrance, modified in 1961 with installation of glass blocks that flank the wide plain wood door. Fenestration consists of sets of 8/1 and 6/1 single-hung wood frame windows. A five-sided bay window that was added after 1976 is set on the east façade, each side formed by a 10 light wood frame fixed window.¹ (Photograph 2) On the west side of the house is an exterior brick chimney flanked by two windows.

The front gable detached garage is located northeast of the residence and measures 504 square feet. Built in 1961, it sits on a concrete foundation, is sheathed with horizontal V-groove wood siding and has an off-center, tilt up wood garage door. (Photograph 3)

B10. Significance (continued):

This parcel is located within the Hutson Square Subdivision. Charles S. Hutson created it in 1959 as a re-subdivision of Block W of the Laveaga Park Tract Subdivision Number 2, which had originally contained about 140 rectangular shaped lots when was created in 1908, including about 15 lots bounded by Trevethan Avenue, Morrissey Boulevard, Park Way, and Allerton Street. Most of the parcels within Laveaga Park Tract Subdivision Number 2 had been recombined by the late 1920s to accommodate small fruit orchards and poultry houses.² Thus, even though the Laveaga Park Tract was designed with small lots, it had become a semi-rural agricultural landscape of large parcels containing multiple buildings separated by open pastures, agricultural fields, and large poultry barns during the pre-war period. The property documented on this form contained the residence, two large poultry barns, and an outbuilding and was known as 148 Martin Boulevard at this time.

Edward Daubenbis, a cashier at the County 1st National Bank and the Santa Cruz Savings and Loan, and his wife Grace, owned and occupied the house at 148 Martin (905 Morrissey Boulevard) by 1923.³ The Daubenbis family may have been the first owners of the property, but research in city directories and county property records did not confirm this. The family made a living as chicken farmers and, in fact, Grace won prizes at county fairs for her poultry.⁴ The Daubenbis’ owned the property until 1946 when they sold it to Charles S. and Marguerite Hutson. Mr. Hutson worked as a Manager at Cal Real Estate and Development. The state widened Martin Boulevard (now Morrissey) just a few years after the Hutson’s bought the parcel. The widening was part of the construction of future SR 1 from Santa Cruz to Aptos, and many of the parcels on the south end of the Hutson Square subdivision (then still the Laveaga Park Tract Subdivision Number 2) were bisected by the new right of way for the future freeway, although this the size of this parcel was not directly affected by the construction. The Hutsons removed one poultry barn and largely dismantled the other, leaving only the residence unaltered by 1950.

¹ Charles Hall, *The Santa Cruz Historic Building Survey for the City of Santa Cruz, Historical/Architectural Survey Form*, San Francisco, 1976, Volume 1, located at City of Santa Cruz Public Library.
³ Edward Daubenbis should not be confused with John Daubenbiss, a local pioneer of Soquel, or John’s brother, Henry. It is very likely that Edward is a relative of the family, one “s” was dropped from the surname in the 1850s, http://www.capitolamuseum.org/TwoStreets.html, accessed online May 2004.
In 1959, just a year before his death, Charles Hutson subdivided the land (Block W of Laveaga Park Tract Subdivision Number 2), and named the new subdivision the Hutson Square Subdivision. Like other parcels in the area that were divided, the farm house was now surrounded by newer homes built on the lots split from former chicken farm. Because Mr. Hutson died so soon after dividing the property, it is likely that Mrs. Hutson did not remain at the house for long. Louie Kalak, a plumber at Atwood and Sons, acquired the property next, although the house was listed as “vacant” in city directories until 1961. Mrs. Helen Wilson, a retiree, owned the property in the mid-1960s, and from the late 1960s the property to 1975 was either listed as “no return” or vacant until Paul J. McCain, a logger, and his wife Dorothy, acquired the property. Dorothy McCain is the current owner.

Evaluation of Significance

This property was once a small poultry farm, and as such, was associated with the agricultural development of this part of Santa Cruz. Although it may have significance within this context, the farm has lost many of the essential features that connected it with its historic poultry farm design and function, which has significantly compromised the integrity of this property. The former farm complex no longer retains the essential physical features that made up its character or appearance during the period of its association with this historical pattern (Criterion A and Criterion 1), specifically the parcel has been significantly reduced in size, the poultry barn and other farm buildings have been removed. City and county histories, city directories, and local history manuscript collections do not indicate that the Daubenbis family, Charles Hutson, nor any of the other owners or occupants made significant contributions to the fields of endeavor at the local, state, or national level (Criterion B and Criterion 2). Neither the house or detached garage has yielded, nor will they likely yield, important information for history (Criteria D).

Caltrans Professionally Qualified Staff reviewed the description and evaluation of this property prepared by JRP Historical Consulting, LLC, for the current project and determined that, in the larger context of Santa Cruz city resources, this residence does not appear to rise to the level of significance or architectural integrity to warrant National Register or California Register eligibility. The building is an unremarkable example of the California bungalow style and has undergone changes that detract from its historic integrity. Changes to the property include the construction of a detached garage, and the installation of a replacement front door with sidelights and a glass bay window near the rear of the house. The loss of its associated poultry buildings and the decreased lot size and increased urbanization surrounding the property have also compromised its integrity. Even if the residence was unaltered, it would still not rise to the level of distinction in the context of Santa Cruz residential architecture. These buildings have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet significance criteria for the California Register of Historical Resources as outlined in these guidelines. Nevertheless, this property is listed on City of Santa Cruz’s “Historical Building Survey” (identified in 1976, last updated 2000). OHP shows this property as Status Code “7,” indicating that it required re-evaluation, which was accomplished in this study. Caltrans determined that this building is not eligible for the NRHP or CRHR, and as CEQA lead agency has determined that it is not considered a historical resource for the purposes of CEQA.6

5 “Hutson Square” subdivision map, (October, 1912) Book 36, page 6, on file with Santa Cruz County Surveyor’s Office; California Death Index, 1940-1997, Ancestry.com database online.


The three legal parcels at 817-825 Morrissey Boulevard contain four buildings: a main residence, a combination secondary residence and detached garage, an older barn or shop building, and an aviary. Large trees and shrubs obstruct a clear view of the house from the street, but its main (south) façade is visible in Photograph 1. The residence is an example of the Craftsman design, and has a two story, complex footprint with multiple front gabled roof forms sheathed in replacement composition shingle, with wide eave overhangs, decorative triangular knee braces, and exposed rafters at the gable ends. The house is sided in replacement stucco. Fenestration is quite varied and includes: modern vinyl and original wood frame windows in fixed frames, as well as vertical sliding sash with muntins (some false), 6 and 8 light double wood frame casements, 1/1 double hung, and some multi-light double hung window forms. (See Continuation Sheet)
**B1. Historic Name:**

**B2. Common Name:** Single-family residence

**B3. Original Use:** Single-family residence

**B4. Present Use:** Single-family residence

**B5. Architectural Style:** Bungalow with Craftsman details

**B6. Construction History:**
- Built ca. 1920; construction of second story addition 1980; new siding, roof covering, and windows (n.d.); construction of garage (n.d.); construction of driveway along east side of house (n.d.)

**B7. Moved?**
- ⧫ No
- ☐ Yes
- † Unknown

**B8. Related Features:**

**B9. Architect:** unknown

**B10. Significance:**
- Theme: n/a
- Area: n/a
- Period of Significance: n/a
- Property Type: n/a
- Applicable Criteria: n/a

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

The buildings at 817-825 Morrissey Boulevard do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. (See continuation sheet.)

**B11. Additional Resource Attributes:**

**B12. References:**
- “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Santa Cruz County Surveyors Office; Santa Cruz County Records (various years 1907 to 1990); Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps (1928 and 1950); Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** October, 2003

(This space reserved for official comments.)
P3a. Description (continued):

A partial width front porch is located at the south side of the house facing Morrissey Boulevard and has a poured concrete floor accessed by concrete stairs. The porch is sheltered by a front gabled roof supported by stucco columns. A stucco covered blind railing encircles the porch except at the west side where secondary concrete steps lead to the porch. Double French doors serve as the main entrance to the residence. A 12’6” x 21’6” second floor addition was built in the 1980s and its front gable form is visible in Photograph 1. A second concrete porch, located on the west side of the house, is sheltered beneath a flat roof supported by several square wood posts. A single leaf door serves as the entrance on this side.

A detached two-story building with a living space above and a two-car garage below sits to the northeast of the house. (Photograph 2) It has a front gable, asymmetrical roof topped by composition shingles. The building has similar details to the main residence, including wide eaves, decorative braces, stucco siding, and multi-light casement windows, but it appears to be modern and may date to the time of the second floor addition of the house. A sectional roll up garage door is found on the northeast gable end of the building.

North of the main residence, on parcel 009-073-07, is a single-story barn that appears to date to the same period as the original main residence. (Photograph 3) Originally located on the same parcel as the house, the lot has been split so that the barn now sits on its own legal parcel, but the building belongs to the owners of 817-825 Morrissey Boulevard. The barn has a rectangular plan that runs perpendicular to Trevethan Avenue. Its medium pitch roof is clad in composite shingles and includes both a front gable element at the west end, and a hipped roof at the east end, both with narrow eaves and exposed rafter tails. Three knee braces sit under the south-facing gable. The building is clad in clapboard wood siding and has two sliding wood barn doors on the south wall. Fenestration throughout the barn consists of 1/1 vertical-hung windows.

A wide, concrete driveway and parking area fills the space between the residence and original shop/barn and has a driveway on Trevethan Avenue. (Photograph 2) An aviary and greenhouse sits at the east edge of the parcel, facing Trevethan Avenue, with a hipped roof sheathed in composition shingle, and wood frame metal screen walls. (Photograph 4)

B10. Significance (continued):

The parcel is located within Laveaga Park Tract Subdivision Number 2, which contained about 140 rectangular shaped lots when it was created in 1908. Most of these smaller lots were combined to create larger parcels to accommodate small fruit orchards and poultry houses by the 1920s.1 The tract was a more semi-rural landscape at this time, with each larger parcel containing multiple buildings, open spaces, and small, family farms. During this period, the parcel at 817-825 Morrissey Boulevard (then 132 Martin Boulevard) was much larger and extended from Martin Boulevard to Allerton Avenue – including not only the land now known as APNs 009-073-21, 009-073-20, 009-073-07, consisting of the east half of the block.

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The 132 Martin Boulevard of the 1920s contained the house described on this farm and a very large U-shaped poultry barn. The two sides of the U-shaped plan were each about 300 feet long and extended all the way to Allerton on the north side of the farm. The barn may have also contained a small living space because it carried the address 132½ Martin Boulevard. Samuel Gibson, the original owner of these buildings, was a professional poultry farmer, which explains the large scale of the poultry barn on this parcel. Forest Fulmer, owner of Fulmer’s Furniture and Tire Service Center, and his wife Mable lived on the property from the mid-1940s until 1969.

The farm at 817-825 Morrissey Boulevard underwent several changes during the Fulmer’s ownership, including subdivision of the farm parcel, address changes, and alterations to the buildings, as illustrated in Sanborn maps, county property records, and aerial photographs. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new highway right of way. This particular parcel was not directly affected by this construction, but Martin was renamed as Morrissey Boulevard at that time and coincided with a period when this parcel and most of the surrounding farms were dismantled and subdivided for sale as small residential lots. The Fulmers removed the two long wings of the U-shaped poultry barn (leaving only that portion of the building that is now the barn/shop on APN 009-073-07) and sold the land where they once stood. By 1950, six new homes had been built on these small parcels.

Dan Hazon was the next owner after the Fulmers sold 817-825 Morrissey Boulevard in 1969. Mr. Hazon was a counselor for Santa Cruz schools, and he occupied the residence at from 1975 through at least the early 1980s. He added the second story to the house and may have also added the detached garage/secondary residence building. The current owners, Daniel and Jill Ramar, purchased the property in 1999.

This property consists of the remains of a small poultry farm, a common property type in the semi-rural area around Santa Cruz during this period. If it retained integrity it would be eligible under Criterion A (or Criterion 1). The former farm parcel no longer exists because it was subdivided into small house lots. The original house and poultry barn have suffered heavy modifications. Property owners constructed a second story addition on the main house, as well as installing replacement windows, siding, and roof covering. They also built a two-story detached garage/secondary residence building and an aviary. The removal of the 300 foot long wings of the poultry barn is also a loss of historic design, materials, setting, and feeling. The former farm complex, therefore, no longer retains the essential physical features that made up its character or appearance during the period of its association with this historical pattern (Criterion A). City and county histories, city directories, and local history manuscript collections do not indicate that Samuel Gibson, the Fulmers, or subsequent owners made significant contributions to their fields of endeavor at the local, state or national level (Criterion B). Neither the house nor the remains of the barn, which are substantially modified examples of the Craftsman style common in California during this time period, embody the distinctive architectural characteristics of the type or retain integrity (Criterion C). Neither has yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

Photograph 2. From left to right, aviary, residence, garage with living space and portion of barn. Camera facing southwest, October 29, 2003.

P1. Other Identifier:

*P2. Location: □ Not for Publication ❑ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The house at 525 Trevethan Avenue is a Ranch style house with a low pitch hipped roof clad in tar and gravel. It features moderate unboxed eaves with wide fascia boards. The house sits upon a concrete foundation and is sheathed in stucco siding with a brick veneer and an exterior brick chimney on the south side. Fenestration consists of metal casement windows, the largest of which are two sets of single casement sash flanking a large fixed pane in the façade (east wall). Two concrete steps lead to a concrete stoop that has two square wood posts and wood railings, and is sheltered by the roof’s overhang. The flush entry is set with a replacement front door of carved wood. The attached two-car garage has a replacement sectional roll top door.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

P5b. Description of Photo: (View, date, accession #) Camera facing northwest, November 18, 2003

*P6. Date Constructed/Age and Sources:

❑ Historic □ Prehistoric □ Both

1955 / county property records

*P7. Owner and Address:

Elsie M. Valine

525 Trevethan Avenue

Santa Cruz, CA 95062-1207

*P8. Recorded by:

(Name, affiliation, address)

Patricia Ambacher / Julia Cheney

JRP Historical Consulting, LLC

1490 Drew Ave, Suite 110

Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)  

*Required Information
The house at 525 Trevethan Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This parcel, located on a cul-de-sac, directly to the south of Highway 1, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See Continuation Sheet)

<table>
<thead>
<tr>
<th>B11. Additional Resource Attributes:</th>
<th>(List attributes and codes)</th>
</tr>
</thead>
</table>

| B12. References: | “Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Map Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records (various years 1907 to 1990); Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954 photo-revised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps (1928 and 1950); Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001. |

| B13. Remarks: | |

| B14. Evaluator: | Meta Bunse |

| B15. Date of Evaluation: | November 2003 |

(This space reserved for official comments.)
B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally a larger semi-rural parcel the lot contained poultry houses and a residence in 1928. However, with the construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway. As a result, many of the extant buildings on these parcels were demolished, as were the residence and poultry house on the lot at 525 Trevethan Avenue. Sanborn maps indicate that by 1950, the land had been subdivided again to form three separate lots and the parcel on which the subject residence is located is directly adjacent to the southern freeway right-of-way.

The house at 525 Trevethan Avenue was built in 1955. Anthony M. Voline, a sergeant at the city Police Department, and his wife Elsie, owned and occupied the house by 1960. Elsie Voline still owns and lives in the residence. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The building, a modest example of the Ranch residential style that was common in California during this period, is largely unmodified, but it does not appear to be important for its type, period, and method of construction (Criterion C). The house does not appear to be the work of a master architect or builder, or posses high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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**P1. Other Identifier:**

*P2. Location: ☑ Not for Publication ☑ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,103 square foot house at 516 Marnell Avenue was constructed in 1958 on a concrete foundation. The building has a low pitch, built-up hip roof featuring narrow unboxed closed eaves and metal gutters. The building is sided in stucco and features aluminum sliding windows. The main entrance is a simple flush wood door sheltered by the extended eave. The building includes an attached one-car garage with a wood tilt-up door. A wood frame shed-roofed carport was added to the north side of the residence, along the north wall of the original garage. A small wood frame shop building is located just east of the house, but is not visible from the public right-of-way.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

*P5b. Description of Photo: (View, date, accession #) Camera facing east, November 18, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☑ Prehistoric ☑ Both

*P7. Owner and Address: Paul Y. Lopez, Norma J. Sarmento 516 Marnell Avenue Santa Cruz, CA 95062-1229

*P8. Recorded by: (Name, affiliation, address) Meta Bunse / Julia Cheney JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Required Information
The buildings at 516 Marnell Drive do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel, located on the north corner of Marnell Avenue and Morrissey Boulevard, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)
B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses.\(^1\) Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The buildings described on this form are located on Lots 2-4 of Block N in the Laveaga Park Tract Subdivision Number 1. Only a residence and poultry house were constructed on the property prior to 1928 when it was a larger semi-rural parcel known as 209 Marnell Avenue. However, with the construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway. As a result, many of the extant buildings on these parcels were demolished, as were the original residence and poultry house at 209 Marnell Avenue.

The buildings at 516 Marnell Avenue were built in 1958, likely by Christopher Culbert, who owned the residence between 1958 and 1975. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The only visible modification to the residence is the addition of a carport on its north side. However, the building is a rather modest example of the Ranch style that was common in California during this period. Neither the house nor the utility shop embodies distinctive engineering characteristics (Criterion C), and have not yielded, nor will the buildings likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

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P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☑ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5’ Quad Soquel Date 1954, photorevised 1980 T ; R ; ½ of Sec ; B.M. 
c. Address 723 Morrissey Boulevard City Santa Cruz Zip 95065-1314
d. UTM: (give more than one for large and/or linear resources) Zone ; ; mE/ mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The parcel at 723 Morrissey Boulevard is a rectangular lot containing two buildings, a residence and a small storage building. The residence has a single-story, side-facing U plan, with the house occupying the south and central wings and the garage at the north of the U wing. Each wing is topped by a hipped roof with a medium eave overhang, and sheathed in replacement composition shingle. The walls are sided in dropped wood with a brick veneer at the façade (the south wall), added in 1957 (Photograph 1). Fenestration includes vinyl sash sliding windows in various sizes, including a fixed center pane flanked by sliding windows at the façade. A concrete porch and faux-paneled front door serve as the main entrance. Secondary entrances, including a glazed wood door, open onto the inside of the U plan from the various wings of the building. A chimney is visible on the south side of the roof ridge of the southern wing. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

*P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing north, October 29, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both 1954 / county property records

*P7. Owner and Address:
John C. & Gina Locatelli
52 Browns Valley Road
Corralitos, CA 95076-0510

*P8. Recorded by: (Name, affiliation, address)
Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Required Information
The buildings at 723 Morrissey Boulevard do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel is part of the Laveaga Park Tract, Subdivision number 2. Created in 1908, the subdivision contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)
P3a. Description (continued):

The attached two-car garage wing has board-on-board wood siding and features a set of sliding doors sheathed in vertical wood. (Photograph 2) Directly to the west of residence is an ancillary building with a front gabled, replacement composition shingle roof with wide eaves and exposed wood rafters. Sided in plywood, the building has replacement vinyl sash windows identical to those on the walls of the main building.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, and many accommodated small fruit orchards and poultry houses. The tract was a more semi-rural landscape at this time, with large parcels containing multiple buildings, open spaces, and small, family farms. It did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally, this parcel was Lots 17 and 18, Block S of the Laveaga Park Tract Subdivision Number 2. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this to accommodate the freeway construction, and lots within this subdivision were again reconfigured and divided into smaller parcels. The large lot at the corner of Marnell Avenue and Morrissey Boulevard was divided into three separate lots, and the corner parcel became 723 Morrissey Boulevard.

Walter Barger and his wife, Velma, lived in the house shortly after its construction, from 1955 until the late 1960s. The Bargers obtained a city building permit to construct the 30-foot brick veneer wall in 1957. In 1968, Cesira Podesta, a widow, owned the house and lived there until the late 1970s. By 1980, Luis Villarreal, a designer, occupied the house. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of the occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through the installation of a replacement roof covering, modern windows and doors, and the construction of the brick veneer. It is a modest example of the Ranch residential style, common in California during this time, and therefore the buildings do not embody distinctive architectural characteristics and do not appear to be important for their type, period, or method of construction (Criterion C). The buildings have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

**Resource Name or #** (Assigned by recorder) Map Reference #20-01

**P1. Other Identifier:**

*P2. Location:*  ☑ Not for Publication ☑ Unrestricted  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*a. County*  Santa Cruz

*b. USGS 7.5' Quad*  Soquel  
Date 1954, photorevised 1980  
T ___; R ___; % of Sec ___; _____ B.M.

c. Address 719 Morrissey Boulevard  City Santa Cruz  Zip 95065-1314

d. UTM: (give more than one for large and/or linear resources) Zone _____; _______________ mE/_____________ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor Parcel Number: 009-072-23

*P3a. Description:*  (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The parcel at 719 Morrissey Boulevard contains a single-story residence with a rectangular plan, topped with a hipped, composition shingle roof with wide eves and exposed rafter tails. The walls of the house are sheathed in stucco, with a brick veneer on the lower wall beneath two replacement vinyl sash windows at the west end of the façade (the south side). Two concrete steps lead to the recessed entryway at the center of this wall, which contains a paneled wood door, and a replacement fixed window flanked by two narrow 4/1 replacement vinyl sash windows. Other fenestration includes similar modern vinyl sashes. The attached garage, located at the east end of the building, has a tilt up door clad with a wood chevron pattern. A secondary entrance, located on the east side of the house, has a glazed wood door. A brick chimney top pierces the roof at the wall between the house and the garage.

*P3b. Resource Attributes:*  (List attributes and codes) (HP2) Single Family Residence

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

P5b. Description of Photo: (View, date, accession #)  Camera facing north,  
October 29, 2003

*P6. Date Constructed/Age and Sources:*  ☑ Historic  ☑ Prehistoric  ☑ Both
1952 / county property records

*P7. Owner and Address:*  
John J. & Charlotte D. St. Denis  
719 Morrissey Boulevard  
Santa Cruz, CA 95065-1314

*P8. Recorded by:*  (Name, affiliation, address)  
Julia Cheney / Susan Hotchkiss  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA  95618

*P9. Date Recorded:*  October 2003

*P10. Survey Type:*  (Describe)  
Intensive

*P11. Report Citation:*  (Cite survey report and other sources, or enter "none.")  JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)  
*Required Information
The house at 719 Morrissey Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This parcel is part of the Laveaga Park Tract, Subdivision Number 2. Created in 1908, the subdivision contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, and many accommodated small fruit orchards and poultry houses.1 The tract was a more semi-rural landscape at this time, with large parcels containing multiple buildings, open spaces, and small, family farms. It did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally this parcel was Lots 17 and 18, Block S of the Laveaga Park Tract Subdivision Number 2, but it remained vacant until the early 1950s. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway construction, and lots within this subdivision were again reconfigured and divided into smaller parcels. The parcel at which 719 Morrissey now sits is the center of the three parcels, and thus is on two lots.

Although the house was constructed in 1952, the house was listed as “vacant” in city directories until Marvin Abeldt, a repairman at Bill O’Reilly, Inc., and his wife Elsie were listed as the owners in 1955. John D. Martin, assistant manager at Penny’s resided in the house in the late 1950s and then Alan G. McCormick occupied the house until 1963, when Denis St. John, a machinist at Pacific Western Systems, moved in and remained there through 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The building does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through the installation of replacement windows and roof covering. It is a modest example of the Ranch residential style, common in California during this time, and therefore the house do not embody distinctive architectural characteristics and is not important for its type, period, and method of construction (Criterion C). The building does not appear to be the work of a master architect or builder, or posses high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, the building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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The parcel at 715 Morrissey Boulevard contains two buildings, a single-story residence with a rectangular plan, topped with a hipped roof sheathed in composition shingle, and a detached garage. Clad in stucco, the house features modern casement and fixed windows, as well as some 1/1 and 2/2 double hung originals. A flush wood main entry door that is accessed by concrete stairs and sheltered by the roof overhang is located at the main façade (south side) of the building. (Photograph 1) Two distinctive features of the south façade are a round window and a large brick chimney set to the west of the entry door. A detached garage faces the alley between Morrissey Boulevard and San Juan Avenue and is topped with a side gable rolled composition shingle roof. It is sheathed in stucco siding, and features a wood tilt up door.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

Photograph 1, camera facing north, October 29, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both 1951 / county property records

*P7. Owner and Address: Lawrence David & Louanne Schmidt 1101 Water Street Santa Cruz, CA 95062-1514

*P8. Recorded by: (Name, affiliation, address) Julia Cheney / Susan Hotchkiss JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4

*NRHP Status Code: 6Z  
*Resource Name or #: (Assigned by recorder) Map Reference #20-02

B1. Historic Name:  
B2. Common Name:  

B3. Original Use:  
B4. Present Use:  

*B5. Architectural Style: Minimal Traditional  
*B6. Construction History: Built 1951; installation of new windows, siding, roof covering (work being done at time of survey)

*B7. Moved? ☑ No ☐ Yes ☐ Unknown Date: ____________ Original Location: ____________  
*B8. Related Features: 

B10. Significance: Theme n/a  
Area n/a  
Period of Significance n/a  
Property Type n/a  
Applicable Criteria n/a  

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

The buildings at 715 Morrissey Boulevard do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is part of the Laveaga Park Tract, Subdivision Number 2. Created in 1908, this subdivision contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)

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

*B12. References: “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Subdivision, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:  

*B14. Evaluator: Meta Bunse  

*Date of Evaluation: November 2003  

(This space reserved for official comments.)

DPR 523B (1/95)  
*Required Information
Most of these smaller parcels were combined to create larger parcels by 1928, and many accommodated small fruit orchards and poultry houses. The tract was a more semi-rural landscape at this time, with large parcels containing multiple buildings, open spaces, and small, family farms. It did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally this parcel was Lot 18, Block S, of the Laveaga Park Tract Subdivision Number 2, but it remained vacant until the early 1950s. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway construction, and lots within this subdivision were again reconfigured and divided into smaller parcels. The large lot at the corner of Marnell Avenue and Morrissey Boulevard was subdivided into three separate lots, one of which is 715 Morrissey Boulevard.

Lenore L. Moore, a widow, resided in the house from the early 1950s until the mid-1960s. Ernest R. Lingron, a retiree, and his wife, Selma, owned the property in the early 1970s, and in 1980, Selma was still living in the house. The current owners, Lawrence and Louanne Schmidt, purchased the house in 1995. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through installation of replacement windows, wall siding, and a new roof covering. It is a modest example of the minimal traditional residential style that was common in California during this time, and although its round window and corner windows reflect the Art Deco style, neither the residence nor the garage embody distinctive architectural characteristics (Criterion C), and have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

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DPR 523L (1/95)  *Required Information*
Photographs (continued):

![Detached garage facing the alley. Camera facing northeast, October 29, 2003.](image)

**Photograph 2.** Detached garage facing the alley. Camera facing northeast, October 29, 2003.
P1. Other Identifier:

*P2. Location:  ❑ Not for Publication  ❑ Unrestricted
   and (P2b and P2c or P2d, Attach a Location Map as necessary.)
   
   *a. County  Santa Cruz

   *b. USGS 7.5’ Quad  Soquel  Date 1954, photorevised 1980;  R ___;  __¼ of Sec ___;  _____ B.M.
   
   c. Address  615 Marnell Avenue  City  Santa Cruz  Zip 95065-1310
   
   d. UTM: (give more than one for large and/or linear resources)  Zone ___;  _______________ mE/ _______________ mN
   
   e. Other Locational Data:  (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

   Assessor Parcel Number: 009-072-07

*P3a. Description:  (Describe resource and its major elements.  Include design, materials, condition, alterations, size, setting, and boundaries)

   The parcel at 615 Marnell Avenue contains three buildings: a main residence, a garden shed, and a detached garage. The main residence is a single-story, Ranch style house that rests on a concrete perimeter foundation, and is topped with a cross-gabled, replacement composition shingle roof. The roof has a narrow eave overhang, the gable ends are filled with horizontal V-groove wood siding and a louvered lug sill attic vent. The walls of the residence are sheathed in flush, vertical wood siding. Fenestration throughout the house includes modern vinyl sliding windows, and two sets of fixed, center pane windows flanked by 1/1 vertical sliding sash on the façade (east) side of the house. The north side of the house is sided in stucco (most likely the building’s original siding material), and contains metal aluminum sliding windows. The entrance, located at the east wall of the house consists of a flush wood front door inset under the front gabled portion of the roof, a concrete stoop, and two concrete stairs. (See Continuation Sheet)

*P3b. Resource Attributes:  (List attributes and codes)

   (HP2) Single Family Residence;  (HP4) Ancillary Buildings

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

P5b. Description of Photo:  (View, date, accession #)  Photograph 1, camera facing east, October 29, 2003

*P6. Date Constructed/ Age and Sources:

   ❑ Historic  ❑ Prehistoric  ❑ Both
   
   1952 / county property records

*P7. Owner and Address:

   Meichi Morairty
   615 Marnell Ave
   Santa Cruz, CA 95065-1310

*P8. Recorded by:  (Name, affiliation, address)

   Julia Cheney / Susan Hotchkiss
   JRP Historical Consulting, LLC
   1490 Drew Ave, Suite 110
   Davis, CA  95618

*P9. Date Recorded:  October 2003

*P10. Survey Type:  (Describe)

   Intensive

*P11. Report Citation:  (Cite survey report and other sources, or enter “none.”)  JRP Historical Consulting, LLC, HRER:  Highway 1 HOV Lane Widening Project:  San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/ 95)  

*Required Information
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<td>B2. Common Name:</td>
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<td>B3. Original Use:</td>
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<td>Ranch</td>
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<td>B6. Construction History:</td>
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(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings at 615 Marnell Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is part of the Laveaga Park Tract Subdivision Number 2. Created in 1908, the subdivision contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)

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

**B12. References:** “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Subdivision, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** October 2003

(This space reserved for official comments.)
A wood post supports the porch roof. At the south side of the house is a secondary entrance that is sheltered by a small shed awning, supported by two wood posts. A vertical metal scalloped awning shelters a window also on this south wall. Just to the west (rear) of the main residence is a small, front gabled, wood frame garden shed that has a large multi-pane window at its east side. To the west of the shed stands a detached garage, on the alley between Marnell Avenue and San Juan Avenue. The garage is a side gabled building, its roof sheathed in composition shingles, its walls clad in stucco. A two-car tilt-up door is offset on the west side of the garage. (Photograph 2)

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a semi-rural landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. This parcel was originally Lot 16, Block S, of Laveaga Park Tract Subdivision Number 2, but this lot and its neighboring parcels remained vacant until the early 1950s. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, and lots within this subdivision were again reconfigured and divided into smaller parcels.

William B. DeSmith owned and occupied the dwelling in the mid-1950s. Alcott Westbor, a driver for the U.S. Division of Forestry, lived in the house from the late 1950s through the early 1970s. Then in 1975, Hortense S. Groh owned the house and lived there through 1980. The current owner, Meichi Morairty, acquired it in 2000. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through the installation of modern windows, roof coverings, (on both the house and garage) and siding. It is a modest example of the Ranch residential style, common in California during this period. The buildings, therefore, do not embody distinctive architectural characteristics and do not appear to be important for their type, period, and method of construction (Criterion C). The buildings do not appear to be the work of a master architect or builder, or possess high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, the property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 2. Detached garage facing alley.
Camera facing northeast, October 29, 2003.
The house at 630 San Juan Avenue has a single-story, roughly rectangular plan with an attached garage at the south end. Topped with a side gable roof that is sheathed in composition shingle with a moderate, unboxed eave overhang, the house is sided in V-groove wood. The fenestration includes a fixed center sash flanked by 1/1 vertical sliding windows at the center of the façade, as well as 1/1 double hung sash. The inset porch is centered on the main façade (west) side of the house and is sheltered by the roof overhang supported by one wood support post. A metal screen door covers the wood panel front door. The single car tilt-up wood garage door is located at the south end of the house and is clad in the same V-groove siding as the rest of the building.

*Resource Name or #*    (Assigned by recorder)    Map Reference #20-04

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The house at 630 San Juan Avenue has a single-story, roughly rectangular plan with an attached garage at the south end. Topped with a side gable roof that is sheathed in composition shingle with a moderate, unboxed eave overhang, the house is sided in V-groove wood. The fenestration includes a fixed center sash flanked by 1/1 vertical sliding windows at the center of the façade, as well as 1/1 double hung sash. The inset porch is centered on the main façade (west) side of the house and is sheltered by the roof overhang supported by one wood support post. A metal screen door covers the wood panel front door. The single car tilt-up wood garage door is located at the south end of the house and is clad in the same V-groove siding as the rest of the building.

*P3b. Resource Attributes: (List attributes and codes)    (HP2) Single Family Residence

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

*P5b. Description of Photo: (View, date, accession #)    Camera facing northeast, October 29, 2003

*P6. Date Constructed/Age and Sources:

☐ Historic  ☐ Prehistoric  ☐ Both

1950 / county property records

*P7. Owner and Address:

James C. & Roberta R. Landry
4415 Gladys Avenue
Santa Cruz, CA 95062-4511

*P8. Recorded by:    (Name, affiliation, address)

Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded:    October 2003

*P10. Survey Type:    (Describe)

Intensive

*P11. Report Citation:    (Cite survey report and other sources, or enter “none.”)

JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Attachments:    NONE  ☐ Location Map  ☒ Sketch Map  ☒ Continuation Sheet  ☒ Building, Structure, and Object Record  ☐ Archaeological Record

☐ District Record  ☐ Linear Feature Record  ☐ Milling Station Record  ☐ Rock Art Record  ☐ Artifact Record  ☐ Photograph Record

☐ Other (list)

DPR 523A (1/95)    *Required Information
The building at 630 San Juan Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel is part of Laveaga Park Tract, Subdivision Number 2. Created in 1908, this subdivision contained roughly 140 lots. (See continuation sheet.)
Most of these smaller parcels were combined to create larger parcels by 1928, and many accommodated small fruit orchards and poultry houses.\(^1\) The tract was a more semi-rural landscape at this time, with large parcels containing multiple buildings, open spaces, and small, family farms. It did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Instead during this period, the parcel at 630 San Juan Avenue was combined with its neighboring parcels to become one large lot that contained several poultry barns and ancillary farm buildings. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, and lots within this subdivision were again reconfigured and divided into smaller parcels. The parcel that is the subject of this form was one of roughly seven separate lots divided from a larger piece of land.

Minnie Lundeen owned the building and lived there from its construction in the early 1950s through 1980. It was sold to the current residents, James and Roberta Landry in November 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The building does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has undergone few visible alterations, except for the installation of a new roof covering. It is a modest example of the Minimal Traditional residential style, common in California during this period and does not embody distinctive architectural characteristics, nor does it appear to be important for its type, period, and method of construction (Criterion C). The building does not appear to be the work of a master architect or builder, or posses high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, the house has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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P1. Other Identifier:
*P2. Location: [ ] Not for Publication [x] Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*P2b. USGS 7.5' Quad Santa Cruz Date 1954, photorevised 1980T ; R ____ ; ____ ¼ of Sec ____ ; ______ B.M.

*P2c. Address 626 San Juan Avenue City Santa Cruz Zip 95065-1341

d. UTM: (give more than one for large and/or linear resources) Zone ______ ; ______ mE/ ______ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 009-072-15

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The parcel at 626 San Juan Avenue is a rectangular lot that contains two buildings, a residence and a detached garage directly to the rear (east) of the house. The residence has a single-story, U-shaped floor plan. A cross-gabled, replacement composition shingle roof with a medium pitch and a moderate eave overhang shelters the building. The walls of the house are covered in V-groove wood siding and the windows are either fixed multi-light with muntins, metal sliding sash or 1/1 vertical sliding windows. The fixed windows at the façade (west side) display decorative faux shutters. Metal vents appear at the roofline, with a brick chimney visible at the south side of the building. A cutaway porch with a raised concrete stoop sits under the roof overhang, supported by two decorative wood beams. The main entrance features a door obstructed by a wood screen door. At the east side of the house is a rear porch with a corrugated metal shed roof overhang, supported by six wood posts. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

*P4. Resources Present: [x] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other (Isolates, etc.)

*P5b. Description of Photo: (View, date, accession #) Camera facing southeast, October 29, 2004

*P6. Date Constructed/Age and Sources: [x] Historic [ ] Prehistoric [ ] Both

1948 / county property records

*P7. Owner and Address: Alan Bogdanoff

626 San Juan Avenue
Santa Cruz, CA 95065-1341

*P8. Recorded by: (Name, affiliation, address)

Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Required Information
The buildings at 626 San Juan Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel is part of the Laveaga Park Tract, Subdivision Number 2. Created in 1908, the subdivision contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)
P3a. Description (continued):

The detached one-car garage is located at the rear (east) of the residence, and has a hipped roof sheathed in replacement composition shingle, with a moderate eave overhang with exposed wood rafter tails. The garage walls are sided in stucco and contain an original 1/1 double-hung window, and a metal sectional roll up door. A small, prefabricated metal shed is also located at the rear of the residence.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses.¹ Thus, the tract was a semi-rural landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The parcel at 626 San Juan Avenue was part of one larger lot that contained several poultry barns and ancillary farm buildings. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the construction, and lots within this subdivision were again reconfigured and divided into smaller parcels. The parcel that is the subject of this form was again reconfigured, and divided into roughly seven separate lots and given the address 626 San Juan Avenue.

George Green, a clerk at Safeway, and his wife, Ernestine, likely built the house in 1948 and were the first residents. David P. Taylor, a warden at the City Park Department, and his wife Helen, owned the house from 1955 until the early 1970s. At some point during the 1960s, Taylor changed employment and worked as an electrical technician at the City Inspection Services. In 1975 Ken Carden, a laborer at Melliott, and his wife Earlene owned the house, followed by Lloyd W. Rodoni in 1980. The current owner, Alan Bogdanoff, acquired it in 2003. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has undergone few visible alterations, except that the southern shed roof wing that now contains a six light wood pane window may have been a one-car garage. A concrete driveway does lead to this wall. The conversion was probably made early in the history of the house. The buildings, therefore, do not embody distinctive architectural characteristics and do not appear to be important for their type, period, and method of construction (Criterion C), and have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

P.1. Other Identifier:

*P2. Location: ☑ Not for Publication ☑ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2a. County: Santa Cruz

*P2b. USGS 7.5' Quad: Santa Cruz Date 1954, photorevised 1968T __; R __; ¼ of Sec __; _____ B.M.

*P2c. Address: 118 Allerton Street City Santa Cruz Zip 95065-1302

*P2d. Address: 118 Allerton Street City Santa Cruz Zip 95065-1302

d. UTM: (give more than one for large and/or linear resources) Zone ______; _______ mE/_______ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 009-071-17

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at 118 Allerton Street is a regular shaped lot that contains three buildings: a residence, an outbuilding, and a detached garage. The residence is one-story, with a front-facing U plan formed by a main hipped-roof element flanked by front, clipped gable wings. The roof is sheathed in replacement composition shingle and has moderate eaves except over the porch where it is wider. The house is sided in horizontal V-groove wood with a brick veneer façade. Scalloped decorative vertical wood is visible in each gable end. The walls of the house contain windows of various styles, including replacement metal 1/1 vertical sliding sashes in the west side and the western front gable wing, and an 8/8 fixed center window flanked by 4/4 casement windows. A three-part bay window set with 2/2 double-hung wood sash is located at the east side of the house. Another 8/8 fixed window is visible in the east front gable. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

P5b. Description of Photo: (View, date, accession #) Camera facing southeast, October 29, 2003

*P6. Date Constructed/ Age and Sources: ☑ Historic ☑ Prehistoric ☑ Both 1947/ county property records

*P7. Owner and Address: William E. & D. Lynn Scally 118 Allerton Street Santa Cruz, CA 95065-1302

*P8. Recorded by: (Name, affiliation, address) Julia Cheney JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95) *Required Information
B1. Historic Name: ________________
B2. Common Name: ________________
B3. Original Use: residential  B4. Present Use: residential

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: (Construction date, alteration, and date of alterations)  Built 1947; construction of ancillary building (n.d.); construction of wood canopy (n.d.)

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: ________________ Original Location: ________________

*B8. Related Features: ______________________


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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The buildings at 118 Allerton do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is part of the Laveaga Park Tract, Subdivision number 2. Created in 1908, the subdivision contained roughly 140 rectangular shaped lots. (See continuation sheet.)

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

*B12. References: “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Subdivision, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003

(This space reserved for official comments.)
P3a. Description (continued):

The main entrance has a raised concrete porch, sheltered by the roof overhang, and supported by two wood posts. A metal handrail surrounds the porch and leads to the front door, which is obscured by a metal screen door.

At the south end of the parcel, east and to the rear of the main residence, is a small modern ancillary building, topped with a steep sloped, side gabled roof with a wide eave overhang, covered in composition shingle. A metal louvered vent appears directly under the gable. Its walls are sided in vertical groove plywood. Directly adjacent to this building is a corrugated plastic canopy that is supported by wood support posts.

At the west end of the parcel is a detached two-car garage, with a clipped front gable replacement composition shingle roof with narrow eaves and exposed wood rafter tails at the north and south sides. Sided in horizontal v-groove wood with decorative scalloped vertical wood in the gable end, the garage also features a modern metal roll up door.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses.¹ Thus, the tract was a semi-rural landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally this parcel was Lot 11, Block Q of the Laveaga Park Subdivision Number 2, and prior to the mid-1940s, the lot was vacant. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. The subdivision was reconfigured at this time, and lots were once again divided into small individual lots as many agricultural buildings within the subdivision were cleared to accommodate the highway. The lot for 118 Allerton Street was one of the parcels that was given new boundaries.

Margaret Crummey owned and occupied the house from the late 1940s through the late 1960s. William E. Scally, an engineering aid at the County Public Water Department, lived there from 1975 through 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). Although the house and garage have undergone minimal modifications, they are examples of the minimal traditional style, common in California during this period. The buildings, therefore, do not embody distinctive architectural characteristics (Criterion C), and have not yielded, nor will the buildings likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

The lot at 112 Allerton Street contains a single-story residence. The residence has a rectangular footprint, rests upon a concrete perimeter foundation, and is topped with a cross-gable roof sheathed in composition shingle. The walls are sheathed in horizontal V-groove wood and in each gable there is vertical wood with scalloped edges. Louvered attic vents are visible in each gable. Two concrete steps lead to the inset porch, which consists of a wood paneled door with four lights, sheltered by the front gable roof and supported by a wood post and rail. Fenestration includes modern vinyl fixed and sliding windows with false muntins and a greenhouse window set in the east side of the house. The attached garage has a tilt up wood paneled door on the north side as well as a flush door and a vinyl sash, sliding window on the east wall of the garage.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

*P5b. Description of Photo: (View, date, accession #) Camera facing southwest, October 29, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both 1948 / county property record

*P7. Owner and Address: Alan J. Gathright & Sarah A. Bertacchi 112 Allerton Street Santa Cruz, CA 95065-1302

*P8. Recorded by: (Name, affiliation, address) J. Cheney / S. Hotchkiss JRP Historical Consulting, LLC 1490 Drew Ave, Suite 110 Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe) Intensive
B1. Historic Name:  

B2. Common Name:  

B3. Original Use: Single family residence  
B4. Present Use: Single-family residence  

*B5. Architectural Style: Minimal Traditional  

*B6. Construction History: (Construction date, alteration, and date of alterations)  
Built 1948; windows replaced with vinyl sliding sash (n.d.); and roofing material (n.d.)  

*B7. Moved? ☐ No ☐ Yes ☑ Unknown  
Date: __________________  
Original Location: ____________  

*B8. Related Features:  

b. Builder: unknown  

*B10. Significance: Theme n/a  
Area n/a  
Period of Significance n/a  
Property Type n/a  
Applicable Criteria n/a  

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

The house at 112 Allerton does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located on the northwest corner of Allerton Street and Pacheco Avenue, is part of the Laveaga Park Tract Subdivision Number 2. This subdivision was created in 1908, and contained roughly 140 small, rectangular shaped lots. (See continuation sheet.)  

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

*B12. References: “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Subdivision, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.  

B13. Remarks:  

*B14. Evaluator: Meta Bunse  

*Date of Evaluation: November 2003  

(This space reserved for official comments.)
Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a semi-rural landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. This parcel was originally Lots 9 and 10, Block Q of the Laveaga Park Tract Subdivision Number 2, but was vacant until the late 1940s. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway.

Lawrence Williams, a partner at Leo Sievert Signs, and his wife Elizabeth, owned and lived in the residence from the late 1940s through 1980. The house has been modified with the installation of modern windows, replacement siding, and new roof coverings. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The residence does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), and none of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house, a modest example of the Minimal Traditional residential style that was common in California during this period, has been altered with the installation of modern windows, new siding, and replacement roof covering. The house is not important for its type, period, or method of construction (Criterion C). The building does not appear to be the work of a master architect or builder, or possess high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, this residence has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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**P1. Other Identifier:**

- **P2. Location:** Not for Publication Unrestricted
- **a. County** Santa Cruz
- **b. USGS 7.5' Quad** Soquel Date 1954, photorevised 1980
  
  - R: __; __ of Sec: __; B.M. __
  
  - Address: 631 San Juan Avenue City Santa Cruz Zip 95065-1340

- **c. Address**
  
  - 631 San Juan Avenue City Santa Cruz Zip 95065-1340

- **d. UTM:** Zone __; __ mE/ __ mN
- **e. Other Locational Data:** Assessor Parcel Number: 009-071-02

**P3a. Description:**

The parcel at 631 San Juan Avenue contains two buildings, a single-story house with a rectangular footprint, and a detached, two-car garage. The residence rests on a concrete perimeter foundation, is topped with a cross-gable, composition shingle roof with narrow eaves, and clipped gable ends. Scalloped decorative vertical wood is visible in each gable end. The walls are sided in replacement V-groove vinyl and contain several vertical sliding sash, with faux muntins and some with faux shutters. *(Photograph 1)* The main entrance, at the east side of the house, consists of a flush wood door that opens to a small concrete stoop that is sheltered by the roof overhang and supported by two wood posts. *(See Continuation Sheet)*

**P3b. Resource Attributes:** (List attributes and codes)

<table>
<thead>
<tr>
<th>HP2</th>
<th>Single Family Residence</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP4</td>
<td>Ancillary Building</td>
</tr>
</tbody>
</table>

**P4. Resources Present:**

- Building
- Structure
- Object
- Site
- District

**P5b. Description of Photo:** (View, date, accession #)

Photograph 1, camera facing west, October 29, 2003

**P6. Date Constructed/Age and Sources:**

- Historic
- Prehistoric
- Both

1947 / county property records

**P7. Owner and Address:**

Steven W. & Marilyn D. Baldwin
631 San Juan Avenue
Santa Cruz, CA 95065-1340

**P8. Recorded by:**

Julia Cheney / Susan Hotchkiss
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

**P9. Date Recorded:** October 2003

**P10. Survey Type:** Intensive
B1. Historic Name: ______________________

B2. Common Name: ______________________

B3. Original Use: Single-family residence

B4. Present Use: Single-family residence

*B5. Architectural Style: Minimal Traditional

*B6. Construction History: (Construction date, alteration, and date of alterations) Built 1947; installation of new windows, siding (n.d.); installation of new roofing material, (n.d.)

*B7. Moved? □ No □ Yes □ Unknown Date: __________________ Original Location: _____________

*B8. Related Features: ______________________


b. Builder: unknown

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

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The buildings at 631 San Juan Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is part of the Laveaga Park Tract, Subdivision Number 2. Created in 1908, this subdivision contained roughly 140 lots. (See continuation sheet.)

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

*B12. References: “Laveaga Park Tract Subdivision Number 2,” filed September 25, 1908; Subdivision, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Building permits, Historic Aerial Photographs (1931 through 1963); Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
P3a. Description (continued):

A secondary entrance is located at the south side of the house and has an inset porch with one support post. A brick chimney appears on the south side of the house. The detached two-car garage is located to the west of the house, in an alley that runs between Pacheco Avenue and San Juan Avenue. The garage has a composition shingle front gable roof and scalloped decorative vertical wood in each clipped gable end. Like the house, the walls are sheathed in V-groove. (Photograph 2) A modern sectional two-car roll up door is set in the west gable end of the garage.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a semi-rural landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms did not develop as a typical urban housing tract, which would have consisted of small residential size lots with homes constructed around the same time in similar architectural styles. During this period, parcel at 631 San Juan Avenue and neighboring parcels were part of one larger lot, which was vacant except for one house and small chicken coop at the south end of the parcel. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the south end of the Laveaga Park Tract Subdivision Number 2 were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, and lots within this subdivision were again reconfigured and divided into smaller parcels. The parcel that is the subject of this form was again reconfigured, and divided into small, individual lots, one of which became 631 San Juan Avenue.

C.G. Jordan was the earliest owner of the property in 1948. Yeats Adcock, a clerk for Coast Counties Electric Company and his wife, Agnes, owned the house during most of the 1950s. By 1958 Louis H. Stough owned the property, followed by Louis H. and Leora H. Stough who lived and owned the property, until 1969. Johan Kerkhove an employee at Martin Construction, and his wife Lynn, owned the house during the 1970s. Warren and Jean Baldwin resided there until 1979 when they sold the property to their relatives, the current owners, Steven and Marilyn Baldwin, in 1984. These buildings were built as part of the expansion of the semi-rural outskirts of Santa Cruz, but are not important examples within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of the occupants appear to have made significant contributions to local, state, or national history (Criterion B).

The house has been modified through the installation of modern windows, and replacement roof covering. The house is a modest example of the Minimal Traditional residential style, common in California during this time and its integrity has been compromised. The buildings, therefore, do not embody distinctive architectural characteristics and do not appear to be important for their type, period, and method of construction (Criterion C). The buildings do not appear to be the work of a master architect or builder, or possesses high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

P1. Other Identifier:

- **P2. Location:**
  - Not for Publication
  - Unrestricted
  - a. County **Santa Cruz**
  - b. USGS 7.5' Quad **Santa Cruz** Date 1954, photorevised 1968
  - c. Address **505 San Juan Avenue** City **Santa Cruz** Zip **95062-1247**
  - d. UTM: (give more than one for large and/or linear resources)
  - e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
    - Assessor Parcel Number: 009-261-04

- **P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
  
  The house at 505 San Juan Avenue has a shallow pitch hipped roof clad in composite shingles and features boxed eaves and a wood fascia. The main façade (east side) of this 1,126 square foot Ranch style house contains both the entry and an attached one-car garage with a tilt up wood door. The entrance is a flush wood door that opens onto a small concrete stoop and is sheltered under the eave. The house is clad in replacement stucco siding. An exterior mounted brick chimney is located to the east of the entry. Fenestration throughout the house consists of replacement vertical sliding vinyl windows.

- **P3b. Resource Attributes:** (List attributes and codes)
  - (HP2) Single Family Residence

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

- **P5b. Description of Photo:** (View, date, accession #)
  - Camera facing northwest, November 18, 2003

- **P6. Date Constructed/Age and Sources:**
  - Historic
  - Prehistoric
  - Both
  - 1962 / county property records

- **P7. Owner and Address:**
  - Karen Ann Fry & Raymond Miller
  - 505 San Juan Avenue
  - Santa Cruz, CA 95062-1247

- **P8. Recorded by:**
  - Meta Bunse / Julia Cheney
  - JRP Historical Consulting, LLC
  - 1490 Drew Ave, Suite 110
  - Davis, CA 95618

- **P9. Date Recorded:** November 2003

- **P10. Survey Type:** (Describe)
  - Intensive
The house at 505 San Juan Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. This parcel, located on the corner of San Juan Avenue and Roxas Street, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)
B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The buildings described on this form are located on Lot 2 of Block L in the Laveaga Park Tract Subdivision Number 1. Prior to 1928, this lot was larger in size than its current state, and had a neighboring parcel adjacent to the north. However, with the construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway. As a result, Sanborn maps indicate that the parcel adjacent was acquired by the state for the construction project, and the lot described on this form was partially cleared. The freeway is currently located directly adjacent to this lot at its north side.

Edward J. McDermott an employee at Mac’s Patio, and his wife Thelma were probably the first owners of the modest home at 505 San Juan Avenue, which was built in 1962. By 1967, Ole Juhl also of Mac’s Patio, and Thelma were listed in city directories as the owners. L. J. Wessell owned the residence from 1975 until 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The house, a modest example of the Ranch residential style, common in California during this period, has been altered with the installation of modern windows, a new roofing material, and new siding. The building has lost some integrity, but more importantly, it is a very modest expression of a 1960s dwelling with some Ranch style architectural details. It does not embody distinctive architectural characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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The parcel at 429 San Juan Avenue is a regular shaped lot that contains two buildings, a residence that sits at the northeast corner of the parcel and a detached four-car garage to the rear (west) of the residence. The house has a one-story, front-facing L plan, topped with a cross-gable, multi-plane roof formation sheathed in composition shingle. The roof also features very narrow unboxed eaves and a wood fascia. Sided in V-groove wood, the walls of the house also features 2/2 double-hung windows with lug sills that appear singly and in pairs. An unusual wood frame picture window, surrounded on the sides and top by eleven small panes, is set in east gable end of the façade. A replacement window with sliding metal frame sash appears at the west side of the house. Louvered vents with lug sills appear in the peaks of the gable ends. The main entrance is on the east side of the building and has a raised concrete stoop that leads to a wood paneled door with one center light, covered by a screen door and sheltered by a metal awning. A decorative wood picket fence surrounds the house. (See Continuation Sheet)
The buildings at 429 San Juan Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel, located on the northwest corner of San Juan Avenue and Roxas Street, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)
P3a. Description (continued):

Originally, the house was rectangular in footprint, and owners Lloyd and Vivian Berlin obtained building permits to construct a two bedroom, two bathroom addition to the dwelling at its southeast side in 1960, thereby creating a front facing L footprint. To the west of the residence is a detached two-car garage that was doubled in size in 1955 with an addition and has thus become a four-car garage. Sided in identical V-groove wood siding as the main residence, the garage features a front gabled, composition shingle roof and four wood tilt-up doors.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The buildings described on this form are located on Lot 7 of Block J in the Laveaga Park Tract Subdivision Number 1. With the construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway. The buildings at 429 San Juan Avenue sit to the south of the current freeway right-of-way.

The house and detached garage at 429 San Juan Avenue were built in 1938. City directories indicate that F. A. and Kathryn Swall owned the residence by 1941 and were probably the first owners. Although R. J. Hughes was listed as the owner in 1948, by 1950 F. A. Swall again resided there. Lloyd W. Berlin, Circulation Manager at the Santa Cruz Sentinel News, and his wife, Vivian, have owned and lived in the residence since 1955. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The house has been modified through the installation of new roofing material, and construction of two bedrooms and one bathroom on the south side of the house in 1960. The Berlins also expanded the detached garage, originally a one or two-car garage, with the construction of an addition in 1955. These modifications have impaired the integrity of the buildings. Moreover, this minimal traditional house and garage do not embody distinctive architectural characteristics of their type, period, and method of construction and do not appear to be the work of a master (Criterion C). They have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

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1 City of Santa Cruz Building Permits, filed at the City of Santa Cruz Planning Office.
Photographs (continued):

The house at 530 Pacheco Avenue has a simple rectangular plan, a medium pitched hip roof with composition shingles, and narrow eaves with exposed rafter tails. Measuring 1,324 square feet in area, the building features a dormer on the west side, and is clad in replacement lapped siding. (Photograph 1) Fenestration consists of mostly 1/1 replacement sliding windows, including the sash in the bay window on the north wall to the left of the entrance. Original wood frame windows appear in the dormer (a six light casement) and the 1/1 double-hung sash flanking a large fixed window on the west side of the house. The entry is near the west end of the north side and has a replacement concrete stoop with wood post and metal railing and a carved wood replacement door. The rear (east) entrance consists of a glazed wood panel door accessed by wood frame stairs. (See Continuation Sheet)

(PH2) Single Family Residence; (HP4) Ancillary Building

[Photograph 1, camera facing southeast, November 18, 2003]

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Attachments: NONE □ Location Map □ Sketch Map □ Continuation Sheet □ Building, Structure, and Object Record □ Archaeological Record □ District Record □ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record □ Photograph Record □ Other (list)
The buildings at 530 Pacheco Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel, located on the north corner of Pacheco Avenue and Roxas Street, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)

B12. References: “Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Map Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadranglars, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001; California Department of Transportation, District 4 Map Room, #04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
P3a. Description (continued):

A two-story garage building sits east of the main residence. (Photograph 2) It has a front gable roof with, exposed rafters and triangular knee brackets at the gable ends. The garage is clad in vertical boards on the east and west sides, and clapboard on the north. Replacement sliding doors are found on the north wall of this 396 square foot building and a pair of wood frame hopper casement windows is set in the gable end above.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The buildings described on this form are located on Lot 6 of Block J in the Laveaga Park Tract Subdivision Number 1. The construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway.

The house and detached garage at 530 Pacheco Avenue were originally constructed in 1912 and were some of the earliest buildings constructed in this relatively slow growing subdivision, as seen in Photograph 3. Belle Lindsay, an employee at the county recorder, along with Clyde and Clara Lindsay, resided in the house in the 1910s. Although Gerber and Jean Foote resided there in 1922, by 1926, members of the Lindsay family, Belle and June, were again listed as residents. June was listed as an employee at the County Recorder’s Office and the Lindsays lived there until the early 1930s. In 1935, the house was listed as “vacant” and in subsequent years it changed hands frequently. By 1941, R. M. Ames, an electrician and his wife, Fern owned the house. Henry Cowell, employed at the Lime & Cement Company, resided there in 1946 and G. C. Burnett owned the house in 1948. The house was soon sold to Richard and Isabelle Hoorn. Mr. Hoorn was employed by Coast Counties Gas and Electric Company. By 1958, William H. Wright, a projectionist for the local drive-in theater, was the occupant and by 1960, R. Lewis Howell, an electronic technician at Lockheed, and his wife Opal owned the residence. Marvin A. Amiel, a city police officer, and his wife Patricia, purchased the home in about 1963 and retained it for the next several years. Eric Mavis, an employee of the Youth Employment Service, owned the property by the early 1980s.

This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). Modifications to the house include replacement wall siding, several replacement windows, and modern doors on the house and garage. The front porch has also been altered with the construction of vertical wood beams just under the shed roof overhang, a metal rail, and a replacement concrete stoop. The house, a rather modest dwelling with some Craftsman details, was a common residential style in California during this period. Neither the house nor the garage are important for their type, period, or method of construction (Criterion C), and have not yielded, nor will the buildings likely

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yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

Photograph 3. Looking south down Pacheco Avenue, October 1944.

The northwest portion of 530 Pacheco Avenue is visible at the left side of the photograph.

The Division of Highways took this picture in preparation for the construction of SR 1 (then Route 56).

[California Department of Transportation, District 4 Map Room, #04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave, Envelope 412]
P1. Other Identifier:

*P2. Location: [ ] Not for Publication ☑ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

*P5b. Description of Photo: (View, date, accession #) Camera facing northeast, November 18, 2003

*P6. Date Constructed/Age and Sources:

*P7. Owner and Address:

*P8. Recorded by:

*P9. Date Recorded:

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

*Required Information

*Resource Name or # (Assigned by recorder) Map Reference #20-12
B1. Historic Name: ________________
B2. Common Name: ________________
*B5. Architectural Style: Bungalow with Craftsman details
*B6. Construction History: (Construction date, alteration, and date of alterations)  Built ca. 1928; construction of chimney ca. post-1950; removal of garage and construction of new garage, ca. 1960
*B7. Moved? ☑ No ☐ Yes ☐ Unknown  Date: ________________  Original Location: ________________
*B8. Related Features: ________________

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

Period of Significance n/a  Property Type n/a  Applicable Criteria n/a

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

The buildings at 522 Pacheco Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel, located on the eastern block of Pacheco Avenue, is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)

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

*B12. References: “Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Map Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: December 2003

(This space reserved for official comments.)
B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally known as 189 Pacheco Avenue, the lot contained a house and a detached garage. Sometime during the 1960s, the original garage was removed and replaced by a new garage. The state widened Martin Boulevard (now Morrissey) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Laveaga Park Tract Subdivision Number 1 were bisected by the new right of way for the future freeway. Many of the residences within this subdivision were renumbered at this time and 189 Pacheco Avenue became 522 Pacheco Avenue.

The Craftsman house at 522 Pacheco Avenue and its detached garage were built in about 1928. By 1929 Wayne and E.V. Coleman resided in the house, remaining through the late 1930s. In 1940 E.J. and Frieda Jones owned the property. Mr. Jones was employed as a bricklayer. E.H. and Loretta Wood owned and lived in the house by the mid 1940s, (Mr. Wood was a serviceman at Pacific Oil and Burner Company), but by 1948 the house changed ownership again and J.H. Berrythold was the new owner. Arlie E. Rankin resided there in 1953, the house was vacant in 1955 and then in 1957 William H. Fowler lived there. John Agmore, a foreman at Williams & Burrds in San Jose, inhabited it from 1958 until 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The house has been slightly modified through the installation of replacement doors, the addition of a chimney in 1950, and the conversion of the detached garage to a living space. Both buildings have replacement roof coverings. The house and garage are examples of the influence of the Craftsman style in residential architecture that was common in California during this period. Neither the house nor the garage embodies distinctive architectural characteristics. The buildings are modest expressions of this common style and do not appear to be significant within this context (Criterion C). This property has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

EXHIBIT 7.5: BRIDGE EVALUATION SHORT FORM

BRIDGE EVALUATION SHORT FORM
(To be appended to HPSR)

Note: This form is to be used only for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.

| LOCATION: | Attach map showing structure location. County/Route/Postmile: SCR-001-15.82 Bridge number: 36 0066 Bridge name: Morrissey Boulevard Overcrossing Feature spanned: State Route 1 |
| DESCRIPTION: | Attach at least one side photo and one view of the deck along the centerline. Type (temporary, standard, or culvert): Standard Type of superstructure: Continuous Steel Girder Type of substructure: Reinforced Concrete Abutments and Piers |
| HISTORY: | Date of construction/designer: 1958 / Division of Highways Other historical information (e.g., persons, events, WPA/CCC): |

The Division of Highways constructed bridge 36 0066 as part of the project to build the last segment of State Route 1 between Watsonville and Santa Cruz. This project connected the section that had been from Rob Roy Junction, south of Aptos, to Morrissey Boulevard in Santa Cruz, completed in 1949, with State Route 17 which enters Santa Cruz from the north. The connector segment required the construction of highway bridges and overcrossings, including the Morrissey Boulevard Overcrossing (36 0066) completed in November 1958.

| PREPARED BY: | Christopher McMorris |
| POSITION: | Senior Architectural Historian |
| DATE: | May 2004 |
| AGENCY/FIRM: | JRP Historical Consulting |
| REVIEWED BY: | |
| POSITION: | |
| DATE: | |
| AGENCY/FIRM: | |

[Caltrans headquarters Architectural Historian Andrew Hope suggested using this form for the evaluation of Bridge 36 0066. Robert Pavlik, Caltrans Professional Qualified Staff (PQS) for this project, concurred with Mr. Hope. (Caltrans correspondence with JRP, March 2004)]
The Division of Highways converted State Route 1 between Aptos and Santa Cruz from a limited freeway, with some at-grade crossings, to a full limited access freeway in the late 1950s and early 1960s(1).

Bridge 36 0066 does not appear to meet the criteria for listing in the National Register and does not appear to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The structure is not important within the context of the development of freeways in the 1950s (Criterion A) as it is part of the general development of the state’s highway system at that time, and it is not associated with any known historic persons (Criterion B). The bridge is also a typical example of its type and method of construction for its period which the Division of Highways commonly used in highway and freeway construction in the mid-twentieth century, and it is not an important work of the Division of Highways which is considered a master engineer for their work during this period (Criterion C). In addition, the bridge has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains historic integrity from when it was constructed, it is not historically significant. Furthermore, this structure as been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resource does not appear to meet he significance criteria as outlined in these guidelines.

Bridge Number: 36 0066

Morrissey Boulevard Overcrossing, Map Reference Number 20-13

The parcel at 517 Pacheco Avenue is a regular shaped lot that has a single, 1-½ story residence. The residence contains elements of the Craftsman architectural style with its front gabled, multiple roof planes, and clapboard wood siding. Another original Craftsman feature are the two window openings on the east wall facing the street, one of which contains the original fixed 6/1 original wood frame window. (Photograph 1) Although both window openings retain their wide, flared wood trim, the other window has been replaced with a modern vinyl sash. Other fenestration in the residence includes several 1/1 wood frame windows with moveable lower sashes, center fixed sash flanked by casements, or modern sliding sashes with muntins, and small 3/3 multi-light windows that flank the brick chimney at the east wall. (See Continuation Sheet)
B1. Historic Name:  
B2. Common Name:  
*B5. Architectural Style:  Bungalow with Craftsman details  
*B6. Construction History:  (Construction date, alteration, and date of alterations)  Built 1923; construct new garage 1963; 290 square foot addition constructed 1983.  
*B7. Moved?  No  
*B8. Related Features:  
*B10. Significance:  Theme n/a  Area n/a  
(Please describe the significance of the property in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)  
The buildings at 517 Pacheco Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots. (See continuation sheet.)  
B11. Additional Resource Attributes:  (List attributes and codes)  
*B12. References:  “Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Map Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.  
B13. Remarks:  
*B14. Evaluator:  Meta Bunse  
*Date of Evaluation:  November, 2003  
(This space reserved for official comments.)
P3a. Description (continued):

Additional living space has been constructed at the rear of the house and this addition has a hipped pyramidal composition shingle roof that tops a bay that extends to the west and a wide wood fascia similar to the rest of the house. A glazed wood front door that opens onto the concrete slab porch is located at the east corner of the building with two lights. In 1983, a 290 square foot addition was added at the rear of the residence. The porch is covered by a roof overhang and supported by one post sheathed in clapboard wood. At the northwest end of the parcel is a detached, one-car garage, constructed in 1963, with a front gabled roof.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. Originally known as 182 Pacheco Avenue, the lot contained a house, detached garage, and two ancillary buildings to the rear (west) of the residence. Sometime during the 1960s, the original garage was removed and replaced by a new garage. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Laveaga Park Tract Subdivision Number 1 were bisected by the new right of way for the future freeway. The lot at 182 Pacheco Avenue at its north side was partially removed, and the address of the subject property changed to 517 Pacheco Avenue. The lot was then divided into two separate parcels.

The house at 517 Pacheco Avenue was built in 1923, likely by P.J. Smith. Smith lived there until 1932, when R. L. and Gertrude Brainard resided in the main house. Mr. Brainard was a firefighter. Caroline Smith, (P.J.’s widow), owned and lived in the rear of the building during this time. By 1935, A.V. and Alivna Puget owned the house. Mr. Puget worked at the Calvin Cigar Store. G.W. and Mattie Bewig owned the property in 1939. G.W. Bewig was a painter and he and his wife lived there until 1948 when John and Amy Raines were listed as the owners. By 1960 the house was vacant, but from 1963 until 1969 Milford Vaughn, a handler at Santa Cruz Lumber, and his wife Martha resided in the house. Vaughn obtained the city building permit for the new detached garage constructed in 1963. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through the construction of a 290 square foot addition (Photograph 2) for use as a utility room, as well as the installation of a replacement roof, and several replacement windows and doors. It is a modest example of the Bungalow residential style that was common in California during this time. The buildings, therefore, do not embody distinctive architectural characteristics and do not appear to be important for its type, period, and method of construction (Criterion C). The buildings do not appear to be the work of a master architect or builder, or posses high artistic value.

1 Santa Cruz City Building Permit, Filed in the City of Santa Cruz Planning Office, 1983.
In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

**Photographs (continued):**

![Photograph 2](image-url)

**Photograph 2.** Camera facing west, November 18, 2003.
**Resource Name or #** (Assigned by recorder)  
Map Reference #20-15

**P1. Other Identifier:**

<table>
<thead>
<tr>
<th>*P2. Location:</th>
<th>☐ Not for Publication</th>
<th>☑ Unrestricted</th>
</tr>
</thead>
<tbody>
<tr>
<td>and (P2b and P2c or P2d. Attach a Location Map as necessary.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*b. USGS 7.5’ Quad</td>
<td>Santa Cruz</td>
<td>Date 1954, photorevised 1968</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T ___; R ___; ___ ¼ of Sec ____; _____ B.M.</td>
</tr>
<tr>
<td>c. Address</td>
<td>511 Pacheco Avenue</td>
<td>City Santa Cruz</td>
</tr>
<tr>
<td></td>
<td>Zip 95062-1236</td>
<td></td>
</tr>
<tr>
<td>d. UTM: (give more than one for large and/or linear resources)</td>
<td>Zone _____; ____________ mE/ ____________ mN</td>
<td></td>
</tr>
<tr>
<td>e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Assessor Parcel Number: 009-263-04

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The parcel at 511 Pacheco Avenue is a rectangular shaped lot that contains two buildings, a residence and a detached garage. The house is topped with a cross-gabled, composition shingle roof with medium width unboxed eaves closed by a wide fascia. Fenestration consists of several vinyl and metal frame vertical and horizontal sliding windows. A decorative diamond pane, multi-light, wood frame window appears in the attic gable end at the façade of the house. It is flanked by multi-light wood casement windows with wood shutters. The main entrance and porch is located at the east wall of the house with a slightly raised concrete floor, a shed roof, and a wood paneled front door. At the west side of the front wing of the house there is a second entrance under a small gabled extension from the main roof. This porch is sheltered by a metal awning and has a concrete floor and a flush wood front door that is covered by a screen door. (See Continuation Sheet)

**P3b. Resource Attributes:** (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

**P5b. Description of Photo: (View, date, accession #)** Camera facing northwest, November 18, 2003

**P6. Date Constructed/Age and Sources:**

<table>
<thead>
<tr>
<th>☑ Historic</th>
<th>☐ Prehistoric</th>
<th>☐ Both</th>
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</thead>
<tbody>
<tr>
<td>1923 / county property records</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**P7. Owner and Address:**

Effie L. Rickard
511 Pacheco Avenue
Santa Cruz, CA 95062-1236

**P8. Recorded by:** (Name, affiliation, address)

Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

**P9. Date Recorded:** November 2003

**P10. Survey Type:** (Describe)

Intensive

**P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

**Attachments:** NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☑ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list)
B1. Historic Name: 
B2. Common Name: Single family residence
B3. Original Use: Single family residence
B4. Present Use: Single family residence
*B5. Architectural Style: Bungalow
B6. Construction History: Built 1923; replacement windows and roof covering (n. d.)
*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: 
*B8. Related Features: 
*B10. Significance: Theme n/a Area n/a
  Period of Significance n/a Property Type n/a Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings at 511 Pacheco Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. This parcel is part of the Laveaga Park Tract Subdivision Number 1. Created in 1907, the subdivision originally contained 178 rectangular shaped lots (See continuation sheet.)

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

*B12. References: “Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Maps Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1922-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
To the south of the residence is a breezeway that leads to the detached garage. The breezeway is enclosed with a wood fence and lattice and covered by a corrugated metal roof. The roof of the garage is front gabled and it has dropped wood siding identical to the main residence, and a wood tilt-up door. Two 8/8 vertical sliding windows are set in the west wall of the garage.

B10. Significance (continued):

Most of these smaller parcels were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, the tract was a more semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms and did not develop as a typical urban housing tract, which consisted of small residential size lots with homes constructed around the same time in similar architectural styles. The buildings described on this form are located on Lot 3, of Block K in the Laveaga Park Tract Subdivision Number 1. With the construction of future SR 1 from Santa Cruz to Aptos, the state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s and subsequently, many of the parcels on the north end of the subdivision were bisected by the new right of way for the future freeway. Although portions of Block K had been eliminated to accommodate the freeway, this lot was untouched. From 1923 until the present day, the number of buildings contained on the parcel has remained the same.

The residence and detached garage at 511 Pacheco were originally constructed in 1923. Many individuals have owned and occupied this residence since its construction. Hugh and Elizabeth Murray were the original residents in 1923 and they continued as the owners until the early 1930s when George Essex took over the ownership. Essex resided there until the early 1940s, and by 1941 city directories listed L.L. and Ruth Ford as the owners. Mr. Ford worked as a mechanic at Mission Garage. H.E. and Elizabeth Sievers owned and occupied the property briefly from the mid-1940s until 1946. Edward Graves was the owner from the mid-1940s until 1950. From 1950 until 1969 Charles A. Gunn, an employee at the Artichokes & Sprout Growers Association and his wife, Anna owned the residence. Dennis B. and Effie Rickland owned the house from the mid-1970s through the 1980s. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The buildings, relatively unmodified except for the installation of replacement windows and roof covering, were constructed with some architectural elements resembling the Craftsman or bungalow residential style, common in California during this period, but do not embody distinctive architectural characteristics (Criterion C), and have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

The parcel at 371 Fairmount Avenue contains a bungalow with Craftsman details and a detached garage. The house, constructed in the 1920s, has a simple rectangular plan, with a medium pitch front gable roof clad in composition shingles. The majority of the building is sheathed in clapboard wood siding with a decorative beltcourse. However, modern vertical V-groove siding is found at the front (south) gable end and lapped siding sheaths the rear addition, which was constructed prior to 1950. (Photograph 1) Fenestration consists of modern vinyl replacement windows that resemble the original windows and are set in the original openings with wide wood trim. (Photograph 2) (See Continuation Sheet)
The buildings at 371 Fairmount Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. The parcel, located on the northwest corner of Fairmount Avenue and Morrissey Boulevard is Lot 18, Block D of the Fairmount Addition tract. This subdivision was approved in February, 1887 and contained roughly ninety-four small, rectangular parcels. Originally the Fairmount Addition was bounded by Branciforte Avenue on the west and Morrissey Avenue (also known as Martin Boulevard) at the east. (See Continuation Sheet).

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

*B12. References: “Fairmount Addition to Santa Cruz,” subdivision map, filed February 1887, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Building permits, Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: November 2003

(This space reserved for official comments.)
P3a. Description (continued):

Three concrete steps lead to a full porch leading to a replacement, glazed wood panel front door. Tapered square columns on concrete piers support the porch’s low pitch gable roof that features wide fascia boards and exposed rafters. A secondary entrance, in the rear addition, consists of a flush wood door. The building includes a brick chimney on its west side near the façade. The rectangular plan, detached two-car garage sits northwest of the residence. It has a gable roof topped by composition sheet roofing, wide clapboard siding with corner boards and a replacement roll up garage door.

B10. Significance (continued):

The original plan for the Fairmount Addition subdivision was never actually realized. Because of the location of the subdivision, away from the center of Santa Cruz with scant means of transportation making the area virtually inaccessible, the lots sold slowly and many remained vacant until the early decades of the 1900s. When individuals did purchase these lots, most of the smaller parcels within this subdivision were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, instead of small, densely populated blocks of houses as the 1887 Fairmount Addition Tract subdivision map depicted, the subdivision started out as a semi-rural landscape, and did not become an urban residential tract until the mid-1940s.

This property was part of a semi-rural landscape during the pre-war period, surrounded by parcels containing multiple buildings separated by open pastures, agricultural fields, and large poultry barns. During this period, this parcel was known as 140 and then 162 Fairmount Avenue. By 1928, the parcel contained two buildings, a residence, and a combined poultry barn and garage. The parcel continued to serve as a small family owned poultry farm prior to World War II, but at some point during the war or shortly thereafter it was reduced in size. These changes were probably spurred by the widening of Martin Boulevard (now Morrissey) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos. The parcels on the north end of the Fairmount Addition were bisected by the new right of way for the future freeway. By 1950, the poultry barn/garage was removed from this parcel and a second residence, likely a rental unit, was located at the rear of the parcel and given the address 162½ Fairmount Avenue, its detached garage located at the northeast corner of the parcel. The lot was also divided at about this time, leaving the original house and a detached garage on a much smaller piece of land. The secondary dwelling and its detached garage north of the original house were removed before 1963 and were replaced by modern multi family housing. Additional living space was added at the rear of the main residence sometime after 1931.

The residence at 371 Fairmount Avenue was built in 1920, the garage constructed sometime after 1931. Laborer Robert H. Ditty occupied the house in the early 1920s. The next owners listed are Russell J. Gillette, an employee of Pacific Telephone Company and his wife, Elizabeth. They remained until 1956 when the house was sold to Reverend Ernest F. and Amy B. Hanby who lived there until the mid-1970s. The house was listed as “vacant” in 1975. This residence was built as part of the growth of small family farms on the semi-rural outskirts of Santa Cruz, but is not an important example within this context. Neither of the buildings appears to be associated with any significant historical events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), or with any historically significant people (Criterion B). The house has been modified by the installation of replacement windows, the construction of a rear addition sometime after 1928 and before 1950, and installation of
replacement roof covering further reduced the integrity of the building. While the building includes some of the characteristic details of a Craftsman style residence, like the low pitch gabled roof with wide, unenclosed eaves, exposed roof rafters, as well as the full width porch supported by columns, it is a modest example of this residential style, common in Santa Cruz during this period. The buildings associated with the poultry farm period of the parcel have been demolished, ancillary residences have been constructed and removed, and the construction of Morrissey Boulevard at the east of the parcel and Highway 1 which runs just north of it, have significantly reduced its original integrity. The buildings, therefore, are not important for their type, period, or method of construction (Criterion C), and have not yielded, nor will the buildings likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

![Photograph 2: Camera facing southwest, November 18, 2003.](image-url)
The parcel located at 353 Fairmount Avenue contains a residence, detached garage, and a carport and is located at the southeast corner of Fairmount Avenue and an unnamed access ramp to State Route 1 west of Morrissey Boulevard. The house is single-story with a rectangular plan, topped with a side gable, medium pitched roof sheathed in replacement composition shingle with a rear shed roof extension. The walls are sheathed in V-groove wood siding. Windows within the house vary in style and size and are either sets of 2/2 double-hung wood frame windows or replacement metal sliding sash. (Photograph 1) The main entrance to the house faces south, and features a small front gabled roof that is supported by two wood posts and shelters a wood paneled door with elliptical lights. Two brick stairs lead to this main entrance. (See Continuation Sheet)
The house and detached garage at 353 Fairmount Avenue do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel is part of the Fairmount Addition Tract. Created in February 1887, the subdivision contained roughly ninety-four small, rectangular parcels. (See Continuation Sheet.)
P3a. Description (continued):

To the rear (north) of the main residence is an addition, topped with a corrugated metal shed roof. A brick chimney is visible at the west side of the house, along with a detached one-car garage topped with a front gable, composition shingle roof and a wood tilt-up door. The garage is also sided in V-groove wood. An open-sided carport is attached to the west side of the house and has a wood shed roof supported by wood posts.

B10. Significance (continued):

The original plan for the Fairmount Addition subdivision was never actually realized. Because of the location of the subdivision, away from the center of Santa Cruz with scant means of transportation making the area virtually inaccessible, the lots sold slowly and many remained vacant until the early decades of the 1900s. When individuals did purchase these lots, most of the smaller parcels within this subdivision were combined to create larger parcels by 1928, many accommodating small fruit orchards and poultry houses. Thus, instead of small, densely populated blocks of houses as the 1887 Fairmount Addition Tract subdivision map depicted, the subdivision started out as a semi-rural landscape, and did not become an urban residential tract until the mid-1940s.

This property was part of a semi-rural landscape during the pre-war period, surrounded by parcels containing multiple buildings separated by open pastures, agricultural fields, and large poultry barns. The buildings described on this form are located on Lot 35, Block A of the Fairmount Addition. The land occupied by this property was part of a larger semi-rural parcel through the 1930s. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, the parcels on the north end of the Fairmount Addition were bisected by the new right of way for the future freeway. During this period, many of the remaining parcels within this subdivision were divided once again to become small, individual parcels, as was the case with the lot at 353 Fairmount Avenue. The residence that is the subject of this form was built shortly after the reconfiguration of the subdivision in 1947.

George Daniels, a painter, was one of the earliest owners of the property from 1953 until 1967. Mrs. Zepha Daniels lived in the house from the late 1960s through 1980. This house was built immediately after World War II as part of the infill development, taking place in Santa Cruz during that time, but is not an important example within this context. These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A), nor do any of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). The house has been modified through the construction of a rear addition and a carport, and the installation of replacement roof covering, and several replacement windows and doors. The house is a modest example of the Minimal Traditional residential style, common in California during this period. The buildings, therefore, do not embody distinctive architectural characteristics nor do they appear to be important for their type, period, and method of construction (Criterion C). The buildings do not appear to be the work of a master architect or builder, or posses high artistic value. In some instances, buildings themselves may serve as sources of important information about historic construction materials (Criterion D); however, this building does not appear to be a principal source of important information in this regard. Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
The parcel at 114 Elk is a rectangular lot that contains a single story residence with an irregular footprint, with the front wing slightly extended forward (west) of the attached garage. Topped with a cross-hipped, replacement composition shingle roof with wide, open eaves, the house also features a slight shed roof overhang at its west side, with decorative horizontal wood directly under the eave above the porch. Sided in stucco, the walls of the house also contain several vinyl vertical sliding windows with false muntins. The full width porch, located at the west façade, has a raised concrete stoop and is sheltered by the roof overhang that is supported by several wood posts and a railing. The front door appears to be modern, but is obscured by a metal screen door. The façade also features a brick veneer at its lower wall on the north end of the house. An attached one-car garage extends from the south side of the house and has side-hinged, V-groove wood doors. A large wood fence and arbor appear at the west side of the house.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

P5b. Description of Photo: (View, date, accession #) Camera facing east, October 28, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both
1951 / county property records

*P7. Owner and Address: Michael & Kathy L. Lamarche
3800 Maybee Lane
Santa Cruz, CA 95065-2117

*P8. Recorded by: (Name, affiliation, address) Julia Cheney
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: October 2003

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard
B1. Historic Name: _____________
B2. Common Name: _____________
B3. Original Use: **Single-family residential**
B4. Present Use: **Single-family residential**
*B5. Architectural Style: **Minimal traditional**
*B6. Construction History: (Construction date, alteration, and date of alterations) **Constructed 1951; installation of new roof covering and modern windows, date unknown**
*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____________ Original Location: _____________
*B8. Related Features: _____________

B9. Architect: **unknown**
B10. Builder: **unknown**

*B10. Significance: **Theme** n/a **Area** n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The house at 114 Elk Street does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located on the east block of Elk Street between Rooney Street and Goss Avenue, is not associated with a subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction reflect the fact that the land was originally subdivided and parcels sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See continuation sheet.)

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

*B12. References: Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; **Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.**

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003

(This space reserved for official comments.)
B10. Significance (continued):

This parcel and the land surrounding it were semi-rural during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were the norm through the 1920s. The area did not resemble a suburban residential neighborhood until after 1950. The lot that is the subject of this form originally contained a large poultry barn, chicken coop, a residence, a secondary residence (likely a rental unit) and two other ancillary farm buildings. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway. The large poultry barn and four other buildings on this lot were removed, leaving the northern portion of the lot vacant. After 1950, the lot was divided and boundaries were changed so that this large parcel eventually became five separate lots.

Harvey and Nina Sutton were likely the first owners of this property, from the early 1950s until the mid-1970s. Nina Sutton continued to own and occupy the house through 1980. The current owners, Michael and Kathy Lamarche, acquired it in 1999. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The house has been modified with the installation of modern vinyl sash, and a new roof. The building, a modest example of the Minimal Traditional residential style that was common in California during this period, does not embody distinctive architectural characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
The parcel at 102 Elk is a rectangular lot that contains a single-story residence with an L-shape footprint and a cross-gable, hipped-with-ridge roof, with narrow eaves. Sided in V-groove wood, the walls contain several windows of either fixed or fixed center panes flanked with casement sash. The porch is nestled in the corner of the L, sheltered by the roof overhang. The glazing of the wood panel front door consist of four small panes at the top of the door. An attached two-car garage is located at the south end of the building and is fitted with two separate metal sectional roll up doors.

*P3b. Resource Attributes: List attributes and codes  (HP2) Single Family Residence  
*P4. Resources Present:  □ Building  □ Structure  □ Object  □ Site  □ District  □ Element of District  □ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Camera facing northeast, October 28, 2003

*P6. Date Constructed/Age and Sources:  
□ Historic  □ Prehistoric  □ Both  
1950 / county property records

*P7. Owner and Address:  Joyce Renea Davis  
102 Elk Street  
Santa Cruz, CA 95065-1307

*P8. Recorded by: (Name, affiliation, address)  
Damany Fisher/Mark Beason  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA 95618

*P9. Date Recorded: October 2007

*P10. Survey Type: (Describe)  
Intensive
The house at 102 Elk Street does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located at the northeast corner of Elk Street and Rooney Street is not associated with a larger subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction reflect the fact that the land was originally divided and parcels sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. This parcel and the land surrounding it were semi-rural during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. (See continuation sheet.)

**B12. References:** Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; *Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County*, Caltrans District 5, May 2001.

**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** October 2003, revised April 2008

(This space reserved for official comments.)
These small, family farms were the norm through the 1920s despite early attempts by the De Laveaga Park developers to create orderly blocks and lots in the early 1900s. The lot that is the subject of this form was part of a larger parcel that originally contained a large poultry barn, chicken coop, a residence, a secondary residence (likely a rental unit) and two other ancillary farm buildings. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, including the large poultry barn and four other buildings on this lot. The parcel was subdivided again into smaller irregular lots at the corner of Elk and re-aligned Rooney Street and the residence evaluated on this form was constructed in 1950.

This home may have carried a different street number in the 1950s because 102 Elk was not listed until 1960 when Donald Hughes, a printer at Sentinel Printers, owned the house. Bradley Boyd owned the property from 1969 until the late 1970s, Caroll Butts owned the house in 1980 and the current owner, Joyce Davis, acquired it in 1995. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). Although the footprint and architectural elements of the house appear visibly unmodified from its original form, the house is a modest example of the ranch residential style that was common in California during this period. Therefore, the building does not embody distinctive architectural characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

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1 “Laveaga Park Tract Subdivision Number 2,” Subdivision Map filed September 25, 1908, Santa Cruz County Surveyor’s Office.
*P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*P2b. USGS 7.5' Quad Santa Cruz Date 1950, photorevised 1968 T ____ R ____ ¼ of Sec ____ B.M.

*P2a. County Santa Cruz

*P2c. Address 101 Elk Street City Santa Cruz Zip 95065-1306

*P2d. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 009-042-26

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at 101 Elk Street contains a 1,022 square foot, one story residence and attached garage. Topped with a cross gable roof sheathed in composition shingle, with open eaves and a wood fascia, the walls of the house are sided in stucco. Fenestration throughout the residence includes vinyl sliding windows, some with false muntins. The windows at the main façade (east) of the house are sliding sash with faux shutters. The porch is covered by the roof overhang and contains a modern wood front door and concrete stoop. The attached two-car 475 foot garage has a metal sectional roll up door, and a vinyl window with faux muntins set in the south wall. A secondary entrance is located on the north side of the house, as well as aluminum sliding windows. A modern skylight and various metal vents are located on the east slope of the house roof.

*P3b. Resource Attributes: (List attributes and codes) (HP2) Single Family Residence

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

*P5b. Description of Photo: (View, date, accession #) Camera facing northwest, November 20, 2003

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both

1958 / county property records

*P7. Owner and Address:

Kathleen M. Hogue
101 Elk Street
Santa Cruz, CA 95065-1306

*P8. Recorded by: (Name, affiliation, address)

Julia Cheney / Susan Hotchkiss
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

*P9. Date Recorded: November 2003

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard

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

DPR 523A (1/95)
NRHP Status Code: 6Z

Resource Name or # (Assigned by recorder): Map Reference #20-20

B1. Historic Name: _______________________

B2. Common Name: _______________________

B3. Original Use: Single-family residence  
B4. Present Use: Single-family residence

B5. Architectural Style: Minimal Traditional

B6. Construction History: (Construction date, alteration, and date of alterations)  
Built 1958; installation of modern windows, skylight and garage door (n.d.)

B7. Moved?  ☒ No ☐ Yes ☐ Unknown  
Date: _______________________  
Original Location: _______________________

B8. Related Features: _______________________

Builder: unknown

B10. Significance: Theme: n/a  
Area: n/a  
Period of Significance: n/a  
Property Type: n/a  
Applicable Criteria: n/a

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

The house at 101 Elk Street does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located at the northwest corner of Elk Street and Rooney Street is not associated with a subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction reflect the fact that the land was originally subdivided and parcels sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See continuation sheet.)

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

B12. References: Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001

B13. Remarks:

B14. Evaluator: Meta Bunse

Date of Evaluation: November 2003

(This space reserved for official comments.)
B10. Significance (continued):

This parcel and the land surrounding it were semi-rural during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were the norm through the 1920s. The area did not resemble a suburban residential neighborhood until after 1950. During this period, the parcel that is the subject of this form contained eight buildings, including a residence, two large poultry barns and ancillary farm buildings. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway. The poultry barns and other farm buildings on the lot at 101 Elk were cleared by 1950. Sometime after 1950 the residence was demolished and in 1958 the current residence was constructed.

August Kachel, a bulk cement loader at Pacific Cement, and his wife Vera, a sales associate at JC Penny’s, were likely the first owners of the property in 1960. Jack Pounds, an employee at J.P. Antiques and Auto Sales, was listed as the new owner in 1975 and Alvah C. Graves owned the residence in 1980. Kathleen Hogue acquired it in 2001. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The house has been modified through the installation of replacement windows, skylight, garage door, and a new roof covering. The house, a modest example of the Minimal Traditional architectural style common in California during this time, does not embody distinctive architectural characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
The lot at 147 Rooney Street contains a 1,533 square foot, 1 ½ story residence, with a side gable, composition shingle roof with medium eaves that are supported by wood braces. (Photograph 1) Clad in clapboard siding, the walls also contain a door set under the porch, which is sheltered by a small, front gabled roof and accessed by two concrete steps. An attic vent appears in this gable. A brick chimney is visible at the roof’s slope on the south side. A modern garage that was originally detached, but some time after 1950 was altered to become attached to the house is located at the northeast side and has a side gabled roof sheathed in replacement composition shingle, with walls covered in vertical wood siding and a paneled wood tilt-up door. Further recordation was hampered by the presence of the high shrubs along the south and west sides of the house.
**NRHP Status Code** 6Z  

**Resource Name or #** (Assigned by recorder) Map Reference #20-21

| B1. Historic Name: |  
| B2. Common Name: |  

**B5. Architectural Style:** Bungalow with Craftsman details

**B6. Construction History:** (Construction date, alteration, and date of alterations)  
Built 1948; installation of replacement roof covering (date unknown); alteration of detached garage (date unknown)

**B7. Moved?** ☒ No ☐ Yes ☐ Unknown  
Original Location:  

**B8. Related Features:**  

**B9. Architect:** unknown  
**Builder:** unknown

**B10. Significance:**  
**Theme** n/a  
**Area** n/a  
**Period of Significance** n/a  
**Property Type** n/a  
**Applicable Criteria** n/a  

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

The house at 147 Rooney Street does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located along Rooney Street between Elk Street and Gilbert Court, is not associated with a subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction demonstrate that the land was originally subdivided and parcels then sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See continuation sheet.)

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

**B12. References:** Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Soquel (1954 photorevised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

**B13. Remarks:**  

**B14. Evaluator:** Meta Bunse  
**Date of Evaluation:** November 2003  
(This space reserved for official comments.)
B10. Significance (continued):

This parcel and the lands surrounding it originally were semi-rural in landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were surrounded by open land not yet subdivided as early as 1928. The area did not resemble a suburban residential neighborhood until after 1950. The lot that is the subject of this form was originally part of a larger parcel that contained a house, detached garage, and two ancillary buildings at its rear (north). The western portion of this lot remained vacant. The state widened Martin Boulevard (now Morrissey) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, and lots were combined to form smaller, traditional suburban parcels. The exact dates of alteration of the detached garage to an attached one, and the removal of the two rear ancillary buildings are unknown, but Sanborn Maps confirm these changes were made after 1950.

The house at 147 Rooney Avenue was built in 1948, but was listed as “vacant” in city directories until 1950, when Elmer T. Brice, an oil worker, and his wife, Margaret became the first owners of the property. The Brices’ resided in the house until the mid-1950s, when it again was listed as “vacant.” Elmer Brice once again resided in the in 1958 after the property had been vacant during the mid 1950s. Brice lived there until the early 1970s. Paul Butler, a student, resided in the house in 1975, followed by Dan Olmstead through 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The house does not appear to be significant for its association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor does it appear to be associated with any historically significant people (Criterion B). The house has been heavily modified from its original form through the alteration of the original detached garage into an attached garage, as well as the installation of a replacement roof covering. The building, already a modest example of a Bungalow residential style, common in California during this time period, therefore does not retain much integrity nor does it embody distinctive engineering characteristics (Criterion C), and has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, this building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
The parcel at 143 Rooney is a rectangular shaped lot that contains two buildings: a main residence and a detached garage. The main residence has a single-story, L-shaped plan topped with a cross-gable, replacement composition shingle roof without an eave overhang except at the porch where it is wide. Metal louvered vents appear at each gable end. Sided in smooth stucco, the walls also feature several replacement vertical-hung, vinyl sash and one fixed center pane flanked by a sliding sash at the façade. The south-facing porch is raised concrete, partial width, and sheltered by the shed roof overhang that is supported by square wood support posts with decorative latticework between. A wood front door serves as the main entrance and is obscured behind a metal security door. A rear extension is located on the north side of the house. (See Continuation Sheet)
B1. Historic Name: ________________
B2. Common Name: ________________

*B5. Architectural Style: Minimal Traditional
*B6. Construction History: (Construction date, alteration, and date of alterations) Built ca. 1957; replacement roof covering and windows (n.d.)

*B7. Moved? ☑ No ☐ Yes ☐ Unknown  Date: ________________ Original Location: ________________
*B8. Related Features: ________________


*B10. Significance: Theme n/a  Area n/a
    Period of Significance n/a  Property Type n/a  Applicable Criteria n/a
(Describe importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The house at 143 Rooney Street does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The parcel, located on Rooney Street between Elk Street and Gilbert Court, is not associated with a larger subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction reflect the fact that the land was originally subdivided and parcels sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See continuation sheet).

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

*B12. References: Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: October 2003
(Report space reserved for official comments.)
P3a. Description (continued):

The house rests on a concrete perimeter foundation and small vents appear at the lower walls. A detached garage of the same general construction as the house is located in the northwest portion of the parcel, but is obstructed from view by a wood fence that extends from the rear of the house.

B10. Significance (continued):

This parcel and the land surrounding it were semi-rural during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were the norm through the 1920s. The area did not resemble a suburban residential neighborhood until after 1950. The lot that is the subject of this form was originally part of a larger parcel that once contained a house, detached garage, and two ancillary buildings. The western portion of this lot remained vacant until the 1957 when construction for this house and detached garage began. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate the freeway, and lots were combined to form smaller, traditional suburban parcels.

City building permits indicate that the foundation for the house at 143 Rooney was laid in 1957, and Santa Cruz city directories record that the house was still under construction in 1959. The first owner of the house, Forrest Bayers, an employee at Western Electric, and his wife Inge owned the house in 1960. They lived there until 1967. Ray George, an employee at Sylvania, and his wife Palmira owned the house from the late 1960s until the mid-1970s when Walter B. Willis and his wife, Laura owned the property. John Tesouhere and his wife Dorothy were listed as the owners through 1980. The current owner, William Gayhart, purchased the property in 1986. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. These buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The buildings have been modified through the installation of replacement material, and the house, already a modest example of the Minimal Traditional residential style, common in California during this period, and its detached garage do not embody distinctive architectural characteristics (Criterion C), and have not yielded, nor will the buildings likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
The parcel located at 115 Rooney Street contains two buildings, a residence and a detached garage. The residence is 1-½ stories and topped with a steep pitched, cross-gable roof that is sheathed in rolled composition shingles. A front gable roof projection covers an enclosed porch sheltering the entrance. Decorative wood lattice obstructs the front door, but a wood staircase can be seen from the public right-of-way, sheltered by a small shed roof extension off the front gable. (Photograph 1) The walls are sided in wide, vertical wood siding. Fenestration throughout the house consists of original windows of varying styles including, ribbon windows of 6/1 double-hung on the façade (south) side of the house, as well as 1/1 double-hung. Windows have wide wood frames, wood muntins, and awning sashes. (See Continuation Sheet)
The buildings at 115 Rooney Street do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel, located in the middle of the block of Rooney Street between Elk Street and Gilbert Court, is not associated with a subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction demonstrate that the land was originally subdivided and parcels then sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See Continuation Sheet)

**B12. References:** Santa Cruz County Records (various years 1907 to 1990); aerial photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories (various years, 1960-1980); USGS Quadrangles, Soquel (1954-1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** October 2003

(This space reserved for official comments.)
**P3a. Description (continued):**

A water table with decorative panels appears at the lower wall of the facade. *(Photograph 2)* A brick chimney sits at the east side of the building.

A detached, two-car garage is located on the east side of the parcel, adjacent to the main residence. Sided in identical vertical wood siding as the residence, the garage is topped with a front gable roof with a wide eave overhang. The door is a wood tilt up.

**B10. Significance (continued):**

This parcel and the lands surrounding it originally were semi-rural in landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were surrounded by open land not yet subdivided as early as 1928. The area did not resemble a suburban residential neighborhood until after 1950. The lot that is the subject of this form was vacant in 1928. The state widened Martin Boulevard (now Morrissey Boulevard) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. A few years prior to these accommodations for the freeway, the house and detached garage at 115 Rooney Street (then known as 18 Rooney Street) were constructed, and the addressed changed to 107 Rooney Street.

The first occupant of the house was O.G. Davidson, a laborer, who rented the house for one year in 1936. The first owner was Samuel W. Coffee, a painter, and his wife Blanche. The Coffees owned the residence until the mid-1940s, and in 1946 the house was again vacant. C.A. Lyons, Jr. was the owner in 1948, followed by Steve R. Thursten and his wife Marie in 1950. Bernard Murphy, a clerk at the post office, was the owner in 1953, and sold the property to Merran and Irene Murphy (who may have been relatives of Bernard’s) who resided there from the mid-1950s until 1958 when Russell Thomas owned the house. David T. Overton, a cement mason, and his wife Lorene were the owners from the late 1950s until 1967. Charles A. Lyons, who owned the house in 1948, and his wife Ruth, again owned the property from the late 1960s through 1980. This residence was built as part of the expansion of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). Although the house is visibly unmodified from its original form with the exception of a replacement roof covering, it is an example of the minimal traditional architectural style, commonly found in California during this time. Therefore, the buildings do not embody distinctive engineering characteristics (Criterion C), and have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
The parcel at 107 Rooney Street contains a residence and an ancillary building. The residence is a single story bungalow style house, rectangular in plan with a concrete foundation. The side gable roof is sheathed in rolled composition shingles and features moderate width, open eaves with triangular wood brackets at the gable ends. A louvered vent with a lug sill appears in the south gable end. The building’s walls are sided in wood clapboard. Three concrete steps lead to a slightly inset entry at the west side with a glazed, four paneled wood door and a 6/6 window. The entry appears below a front gable projection centered on the lower half of the west slope of the roof. Fenestration throughout the house consists of replacement vinyl frame windows with wood sills. (See Continuation Sheet)
**Historic Name:**

**Common Name:**

**Original Use:** single family residence

**Present Use:** Single-family residence

**Architectural Style:** Bungalow with Craftsman elements

**Construction History:**
- Built 1929; porch alteration, 1948; possibly remodeled 1950; construct foundation to house 1965.

**Moved?:** No

**Original Location:**

**Significance:**
- Theme: n/a
- Area: n/a
- Period of Significance: n/a
- Property Type: n/a
- Applicable Criteria: n/a

The buildings at 107 Rooney Street do not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be historical resources for the purposes of CEQA. The parcel, located in the middle of the block on Rooney Street between Elk Street and Gilbert Court, is not associated with a subdivision development. The various types and styles of residences in this neighborhood and the varying dates of construction demonstrate that the land was originally subdivided and parcels then sold to individual buyers who then each arranged for the construction of buildings, like the residence addressed on this form. (See continuation sheet.)

**Architect:** unknown

**Builder:** unknown

**Significance:**

**References:**
- Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1960-1980; USGS Quadrangles, Soquel (1954 photo-revised 1980); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County, Caltrans District 5, May 2001.

**Evaluator:** Meta Bunse

**Date of Evaluation:** October 2003
On the west side of the house, there is a vertical sliding window and a large fixed pane with false muntins. On the south side there is a bay window sheltered by a small shed roof sheathed in wood shingles and triangular wood brackets supporting the window. A wooden trellis and foliage surrounds the bay window. To the rear of the main residence is a small wood frame shed that is largely obstructed by vehicles.

B10. Significance (continued):
This parcel and the lands surrounding it originally were semi-rural in landscape during the pre-war period, with large parcels containing multiple buildings separated by open pastures and agricultural fields. These small, family farms were surrounded by open land not yet subdivided as early as 1928. The area did not resemble a suburban residential neighborhood until after 1950. The lot that is the subject of this form was originally part of larger neighboring holdings that consisted of open space, residences with detached garages, poultry barns, and other ancillary farm buildings. During the 1920s this property was known as 16 Rooney Street. The state widened Martin Boulevard (now Morrissey) in the mid-1940s as part of the construction of future SR 1 from Santa Cruz to Aptos, and subsequently, many of the parcels on the north end of the Rooney Street, Morrissey Boulevard, Elk Street, and Pacheco Avenue were bisected by the new right of way for the future freeway. Poultry barns and orchards were cleared during this period to accommodate this construction. During this period the address was changed to 107 Rooney Street.

The first owners of this property were J.J. Handley, a gardener, and his wife, Ida. They owned the residence from 1926 until the late 1920s when it was sold to R.T. Gilmore who held until the mid-1930s. In 1935, Charles and Martha Sylvester resided in the house. W.B. Hollingshead, a pipe fitter, and his wife, Ivy were the owners by 1941. The residence was listed in city directories as “vacant” until 1948, when William P. Baker, a carpenter and building contractor owned house until the mid-1950s with his wife, Dollie, a hairstylist. In 1957 Edward E. Hill owned the property. John Mallet, a schoolteacher, owned the building in briefly from 1958 until the early 1960s. Norman Dimick, a clerk at Mission Market, and his wife Nancy resided in the house in 1963, and from 1967 until 1969, Donald E. Annis, a construction worker, and his wife Ruby, owned the property.

This residence was built as part of the development of the semi-rural outskirts of Santa Cruz, but is not an important example within this context. The buildings do not appear to be significant for their association with historic events or trends in the history of Santa Cruz County or the City of Santa Cruz (Criterion A), nor do they appear to be associated with any historically significant people (Criterion B). The house has been altered with the installation of modern windows, new siding (the original house had a brick veneer that was added in 1939), and replacement roof covering. The porch was remodeled in 1948, when William Baker was the owner, and a concrete foundation was built in 1965, when the Dimicks owned the house. Sanborn Maps reveal that the house has been turned 90 degrees since its original construction, and it is likely that this occurred in about 1965, when the Dimicks applied to install the new foundation. These modifications have compromised the integrity of this house, which is a bungalow with Craftsman elements, a common residential style in California during this period. Therefore the buildings do not embody distinctive architectural characteristics (Criterion C), and have not yielded, nor will they likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

APPENDIX C: Letters to Interested Parties
January 6, 2004

RE: Highway 1 Widening / HOV Project, San Andreas Road to Morrissey Boulevard

To Whom It May Concern:

As you may already know, the Santa Cruz County Regional Transportation Commission (SCCRTC) is proposing a project to widen State Route 1 from San Andreas/Larkin Valley Road to 0.3 Km (0.2 mi) north of Morrissey Boulevard in Santa Cruz County. SCCRTC is currently in the Project Approval / Environmental Document phase for this project and is performing the necessary studies in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The purpose of the project is to widen Highway 1 to six lanes by adding High Occupancy Vehicle (HOV) lanes in the median. The new lanes would be available to carpools and buses during commute hours. Widening this portion of State Route 1 has been a high priority project since 1986, and was confirmed by the SCCRTC as the region’s highest priority project in the 2001 Regional Transportation Plan. The County and three cities have passed resolutions supporting the widening of Route 1. Please see the attached Fact Sheet for a general project map and additional information.

The SCCRTC has formed a consultant team to perform preliminary engineering and environmental technical studies to meet state and federal environmental requirements. JRP Historical Consulting is part of this team and is responsible for the preparing a technical study of the historic architectural and engineering resources in the proposed project area to determine if any historic properties are potentially eligible for the National Register of Historic Places or the California Register of Historical Resources. As part of this process we are also reviewing national, state, and local historic properties inventories and previous evaluations of historic architectural properties in the study area.

If you or your organization has any concerns regarding specific historic resources within the project area, please respond in writing to me at the above address citing your concerns within the next thirty days. You may also contact Kim Shultz at SCCRTC, 1523 Pacific Avenue, Santa Cruz, CA 95060, (831) 460-3208.

Sincerely,

[Signature]

Meta Bunse
Project Manager
List of recipients:

Santa Cruz County Historic Resources Commission  
Santa Cruz County Planning Department  
701 Ocean Street, 4th Floor  
Santa Cruz, CA 95060

Santa Cruz Historic Preservation Commission  
Don Lauritson  
Planning Department  
809 Center Street, Room 206  
Santa Cruz, CA 95060

Santa Cruz Historical Society  
P.O. Box 246  
Santa Cruz 95061

The Scotts Valley Historical Society  
Civic Center Drive  
Scotts Valley, CA 95066

Pajaro Valley Historical Association  
261 East Beach Street  
Watsonville, CA 95076

Aptos History Museum  
7605-A Old Dominion Court  
Aptos, CA 95003

Capitola Historical Museum  
410 Capitol Avenue  
Capitola, CA 95010

The Museum of Art and History  
McPherson Center  
705 Front Street  
Santa Cruz, CA 95060
**Project Funding**
- Funding other than regional share dollars, including federal sources and matching local tax dollars, will be needed for such a regionally significant project.
- The SCCRTC has passed a resolution to place a sales tax measure on the ballot in November 2004 to secure matching funds for the State Route 1 Widening/HOV project.
- The SCCRTC has programmed $8 million in its allotment of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for project development work on the Highway 1 Widening/HOV Project.

**Project Approval/Environmental Documentation**
The SCCRTC has retained a consultant team in the Summer 2003 to perform preliminary engineering and environmental technical studies to meet state and federal environmental requirements. A consultant team approach was selected to expedite this stage of the project. The SCCRTC is investigating innovative project delivery methods such as flexible funding and design-build or design sequencing for subsequent project stages.

**Schedule/Funding**
In November 2002 and April 2003, the SCCRTC programmed a total of $8 million in Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the Project Approval/Environmental Document phase. Securing additional funds for future phases of the project still needs to be addressed. The SCCRTC is currently developing an expenditure plan for a local ballot measure scheduled for November 2004 to raise matching funds for transportation projects including the Route 1 Widening/HOV project.

Cost estimates for the section between Morrissey Boulevard and State Park Drive are as follows:

<table>
<thead>
<tr>
<th>Project Components</th>
<th>Schedule</th>
<th>Cost Estimate (in millions)*</th>
<th>Funds Programmed</th>
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<td>Project Approval/Environmental Documentation</td>
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<td>Construction and Support</td>
<td>2011 – 2013</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$ 306.5</strong> *</td>
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</table>

* Costs are escalated based on estimated completion dates in the Caltrans Project Study Report, but do not include anticipated debt service. Unescalated costs would total approximately $230 million. Costs for the southern extension to San Andreas Road have not yet been studied, but are anticipated to be 1/3 the cost of the initial segment.

**Related Projects**

**State Route 1/17 Merge Lanes (State Transportation Improvement Program Funds: $52 million)**
- This project adds an auxiliary lane in each direction on State Route 1 between State Route 17 and the Morrissey/La Fonda area. Construction scheduled in late 2004 is subject to delay due to State funding constraints.

**High Occupancy Toll (HOT) Lanes Feasibility Study** – Variable-pricing lanes were assessed for State Route 1 using a Federal Highway Administration grant. Although HOT lanes were not pursued, HOV lanes could be converted to a HOT land at a later date, should demand warrant it.

**For More Information**
Contact the Santa Cruz County Regional Transportation Commission at (831) 460-3200, e-mail info@sccrtc.org or visit the Commission’s website at www.sccrtc.org.
Project Background

- Widening State Route 1 from San Andreas/Larkin Valley Road to 0.3 Km (0.2 mi) north of Morrissey has been a high priority project since 1986, and was confirmed by the Santa Cruz County Regional Transportation Commission as the region’s highest priority project in the 2001 Regional Transportation Plan.
- The County and three cities have passed resolutions supporting the widening of Route 1.
- State Route 1 serves heavy commuter, local and visitor traffic.
- Santa Cruz County serves 4.5 million visitors annually, and is the most popular beach destination in northern California.
- Tourism and agriculture are the top revenue generators in the county, both are highway dependent.
- Highway 1 serves the growing campus population of the University of California at Santa Cruz.
- In 1988 it was determined a high occupancy vehicle lane was both feasible and desirable to increase the effective capacity and minimize environmental effects.

Project Purpose and Objectives

- Highway 1 now operates at Level of Service F (total congestion) during extended peak periods.
- Average daily traffic on Highway 1 increased by 129% between 1975 and 2000.
- Heavy congestion is now experienced on Highway 1 for three and a half hours in the morning (6:30 am to 10 am) and for four and a half hours in the evening (2:00 pm to 6:30 pm)
- Projections show that peak periods of congestion will grow to five hours in the am peak and five and a half hours in the pm peak, and that the average peak speeds will be four times slower if the project is not built.
- Average delay for the peak period is expected to be up to three times worse without the project.
- Route 1 is the only highway through the county running between the mountains and the ocean and connecting Watsonville, Aptos, Soquel, Capitola, Santa Cruz and the University of California.
- State Route 1 is the terminus for state highways 9 and 17, highly utilized by commuters to Silicon Valley, visitors from the San Francisco Bay Area and beyond, and commercial truck traffic.
- State Route 1 is the terminus for state highways 129 and 152, used for commuter, recreational and commercial truck traffic, connected to State Route 101.
February 9, 2004

Meta Bunse
Project Manager
JRP Historical Consulting
1490 Drew Avenue, Suite 110
Davis, CA 95616

SUBJECT: HIGHWAY 1 WIDENING/HOV PROJECT

Dear Mr. Bunse:

This letter responds to your January 6, 2004 letter regarding the above project. I have enclosed the following historic-related documents for your review.

Historic Context Report
Alphabetical List of Listed City Historic Buildings
Volumes I and II of City Historic Building Survey
Original Volume II List (with crossed-out/non-listed properties)
Initial List of Potential Volume III Historic Buildings (not adopted)

I believe the alphabetical list will be key reference which will allow identification of listed historic properties near the freeway project. Since the two Volumes were completed in 1976 and 1989, all 50-year old properties are not identified in them. You are welcome to come to any Commission meeting. They meet every third Wednesday of each month at 7:30 in the City Council Chambers at 809 Center Street in Santa Cruz. Please contact me at 831-420-5117 if you have questions or would like to make a presentation at our Commission meeting.

Sincerely,

Don Lauritson
Senior Planner
Staff to Historic Preservation Commission
APPENDIX D: Historic Bridge Log
## Historical Significance - State Agency Bridges

### Santa Cruz County - District 05

<table>
<thead>
<tr>
<th>Bridge Number</th>
<th>Bridge Name</th>
<th>Location</th>
<th>Historical Significance</th>
<th>Year Built</th>
<th>Year Wid/Ext</th>
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<td>1958</td>
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### Santa Cruz County

<table>
<thead>
<tr>
<th>Bridge Number</th>
<th>Bridge Name</th>
<th>Location</th>
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Supplemental
HISTORICAL RESOURCES EVALUATION REPORT

Highway 1 HOV Lane Widening Project:
San Andreas Road to Morrissey Boulevard
PM R7.33/16.13 (KP R11.79/25.96)

EA 05-0C7300

Approved By:

Valerie A. Levulett:_____________________________
Chief, Technical Studies Branch
Caltrans District 5
San Luis Obispo

Prepared by:

Rebecca Meta Bunse, Partner:_____________________________
JRP Historical Consulting, LLC
1490 Drew Avenue, #110
Davis, CA  95618

Approved By:

Robert C. Pavlik:_____________________________
Principal Architectural Historian
Caltrans District 5
San Luis Obispo

April 2008
SUMMARY OF FINDINGS

JRP Historical Consulting, LLC (JRP) prepared this Supplemental Historic Resources Evaluation Report (Supplemental HRER) to evaluate historic buildings, structures, and objects within the Study Area and Area of Potential Effect (APE) for the Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard KP R11.79/25.96 (PM R7.33/16.13). This Supplemental HRER has been prepared in accordance with the January 1, 2004, “Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California” (Section 106 PA). Resources have also been evaluated in accordance with Section 15064.5(a)(1)-(4) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

This Supplemental HRER is an addendum to the original Highway 1 HOV Lane Widening Project HRER that JRP produced in August 2005 (revised September 2007 and April 2008) and addresses only those architectural resources that were not addressed in that report and its revisions. Please refer to the HRER for this project for a full description of the original architectural survey and evaluation results. The project under study envisions widening a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. The project location is shown in Figure 1 and the project vicinity is shown in Figure 2. The Area of Potential Effects (APE) for Historic Architecture is shown in Figure 3, along with map reference numbers keyed to each building or structure in the survey population. These figures appear in Appendix A. The survey population consists of three buildings and structures that date to the historic era, 1962 or earlier. The DPR 523 forms documenting these buildings and structures appear in Appendix B.

The architectural APE contains three resources that date to 1962 or before (Figure 3).¹ None of the surveyed properties are listed on the National Register of Historic Places (NRHP), or California Register of Historical Resources (CRHR), and none have been previously determined eligible for the NRHP. None of the properties surveyed for this Supplemental HRER appear to be eligible for the NRHP or the CRHR, nor are they considered to be historical resources for the purposes of CEQA (Table 1, below). Meta Bunse, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian and Historian, has determined that the only other properties present within the APE, including state-owned

¹ The Secretary of the Interior guidelines for evaluation of National Register eligibility is for buildings, structures or features 50 years of age or older. For this project the age limit was lowered to include resources 45 years or older (constructed in 1962 or earlier) to account for lead-time between preparation of environmental documentation and actual project construction. Properties with buildings, structures and features built after 1961, and those subject to exemption under the Section 106 PA, were not included in the survey.
resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

Table 1. Properties in the Supplemental APE that do not appear to be eligible for listing in the National Register or California Register

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<td>009-271-16</td>
<td>448 Morrissey Boulevard</td>
<td>Santa Cruz</td>
<td>1939</td>
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1. PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) and the Federal Highway Administration, in cooperation with the Santa Cruz County Regional Transportation Commission, propose to widen Highway 1 (State Route 1) for a distance of approximately 8.5 miles (13.7 kilometers), from 0.4 miles (0.6 kilometers) south of the San Andreas-Larkin Valley Road Interchange to 0.3 miles (0.4 kilometers) north of the Morrissey Boulevard Interchange (see Figures 1, 2, and 3). The project is designed to reduce congestion, encourage carpooling and use of alternative transportation modes as the means to increase transportation system capacity, and improve safety. Meeting these project purposes would address the following needs:

- Recurrent congestion, extending up to eight hours on weekdays,
- Travel time delays for commuters, commerce, and emergency vehicles,
- Disincentives to increase transit service because congestion threatens reliability and cost-effective transit service delivery,
- Disincentives to carpool from lack of supporting facilities and poor level of service,
- Accident rates exceeding statewide averages, and
- Increasing use of local streets by “cut-through” traffic seeking to avoid freeway congestion.

Three alternatives are currently under consideration: a High Occupancy Vehicle Lane Alternative, a Transportation System Management Alternative, and a No-Build Alternative.

High Occupancy Vehicle Lane Alternative

The High Occupancy Vehicle Lane Alternative would widen the existing four-lane highway to a six-lane facility by adding a high occupancy vehicle lane in the median in both the northbound and southbound directions. High occupancy vehicle lanes are designed for the exclusive use of carpools, vanpools and transit vehicles during designated time periods as established by Caltrans, the Federal Highway Administration, and the California Highway Patrol to increase ridesharing and transit use by enabling such travelers to bypass congestion in the mixed-flow lanes.

In the southern portion of the project, the median generally is wide enough to incorporate the new high occupancy vehicle lanes within the existing right-of-way. In the northern reach, where the median is narrower, widening would occur along the outside. In some locations widening would extend outside the existing highway right-of-way and require acquisition of property. Bridge structures, including the two existing Union Pacific Railroad overpasses and the Capitola Avenue Overcrossing, would be modified or replaced to accommodate highway widening. Roadway crossing structures would include shoulder and/or sidewalk facilities to accommodate pedestrians and bicycles. The project also would include retaining and sound walls and temporary easements, demolition and disposal of existing roadway facilities, excavations for new foundations, and earthwork, including borrow and fill.
The High Occupancy Vehicle Lane Alternative would modify or reconstruct all nine interchanges within the project limits to improve merging operations and ramp geometrics, lengthen acceleration and deceleration lanes, and improve sight distances. Ramp metering and high occupancy vehicle lanes would be provided on all on-ramps. This alternative would include auxiliary lanes between interchange ramps—as also included in the Transportation System Management Alternative—except that an auxiliary lane would not be constructed northbound between State Park Drive and Park Avenue. Auxiliary lanes are designed to reduce conflicts between traffic entering and exiting the highway by connecting from the on-ramp of one interchange to the off-ramp of the next; they are not designed to serve through traffic. Transportation Operations System electronic equipment, such as changeable message signs, highway advisory radio, closed-circuit television, microwave detection systems and vehicle detection systems also would be provided under the High Occupancy Vehicle Lane and Transportation System Management alternatives.

The High Occupancy Vehicle Lane Alternative would construct park and ride lots and bus pads with pedestrian access to local streets at some highway ramps to facilitate faster and easier highway access for buses. Intersections of freeway ramps with local roads would be modified to improve visibility and safety for pedestrians and bicycles. Three new pedestrian/bicycle overcrossings would be constructed, at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue. These pedestrian/bicycle overcrossings also are proposed under the Transportation System Management Alternative.

Transportation System Management Alternative

The Transportation System Management Alternative proposes ramp metering and high occupancy vehicle bypass lanes on existing interchange ramps. It would construct auxiliary lanes between the following interchanges:

- Freedom Boulevard and Rio Del Mar Boulevard
- Rio Del Mar Boulevard and State Park Drive
- State Park Drive and Park Avenue.
- Park Avenue and Bay Avenue–Porter Street.
- Bay Ave–Porter Street to 41st Street (southbound only)
- 41st Avenue and Soquel Avenue–Soquel Drive

The Transportation System Management Alternative would include park and ride lots and Transportation Operations System electronic equipment as described under the High Occupancy Vehicle Lane Alternative.

The Transportation System Management Alternative would reconstruct the north and south Aptos Union Pacific Railroad underpasses and the State Park Drive, Capitola Avenue, and 41st Avenue overcrossings and widen the Aptos Creek and Soquel Creek bridges. It would construct three new pedestrian/bicycle overcrossings across Highway 1: at Trevethan Avenue, Chanticleer
Avenue, and Mar Vista Drive. This alternative would not include HOV lanes or any additional through lanes on the mainline.

No-Build Alternative

The No-Build Alternative would not address the project purpose and need, but offers a basis for comparison with the High Occupancy Vehicle Lane and Transportation System Management alternatives in the future analysis year of 2035. It assumes no major construction on Highway 1 through the project limits other than planned and programmed improvements and continued routine maintenance. Planned and programmed projects included in the No-Build Alternative incorporate the following improvements contained in the 2005 Regional Transportation Plan:

- Installation of median barrier on Highway 1 from Freedom Boulevard to Rio Del Mar Boulevard.
- Construction of auxiliary lanes between the Soquel Avenue–Soquel Drive and Morrissey Boulevard interchanges and replacement of the La Fonda Avenue overcrossing; this project is currently in the environmental review phase.

Also included in the No-Build Alternative are a number of locally sponsored projects for improving the local arterial network and constructing and improving bicycle lanes. These are identified in the project Traffic Operations Report (July 2007).

The State Route 1/State Route 17 Widening for Merge Lanes Project is currently under construction, with completion anticipated in summer 2009 or earlier. It is considered as part of existing conditions for the Highway 1 High Occupancy Vehicle Lane Project.
2. RESEARCH AND FIELD METHODS

Once the proposed architectural APE was refined and the additional parcels to be studied were identified, JRP conducted the background and resource-specific archival research. Pre-field research included review of the previous survey work and project mapping. JRP also reviewed the current NRHP listings, CRHR, California Historical Landmarks, and Points of Historic Interest publications and updates. JRP searched these inventories, as well as the Office of Historic Preservation (OHP) “Directory of Properties in the Historic Property Data File for Santa Cruz County,” as of December 2004. This search effort established that none of the properties in the supplemental survey population had been previously listed or determined eligible for the NRHP or CRHP.

Reconnaissance surveys of the area were conducted by Meta Bunse and Shawn Riem in March and May 2007, to account in the field for all the buildings, structures, and objects found within the APE. This field reconnaissance helped to determine which buildings appeared to have been built in 1962 or earlier and would therefore be studied for this project. While the Secretary of Interior sets a guideline for review of potential National Register eligible buildings, structures or features at 50 years of age or older, this age limit was extended to include resources constructed in 1962 or before to account for lead-time between preparation of environmental documentation and actual project construction. Buildings, structures and features built after 1962 are not included in the survey. Resources that appeared to be built in 1962 or earlier, and which were not subject to exemption under the Section 106 PA, became the survey population for this Supplemental HRER.

Additional pre-field background research was done through First American Real Estate Solutions commercial database, Santa Cruz County records online, review of historic and current USGS topographic maps, historic aerial photography, and other documents to confirm dates of construction. The property-specific and historical context research included review archival and published records, as well as government records. Research for the project was conducted at the following locations for the Supplemental HRER: California State Library; the Santa Cruz County Public Library, the map collection and special collections of the University of California, Santa Cruz; Shields Library at the University of California Davis; Santa Cruz County Assessor’s Office; Santa Cruz County Records Room and Surveyor’s Office; and building permits from the City of Santa Cruz’s Planning Department. A complete listing of materials consulted is provided in the bibliography that appears in Section 6.

JRP project managers and historians conducted interviews and personal communications via telephone and email as needed during the fieldwork and research for this project. No interviews were requested of field crews, nor were any field crews approached with detailed questions from interested parties.
3. HISTORICAL OVERVIEW

The APE for this project encompasses a broad transportation corridor through the mid-county area of Santa Cruz County. The themes presented in the historic context in Section 3 reflect the two property types addressed in this Supplemental HRER: residential and commercial. For a discussion of other property types and themes developed in the original survey for this project see the HRER (August 2005, revised September 2007).

Many of the historic resources located within the APE are either directly related to the development of this transportation corridor or have been affected by it. Other resources relate to more general patterns of residential development and the growth of the various small communities in the area. The buildings addressed in the Supplemental HRER date between 1939 and 1957, a time when the rural agricultural phase of development of this area ended, State Route 1 was modernized, and residential suburbanization took hold. Poultry farms and orchards once occupied much of the open space where State Route 1, roadside commercial development, and residential subdivision exist today.

The APE for the project includes portions of two incorporated cities, Santa Cruz and Capitola, and a half dozen unincorporated areas, or neighborhoods of Santa Cruz County, Soquel and Aptos. The City of Santa Cruz is the county seat as well as the largest city in Santa Cruz County.2 One of the properties addressed in this report is located within the Santa Cruz city limits: 448 Morrissey (Map Reference 20-25a). The incorporated community of Capitola is located east of Santa Cruz, south of State Route 1, on the Pacific Ocean at the mouth of Soquel Creek. State Route 1 separates Capitola from its unincorporated neighbor to the north, Soquel, which is centered around the intersection of Soquel Drive and Porter Street. The Skyview Drive-in (Map Reference 16-03a) is located west of Soquel and east of Santa Cruz. Aptos is also unincorporated and is located east of Soquel and Capitola along Aptos Creek. State Route 1 bisects Aptos, with the original village located north of the freeway off Soquel Drive, and the seaside part of the Aptos community on the coast just north of the Rio Del Mar neighborhood and golf course. Map Reference 4-01a, is a residence located at 9384 Monroe, on the north side of State Route 1, east of the original village of Aptos.

The three buildings addressed in this report reflect both suburban development of Santa Cruz, and the generally rapid growth of the area fueled both by the post World War II economy and the construction of modern State Route 1. The following overview summarizes the general history of the mid-Santa Cruz County area in the mid-twentieth century, as well as its residential and commercial development to provide the appropriate context for the evaluation of these buildings.

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3.1. Early Twentieth Century – Prior to World War II

The economy of mid-Santa Cruz County shifted in the late nineteenth century from the resources extraction activities of the timber and lime industries to a more general agricultural economy, which included both large interests and small farms, often based on orchards or poultry products. It also developed a burgeoning tourist industry during this period. The population of the region also increased during the early twentieth century with the expanding economy, particularly in the City of Santa Cruz, which led to increased residential development. All of this development -- agricultural operations, tourism, and residential growth -- demanded improved road facilities as earlier transportation proved inadequate.

Santa Cruz County worked to improve its roads system in the early twentieth century, but both freight and passenger traffic still relied heavily on the services of the railroad, first in the form of the Santa Cruz Railroad and then the Southern Pacific Railroad (SPRR). The advent the private automobile further encouraged the development of a paved road system in California in the 1910s and 1920s. The California Bureau of Highways, and later the Department of Highways, created the state’s first system of paved highways and county roads during this time and Santa Cruz County voters approved funding in 1919 to improve local roads. Among other projects, the county paved the road linking Watsonville and Santa Cruz that basically followed an early stage line, through Freedom, Aptos, and Soquel, connecting to the state highway over the Santa Cruz Mountains, which ran to San Jose (now State Route 17). The Watsonville-Santa Cruz roadway improved in the 1920s is now known as Soquel Drive / Soquel Avenue and it facilitated the movement of local produce and helped encourage tourists to visit the Santa Cruz area, generating new roadside architecture and development.

The City of Santa Cruz was the commercial and social center of the county in the early years of the century, boasting a population of about 11,000 by 1920, and more than 14,000 by 1930. Residential development during this period reached outward from the city’s original nineteenth century core near Lincoln Street, on the west side of the San Lorenzo River, but growth was slow and many subdivisions formed during this period were not “built out” for decades after their original survey. Some suburban growth followed expansion of the city’s streetcar system, and subdivisions were laid out along the streetcar rail line running from downtown, along Water

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3 Susan Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” prepared for the City of Santa Cruz Planning and Community Development Department (October 2000), 9-16; Margaret Koch, Santa Cruz County: Parade of the Past (Fresno: Valley Publishers: 1973).


5 Raymond Forsyth and Joseph Hagwood, One Hundred Years of Progress: A Photographic Essay on the Development of the California Transportation System, (Sacramento: Signature Press, 1996), 11-13; California Department of Public Works, Division of Highways, Fifteenth Biennial Report, November 1946, 255, 257; Ben Blow, California Highways-A Descriptive Record of Road Development by the State and by Such Counties As Have Paved Highways (San Francisco: California State Automobile Association, 1920), 126, 248; E.J. Carter, “In Santa Cruz-New Multiple Lane Highway is Rapidly Nearing Completion,” California Highways and Public Works 27 (November-December 1949), 11; Koch, Santa Cruz County, 73.

Street, and northward on Morrissey Boulevard (Martin Avenue).⁷ Within the APE, this resulted in the creation of the Laveaga Park Tract Subdivision Number 1 and Number 2, established in 1907 and 1908.⁸ Although these tracts were subdivided into more than 150 small, urban lots arranged in a grid pattern, buyers often acquired multiple contiguous lots for use as a small poultry or orchard farm, instead of building a single house on a single lot.⁹ The relatively large amount of open space and poultry sheds are visible in the 1931 aerial photograph in Figure 4.

The Great Depression impacted the economy and development of Santa Cruz County during the early 1930s, as it did across California and the entire country. Tourism declined and the region’s small farms struggled. Residential and commercial development slowed throughout the mid-county region and a devastating fire in Capitola further damaged the tourist industry in the village in 1933. Within the APE, the outskirts of Santa Cruz changed little during the pre-World War II period and remained a semi-rural setting of poultry farms and small orchards. The land east of Santa Cruz, along Soquel Drive / Soquel Avenue remained sparsely developed with farms and nurseries.¹⁰ As the county emerged from the depths of the Depression, development within the APE was sporadic, with a few homes built in the residential tracts in Aptos and Rio Del Mar, and some new houses in northeast Santa Cruz, including the residence at 448 Morrissey Boulevard (Map Reference 20-25a).

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⁸ "Laveaga Park Tract Subdivision Number 2,” Subdivision Map filed September 25, 1908, Santa Cruz County Surveyor’s Office; T. W. Wright, Official Map of Santa Cruz County (San Francisco: Britton and Rey Lithographers, 1889).


The house at 448 Morrissey Boulevard (Map Reference 20-25a) is one of only a few resources within the APE that date to the pre-World War II period, when limited infill residential construction occurred in Santa Cruz and the area transformed into the suburban environment that dominated the post-war era. The new houses of the late 1930s were built on small parcels with no ancillary farm buildings, and were often built in what is now called the Minimal Traditional style, or followed the trends of the previous decades with a few Bungalow details, as seen in the 448 Morrissey house.11 Like its neighbors, the house at 448 Morrissey Avenue (Map Reference 20-25a) is a one-story, wood frame building, with horizontal wood siding. Its style lies between the preceding era of the Bungalow (with exposed rafter tails and hipped roof), and the spare, unadorned aesthetic of the Minimal Traditional style which became popular in the 1930s and 1940s. This house does not feature the knee braces, lookouts, broad front porch, or stonework of typical Craftsman Bungalows, nor the peaked roof or often stucco sided walls of a Minimal

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11 One can see in Division of Highway photographs of the Morrissey Boulevard area of Santa Cruz taken during the planning stages for freeway State Route 1 that the area was in decline. Some buildings appear vacant or in disrepair. In general, many of the properties do not demonstrate prosperity.
Traditional building, and instead lies somewhere between the two styles. Similar to northeastern Santa Cruz, little residential development occurred elsewhere in the APE, except for some sporadic construction around Aptos. Much of the land surrounding Aptos and the Soquel/Capitola area had been subdivided into small farms and apple orchards as logging tapered off during the 1920s and these small agricultural properties remained the norm until modern State Route 1 was constructed in the late 1940s.

3.2. Mid Twentieth Century, World War II and after – 1941 though the Present

Although tourism, roadside architecture, and residential and commercial development were well established prior to World War II, the new highway dramatically changed the mid-Santa Cruz County landscape when the first major phase was opened in 1949. State Route 1 brought with it new scales and types of commercial development, and the prosperity of the post-war period led to changes in residential development patterns, both of which can be seen within the APE. The Division of Highways began studying the best means to improve the highway through this area of the county in 1936, and connected the north end of Watsonville, and Rob Roy Junction (southeast of Aptos) by way of a new three-lane highway between 1941 and 1942. The junction was located in what is now the south end of the APE. The highway work also included improving the road between Watsonville and Santa Cruz (now Freedom Boulevard/Soquel Drive/Soquel Avenue) and became Legislative Route 56, signed State Route 1. Division of Highways planned to extend the improvements to Santa Cruz, but did not receive funding until after World War II.¹²

California’s post-World War II prosperity and expansion brought an upsurge to the Santa Cruz economy, tourism industry, and population, which, in turn, encouraged infrastructure and residential development.¹³ Furthermore, the property acquisition for and construction of State Route 1 as an expressway, and then as a freeway, also led to changes in mid-Santa Cruz County. It especially stimulated new types of automobile-centric commercial development within the broad transportation corridor, and land that could no longer be used for agriculture became accessible for commercial, residential, and institutional development. The highway also bisected this area of the county, cutting across Santa Cruz neighborhoods and splitting Capitola and Soquel from one another. Most of the post-World War II buildings and structures in the APE were either directly related to the development of this new transportation corridor or were affected by it. The property at 2260 Soquel, the Skyview Drive-in, is the quintessential post-war


business designed to cater to customers in the automobile age (Map Reference 16-03a), and 9384 Monroe Avenue (Map Reference 04-01a) is a typical 1950s Ranch Style residence.

Figure 5: State Route 1, view facing east towards Capitola, 1949. Skyview Drive-in, in background (Map Reference 16-03a), Soquel Drive Overcrossing, foreground. [California Highway and Public Works, November / December 1949]

After the war, interest resumed in completing the state highway between Watsonville and Santa Cruz and the Division of Highways constructed the 7.65 segment from south of Aptos, to Morrissey Boulevard in Santa Cruz, between 1947 and 1949. This new segment of State Route 1 was a “limited freeway,” or expressway, with grade crossings, a four-lane divided roadway, and straighter alignment. The route ended in Santa Cruz near the intersection of Pacheco Avenue and Morrissey Boulevard.14 The oblique aerial photograph in Figure 5 shows the new freeway as it looked in 1948 from the eastern edge Santa Cruz, looking east, and illustrates the scattered development that had existed along former Legislative Route 56 at the outskirts of Santa Cruz and in the Soquel area. Northeastern Santa Cruz also changed as more single family homes were

built and the pre-freeway landscape of small-scale poultry and orchard farming declined. Construction of the freeway also led to reconfiguration of parcels, not only along Morrissey Boulevard, but all along the route in Soquel and Aptos, and other areas along the freeway right-of-way. Many property owners were quick to build businesses catering to automobile traffic, opening diners and motels soon after the freeway opened. One of these early highway businesses was the Skyview Drive-in located at 2260 Soquel (Map Reference 16-03a).  

The subdivision of former farming properties also made way for new infill housing constructed in place of and among the early twentieth century Bungalows. Most of the Santa Cruz residential development in the APE during the post-war period consisted of small-scale suburban houses on small parcels, built in the Minimal Traditional or Ranch styles. The Ranch Style house evolved as early as the 1930s during the post-Bungalow phase of residential architecture, but really dominated the single family house design in the late 1940s and 1950s. The style is characterized by elongated linear floor plans, low-pitched gable roofs with wide overhanging eaves and a blending of indoor and outdoor living areas. Ranch houses employed a variety of historic references, but specifically the nineteenth century California adobe ranch house, as well as California single-wall construction board and batten rural buildings. Eventually, the style also incorporated aspects of Modern architecture, emphasizing horizontality, large windows, unadorned surfaces, and open floor plans. Early ranch style architects included Cliff May, H. Roy Kelley, and William Wurster. Wurster’s Gregory Farmhouse and several residences at the Pasatiempo golf course, both in Santa Cruz County, are highly regarded examples of the early Ranch style. Although none of the buildings in the APE are the work of these architects, their general influence can be seen in the survey population where modest ranch homes have open plans that include wood frame construction combined with a linear plan and understated exterior finishes.

15 USGS Quadrangle, Soquel (1954, photorevised 1980); United States Geological Service, aerial photographs, “Portions of San Mateo and Santa Cruz Counties, California,” 1940; United States Division of Forestry, aerial photographs, “Santa Cruz County, California, with overlap into San Mateo, Santa Clara and Monterey Counties,” 1948; United States Commodity Stabilization Service, aerial photographs, “Santa Cruz County with Portions of San Mateo, Santa Clara, Santa Cruz and San Benito Counties, California,” 1956; United States Army Corps of Engineers, aerial photographs, “City of Santa Cruz, California from Point Santa Cruz to Soquel Point,” 1963; County property records; City directories (various years); Division of Highways, “As Built” plans 4TC45-F May 23, 1949; Interview with Mary-Margaret Anderson (owner) by JRP Historical Consulting, April 2004.


17 David Gebhard, Eric Sandweiss, and Robert Winter, Architecture in San Francisco and Northern California (Salt Lake City: Gibbs Smith Publisher, 1985), 579.

The Ranch style gained national attention, and builders across the country copied the designs of early custom homes of California. The sprawling style fit the “expansive mood of the post-World War II suburbs” perfectly. Many of the Ranch style houses studied for this project are very modest examples of the style. They are small and simple and employ few of the character-defining features of the style. Most have an elongated side gable form with recessed entry, and attached garage, but lack the rambling, rusticated look of the classic Ranch Style home. The house at 9384 Monroe (Map Reference 04-01a and Figure 6) is typical, in that it has the slightly irregular, linear footprint and attached garage of a Ranch style home, but does not have wide eaves or a prominent picture window found in typical examples of the style. This house at 9384 Monroe was constructed on formerly rural land near the freeway in 1957 as nearby Aptos was transforming from a small village surrounded by rural landscape to the largely suburban environment of the late twentieth century.

Figure 6: 9384 Monroe Avenue (Map Reference 04-01a) circled, State Route 1 at lower left. Aerial view from detail of Google Earth photograph, accessed May 7, 2007.


20 USGS Quadrangle, Soquel (1954 photorevised 1980); Santa Cruz County Property Records; Santa Cruz County Building Permits; City Directories (various years); USGS, aerial photographs, 1940; US Division of Forestry, aerial photographs, 1948; USCSS, aerial photographs, 1956; USACE, aerial photographs, 1963; Division of Highways, As Built Plans 4TC45-F May 23, 1949; County Survey Maps Vol. 29, Page 19, February 1949 and Vol. 36, Page 24, May 2, 1960; United States Census (1920 and 1930); Santa Cruz City/County Directories (various years); and Caltrans District 5 Right-of-Way Record Map, SCr-1-PM13.0, R-44B.8.
The Division of Highways converted State Route 1 between Aptos and Santa Cruz from a limited freeway with some at-grade crossings to a full limited-access freeway in the 1960s. This was accomplished through several contracts issued to construct frontage roads and cloverleaf interchanges on short segments of the highway at 41st Avenue, Park Avenue State Park Drive, Rio Del Mar and Rob Roy Junction in 1969.21 The development of commercial activities along or adjacent to Soquel Drive and Soquel Avenue continued after the Division of Highways completed freeway State Route 1. The older Soquel Drive / former State Route 56 alignment continued to serve local traffic and accommodated commercial land uses, particularly in and around Santa Cruz. Some new commercial properties were built to take advantage of auto access on and off the freeway at interchanges and at-grade crossings, or to take advantage of land that was now adjacent to the new freeway alignment, such as the Skyview Drive-in.22

The drive-in movie theater known as the Skyview Drive-in (Map Reference 16-03a) is typical of post-freeway commercial development in the Santa Cruz area, and is also typical of drive-in theater development in general. Richard M. Hollingshead, Jr. is credited with opening the first drive-in movie theater in the United States in New Jersey in 1933. He developed the concept to cater to families who, despite struggling financially, were willing to spend money on food, automobiles and entertainment. An outdoor theater, he decided, would offer families relatively low cost entertainment, where people could bring their children and enjoy a meal all while sitting in their car. Hollingshead received a patent for his drive-in design, which called for a site located in a field close to a highway, with a screen facing the field, and a series of inclined ramps radiating out in a semicircle around the screen for patrons’ parked cars. Hollingshead formed a company called “Park-In Theatres,” and sold the right to use the drive-in concept to other investors. Camden Drive-In served as the blueprint for thousands of future drive-ins across America, including Pico Drive-In Theatre, on Pico Boulevard in Los Angeles, which was California’s first drive-in when it opened September 1934.23

Drive-ins grew in popularity and advanced in technology during and after World War II. RCA developed the in-car speaker, a small speaker box that pumped sound into individual cars where patrons could control the volume, a feature that became standard drive-in technology by 1946. Previously undeveloped and relatively inexpensive land along the country’s new post-war freeways also contributed to the growth of the drive-in industry and by 1949, when the Encina

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22 USGS Quadrangle Maps, Soquel (1954 photorevised 1993); City Directories (various years); County Property Records (various years); County Building Permits; Fairchild Aerial Surveys, aerial photographs, 1931; USGS, aerial photographs, 1940; US Division of Forestry, aerial photographs, 1948; USCSS, aerial photographs, 1956; USACE, aerial photographs, 1963; Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E, Bet Rob Roy Jct. & Morrissey Ave., Envelope 412, Sta 335+10; and California Highways and Public Works, November / December, 1948.

Drive-in (later re-named Skyview Drive-In, Map Reference 16-03a) opened on a parcel located north of State Route 1 and south of Soquel Avenue, there were approximately 1,000 drive-in movie theatres in the United States. The number of drive-in theaters rose to 4,000 in the 1950s as Americans were more affluent and more could afford cars. 

Unlike indoor theatres, the first drive-ins catered to families, offering such amenities as free admission for children, snack bars, restrooms, and picnic tables. This changed in the 1950s when the movie industry began producing movies targeted towards the teenage audience. By the 1960s drive-ins began to wane in popularity and had difficulty keeping up with movie and sound technology, often running second-rate features as they began to compete with shopping center movie theaters and television. By the 1970s most drive-in theaters were aging and many were in disrepair. Although the decline of the drive-in decline has continued over the last thirty years, the Skyview Drive-in Theatre has remained in operation since its opening, expanding to two screens in 1970, and serving as a flea market during daylight hours on the weekends since about 1974. The Martins family has owned the drive-in since it was built and opened May 27, 1949, and Marvin Martins and his family operate it today. 

Current development along much of the State Route 1 corridor between Aptos and Santa Cruz is a product of the late twentieth century. Tourism continued to be an important part of the Santa Cruz County economy which also attracted various service industries. New educational institutions such as the University of California campus on the northwestern outskirts of the City of Santa Cruz and Cabrillo College in Aptos, both beginning in the 1960s, also spurred new growth both in the built environment and the local population. Soquel remained small and unincorporated as the community fought against several attempts to develop large subdivisions in the 1970s and focused its retail identity on antique stores that are today the most popular business for the village. Aptos remained a quiet community through the 1950s, but experienced a large growth spurt in the 1960s. Today Aptos has a population of more than 9,000 people and, economically, is responsible for twenty-five percent of the county’s visitor rental units and supplies half of the unincorporated county lodging taxes. In the 1980s, the technology sector began to bridge the gap between the twin economic engines of tourism and agriculture for the region, as it had for neighboring Santa Clara County. Dozens of technological firms, Santa Clara based firms and subsidiaries, as well as local ventures, operate in the city and region. 

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county area has also become a bedroom community for other urban areas, particularly San Jose. Many of the properties within the survey population in the APE therefore represent the early transformation of once rural and agricultural land into the current, mostly suburban type, built environment.

### 4. DESCRIPTION OF CULTURAL RESOURCES

The historic architectural APE for this project covers an area along SR 1 in Santa Cruz County between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. This area encompasses about 400 legal parcels addressed in the HRER prepared for this project. Revisions to the APE for the project brought fifteen legal parcels into the study area for historic architectural resources and of these, three parcels contained buildings, groups of buildings, or structures constructed in or before 1962. These three resources were inventoried for this Supplemental HRER and evaluated on the attached DPR523 forms. Meta Bunse, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian and Historian, has determined that the only other properties present within the APE (the twelve additional parcels in the revised APE), including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation) and require no further study.

The properties surveyed in this Supplemental HRER include buildings and structures that are related to general historical patterns of residential and commercial development, and influenced by changes to and expansion of the State Route 1 transportation corridor itself. The three buildings date to the mid twentieth century, between 1939 and 1957, see Appendix B. Only 448 Morrissey Boulevard (Map Reference 20-25a) was constructed before the modernization of State Route 1 (the house was built in 1939), while the other properties were either directly influenced by the construction of the highway (Skyview Drive-in, Map Reference 16-03a, built in 1949), or were part of the general post-war and post-freeway growth of the area (9384 Monroe Avenue, Map Reference 04-01a). This can be attributed to the fact that most of the alignment of SR 1 within the APE dates to the late 1940s and the route that the Division of Highways selected for the freeway was a previously rural and agricultural landscape that had not been densely developed. As discussed in the historic overview, the post-freeway landscape changed dramatically as commercial centers developed around interchanges and along frontage roads, and many farm parcels transected by the construction of the new roadway were subdivided into smaller suburban lots. This suburban development also encouraged much denser vegetation, with much more space within the post-war landscape devoted to trees and shrubs, instead of open pastures and agricultural fields.

The two residential buildings are single-family dwellings, located at opposite ends of the project. One is in unincorporated part of Santa Cruz County near Aptos (9384 Monroe Avenue, Map
Reference 04-01a) and the other is within the City of Santa Cruz (448 Morrissey Boulevard, Map Reference 20-25a). The house on Morrissey was built in 1939 as a late addition to a subdivision that had been created thirty years earlier, while the house on Monroe was constructed during the post-war residential boom that both the Aptos area and the rest of the county experienced in the 1950s and 1960s. Neither building is an important example of its style, period, or method of construction and both buildings are unremarkable stylistically and do not appear to be associated with historically important individuals. The house on Monroe appears to have undergone the most physical change because the windows have been replaced throughout the building, as have the main entrance door, garage door, and roofing. The residence on Morrissey had fewer exterior changes. Nevertheless, neither building is important within the context of its construction, design, or use, and neither appears to meet the criteria for listing on the NRHP or CRHP, under any of the criteria.

The Skyview Drive-in is a complex of buildings located north of the highway, east of the Soquel Drive overcrossing and west of the area known as Soquel, in an unincorporated part of Santa Cruz County. This drive-in was opened in 1949 adjacent to the newly established State Route 1 alignment and has operated in this capacity since that time. The property is typical of this type of entertainment-related commercial business. It was not influential in the drive-in industry, nor was it individually important in local or regional development. Additionally, the Skyview Drive-in has been extensively altered and expanded over time, including the addition of a second screen, reconfiguration of the parking/viewing berms, removal of the speaker posts, and the addition of several buildings during the 1970s. The drive-in, therefore, does not appear to be eligible for either the NRHP or CRHP, under any of the criteria.

5. FINDINGS AND CONCLUSIONS

JRP Historical Consulting, LLC, prepared this Supplemental HRER as part of the Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard PM R7.33/16.13 (KP R11.79/25.96) and to comply with the Section 106 PA. The properties have also been evaluated in accordance with Section 15064.5(a)(1)-(4) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The project will widen a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. This Supplemental HRER is an addendum to the original Highway 1 HOV Lane Widening Project HRER that JRP produced in August 2005 (revised September 2007) and addresses those architectural resources that were not addressed in the original report. Please refer to the HRER for this project for a full description of the original architectural survey and evaluation results. None of the three properties evaluated for this Supplemental HRER appear to meet the criteria for listing in either the NRHP or CRHR. The DPR 523 forms documenting these buildings and structures appear in Appendix B. The tables below summarize the results of
this report for all of the historic resources within the APE. Meta Bunse, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian and Historian, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

Table 1. Properties Listed in the National Register

None

Table 2. Properties Previously Determined Eligible for the National Register

None

Table 3. Properties Previously Determined Not Eligible for the National Register

None

Table 4. Properties Determined Eligible for the National Register As a Result of the Current Study

None

Table 5. Properties Determined Not Eligible for the National Register As a Result of the Current Study

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<td>025-181-02</td>
<td>2260 Soquel Avenue</td>
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<td>009-271-16</td>
<td>448 Morrissey Boulevard</td>
<td>Santa Cruz</td>
<td>1939</td>
<td>6Z</td>
</tr>
</tbody>
</table>
Table 6. Properties for Which Further Study is Needed because Evaluation was not Possible

None

Table 7. Resources That Are Historical Resources for the Purposes of CEQA

None

Table 8. Resources That Are Not Historical Resources Under CEQA, Per CEQA Guidelines §15064.5, Because They Do Not Meet the California Register Criteria Outlined in PRC §5024.1

<table>
<thead>
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<th>Map Reference</th>
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<td>1939</td>
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United States Geological Service. Aerial Photographs of Portions of San Mateo and Santa Cruz Counties, California. 1940.


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"Mid-County Post" online archives. http://www.mcpost.com/


Santa Cruz Sentinel online archives. http://www.santacruzsentinel.com/


7. PREPARERS’ QUALIFICATIONS

JRP Partner Meta Bunse (MA in History – Public History, California State University, Sacramento, 1996) directed this project, including APE development, fieldwork, research and analysis. Ms. Bunse has more than eighteen years experience working as a consulting historian on a wide variety of historical research and cultural resource management projects as a researcher, author, and project manager. Based on her level of education and experience, Ms. Bunse qualifies as a historian/architectural historian under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

Shawn Riem, Research Assistant III, conducted field surveys, research, and assisted with historic evaluation, draft report writing, and report preparation. Ms. Riem received an M.A. in Public History from California State University Sacramento in 2007 and has worked at JRP since 2006. Production Technician Rebecca Flores prepared the graphics and assisted in report production.
ATTACHMENTS
APPENDIX A: Figures

(See final HRER prepared April 2008)
APPENDIX B: DPR 523 Forms
The 1,536 square foot single family residence at 9384 Monroe Avenue sits on a 1.65 acre lot located on the hillside to the north of Soquel Avenue and to the west of Rio Del Mar Boulevard. The Ranch style residence is irregular in plan and features a cross hipped roof with narrow closed eaves and composition shingles. The walls are clad in vertical channel wood siding. Fenestration consists of replacement aluminum frame single casement and sliding windows. The primary entrance is located on the northeast elevation and features a replacement faux panel door flanked by decorative side lights. A bubble skylight is located above the entry. An attached garage with a replacement sectional door is located on the north elevation. (See Continuation Sheet)
The property at 9384 Monroe Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. The house is located on a large, irregular shaped parcel bordered by Monroe Avenue to the north and Soquel Drive to the south in an area that had some mixed residential and agricultural development prior to the construction of State Route 1 in the early 1950s; however, this particular parcel was not developed until after the highway was built. The residence was built as part of the post-highway expansion in Aptos that occurred in the 1950s and 1960s. Research in county building permits and city directories indicate that David Downey owned the property by 1970 and various members of the Downey family have lived there ever since; however, the original building permit (ca. 1957) is no longer on file. Sandra and David Downey are the current owners and Mr. Downey worked as a driver for Capitola Garbage Company through the late 1980s. (See Continuation Sheet)
P3a. Description (continued):

A deck is located at the southwest corner of the residence, and downhill from the house is an in-ground swimming pool. Decorative rockwork flanks the asphalt driveway which curves between Monroe Avenue and the attached garage. The residence shares the parcel with two outbuildings, one of which is located north of the house, near Monroe Avenue. It is a rectangular structure clad in wood siding with vertical channel groves and gable roof with wood shingles and narrow open eaves. The other small storage building is near the east end of the house, and although it appears to also be wood frame, only its narrow gable roof is visible from the street.

B10. Significance (continued):

History of Property

The Downeys have made a number of improvements to the residence over the years, including installation of a swimming pool in June 1970, and in 2005 they applied for a permit to replace the roof on the residence. Additionally, the windows throughout the building, as well as the main entrance door and garage door have been replaced. A deck has been added to the southwest corner of the house, as well.¹

This area of Aptos was mostly rural until the mid-1960s and the landscape included orchards, shrubbery and steep grassy hillsides. The first residential subdivisions in the Aptos area appeared during the mid-1920s, yet the community of Aptos remained small and concentrated near the coast through the 1930s partially because the Depression prevented sale of parcels in this remote area. Even as late as the 1950s, subdivisions were not fully developed. Aptos experienced a growth spurt in the 1960s and both residential and commercial development began to expand. The two closest residential developments to the property are the Aptos Beach Country Club subdivision, which is farther west on Monroe Avenue, and the Deer Park subdivision, which is located to the south on the other side of State Route 1. Neither of these subdivisions was fully occupied until the early 1960s. The section of Monroe Avenue adjacent to 9384 Monroe Avenue was finally developed during this time period and the area remains largely residential.

Evaluation of Significance

This property at 9384 Monroe Avenue does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). The building does not have important associations with the residential development of this area of Aptos, which developed quite slowly until the 1950s and 1960s. This house does not appear to be important in local, state, or national history, within the context of this post-World War II and post freeway modernization and growth. The property is not associated with any important residential, commercial or agricultural trends in the region and is simply one of many built during the population increase in Aptos during this time. It is surrounded by residences dating from various times, in a semi-suburban environment, and does not have any important national associations. None of its occupants appear to have made significant contributions to local, state, or national history (Criterion B). Members of the Downey family have worked for

¹ USGS Quadrangle, Soquel (1954, photorevised 1980); Historic Aerial Photographs (1940 through 1963); Division of Highways, As Built Plans 4TC45-F May 23, 1949; Santa Cruz County Building Permits, on file, Planning Department; Polk’s Santa Cruz City Directories, various years, 1968-1988.
local businesses (like McFarlane Candy Company and the Capitola Garbage Company) but none of these individuals appear to have direct important associations with these fields of endeavor.

Under Criterion C, the house does not embody distinctive characteristics for its period, type or method of construction and is instead an unremarkable example of a Ranch style house. Ranch style houses were very common in Santa Cruz County and throughout California, especially during the 1950s and 1960s. The house does not appear to be significant with this architectural context and does not appear to be the work of a master craftsman. The house has undergone several alterations, including replacement of all its original windows with vinyl clad casement and sliding sash. The owners have also installed a new main entrance, re-roofed the building, added a swimming pool, deck and ancillary buildings, all of which detract from the integrity of the original house.

In rare instances, the buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this house does not appear to be a principal source of information in this regard. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.

Photographs (continued):

![Photograph 2. Façade, camera facing southwest, May 3, 2007.](image-url)
Figures:

**Figure 1.** 2007 aerial image courtesy of Google Earth, accessed May 7, 2007.
**P1.** Other Identifier: Skyview Drive-In Theatre

**P2.** Location: ☒ Unrestricted

- *a. County* Santa Cruz
- *b. USGS 7.5' Quad* Soquel Date 1954, photorevised 1980
  - T __; R __; ¼ of Sec __; _____ B.M.
- c. Address: 2260 Soquel Avenue, City Santa Cruz, zip 95062-1402
- d. UTM: (give more than one for large and/or linear resources)
  - Zone ______; ____________ mE/________________ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
  - Assessor Parcel Number: 025-181-02

**P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Skyview Drive-In Theatre is located at 2260 Soquel Drive between Chanticleer Avenue and Mattison Lane in unincorporated Santa Cruz County. The theater was opened in May 1949 as a single screen drive-in and currently consists of six buildings, two projection screens, and a large marquee sign (see Photographs 1-9, and Figures 1 and 2). The large parking/viewing area is a series of concentric, curved rows of low earthen berms covered in asphalt and marked with parking spaces (see Photograph 2). The theater has two entrances, one for automobile traffic and a second for foot traffic, and an automobile exit; all of which are accessed by two driveway openings on Soquel Avenue that lead to a holding area and the automobile entrance. The property is surrounded by a fence composed of corrugated metal panels and chain link, with a corrugated metal panel rolling gate at the exit. An asphalt access road curves around the property at the fence line. (See Continuation Sheet)

**P3b.** Resource Attributes: (List attributes and codes)

- **HP10** Theater

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

**P5b.** Description of Photo: (View, date, accession #)

- **Photograph 1,** camera facing south, March 30, 2007

**P6.** Date Constructed/Age and Sources:

- ✔ Historic
- ☐ Prehistoric
- ☒ Both

- 1949 / county property records

**P7.** Owner and Address:

- Skyview Drive-in Theatres: A Partnership
  - 243 El Dorado St., Ste 200
  - Monterey, CA 93940-2914

**P8.** Recorded by:

- Meta Bunse/Shawn Riem
- JRP Historical Consulting, LLC
- 1490 Drew Ave, Suite 110
- Davis, CA 95618

**P9.** Date Recorded: March 2007

**P10.** Survey Type: (Describe)

- Intensive

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**P11.** Report Citation: (Cite survey report and other sources, or enter “none.”)

- JRP Historical Consulting, HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard, Supplemental

**Attachments:**

- NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record
- ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
- ☐ Other (list)

DPR 523A (1/95)

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*Required Information*
**Historic Name:** Encina Drive-in; Skyview Drive-In

**Common Name:** Skyview Drive-In

**Original Use:** drive-in theater

**Present Use:** drive-in theater/flea market

**Architectural Style:** Contemporary commercial

**Construction History:** Built 1949; alterations made 1970s-1990s, including addition of second screen, second projection room, caretaker’s residence, and produce shed in the 1970s, additional storage building in 1988 and remodeling of snack bar in 1995.

**Architect:** unknown

**Builder:** unknown

**Significance:** Theme n/a Area n/a

**Period of Significance** n/a

**Property Type** n/a

**Applicable Criteria** n/a

The drive-in at 2260 Soquel Avenue does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. (See continuation sheet.)

**References:** USGS Quadrangle Maps, Soquel (1954 photorevised 1993); City Directories (various years); County Property Records (various years); County Building Permits; Historic Aerial Photographs (1931 through 1963) Division of Highways, As Built Plans 4TC45-F May 23, 1949; Caltrans, District 4 Map Room, Contract No. 04TC45-F and 04TC47-F for SCR-56-E.

**Evaluator:** Meta Bunse

**Date of Evaluation:** May 2007

(This space reserved for official comments.)
P3a. Description (continued):

The automobile entrance facing Soquel Avenue features two small ticket booths which are irregular in plan with flat roofs and boxed eaves (see Photograph 3). The booth on the west features walls clad in stucco and a large fixed pane window on both the north and south sides, a door and aluminum framed horizontal sliding window on the west side, and an aluminum framed horizontal sliding window is located on the east. The roof extends to shelter both large windows and is supported by a centrally placed metal pipe. A small marquee is located at the northern roofline. The booth on the east is similar in style and is joined by a roof to the theater office, creating a sheltered space in front of the office entrance. A large “entrance” sign is fixed to the roof. The theater office is a rectangular structure clad in stucco capped by a flat roof with boxed eaves and is bisected by a corrugated metal fence (see Photograph 4). The entrance to the office is located on the west side and features a centrally placed door flanked by an aluminum vertical sliding window and an aluminum frame fixed pane window. A wood framed double hung sash window is located on the north side.

The walk-in entrance to the drive-in consists of a small rectangular ticket booth and chain link fence with a corrugated metal and is located at the northern edge of the property. The booth structure is clad in vertical grove wood panels and is capped with a moderately pitched side gable roof clad in composition shingles (see Photograph 5). Fenestration consists of aluminum framed horizontal sliding windows on all sides and the building is accessed by a door in the west wall. A narrow counter is attached to the structure at the base of the east windows.

The concession stand is located near the center of the property and has an irregular footprint. The building is clad in stucco and capped by a flat roof with closed eaves (see Photograph 6). A shed roof extends along the entire south elevation and is supported by four square wooden posts. Fenestration consists of a combination of aluminum frame horizontal sliding windows and wood framed fixed pane windows. A vinyl frame greenhouse window is located on the west elevation. Narrow counters are located on the north and south elevations. Benches and picnic tables surround the building.

The projection booth is located to the north of the snack bar and is irregular in plan and is clad in stucco. The northwest and northeast walls are angled and meet in an acute angle under the boxed eaves of the low pitched gabled roof (see Photograph 7). A ribbon of aluminum fixed pane and vertical sliding windows run the length of the angled walls. The building is accessed by short flights of concrete steps with a metal railing. A cinderblock wall shelters the restrooms located on the east and south sides of the building. The original screen is located at the southern end of the property. The screen is supported by a heavy steel frame with four heavy steel buttresses and a steel post on either side of the buttresses (see Photograph 8). A cinderblock wall at the foot of the screen encloses a beer garden/trailer storage area. The second screen, built in 1970, is supported by a lighter steel frame and three steel truss-work posts (see Photograph 9). A three-sided marquee with two announcement boards is supported by five metal poles and is located at the entrance to the property on Soquel Avenue (see Photograph 10).
B10. Significance (continued):

Richard M. Hollingshead, Jr. is credited with creating and opening the first drive-in movie theater in the United States, the Camden Drive-In in New Jersey, on June 6, 1933. Hollingshead wanted to start his own business and began researching potential business ventures in 1932. He concluded that people were willing to spend money on food, clothing, automobiles, and entertainment despite the hardships imposed by the Great Depression. Hollingshead decided that an outdoor theater where people could watch a movie, bring their children, and enjoy a meal all while sitting in their car, could tap this potential market. He quickly developed his idea and received a patent for a drive-in theater designed for a location in open space close to a highway, with a screen facing the open space and shielded by a large wind-resistant screen tower, a series of inclined parking/viewing berms radiating out in a semicircle around the screen, and a projection booth located at a reasonable distance from the screen. Hollingshead’s theater included a fence and large trees around the perimeter to prevent people from watching the movie without paying. To optimize the sound, Hollingshead proposed speakers mounted at various points around the lot. He also created a funnel-shaped guard to direct a continuous stream of air at the projector lens to keep insects attracted by the lights from gathering on the lens. He also formed a company called “Park-In Theatres” and sold the right to use the drive-in concept to other investors. Camden Drive-In served as the blueprint for thousands of future drive-ins across America, including Pico Drive-In Theatre, on Pico Boulevard in Los Angeles, which opened September 1934 and became California’s first drive-in.1

Drive-ins grew in popularity in the early 1940s and pushed technology to keep up with the growth. Sound quality was one of the largest hurdles drive-in owners had to overcome. Hollingshead’s idea of placing speakers at various points in the drive-in, especially on the tower, caused nearby residents to complain about the noise. In 1941 RCA developed the in-car speaker, a small speaker box that brought sound into individual cars where patrons could control the volume and by the close of World War II became standard drive-in technology. Drive-ins also developed off-street holding areas where cars would line up while waiting to buy their tickets without impeding traffic on city streets. The Skyview Drive-In was opened in 1949, as this type of theater became increasingly popular across the country. Land was cheap and readily available in many suburban areas during the post-World War II era and developers bought up large parcels on the outskirts of towns and along major transportation arteries to build drive-ins. By the time the Skyview Drive-in opened in 1949 there were approximately 1,000 drive-in movie theatres in the United States, rising to more than 4,000 by the close of the 1950s as Americans became more affluent and more could afford to buy cars.2

Many advertising gimmicks were reflected in drive-in architecture. Owners often used the backside of the movie screen and tower to advertise to passing motorists and elaborate murals were painted on screens and perimeter fences to promote the drive-in’s name. The towers were sometimes “accentuated with streamlined buttresses, stepped wing walls, and other eye-catching devices.”3 To attract further attention, owners placed stand alone marquees, often double-sided illuminated signs, near highways to announce movie titles and the times of the showing. By 1950s these murals and towers were often outlined in neon lights.4 The Skyview Drive-In’s neon lighted sign was removed in the 1970s and replaced with the current signage.

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1 Elizabeth McKeon and Linda Everett, Cinema Under the Stars: America’s Love Affair with the Drive-In Movie Theater (Nashville: Cumberland House, 1998), 7-8, 10-11; Liebs, Main Street to Miracle Mile, 153, 154-155; Don and Susan Sanders, The American Drive-In Movie Theatre (St. Paul, Minn.: Motorbooks International, 2003), 19, 21.
3 Lieb, Main Street to Miracle Mile, 160.
4 Sanders, The American Drive-In, 36-37.
Concession stands were a staple of drive-ins by the 1950s because owners realized early that selling food was the most profitable part of their business and earlier attempts to use snack carts and car hops were not successful. Early concession stands were usually single-story multi-purpose buildings that sometimes incorporated the projection room or restrooms. By the late 1950s new drive-ins offered concessions in a cafeteria-style snack bar designed by Al Gordon, president of a hotel and restaurant equipment company. These cafeterias were self-serve, controlled crowds with a turnstile, and became a standard design feature at drive-ins.5

Unlike indoor theatres, the first drive-ins catered to families, offering free admission for children, snack bars, restrooms, and picnic tables, but this changed as the movie industry began producing movies targeted towards the teenage audience in the 1950s. Drive-in audiences began to shift from families to young couples and dating teenagers and owners soon found themselves being blamed for promoting teen promiscuity. Some owners tried to improve their reputations by installing playgrounds to attract more families with children, but this effort was not particularly successful and by the 1960s drive-ins began to wane in popularity.6 The teenage audience was not as profitable the family audiences of the 1940s who were simply not coming to the drive-ins as they once had done. Many drive-ins did not update their projection and sound equipment and often ran second-rate features, or even began to show R-rated and adult films. This drove down business even further as communities complained that these films were inappropriate where movies could be seen by passing cars. Drive-ins were also facing stiff competition from shopping center movie theaters and television and by the 1970s most drive-in theaters were starting to age and went without major repairs or improvements. Drive-ins across the country closed and owners sold their land to developers, a decline that has continued over the last thirty years.

The Skyview Drive-In Theatre is located between Soquel Avenue on the north, and State Route 1 on the south, in an area that had been open agricultural fields and small farms prior to the construction of the new highway alignment in the late 1940s. The area consisted of open fields and scattered residential and roadside commercial properties before construction of the highway and today commercial buildings and businesses that cater to local residents surround the drive-in and date to the late-twentieth century. Although this drive-in is dates to the period of general commercialization of the area after construction of the new freeway, it did not play an important role within this trend, nor was it individually important within this pattern of development. The drive-in does not have specific or direct associations within this context and does not appear to meet the Criterion A or Criterion 1.7

The Martins family has owned the drive-in since it was built and opened May 27, 1949, as the Encina Drive-In. Marvin Martins currently operates the property and operates it with the help of his family.8 While Martins has owned the Skyview Drive-In nearly sixty years, this long-term ownership does not constitute historical significance. There is no evidence that Martins or the other operators of the property included technological or design innovations in the Skyview Drive-in, or that the property influenced the design or technology of other similar theaters in the area. It does not appear that Marvin Martins, or other members of the Martins family, have made important contributions to either the theater industry, or to local, state, or national history (Criterion B and Criterion 2).

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5 Sanders, The American Drive-In, 79, 85; McKeon and Everett, Cinema Under the Stars, 45.
6 McKeon and Everett, Cinema Under the Stars, 32, 80; Sanders, The American Drive-In, 93, 95-96.
The theater itself is not an important example of this property type and does not embody distinctive characteristics of its period or method of construction, nor does it appear to be the work of a master craftsman (Criterion C and Criterion 3). The Skyview Drive-in began as a common modern design for a drive-in theater of the mid-twentieth century, and has subsequently been altered. The drive-in has several elements that are typical of this property type, such as raised berms, concession stand, and projection rooms and screens, but there is no strong architectural design motif in the components of the property.

Additionally, the theater has undergone numerous alterations since it was constructed in 1949. Most of the alterations were completed in the 1970s when a second screen was installed. The second screen required construction of not only a second projection room, but reconstruction of more than a third of the parking/viewing berm area with a smaller number of rows facing the new screen. The 1970s construction also included a residence to replace the caretaker’s mobile home, and a produce sales facility was built to accommodate the flea market which opened in the early 1970s. Other additions included perimeter fence that was originally six feet high, but was later raised to eight feet and moved closer to the property line to increase parking. A shed and covered storage area were built in 1988 and the snack bar was remodeled and re-roofed in 1994-1995. In 1996, the Skyview Drive-In installed a new radio sound system that transmits to patrons’ car stereos and the speaker boxes and posts were removed. These extensive alterations have resulted in a substantial loss of historic integrity.

In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (Criterion D); however, this drive-in does not appear to be a principal source of important information in this regard. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to meet the significance criteria as outlined in these guidelines.
Photographs (continued):

**Photograph 2.** Raised berms with original projection screen in background, camera facing south. March 30, 2007.

**Photograph 3.** Drive up ticket booths, camera facing south. March 30, 2007.
Photographs (continued):

Photograph 4. Rear of automobile entrance and ticket office, camera facing northeast.

Photographs (continued):


Photographs (continued):


Figures:

**Figure 1.** Looking east on Highway 1 at the Soquel Avenue Overcrossing.  
*(California Highways and Public Works 27 (November-December 1948), p. 3-5.)*
**Figure 2.** Sketch plan of Skyview Drive-in, 1993.
(Detail from: Property Building Permit file, Santa Cruz County Planning Department)
The 1,168 square foot single family residence at 448 Morrissey Boulevard sits on a .13 acre parcel south of the southeast corner of Morrissey and Fairmont Avenue in Santa Cruz. The residence is surrounded by shrubs and trees that limit viewing from Morrissey (Photograph 1 and Figure 1), but the back of the building and the ancillary buildings are visible from the alley at the east side of the parcel (Photographs 3-4). The house has an irregular plan and a detached garage and a modern carport located east of the residence. The house sits on a concrete perimeter foundation and is clad in v-groove horizontal wood siding. The roof is cross gabled, hipped, clad in composition shingles, and has open eaves with exposed rafter tails. A small awning roof with scalloped fascia shelters the primary entrance, which is a replacement door and screen door located near the center of the Morrissey (west) side of the house (see Photograph 2). (See Continuation Sheet)
**B1. Historic Name:**

**B2. Common Name:**

**B3. Original Use:** Single family residence  
**B4. Present Use:** Single family residence

**B5. Architectural Style:** None, some Bungalow details

**B6. Construction History:**
Built 1939; front door replacement, replacement roofing and carport added at unknown date.

**B7. Moved?** No

**B8. Related Features:**

**B9. Architect:** unknown  
**B10. Builder:** unknown

**B11. Significance:**

- Theme: n/a
- Area: n/a
- Period of Significance: n/a
- Property Type: n/a
- Applicable Criteria: n/a

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

The building at 448 Morrissey Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be historical resources for the purposes of CEQA. This parcel is part of the Laveaga Park Tract Subdivision Number 1 (Lot 1 of Block D), which contained 178 small rectangular lots when it was created in 1907. Most of these small lots were purchased in groups and used together for small fruit orchards and poultry farms by the late 1920s, so that the subdivision did not develop as a typical tract of small residences on small lots with homes of similar architectural style age. Instead, into the 1930s, the agricultural uses in the tract resulted a semi-rural landscape with large parcels containing multiple buildings, open spaces, and small, family farms. (See continuation sheet).

**B12. References:**

“Laveaga Park Tract Subdivision Number 1,” filed November 12, 1907; Subdivision Maps Book 14, Map 1, Santa Cruz County Surveyors Office; Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1922-1980; USGS Quadrangles, Santa Cruz (1954 photorevised 1968); City of Santa Cruz Public Library vertical files; Sanborn Fire Insurance Maps, 1928 and 1950; Caltrans District 5, “Historic Architectural Survey Report for State Routes 1/17: Merge Lanes Santa Cruz County,” May 2001.

**B13. Remarks:**

**B14. Evaluator:** Meta Bunse

**Date of Evaluation:** May 2007

(This space reserved for official comments.)
P3a. Description (Continued)

This entrance and front stoop is accessed by a short flight of brick steps with a metal railing. Fenestration throughout the house consists of one over one double hung sash windows with wood trim and sills. An exterior brick chimney is located on the south end of the façade and is surrounded by a simple wood frame pergola that is attached to the roof of the front porch. A recessed secondary entrance is located at the rear (east side) of the house and is sheltered by the main roof and accessed by a short flight of brick steps. The detached garage is clad in v-groove horizontal wood siding with a chevron patterned wood double door and multi-pane casement windows in the south wall (see Photograph 3). A modern metal framed carport is attached to the north side of the garage and shelters a concrete parking area (see Photograph 4).

B10. Significance (continued):

By the time that the residence described on this form was built in 1939, some smaller single family homes were beginning to appear in the area. This infill trend continued as state highway improvements required the widening of Martin Boulevard (now Morrissey Boulevard) in the late 1940s. Although portions of Block K to the north were eliminated to accommodate the new roadway at that time, this lot and Block D were untouched.1

The residence and detached garage at 448 Morrissey Boulevard were originally constructed in 1939 and several individuals have owned and occupied the property since that time, although the original owners are unknown and original permits are unavailable. P.M. and Thelma A. Bork owned the residence by the early 1950s. The house passed to Ernest M. Davis by 1959, and then to J. Cecil and Laura D. Harlan by the late 1960s. J. Edmond Archaubeauldt acquired the property in the early 1970s and he operated his tailoring business out of this home. The residence passed to his wife Bernice in the mid 1980s after his death. Donald Lund owned the property in 1988, but by 1992 ownership passed to Ernest E. Prochnow, the current owner.2

The subdivisions in this area were first used for agricultural purposes and this residence was built as part of the general expansion of the City of Santa Cruz and infilling of lots in what had been a semi-rural area on the outskirts of town. The house at 448 Morrissey does not share this rural context, and is not important within the context of 1930s or 1940s residential development in the area. The property is part of the gradual infill of the Laveaga Park Tract but does not embody specific important aspects of this pattern of development, therefore, the house and garage do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). None of the owners or occupants made significant contributions to local, state, or national history, nor did they make historically significant contributions to their fields of endeavor (Criterion B). The building does not have distinct characteristics of a specific style, but does incorporate some details often seen in Bungalow designs, such as exposed rafter tails, double-hung windows with lug sills, and horizontal wood siding. These modest elements do not include the rectangular plan, broad porch, eave brackets, or rusticated foundation often found in these homes. This house is an unremarkable example of a single-story wood frame residence that does not embody distinctive architectural characteristics (Criterion C). The property has not yielded, nor will it likely yield, important information for history (Criterion D). Furthermore, these buildings have been evaluated in

2 Santa Cruz County Property Records; Polk’s Santa Cruz City Directories, various years, 1954-1988.
accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

**Photographs continued:**

**Photograph 2.** Primary entrance, camera facing southeast.
Photograph 3. Detached garage, camera facing north.

Photograph 4. East elevation and carport, camera facing northwest.
Figures:

Figure 1. 2007 aerial image courtesy of Google Earth, accessed May 7, 2007.
Supplemental
HISTORICAL RESOURCES EVALUATION REPORT

Highway 1 HOV Lane Project:
San Andreas Road to Morrissey Boulevard
PM R7.24/16.13 (KP R11.64/25.96)

EA 05-0C7300

Approved By:

Valerie A. Levulett:________________________________________________________________________
Chief, Technical Studies Branch
Caltrans District 5
San Luis Obispo

Prepared by:

Rebecca Meta Bunse, Partner: ____________________________
JRP Historical Consulting, LLC
1490 Drew Avenue, #110
Davis, CA 95618

Approved By:

Bob Pavlik: __________________________________________
Principal Architectural Historian
Caltrans District 5
San Luis Obispo

December 2010 FINAL
SUMMARY OF FINDINGS

JRP Historical Consulting, LLC (JRP) prepared this Supplemental Historic Resources Evaluation Report (Supplemental HRER) to evaluate historic buildings, structures, and objects within the Study Area and Area of Potential Effects (APE) for the Highway 1 HOV Lane Project: San Andreas Road to Morrissey Boulevard PM R7.24/16.13 (KP R11.64/25.96). This Supplemental HRER has been prepared in accordance with the January 1, 2004, “Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California” (Section 106 PA). Resources have also been evaluated in accordance with Section 15064.5(a)(1)-(4) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

This Supplemental HRER is an addendum to the original Highway 1 HOV Lane Project HRER that JRP produced in August 2005 (revised September 2007 and April 2008, with the first Supplemental HRER in April 2008) and addresses only those architectural resources that were not addressed in those reports and revisions. Please refer to the HRER for this project for a full description of the original architectural survey and evaluation results. The project under study envisions widening a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. The project location is shown in Figure 1 and the project vicinity is shown in Figure 2. The Area of Potential Effects (APE) for Historic Architecture is shown in Figure 3 in Appendix A, along with map reference numbers keyed to each building or structure in the survey population of this supplemental HRER. The survey population consists of five buildings and structures that date to 1965 or earlier that required evaluation under the Section 106 PA. 1 The DPR 523 forms documenting these buildings and structures appear in Appendix B.

None of the surveyed properties are listed on the National Register of Historic Places (NRHP), or California Register of Historical Resources (CRHR), and none have been previously determined eligible for the NRHP. None of the properties surveyed for this Supplemental HRER appear to be eligible for the NRHP or the CRHR, nor are they considered to be historical resources for the purposes of CEQA (Table 1, below). Meta Bunse and Polly Allen, who both meet the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Architectural Historian and Historian, have determined that the only other properties present within the APE, 1

1 The Secretary of the Interior guidelines for evaluation of National Register eligibility is for buildings, structures or features 50 years of age or older. For this project the age limit was lowered to include resources 45 years or older (constructed in 1965 or earlier) to account for lead-time between preparation of environmental documentation and actual project construction. Properties with buildings, structures and features built after 1965, and those subject to exemption under the Section 106 PA, were not included in the survey.
including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

Table 1. Properties in the Supplemental APE that do not appear to be eligible for listing in the National Register or California Register

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ATTACHMENTS

APPENDIX A: Architectural APE
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1. PROJECT DESCRIPTION

Introduction
The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration and the Santa Cruz County Regional Transportation Commission, proposes to improve Highway 1 (designated State Route 1 or SR1) in Santa Cruz County a distance of approximately 9.1 miles, from approximately 0.4 miles south of the San Andreas-Larkin Valley Road Interchange to 0.4 miles north of the Morrissey Boulevard Interchange. The Federal Highway Administration is the Federal Lead Agency for the project under the National Environmental Policy Act, and Caltrans is the State Lead Agency under the California Environmental Quality Act.

Highway 1 (State Route 1) is the primary route connecting communities in the southern and central areas of Santa Cruz County and is the only continuous commuter route linking Watsonville, Capitola, Aptos, Cabrillo College, Santa Cruz and the University of California at Santa Cruz. Figure 1 provides a project location map. Approximately one quarter of commuters using Highway 1 continue on State Route 17 to jobs in Santa Clara County. Highway 1 also is the southern terminus for State Routes 9 and 17, which bring heavy tourist traffic to coastal destinations in Santa Cruz and Monterey Counties. Highway 1 between San Andreas Road and the Highway 1/State Route 17 interchange is a four-lane divided freeway with a 8.2 to 62.6-ft median width. Within the project limits there are nine interchanges, two overcrossings, and two Union Pacific Railroad overpass bridge structures. Figure 2 displays the project limits.

The purpose of the Highway 1 HOV Lane Project is to reduce congestion, encourage carpooling and use of alternative transportation modes as means to increase transportation system capacity, and improve safety. The existing roadway is subject to recurrent congestion that imposes driving restrictions such as difficulties entering from on-ramps and exiting to off-ramps. Through traffic is subject to delays during peak periods and on weekends. The proposed improvements include HOV lanes to decrease delays for buses and carpools to encourage the use of these alternative modes; auxiliary lanes to improve weaving operations to and from ramps; pedestrian and bicycle overcrossings for nonmotorized access across the highway; and reconstructed interchanges to accommodate the additional highway lanes and improve highway access to and from local roads.
Figure 1: Project Location Map
Figure 2: Project Limits and Vicinity Map
Project Description

The three alternatives currently under consideration are the HOV Lane Alternative, the Transportation Systems Management Alternative, and the No-Build Alternative, as described below.

Build Alternatives

**HOV Lane Alternative**

The HOV Lane Alternative would expand the existing four-lane highway to a six-lane facility by adding an HOV lane next to the median in both the northbound and southbound directions. Along the southern portion of the project, the existing median generally is wide enough to add the new HOV lanes within the existing right-of-way. A mandatory standard median width 21.7 ft. would be used through most of the corridor, north of Freedom Boulevard. Where existing frontage roads would be impacted, non-standard inside shoulder widths of 5 ft are proposed to reduce right-of-way requirements and impacts. In some locations as identified herein, widening would extend outside the existing State right-of-way.

The HOV Lane Alternative would modify or reconstruct all nine interchanges within the project limits to improve merging operations and ramp geometrics, lengthen acceleration and deceleration lanes, and improve sight distances. The Bay Avenue/Porter Street and 41st Avenue interchanges would be modified to operate as one interchange. Where feasible, design deficiencies on existing ramps would be corrected. Ramp metering and HOV lanes would be provided on all Highway 1 on-ramps. The HOV Lane Alternative would include auxiliary lanes between interchange ramps and Transportation Operations System electronic equipment, such as changeable message signs, highway advisory radio, closed-circuit television, microwave detection systems and vehicle detection systems as described also under the Transportation Systems Management Alternative—with the exception that an auxiliary lane would not be constructed northbound between State Park Drive and Park Avenue.

Bridge structures and the Capitola Avenue Overcrossing would be modified or replaced to accommodate the new HOV lanes. New and widened highway crossing structures would include shoulder and sidewalk facilities to accommodate pedestrians and bicycles. The HOV Lane Alternative would include three new pedestrian/bicycle overcrossings of Highway 1, as described also under the Transportation Systems Management Alternative. The existing UPPR structures would be replaced to minimize environmental impacts. The Highway 1 bridge over Aptos Creek would be widened on the outside to accommodate the new HOV lanes.

Retaining walls would be constructed to minimize right-of-way acquisition and reduce or avoid environmental impacts. At locations where frontage roads are adjacent to Highway 1, concrete barriers will be constructed to separate the two facilities and minimize right-of-way acquisition. The project also would include demolition and disposal, excavation, borrow and fill, sound walls, right-of-way acquisition, and temporary easements.
Changes to *Highway Mainline with the HOV Lane Alternative*

- Highway 1 would be expanded to allow for two standard width (12 ft) mixed-flow lanes, one standard width (12 ft) HOV lane and standard outside (10 ft) shoulders.
- The proposed lane expansion would be constructed into the median where the existing median width is over 45 ft. Where the existing median width is less than 45 ft, the width of the median and outside shoulder would be reduced, and the project footprint would remain generally within the existing Highway 1 right-of-way.
- Where auxiliary lanes are proposed, widening by 12 ft. outside of the existing highway footprint would occur.
- A mandatory standard median width of 21.7 ft is proposed through most of the corridor.
- The highway centerline would be shifted northward in the vicinity of the Union Pacific Railroad crossings to reduce impacts to wetlands. The bridge over Aptos Creek would be widened.
- Highway 1 would be lowered to obtain vertical clearance at the Union Pacific Railroad crossings in Aptos. A mandatory standard median width of 21.7 ft is proposed to minimize impacts to the Union Pacific Railroad.
- Median and inside shoulder width would be non-standard to minimize impacts to adjacent streets at three segments on Highway 1 between State Park Drive and Bay Avenue, and one segment south of Soquel Drive. At these four constrained locations, the inside shoulder would be a non-standard 5 ft and the median a non-standard 17 ft.

*Auxiliary Lane Improvements with the HOV Lane Alternative*

Auxiliary lanes would be added in at the following locations to improve merging operations:

- Northbound and southbound between Freedom Boulevard and Rio Del Mar Boulevard – widening outside the existing highway right-of-way of up to 22.3 ft is proposed.
- Northbound and southbound between Rio Del Mar Boulevard and State Park Drive – widening outside the existing highway right-of-way of up to 32.8 ft is proposed.
- Southbound along Highway 1 between State Park Drive and Park Avenue – widening outside the existing highway right-of-way of up to 19 ft is proposed.
- Northbound and southbound along Highway 1 from Park Avenue to Bay Avenue/Porter Street – widening outside the existing highway right-of-way up to 49 ft is proposed, and
- Northbound and southbound from 41st Street to Soquel Drive/Soquel Avenue – widening outside the existing highway right-of-way of up to 21 ft is proposed.
Interchange Improvements with the HOV Lane Alternative

All interchanges within the project limits would be modified to improve merging operations and ramp geometrics, and to improve accessibility and safety for pedestrians and bicyclists. Interchange improvements would generally include the following:

- HOV lanes and ramp metering would be provided on all on-ramps.
- Highway on- and off-ramps would be widened and their geometrics improved where feasible.
- CHP enforcement areas would be provided at all on-ramps except the southbound Park Avenue on-ramp.
- Intersections of freeway ramps with local roads would be modified to provide less skewed intersections, and with crosswalks for pedestrians and bicycles. Additionally, free-right turns would be eliminated where feasible and traffic signals installed.
- Local roadways would be widened at the interchanges to serve anticipated travel demand.
- Retaining walls would be constructed to minimize right-of-way impacts to local roadways, development, and wetlands/waterways.
- Drainage facilities would be provided for adequate drainage and treatment of storm water runoff.

Other specific improvements are identified by interchange area.

- **Changes at San Andreas/Larkin Valley Roads Interchange**
  - The existing northbound cloverleaf off-ramp merge onto Larkin Valley Road would be eliminated in favor of a signalized tee intersection.
  - A signalized intersection would be provided at the San Andreas Road ramps and the free-right turns eliminated in order to.
  - The southbound Highway 1 bridge over San Andreas/Larkin Valley Road would be widened approximately 16.4 ft into the median to accommodate the HOV lanes.
  - On ramps would be widened to add an HOV lane.
  - New sidewalks would be added along San Andreas/Larkin Valley Roads.

- **Changes at Freedom Boulevard Interchange**
  - The existing ramp termini at Freedom Boulevard would be modified to provide less skewed intersections with Freedom Boulevard. These intersections would be signalized, and free-right turns eliminated.
  - The Freedom Boulevard / Bonita Drive intersection would be improved.
  - The Freedom Boulevard Bridge would be replaced with a wider structure with improved, standard vertical clearance over Highway 1.
New sidewalks would be added along Freedom Boulevard to serve pedestrians.

**Changes at Rio Del Mar Boulevard Interchange**
- The northbound on-ramp would be realigned to form a four-way intersection with Rio Del Mar Boulevard. This intersection would be signalized, and free right turns eliminated.
- Soquel Drive would be shifted northward to accommodate widening along the northbound off-ramp.
- The ramp configuration on the south side would be retained, but ramps would be widened and the intersection with Rio Del Mar Boulevard would be signalized, and free-right turns eliminated.
- The Rio Del Mar Boulevard bridge over Highway 1 would be replaced and widened to accommodate four through lanes and left turn pockets.
- Sidewalk would be added along eastbound Rio Del Mar Boulevard; sidewalk on westbound is existing.

**Changes at State Park Drive Interchange**
- The State Park Drive bridge over Highway 1 would be replaced with a longer, wider bridge, to accommodate four vehicle lanes, bike lanes, and sidewalk, and to span the proposed width of Highway 1.
- The existing on-ramps would be widened to accommodate an HOV lane.
- Sidewalk would be added along eastbound Rio Del Mar Boulevard. Currently sidewalk is only along the westbound side of the bridge.
- The existing northbound cloverleaf on-ramp free-right is changed to a signalized right turn.
- State Park drive is widened to four lanes.

**Changes at Park Avenue Interchange**
- The existing diamond interchange ramps would be retained and widened.
- Park Avenue would be widened between Cabrillo College Drive and McGregor Drive to include shoulders and sidewalks for bicycle/pedestrian movements.
- The two Highway 1 bridges over Park Avenue would be replaced with one structure to accommodate the HOV lanes, and a wider Park Avenue.
- Sidewalk would be added along westbound Park Avenue. Currently sidewalk is only along the eastbound side of the bridge.

**Changes at Bay Avenue/Porter Street and 41st Avenue Interchanges**
- Improvements at the Bay Avenue/Porter Street and 41st Avenue interchanges are designed so that these two interchanges work as a single interchange.
- The ramps at Bay Avenue/Porter Street would be reconstructed to form less skewed intersections with Bay Avenue/Porter Street.
The existing southbound Highway 1 off-ramp to Bay Avenue/Porter Street would be eliminated. Southbound traffic bound for Bay Avenue/Porter Street would exit at 41st Street and continue on a new southbound collector road to Bay Avenue/Porter Street.

The existing on-ramp from westbound Porter Street to northbound Highway 1 would be modified to become a northbound frontage road.

The new collector road from 41st Avenue would require a new structure over wetlands at Soquel Wharf.

Northbound traffic exiting Highway 1 would bear right to access Bay Avenue/Porter Street, or stay left and continue on a new structure over Bay Avenue/Porter Street, join the northbound collector, and end at a new signalized intersection at 41st Avenue.

At 41st Avenue, southbound on and off ramps would be eliminated and replaced with diagonal ramps forming signalized tee intersections with 41st Avenue.

At 41st Avenue, the northbound on ramps would include a realigned loop on and a new collector.

The 41st Avenue bridge over Highway 1 would be replaced and widened; the new bridge would provide bike lanes and sidewalks for pedestrians and bicycles, and accommodate the widening of Highway 1.

### Changes at Soquel Drive/Soquel Avenue Interchange

- The northbound Highway 1 off-ramp to Soquel Drive would be realigned to a signalized tee intersection with Soquel Drive. The existing access to Commercial Way would be eliminated.
- The Soquel Drive to northbound Highway 1 free-right turn would be eliminated.
- The geometrics of two existing northbound on-ramps from Soquel Avenue would be widened to accommodate HOV lanes and free-right entrance to the loop ramp would become a signalized tee.
- The existing northbound off-ramp from Highway 1 to Soquel Drive would be eliminated and replaced with a diagonal ramp forming a signalized intersection with Soquel Drive.
- A new southbound diagonal off-ramp and a loop on-ramp would be controlled by a signalized intersection at Soquel Avenue. The existing southbound hook on-ramp would be widened to accommodate an HOV lane.
- The Soquel Drive/Soquel Avenue bridge over Highway 1 would be reconstructed and widened to accommodate the highway HOV lanes, and provide sidewalks and bike lanes for pedestrians and bicycles.
- The culvert at Arana Gulch would be extended underneath the widened Highway 1 and new southbound off-ramp.
- Sidewalk would be added along eastbound Soquel Drive/Soquel Avenue, where currently sidewalk exists only along the westbound side of the street.
• **Improvements at Morrissey Boulevard interchange**
  - The southbound exit from Highway 1 to Morrissey Boulevard would be realigned to terminate at a new signalized intersection with Morrissey Boulevard.
  - Morrissey Boulevard between Highway 1 and Fairmont Avenue would be widened and realigned.
  - The existing Morrissey Boulevard on-ramp to southbound Highway 1 would be eliminated and replaced with a new three-lane on-ramp from Morrissey Boulevard.
  - The existing southbound exit and on-ramp at Elk Street would be eliminated.
  - Sidewalk would be added along eastbound Morrissey Boulevard; sidewalk along westbound is existing.
  - The Morrissey Boulevard Bridge would be replaced and widened to accommodate the new HOV lanes on Highway 1, and provide sidewalks and bike lanes on Morrissey Boulevard.
  - The existing northbound access from Rooney Street would be eliminated.
  - The existing northbound loop from Morrissey Boulevard would be eliminated, as would access to Rooney Street from this northbound loop.
  - A new northbound diagonal on-ramp with an HOV lane would be constructed. Entrance to the new diagonal would be at a signalized intersection with Morrissey Boulevard.

**Transit-Related Facilities**

In addition to the HOV lanes proposed on the freeway ramps and mainline, the HOV Lane Alternative would include the following features to facilitate freeway-oriented transit services and operations:

- Both on-ramps and both off-ramps at the reconfigured Park Avenue interchange include options for bus pads and bus shelters.
- Ramps and collectors at the Bay Avenue/Porter Street and 41st Avenue interchange include options for bus pads and shelters.
- A future Park and Ride lot is under consideration at the 41st Avenue interchange, to be coordinated with the bus facilities.
- Feasibility for a Park and Ride lot in the Bay Avenue/Porter Street interchange area would be determined during final design.

**New Bicycle/Pedestrian Overcrossings**

The HOV Lane Alternative would construct new bicycle/pedestrian overcrossings of Highway 1 at the following locations:

- Mar Vista Drive – the crossing would start on the north side of Highway 1 and parallel the highway eastward for approximately 600 ft, doubling back westward as it climbs before crossing the highway at a right angle and then descending by switchbacks to and
along Mar Vista Drive for about 180m (550 ft). Multiple configurations are under consideration.

- Chanticleer Avenue – the crossing would start at the Chanticleer cul-de-sac on the north side of Highway 1 and parallel the highway for approximately 550 ft to the west before crossing it on a curved or perpendicular alignment, returning to terminate just west of Chanticleer on the south side of the highway.

- Trevethan Avenue – the crossing would start on the north side of Highway 1 at Trevethan Avenue and parallel the highway approximately 600 ft before crossing on an angle and continuing along the banks of the western tributary to Arana Gulch to terminate close to Harbor High School.

**Transportation Systems Management Alternative**

The Transportation Systems Management Alternative proposes to add ramp metering and construct HOV bypass lanes on existing interchange on-ramps, improve existing nonstandard geometric elements at various ramps, and add auxiliary lanes along the mainline between major interchange pairs within the project limits, as described below and summarized under Common Design Features of the Build Alternatives. Auxiliary lanes are designed to reduce conflicts between traffic entering and exiting the highway by connecting from the on-ramp of one interchange to the off-ramp of the next; they are not designed to serve through traffic.

The Transportation Systems Management Alternative also would include Transportation Operations System electronic equipment as described for the HOV Lane Alternative. It would include HOV bypass lanes on interchange on-ramps, but would not construct HOV lanes or any additional through lanes on the mainline.

The Transportation Systems Management alternative would reconstruct the north and south Aptos railroad underpasses and the State Park Drive, Capitola Avenue, and 41st Avenue overcrossings, widen the Aptos Creek and Soquel Creek bridges, and construct new pedestrian/bicycle overcrossings over Highway 1, features it shares with the HOV Lane Alternative, as described below under Common Design Features of the Build Alternatives.

**Auxiliary Lanes**

Auxiliary lanes to be constructed on Highway 1 with the Transportation Systems Management Alternative consist of the following:
- Northbound and southbound between Freedom Boulevard and Rio Del Mar Boulevard – outside widening up to 5 m (16.7 ft) on each side is proposed.
- Northbound and southbound between Rio Del Mar Boulevard and State Park Drive – outside widening up to 6.5 m (21.7 ft) on each side is proposed.
- Northbound and southbound between State Park Drive and Park Avenue – northbound, up to 5 m (16.7 ft) of outside widening; southbound, up to 5 m (16.7 ft) of outside widening is proposed.
- Northbound and southbound between Park Avenue and Bay Avenue/Porter Street – northbound, outside widening of about 5.5 m (18.3 ft) would occur; southbound, outside widening of about 5 m (16.7 ft) is proposed; and
- Northbound and southbound from 41st Avenue to Soquel Drive/Soquel Avenue – northbound, there would be outside widening of about 5.5 m (18.3 ft) and southbound, widening would be about 5 m (16.7 ft).

**New Bicycle/Pedestrian Overcrossings**

The Transportation Systems Management Alternative would construct new bicycle/pedestrian overcrossings of Highway 1 at Mar Vista Drive, Chanticleer Avenue and Trevethan Avenue as described under the HOV Lane Alternative.

**Other Improvements**

Additional improvements that would be constructed under the Transportation Systems Management Alternative include:

- CHP enforcement areas at on-ramps.
- The Highway 1 bridge over Aptos Creek would be widened to accommodate the auxiliary lanes.
- The Capitola Avenue bridge would be replaced over the widened Highway 1.
- The Soquel Avenue southbound off-ramp from Highway 1 would be widened for two exit lanes, leading to the existing two left turns and one free right-turn at Soquel Avenue.

**Common Design Features of the Build Alternatives**

The HOV Lane Alternative shares three primary sets of features with the Transportation Systems Management Alternative: new auxiliary lanes, new pedestrian/bicycle overcrossings of Highway 1, and Transportation Operations System electronic equipment. These common design features are highlighted below, and discussed in detail previously.
Auxiliary Lanes

Auxiliary lanes would be constructed in the following locations under either the HOV Lane or Transportation Systems Management Alternative:

- Freedom Boulevard and Rio Del Mar Boulevard – northbound and southbound.
- Rio Del Mar Boulevard and State Park Drive – northbound and southbound.
- State Park Drive and Park Avenue – both directions in the TSM alternative; southbound only in the HOV alternative.
- Park Avenue and Bay Avenue/Porter Street – northbound and southbound.
- 41st Avenue and Soquel Avenue/Soquel Drive – northbound and southbound.

New Bicycle/Pedestrian Overcrossings

Both build alternatives would construct new bicycle/pedestrian overcrossings of Highway 1 at Mar Vista Drive, Chanticleer Avenue and Trevethan Avenue, as described under the HOV Lane Alternative.

Other Common Features of the Build Alternatives

Both the HOV Lane and Transportation Systems Management Alternatives would construct HOV lanes and install ramp metering on the Highway 1 on-ramps within the project limits. Under the Transportation Systems Management Alternative, however, no new HOV lanes would be incorporated into the freeway mainline.

Both build alternatives would include reconstruction of the north and south Aptos railroad underpasses and the State Park Drive, Capitola Avenue, and 41st Avenue overcrossings. Also, under both alternatives, the Aptos Creek and Soquel Creek bridges would be widened.

Both the HOV Lane and Transportation Systems Management Alternatives also would include Transportation Operations System: equipment such as changeable message signs, highway advisory radio, closed-circuit television, microwave detection systems and vehicle detection systems.

No-Build Alternative

The No-Build Alternative offers a basis of comparison with the Transportation Systems Management and HOV Lane Alternatives in the future analysis year of 2035. It would not address the project purpose and need. It assumes no major construction on Highway 1 through the project limits other than currently planned and programmed improvements and continued routine maintenance.

Also included in the No-Build Alternative are a number of locally-sponsored projects for improving the local arterial network and constructing or improving bicycle lanes.
2. RESEARCH AND FIELD METHODS

Once the proposed architectural APE was refined and the additional parcels to be studied were identified, JRP conducted the background and resource-specific archival research. Pre-field research included review of the previous survey work and project mapping. JRP also reviewed the current NRHP listings, CRHR, California Historical Landmarks, and Points of Historic Interest publications and updates. JRP searched these inventories, as well as the Office of Historic Preservation (OHP) “Directory of Properties in the Historic Property Data File for Santa Cruz County,” as of February 2010. This search effort established that none of the properties in the supplemental survey population had been previously listed or determined eligible for the NRHP or CRHP.

Intensive survey of the area was conducted in April of 2010 to field record all the buildings, structures, and objects found within the revised Supplemental APE. In addition to recordation, this field survey helped to determine which buildings appeared to have been built in 1965 or earlier and would therefore be studied for this project. While the Secretary of Interior sets a guideline for review of potential National Register eligible buildings, structures or features at 50 years of age or older, this age limit was extended to include resources constructed in 1965 or before to account for lead-time between preparation of environmental documentation and actual project construction. Buildings, structures and features built after 1965 are not included in the survey. Resources that appeared to be built in 1965 or earlier, and which were not subject to exemption under the Section 106 PA, became the survey population for this Supplemental HRER.

Pre-field background research was done through First American Real Estate Solutions commercial database, Santa Cruz County records online, and at the County Planning Department, review of historic and current USGS topographic maps, historic aerial photography, and other documents to both confirm dates of construction and to establish property histories. The property-specific and historical context research included review of additional archival and published records, as well as government records. Research for the project was conducted at the following locations for the Supplemental HRER: California State Library; the Santa Cruz County Public Library, the map collection and special collections of the University of California, Santa Cruz; Shields Library at the University of California Davis; Santa Cruz County Assessor’s Office; Santa Cruz County Records Room and Surveyor’s Office; and building permits from the City of Santa Cruz’s Planning Department. A complete listing of materials consulted is provided in the bibliography that appears in Section 6.
No interviews were requested of field crews, nor were any field crews approached with questions from interested parties.

3. HISTORICAL OVERVIEW

The APE for this project encompasses a broad transportation corridor through the mid-county area of Santa Cruz County. The themes presented in the historic context in Section 3 reflect the two primary property types addressed in this Supplemental HRER: residential and commercial. For a discussion of other property types and themes developed in the original survey for this project please refer to the HRER (August 2005, revised April 2008).

Most of the historic resources located within the APE are either directly related to the development of this transportation corridor or have been affected by it. Other resources relate to more general patterns of residential development and the growth of the various small communities in the area. The buildings addressed in this Supplemental HRER date between 1927 and the early 1960s, a time when the rural agricultural phase of development of this area ended, State Route 1 was modernized, and residential suburbanization took hold. Poultry farms and orchards once occupied much of the open space where State Route 1, roadside commercial development, residential subdivisions, and dense apartment and townhouse housing exist today.

The APE for the project includes portions of two incorporated cities, Santa Cruz and Capitola, and a half dozen unincorporated areas, or neighborhoods of Santa Cruz, Soquel and Aptos. The City of Santa Cruz is the county seat as well as the largest city in Santa Cruz County.2 The incorporated community of Capitola is located east of Santa Cruz, south of State Route 1, on the Pacific Ocean at the mouth of Soquel Creek. State Route 1 separates Capitola from its unincorporated neighbor to the north, Soquel, which is centered around the intersection of Soquel Drive and Porter Street. Aptos is also unincorporated and is located east of Soquel and Capitola along Aptos Creek. State Route 1 bisects Aptos, with the original village located north of the freeway off Soquel Drive, and the seaside part of the Aptos community on the coast just north of the Rio Del Mar neighborhood and golf course. The survey population for this supplemental HRER includes three single-family residences and an apartment building in Aptos and a small commercial building in Capitola.

The five buildings addressed in this report reflect the suburban development of Santa Cruz, and the generally rapid growth of the area fueled both by the post World War II economy and the construction of modern State Route 1. The following overview summarizes the general history of

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2 Donald Thomas Clark, Santa Cruz County Place Names: A Geographical Dictionary (Santa Cruz: Santa Cruz Historical Society, 1986), 313.
the mid-Santa Cruz County area in the mid-twentieth century, as well as its residential and commercial development to provide the appropriate context for the evaluation of these buildings.

3.1. Early Twentieth Century – Prior to World War II

The economy of mid-Santa Cruz County shifted in the late nineteenth century from the resources extraction activities of the timber and lime industries to a more general agricultural economy, which included both large interests and small farms, often based on orchards or poultry products. It also developed a burgeoning tourist industry during this period.\(^3\) The population of the region increased during the early twentieth century with the expanding economy, particularly in the City of Santa Cruz, which led to increased residential development. All of this development -- agricultural operations, tourism, and residential growth -- demanded improved road facilities as earlier transportation proved inadequate.

Santa Cruz County worked to improve its roads system in the early twentieth century, but both freight and passenger traffic still relied heavily on the services of the railroad, first in the form of the Santa Cruz Railroad and then the Southern Pacific Railroad (SPRR). The advent of the private automobile further encouraged the development of a paved road system in California in the 1910s and 1920s.\(^4\) The California Bureau of Highways, and later the Department of Highways, created the state’s first system of paved highways and county roads during this time and Santa Cruz County voters approved funding in 1919 to improve local roads. Among several improvement projects, the county paved the road linking Watsonville and Santa Cruz, following an early stage line through Freedom, Aptos, and Soquel, connecting to the state highway over the Santa Cruz Mountains, which ran to San Jose (now State Route 17). The Watsonville-Santa Cruz roadway improved in the 1920s is now known as Soquel Drive / Soquel Avenue and it facilitated the movement of local produce and helped encourage tourists to visit the Santa Cruz area, generating new roadside architecture and development. A range of commercial and residential development from the 1920s to the 2000s now lines Soquel Drive, reflecting the continuous evolution of the transportation corridor (Map Reference 06-02b, 06-03b, and 06-04b).\(^5\)

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\(^3\) Susan Lehmann, “Fully Developed Context Statement for the City of Santa Cruz,” prepared for the City of Santa Cruz Planning and Community Development Department (October 2000), 9-16; Margaret Koch, *Santa Cruz County: Parade of the Past* (Fresno: Valley Publishers: 1973).


The City of Santa Cruz was the commercial and social center of the county in the early years of the century.\textsuperscript{6} Residential development during this period spread outward from the city’s original nineteenth century core, but growth was slow and tracts of land subdivided during this period were not “built out” for decades after their original survey. Some limited suburban growth also occurred in the outlying areas of Capitola and Aptos, particularly along the transportation corridor of Soquel Drive. Much of the land holdings surrounding Aptos had been developed as small farms and apple orchards as logging tapered off during the 1920s. These small agricultural properties remained in place through the 1950s, as they did in the Soquel/Capitola area within the APE. The first residential subdivisions and developments appeared in Aptos in the 1920s, but were never densely developed until after World War II.

One of the survey properties, 9018 Soquel Drive (Map Reference 06-03b), addressed in this report is representative of the small-scale residential development that occurred in Aptos in the 1920s. The Tudor-style residence was built in 1927 along Soquel Drive on a lot that included another small residence and a small orchard. The property was surrounded by other modest agricultural properties, including an apple orchard to the east and a small chicken farm to the west. This type of development was common throughout Aptos during the period, with small truck-farms dominating the landscape.

The Great Depression impacted the economy and development of Santa Cruz County during the early 1930s, as it did across California and the entire country. Tourism declined and the region’s small farms struggled. Residential and commercial development slowed throughout the mid-county region and a devastating fire in Capitola further damaged the tourist industry in the village in 1933. Within the APE, the outskirts of Santa Cruz changed little during the pre-World War II period and remained a semi-rural setting of poultry farms and small orchards. The land east of Santa Cruz, along Soquel Drive / Soquel Avenue remained sparsely developed with farms and nurseries. As the county emerged from the depths of the Depression, development within the APE was sporadic, with a few homes built in semi-rural tracts, including 9028 Soquel Drive (Map Reference 06-02b), which was constructed just to the east of 9018 Soquel.\textsuperscript{7} The property was constructed in 1940 and was developed in a manner similar to 9018 Soquel. The modest stucco residence included a detached garage, as well as a small chicken house and water tank and was sited next to an apple orchard, which has since been subdivided. The small agricultural property was representative of typical residential development in and around Aptos during the period of the 1910s to the 1940s. This type of semi-rural development was eclipsed in the post-war period, as development of the new highway and a general postwar population and construction surge altered the economic and social foundations of the mid-county area.


3.2. Mid Twentieth Century, World War II and after – 1941 though the Present

Although tourism, roadside architecture, and residential and commercial development were well established prior to World War II, the new highway dramatically changed the mid-Santa Cruz County landscape when the first major phase was opened in 1949. State Route 1 brought with it new scales and types of commercial development, and the prosperity of the post-war period led to changes in residential development patterns, both of which can be seen within the APE. The Division of Highways began studying the best means to improve the highway through this area of the county in 1936, and connected the north end of Watsonville, and Rob Roy Junction (southeast of Aptos) by way of a new three-lane highway between 1941 and 1942. The junction was located in what is now the south end of the APE. The highway work also included improving the road between Watsonville and Santa Cruz (now Freedom Boulevard/Soquel Drive/Soquel Avenue) and became Legislative Route 56, signed State Route 1. Division of Highways planned to extend the improvements to Santa Cruz, but did not receive funding until after World War II.⁸

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California’s post-World War II prosperity and expansion brought an upsurge to the Santa Cruz economy, tourism industry, and population, which, in turn, encouraged infrastructure and residential development. Furthermore, the property acquisition for and construction of State Route 1 as an expressway, and then as a freeway, also led to changes in mid-Santa Cruz County. It especially stimulated new types of automobile-centric commercial development within the broad transportation corridor, and land that could no longer be used for agriculture became accessible for commercial, residential, and institutional development. The highway also bisected this area of the county, cutting across Santa Cruz neighborhoods and splitting Capitola and Soquel from one another. Most of the post-World War II buildings and structures in the APE were either directly related to the development of this new transportation corridor or were affected by it.

361 Moosehead Drive, 1948. State Route 1 under construction above property. Surrounding area is now fully built-out with residential development, including a condominium complex.

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10 USGS Quadrangle, Soquel (1954, photorevised 1980); United States Geological Service, aerial photographs, “Portions of San Mateo and Santa Cruz Counties, California,” 1940; United States Division of Forestry, aerial photographs, “Santa Cruz County, California, with overlap into San Mateo, Santa Clara and Monterey Counties,” 1948; United States Commodity Stabilization Service, aerial photographs, “Santa Cruz County with Portions of San Mateo, Santa Clara, Santa Cruz and San Benito Counties, California,” 1956; United States Army Corps of Engineers, aerial photographs, “City of Santa Cruz, California from Point Santa Cruz to Soquel Point,” 1963; County property records; City directories (various years); Division of Highways, “As Built” plans 4TC45-F May 23, 1947.
The house at 361 Moosehead Drive (Map Reference 07-06b) was built during this transition period, and exemplifies the massive changes that accompanied the post-war period in the Aptos region (see photograph on previous page). The original single-family home was constructed in the late 1940s, at a time when the surrounding area was largely agricultural. Although the surrounding parcels had been subdivided for small-scale residential development since the mid-1920s, development was only scattered, with orchards and agricultural uses predominating. Currently, the property is surrounded by intensive single-family and townhouse residential development, much of which was constructed from the 1950s-1990s.

Much of this modern residential development was spurred by completion of the highway, which also encouraged subdivision of former farming properties that made way for new types of midcentury development constructed in place of and among the earlier housing stock. Along the general State Route 1 corridor a number of commercial and residential developments emerged throughout the period, reflecting an evolving social identity for the region that departed from its traditional agricultural base and instead reflected increasingly dense suburban development patterns. Examples of this type of development include Map Reference 06-04b, a circa 1960 apartment complex at 9012 Soquel Drive in Aptos, and Map Reference 15-02b, a circa 1960 general purpose commercial building at 2185 41st Avenue in Capitola. Both properties are indicative of the growth that followed the completion of the highway through Santa Cruz County.

9012 Soquel Drive, April 2010 (photograph by JRP).
9012 Soquel Drive was constructed circa 1960 as Loma Linda Lodge, a two-wing apartment complex. The apartment was constructed on a vacant lot that was surrounded by 1920s-1940s single family residential development. The apartment building was developed with a typical 1960s design, with a boxy flat-roofed exterior divided into a balconied grid. The apartment units perched atop garage spaces, creating an automobile-based design. The building likely catered to commuters, utilizing the newly developed corridor of Route 1. The building was one of many such apartment complexes constructed in the county, all with fanciful names such as Las Flores, Surfside Apartments, and the Coronado.\textsuperscript{11}

In addition to new types of residential housing, the development of the State Route 1 corridor encouraged intensive commercial development in the periphery of Santa Cruz and the outlying towns. An example of this type of ubiquitous development is a modest commercial building at 2185 41\textsuperscript{st} Street (Map Reference 15-02b). The small commercial building was constructed in about 1960 along 41\textsuperscript{st} Avenue, adjacent to the newly developed 41\textsuperscript{st} Avenue Overcrossing (36 0086) of State Route 1.\textsuperscript{12}

\textsuperscript{11} The Pacific Telephone and Telegraph Company Santa Cruz County, 1977.
This commercial building was one of the first to be constructed in the immediate area, and was sited to take advantage of the traffic generated from the highway interchange at 41st Avenue. Prior to the 1960s, the area was largely residential, with only scattered subdivisions. Currently, the 41st Avenue corridor is a dense mix of commercial, with residential development prevalent on the side streets. Much of the surrounding commercial development dates to the 1980s, 1990s, and 2000s, as the area has continued to expand.

Current development along much of the State Route 1 corridor between Aptos and Santa Cruz is a product of the late twentieth century. Tourism continued to be an important part of the Santa Cruz County economy, which also attracted various service industries. New educational institutions such as the University of California campus on the northwestern outskirts of the City of Santa Cruz and Cabrillo College in Aptos, both beginning in the 1960s, also spurred new growth both in the built environment and the local population. In addition, the 1967 development of the seventeen-acre Dominican Santa Cruz Hospital site on the eastern edge of Santa Cruz further pushed the metropolitan boundaries of Santa Cruz into previously undeveloped areas of the county. Soquel remained small and unincorporated as the community fought against several attempts to develop large subdivisions in the 1970s and focused its retail identity on antique stores that are today the most popular business for the village.

Aptos remained a quiet community through the 1950s, but experienced a large growth spurt in the 1960s. Today Aptos has a population of more than 9,000 people and, economically, is responsible for twenty-five percent of the county’s visitor rental units and supplies half of the unincorporated county lodging taxes. In the 1980s, the technology sector began to bridge the gap between the twin economic engines of tourism and agriculture for the region, as it had for neighboring Santa Clara County. Dozens of technological firms, including Santa Clara-based firms and subsidiaries, as well as local ventures, operate in the city and region. The mid-county area has also become a bedroom community for other urban areas, particularly San Jose. Many of the properties within the survey population in the APE therefore represent the early transformation of once rural and agricultural land into the current, mostly suburban type, built environment.

13 Jennie Dennis and Denzil Verardo, Restless Paradise: Santa Cruz County (Northridge, CA: Windsor Publications, 1987) 127
4. DESCRIPTION OF CULTURAL RESOURCES

The historic architectural APE for this project covers an area along SR 1 in Santa Cruz County between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. This area encompasses about 400 legal parcels, which are addressed in the HRER prepared for this project. Revisions to the APE brought 23 legal parcels into the study area for historic architectural resources that had not been included previously, and of these, five parcels contained buildings, groups of buildings, or structures constructed in or before 1965 that required evaluation in this supplemental HRER.\(^\text{17}\) These five resources were inventoried and evaluated on the attached DPR523 forms. Meta Bunse and Polly Allen, who meet the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Architectural Historian and Historian, have determined that the only other properties present within the APE (the 18 additional parcels in the revised APE), including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation) and require no further study.

The properties surveyed in this Supplemental HRER include buildings and structures that are related to general historical patterns of residential and commercial development, and were influenced by changes to and expansion of the State Route 1 transportation corridor. The five buildings date from the early-to-mid twentieth century, between 1927 and 1960, see Appendix B. The buildings at 9018 Soquel Drive and 9028 Soquel Drive (Map Reference 06-03b and 06-02b) were constructed before the modernization of State Route 1 (built in 1927 and 1940), while the other properties were part of the general post-war and post-freeway growth of the area (361 Moosehead Drive, 9012 Soquel Drive, and 2185 41st Avenue / Map Reference 07-06b, 06-04b, and 15-02b). As discussed in the historic overview, the post-freeway landscape changed dramatically as commercial centers developed around interchanges and along frontage roads, and many farm parcels transected by the construction of the new roadway were subdivided into smaller suburban lots. This suburban development also encouraged much denser vegetation, with much more space within the post-war landscape devoted to trees and shrubs, instead of open pastures and agricultural fields.

The three single-family residential buildings surveyed in this Supplemental HRER are located in Aptos. Two are on Soquel Drive directly to the north of State Route 1 (9018 and 9028 Soquel Drive, Map Reference 06-03b and 06-02b) and the other is on Moosehead Drive, directly to the south of the highway (361 Moosehead Drive, Map Reference 07-06b). 9028 Soquel Drive and 361 Moosehead Drive are currently shielded from the right-of-way by thick vegetation. The houses on Soquel were built in 1927 and 1940 when the surrounding area was largely planted in

\(^\text{17}\) One of the properties considered as one legal parcel for this supplemental HRER is a townhouse complex with APN # 042-073-21 to 042-073-38. All units were constructed in 1999 and were considered as one property for this study.
crops with only scattered residential development, while the house on Moosehead was constructed immediately following the war in an area that was increasingly becoming characterized by small residential parcel development. The buildings are not important examples of significant historical developments in the Aptos or Santa Cruz region and are instead common representatives of typical development patterns. None of the properties appear to be an important example of their style, period, or method of construction and the buildings do not appear to be associated with historically important individuals. Further, the integrity of the properties is diminished by marked changes to the setting and surroundings of the buildings as well as alterations and additions to the properties themselves. While surveyors did not have access to two of the buildings, current and historic aerials and extensive background research indicate that neither building is important within the context of its construction, design, or use, and neither appears to meet the criteria for listing on the NRHP or CRHP, under any of the criteria.

The post-highway development of the Loma Linda Apartment complex (9012 Soquel Drive, Map Reference 06-04b) and the modest commercial building at 2185 41st Avenue (Map Reference 15-02b) represent typical development patterns that fail to meet any of the criteria for listing in the NRHP or CRHR. The apartment is a common example of the type, and does not appear to have any significant associations with the residential or social development of the mid-county area. Research did not indicate that the ten-unit apartment complex was associated with any significant individuals, not is the building significant as an architectural example of its type. While the integrity of the building does not appear to be compromised, the building lacks significance under any of the criteria. Similarly, the commercial building at 2185 41st Avenue lacks significant associations to the commercial development of the area and is instead a common representative of midcentury building patterns. Research did not indicate that the building is associated with any significant individuals, and the historic record revealed little about the building’s occupants. Lastly, the building is of very common construction, with a basic display window storefront and stucco façade. While the integrity of the building does not appear to be compromised, it lacks significance as an important example of its type.
5. FINDINGS AND CONCLUSIONS

JRP Historical Consulting, LLC, prepared this Supplemental HRER as part of the Highway 1 HOV Lane Project: San Andreas Road to Morrissey Boulevard PM R7.24/16.13 (KP R11.64/25.96) and to comply with the Section 106 PA. The properties have also been evaluated in accordance with Section 15064.5(a)(1)-(4) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The project will widen a section of Highway 1 located in Santa Cruz County, between the unincorporated area near San Andreas/Larkin Valley Road and Morrissey Boulevard in the City of Santa Cruz. This Supplemental HRER is an addendum to the original Highway 1 HOV Lane Widening Project HRER that JRP produced in August 2005 (revised September 2007 and April 2008, with Supplemental HRER in April 2008) and addresses those architectural resources that were not addressed in the original report. Please refer to the HRER for this project for a full description of the original architectural survey and evaluation results. None of the five properties evaluated for this Supplemental HRER appear to meet the criteria for listing in either the NRHP or CRHR. The DPR 523 forms documenting these buildings and structures appear in Appendix B. The tables below summarize the results of this report for all of the historic resources within the APE. Meta Bunse and Polly Allen, who meet the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Architectural Historian and Historian, have determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

**Table 1. Properties Listed in the National Register**

None

**Table 2. Properties Previously Determined Eligible for the National Register**

None

**Table 3. Properties Previously Determined Not Eligible for the National Register**

None
Table 4. Properties Determined Eligible for the National Register As a Result of the Current Study

None

Table 5. Properties Determined Not Eligible for the National Register As a Result of the Current Study

<table>
<thead>
<tr>
<th>Map Reference</th>
<th>APN</th>
<th>Street Address</th>
<th>City</th>
<th>Year Built</th>
<th>OHP Status Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>06-02b</td>
<td>041-052-08</td>
<td>9028 Soquel Drive</td>
<td>Aptos</td>
<td>1940</td>
<td>6Z</td>
</tr>
<tr>
<td>06-03b</td>
<td>041-052-19</td>
<td>9018 Soquel Drive</td>
<td>Aptos</td>
<td>1927</td>
<td>6Z</td>
</tr>
<tr>
<td>06-04b</td>
<td>041-052-14</td>
<td>9012 Soquel Drive</td>
<td>Aptos</td>
<td>ca. 1960</td>
<td>6Z</td>
</tr>
<tr>
<td>07-06b</td>
<td>042-073-39</td>
<td>361 Moosehead Drive</td>
<td>Aptos</td>
<td>ca. 1948</td>
<td>6Z</td>
</tr>
<tr>
<td>15-02b</td>
<td>034-192-02</td>
<td>2185 41st Avenue</td>
<td>Capitola</td>
<td>ca. 1960</td>
<td>6Z</td>
</tr>
</tbody>
</table>

Table 6. Properties for Which Further Study is Needed because Evaluation was not Possible

None

Table 7. Resources That Are Historical Resources for the Purposes of CEQA

None
Table 8. Resources That Are *Not* Historical Resources Under CEQA, Per CEQA Guidelines §15064.5, Because They Do Not Meet the California Register Criteria Outlined in PRC §5024.1

<table>
<thead>
<tr>
<th>Map Reference</th>
<th>APN</th>
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<th>City</th>
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<td>2185 41st Avenue</td>
<td>Capitola</td>
<td>ca. 1960</td>
<td>6Z</td>
</tr>
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</table>
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________. 7.5 minute Topographic Quadrangle, Watsonville West, 1954 photorevised 1968.

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7. PREPARERS’ QUALIFICATIONS

JRP Partner Meta Bunse (MA in History–Public History, California State University, Sacramento, 1996) directed this project, including APE development, fieldwork, research and analysis. Ms. Bunse has more than twenty years experience working as a consulting historian on a wide variety of historical research and cultural resource management projects as a researcher, author, and project manager. Based on her level of education and experience, Ms. Bunse qualifies as a historian/architectural historian under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP architectural historian Polly S. Allen was the lead historian/architectural historian for this project. Ms. Allen prepared the contextual statement and evaluations, assisted with field work, and prepared the DPR forms. Ms. Allen received a M.S. in Historic Preservation from Columbia University and has over three years of experience in public history and historic preservation. Ms. Allen qualifies as an architectural historian under the Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP staff architectural historian Greg Rainka (M.S., Historic Preservation, The School of the Art Institute of Chicago) assisted with field work and documentation. Mr. Rainka qualifies as an architectural historian under the Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61).

Production Technician Rebecca Flores prepared the graphics and assisted in report production.
ATTACHMENTS
Exhibit 3:
Sheet 2 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
05-SCR-1 / PM 7.2 / 16.13
(KP R 11.6 / 25.96)
E A 05-027300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
Exhibit 3:
Sheet 3 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
PM R 7.2 (KP R 11.7) 05-SCR-1 PM R 16.13 (KP R 25.96)
EA 05-007300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible
- Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Architectural Resources
Exhibit 3:
Sheet 4 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morro Bay Blvd
05-SCR-0 PM R2-24/16-13
(KP R11-84/25.95)
EA 05-0C7300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
Exhibit 3:
Sheet 5 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
05-SCR-1 PM R 7.24/16.13
(KP R 11.64/25.96)
EA 05-027300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible
- Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
Exhibit 3:
Sheet 7 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
05-SCR-06/24/16.13
(KP R 11.64/25.96)
EA 05-027300

Legend
- Project Design
- Archaeological APE
- Architectural APE
- Archaeological APE Expansion
- Architectural APE Expansion
- ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- ineligible Architectural Resources

Parcel Lines
Archaeological APE
Architectural APE
Archaeological APE Expansion
Architectural APE Expansion

0 20 40
Meters
0 50 100 150
Feet
Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane
Project
San Andreas Road to Morrisey Blvd
SBCR: Y 024 3 74 16 1 3
(KP R11:84:25:96)
EA 05-007300

Legend
- Project Design
- Archaeological APE
- Architectural APE
- Expansion
- Eligible or Unevaluate Cultural Resources
- Archaeological APE Expansion
- Archaeological Resources
- Eligible Architectural Resources
- Ineligible Archaeological Resources
- Parcel Lines
- Ineligible Architectural Resources
- Engineering Stations
Exhibit 3:
Sheet 10 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
5S: SCR: R P8 07/24/16 13
(KP R11.84/25.96)
EA 05-00/2300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

- Parcel Lines
- Archaeological APE
- Archaeological APE Expansion
- Eligible or Unevaluated Cultural Resources
- Eligible or Eligible Archaeological Resources
- Eligible or Eligible Architectural Resources
- Engineering Stations
- Eligible Architectural Resources
Exhibit 3:
Sheet 14 of 21

Area of Potential Effects (APE) for Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morro Bay Blvd
35 SCR 1038 R8 2/4/16 13
(KP R11.84/25.96)
EA 05-0073800

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible
- Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- ineligible Architectural Resources
Exhibit 3:
Sheet 15 of 21

Legend

- Project Design
- Archaeological APE Expansion
- Eligible or Unevaluated Cultural Resources
- Ineligible Archaeological Resources

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
CA-SCR-168/H 14-02
EA 05-027300
Exhibit 3:
Sheet 16 of 21

Legend

- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

Other Symbols:
- Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible
- Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible Architectural Resources
Exhibit 3:
Sheet 19 of 21

Area of Potential Effects (APE)
For Archeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Andreas Road to Morrissey Blvd
SR 11 R11.84/25.96
EA 05-0027300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion
- Parcel Lines
- Archaeological APE
- Eligible or Evaluated Cultural Resources
- Ineligible
- Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Ineligible
- Architectural Resources
Exhibit 3:
Sheet 20 of 21

Area of Potential Effects (APE)
For Archaeological and Architectural Resources
Highway 1 High Occupancy Vehicle Lane Project
San Anselmo Road to Morrissey Blvd
@ SCR: R 24/16.13 (KP R 11.64/25.96)
EA 05-007300

Legend
- Project Design
- Archaeological APE Expansion
- Architectural APE Expansion

Parcel Lines
- Archaeological APE
- Architectural APE
- Ineligible Archaeological Resources
- Eligible or Unevaluated Cultural Resources
- Engineering Stations
- Eligible Architectural Resources
Exhibit 3:
Sheet 21 of 21

Legend

- **Project Design**
- **Archaeological APE Expansion**
- **Architectural APE Expansion**

Legend:
- **Parcel Lines**
- **Archaeological APE**
- **Architectural APE**
- **Ineligible Archaeological Resources**
- **Eligible or Unevaluated Cultural Resources**
- **Engineering Stations**
- **Architectural Resources**
APPENDIX B: DPR 523 Forms
The residence at 361 Moosehead Drive is located on a .19 acre lot directly south of State Route 1 in Aptos. The small residential property is shielded from the right-of-way by a thick grove of trees and a long driveway and surveyors were unable to access the property; however, county building records indicate that the complex includes one wood-frame residence that was constructed in 1948. The building is rectangular in plan, with a gable roof with offset gable entryway. The building is single-story and 1,309 square-feet. The modern roofing is pierced by skylights and extends over and addition to the northeast side.
The residence at 361 Moosehead Drive does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be a historical resource for the purposes of CEQA. The property was developed in the late 1940s, when Aptos was transitioning from an area largely dominated by small-scale agricultural development to an increasingly suburban oriented bedroom community of Santa Cruz. At the time of the property’s development, much of the surrounding area remained undeveloped, with an orchard extending to the southeast of the property and sporadic residential construction to the west (see Continuation Sheet).
B10. Significance (continued):

The modern State Route 1 corridor was under development directly to the north when this property was built, as evidenced in the photograph above. The construction of the freeway route cut a large swath through the rural areas of Santa Cruz County, encouraging more intensive development and creating new land use patterns. By the early 1960s, the orchard surrounding the property was removed, and the subdivision to the southwest (Aptos Beach Country Club Subdivision No.5) was far more extensively developed. Currently the property is surrounded by a dense assemblage of 1990s townhouses.

Figure 1: 361 Moosehead Drive, 1948.

Figure 2: 361 Moosehead Drive, 1963.
B10. Significance (continued):

The property does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). While it is typical of post-World War II development of Aptos and the rural regions of Santa Cruz County, it is not a significant representative of this context. Research did not indicate that any of the property’s occupants made significant contributions to local, state, or national history (Criterion B), and the historic record revealed little pertaining to any of the property owners and with no building permit on file, the original owner of the property is unknown. Although surveyors were unable to access the property, information relating to the residence was obtained from aerial photographs, various maps, and county building records, and it does not appear that the property is significant for its architecture or engineering, nor does it appear to be the work of a master (Criterion C). The 1940s residence is of stucco and wood frame construction, with a single-story rectangular plan that was very common during the period. The building is a ubiquitous representative of construction patterns in the area and has also undergone substantial changes to its original setting since the historic period, with intensive development surrounding the once isolated rural property. Finally, the property has not yielded, nor is it likely to yield, important information for history (Criterion D).

These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 502.4.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
The building at 2185 41st Avenue is a mid twentieth century commercial building located directly south of the 41st Street/State Route 1 interchange (Photograph 1). The 2500 square-foot building sits on a .21 acre lot surrounded by a small asphalt parking lot. The wood-frame building is rectangular in plan, with a flush foundation, stucco siding, and a flat roof. The storefront faces 41st Avenue and consists of a centered double-door entryway that is slightly recessed, with flanking display windows. The fixed windows are divided by thick wood mullions, with two on either side of the entryway, and two wrapping around both sides of the building. Fenestration on the secondary sides of the building is irregular, with three small windows on the south side of the building and no doors or windows on the north side of the building (Photograph 2). The storefront features a low parapet, accommodating prominent commercial signage for the current business occupant.

*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
The building at 2185 41st Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be a historical resource for the purposes of CEQA. The property was built around 1960, during a period of enormous growth in Santa Cruz County that accompanied the development of State Route 1 as an expressway-type corridor. California’s post-World War II prosperity and expansion brought an upsurge to the Santa Cruz economy, tourism industry, and population, which, in turn, encouraged infrastructural, commercial, and residential development. The property acquisition for and construction of State Route 1 as an expressway, and then as a freeway, also stimulated new types of automobile-centric residential and commercial development, including modest commercial properties such as this property (See Continuation Sheet).
B10. Significance (continued):

This commercial building was one of the first to be constructed in the immediate area, and was sited to take advantage of the traffic generated by the new highway interchange. Prior to the 1960s, the area was largely residential, with only scattered subdivisions. Currently, the 41st Avenue corridor is lined by commercial buildings with residential development prevalent on the side streets. Much of the commercial development dates to the 1980s, 1990s, and 2000s, as the area has continued to expand and become a regional shopping center. A number of business have occupied the generalized commercial space at 2185 41st Street since its construction, including a flooring store and the current surf shop which recently moved into the space (circa 2010).

The building does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). The property is an unremarkable example of the post-World War II commercial development of Capitola and the rural regions of Santa Cruz County and it is not a significant representative within this context. The generalized businesses that lined the storefront are not significant components of the commercial development of the area, and are instead common representatives of commercial growth. Research did not indicate that any of the property’s commercial occupants made significant contributions to local, state, or national history (Criterion B), and the historic record reveals little pertaining to any of the property owners or rental occupants. Without an original building permit on file, the original owner of the building is unknown; however, the modest development was likely a speculative commercial venture designed to take advantage of the influx of traffic accompanying the highway development. The property is not significant for its architecture or engineering, nor is it the work of a master (Criterion C). The circa 1960 building is of a simple and highly replicable commercial design that was very common throughout the region, state, and nation during the period and satisfied basic sales and display functions. The building is a common example of construction patterns in the area, as Capitola and rural Santa Cruz County transitioned to a metropolitan service area that was increasingly...
B10. Significance (continued):

dominated by the highway corridor. Finally, the property has not yielded, nor is it likely to yield, important information for history (Criterion D).

The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.

Photographs:

2185 41st Avenue, camera facing southwest.
*P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Soquel Date 1954, photorevised 1994 T ___; R ___; % of Sec ___; ______ B.M.

c. Address 9012 Soquel Drive City Apts Zip 95003-4031

d. UTM: (give more than one for large and/or linear resources) Zone ______; _______________ mE/_____________ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 041-052-14

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The buildings at 9012 Soquel Drive are International Style apartments located on Soquel Drive, directly north of State Route 1 in Apts. The complex consists of two identical buildings that are rectangular in plan, only one of which is visible from the right-of-way (Photograph 1). The circa 1960 complex is of wood frame construction, with concrete block at the first level and vertical wood siding on the upper levels. A flat, overhanging tar and gravel roof with wide eaves and wood fascia crowns the complex. The first level features open parking stalls and the upper two levels are divided into residential units. Each unit has an exterior balcony with wood railing and privacy wall, dividing the apartment complex into an orderly grid (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) (HP3: Multiple Family Property)

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

*P5b. Description of Photo: (View, date, accession #) 9012 Soquel Drive, camera facing southwest.

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both

Circa 1960, historic aerials and Polk’s Santa Cruz County City Directories.

*P7. Owner and Address:
Peno and Marlene Saraliev
933 Chittenden Lane
Capitola, CA 95010

*P8. Recorded by: (Name, affiliation, address)
Greg Rainka
JRP Historical Consulting
2850 Spafford Street
Davis, CA 95618

*P9. Date Recorded: April 2010

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, Supplemental HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard, PM R7.24/16.13 (KP R11.64/25.96)

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

DPR 523A (1/95)
The buildings at 9012 Soquel Drive do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor do they appear to be historical resources for the purposes of CEQA. The property was constructed around 1960, during a period of enormous growth in the unincorporated areas of Santa Cruz County that accompanied the development of State Route 1 as an expressway style corridor. California’s post-World War II prosperity and expansion brought an upsurge to the Santa Cruz economy, tourism industry, and population, which encouraged infrastructure and residential development. The property acquisition for and construction of State Route 1 as an expressway, and then as a freeway, also stimulated new types of automobile-centric residential and commercial development, including dense apartment housing such as that of Loma Linda Lodge (See Continuation Sheet).
P3a. Description (Continued)

Windows and doorways are all aluminum frame and regularly placed along the balconies. A wrap-around extension is adjoined to the west side of the northern building (Photograph 2). The extension is similar in plan to the rest of the building, with first level parking and apartments with balconies above and a flat roof.

B10. Significance (continued):

The apartment complex was constructed on a vacant lot that was surrounded by 1920s-1940s single family residential buildings. The buildings have a typical 1960s design, with a boxy flat-roofed exterior divided into a balconied grid. The apartment units are perched atop garage spaces, creating an automobile-based design. The apartments likely catered to commuters and was one of many such apartment complexes constructed in the county, all with fanciful names such as Las Flores, Surfside Apartments, and the Coronado. Little information is available in the historic record about the rental occupants of the complex.

The buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). While the property is representative of the post-World War II development of Aptos and the rural regions of Santa Cruz County, it is not a significant representative of this context. Research did not indicate that any of the property’s occupants made significant contributions to local, state, or national history (Criterion B), and revealed little pertaining to any of the property owners or rental occupants. The property is not significant for its architecture or engineering, nor is it the work of a master (Criterion C). The buildings have a simple and highly replicable International Style design that was very common throughout the region, state, and nation during the period. The apartment complex is a common representative of construction patterns in the area, as Aptos and rural Santa Cruz County transitioned to a metropolitan bedroom area that was increasingly dominated by the highway corridor. Finally, the property has not yielded, nor is it likely to yield, important information for history (Criterion D).

The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
Photographs:

Photograph 2: 9012 Soquel Drive, camera facing southeast.
**Resource Name or #** *(Assigned by recorder)*  Map Reference #06-03b

### P1. Other Identifier:

**P2. Location:**
- **Not for Publication** ☐
- **Unrestricted** ☒
- **a. County** Santa Cruz
- *(P2b and P2c or P2d. Attach a Location Map as necessary.)*

**b. USGS 7.5’ Quad** Soquel 1954, photorevised 1994
- **T ____; R ____; ¼ of Sec ____; _____ B.M.**
- **c. Address** 9018 Soquel Drive City Aptos Zip 95003-4002
- **d. UTM:** (give more than one for large and/or linear resources) Zone _____; __________ mE/__________ mN
- **e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
- **Assessor Parcel Number:** 041-052-19

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The buildings at 9018 Soquel Drive are on a .22 acre lot directly north of State Route 1 in Aptos (Photograph 1). The property includes a converted single family residence that is now in commercial use, as well as a garage (Photograph 2). The building was originally designed in a Tudor style, with a steeply pitched cross gable roof with roll eaves. A gable addition has since been added, extending from the east side of the building. A commercial entry is centered on the forward-facing gable, consisting of a glazed wood door and sidelight. A rounded canopy crowns the entryway. A secondary arched entryway is offset to the east of the primary entry (Photograph 3). The doorway is recessed and accessed by a concrete stoop. Windows include a single double-hung to the east of the entry way and two fixed picture windows to the west. All windows are aluminum-framed in wood surrounds. The garage is stucco, with a gable roof and a modern vinyl panel door.

**P3b. Resource Attributes:** (List attributes and codes)
- (HP2) Single Family Residence; (HP4) Ancillary Building

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

**P5b. Description of Photo:** (View, date, accession #) 9018 Soquel Drive, camera facing southwest.

**P6. Date Constructed/ Age and Sources:**
- **Historic** ☒
- **Prehistoric** ☐
- **Both** ☐
- 1927, County Building Records

**P7. Owner and Address:**
- David J. and Kathleen D. Manning
- 160 Light Springs Road
- Aptos, CA 95003-9310

**P8. Recorded by:** (Name, affiliation, address)
- Greg Rainka
- JRP Historical Consulting
- 2850 Spafford Street
- Davis, CA 95618

**P9. Date Recorded:** April 2010

**P10. Survey Type:** Intensive

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**P11. Report Citation:** (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, Supplemental HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard, PM R7.24/16.13 (KP R11.64/25.96)

**Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) DPR 523A (1/95)
The property at 9018 Soquel Drive does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be a historical resource for the purposes of CEQA. The buildings were constructed in 1927, when Aptos was largely characterized by scattered residential development and small-scale mixed-use agricultural parcels. Much of the land surrounding Aptos had been subdivided into small farms and apple orchards as logging tapered off during the 1920s, and many small 5, 10, and 20 acre agricultural parcels dotted the area. At the time of the property’s development, much of the immediate surrounding area was developed with apple orchards and chicken farms, with more intensive residential development limited to the Soquel Drive corridor (see Continuation Sheet).

### References

Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1922-1980; USGS Quadrangles, Soquel (1954 photorevised 1994); City of Santa Cruz Public Library vertical files; Watsonville City Directory, 1965; California Department of Public Works As-Builts for State Route 1, 1947.

### Additional Resource Attributes

<table>
<thead>
<tr>
<th>B11. Additional Resource Attributes:</th>
<th>(List attributes and codes)</th>
</tr>
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</table>

### Required Information

*NRHP Status Code: 6Z*  
*Resource Name or #:* (Assigned by recorder) Map Reference # 06-03b

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| B1. Historic Name: | _____________ |
| B2. Common Name: | |
| B3. Original Use: | Single family residence |
| B4. Present Use: | commercial building |

### Architectural Style

Tudor (altered)

### Construction History

Residence and garage constructed 1927. Subsequent alterations include new roof, new siding, addition, new entryway and window configuration.

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| B5. Architectural Style: | Tudor (altered) |
| B6. Construction History: | Residence and garage constructed 1927. Subsequent alterations include new roof, new siding, addition, new entryway and window configuration. |

---

| B7. Moved? | ☑ No ☐ Yes ☐ Unknown |
| B8. Related Features: | _____________ |
| B10. Architect: | unknown |

### Significance

Theme: n/a  
Property Type: n/a  
Applicable Criteria: n/a

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

B10. Significance:

- Period of Significance: n/a
- Property Type: n/a
- Applicable Criteria: n/a

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

### References

Santa Cruz County Records, various years 1907 to 1990; Historic Aerial Photographs (1931 through 1963); City of Santa Cruz Building Permits; City Directories various years, 1922-1980; USGS Quadrangles, Soquel (1954 photorevised 1994); City of Santa Cruz Public Library vertical files; Watsonville City Directory, 1965; California Department of Public Works As-Builts for State Route 1, 1947.

### Remarks

**B14. Evaluator:** Polly S. Allen

**Date of Evaluation:** April 2010

(This space reserved for official comments.)
B10. Significance (continued):

Research revealed little about the early occupants of the building, as the county does not retain the original building permits and the building address did not appear in city directories from the period. By the mid-1940s the property was owned by E.G. Lloyd, and featured a small orchard as well as a secondary dwelling that has since been subdivided to a different parcel (041-052-03). The property at 9018 Soquel Drive is shown above and below, circled in red.

Figure 1: California Department of Public Works As-Builts for State Route 1, 1947. 9018 circled in red.
The setting of the property drastically changed with the introduction of State Route 1 in the late 1940s. All of the surrounding agricultural acreage was cleared for the highway construction, leaving only a small residential lot. The introduction of the highway did much to change the overall setting of Aptos and the mid-county region, encouraging intensive residential and commercial development along the corridor and largely replacing the scattered agricultural development of the early decades of the twentieth century.

Property records indicate that a number of individuals owned the residence from the historic period to the present. By the 1960s the residence was owned by Dale D. Daniels. In the early 1970s the property was owned by L.P. Wilkinson, and in 1975 the property was converted to commercial use by then-owner Keith W. Jackson. Since conversion to commercial use, the property has been used by a number of businesses, including a veterinary clinic, beauty shop, and computer repair business. In addition to housing commercial functions, the building has also been used as an apartment. Accompanying the change of occupancy have been a number of alterations, including the addition of a commercial parking lot, changes to the building’s original residential fenestration, new stucco and windows, and an addition.

The property does not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). While the property is typical of pre-World War II development of Aptos and the rural regions of Santa Cruz County, it is not a significant representative of this context. Research did not indicate that any of the property’s occupants made significant contributions to local, state, or national history (Criterion B), and revealed little pertaining to any of the property owners. The property is not significant for its architecture or engineering, nor does it appear to be the work of a master (Criterion C). The 1927 residence was of a common Tudor design that was emblematic of prevalent design notions of the period, and is a common representative of construction patterns in the area. The property has also undergone substantial changes to setting and design since the historic period, including alterations and additions to the building itself and changes in setting to the property, with the subdivision of the original parcel and the introduction of the highway and more intensive commercial and residential development. Finally, the property has not yielded, nor is it likely to yield, important information for history (Criterion D).

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not appear to meet the significance criteria as outlined in these guidelines.
Photographs:

Photograph 2: 9018 Soquel Drive garage, camera facing south.

Photograph 3: 9018 Soquel Drive, camera facing southeast.
The buildings at 9028 Soquel Drive are on a .66 acre parcel directly north of State Route 1 in Aptos. The small residential complex is shielded from the right-of-way by a thick grove of trees and surveyors were unable to access the property; however, county building records indicate that the complex includes three buildings. The first is a single-story wood frame residence constructed in 1940, the second is a secondary single-story residential unit, and the third is a garage with dwelling unit above. Historic quad maps and aerials indicate that the two secondary buildings were developed between the mid-1960s and the mid-1990s, decades after the original 1940s construction. Building records also indicate that the buildings are of wood frame construction, with stucco siding, and composition shingle roofing.

**P3b. Resource Attributes:** (List attributes and codes) (HP2) Single Family Residence; (HP4) Ancillary Building

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

**P5b. Description of Photo:** (View, date, accession #) 9028 Soquel Drive aerial image, circa 2010

**P6. Date Constructed/Age and Sources:** ☑️ Historic ☐ Prehistoric ☐ Both 1940, 1960s-1990s. County building records and USGS Quads and aerials photography

**P7. Owner and Address:** Michael A Houlemard Jr.
533 Quail Run Road
Aptos, CA 95003

**P8. Recorded by:** (Name, affiliation, address) Greg Rainka
JRP Historical Consulting
2850 Spafford Street
Davis, CA 95618

**P9. Date Recorded:** April 2010

**P10. Survey Type:** Intensive

*P11. Report Citation:* (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, Supplemental HRER: Highway 1 HOV Lane Widening Project: San Andreas Road to Morrissey Boulevard, PM R7.24/16.13 (KP R11.64/25.96)

*Attachments:* NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list)
The buildings at 9028 Soquel Drive do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor do they appear to be historical resources for the purposes of CEQA. The property was developed in 1940, when Aptos was largely characterized by scattered residential development and small-scale mixed-use agricultural parcels. At this time, much of the surrounding area was developed with an apple orchard owned by William Goff, which spanned the area where current-day State Route 1 runs (see Figure 1 on continuation sheet). This type of small-scale agricultural development was common in the region during the period. Much of the land surrounding Aptos had been subdivided into small all farms and apple orchards as logging tapered off during the 1920s and many small 5, 10, and 20 acre agricultural parcels dotted the area (see Continuation Sheet).
B10. Significance (continued):

Figure 1: California Department of Public Works As-Builts for State Route 1, 1947.

The setting of the property drastically changed with the introduction of State Route 1 in the late 1940s. All of the surrounding agricultural acreage was cleared for the highway construction, leaving only a small residential lot. It appears that several outbuildings, including an original garage, chicken house, and water tank, were removed at this time. The introduction of the highway did much to change the overall setting of Aptos and the mid-county region, encouraging intensive residential and commercial development along the corridor and largely replacing the scattered agricultural development of the early decades of the twentieth century.

Property records indicate that a number of individuals owned the residence from the historic period to the present, including Lee Wilson in the 1960s, Kenneth S. Brechler in the early 1970s, and Wade A. Ackerson II and Jalene De Pan in the late 1970s. Currently, the owner is Michael A. Houlemard Jr., who purchased the property in 1997 from Nancy Landry. Accompanying the changes of ownership have been additions and alterations to the property. While 9028 Soquel Drive was developed with a single-family residence and several agricultural outbuildings, the complex currently has three residential units on the .66 acre lot, two of which were constructed between the 1960s to the 1990s.

These buildings do not appear to have important associations with significant events or trends in local, state, or national history (Criterion A). While the property is typical of the pre-World War II development of Aptos and the rural regions of Santa Cruz County, it is not a significant representative of this context. Research did not
indicate that any of the property’s occupants made significant contributions to local, state, or national history (Criterion B). Although surveyors were unable to access the property, information relating to the complex was obtained from aerial photographs, various maps, and county building records, and it does not appear that the property is significant for its architecture or engineering, nor does it appear to be the work of a master (Criterion C). The 1940 residence is of stucco and wood frame construction, with a single-story rectangular plan that was very common during the period. The two later buildings appear similarly constructed, and are also of wood frame and stucco. The complex is a common representative of construction patterns in the area and has also undergone substantial changes to setting and design since the historic period. Finally, the property has not yielded, nor is it likely to yield, important information for history (Criterion D).

These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and do not appear to meet the significance criteria as outlined in these guidelines.
## Santa Cruz County

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<th>Year Wid/Ext</th>
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<td>05-SCR-017-5.45-SCTV</td>
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<tr>
<td>36 0060L</td>
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<td>36 0060R</td>
<td>BRANCIFORTE CREEK</td>
<td>05-SCR-001-16.43-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1958</td>
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<tr>
<td>36 0061L</td>
<td>CARBONERA CREEK</td>
<td>05-SCR-001-16.49-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1958</td>
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## Santa Cruz County

<table>
<thead>
<tr>
<th>Bridge Number</th>
<th>Bridge Name</th>
<th>Location</th>
<th>Historical Significance</th>
<th>Year Built</th>
<th>Wid/Ext</th>
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<tr>
<td>36 0061R</td>
<td>CARBONERA CREEK</td>
<td>05-SCR-001-16.49-SCR</td>
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<tr>
<td>36 0062L</td>
<td>EMELINE STREET UC</td>
<td>05-SCR-001-16.63-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
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<td>36 0062R</td>
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<td>05-SCR-001-16.63-SCR</td>
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<tr>
<td>36 0064</td>
<td>SOQUEL DRIVE OC</td>
<td>05-SCR-001-14.86</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1947</td>
<td>1985</td>
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<td>36 0065</td>
<td>WADDELL CREEK</td>
<td>05-SCR-001-36.3</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1947</td>
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<tr>
<td>36 0066</td>
<td>MORRISSEY BOULEVARD OC</td>
<td>05-SCR-001-15.82-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
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<td>36 0067</td>
<td>GLEN CANYON ROAD UC</td>
<td>05-SCR-001-17.02-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1958</td>
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<td>36 0069F</td>
<td>S17-S1 CONNECTOR SEPARATION</td>
<td>05-SCR-001-17.02-SCR</td>
<td>5. Bridge not eligible for NRHP</td>
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<tr>
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<td>36 0071R</td>
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<td>36 0072</td>
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<td>5. Bridge not eligible for NRHP</td>
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<td>36 0077</td>
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<td>BEULAH PARK UC</td>
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<td>36 0080</td>
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<td>BEACH ROAD UC</td>
<td>05-SCR-001-17.02-WAT</td>
<td>5. Bridge not eligible for NRHP</td>
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<td>S1-E152 CONNECTOR OC</td>
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<td>36 0085</td>
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<td>36 0086</td>
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<td>5. Bridge not eligible for NRHP</td>
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<td>36 0088L</td>
<td>STRUVE SLOUGH</td>
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<td>36 0089</td>
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<td>36 0091</td>
<td>ROUTE 128/1 SEPARATION</td>
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<td>36 0092R</td>
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<td>36 0093</td>
<td>MAR MONTE AVENUE OC</td>
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<td>36 0094L</td>
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<td>36 0097</td>
<td>BOULDER CREEK SIDEHILL VIADUCT</td>
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<td>5. Bridge not eligible for NRHP</td>
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<td>36 0108Z</td>
<td>WILDER RANCH BIKE BRIDGE</td>
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<td>5. Bridge not eligible for NRHP</td>
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<td>36 0109</td>
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<td>05-SCR-001-17.02-WAT</td>
<td>5. Bridge not eligible for NRHP</td>
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</table>
December 1, 2005

**File:** EA 05-0C7300; SCR-1 KP R12.22/25.6 (PM R7.6/15.9)
**State Route 1 High-Occupancy Vehicle Lane Widening Project, Santa Cruz, CA**

**Subject:** Historic Properties Exempt from Evaluation

From: Julia G. Costello, Ph.D., Historical Archaeologist

Archaeological survey of the Area of Potential Effects (APE) for the above project by Far Western Anthropological Research Group, Inc., identified two historic properties exempt for evaluation under Stipulation VIII. C.1, _Properties Exempt from Evaluation_ (Attachment 4), of the January, 2004 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, California State Historic Preservation Officer, and the California Department of Transportation regarding compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California (Programmatic Agreement).

These exempt properties are as follows:

- **CA-SCR-351H:** Foundations and mapped locations of buildings or structures more than 50 years old with few or no associated artifacts or ecofacts, and with no potential for subsurface archaeological deposits; and

- **CA-SCR-352H:** Isolated refuse dumps and scatters over 50 years old that lack specific associations.

Additionally, under the criteria of the California Environmental Quality Act (CEQA), these sites do not constitute historic resources.

These properties were assessed as exempt from evaluation by Julia G. Costello, Ph.D., historical archaeologist, with concurrence by Caltrans Professionally Qualified Staff Thomas Wheeler.

The following are summary descriptions and assessments of the resources exempted from evaluation. More-detailed recording and background histories are presented in the updated site records.
This site, as originally recorded, consisted of the remains of concrete perimeter foundations. During evaluation of the site, obscuring vegetation was removed and additional features recorded.

Feature 1: Portions of a board-formed concrete foundation representing the rear walls of a house.

Feature 2: A depressed driveway area ca. 12 feet wide, entering the site at the boundary fence and trending southerly toward the back of the lot.

Feature 3: Two large tree stumps, matching the positions of two of the trees depicted on the 1947 As-Built map.

**Historical Context**

The site area was subdivided into lots in 1911 as part of the Frapwell Tract, with the dwelling house constructed as a rental by owner Annie Acworth. The configuration of the foundations suggests it was of the popular Craftsman style. Acworth rented the house to Frank and Imogene Cowan, who likely constructed the poultry sheds to the rear. Acworth first rented, and then sold, the property in 1925 to her sister Fannie Dinsmore who, with her husband Fred, continued the poultry operations. In 1928 the property was sold to widower William Utterback, who resided there alone until at least 1934. During Utterback’s tenure, ownership apparently passed to the Kimmels in 1932, and then Effa Thomas. In 1935 upholster Alva Atfield and his wife Ester were renting the house.

**Exempted Property**

The Feature-1 foundation measurements and orientation match those of the structure (see Site Record update). The latter map shows a “gravel drive,” consistent with the location of Feature 2. Five trees are also depicted on this map, two of which correspond to the locations of features 3A and 3B. A frame chicken house and garage, both with concrete floors, apparently once lay to the north of the house but were obliterated by construction of State Route 1 in 1947.

Nothing documented for this parcel suggests eligibility to the National Register of Historic Places. The footings are not associated with significant events (Criterion A) or persons (Criterion B), and they do not represent important architectural elements (Criterion C). They do not contain information important in history (Criterion D), and there does not appear to be any related artifact deposits or potential for such. During this time period, refuse disposal was administered by the City, and garbage was not disposed of on private property in subdivisions.

The historical context developed for this project and a specific search for ownership and use of this parcel could not identify any association of these foundations with an event, person, or construction important to local, state, or national history. Neither does this site have the potential to provide information important to the study or understanding of history. The historic-era component of the site, consisting of foundations of a building more than 50 years old, is determined to be exempt from evaluation under Stipulation VIII. C.1, Properties Exempt from Evaluation (Attachment 4: foundations and mapped locations of buildings or structures more than 50 years old with few or no associated artifacts or ecofacts, and with no potential for subsurface archaeological deposits) of the Programmatic Agreement. Additionally, this site does not constitute an historic resource under CEQA.
CA-SCR-352H (Artifact Scatter)

This site was originally recorded as a relatively dense scatter of artifacts. Subsequent evaluation involved selection of a 3-by-6-foot Test Area for a systematic sample of surface artifacts. Artifacts recovered from the surface of the unit were sorted, counted, described, and photographed. At the close of the study, all materials were returned to the sample area. Recovered artifacts were dominated by 242 fragments of window glass (computing Minimum-Number-of-Items [MNI] was not attempted). MNI counts for the remaining artifacts included two hollow ceramic vessels, six bottles or jars, one piece of windshield glass, an iron bolt, and a brass grommet-like item. All fragments were small, indicating surface trampling.

Historical Context

The area containing the site was subdivided and sold in 1925, and the house and structures on the property may have been built at this time. The first two owners, however, resided elsewhere, and it was not until the early 1930s, when the Owens Brothers Transfer and Storage enterprise was located there, that occupancy is presumed. In 1934 George Heidt obtained the property and resided there, operating his Highway Auto Wreckers business. The Heidts sold to the State of California in 1947. Historic-period and modern map overlays indicate that the artifact scatter in the current APE is located in the vicinity of the rear frame outbuilding, while artifacts inventoried in the sample unit suggest secondary refuse disposal. The overwhelming number of window-glass fragments, and the absence of other architectural elements such as nails, suggest the Test Area was peripheral to the actual structure, perhaps a storage area for salvaged windows (demolition or deterioration of the building would produce a range of associated artifacts at that location). A few domestic artifacts (ceramics, bottle and jar glass) do indicate the proximity of a dwelling. The sole fragment of auto windshield glass attests to the documented auto-wrecking business.

Exempted Property

This trash deposit is a result of the occupation of this parcel by as many as four different owners between ca. 1925 and 1947. The artifacts would therefore tell us little about any particular household. In addition, the collection displays a limited repertoire, particularly restricting its potential to provide information on domestic aspects of household life.

Nothing documented for this parcel suggests eligibility to the National Register of Historic Places. The artifact concentration is not associated with significant events (Criterion A) or persons (Criterion B), and does not represent important architectural elements (Criterion C). The artifacts do not contain information important in history (Criterion D), as the collection cannot be associated with a particular time period or household.

The historical context developed for this project, and a specific search for ownership and use of this parcel, could not identify any association of this trash deposit with an event, person, or construction important to local, state, or national history. Neither does this site have the potential to provide information important to the study or understanding of history. The historic-era component of the site, consisting of an artifact collection more than 50 years old, is determined to be exempt from evaluation under Stipulation VIII. C.1, Properties Exempt from Evaluation (Attachment 4: Isolated refuse dumps and scatters over 50 years old that lack specific associations.) of the January 2004 Programmatic Agreement. Additionally, the site does not constitute an historic resource under CEQA.
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<tr>
<th>DATE</th>
<th>TO</th>
<th>FROM</th>
<th>CC</th>
<th>REASON/ACTIVITY</th>
<th>FOLLOW-UP/RESPONSE</th>
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<tr>
<td>22-Oct-03</td>
<td>Native American Heritage</td>
<td>Far Western</td>
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<td>Letter request for list of sacred lands and Native Americans to contact</td>
<td>None</td>
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<td>Commission (NAHC)</td>
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<td>18-Nov-03</td>
<td>Far Western</td>
<td>Native American Heritage</td>
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<td>Letter response to request of October 2003</td>
<td>None</td>
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<td>Commission</td>
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<td>25-Nov-03</td>
<td>13 Native Americans (NAs)</td>
<td>Far Western</td>
<td></td>
<td>Letter w/ map to inform Interested Native American parties about the project and</td>
<td>None; no responses</td>
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<td>from NAHC list</td>
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<td>request input.</td>
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<td>1-Oct-04</td>
<td>4 NAs added to list per</td>
<td>Far Western</td>
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<td>Letter w/ map to inform Interested Native American parties about the project and</td>
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<td>Caltrans</td>
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<td></td>
<td>request input.</td>
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<td>14-Jan-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter reintroducing project; Albion as NA Coordinator; summary of survey work and</td>
<td>Phone call confirmations. Eight Responses. See Attachment 5.</td>
</tr>
<tr>
<td></td>
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<td>findings; future field visit</td>
<td>Four full reports were requested and mailed.</td>
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<td>28-Jan-05</td>
<td>Caltrans</td>
<td>Albion, Joslin</td>
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<td>Memo summarizing consultation and request for all or complaints to be referred</td>
<td>None</td>
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<td>to Albion or Joslin at Caltrans.</td>
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<tr>
<td>DATE</td>
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<td>FROM</td>
<td>CC</td>
<td>REASON/ACTIVITY</td>
<td>FOLLOW-UP/RESPONSE</td>
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<td>17-Feb-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter informing of February 28 date for site tour; with map and directions</td>
<td>Confirmation phone calls, Seven people agreed to attend the site tour</td>
</tr>
<tr>
<td>22-Feb-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Site tour was cancelled. Phone calls informing of cancellation</td>
<td>Calls made to NAs informing of site tour cancellation</td>
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<tr>
<td>8-Mar-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter sent regarding May 2/5 site tour</td>
<td>Phone calls made week of March 14, 2005 to determine the best date of site tour</td>
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<tr>
<td>22-Mar-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter sent with memo prepared by Far Western outlining changes to the testing plan</td>
<td>None, no responses</td>
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<td>31-Mar-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter sent regarding May 2nd site tour that included directions and map</td>
<td>None; no responses. During week of 4/25/2005 NAs were contacted by telephone regarding site tour cancellation and Project delays</td>
</tr>
<tr>
<td>15-Jun-05</td>
<td>17 NAs</td>
<td>Albion</td>
<td>Joslin, Mikkelsen, Metzger, Gelb</td>
<td>Letter sent regarding delay in Project and site tour</td>
<td>None; no responses</td>
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</table>

Note: Correspondence after January 1, 2006 was prior to identification of phased approach.

### ADDITIONAL DOCUMENTS

<table>
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<tr>
<th>SUMMARY</th>
<th>Attach #</th>
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<tbody>
<tr>
<td>Native American Contact list.</td>
<td>11</td>
</tr>
<tr>
<td>Native American Consultation Notes – T. Joslin, District 5 Native American Coordinator</td>
<td>12</td>
</tr>
<tr>
<td>Native American Consultation Schedule – Santa Cruz Highway 1 HOV Project</td>
<td>13</td>
</tr>
</tbody>
</table>
October 22, 2003

Mr. Rob Wood
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Dear Mr. Wood:

Far Western Anthropological Research Group, Inc. has been contracted to conduct cultural resources studies along an 8.25 mile stretch of State Route I (SR I) in Santa Cruz County. The Santa Cruz County Regional Transportation Commission (SCCRTC) plans improvements along this portion of SR I which entail widening of the highway to add an additional lane for High Occupancy Vehicles (HOV) in order to improve traffic flow. Far Western will be conducting a pedestrian survey and test excavations within the project area.

The Project Area lies within portions of T11S, R1W, Sections 7, 8, and 9; and Landgrants Shoquel and Apts; and T11S, R1E, Landgrants Apts and San Andres. The project area is depicted on the Santa Cruz, Soquel, and Watsonville West 7.5' quadrangle maps accompanying this letter. A records search conducted at the Northwest Information Center indicates the presence of several archaeological sites within and in the vicinity of the project area.

Please examine your sacred lands file to see if any cultural resources or sacred sites are listed as being in or near the project area, and send a list of potentially concerned Native American individuals and organizations so that they can be informed and consulted regarding the proposed project.

If you have any questions or concerns, please do not hesitate to contact me at 530 756-3941 or johnb@farwestern.com.

Sincerely,

John E. Berg
Staff Archaeologist

Attachments: Santa Cruz, Soquel, and Watsonville West 7.5' quadrangle maps
November 18, 2003

John Berg
Far Western
Anthropological Research Group, Inc.
2727 Del Rio Place, Suite A
Davis, CA 95616

Sent by Fax: 530-756-0811
No of Pages 3
RE: Proposed road improvements of State Route 1, Santa Cruz County.

Dear Mr. Berg:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. If you contact any of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

Debbie Plas-Treadway
Environmental Specialist III
NATIVE AMERICAN CONTACTS
Santa Cruz County
November 17, 2003

Ella Rodriguez
PO Box 1411
Salinas, CA 93902
(831) 632-0490 - home
(831) 281-5827 - cell
Chalone/Costanoan
Esselen
Amah San Juan Band
Marion Martinez
28206 Coleman Avenue
Hayward, CA 94544
Chalone/Costanoan
(510) 732-6806 - home
comcompy@hotmail.com - email

Jakk Kahl
720 North 2nd Street
Patterson, CA 95363
(209) 892-2436
(209) 892-2435 - Fax
jakk@bigvalley.net
Amah San Juan Band
Valentin Lopez
3095 Eastern Ave
Sacramento, CA 95821
Chalone/Costanoan
(916) 481-5785

Katherine Erolinda Perez
1234 Luna Lane
Stockton, CA 95206
(209) 462-2880
Amah/Mutsun Tribal Band
Michelle Zimmer
4852 McCoy Avenue
San Jose, CA 95130
Chalone/Costanoan
(408) 378-7705

Northern Valley Yokut
Bay Miwok

Linda G. Yamane
1585 Mira Mar Ave.
Seaside, CA 93955-3328
(831) 394-5915
Amah/Mutsun Tribal Band
Irene Zwirlein, Chairperson
789 Canada Road
Woodside, CA 94062
Chalone/Costanoan
(650) 851-7747 - Home
(650) 851-7489 - Fax
(408) 364-1393 - Cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7055.5 of the Health and Safety Code, Section 6097.04 of the Public Resources Code and Section 5087.58 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to cultural resources assessment for the proposed road improvements of State Route 1, Santa Cruz County.
Coastanoan Ohlone Rumsen-Mutsen Tribe
Patrick Orozco
844 Peartree Drive
Watsonville, CA 95075
(831) 728-8471

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024
(831) 637-4238

Thomas P. Soto
Howard S. Soto
P.O. Box 56802
Hayward, CA 94541
(510) 733-1451
sotocam@hotmail.com
(510) 733-6158 Fax
hsa9001@cox.com

Trina Marine Ruano Family
Ramona Garbany, Representative
16101 5th Street
Lathrop, CA 95330
(510) 792-1642
(510) 673-5029 - Cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5067.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to cultural resources assessment for the proposed road improvements of State Route 1, Santa Cruz County.
November 25, 2003

Trina Marine Ruano Family
Ramona Garibay, Representative
16101 5th Street
Lathrop, CA 95330

Dear Ms. Garibay:

Far Western Anthropological Research Group, Inc. has been contracted to conduct cultural resources studies along an 8.25 mile stretch of State Route 1 (SR 1) in Santa Cruz County. The Santa Cruz County Regional Transportation Commission (SCCRTC) plans improvements along this portion of SR 1 which entail widening of the highway to add an additional lane for High Occupancy Vehicles (HOV) in order to improve traffic flow. Far Western will be conducting a pedestrian survey and test excavations within the project area.

The project area is depicted on the map accompanying this letter. A records search conducted at the Northwest Information Center indicates the presence of several archaeological sites within and in the vicinity of the project area.

If you know of any additional cultural resources, or have any specific concerns regarding the proposed project, please do not hesitate to contact me or Pat Mikkelsen at 530 756-3941 or johnb@farwestern.com.

Sincerely,

[Signature]
John E. Berg
Staff Archaeologist

Attachments: Project Area Map
November 5, 2004

Dear,

Far Western Anthropological Research Group, Inc. has been contracted to conduct cultural resources studies along an 8.25 mile stretch of State Route 1 (SR 1) in Santa Cruz County. The Santa Cruz County Regional Transportation Commission (SCCRTC) plans improvements along this portion of SR 1 which entail widening of the highway to add an additional lane for High Occupancy Vehicles (HOV) in order to improve traffic flow. Far Western will be conducting a pedestrian survey and test excavations within the project area.

The project area is depicted on the map accompanying this letter. A records search conducted at the Northwest Information Center indicates the presence of several archaeological sites within and in the vicinity of the project area.

If you know of any additional cultural resources, or have any specific concerns regarding the proposed project, please do not hesitate to contact Clinton Blount, who is overseeing Native American consultation for this project, at (831) 469-9128 or cblount@albionenvironmental.com.

Sincerely,

Laura Leach Palm
Staff Archaeologist

Attachments: Project Area Map
January 14, 2005

Ann Marie Sayers, Chairperson
PO Box 28
Hollister, CA 95024

Re: Archeological Investigations for the State Route 1 High Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

Far Western Anthropological Research Group, Inc. contacted you in November 2003 regarding the proposed widening of State Route 1 in Santa Cruz County. The work is being sponsored by the Santa Cruz County Regional Transportation Commission as part of their proposed plan to add High Occupancy Vehicle lanes along an 8.25-mile stretch of the highway between Santa Cruz and Aptos. This letter is to bring you up to date on the progress of the cultural resources study.

Archaeological excavations are expected to start this spring, and will comprise work at four sites and two sensitive locations identified during Far Western’s pedestrian survey undertaken in October 2003 and April 2004 within the proposed project impact area. Work will include Extended Phase I excavations to test for presence/absence and integrity, Phase II excavations to test for National Register significance, and backhoe exploration to determine the presence of buried sites. A member of the Ohlone community will serve as monitor during the excavations. Proposed work will take place as follows:

- Extended Phase I excavations at CA-SCR-179, a sparse scatter of shell remains and lithic artifacts which has been identified as re-deposited material in areas previously excavated.

- Phase II excavations at CA-SCR-2/H, -168/H, and -353/H. Site SCR-2/H is a deep, large, shell midden with associated flaked and ground stone tools; SCR-168/H incorporates several midden deposits containing shell, flaked stone, and ground stone; and SCR-353/H is a sparse scatter of shell, flaked stone tools, and a battered cobble.

- Subsurface exploration to determine if buried sites are located in two areas located next to waterways or other known sites, and with soil type indicating that older surfaces could be buried.

I have attached maps showing the locations of each of these sites and areas of interest, and the locations of our proposed excavation units.

On behalf of Far Western, my firm, Albion Environmental Inc. will work with members of the local Ohlone community to apprise them of ongoing activities and gather any comments or
concerns you may have about the investigations. My colleague Matt Brickley or I will be contacting you in about a week to make sure you received these materials.

Depending upon the project schedule, we hope to arrange a field visit with all available Oholone representatives who are interested in seeing the site locations, and discussing the project and field methods. We will be joined by the archaeological team leaders from Far Western as well as representatives from Caltrans. We will work with each of you to find the most convenient time for a field visit; however we will only have one such visit.

If you have any immediate questions, you can reach me by phone at (831) 466-1787, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz 95062, or via email at cblount@albionenvironmental.com. Thank you, and we look forward to talking with you soon.

Sincerely,

Clinton Blount  
Principal

Distribution List: Native American Representatives

- Ann Marie Sayers
- Ella Rodriguez
- Jakki Kehl
- Katherine Erolinda Perez
- Marion Martinez
- Quirina Luna
- Paul Mondragon
- Howard Soto
- Valentin Lopez
- Ed Ketchum
- Irene Zwierlein
- Juanita Ingals
- Linda G. Yamane
- Michelle Zimmer
- Patrick Orozco
- Ramona Garibay
- Thomas Soto

Cc:  
- T. Joslin, Caltrans
- P. Mikkelsen, Far Western
- C. Metzger, Nolte
- P. Gelb, Parsons
Figure 2. Project Vicinity.
Figure 11. Extended Phase I Backhoe Excavations for Buried Cultural Deposits at Soquel Drive Interchange (Post Mile 14.81).
Figure 6. Proposed Phase II Excavations at CA-SCR-2/H (Post Miles 10.1-10.2).
Figure 7. Proposed Phase II Excavations at CA-SCR-168/H (Post Miles 13.3-13.4).
Figure 8. Proposed Phase II Site Excavations at CA-SCR-353/H (Post Mile 9.7).
Figure 10. Extended Phase I Backhoe Excavations for Buried Cultural Deposits at Bay Avenue/Porter Street Interchange (Post Mile 13.3).
Figure 11. Extended Phase I Backhoe Excavations for Buried Cultural Deposits at Soquel Drive Interchange (Post Mile 14.81).
Summary of Native American Comments by Individual

**Ramona Garibay**
Unable to contact/No Response

**Juanita Ingals**
Unable to contact/No Response

**Jakki Kehl**
Kehl wants consultation to include a meeting with all interested Native Americans and Project engineers/consultants. According to Jakki, consultation should be in person as opposed to on the phone and involve group meetings where everyone can share and debate ideas and plans. Jakki is concerned that Caltrans is not starting consultation early enough in the process and that Native Americans should be involved in initial Project design including with the development of Project alternatives.

**Ed Ketchum**
Ed did not have time to make comments regarding the Project and suggested calling Quirina Luna.

**Valentin Lopez**
According to Lopez, the Amah Mutsun are the only Indians traditionally from the Santa Cruz region and should be the primary contacts regarding Native American input and involvement. Lopez wants to make sure that there are Amah Mutsun monitors that are trained by the California Archaeological Society present during any ground disturbance. Val is concerned about undiscovered sites within the Project area. Because of the large number of waterways within the Project area and the likelihood of village sites being located near these water sources, construction or digging within 200 yards within a waterway should have Native American monitors. All monitoring protocols should be addressed in a monitoring agreement. Lopez is very interested in the Project and wants to be kept informed of all events/changes.

**Quirina Luna**
Unable to contact/No Response

**Marion Martinez**
Martinez had no comment regarding the Project and suggested contacting Ed Ketchum who would be the primary contact for the Amah Mutsun Tribal Band.

**Paul Mondragon**
Unable to contact/No Response

**Patrick Orozco**
Orozco was concerned about the preservation of cultural resources within the Project area and wants archaeologists and developers to take all measures to avoid sites. Road designs should avoid archaeological sites whether or not there are burials present. Patrick recommended drafting
a MOU to deal with the project impacts and procedure for unanticipated discovery of burials during construction. Orozco wants to be notified of any changes to the Project scope or findings.

**Kathy Perez**
Native American monitors should be present during all ground breaking activities and monitors should be on a rotating list to allow for more than one monitor to participate in the process. Perez requested additional information regarding the depths and methods of construction. Perez also wants to stay informed and involved in this process.

**Ella Rodriguez**
Rodriguez worked as a monitor within the Project area including the development near Auto Plaza Drive and has an interest in cultural resources in the area. Rodriguez wants to be a monitor during any groundbreaking and wants to be informed of changes/issues by phone and mail. Rodriguez noted that the Project area is sensitive and recommends that any construction should proceed with care. Rodriguez plans on attending the site tour.

**Ann Marie Sayers**
Sayers wants to be a monitor during any ground breaking activities. Sayers believes there is a high chance of burials being found during testing and Project construction. Sayers does not want any destructive analysis done on artifacts found during testing or construction. Sayers believes there is a high likelihood of archaeological sites near the waterways that pass through the Project including Arana Gulch, Rodeo Gulch, and Borregos Creek. Sayers requested additional information regarding the depth and methods of construction around the waterways. Sayers plans on attending the site tour.

**Howard Soto**
Unable to contact/No Response

**Thomas Soto**
Unable to contact/No Response

**Linda G. Yamane**
Unable to contact/No Response

**Michelle Zimmer**
Zimmer wanted monitors present during any ground disturbances and wanted to be kept informed of any changes or developments to the Project related to cultural resources.

**Irene Zwierlein**
Zwierlein wants to remain informed of any changes to the project. Knowledgeable monitors should be present during any ground breaking activities. Zwierlein also wanted to make sure that consultation continues and is more than just letters. Meetings might be necessary to obtain required information from Native American respondents. Zwierlein plans on attending the Project site tour.
January 28, 2005

From: Clinton Blount, Albion Environmental Inc.
Terry Joslin, Native American Coordinator, District 5

To:

Re: Native American Consultation, State Route 1 Widening Project, Santa Cruz County,
Current Status

The current phase of Native American consultation for the HOV widening project on SR1 in Santa Cruz began on January 14, 2005 with distribution of a letter describing proposed archaeological testing, (attached) along with detailed maps indicating the location of archaeological activities. This was sent to 16 Ohlone respondents (note distribution list in the letter), representing a number of Ohlone groups. Albion, the firm carrying out the consultation, is now in the process of contacting each of these 16 people by phone to 1) make sure the material was received, and 2) to gather any comments. We have attached Albion’s written correspondence log, and an example of consultation notes.

Several people requested a copy of the full archaeological testing proposal prepared by Far Western (December 2004). These have been sent. Albion will make follow up phone calls after respondents have had time to digest the materials. Albion, along with District 5 and Far Western, is planning a field visit to each of the sites so that the respondents can better understand and comment on the proposed testing plan.

Consultation will result in comments on the proposed testing plan. These comments will be considered carefully and will be incorporated into the testing plan, or if not, each comment will be addressed separately or perhaps in an appendix to the final testing plan. Simply put, the respondents are being given a full opportunity to review and comment on the proposed plan.

We want to make sure that the consultation process is organized and both open and fair to each of the 16 respondents. We understand that one of the respondents has made phone calls to several Caltrans managers. In our judgment this may be unfair to the remaining 15 respondents who are making their comments within the confines of the standard consultation process. If followed carefully the consultation process will provide an opportunity for each respondent. Comments made outside the standard consultation process may be difficult to capture and will probably lead to some confusion.

We request therefore that if any of the respondents contact Caltrans staff with comments or complaints about the project, they be referred to either Terry Joslin at District 5 or Clinton Blount at Albion. We think this approach will be the fairest for all concerned.
Attachment 7

February 17, 2005

Ann Marie Sayers
PO Box 28
Hollister, CA 95024

Re: Site Tour - Archeological Investigations for the State Route 1 High Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

A site tour of the Project area has been scheduled for Monday February 28th 2005 at 11:00 a.m. We will meet at Albion’s offices and we will provide lunch. Please plan on about three hours total. The site tour will be an opportunity to visit some of the site locations and to discuss the project and field methods. We will be joined by archaeological team leaders from Far Western as well as representatives from Caltrans, Santa Cruz County, and the Project engineering team.

If you have any questions regarding the site tour or directions (see the attached map), you can reach us by phone at (831) 469-9128, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz 95062, or via email at cblount@albionenvironmental.com. Thank you, and we look forward to talking with you soon.

Sincerely,

Matthew Brickley
Albion Environmental, Inc.

Distribution List: Native American Representatives
Ann Marie Sayers          Ed Ketchum
Ella Rodriguez            Irene Zwierlein
Jakki Kehl                Juanita Ingals
Katherine Erolinda Perez  Linda G. Yamane
Marion Martinez           Michelle Zimmer
Quirina Luna              Patrick Orozco
Paul Mondragon            Ramona Garibay
Howard Soto               Thomas Soto
Valentin Lopez

Cc: T. Joslin, Caltrans
P. Mikkelsen, Far Western
C. Metzger, Nolte
P. Gelb, Parsons
Albion Environmental, Inc.
1414 Soquel Ave, Suite 205
Santa Cruz, CA 95062-2110 US
(831) 469-9128

Coming from North of Santa Cruz
Traveling south of Highway 17 towards Santa Cruz
Merge onto Highway 1 toward WATSONVILLE/MONTEREY.
Take the exit toward MORRISSEY BLVD
Turn LEFT onto FAIRMOUNT AVE
Turn RIGHT onto MORRISSEY BLVD
Turn LEFT onto SOQUEL AVE
Make an almost immediate RIGHT into the driveway at 1414 Soquel Ave
Albion office is located at far end of the building away from the street on the second floor.

Coming from South of Santa Cruz
Travel north on Highway 1
Take the MORRISSEY BOULEVARD exit
Turn SLIGHT LEFT onto MORRISSEY BLVD
Turn LEFT onto SOQUEL AVE
Make an almost immediate RIGHT into the driveway at 1414 Soquel Ave
Albion office is located at far end of the building away from the street on the second floor.
March 8, 2005

Ann Marie Sayers
P.O. Box 28
Hollister, CA 95024

Re: Project Update/Site Tour - Archeological Investigations for the State Route 1 High-Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

Albion Environmental, Inc. has been contracted to perform Native American consultation for proposed road improvements on State Route 1, Santa Cruz County, California on behalf of the Santa Cruz County Regional Transportation Commission. The Commission is planning improvements along an 8.25-mile stretch of State Route 1 (SR 1) between Highway 17 and Aptos. Improvements would entail the widening of Route 1 to add an additional lane for High-Occupancy Vehicles to improve traffic flow.

As you are aware, we had originally scheduled a tour of known and suspected archaeological sites in the project area for Monday, February 28, 2005. However, to afford more time for review of project materials we sent to you in January, and to ensure that as many of you as possible are able to attend, we are rescheduling the tour for early May. The tour will be held on either Monday, May 2 or Thursday, May 5, 2005. The final date will be chosen based on the availability of the majority of interested parties. We will be contacting you within the next week to find out which date works best for you. We will then send a confirmation letter and directions to Albion’s offices. Albion will provide lunch and transportation to the project area. Please plan on about three hours total for the tour and discussion.

The site tour will be an opportunity to visit those site locations where project impacts are likely, and to discuss the overall project and archaeological field methods. We will be joined by archaeological team leaders from Far Western as well as representatives from Caltrans, Santa Cruz County, and the Project engineering team. In the meantime, please feel free to contact me by phone or in writing with any comments or concerns about the project. You may also wait until after the tour to provide your comments. In either case, they will be considered very carefully.

If you have any questions, you can reach us by phone at (831) 469-9128, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz, California 95062, or via email at cblount@albionenvironmental.com. Thank you, and we look forward to talking with you soon.

Sincerely,

Clinton Blount
Albion Environmental, Inc.
Distribution List: Native American Representatives

Ann Marie Sayers     Ed Ketchum
Ella Rodriguez      Irene Zwierlein
Jakki Kehl           Juanita Ingals
Katherine Erolinda Perez    Linda G. Yamane
Marion Martinez     Michelle Zimmer
Quirina Luna        Patrick Orozco
Paul Mondragon      Ramona Garibay
Howard Soto         Thomas Soto
Valentin Lopez

Cc:   T. Joslin, Caltrans
      P. Mikkelsen, Far Western
      C. Metzger, Nolte
      P. Gelb, Parsons
March 22, 2005

Ann Marie Sayers
P.O. Box 28
Hollister, CA 95024

Re: Testing Plan Modifications - Archeological Investigations for the State Route 1 High-Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

An attached memorandum outlines proposed modifications to the archaeological testing plan prepared by Far Western Anthropological Group, Inc. (December 2004): *Extended Phase I Testing and Phase II Archaeological Evaluation Proposal for the State Route 1 High Occupancy Vehicle Lake Widening Project, Santa Cruz, California*. The testing proposal was modified to provide additional assurance that sites that would not be affected by the project would not be affected only for testing. If you requested a full copy of the testing plan and have not received it, we will send you the revised draft upon completion. We will continue to keep you informed of all Project changes.

If you have any questions, you can reach us by phone at (831) 469-9128, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz, California 95062, or via email at cblount@albionenvironmental.com. Thank you, and we look forward to talking with you soon.

Sincerely,

Clinton Blount
Albion Environmental, Inc.

Distribution List: Native American Representatives

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Cc: T. Joslin, Caltrans
P. Mikkelsen, Far Western
C. Metzger, Nolte
P. Gelb, Parsons
MEMORANDUM

TO: Interested Parties

FROM: Pat Mikkelsen
Principal, Far Western

RE: Revisions to document entitled: Extended Phase I Testing and Phase II Archaeological Evaluation Proposal for the State Route 1 High-Occupancy Vehicle Lane Widening Project, Santa Cruz, California, by Far Western Anthropological Research Group, Inc.

On Monday, March 14, 2005, a meeting was held to discuss project impacts of the State Route 1 High-Occupancy Vehicle Lane Widening Project on archaeological resources. In attendance were Valerie Levulett, Tom Wheeler, Luis Duazo, and Kristen Merriman, Caltrans; Pat Mikkelsen and Jay King, Far Western; Pat Gelb, Parsons; Kim Schultz, Santa Cruz County Regional Transportation Commission; Chris Metzger, Nolte, and Clinton Blount, Albion.

Several changes have been made to the Project Description. There are currently six “build” alternatives for the project. One alternative calls for ramp metering and auxiliary lanes with minimal widening, while all others would require widening the highway, at the least across the existing right-of-way. Caltrans requested a detailed map and description of each alternative from Nolte engineers, noting whether or not an alternative would impact archaeological sites or sensitive areas. The Ramp Meter alternative will have no impact on two of the sites (SCR-2/H and SCR-353/H), while all the other alternatives, plus the Ramp Meter alternative, will impact two sites (SCR-168/H and SCR-179) and two areas that could potentially have buried cultural deposits (Porter Street and Soquel Drive Interchange). Caltrans has therefore indicated, per Federal Highways Administration guidelines, that Phase II archaeological test excavations would not take place at SCR-2/H and SCR-353/H until a preferred alternative is identified and only if that alternative would impact the sites. Extended Phase I/Phase II excavations can proceed at the four remaining locations, as all build alternatives would have an impact on them.

Far Western will prepare an addendum to the proposal to reflect these changes, and will consider comments from interested parties. Any comments you might have regarding the proposal can be discussed at meetings to be held in May. You may also submit comments by mail or email, per prior communications.
March 31, 2005

Ann Marie Sayers  
PO Box 28  
Hollister, CA 95024

Re: Site Tour - Archeological Investigations for the State Route 1 High Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

A site tour of the State Route 1 Project in Santa Cruz County has been scheduled for Monday May 2nd, 2005 at 11:00 a.m. We will meet at Albion’s offices and we will provide lunch. Please plan on about three hours total. The site tour will be an opportunity to visit the site locations and to discuss the project and the proposed archaeological research. We will be joined by archaeological team leaders from Far Western as well as representatives from Caltrans, Santa Cruz County, and the Project engineering team.

If you have any questions regarding the site tour or directions (see the attached map), you can reach us by phone at (831) 469-9128, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz 95062, or via email at cblount@albionenvironmental.com. Thank you, and we look forward to talking with you soon.

Sincerely,

Clinton Blount  
Albion Environmental, Inc.

Distribution List: Native American Representatives

- Ann Marie Sayers  
- Ella Rodriguez  
- Jakki Kehl  
- Katherine Erolinda Perez  
- Marion Martinez  
- Quirina Luna  
- Paul Mondragon  
- Howard Soto  
- Valentin Lopez

- Ed Ketchum  
- Irene Zwierlein  
- Juanita Ingals  
- Linda G. Yamane  
- Michelle Zimmer  
- Patrick Orozco  
- Ramona Garibay  
- Thomas Soto

Cc: T. Joslin, Caltrans  
P. Mikkelsen, Far Western  
C. Metzger, Nolte  
P. Gelb, Parsons
Coming from North of Santa Cruz
Traveling south of Highway 17 towards Santa Cruz
Merge onto Highway 1 toward WATSONVILLE/MONTEREY.
Take the exit toward MORRISSEY BLVD
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Turn LEFT onto SOQUEL AVE
Make an almost immediate RIGHT into the driveway at 1414 Soquel Ave
Albion office is located at far end of the building away from the street on the second floor.
June 15, 2005

Ann Marie Sayers  
P.O. Box 28  
Hollister, CA 95024

Re: Site Tour Cancellation - Archaeological Investigations for the State Route 1 High-Occupancy Vehicle Lanes, Santa Cruz County

Dear Ann Marie:

We are sending this letter as a follow-up to our phone call of Wednesday, April 27. As you are aware, we had originally scheduled a tour of known and suspected archaeological sites in the State Route 1 Project area for Monday, May 2, 2005. However, the site tour and all proposed archaeological testing have been postponed. The engineers from Nolte had hoped to be further along in the design process, but are awaiting additional data (e.g., traffic operations) before refining proposed project alternatives. Therefore, we would prefer not to take everyone’s time to review alternatives and potential and known resources in the field until we have a clear idea of possible impacts and have prepared a supplemental proposal reflecting those impacts.

We are very sorry for the inconvenience, and look forward to meeting with you when the project is further along in preliminary design. We will let you know in advance when that will occur for your convenience in planning ahead for the field meeting.

If you have any questions, you can reach us by phone at (831) 469-9128, by mail at Albion Environmental, 1414 Soquel Ave., St. 205, Santa Cruz, California 95062, or via email at cblount@albionenvironmental.com.

Sincerely,

Clinton Blount  
Albion Environmental, Inc.

Distribution List: Native American Representatives

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Native American Contacts

<table>
<thead>
<tr>
<th>Name/Address</th>
<th>Affiliation</th>
<th>Phone/Email</th>
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<tbody>
<tr>
<td>Patrick Orozco</td>
<td>Costanoan Ohlone</td>
<td>(831) 728 8471</td>
</tr>
<tr>
<td>644 Peartree Place</td>
<td>Rumsen-Mutsun Tribe</td>
<td></td>
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<tr>
<td>Watsonville, CA 95075</td>
<td></td>
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<tr>
<td>Ann Marie Sayers, Chairperson</td>
<td>Indian Canyon Mutsun Band of</td>
<td>(831) 637-4238</td>
</tr>
<tr>
<td>PO Box 28</td>
<td>Costanoan</td>
<td></td>
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<tr>
<td>Hollister, CA 95024</td>
<td></td>
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<tr>
<td>Howard S. Soto</td>
<td>Ohlone/Costanoan</td>
<td>(510) 733-6158</td>
</tr>
<tr>
<td>474 Grove Way</td>
<td></td>
<td></td>
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<tr>
<td>Hayward CA 94541 (new address)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas B. Soto</td>
<td>Ohlone/Costanoan</td>
<td>(530)889-2444 (cell)</td>
</tr>
<tr>
<td>4171 Garden Hwy.</td>
<td>Bay Miwok, Plains Miwok, Patwin</td>
<td>(916)929-7686</td>
</tr>
<tr>
<td>Sacramento, CA 95834 (new</td>
<td></td>
<td></td>
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<tr>
<td>address 4/19)</td>
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<tr>
<td>Irene Zwierlein,</td>
<td>Ohlone/Costanoan</td>
<td>(650) 851-7747</td>
</tr>
<tr>
<td>789 Canada Road</td>
<td></td>
<td>(650) 8517489 (fax)</td>
</tr>
<tr>
<td>Woodside, CA 94062</td>
<td></td>
<td>(408) 364-1393 (cell)</td>
</tr>
<tr>
<td>Linda G. Yamane</td>
<td>Ohlone/Costanoan</td>
<td>(831) 394-5915</td>
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<tr>
<td>1585 Mira Mar Ave.</td>
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<tr>
<td>Seaside, CA 93955</td>
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<tr>
<td>Katherine Erolinda Perez</td>
<td>Ohlone/Costanoan</td>
<td>(209) 462-2680</td>
</tr>
<tr>
<td>1234 Luna Lane</td>
<td>Northern Valley Yokuts, Bay</td>
<td>(209)941-1900 (work)</td>
</tr>
<tr>
<td>Stockton, CA 95206</td>
<td>Miwok</td>
<td></td>
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<tr>
<td>Michelle Zimmer</td>
<td>Ohlone/Costanoan</td>
<td>(408) 910-2024</td>
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<tr>
<td>2811 Westdeer Valley Road #1017</td>
<td></td>
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<tr>
<td>Phoenix AZ 85027 (new address)</td>
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<tr>
<td>Jakki Kehl</td>
<td>Ohlone/Costanoan</td>
<td>(209) 892-2436</td>
</tr>
<tr>
<td>720 North 2nd Street</td>
<td></td>
<td>(209) 892-2435 (fax)</td>
</tr>
<tr>
<td>Patterson, CA 95363</td>
<td></td>
<td>(209) 656-8965 (wk)</td>
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<td></td>
<td></td>
<td>(310)701-3975 (cell)</td>
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<tr>
<td>Valentin Lopez</td>
<td>Ohlone/Costanoan</td>
<td>(916)481-5785</td>
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<tr>
<td>Amah San Juan Band</td>
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<tr>
<td>3095 Eastern Ave.</td>
<td></td>
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<tr>
<td>Sacramento, CA 95821</td>
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<tr>
<td>Ella Rodriguez</td>
<td>Ohlone/Costanoan, Esselen</td>
<td>(831) 632-0490</td>
</tr>
<tr>
<td>PO Box 1411</td>
<td></td>
<td>(831) 261-5827 (cell)</td>
</tr>
<tr>
<td>Salinas, CA 93902</td>
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<tr>
<td>Name/Address</td>
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<tr>
<td>Marion Martinez</td>
<td>Amah San Juan Band</td>
<td>(510) 732-6806</td>
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<tr>
<td>Amah San Juan Band</td>
<td></td>
<td></td>
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<tr>
<td>26606 Coleman Avenue</td>
<td></td>
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<tr>
<td>Hayward, CA 94544</td>
<td></td>
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<tr>
<td>Juanita Ingals</td>
<td>Amah Mutsun Band</td>
<td>(831) 726-1788</td>
</tr>
<tr>
<td>Amah Mutsun Band</td>
<td></td>
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<tr>
<td>PO Box 673</td>
<td></td>
<td></td>
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<tr>
<td>Aromas, CA 95004 (new address)</td>
<td></td>
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</tr>
<tr>
<td>Ed Ketchum</td>
<td>Amah Mutsun Band</td>
<td>(916) 557-5383 (cell)</td>
</tr>
<tr>
<td>Amah Mutsun Band</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35867 Yosemite Avenue</td>
<td></td>
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<tr>
<td>Davis, CA 95616</td>
<td></td>
<td></td>
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<tr>
<td>Quirina Luna</td>
<td>Amah San Juan Band</td>
<td>(831) 623-2635 [Mission Cafe]</td>
</tr>
<tr>
<td>Amah San Juan Band</td>
<td></td>
<td></td>
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<tr>
<td>P.O. Box 852</td>
<td></td>
<td></td>
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<tr>
<td>San Juan Bautista, CA 95045 (new address)</td>
<td></td>
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</tr>
<tr>
<td>Paul Mondragon</td>
<td>Amah Mutsun Band</td>
<td>(831) 915-5989</td>
</tr>
<tr>
<td>Amah Mutsun Band</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1152 Devisadero Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific Grove, CA 93950</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramona Garibay, 16101 5th Street</td>
<td>Trina Marine Ruano</td>
<td>(510) 794-5462</td>
</tr>
<tr>
<td>Lathrop, CA 95330</td>
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</tbody>
</table>
Attachment 13

**NATIVE AMERICAN CONSULTATION FOR SCR 1 HOV**

T. JOSLIN

15 November 2004
- Transmitted progress report, maps, copies of sections of Far Western report, and reports to all interested parties for the Hollister project.

27 January 2005
- Email from Gary Winters that JK did not receive a response from the person she sent her complaint to [referring to Gregg Albright]
- She called Gregg, Gary, Carrie, Tina...

28 January 2005
- I resent all materials to JK and copies to Carrie and Gary.

28 January 2005
- 1:19 returned JK call. 1.75 hour conversation regarding SCR Hov and continued issues regarding this summer in Hollister.
- See Notes.
- Clinton Blount- just another layer between proper consultation and Caltrans.
- Need to address: 100 feet from human remains; proposals should be written in coordination with NA; clarify backhoe issues with experienced backhoe operator...provide comments to community meet?; proposals do not include the NA viewpoint; burial treatment plan in advance of testing; curation issue-why not locally and not in consultation with NA; define what is a burial and what are considered human remains; we need to follow through with our commitments
- At meeting need to define what a proposal is and is not.

16 February 2005

Received very angry call from JK/had to guide her to talk about one topic and discourage her tone
Did not have any specific topics to discuss, was upset about the process that Caltrans and Far Western have established to consult. Twenty-five minute phone call, had to leave for an appointment. She also had called Tina, and spoke with Clinton Blount. Clinton described her as "extremely angry" and had to tell her that he would not speak to her if she continued to yell at him.

Basics:
- Far Western does not want to work with the Native People and does not respect their point of view.
- Clinton Blount- just another layer between proper consultation and Caltrans
- She felt she was not given the correct amount of time to decide on a date
- The date for the meeting does not work for her, she is at a show in Las Vegas. The next day, Tuesday also does not work.
- The following Monday does not work, she is monitoring in Berkeley and does not know how long it will run.
- She could not decide on a day in March, as she did not have a schedule in front of her, and the month is very busy with shows.
- Consultation-
• We are not initiating consultation, we bring in the NA after the proposals have been written and the project is going to happen.
• New reg, [referring to unsigned SB 18] call for consultation and she still not having proper consultation
• The Far Western proposals are still offensive:
• References to huts not homes, use of terms other than Ohlone are offensive
• Problems with using Milliken’s work
• Hunter and gatherers is rude

17 February 2005
JK called Greg, said that the reply Carrie sent her was filled with lies (see email).

22 February 2005
• Message from her regarding the Monday meeting
• She was never asked what days, she just said Mondays
• Irene has less than a week, her family is not getting the same amount of time as the other group [meaning Ed Keetchum et al.]
• There is preference again towards the Val Lopez group
• 1 week notice is not enough
• she would like to know who was contacted and when
Follow-up: Tried to reach CB on cell phone and no answer at Albion

24 February 2005
• Juanita Ingals left a message about Monday’s meeting.
• She does not have maps or directions to the meeting and has not been contacted about where or when?
• She is having problems getting information, needs to go to her PO box, and as a result, she can not get over-night mail
Follow-up: Called her back late in the afternoon after Piedras survey, Clinton called her and said that they would receive information about the meeting and she has not.
• In Hollister we assured her that we would give folks around 30 days
• She was not asked for a range of days that would work for her
• No one contacted her to see if the 2/28/05 was a good day for her
• There continues to be no one-on-one interaction
• We need to get everyone together to have group agreement on information presented.
• Phone call consultation is a single perspective
• She discussed concerns at Moss Landing with the archaeologist and the Native Americans
Conclusion: I canceled the meeting, told her, called Pat and left a message with Clinton

24 February 2005
• 5:00 Tried to return JKS message from earlier in the week
• Finally left a message on her cell phone voice mail

1 March 2005
• 12:00 Juanita Ingals called. She wanted to know if the meeting scheduled for yesterday was canceled. She did not receive a phone call from anyone. (I had told her in last week’s phone call that it was canceled and that Clinton would be calling her to confirm.)
• She also wanted to talk about overall projects and the need for more notice on meetings.
Native American Consultation Schedule – Santa Cruz Highway 1 HOV Project

The Santa Cruz Regional Transportation Commission, in cooperation with Caltrans and the Federal Highway Administration, is proposing to widen and improve State Route 1 between Highway 17 and Aptos in Santa Cruz County, California. The proposed Highway 1 High-Occupancy Vehicle (HOV) Lane Widening Project is located between PM R7.6 and 15.9.

Part of the environmental review process involves consultation with the local Native American community regarding their concerns about cultural resources within the project area. This document briefly describes the history of consultation, establishes the sequence and timeline for future consultation, describes the way in which consultation will take place, and reiterates the process to be followed if human remains are uncovered during the course of archaeological field work.

Project consultation with members of the Native American community is being undertaken by Albion Environmental, under contract with Far Western. Clinton Blount, a qualified Native American Coordinator with Albion, is coordinating the consultation. Albion is responsible for disseminating information, setting up meetings, and discussing questions and concerns about the project and archaeological work plan. Terry Joslin, Caltrans District 5 Native American Coordinator, will insure that all appropriate consultation is occurring, and will be given the opportunity to comment on all plans and correspondence.

Far Western first notified the Native American community in November 2003 about the location and scope of the project; no responses were received. The current phase of consultation began on January 14, 2005 with distribution of a letter describing survey results and recommendations for archaeological testing, along with detailed maps indicating the proposed location of archaeological activities. The package was sent to 16 Ohlone individuals, representing several Ohlone groups. The mailing was followed up by phone calls to each of the 16 Ohlone representatives. Several individuals requested and received the complete archaeological testing plan. Sufficient time has now passed for interested individuals to become familiar with the proposed plan.

To proceed with the consultation process, an in-field meeting will be arranged with all interested Ohlone representatives contacted about the project. A minimum of two weeks notice will be provided prior to the date of the field meeting. Ohlone representatives will be contacted in writing and by phone about the time, date, and place of the meeting; a map and directions will be included in the written notification. Follow-up phone calls will be made four to five days before the meeting to confirm location and to verify who can attend. Mr. Blount will lead the tour; also in attendance will be Terry Joslin, Caltrans; Chris Metzger, Project Manager and engineer with Nolte; and Pat Mikkelsen and Jay King with Far Western.

The meeting will start at the Albion offices (1414 Soquel Avenue, Suite 205) in Santa Cruz. At that time, Metzger will explain the project, with appropriate maps, and Far Western personnel will discuss sites and site identification. The carpool will leave one hour after the
designated meeting time. Those individuals missing the carpool will be responsible for joining the rest of the group in the field. Maps to the project area will be available at the designated meeting place.

The field meeting will include a visit to each of the sites within the project’s Area of Potential Effects, as noted in the draft final archaeological testing plan. Immediately following site inspections, the group will meet to address any outstanding questions and allow for comment on the proposed testing program. At the end of the meeting, all those interested will be given a form to fill out regarding their availability for monitoring during field work; the form will be mailed to individuals not at the meeting. Only one monitor will be used for the relatively short-term test project (one to two weeks) and will be chosen based on nearness to the project area and requested wage rate.

Within two weeks after the field meeting, the Ohlone representatives will be contacted first by letter, followed one week later by a phone call, to describe any changes to the work plan that may have resulted from the field consultations. A copy of the final testing plan will be supplied to all interested in receiving it.

Two weeks notice will be given to the monitor and all interested individuals prior to the start of archaeological testing. On the first day of fieldwork, the Native American monitor and field personnel will meet to discuss excavation procedures. During the meeting, procedures for the treatment of identified human remains and a list of project contacts and telephone numbers will be supplied to all field personnel. The Native American monitor will be responsible for maintaining a log that will be sent to interested parties at the conclusion of field work.

Human skeletal remains are very important and will be treated with the utmost respect. If skeletal remains representing human burials are encountered during the course of archaeological testing, they will be uncovered sufficiently to identify them as human and then re-covered and left unmarked. Once identified, all provisions of the Health and Safety Code 7054 and 7050.5 and the Public Resources Code 5097.9 through 5097.99 will be followed. The Principal Investigator and the Project Manager will be contacted immediately, as will the County, Albion, Caltrans, Parsons, and Nolte. Within 24 hours, the Santa Cruz County Coroner and the Native American Heritage Commission will be contacted. The Commission will then designate a Most Likely Descendant from the Ohlone community. The designated descendant will meet with the cultural resources staff within 24 hours to inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. Possible treatment scenarios include reburial within the Caltrans right-of-way or relocation of the remains somewhere else on State or private property. If reburial occurs on State property, a GPS point shall be recorded at that location so it can be better protected.

Within 15 working days following completion of the testing program, representatives of the Ohlone community will be provided with a preliminary letter report describing initial findings from each of the tested sites, and copies of the daily Native American monitoring logs. Comments will be accepted on that document, up to one month of receipt and will be incorporated into the final testing report, as appropriate. Once complete, the final report will be provided to those individuals who request a copy.
September 16, 2010   In Reply Refer To: FHWA100607C

Valerie Levulett  
Department of Transportation  
District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Re: Determination of Eligibility and Finding of No Historic Properties Affected for the Santa Cruz Guardrail Project, Santa Cruz County, California; 05-SCR-1-9.00/17.62; EA 05-OR9100

Dear Ms. Levulett:

Thank you for seeking my consultation regarding the above noted undertaking in accordance with the Programmatic Agreement (PA) Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California. Pursuant to Stipulation VIII of the PA, the California Department of Transportation (Caltrans) has determined the Area of Potential Effects (APE) and has completed identification and evaluation of historic properties within the APE. You have previously requested my concurrence, pursuant to Stipulation VIII.C.5 of the PA, on your determination of eligibility, for the National Register of Historic Places (NRHP), of two historic properties identified within the APE. In addition to your letter of July 27, 2010, you have submitted the following documents in support of this undertaking:

- Historic Property Survey Report Santa Cruz Guardrail Project Santa Cruz County, California on State Route 1; 05-SCR-1; PM 9.00/17.62; EA 05-OR9100 (Thomas Wheeler, California Department of Transportation: May 2010; amended July 2010)

As documented in the report noted above, Caltrans has identified two historic properties to which it wishes to make or alter previous determinations at this time. I concurred in your determination of not eligible for site CA-SCR-353/H in a letter dated July 7, 2010 (FHWA100607C), and suggested that the portion of the site that was tested and is within the Area of Direct Impact would be a non-contributor to the eligibility of CA-SCR-2/H in that same letter. Caltrans has agreed to these suggestions. Therefore, I concur with the Caltrans determination that the portions of site CA-SCR-2/H within the Area of Direct Impacts and tested for subsurface components are non-contributors to the potential eligibility of CA-SCR-2/H.
Caltrans has adopted the suggestion in my previous correspondence that a finding of No Adverse Effect with Standard Conditions: Environmentally Sensitive Area (to protect CA-SCR-2/H) is appropriate for this undertaking.

Pursuant to Stipulation X.B.2(b) of the PA, I concur with your finding of no adverse effect with standard condition. If you require further information, please contact Trevor Pratt of my staff, at phone 916-445-7017 or email tpratt@parks.ca.gov.

Sincerely,

Susan K. Stratton for
Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
July 07, 2010

In Reply Refer To: FHWA100607C

Valerie Levulett
Department of Transportation
District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determination of Eligibility and Finding of No Historic Properties Affected for the Santa Cruz Guardrail Project, Santa Cruz County, California; 05-SCR-1-9.00/17.62; EA 05-OR9100

Dear Ms. Levulett:

Thank you for seeking my consultation regarding the above noted undertaking in accordance with the Programmatic Agreement (PA) Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California. Pursuant to Stipulation VIII of the PA, the California Department of Transportation (Caltrans) has determined the Area of Potential Effects (APE) and has completed identification and evaluation of historic properties within the APE. You are requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, on your determination of eligibility, for the National Register of Historic Places (NRHP), of two historic properties identified within the APE. In addition to your letter of June 2, 2010, you have submitted the following documents in support of this undertaking:

- Historic Property Survey Report Santa Cruz Guardrail Project Santa Cruz County, California on State Route 1; 05-SCR-1; PM 9.00/17.62; EA 05-OR9100 (Thomas Wheeler, California Department of Transportation: May 2010)

As documented in the report noted above, Caltrans has identified two historic properties to which it wishes to make or alter previous determinations at this time. I concur in your determination of not eligible for site CA-SCR-353/H as the entire site, both historic and prehistoric components are a redeposit from previous fill activities related to highway construction. The historic portion is a small trash scatter and the prehistoric component is a heavily mixed and disturbed lithic scatter. This exemplifies the need for future projects to use culturally sterile fill. This site is therefore not eligible due to its lack of integrity and ability to answer research questions because of its heavily disturbed nature.
I cannot concur with the finding given in your letter of not eligible for site CA-SCR-2/H at this time. Site CA-SCR-2/H is a small historic scatter and a larger prehistoric scatter including groundstone, lithic tools, and debitage on the surface. Extensive testing of a portion of the site that falls within the project area displayed a disturbed context and little information available from the artifacts excavated for the site on the south side of Highway 1 and a small section on the northeast that is part of the APE for the project. Because only a small portion of the prehistoric component was extensively tested, leaving the majority of the site with the potential to contain useful research information or possibly midden, I cannot concur with your finding for the entire site. I can, however, concur that the prehistoric portion of the site that was tested would be a non-contributor to the eligibility of CA-SCR-2/H and that the prehistoric component is a non-contributor as well. I therefore suggest a finding of No Adverse Effect with the condition of establishing an Environmentally Sensitive Area around the remainder of the site that has not been fully evaluated.

Based on my review of your letter and supporting documentation, I have the following comments:

1) I concur that CA-SCR-353/H is not eligible for the NRHP.

2) I cannot concur CA-SCR-2/H as a whole is not eligible for the NRHP, but do acknowledge the historic component and the tested portion of the site in the Direct Impact Area as non-contributors to the site's eligibility.

3) I therefore cannot concur with your finding of No Historic Properties Affected and instead suggest a finding of No Adverse Effects with the implementation of an Environmentally Sensitive Area around the yet untested portion of CA-SCR-2/H

If you require further information, please contact Trevor Pratt of my staff, at phone 916-651-0831 or email tpratt@parks.ca.gov.

Sincerely,

Susan H. Straton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

The Office of Historic Preservation will be moving to a new location as of July 14, 2010. The new address for the office will be 1725 23rd Street, Suite 100, Sacramento CA 95816. Please update your records accordingly. The entire office will also be receiving new phone numbers, and those numbers will be posted on our website at www.ohp.parks.ca.gov when they are active.
Mr. Bruce E. Cannon  
Division Administrator  
Federal Highway Administration  
Region Nine - California Division  
P.O. Box 1915  
Sacramento, California 95809

Re: Historic Property Survey Report, Proposed Interchange Reconstruction Project at the Bay Avenue/Porter Street Interchange on Highway 1 in Capitola, Santa Cruz County, 04-SCR-01 13.2/13.3 5200 115980.

Dear Mr. Cannon:

The Office of Historic Preservation (OHP) has reviewed and would like to comment on the above-referenced HPSR.

The HPSR is adequate to ensure that all cultural resources within the proposed project Area of Potential Effects (APE) have been identified. Since the cultural material found at the location recorded as archaeological site CA-SCR-179 appears to have been redeposited from another location and holds no research potential, we agree that the site is ineligible for inclusion in the National Register of Historic Places. We also agree that the designation and enforcement of an Environmentally Sensitive Area (ESA) around archaeological site CA-SCR-168 should ensure that the property is not impacted by proposed construction. In conclusion, the OHP concurs that the proposed project will have no effect on historic properties, fulfilling the FHWA's responsibilities under Section 106 of the National Historic Preservation Act or 1966, as amended.

Thank you for considering cultural resources during project planning. If you have any questions please contact Mr. Robert Jackson of my staff at (916) 322-9602.

Sincerely,

Kathryn Gualtieri  
State Historic Preservation Officer
AUG 18 1980

Mr. Omar L. Homme, Division Administrator
Federal Highway Administration
P.O. Box 1915
Sacramento, CA 95809

Dear Mr. Homme:

Soquel Drive Interchange, Santa Cruz County

I am responding to your letter of June 25, 1980 regarding CALTRANS' proposal to modify the interchange of Soquel Drive and State Route 1 in Santa Cruz County. Thank you for transmitting a copy of the Historic Property Survey Report which CALTRANS prepared for this undertaking.

Based on the information contained in the HPSR, I concur with your determination that there are no properties on or eligible for inclusion in the National Register of Historic Places within the project's APEI.

The requirements of the National Historic Preservation Act of 1966 and 36 CFR Part 800 have been met.

Sincerely,

[Signature]

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

I-4224D

cc: Mr. Duane Frink
CALTRANS - OEP
Dr. Knox Mellon, Jr.
State Historical Preservation Officer
Department of Parks and Recreation
P. O. Box 2390
Sacramento, California 95811

Dear Dr. Mellon:

The California Department of Transportation (Caltrans) has requested Federal Funding under Title 23 U.S.C. for the proposed modification of the interchange of Soquel Drive and State Route 1 in Santa Cruz County, between the communities of Santa Cruz and Soquel.

Enclosed for your review is a copy of the Historic Property Survey Report (HPSR) prepared by Caltrans.

Based on the information contained in the HPSR and on our review of the project area, we have determined that there are no properties on or eligible for inclusion on the National Register of Historic Places within the proposal's area of potential environmental impact. Your concurrence in this determination is respectfully requested.

Sincerely yours,

H. F. Rennison, Jr.

For
Omar L. Homme
Division Administrator

Enclosure

cc:
Caltrans, D. L. Prink
FHWA, D. W. Branch
FHWA, R. L. Cady