



Laguna Pump Station Project

Historic Structure/Site Report
Santa Barbara County Assessor's Parcel No. 017-191-004

prepared for

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Table of Contents

Executive Summary	1
1 Introduction	3
1.1 Project Description.....	3
1.2 Personnel	4
2 Regulatory Framework	7
2.1 California Environmental Quality Act.....	7
2.2 California Register of Historical Resources	7
2.3 City of Santa Barbara	8
3 Historic Context	9
3.1 Santa Barbara.....	9
3.2 Spanish Period (1769–1822)	9
3.3 Mexican Period (1822–1848).....	10
3.4 American Period (1848–Present).....	10
3.5 Santa Barbara.....	11
3.6 New Deal Programs: Works Progress Administration (WPA) and Public Works Administration (PWA)	13
4 Background Research	15
4.1 Records Review and Archival Research	15
4.2 Known Historical Resources.....	15
5 Methods.....	18
5.1 Field Survey.....	18
6 Results.....	19
6.1 Architectural Description	19
6.2 Developmental History	28
7 Analysis	32
7.1 City of Santa Barbara Historical Resource Criteria (MEA Guidelines).....	32
7.2 Significance Assessment	33
8 Conclusions	37
9 References	38

Figures

Figure 1 Project Vicinity	5
Figure 2 Project Location	6
Figure 3 Project Location in Relation to Existing Historic Districts	16
Figure 4 Laguna Pump Station Facility Site Map.....	20
Figure 5 Pump Station Structure and Laguna Creek Channel, View North.....	21

Figure 6	Pump Station Structure, West Elevation, View Northeast	22
Figure 7	Concrete Channel on East Side of Pump Station, View North	22
Figure 8	Concrete Channel on East Side of Pump Station, Leading to Outlet, View South	23
Figure 9	Laguna Creek Channel, Tide Gate and Mechanical Building, View South	24
Figure 10	Tide Gate Mechanical Building, View Northeast	24
Figure 11	Closeup of Pump Station Structure Eastern Wall Repair/Alteration	25
Figure 12	Closeup of Pump Station Structure Eastern Wall Repair/Alteration	26
Figure 13	Closeup of Channel Repair/Alteration Below Pump Station	26
Figure 14	Closeup of Channel Repair/Alteration	27
Figure 15	Closeup of Channel Concrete Alteration	27
Figure 16	Overview of Pump Station Facility, Looking South from Laguna Creek Bridge	28
Figure 17	1944 Aerial of Original Pump Station, Creek Channel & Diagonal Pipe/Channel	29
Figure 18	1959 Aerial of Original Pump Station, Tide Gate & Altered Channels	30
Figure 19	1962 Aerial Showing New Pump Station & Altered Channel (Red Arrow)	31

Appendices

Appendix A Preparer’s Qualifications

Appendix B Department of Parks and Recreation (DPR) Forms

Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by Stantec Consulting Services Inc. (Stantec) to conduct a historical resource assessment in support of the Laguna Pump Station Project in the city of Santa Barbara, California. The City of Santa Barbara (City) is proposing a project to renovate the Laguna Pump Station Facility (pump station or facility), evaluate potential structural deficiencies, and repair infrastructure as necessary, including the existing pumps, electrical system, tide gates, and channel revetment. In addition, the project would make minor improvements to the Gutierrez Street storm drain system by increasing the number of inlets and rerouting the storm flows.

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

The pump station facility is comprised of the concrete and cobble-lined channel of Laguna Creek, the open-air pump station structure, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components. The original pump station building and the creek channel were developed as a WPA project; however, the original pump station building was re-purposed into the Chase Palm Park Craft Center building. It is no longer part of the pump station facility and is not included in the current project area as it will not be altered in any way under the project. The pump station facility is located within the boundaries of the East Cabrillo Boulevard Parkway Historic District, which is listed on the California Register of Historical Resources (CRHR) because the district was determined eligible for listing in the National Register of Historic Places (NRHP) by the California State Historic Preservation Officer (SHPO) (Craig 1993; Kane and Scott 1992; Scott 1992). The district is also on the City's list of potential local historic districts. In previous cultural resources studies conducted in the vicinity, Caltrans and subsequent environmental consultants have identified the Laguna Pump Station Facility as a non-contributor to the historic district (Kane and Scott 1992; Mikesell 1993; Post/Hazeltine 2005; Carmack et. al. 2018). In addition, the pump station facility is located within the boundaries of the City's El Pueblo Viejo Landmark District, a large area which encompasses the original historic core of the city, the neighborhood around the mission, gateways into the city, and both sides of Cabrillo Boulevard. Documentation on the El Pueblo Viejo Landmark District does not specifically identify contributing and non-contributing buildings, structures or sites.

As a result of the current study, one property was identified within the project site and evaluated as a potential historical resource for the purposes of CEQA: the Laguna Pump Station facility. The property was recorded and evaluated, and is recommended ineligible for individual listing in the NRHP, CRHR, and for designation as a City of Santa Barbara Historic Landmark or Structure of Merit. The pump station facility does not meet the City's definition of a significant historic resource as described in the MEA Guidelines and the Santa Barbara Municipal Code (SBMC §30.157.025; Ord.

6006, 2021). Therefore, the pump station is not considered a historical resource for the purposes of CEQA.

The proposed project includes replacement of the pump station's existing pumps and electrical system, upgrades to the existing tide gates, and channel revetment repair and replacement due to undermining of the existing channel walls. The project is limited to the repair of the pump station facility structures to maintain the facility's utilitarian function. The project would not alter the immediately surrounding buildings (including the Chase Palm Park Center and Chase Palm Park Craft Center) or the surrounding setting, which consists of a grass park lawn, beach, paved walkways and sidewalks, the Laguna Creek Bridge (built in 1999), and a paved parking lot. The project would not physically alter any contributing features of the East Cabrillo Boulevard Parkway Historic District. Thus, the project would not cause a substantial adverse change in the character or significance of the historical resource. Similarly, the project would not cause a substantial adverse change in the character or significance of the El Pueblo Viejo Landmark District as it would not alter significant elements of the district which are concentrated in the city's original historic core, the central area of the city which developed around the Royal Presidio, any historic/architectural landmarks, gateways into the City, or significant elements of Cabrillo Boulevard. The proposed project elements are consistent with the scale and character of the existing pump station facility, and would not result in indirect impacts to the nearby Chase Palm Park Center, Chase Palm Park Craft Center, or the two historic districts.

In the area of the Gutierrez Street storm drain system, the project would make minor improvements by increasing the number of inlets and rerouting the storm flows to maximize available conveyance to handle storm events while navigating many underground constraints. The project would be limited to improvements in the City right-of-way and would not physically alter any buildings or structures in the project area. Additionally, no historical resources are identified in this immediate area (Laguna Street, Gutierrez Street, Palm Avenue and Rose Avenue) on either the CRHR, the City's lists of designated and potential historical resources, or the City's webmap of historical resources.

The proposed project would have a less than significant impact to historical resources (Class III).

1 Introduction

Rincon Consultants, Inc. (Rincon) was retained by Stantec Consulting Services Inc. (Stantec) to conduct a historical resource assessment for the Laguna Pump Station Project located in the city of Santa Barbara, California (subject property). The City of Santa Barbara (City) proposes a project which includes renovation of the Laguna Pump Station Facility (pump station or facility) to evaluate potential structural deficiencies and repair as necessary, including replacement of the existing pumps and electrical system, upgrades to the existing tide gates, and channel revetment repair and replacement. In addition, the project would make minor improvements to the Gutierrez Street storm drain system by increasing the number of inlets and rerouting the storm flows to maximize available conveyance to handle storm events while navigating many underground constraints.

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

1.1 Project Description

The City proposes to renovate the Laguna Channel Pump Station structure and improve the surrounding drainage features that are part of the larger Laguna Pump Station Facility (pump station or facility), including the network of storm drains located upstream of U.S. Highway 101, collectively referred to as the "project". The pump station facility is critical infrastructure that minimizes the impact of flooding in the low-lying neighborhoods between Laguna and Milpas streets. Comprised of the concrete and cobble-lined channel of Laguna Creek, the open-air pump station structure, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components, the facility is located on the south side of Cabrillo Boulevard at 236 East Cabrillo Boulevard near the Laguna Channel terminus (Figure 1 and Figure 2).

The Laguna Pump Station Facility was developed in 1939 and expanded/altered during the late 1950s to early 1960s. It functions as part of the larger Laguna Channel Drainage System which also includes the Gutierrez storm drain system located along Gutierrez Street between Garden and Olive streets, just north of U.S. Highway 101. This storm drain system conveys runoff through the U.S. Highway 101 culverts and into the Laguna Channel. Altogether, the Laguna Channel Drainage System consists of the storm drain piping system, an open channel, pump station, and ocean tide gates that collect and drain runoff from a 1,850-acre drainage within City limits.

The irregularly shaped parcel (Santa Barbara County assessor's parcel number 017-191-004) on which the Laguna Channel Pump Station is located contains two other City-owned buildings: the Chase Palm Park Center and the Chase Palm Park Craft Center. The original pump station building was re-purposed into the Chase Palm Park Craft Center building, thus, it is no longer part of the functioning pump station facility. The Chase Palm Park Center and Chase Palm Park Craft Center buildings are outside of the current project area and were not considered in this study as no alterations are proposed to either building as part of the project.

The City recently reported the structural integrity of the facility may be compromised, including the existing tide gate. During storm events, large flows run down Laguna and Gutierrez streets, bypassing existing catch basins due to inadequate inlet capacity and storm drain capacity in the Gutierrez Street storm drain. Based on current conditions and design standards, the existing storm drain and inlets are undersized; during low to moderate storm events, the storm drain reaches capacity, causing local streets to serve as overflow channels in many of the low lying areas.

The project would renovate the pump station to evaluate potential structural deficiencies and repair as necessary, including full replacement of the existing pumps and electrical system. The project also includes upgrades to the existing tide gates, and channel revetment repair and replacement due to undermining of the existing channel walls. The project would make minor improvements to the Gutierrez Street storm drain system by increasing the number of inlets and rerouting the storm flows to maximize available conveyance to handle storm events while navigating many underground constraints. The project would result in a fully operational pump station that would improve the Laguna Channel Drainage System's reliability, performance, and reduce the impacts of flooding north of U.S. Highway 101 during small storm events and extend the useful life of the facility.

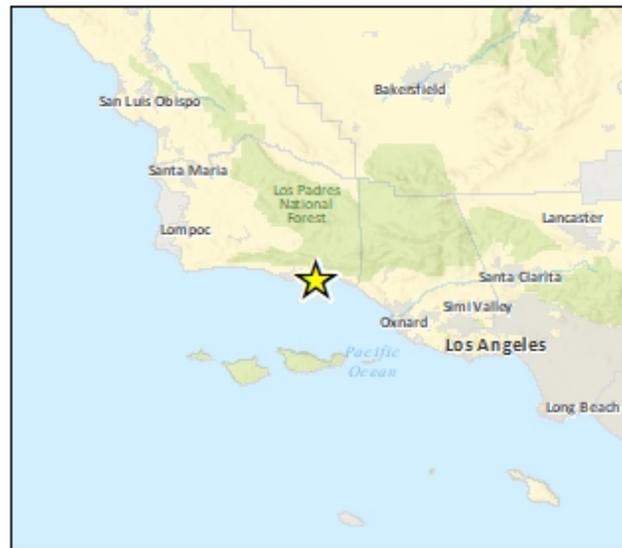
1.2 Personnel

Rincon Architectural History Program Manager Steven Treffers, MHP managed this historical resource assessment with assistance from Architectural Historian Susan Zamudio-Gurrola, MHP. Mr. Treffers and Ms. Zamudio-Gurrola exceed the Secretary of the Interior's *Professional Qualifications Standards* for architectural history and history (NPS 1983). GIS Analyst Allysen Valencia prepared the figures in this report. Shannon Carmack, Cultural Resources Principal reviewed this report for quality control. See Appendix A for the preparer's qualifications.

Figure 1 Project Vicinity

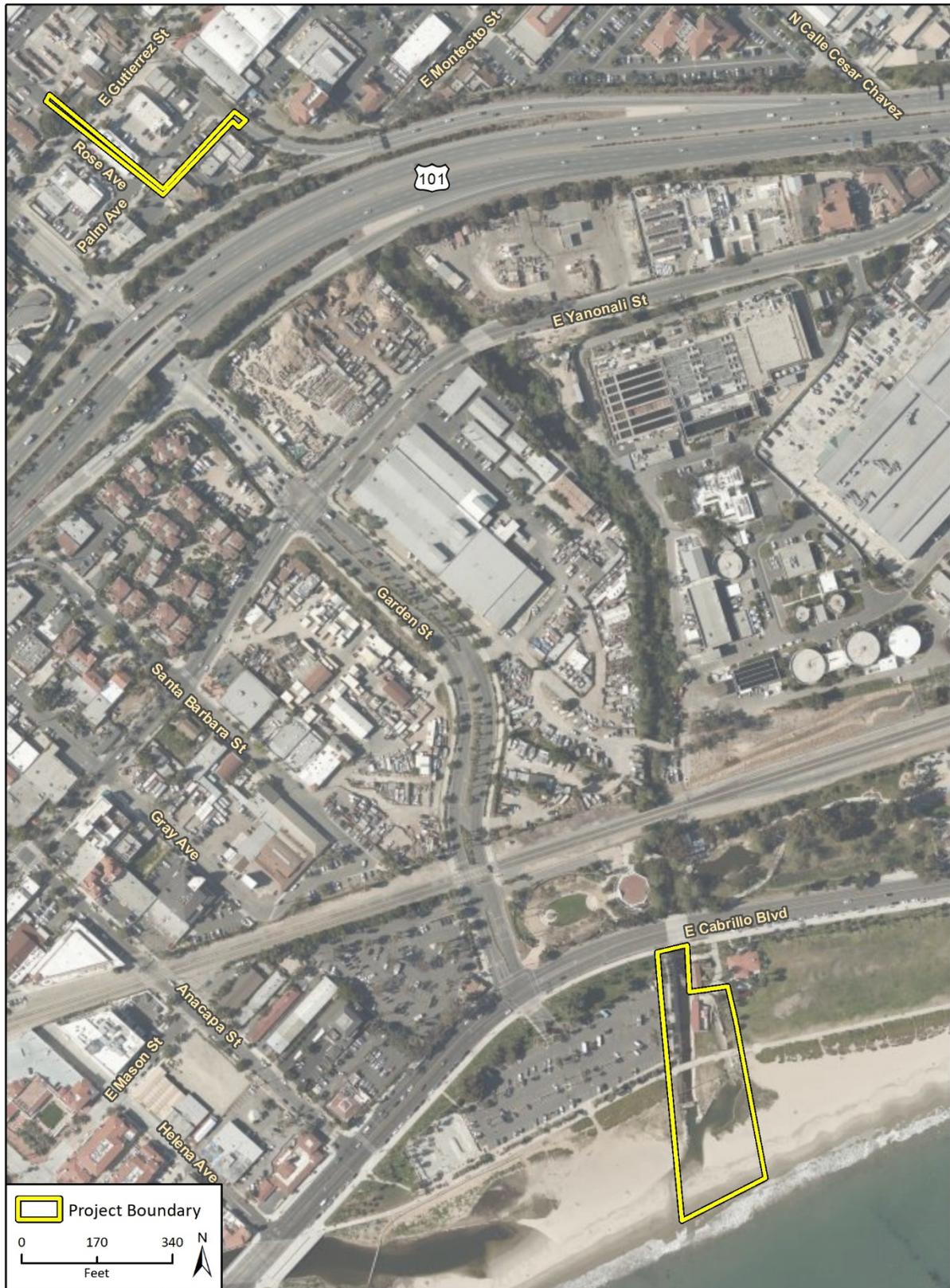


Imagery provided by National Geographic Society, Esri and its licensors © 2020. Santa Barbara Quadrangle. T04N R27W S22,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



©2020 Project Map

Figure 2 Project Location



2 Regulatory Framework

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

2.1 California Environmental Quality Act

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

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

2.2 California Register of Historical Resources

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

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

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

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

2.3 City of Santa Barbara

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

1. Any structure, site or object designated on the most current version of the following lists:
 - a. National Historic Landmarks
 - b. National Register of Historic Places
 - c. California Registered Historical Landmarks
 - d. California Register of Historical Resources
 - e. City of Santa Barbara Landmarks
 - f. City of Santa Barbara Structures of Merit
2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.
3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit (SBMC §30.157.025; Ord. 6006, 2021), as follow:
 - a. It is associated with events that have made a significant contribution in our past;
 - b. It is associated with the lives of persons significant in our past;
 - c. It embodies the distinctive characteristics of a type, period, architectural style or method of construction, or represents the work of a master, or possesses high artistic or historic value, or represents a significant and distinguishable collection whose individual components may lack distinction;
 - d. It yields, or may be likely to yield, information important in prehistory or history; or;
 - e. Its unique location or singular physical characteristic represents an established and familiar visual feature of a neighborhood.
4. Any structure, site, or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical landmark list.
5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.
6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.
7. Any structure, site of object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.
8. Any structure, site, or object determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the City's determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines§15064.5(a)(3)].

3 Historic Context

3.1 Santa Barbara

The subject property is located slightly east of Garden Street, between East Cabrillo Boulevard and the Pacific Ocean, on City-owned property considered part of Chase Palm Park. The following historic context provides background in which to evaluate the significance of the subject property as it relates to the developmental and growth patterns for the City of Santa Barbara.

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

3.2 Spanish Period (1769–1822)

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

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

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

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

3.3 Mexican Period (1822–1848)

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

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

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

3.4 American Period (1848–Present)

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

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

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led

to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Thousands of settlers and immigrants continued to immigrate to California, particularly after the completion of the First Transcontinental Railroad in 1869. Chinese laborers were instrumental in the completion of the Transcontinental Railroad, although they had been utilized in the construction of railroads in California as early as the 1850s (Stanford University 2019). By the 1880s, the railroads had established networks throughout California, resulting in fast and affordable shipment of goods, as well as a means to transport new residents and tourists to different areas (Dumke 1944).

3.5 Santa Barbara

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

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

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

Completion of the SPRR coast route line between Santa Barbara and San Luis Obispo was completed in 1901 bringing countless travelers between Los Angeles and San Francisco through Santa Barbara. Construction of the lavish Potter Hotel began in 1902 near the shoreline west of State Street. The first hotel in the city to deliberately cater to guests arriving by train, it opened the following year and became a popular destination for wealthy visitors (Cole 2006; Graffy 2010). Shortly thereafter, SPRR reportedly realigned the train tracks to cater to Potter Hotel guests. Between 1904 and 1905 the SPRR tracks were realigned to run adjacent to the hotel and closer to the shoreline instead of the earlier convoluted route along city streets (a large portion of which had been located on Gutierrez Street) (Cole 2006). A new Mission Revival-style train station was also built in 1905 on lower State Street to replace the earlier Victoria Street station (Conklin 1987).

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

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

A major earthquake in 1925 damaged many structures in the city. The city's first Architectural Board of Review was organized to review architectural plans for post-earthquake re-building. Since the 1920s, Spanish and traditional Mediterranean architectural styles have been advocated for building within the city (City of Santa Barbara 2016). A consequence of this was the dismantling of the city's old Chinatown (Santa Barbara Trust for Historic Preservation 2020).

By 1927, the city was successful in raising the funds to buy land and construct a new boulevard further inland from the existing road, spanning from State Street to the Old Coast Highway (Cole 1999). Over the next two years East Cabrillo Boulevard was widened and moved northward, and a beautification program was completed. Attention was then turned to the old salt pond or estuary property (*The Morning Press* 1930; Beresford 2014-2015). During the 1870s and 1880s horse races were held on a track around the pond when conditions permitted. Then in the early 1900s, a group of seventy citizens made donations to purchase the salt pond to save it from oil development. It was sold to the city in 1909, and after it was set aside as a bird refuge, it sat in relative neglect. In 1928 Huguette M. Clark donated \$50,000 in memory of her deceased sister Andrée to have the salt pond dredged and to create a shallow lake encircled by walking and bridle paths (Redmon 2016; Conard et al. 2016). Improvements on the three islands and the southern, Cabrillo Boulevard side of the Bird Refuge were completed by 1931 (*The Morning Press* 1931a and 1931b). Decades later, the City renamed Palm Park to Chase Palm Park to honor Harold S. Chase and his sister Pearl Chase, a civic leader in preservation and planning. Both were instrumental in acquisition of the oceanfront park land (Conard et al 2016).

The early route of the Coast Highway which ran adjacent to the east edge of the salt pond utilized present-day Los Patos Way to pass under the SPRR underpass before entering the east side of Santa Barbara. Because the highway route followed a circuitous network through city streets, by the 1930s, the need for a safer and more efficient route became apparent (Scott 1992). A new highway began being developed through the city in the 1930s, although it was curtailed at the start of World War II and was not completed until the late 1940s (UCSB Map & Imagery Lab 1928 and 1938; Scott 1992). Financed by the New Deal agencies National Industrial Recovery Administration and Public Works Administration (PWA), the highway construction project also included two bridges across Mission Creek and construction of 1,100 feet of new concrete channel for Mission Creek (The Living New Deal 2020d). Various other PWA and Works Progress Administration (WPA) projects were undertaken in the City during the 1930s and 1940s.

Santa Barbara's waterfront area, east of the wharf, has continued to develop throughout the twentieth century into a hub for tourism, and passive and active recreation. To the north of Cabrillo Boulevard, large-scale developments such as hotel and condominium complexes, the city zoo, and a large city park have been built. The park, referred to as the Chase Palm Park Annex, was developed in the late 1990s with a plaza, playground, walking paths, a carousel, a man-made lagoon, and a small bridge edged with faux willow twig fences (Conard et al. 2016; Marcus 2002). To the south of Cabrillo Boulevard, an emphasis on the development of recreation facilities is noted; for example, the volleyball courts at East Beach, bicycle paths along the beachfront, a skateboard park, and public restrooms.

3.6 New Deal Programs: Works Progress Administration (WPA) and Public Works Administration (PWA)

The pump station was originally constructed as part of the Works Progress Administration (WPA). The WPA was a relief agency created by executive order of President Franklin Roosevelt in 1935. It was one of dozens of programs and agencies established by the Roosevelt administration as part of the New Deal, which sought to counter the effects of the Great Depression. Essentially formed in response to criticism of the New Deal, the WPA attempted to replace relief programs with work programs and provide work for large numbers of unemployed professional and technical workers (Anderson 1988). This goal was accomplished through a variety of construction projects aimed at benefitting the public, such as schools, hospitals, community halls, parks, roads, highways, bridges and water lines (The Living New Deal 2020a).

Projects under the WPA were administered through the Division of Engineering and Construction and the Division of Professional and Service Projects and typically sponsored by states, counties, or cities. As discussed by WPA historian Rolf T. Anderson:

The sponsor supervised the project, paid for materials and equipment, while the W.P.A. paid for the majority of the labor costs. The [state or local agency] acted as the sponsor for ... projects with the ratio of federal to state funds for a particular project at about 11 to 1. However, in 1937 this ratio changed to 4 to 1, making it more difficult for the state to provide the sponsor's share of the cost. This was considerably more expensive than a C.C.C. project where the ratio was generally about 20 to 1. (Anderson 1988:E-26-E27)

Transferred to the Federal Works Agency and renamed the Works Projects Administration in 1939, the WPA was eventually liquidated in 1943 as a result of the employment shortages of World War II.

Under the National Industrial Recovery Act of 1933 (NIRA), the Federal Emergency Administration of Public Works was created “to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works”. President Roosevelt appointed Harold Ickes to lead the agency, which almost immediately became known as the Public Works Administration, or PWA. The focus of the PWA was not to directly hire the unemployed, like the WPA. Rather, it administered loans and grants to primarily state and local government that hired private contractors, with the goal of increasing demand for labor and construction goods to stimulate economic recovery. Both the WPA and PWA allowed state and local governments to take the lead in choosing the projects that were executed, the design, and who to contract with. Lasting 10 years, the PWA made significant contributions to the nation’s major infrastructure, with over \$3.8 billion spent on construction of 34,000 projects. Prominent PWA-funded projects include the Reagan National Airport, San Francisco Mint, Grand Coulee Dam, Key West’s Overseas Highway, and the Triborough Bridge in New York. President Roosevelt terminated the PWA in 1943 (The Living New Deal 2020b).

Although not comprehensive, The Living New Deal, a research group documenting the art and architecture of the New Deal, has identified over 16,000 projects that were completed across the United States between 1935 and 1943 (The Living New Deal 2020c). Over 1,300 WPA and PWA projects were located in the state of California with approximately 100 of the projects involving work on flood and erosion control, water supply, and sanitation and water disposal infrastructure. At least 17 New Deal projects (including those conducted by the WPA and PWA) were completed in Santa Barbara County. Among those are: the Santa Barbara Bowl, Los Baños del Mar pool and bathhouse, the Naval Reserve Center (now Santa Barbara Maritime Museum), an addition to Santa Barbara City Hall, Laguna Ball Park (no longer extant), Laguna Creek Pump Station, and murals at Santa Barbara High School, Santa Barbara Junior High, and the Veterans Memorial Building (The Living New Deal 2020c; Post/Hazeltine Associates 2005; Brantingham 2011; Santa Barbara Bowl Foundation 2020; Santa Barbara Maritime Museum 2019).

Archival research conducted for Rincon by Chris Ervin, Head Archivist at the Santa Barbara Historical Museum’s Gledhill Library, revealed various newspaper articles discussing local WPA and PWA projects, including some of those previously mentioned above, but neither the pump station building or the creek channel were mentioned in those accounts.

4 Background Research

4.1 Records Review and Archival Research

Archival research was completed in July and August 2020. Rincon consulted with a number of local governmental agencies, archives, and individuals to identify relevant information regarding the historical development of the project vicinity. Rincon reviewed the State Built Environment Resources Directory (formerly known as the Historic Property Data File or Historical Resources Inventory list) for Santa Barbara County, the NRHP, CRHR and California Historical Landmarks and Points of Historical Interest lists. Research methodology further focused on review of a variety of primary and secondary source materials relating to the history and development of the pump station facility, and developing a context of WPA work in Santa Barbara. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the region. Rincon consulted the following archives, publications and sources:

- City of Santa Barbara Designated Landmarks List, Designated Structures of Merit List, Potential Historic Resources List, Potential Historic Features and Landscape Elements List
- City of Santa Barbara Historic Resources Database and Map
- Santa Barbara Waterfront Survey (1999-2000)
- Sanborn Fire Insurance Maps
- Historic USGS topo maps
- Historic aerial photographs at University of California, Santa Barbara (UCSB) Map & Imagery Lab
- The *Santa Barbara Daily News and the Independent* on Newspapers.com
- Chris Ervin, Head Archivist, Santa Barbara Historical Museum Gledhill Library
- The Living New Deal website
- City of Santa Barbara Waterfront Survey Context
- *Santa Barbara by the Sea* by Rochelle Bookspan
- *Santa Barbara: A Guide to El Pueblo Viejo* by Rebecca Conard, Mary Louise Days, Christopher H. Nelson, and Richard E. Oglesby
- City of Santa Barbara Urban Historian Nicole Hernandez
- Online Archive of California
- Other sources as noted in the references list

4.2 Known Historical Resources

Background research revealed the Laguna Pump Station Facility is located within the boundaries of two historic districts: the East Cabrillo Boulevard Parkway Historic District and the El Pueblo Viejo Landmark District, depicted in (Figure 3).

Figure 3 Project Location in Relation to Existing Historic Districts



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CBF 8 Project Site Historic Districts

The East Cabrillo Boulevard Parkway Historic District was evaluated by Caltrans between 1991 and 1992 as part of the Carpinteria-Santa Barbara Median Widening and Interchange Project (Kane and Scott 1992; Scott 1992) and, following concurrence from the SHPO in 1993, was determined eligible for listing in the NRHP (Craig 1993). The district was found significant under Criterion A for its association with the city's involvement in the early stages of the city planning movement in America during the 1920s, and under Criterion C as a good example of the Olmsted brothers' work as landscape planners. The district's period of significance was established as 1924-1930 (Scott 1992). In 2018 Rincon completed an update to the resource record of the historic district as part of the Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project. Rincon found the district retained sufficient integrity to remain eligible for listing in the NRHP, and the project proposed in 2018 would not result in an adverse effect, a finding which received SHPO concurrence (Polanco 2018).

Caltrans and subsequent consultants working in the vicinity (Mikesell 1993; Post/Hazeltine Associates 2005; Carmack et. al. 2018) found the Laguna Channel Pump Station, which was developed in 1939, to be a non-contributor to the historic district as it was developed outside the district's period of significance, is not associated with Santa Barbara's role in the 1920s city planning movement, nor was it part of the Olmsted brothers' design. The original pump station building was repurposed for use as the Chase Palm Park Craft Center and no longer functions as part of the pump station facility. Both the Chase Palm Park Craft Center and the Chase Palm Park Center buildings were identified as non-contributors to the historic district. An earlier iteration of the Laguna Creek Bridge (waste slough bridge or bridge #51-152) was identified by Kane and Scott (1992) to be a contributing element to the historic district; however, it was demolished and replaced with the current bridge in 1999 (Post/Hazeltine 2005).

The Laguna Pump Station Facility is located within the boundaries of the locally-designated El Pueblo Viejo Landmark District, a large area which encompasses the original historic core of the city, the neighborhood around the mission, gateways into the city, and both sides of Cabrillo Boulevard. The El Pueblo Viejo Design Guidelines state, "The purpose of El Pueblo Viejo is to preserve and enhance the unique heritage and architectural character of the central area of the city which developed around the Royal Presidio, founded in 1782, and which contains many of the city's important historic and architectural landmarks." (City of Santa Barbara Community Development Department 2009).

5 Methods

5.1 Field Survey

Rincon Architectural Historian Susan Zamudio-Gurrola conducted an intensive-level survey of the project site on August 4, 2020. The survey consisted of a visual inspection of the pump station facility and its associated features to assess its overall condition and integrity, construction and alterations. Potential character-defining features were identified and documented during the survey process. The pump station facility was recorded on California Department of Parks and Recreation (DPR) 523 series forms, included in Appendix B of this report. In addition, Ms. Zamudio-Gurrola conducted a pedestrian survey of the proposed project's alignment along Gutierrez Street, Laguna Street, Rose Avenue and Palm Avenue.

6 Results

As a result of the pedestrian survey, two historic districts were identified overlapping with the project area (the East Cabrillo Boulevard Parkway Historic District and El Pueblo Viejo Landmark District), and one built environment resource was identified in the project footprint: the Laguna Pump Station Facility at 236 East Cabrillo Boulevard. Although the large, city-owned parcel on which the facility is situated contains two additional unrelated buildings (the Chase Palm Park Center and Chase Palm Park Craft Center), no physical alterations are proposed to those two buildings, and the proposed project would not directly affect them. The proposed project elements are consistent with the scale and character of the existing pump station facility and would not result in indirect impacts to those two buildings. Thus, the Chase Palm Park Center and Chase Palm Park Craft Center buildings are not part of the project area and were not assessed. No additional properties were identified in the northern portion of the project area where the Gutierrez Street storm drain improvements will be conducted.

6.1 Architectural Description

Located on a City-owned 5.09-acre parcel (APN 017-191-004) between Cabrillo Boulevard and the Pacific Ocean, the Laguna Pump Station Facility is situated adjacent to Laguna Creek. The facility is comprised of the concrete and cobble-lined channel of Laguna Creek, the open-air pump station structure, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components (Figure 4 through Figure 10). Two unrelated City-owned buildings are also located on the parcel: the Chase Palm Park Craft Center slightly to the north, and the Chase Palm Park Recreation Center slightly to the northeast.

Figure 4 Laguna Pump Station Facility Site Map



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CR-fig. X Building ID1

Figure 5 Pump Station Structure and Laguna Creek Channel, View North



The pump station structure is situated adjacent to and on the east bank of the Laguna Creek. Parallel to the creek, the rectangular-planned structure rests on a concrete foundation and shelters the pump equipment (Figure 6). Its construction consists of steel framing and concrete block walls. Its flat roof is composed of grooved metal panels. Centered on the western wall are several grooved metal panels or doors. Beneath the structure, within the eastern wall of the channel, are screens through which water may pass. The northern end of the structure houses a small office with a solid metal door and what appears to be a 1/1 steel-sash window covered by a metal security screen. The east side of the structure is open and supported by cylindrical metal posts. A block wall topped with red barrel tile encloses a generally rectangular storage and work yard on the east side of the structure. Beyond this, to the east of the pump station, is a concrete channel which spans to the south and leads to an outlet just before the Pacific Ocean (Figure 7 and Figure 8). Long iron bars are installed in the concrete walls on both sides of the channel, likely for accessibility for maintenance.

Figure 6 Pump Station Structure, West Elevation, View Northeast



Figure 7 Concrete Channel on East Side of Pump Station, View North



Figure 8 Concrete Channel on East Side of Pump Station, Leading to Outlet, View South



Running past the west side of the pump station, the concrete and cobble-lined channel of Laguna Creek leads to the tide gate and its associated structure housing mechanical components (Figure 9 and Figure 10). While a detailed inspection was not possible due to security fencing and access constraints, the small, rectangular-planned structure appears to be constructed of concrete and has a very low-pitched hipped roof covered with composite shingles or rolled roofing paper. On the roof are what appear to be three square stacks, possibly for ventilation. A single entry door on the west elevation appears to be metal. The east elevation was not visible due to access issues.

Figure 9 Laguna Creek Channel, Tide Gate and Mechanical Building, View South



Figure 10 Tide Gate Mechanical Building, View Northeast



Several of the Laguna Pump Station structures exhibit areas of previous repairs or alterations including the pump station structure, the concrete and cobble-lined channel of Laguna Creek, and the tide gate mechanical building. Non-original concrete patch work and other repairs are noted (Figure 11 through Figure 15).

Figure 11 Closeup of Pump Station Structure Eastern Wall Repair/Alteration



Figure 12 Closeup of Pump Station Structure Eastern Wall Repair/Alteration



Figure 13 Closeup of Channel Repair/Alteration Below Pump Station



Figure 14 Closeup of Channel Repair/Alteration



Figure 15 Closeup of Channel Concrete Alteration



Laguna Creek spans to the north, passing under the Laguna Creek Bridge at Cabrillo Boulevard which was constructed in 1999 (Post/Hazeltine Associates 2005) (Figure 16). The creek continues through the Chase Palm Park Annex on the north side of Cabrillo Boulevard.

Figure 16 Overview of Pump Station Facility, Looking South from Laguna Creek Bridge



6.2 Developmental History

The City of Santa Barbara had experienced periodic flooding and poor drainage in the East Beach and El Estero area since the 1860s. Sporadic attempts were made during the first quarter of the twentieth century to implement projects to address flood control and drainage. In the early 1900s, the City built a wood bridge over Laguna Creek. Subsequent large-scale projects in the area included reconstructing East Boulevard (now Cabrillo Boulevard), constructing bridges over Mission and Sycamore creeks, replacing the wooden bridge over Laguna Creek with a concrete bridge in approximately 1910, and draining of El Estero (Post/Hazeltine Associates 2005).

In the early 1920s a plan to develop East Beach with a hotel and tourism-related services led to an opposing group of citizens to join together to buy land along the beach to protect it from development. Urban planner Charles Cheney was hired, and in collaboration with the prominent landscape architecture firm of Olmsted & Olmsted, designed the a new plan for the East Beach area, which was implemented between 1924 and 1930. Road improvements included the widening of the road to four lanes and construction of a reinforced concrete bridge over Laguna Creek. By the 1930s, a number of hotels, motels, and small apartments began being constructed along East Beach (Post/Hazeltine Associates 2005).

However, flooding continued to be a problem, exacerbated by the increased development in the area such as the infilling of the El Estero slough, the construction of the harbor and breakwater, the

channelization of the City's urban creeks, and the increased urbanization of the neighborhood. When episodes of severe rainfall occurred in conjunction with high tides or heavy surf, water was forced up Laguna Creek into the old El Estero. Combined with runoff from the East Side and Riviera neighborhoods, flooding resulted in the lower East Side and Waterfront neighborhoods. Thus, in the late 1930s, the City sought assistance from Federal government to attempt to improve the flooding problem by constructing a pump station at the mouth of Laguna Creek. The project was undertaken in 1939 through the WPA and included the construction of a pump station building and a cobble-lined channel for a short portion of the creek extending from the south side of the Laguna Creek Bridge to the creek mouth (Post/Hazeltine Associates 2005) (Figure 17). A pipe or channel oriented diagonally towards the southeast extended from the pump station building to a pond near the Pacific Ocean (UCSB Map & Imagery Lab 1938 and 1944). Shortly thereafter a Police Department radio dispatch building was constructed slightly to the east. While previous documentation estimates the police dispatch building was constructed between 1948 and 1950, aerial photographs demonstrate it was constructed between 1944 and 1947 (Scott 1992; Post/Hazeltine Associates 2005; UCSB Map & Imagery Lab 1944 and 1947). Records for the pump station facility are sparse and aerial photos are not definitively clear, but it appears the tide gate was constructed between 1953 and 1958 (UCSB Map & Imagery Lab 1953 and 1958).

Figure 17 1944 Aerial of Original Pump Station, Creek Channel & Diagonal Pipe/Channel



By 1959, the pipe or channel spanning diagonally to the southeast was removed, and a new channel was created branching more directly south. For an unknown reason, a second pump station structure was constructed between 1959 and 1962 slightly south of the original pump station building. The channel spanning to the south was also altered and shortened to connect to the new pump station structure (UCSB Map & Imagery Lab 1959 and 1962) (Figure 18 and Figure 19). At some time after the replacement pump station was built, the original pump station building was

converted into the Chase Palm Park Craft Center, and the former police dispatch center building was converted into the Chase Palm Park Center by 1972 (Kane and Scott 1992; Scott 1992; R.L. Polk & Co. 1972). Today, the pump station facility appears much as it did in the early 1960s.

Figure 18 1959 Aerial of Original Pump Station, Tide Gate & Altered Channels



Source: UCSB Map & Imagery Lab 1959

Figure 19 1962 Aerial Showing New Pump Station & Altered Channel (Red Arrow)



Source: UCSB Map & Imagery Lab 1962

Over the years repairs have been completed to several areas of the Laguna Pump Station Facility. As previously described in the section above; these include concrete patching over the cobble-lined Laguna Creek channel walls, repairs to damage on the pump station structure's eastern wall, and repairs to the exterior walls of the tide gate's mechanical building (Figure 10 through Figure 15). Due to recent engineering reports identifying compromised structural integrity due to corrosion, cracked concrete, and settlement of channel walls and building slabs, further repairs/improvements are proposed to be completed at the facility (City of Santa Barbara 2019).

7 Analysis

As part of the recordation and evaluation of the East Cabrillo Boulevard Parkway Historic District in 1991-1992, Caltrans assessed the Laguna Pump Station Facility which lies within the historic district boundaries (Kane and Scott 1992; Scott 1992). The district was determined eligible for listing in the NRHP by the SHPO (Craig 1993). The pump station facility was identified as a non-contributing element to the historic district. The East Cabrillo Boulevard Parkway Historic District evaluation was updated in 2018 by Rincon, finding the district remained eligible for the NRHP and the project proposed in 2018 would not result in an adverse effect. The pump station facility was confirmed to be a non-contributing element to the district (Treffers 2017; Carmack et. al. 2018) and this finding also received SHPO concurrence (Polanco 2018). The Laguna Pump Station Facility appears largely as it did in 2018 and there is no reason to find the previous determination of ineligibility for the NRHP is no longer valid. Therefore, the current analysis focuses on analyzing the pump station facility for eligibility for the CRHR and designation as a City landmark or structure of merit.

7.1 City of Santa Barbara Historical Resource Criteria (MEA Guidelines)

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

1. Any structure, site or object designated on the most current version of the following lists:
 - a. National Historic Landmarks
 - b. National Register of Historic Places
 - c. California Registered Historical Landmarks
 - d. California Register of Historical Resources
 - e. City of Santa Barbara Landmarks
 - f. City of Santa Barbara Structures of Merit
2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.
3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit (SBMC §30.157.025; Ord. 6006, 2021), as follow:
 - a. It is associated with events that have made a significant contribution in our past;
 - b. It is associated with the lives of persons significant in our past;
 - c. It embodies the distinctive characteristics of a type, period, architectural style or method of construction, or represents the work of a master, or possesses high artistic or historic value, or represents a significant and distinguishable collection whose individual components may lack distinction;
 - d. It yields, or may be likely to yield, information important in prehistory or history; or;

- e. Its unique location or singular physical characteristic represents an established and familiar visual feature of a neighborhood.
4. Any structure, site, or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical landmark list.
5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.
6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.
7. Any structure, site of object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.
8. Any structure, site, or object determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the City's determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines§15064.5(a)(3)].

7.2 Significance Assessment

Originally developed by the City in 1939, the Laguna Pump Station Facility has undergone expansion, improvements and repairs over the subsequent decades. The original facility included the Laguna Creek channel, the pump station building, and a pipe or channel on the east side of the building which led to the ocean. The creek channel was altered and the tide gate constructed by 1958. A replacement pump station structure was constructed and the eastern channel reconfigured between 1959 and 1962. This consists of the extant pump station facility.

Although the original pump station building (now the Chase Palm Park Craft Center) and the creek channel were constructed with assistance from the WPA, that building no longer functions as part of the pump station facility. The current pump station is a later alteration to the facility and was constructed between 1959 and 1962. The extant pump station structure and the creek channel are not significant examples of an architectural style, design, or engineering technology. Nor do they do not appear to have played a significant role in the development of the City, state or nation. The Chase Palm Park Craft Center (former pump station building) functions as a separate facility with associated ancillary structures and dedicated paths and landscaping. It does not retain a significant association with the pump station facility, which was found ineligible for national, state or local listing, as described in further detail below.

Criterion 1

The Laguna Pump Station Facility is not currently listed on the NRHP or CRHR, nor is it a designated National or State Historic Landmark, City of Santa Barbara Landmark or Structure of Merit, nor is it on the City of Santa Barbara's list of Potential Historic Resources.

Criterion 2

The Laguna Pump Station Facility does not meet this City of Santa Barbara criterion as representing a particular architectural style, an architectural style that was popular fifty or more years ago, or as embodying outstanding attention to architectural design, detail, materials, or craftsmanship. The built components comprising the facility are utilitarian water infrastructure and have no particular architectural style. The primary materials used are common construction materials such as concrete block, ridged metal panels, cobbles and concrete.

Criterion 3a: It is associated with events that have made a significant contribution in our past.

Originally developed in 1939 as utilitarian water infrastructure, and expanded and altered during the late 1950s to early 1960s, the Laguna Pump Station Facility does not have character, interest or value as a significant part of the heritage of the City of Santa Barbara, the state or the nation. It is one element of a larger system to collect and drain runoff in an 1,850-acre drainage in the City. Archival research completed for this study did not uncover when the drainage system was developed. Nor did it indicate the drainage system was constructed as a WPA project or played a significant role in the city's heritage. Although the original pump station building was constructed with WPA assistance along with the lining of the Laguna Channel, that building is no longer part of the pump station facility as it was replaced with an open-air, shed-like structure built between 1959 and 1962. The previous pump station building was converted into the Chase Palm Park Craft Center, and additional alterations (including pathways, landscaping and fencing) have created a distinct separation between the Chase Palm Park Craft Center and the pump station facility. The craft center is functionally more closely related to Chase Palm Park's public-serving facilities than the pump station facility. Development in the City's beachfront area has contended with marshy conditions, creeks and flooding events throughout the 19th and 20th centuries. Archival research does not indicate the construction of the pump station facility individually played a noteworthy role in the history of the City's development. The archival research conducted for this study showed that available newspaper clippings of the era did not cover either the pump station building or the creek channel, indicating they were likely not considered noteworthy construction projects, but more likely were considered unremarkable, utilitarian infrastructure.

The channelization of a short segment of Laguna Creek in this area is not a significant undertaking by the WPA in comparison to other, more notable WPA and PWA projects completed throughout the City. Among these are: the Santa Barbara Bowl, Los Baños del Mar pool and bathhouse, the Naval Reserve Center (now Santa Barbara Maritime Museum), an addition to Santa Barbara City Hall, Laguna Ball Park (no longer extant), and murals at Santa Barbara High School, Santa Barbara Junior High, and the Veterans Memorial Building (The Living New Deal 2020c; Post/Hazeltine Associates 2005; Brantingham 2011; Santa Barbara Bowl Foundation 2020; Santa Barbara Maritime Museum 2019).

Research for this study found no evidence the components and alterations of the Laguna Pump Station Facility dating from the 1950s and 1960s represent anything more than the routine expansion of the City's drainage system. Their construction is not associated with any important historical event that made a significant contribution to our past. Therefore, the pump station facility is recommended ineligible for listing under Criterion 3a.

Criterion 3b: It is associated with the lives of persons significant in our past.

Archival research did not indicate the pump station facility is directly associated with any person who significantly contributed to the culture and development of the city, state, or nation. Therefore, the facility is recommended ineligible under Criterion 3b.

Criterion 3c: It embodies the distinctive characteristics of a type, period, architectural style or method of construction, or represents the work of a master, or possesses high artistic or historic value, or represents a significant and distinguishable collection whose individual components may lack distinction.

The pump station facility's construction is utilitarian and unremarkable. It is comprised of an open-air, shed-like pump station structure, the concrete and cobble-lined channel of Laguna Creek, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components. The pump station structure's construction consists of steel framing, concrete block walls, and grooved metal panel roof. The channel leading to the outlet and the tide gate are concrete, and the tide gate mechanical building appears to be concrete construction as well. None of these features embody the distinctive characteristics of a type, period, architectural style or method of construction, or possesses high artistic or historic value. Nor do the features combine to form a significant and distinguishable collection whose individual components may lack distinction.

The pump facility is also does not represent the work of a master. While the original pump station building and the lining/channeling of Laguna Creek were completed with WPA assistance, the original pump station building is no longer part of the facility as it was replaced by an open-air, shed-like pump station structure constructed between 1959 and 1962, significantly altering the facility's original design. Therefore, the pump station facility is recommended ineligible for listing under Criterion 3c.

Criterion 3d: It yields, or may be likely to yield, information important in prehistory or history.

The pump station facility, originally built in 1939 and expanded/alterd during the late 1950s to early 1960s, does not seem likely to have the potential to yield significant information of archaeological interest, but archaeology is analyzed in a separate report.

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

The pump station facility is located near Cabrillo Boulevard but set back from the street behind the Chase Palm Park Craft Center. The pump station facility is in a visible place for beach visitors; however, the structures are low-scale, presents as utilitarian infrastructure and is shielded from view by chain link fencing covered with black material. The facility does not have a unique location or singular physical characteristic which represents an established and familiar visual feature of the neighborhood. Therefore, the pump station facility is recommended ineligible under Criterion 3e.

Criterion 4

NRHP

Background research revealed the Laguna Pump Station Facility was previously surveyed by Caltrans in 1991-1992, at which time, an approximately two-mile span of East Cabrillo Boulevard was recorded and evaluated as a historic district. The East Cabrillo Boulevard Historic District was determined eligible for listing in the NRHP by the SHPO in 1993; however, the pump station facility was considered a non-contributing element to the district (Craig 1993). In addition, the East Cabrillo Boulevard Historic District resource record was updated by Rincon in 2018 with the finding that the district remained eligible for the NRHP and the project proposed in 2018 would not result in an adverse effect. The pump station was identified as a non-contributing element to the district (Treffers 2017; Carmack et. al. 2018). This finding also received SHPO concurrence (Polanco 2018). The Laguna Pump Station Facility appears largely as it did in 2018 and there is no reason to find the previous determination of NRHP ineligibility is no longer valid.

As a result of the current analysis, the Laguna Pump Station Facility is additionally recommended ineligible for individual listing in the NRHP for the same reasons discussed above in City of Santa Barbara Criteria 3a, 3b, 3c, and 3d.

CRHR/California Historical Landmark

Rincon also recommends the Laguna Pump Station Facility ineligible for listing in the CRHR and the California Historical Landmark list for the same reasons discussed above in City of Santa Barbara Criteria 3a, 3b, 3c, and 3d.

Criterion 5

The Laguna Pump Station Facility is not associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large. It does not illustrate broad patterns of cultural, social, political, economic, or industrial history. Therefore, it does not meet this City criterion.

Criterion 6

Constructed as utilitarian infrastructure in 1939 and expanded/altered during the late 1950s to early 1960s, the pump station facility does not meet this City criterion of conveying an important sense of time and place, or contributing to the overall visual character of the neighborhood.

Criterion 7

The Laguna Pump Station Facility is recommended ineligible under this City criterion as it does not appear to have the potential to yield further information important to the community, or important for historical, historic archaeological, ethnographic, folkloric, or geographical research.

Criterion 8

The Laguna Pump Station Facility does not meet this City criterion as it has not previously been determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

8 Conclusions

The Laguna Pump Station Facility is located within the boundaries of the NRHP-eligible East Cabrillo Boulevard Parkway Historic District. However, the pump station facility was found to be non-contributive to the district, a finding which received SHPO concurrence (Craig 1993; Polanco 2018). The current study concurs with this previous finding and also finds the Laguna Pump Station Facility ineligible for individual listing in the NRHP, CRHR, and for designation as a City of Santa Barbara Historic Landmark or Structure of Merit. Thus, the pump station facility is not a historical resource under CEQA and the City MEA Guidelines.

At the Laguna Pump Station Facility location, the proposed project includes replacement of the pump station's existing pumps and electrical system, upgrades to the existing tide gates, and channel revetment repair and replacement due to undermining of the existing channel walls. The project is limited to the repair of the pump station facility structures to maintain the facility's utilitarian function. The project would not alter the immediately surrounding buildings (including the Chase Palm Park Center and Chase Palm Park Craft Center) or the surrounding setting, which consists of a grass park lawn, beach, paved walkways and sidewalks, the Laguna Creek Bridge (built in 1999), and a paved parking lot. The project would not physically alter any contributing features of the East Cabrillo Boulevard Parkway Historic District. Thus, the project would not cause a substantial adverse change in the character or significance of the historical resource. Similarly, the project would not cause a substantial adverse change in the character or significance of the El Pueblo Viejo Landmark District, a large area which encompasses the original historic core of the city, the neighborhood around the Mission, gateways into the City, and both sides of Cabrillo Boulevard. The proposed project elements are consistent with the scale and character of the existing pump station facility and would not result in indirect effects to the nearby Chase Palm Park Center, Chase Palm Park Craft Center, or the two historic districts.

In the area of the Gutierrez Street storm drain system, the project would make minor improvements by increasing the number of inlets and rerouting the storm flows to maximize available conveyance to handle storm events while navigating many underground constraints. The project would be limited to improvements in the City right-of-way and would not physically alter any buildings or structures in the project area (Laguna Street, Gutierrez Street, Palm Avenue and Rose Avenue). Additionally, no historical resources are identified in the immediate area on either the City's lists of designated and potential historical resources, or the City's webmap of historical resources.

In conclusion, the proposed project would have a less than significant impact to historical resources (Class III).

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Appendix A

Preparer's Qualifications



Steven Treffers, MHP

SENIOR ARCHITECTURAL HISTORIAN

Mr. Treffers is a senior architectural historian with Rincon's Cultural Resources Group with 10 years of experience. As a former commissioner on the South Pasadena Cultural Heritage Commission, he is extremely familiar with South Pasadena's historic resources and project review process. He has worked closely with design teams on projects involving alterations to historic resources, conducting peer reviews and working to ensure compliance with SOI Standards and applicable design guidelines. As a result, he has extensive experience identifying character-defining features, reviewing architectural drawings, and collaborating with local governments, stakeholders, architects, and engineers to meet project objectives while retaining those elements that convey the reason for a historic resource's significance. Mr. Treffers received his Bachelor of Arts in History at the University of California, Santa Cruz prior to pursuing a Master's in historic preservation from the University of Southern California, School of Architecture. He meets and exceeds the Secretary of the Interior's Professional Qualification Standards for History and Architectural History and has a wide range of experience with projects requiring historic resources compliance with Section 106 of the National Historic Preservation Act, California Environmental Quality Act, and local ordinances.

EDUCATION

M.H.P., Historic Preservation;
University of Southern
California, Los Angeles; 2012
Graduate Certificate Program,
Architecture & Urbanism;
University of Southern
California, Los Angeles; 2011
B.A., European History;
University of California, Santa
Cruz; 2003

TRAININGS

Section 106 Compliance
Training; Society for American
Archaeology 2014
CEQA Training, California
Preservation Foundation; 2015

CERTIFICATIONS/ REGISTRATIONS

Meets and exceeds
requirements in the Secretary
of the Interior's Professional
Qualification Standards in
Architectural History and
History

PROJECT EXPERIENCE

- Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project Cultural Resources Study, Santa Barbara, California
- Montecito Union School Secretary of the Interior's Standards Compliance Design Review; Montecito, Santa Barbara County, California
- City of Long Beach, *Citywide Historic Context Statement Update*, Long Beach, California
- Metro Los Angeles - West Santa Ana Branch Transit Corridor Historic Resources Survey and Survey Report, Los Angeles, California
- City of Indio Reconnaissance-Level Historic Resources Survey, General Plan Update, Indio, California
- Westpark Community Center Improvements Project Cultural Resources Technical Report, Ventura, California
- Peer Review of Phase 2 Historic Resources Report for the Pierpont Inn Lobby Rehabilitation Project, Ventura, California
- Kenney Street Widening and Pedestrian Improvements Project Cultural Resources Study, Ventura County, California
- Camarillo Airport Hanger Project; Camarillo, Ventura County, California
- LA Plaza de Cultura y Artes Project; Los Angeles, California
- 3008 Main Street Historic Resources Assessment; Santa Monica, California
- 1965 Market Street Historic Resource Evaluation; San Francisco, California

PROJECT EXPERIENCE, CONT'D

- 1838 Wardlow Road Historic Resources Evaluation; Long Beach, California
- Venice Post Office Rehabilitation Project; Los Angeles, California
- Windsor Village Historic Preservation Overlay Zone Review; Los Angeles, California
- Monterey Regional Airport Historic Resources Survey; City and County of Monterey, California
- Historic District Survey for the Air Force Research Laboratory; Edwards Air Force Base, California
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base, California
- Chino Airport; Chino, San Bernardino County, California
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base, California
- California American Water Slant Test Well Project; Marina, Monterey County, California
- Indian Flat Substation Expansion Project; El Portal, Mariposa County, California
- Humboldt Bay-Humboldt #1 60kV Reconductoring Project; Humboldt County, California
- PG&E Compressed Air Energy Storage; San Joaquin, Solano, and Yolo Counties, California
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles, California
- Academy of Art Existing Sites Technical Memorandum; City and County of San Francisco, California
- Compton Community College; Compton Los Angeles County, California
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles, California
- Terminal Island Historic Resources Survey; Port of Los Angeles, Los Angeles, California
- Everport Terminal Cultural Resources Assessment, Port of Los Angeles, Los Angeles, California
- Port of Los Angeles Berths 167-169 Rehabilitation Project; Los Angeles, California
- Immigration Station Historic Assessment; Port of Los Angeles, Los Angeles, California
- Flood County Park; Menlo Park, San Mateo County
- Alma Park Historic Resources Evaluation; Los Angeles, California
- Cypress Park Community Center-Youth Facility, Los Angeles, California
- El Sereno Recreation Center, Los Angeles, California
- Woodland Hills Recreation Center Project, Los Angeles, California
- Alameda Corridor East – San Gabriel Trench Project; San Gabriel, Los Angeles County, California
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County, California
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; Los Angeles, California
- HRER and HPSR for the Cesar Chavez Median Project; Los Angeles, California
- Main Street Lighting Improvement Project; Los Angeles, California



Susan Zamudio-Gurrola, MHP

ARCHITECTURAL HISTORIAN

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

EDUCATION

M.H.P., Historic Preservation, University of Southern California, Los Angeles, 2009
 B.A., History of Art and Architecture, University of California, Santa Barbara, 2004

AFFILIATIONS

Member, Board of Directors, Rancho Camulos Museum, Ventura County, California

TRAININGS

CEQA Workshop, Association of Environmental Professionals, 2016

CERTIFICATIONS/ REGISTRATIONS

Meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History

AWARDS

California Preservation Foundation Preservation Design Award (2019), *City of Riverside Latino Historic Context Statement*

PROJECT EXPERIENCE

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

PROJECT EXPERIENCE, CONT'D

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

PUBLICATIONS

Zamudio-Gurrola, Susan. 2010. "Preserving Minorities' History: The Camps of Mexican Braceros". In Paul Lopez, ed. *Que Fronteras: Mexican Braceros and a Re-Examination of the Legacy of Migration*. Dubuque, IA: Kendall Hunt Publishing Company.

Appendix B

Department of Parks and Recreation (DPR) Forms

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 10

*Resource Name or #: Laguna Pump Station Facility

P1. Other Identifier: Laguna Channel Pump Station

*P2. Location: Not for Publication Unrestricted *a. County: Santa Barbara

*b. USGS 7.5' Quad: Santa Barbara Date: 1995 (2000 ed.) Township 4N, Range 27W, Section S.B. B.M.

c. Address: 234-236 East Cabrillo Boulevard City: Santa Barbara Zip: 93101

d. UTM: Zone: mE/ mN (G.P.S.)

e. Other Locational Data: APN: 017-191-004

***P3a. Description:**

Located on a City-owned 5.09-acre parcel (APN 017-191-004) between Cabrillo Boulevard and the Pacific Ocean, the Laguna Pump Station Facility is situated adjacent to Laguna Creek. The facility is comprised of the concrete and cobble-lined channel of Laguna Creek, the open-air pump station structure, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components. Two unrelated City-owned buildings are also located on the parcel: the Chase Palm Park Craft Center slightly to the north, and the Chase Palm Park Recreation Center slightly to the northeast.

The pump station structure is situated adjacent to and on the east bank of the Laguna Creek. Parallel to the creek, the rectangular-planned structure rests on a concrete foundation and shelters the pump equipment. Its construction consists of steel framing and concrete block walls. Its flat roof is composed of grooved metal panels. Centered on the western wall are several grooved metal panels or doors. Beneath the structure, within the eastern wall of the channel, are screens through which water may pass. The northern end of the structure houses a small office with a solid metal door and what appears to be a 1/1 steel-sash window covered by a metal security screen. The east side of the structure is open and supported by cylindrical metal posts. A block wall topped with red barrel tile encloses a generally rectangular storage and work yard on the east side of the structure. Beyond this, to the east of the pump station, is a concrete channel which spans to the south and leads to an outlet just before the Pacific Ocean. Long iron bars are installed in the concrete walls on both sides of the channel, likely for accessibility for maintenance. Continued on page 4.

*P3b. Resource Attributes: HP9. Public utility building; HP11. Engineering structure; HP20. Canal/aqueduct

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

P5a. Photo or Drawing



P5b. Description of Photo:
 View of Laguna Creek channel and pump station structure on right, looking north, 8-3-2020.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both

1939 through early 1960s

***P7. Owner and Address:**

City of Santa Barbara

***P8. Recorded by:**

Susan Zamudio-Gurrola
 Rincon Consultants Inc.
 209 E. Victoria Street, Suite B
 Santa Barbara, CA 93101

***P9. Date Recorded:**

August 14, 2020

***P10. Survey Type:**

Intensive

***P11. Report Citation:**

Zamudio-Gurrola, Susan and Steven Treffers 2020. *Laguna Pump Station Project Historic Structure/Site Report*. Rincon Consultants Project No. 19-07963. Report on file at South Central Coastal Information Center, California State University, Fullerton.

*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):

State of California X Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 of 10

*Resource Name or # Laguna Pump Station Facility

*Map Name: USGS Santa Barbara Quadrangle

*Scale: 1:24,000

*Date of map: 1995 (2000 edition)



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Laguna Pump Station Facility

*NRHP Status Code 6Z

Page 3 of 10

B1. Historic Name: Laguna Pump Station Facility
 B2. Common Name: same
 B3. Original Use: Pump station B4. Present Use: Pump station
 *B5. Architectural Style: Utilitarian/no architectural style

***B6. Construction History:**

Pump station facility developed in 1939 with the original pump station building (now the Chase Palm Park Craft Center building), lining of Laguna Creek channel, and a pipe or channel oriented diagonally towards the southeast from the pump station to a pond near the Pacific Ocean. Tide gate appears to have been constructed between 1953 and 1958. By 1959 the pipe or channel spanning to the southeast was removed. Between 1959 and 1962 a replacement pump station structure was built south of the original building, and a channel and outlet were created spanning to the south (Post/Hazeltine Associates 2005; UCSB Map & Imagery Lab 1944, 1947, 1953, 1958, 1959 and 1962). Visible repairs/alterations have been completed on the east wall of the pump station structure, exterior of tide gate mechanical building, and on the cobble and concrete channel of Laguna Creek.

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: WPA constructed Laguna Creek channel. Builder unknown for pump station, tide gate and mechanical building, and concrete channel.

*B10. Significance: Theme N/A Area N/A
 Period of Significance N/A Property Type N/A Applicable Criteria N/A

The City of Santa Barbara had experienced periodic flooding and poor drainage in the East Beach and El Estero area since the 1860s. Sporadic attempts were made during the first quarter of the 20th century to implement projects to address flood control and drainage. In the early 1900s, the City built a wood bridge over Laguna Creek. Subsequent large-scale projects in the area included reconstructing East (now Cabrillo) Boulevard, constructing bridges over Mission and Sycamore creeks, replacing the wooden bridge over Laguna Creek with a concrete bridge in approximately 1910, and draining of El Estero (Post/Hazeltine Associates 2005).

In the early 1920s a plan to develop East Beach with a hotel and tourism-related services led to an opposing group of citizens to join together to buy land along the beach to protect it from development. Urban planner Charles Cheney was hired, and in collaboration with the prominent landscape architecture firm of Olmsted & Olmsted, designed the a new plan for the East Beach area, which was implemented between 1924 and 1930. Road improvements included the widening of the road to four lanes and construction of a reinforced concrete bridge over Laguna Creek. By the 1930s, a number of hotels, motels, and small apartments began being constructed along East Beach (Post/Hazeltine Associates 2005).

However, flooding continued to be a problem, exacerbated by the increased development in the area such as the infilling of the El Estero slough, the construction of the harbor and breakwater, the channelization of the City's urban creeks, and the increased urbanization of the neighborhood. When episodes of severe rainfall occurred in conjunction with high tides or heavy surf, water was forced up Laguna Creek into the old El Estero. Combined with runoff from the East Side and Riviera neighborhoods, flooding resulted in the lower East Side and Waterfront neighborhoods. Thus, in the late 1930s, the City sought assistance from Federal government to attempt to improve the flooding problem by constructing a pump station at the mouth of Laguna Creek. Continued on page 4.

B11. Additional Resource Attributes: N/A

*B12. References: See continuation sheet.

B13. Remarks:

*B14. Evaluator: S. Zamudio-Gurrola & S. Treffers, Rincon Consultants

*Date of Evaluation: October 7, 2020

(This space reserved for official comments.)



CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: August 14, 2020

Continuation Update

P3a. Description, continued:

Running past the west side of the pump station, the concrete and cobble-lined channel of Laguna Creek leads to the tide gate and a structure housing mechanical components. While a detailed inspection was not possible due to security fencing and access constraints, the small, rectangular-planned structure appears to be constructed of concrete and has a very low-pitched hipped roof covered with composite shingles or rolled roofing paper. On the roof are what appear to be three square stacks, possibly for ventilation. A single entry door on the west elevation appears to be metal. The east elevation was not visible due to access issues.

Several of the Laguna Pump Station structures exhibit areas of previous repairs or alterations including the pump station structure, the concrete and cobble-lined channel of Laguna Creek, and the tide gate mechanical building.

Laguna Creek spans to the north, passing under the Laguna Creek Bridge at Cabrillo Blvd. which was constructed in 1999 (Post/Hazeltine Associates 2005). The creek continues through the Chase Palm Park Annex on the north side of Cabrillo Blvd.

B10. Significance, continued:

The project was undertaken in 1939 through the WPA and included the construction of a pump station building and a cobble-lined channel for a short portion of the creek extending from the south side of the Laguna Creek Bridge to the creek mouth (Post/Hazeltine Associates 2005). A pipe or channel oriented diagonally towards the southeast extended from the pump station building to a pond near the Pacific Ocean (UCSB Map & Imagery Lab 1938 and 1944). Shortly thereafter a Police Department radio dispatch building was constructed slightly to the east. While previous documentation estimates the police dispatch building was constructed between 1948 and 1950, aerial photographs demonstrate it was constructed between 1944 and 1947 (Scott 1992; Post/Hazeltine Associates 2005; UCSB Map & Imagery Lab 1944 and 1947). Records for the pump station facility are sparse and aerial photos are not definitively clear, but it appears the tide gate was constructed between 1953 and 1958 (UCSB Map & Imagery Lab 1953 and 1958).

By 1959, the pipe or channel spanning diagonally to the southeast was removed, and a new channel was created branching more directly south. For an unknown reason, a second pump station structure was constructed between 1959 and 1962 slightly south of the original pump station building. The channel spanning to the south was also altered and shortened to connect to the new pump station structure (UCSB Map & Imagery Lab 1959 and 1962). At some time after the replacement pump station was built, the original pump station building was converted into the Chase Palm Park Craft Center, and the former police dispatch center building was converted into the Chase Palm Park Center by 1972 (Kane and Scott 1992; Scott 1992; R.L. Polk & Co. 1972). Today, the pump station facility appears much as it did in the early 1960s.

Over the years repairs have been completed to several areas of the Laguna Pump Station Facility. As previously described in the section above; these include concrete patching over the cobble-lined Laguna Creek channel walls, repairs to damage on the pump station structure's eastern wall, and repairs to the exterior walls of the tide gate's mechanical building. Due to recent engineering reports identifying compromised structural integrity due to corrosion, cracked concrete, and settlement of channel walls and building slabs, further repairs/improvements are proposed to be completed at the facility (City of Santa Barbara 2019).

Significance Assessment:

Originally developed by the City in 1939, the Laguna Pump Station Facility has undergone expansion, improvements and repairs over the subsequent decades. The original facility included the Laguna Creek channel, the pump station building, and a pipe or channel on the east side of the building which led to the ocean. The creek channel was altered and the tide gate constructed by 1958. A replacement pump station structure was constructed and the eastern channel reconfigured between 1959 and 1962. This consists of the extant pump station facility.

Although the original pump station building (now the Chase Palm Park Craft Center) and the creek channel were constructed with assistance from the WPA, that building no longer functions as part of the pump station facility. The current pump station is a later alteration to the facility and was constructed between 1959 and 1962. The extant pump station structure and the creek channel are not significant examples of an architectural style, design, or engineering technology. Nor do they do not appear to have played a significant role in the development of the City, state or nation. The Chase Palm Park Craft Center functions as a separate facility with associated ancillary structures and dedicated paths and landscaping. It does not retain a significant association with the pump station facility, which was found ineligible for national, state or local listing, as described in further detail below.

Criterion 1

The Laguna Pump Station Facility is not currently listed on the NRHP or CRHR, nor is it a designated National or State Historic Landmark, City of Santa Barbara Landmark or Structure of Merit, nor is it on the City of Santa Barbara's list of Potential Historic Resources. See continuation sheet, page 5.

CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: August 14, 2020

Continuation Update

B10. Significance, continued:

Criterion 2

The Laguna Pump Station Facility does not meet this City of Santa Barbara criterion as representing a particular architectural style, an architectural style that was popular fifty or more years ago, or as embodying outstanding attention to architectural design, detail, materials, or craftsmanship. The built components comprising the facility are utilitarian water infrastructure and have no particular architectural style. The primary materials used are common construction materials such as concrete block, ridged metal panels, cobbles and concrete.

Criterion 3a: It is associated with events that have made a significant contribution in our past.

Originally developed in 1939 as utilitarian water infrastructure, and expanded and altered during the late 1950s to early 1960s, the Laguna Pump Station Facility does not have character, interest or value as a significant part of the heritage of the City of Santa Barbara, the state or the nation. It is one element of a larger system to collect and drain runoff in an 1,850-acre drainage in the City. Archival research completed for this study did not uncover when the drainage system was developed. Nor did it indicate the drainage system was constructed as a WPA project or played a significant role in the city's heritage. Although the original pump station building was constructed with WPA assistance along with the lining of the Laguna Channel, that building is no longer part of the pump station facility as it was replaced with an open-air, shed-like structure built between 1959 and 1962. The previous pump station building was converted into the Chase Palm Park Craft Center, and additional alterations (including pathways, landscaping and fencing) have created a distinct separation between the Chase Palm Park Craft Center and the pump station facility. The craft center is functionally more closely related to Chase Palm Park's public-serving facilities than the pump station facility. Development in the City's beachfront area has contended with marshy conditions, creeks and flooding events throughout the 19th and 20th centuries. Archival research does not indicate the construction of the pump station facility individually played a noteworthy role in the history of the City's development. The archival research conducted for this study showed that available newspaper clippings of the era did not cover either the pump station building or the creek channel, indicating they were likely not considered noteworthy construction projects, but more likely were considered unremarkable, utilitarian infrastructure.

The channelization of a short segment of Laguna Creek in this area is not a significant undertaking by the WPA in comparison to other, more notable WPA and PWA projects completed throughout the City. Among these are: the Santa Barbara Bowl, Los Baños del Mar pool and bathhouse, the Naval Reserve Center (now Santa Barbara Maritime Museum), an addition to Santa Barbara City Hall, Laguna Ball Park (no longer extant), and murals at Santa Barbara High School, Santa Barbara Junior High, and the Veterans Memorial Building (The Living New Deal 2020c; Post/Hazeltine Associates 2005; Brantingham 2011; Santa Barbara Bowl Foundation 2020; Santa Barbara Maritime Museum 2019).

Research for this study found no evidence the components and alterations of the Laguna Pump Station Facility dating from the 1950s and 1960s represent anything more than the routine expansion of the City's drainage system. Their construction is not associated with any important historical event that made a significant contribution to our past. Therefore, the pump station facility is recommended ineligible for listing under Criterion 3a.

Criterion 3b: It is associated with the lives of persons significant in our past.

Archival research did not indicate the pump station facility is directly associated with any person who significantly contributed to the culture and development of the city, state, or nation. Therefore, the facility is recommended ineligible under Criterion 3b.

Criterion 3c: It embodies the distinctive characteristics of a type, period, architectural style or method of construction, or represents the work of a master, or possesses high artistic or historic value, or represents a significant and distinguishable collection whose individual components may lack distinction.

The pump station facility's construction is utilitarian and unremarkable. It is comprised of an open-air, shed-like pump station structure, the concrete and cobble-lined channel of Laguna Creek, a concrete channel and outlet, and the tide gate and associated structure housing mechanical components. The pump station structure's construction consists of steel framing, concrete block walls, and grooved metal panel roof. The channel leading to the outlet and the tide gate are concrete, and the tide gate mechanical building appears to be concrete construction as well. None of these features embody the distinctive characteristics of a type, period, architectural style or method of construction, or possesses high artistic or historic value. Nor do the features combine to form a significant and distinguishable collection whose individual components may lack distinction.

The pump station facility is also does not represent the work of a master. While the original pump station building and the lining/channeling of Laguna Creek were completed with WPA assistance, the original pump station building is no longer part of the facility as it was replaced by an open-air, shed-like pump station structure constructed between 1959 and 1962, significantly altering the facility's original design. Therefore, the pump station facility is recommended ineligible for listing under Criterion 3c.

See continuation sheet, page. 6

CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: August 14, 2020

Continuation Update

B10. Significance, continued:

Criterion 3d: It yields, or may be likely to yield, information important in prehistory or history.

The pump station facility, originally built in 1939 and expanded/alterd during the late 1950s to early 1960s, does not seem likely to have the potential to yield significant information of archaeological interest, but archaeology is analyzed in a separate report.

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

The pump station facility is located near Cabrillo Boulevard but set back from the street behind the Chase Palm Park Craft Center. The pump station facility is in a visible place for beach visitors; however, the structures are low-scale, presents as utilitarian infrastructure and is shielded from view by chain link fencing covered with black material. The facility does not have a unique location or singular physical characteristic which represents an established and familiar visual feature of the neighborhood. Therefore, the pump station facility is recommended ineligible under Criterion 3e.

Criterion 4

NRHP

Background research revealed the Laguna Pump Station Facility was previously surveyed by Caltrans in 1991-1992, at which time, an approximately two-mile span of East Cabrillo Boulevard was recorded and evaluated as a historic district. The East Cabrillo Boulevard Historic District was determined eligible for listing in the NRHP by the SHPO in 1993; however, the pump station facility was considered a non-contributing element to the district (Craig 1993). In addition, the East Cabrillo Boulevard Historic District resource record was updated by Rincon in 2018 with the finding that the district remained eligible for the NRHP and the project proposed in 2018 would not result in an adverse effect. The pump station was identified as a non-contributing element to the district (Treffers 2017; Carmack et. al. 2018). This finding also received SHPO concurrence (Polanco 2018).

The Laguna Pump Station Facility appears largely as it did in 2018 and there is no reason to find the previous determination of NRHP ineligibility is no longer valid.

As a result of the current analysis, the Laguna Pump Station Facility is additionally recommended ineligible for individual listing in the NRHP for the same reasons discussed above in City of Santa Barbara Criteria 3a, 3b, 3c, 3d, 3f and 3g.

CRHR/California Historical Landmark

Rincon also recommends the Laguna Pump Station Facility ineligible for listing in the CRHR or California Historical Landmarks list for the same reasons discussed above in City of Santa Barbara Criteria 3a, 3b, 3c, 3d, 3f and 3g.

Criterion 5

The Laguna Pump Station Facility is not associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large. It does not illustrate broad patterns of cultural, social, political, economic, or industrial history. Therefore, it does not meet this City criterion.

Criterion 6

Constructed as utilitarian infrastructure in 1939 and expanded/alterd during the late 1950s to early 1960s, the pump station facility does not meet this City criterion of conveying an important sense of time and place, or contributing to the overall visual character of the neighborhood.

Criterion 7

The Laguna Pump Station Facility is recommended ineligible under this City criterion as it does not appear to have the potential to yield further information important to the community, or important for historical, historic archaeological, ethnographic, folkloric, or geographical research.

Criterion 8

The Laguna Pump Station Facility does not meet this City criterion as it has not previously been determined by the City to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Continued on p. 7.

CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: August 14, 2020

Continuation Update

B12. References, continued:

City of Santa Barbara (Public Works Department). 2019. Request for Qualifications to Provide Planning and Design Services for the Laguna Pump Station Project, 29 May.

Kane, Diane and Gloria Scott. 1992. California Department of Transportation Historical Resources Evaluation Report for the East Cabrillo Boulevard Parkway.

Post/Hazeltine Associates. 2005. Conceptual Design Guidance Report for the East Cabrillo Boulevard Sidewalk Replacement Project. Prepared for the City of Santa Barbara Redevelopment Agency.

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University of California, Santa Barbara (UCSB) Map & Imagery Lab

1928 Aerial photograph, Flight C-289, Frame 34. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1938 Aerial photograph, Flight C-4950, Frame SF-86. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1944 Aerial photograph, Flight C-9113, Frame 6-24. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1947 Aerial photograph, Flight GS-EM, Frame 3-61. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1953 Aerial photograph, Flight CC, Frame 3-2. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1958 Aerial photograph, Flight C23291, Frame 1-70. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1959 Aerial photograph, Flight HA-GN, Frame 70. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

1962 Aerial photograph, Flight HA-OI, Frame 77. Accessed at https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

Continued on page 8.

CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: October 7, 2020

Continuation Update

P5A. Photos, continued:

Pump Station Structure, West Elevation, View Northeast



Concrete Channel on East Side of Pump Station, View North



Concrete Channel on East Side of Pump Station, Leading to Outlet, View South



CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: August 14, 2020

Continuation Update

P5A. Photos, continued:

Laguna Creek Channel, Tide Gate and Mechanical Building, View South



Tide Gate Mechanical Building, View Northeast



Closeup of Pump Station Structure Eastern Wall Repair/Alteration



CONTINUATION SHEET

Recorded By: Susan Zamudio-Gurrola

*Date: October 7, 2020

Continuation Update

P5A. Photos, continued:

Closeup of Channel Repair/Alteration Below Pump Station



Closeup of Channel Repair/Alteration



Closeup of Channel Alteration

