

Ronald L. Nye, Ph.D.
Historian

HISTORIC STRUCTURES REPORT

**MISSION CREEK BRIDGE CONCEPTUAL IMPROVEMENTS PROPOSAL:
MISSION PARK TO MISSION CANYON MULTIMODAL
IMPROVEMENTS PLAN
SANTA BARBARA, CALIFORNIA**

Prepared for:

Robert J. Dayton, Project Manager
Department of Public Works
City of Santa Barbara

May 4, 2015

TABLE OF CONTENTS

Introduction	1
Project Overview	1
Documents Review	1
Site History and Architectural/Social History	2
Field Inventory	7
Photographs	9
Assessment of Historic Structures	9
Evaluation of Potential Project Effects	14
Summary of Findings	26
Recommended/Required Action/Mitigation Measures	26
Residual Impacts	26
Selected Sources Consulted	27
Appendices	
1. Site Plan and Proposed Conceptual Plan	
2. Historical Plans and Surveys	
3. Historical Photographs	
4. Site Photographs	

HISTORIC STRUCTURES REPORT
MISSION CREEK BRIDGE CONCEPTUAL IMPROVEMENTS PROPOSAL:
MISSION PARK TO MISSION CANYON MULTIMODAL IMPROVEMENTS PLAN
SANTA BARBARA, CA

INTRODUCTION

The Mission Park to Mission Canyon Multimodal Improvements Plan, a joint City of Santa Barbara-County of Santa Barbara initiative, includes concept level proposals for the improvement of the Mission Creek bridge (hereinafter Masonry Bridge) portion of the plan. The Masonry Bridge is a stone structure that crosses Mission Creek on a north-south axis at the terminus of East Los Olivos Street. Mission Canyon Road extends northward from the north end of the bridge. The bridge, with the exception of approximately 5 feet of length at its north end, is located within Santa Barbara city limits. Adjoining stone masonry walls on the bridge's west side extend from its south end, within Santa Barbara City limits, and from its north end, which lies within the unincorporated Santa Barbara County. (See Site Plan and Proposed Conceptual Project Plan, Appendix 1)

The purpose of the report is to ascertain: 1) whether the historical elements included in the Masonry Bridge conceptual improvements proposal qualify as historically significant according to guidelines established by the City of Santa Barbara's Master Environmental Assessment (MEA), pages 50-55, California Register of Historic Resources, and the National Register of Historic Places, and 2) if so, whether the conceptual project proposals would cause any potentially significant impacts, as defined by the California Environmental Quality Act (CEQA), to historic resources.

The author of this report was retained by the City of Santa Barbara to prepare a Historic Structures Report on the proposed conceptual improvements to the Masonry Bridge and its adjoining walls. In so doing he followed the guidelines for such reports set forth in the City of Santa Barbara Community Development Department's Master Environmental Assessment (MEA) document, adopted by the City Council on February 12, 2002.

PROJECT OVERVIEW

The proposed conceptual Masonry Bridge improvements include: a new separate pedestrian bridge along the west side of the existing Masonry Bridge over Mission Creek; the shifting of an approximately 40-foot segment of an existing masonry wall at the south end of the bridge; the shifting of an approximately 30-foot segment of an existing masonry wall on the north end of the bridge; and new pedestrian pathways on the north and south approaches to the new pedestrian bridge. (See Site Plan and Proposed Conceptual Project Plan, Appendix 1)

DOCUMENTS REVIEW

As required by the MEA, inventories of designated historic structures or sites, or structures or sites proposed for designation, maintained by federal, state or local agencies were

consulted. These sources revealed the following listings for the three principal elements involved in the proposed project: The Masonry Bridge is listed as a City Landmark. A Caltrans study found it eligible for listing on the National Register. The South Wall is listed as a City Potential Historic Resource. No additional designations were identified for the three principal historical elements of the proposed project.

Research for this study was conducted at the following repositories:

City of Santa Barbara

Clerk's Office, Engineering, Planning, Records & Archives, Street Maintenance, and Surveyor's Office divisions

County of Santa Barbara

Clerk of the Board, Planning and Development, Surveyor's Office, and Transportation divisions

State of California

Caltrans, Region 5, San Luis Obispo

Architecture and Design Collections, UCSB

Gledhill Library, Santa Barbara Historical Museum

Mission Santa Barbara Archive-Library

Santa Barbara Museum of Natural History

Santa Barbara Public Library

Santa Barbara Woman's Club

Special Collections, UCSB

Special Collections, University of Rhode Island Library, Kingston, RI

SITE HISTORY AND ARCHITECTURAL/SOCIAL HISTORY

The history of the Masonry Bridge over Mission Creek is directly linked to the historical development of Mission Canyon. What began as a Chumash-occupied oak forest was gradually transformed into a suburban neighborhood and sightseeing destination. The Chumash settled on the Santa Barbara Channel thousands of years before European exploration, and according to an early ethnographic researcher, Mission Canyon was the site of a Chumash village named *xana'yan*. Chumash civilization was permanently altered, however, when Spain established Mission Santa Barbara at the entrance to Mission Canyon in 1786. The Native Americans were enticed into providing labor for the Mission's construction program which included an extensive water works system in the canyon. Native neophytes also worked on Mission-owned farmland in the canyon, clearing trees, harvesting crops, and tending livestock. Mexican secularization of the Mission system in 1834 resulted in the confiscation of Mission property and an ill-fated attempt to distribute land, livestock, and equipment to the Chumash. Local authorities cheated the former neophytes out of the best land and property and drove most Native Americans back into native life or to exploited lives on the fringes of Mexican settlements. The U.S. government restored some of Mission Santa Barbara's Mission Canyon property in 1865. Beginning in the

1870s, and continuing into the early twentieth century, the church gradually sold its Mission Canyon holdings to settlers.¹

A rural community of secluded homes and farms grew up in Mission Canyon during the 1870s and 1880s. Rowland Hazard, a businessman, George S. J. Oliver, a retiree, and Christoph Tornoe, a craftsman and builder, were among the early settlers in the lower canyon. When Santa Barbara emerged as a popular health resort in the 1870s, spurred by promotional books and the construction of Stearns Wharf and the Arlington Hotel, the natural wonders of Mission Canyon drew large numbers of sightseers, hikers, horseback riders, and picnickers. The growing use of the canyon corridor probably prompted the County of Santa Barbara in 1876 to issue a call for bids to build a wood-frame bridge over Mission Creek and to grade a road from the bridge into Mission Canyon. The following year the County declared Mission Canyon Road a public highway. Photographs from the period 1880-1890 show a narrow, curving wood-frame bridge with wood railings in the location of the existing stone Masonry Bridge. The bridge depicted in the photographs is probably the one built in 1876 and later replaced by the Masonry Bridge.²

In the spring of 1891 four Mission Canyon landowners announced plans to collaborate with the County of Santa Barbara in funding the construction of a new Masonry Bridge over Mission Creek. The new bridge would replace the existing wood-frame structure. A local newspaper complimented the plan as a “very good move for the county” because the old bridge was not expected to last much longer. Rowland Hazard, a wealthy industrialist from Rhode Island, was the probable leader of the small group that included I. Dreyfus, William Alexander, and George S. J. Oliver. Hazard owned the nearby “Mission Hill” estate on the south side of the creek. He contributed \$800 of the total projected cost of \$2,250, the three other men donated a combined \$450, and the County provided \$1,000. Hazard also designed the bridge, supervised its erection, and retained the stone masons, Joseph C. Dover and Joseph T. Woods, to whom he furnished a detailed sketch plan and typewritten specifications.³

The Masonry Bridge was completed in October 1891, earning the praise of a newspaper reporter for its “ornamental” qualities and its “substantial” dimensions. The bridge was reported to be 140 feet long, 22 feet wide, and featured a “graceful” arch with a span of 24 feet.⁴

¹ Larry R. Wilcoxon and Gregory King, “A Cultural Resources Sensitivity Assessment for the Mission Canyon Wastewater Disposal Project, Santa Barbara, California,” March 1983, 8-12, on file at the Gledhill Library; Rebecca Allen, “Mission Santa Barbara, California: National Historic Landmark District,” National Historic Landmark Nomination, January 2000, 35-41; Richard B. Rice, et al., *The Elusive Eden* (Alfred A. Knopf: New York, 1988), 23-44, 76-95, 119-122.

² Wilcoxon and King, 13-15; *Santa Barbara Daily Press*, June 23, 1876; Road Abstracts Index, Second District, SB-12, on file at the County Surveyor’s Office; Stella Haverland Rouse, “Olden Days: Waterfall Lured Hikers Into Mountains,” *Santa Barbara News-Press*, March 23, 1975; Rouse, “Mission Canyon,” *Noticias*, Vol. 31, No. 3, Fall 1985, 57-59; two photographs of the wood-frame bridge over Mission Creek, c. 1880-1890, on file at the Gledhill Library.

³ *Santa Barbara Daily Independent*, April 14, 1891; Rowland Hazard, “Specifications for a Stone Bridge to be built for the County of Santa Barbara over the Mission Creek,” typescript, April 25, 1891, Rowland Hazard Papers, Group 6, Series 3, Box 3, Folder 32, Special Collections, University of Rhode Island Library; Rowland Hazard, “Stone Bridge for Santa Barbara County over the Pedregosa Creek,” March 1891, sketch plan, Santa Barbara, County of, Drawings of Bridges Collection, No. 284, Architecture and Design Collections, UCSB; Caroline Hazard, *A Precious Heritage* (Peace Dale, Rhode Island: privately printed, 1929), 139-148.

⁴ *Santa Barbara Daily Independent*, October 22, 1891; Neal Graffy, “Mission Creek Bridge,” *Edhat Santa Barbara*, October 18, 2009.

Hazard's specifications and early photographs furnish additional details about the bridge's initial materials and style. The bridge was built of smooth cut sandstone which was quarried from the canyon and laid in regular courses. Its arch, through which Mission Creek flowed, was off centered, requiring the construction of a longer bridge wall on the south end of the structure. The bridge deck, or roadway, was 19 feet wide. The deck sloped slightly downward from its southern end before rising over the center of the arch below and then descending in gradient as it reached its northern end. The bridge's parapets, or railings, consisted of a 15-inch wide stone base with an 18-inch wide coping. The parapets' height generally paralleled the trajectory of the deck in that they ascended to a point 4 feet above the deck at the center of the arch and sloped downward to the north and south to a height of 3 feet above the deck. The parapets flared at each end of the bridge and were appointed on their ends with decorative 4 foot, 9 inch tall squared pillars with pyramidal caps.⁵ (See Historical Plans and Surveys, Appendix 2, and Historical Photographs, Appendix 3)

In addition to the bridge project Hazard also hired Dover in 1891 to build a masonry wall that enclosed his "Mission Hill" estate at 505 East Los Olivos Street. The wall ran along the west side of East Los Olivos Street, south of the Masonry Bridge, between the Old Mission property and Mission Creek. The approximately 460-foot long wall made of smooth cut sandstone blocks included two imposing, round gate posts with conical caps at a driveway entrance near its south end. The estate wall intersected and incorporated an existing Mission Aqueduct wall remnant near its northern end. Historical sources reveal that Dover created a 10-foot wide carriage entrance between two square stone pillars with pyramidal caps near its junction with the Masonry Bridge. The carriage entrance, which is shown in a c. 1897 photograph and on a 1913 survey map, remained in place for an unknown number of years. The 10-foot wide carriage entrance was infilled at an unknown date by the existing pedestrian gate that is flanked on both sides by masonry walls.⁶

The same year Hazard retained Dover to build a second masonry wall that began at the north end of the bridge and enclosed property owned by Hazard lying on the north side of Mission Creek. The approximately 700-foot long wall ran northwesterly along the west side of Mission Canyon Road and then curved west following the south side of the present day Puesta del Sol Road. This wall was also built with smooth cut sandstone but featured a unique double row of triangular-shaped stone fins on top referred to as "Scotch pickets" by Hazard's daughter, Caroline. The long wall enclosed the property at 609 Mission Canyon Road and included two round gate posts with conical caps at its driveway. Additional structures that were built later and subsequently enclosed within the wall were the carriage house at 2539 Puesta del Sol Road and the Museum of Natural History at 2559 Puesta del Sol Road. The westernmost portions of this wall may not have been completed until the early twentieth century.⁷

⁵ Hazard, "Specifications for a Stone Bridge to be built for the County of Santa Barbara over the Mission Creek," April 25, 1891, and "Stone Bridge for Santa Barbara County over the Pedregosa Creek," March 1891; three photographs of the Mission Creek stone bridge, c. 1891-1910, on file at the Gledhill Library.

⁶ Photograph of Hazard Estate carriage gate and Masonry Bridge, c. 1897, Neal Graffy Collection; Eldon A. Garland, Survey of Los Olivos Extension from Laguna Street to City Limits," January 1, 1913, Book 2, Page 28, on file at the County of Santa Barbara Surveyor's Office.

⁷ Caroline Hazard, *A Precious Heritage*, 139-148; Santa Barbara Conservancy, *Stone Architecture in Santa Barbara* (Charleston, SC: Arcadia Publishing, 2009), 85-88; Post/Hazeltine Associates, "Historic Structures/Sites Report for the Santa Barbara Museum of Natural History Master Plan," August 8, 2011, 62.

Mission Canyon grew from a sparsely populated glen to a suburban neighborhood during the four decades following the construction of the Masonry Bridge. The sylvan rural setting attracted a diverse group of residents that included businessmen, artists, naturalists, and writers, many of whom settled in the relatively flat lands and lower foothills bordering Mission Canyon Road. The establishment of cultural and educational institutions in the canyon during the 1920s, including the Santa Barbara Museum of Natural History, Santa Barbara Botanic Garden, and Santa Barbara Woman's Club, as well as the creation of Rocky Nook Park, lured additional visitors over the Masonry Bridge from Santa Barbara. The increase in automobile travel through the canyon at this time prompted the County of Santa Barbara to pave Mission Canyon Road in 1923, and in 1930, to begin construction of the future Foothill Road to serve the growing districts to the west of Mission Canyon. Several residents who found their neighborhood's rural ambience threatened by growth-related problems formed the Mission Canyon Association to lobby the County of Santa Barbara for assistance in addressing such concerns as traffic congestion, wildfires, and lighting.⁸

The Santa Barbara Woman's Club, a 1,000-member organization, played a leading role in community efforts to preserve the canyon's picturesque environment. Almost immediately after the club moved into its new headquarters at 670 Mission Canyon Road in 1928, it called upon the County of Santa Barbara to make improvements to the nearby Masonry Bridge that would reduce automobile congestion and enhance pedestrian safety. The County responded in 1929 by installing a 4-foot wide wood plank walkway on the outside of the bridge's east parapet wall. The addition of the footbridge required the removal of a 40-inch segment of parapet wall at its south end to accommodate pedestrian access to the new walkway. The County also laid out a new sidewalk along Mission Canyon Road in front of the organization's clubhouse at about this same time.⁹

The County's most significant measure to enhance the traffic-bearing capacity of the Masonry Bridge occurred in 1930 when it widened the bridge on its west side. The total width of the bridge was expanded from 22 feet to 34 feet, an addition of 12 feet. Its roadbed was widened from 19 feet in width to 30 feet. Smooth cut brown sandstone blocks were used in the expansion to achieve a continuity of materials and the enlarged bridge retained its essential characteristics as a closed spandrel masonry arch bridge. The widening project, however, made significant changes to the bridge's original design and removed substantial amounts of original materials. The structure's roadway, for example, originally rose gradually as it traversed the arch, but the roadway was given a level plane during the widening. The original parapet railings, which in general followed the trajectory of the roadbed, were also leveled. Several stone courses in the center of the bridge walls and deck were removed to make these alterations which resulted in the lowering of the bridge's height by approximately 5 feet. The leveling and widening of the bridge also necessitated the removal and reconstruction of its parapets. The west parapet was shifted to the west. The south end of the west parapet, which was originally flared, was straightened, while its north end was given a broader curve. The privately-owned stone walls

⁸ E. S. Spaulding, "Mission Canyon Changes As Half Century Rolls By," *Santa Barbara News-Press*, October 17, 1966; Verne Linderman, "Lofty La Cumbre Peak Stands Guard Above Beautiful Mission Canyon Residences," *Santa Barbara News-Press*, February 11, 1951; *Santa Barbara Morning Press*, March 29, 1923 and July 12, 1930.

⁹ *Year Book of the Santa Barbara Woman's Club, 1929-1930*, n.p., on file at the Santa Barbara Woman's Club, Rockwood; Neal Graffy, "The Santa Barbara Woman's Club: The First Forty Years," *Noticias*, Vol. 38, No. 3, Autumn 1992, 51.

abutting the west parapet on its north and south ends were also moved westward. The segment of the south wall with a sloping capstone that abuts the bridge was shortened about 3 feet and shifted west on its north end about 3 feet. A 40-foot segment of north wall was disassembled, shifted, and rebuilt to accommodate the bridge widening. The roads approaching the bridge were widened as well. A 20-foot long segment of the west side of East Los Olivos Street and its concrete curb was shifted westward and an approximately 40-foot long portion of Mission Canyon Road adjacent to the bridge was widened on its west side. A local newspaper applauded the County for widening the formerly “narrow and hazardous structure over the creek.” The new bridge “provides residents of Mission Canyon with a much needed outlet into the city,” it concluded.¹⁰ (See Historical Plans and Surveys, Appendix 2)

No significant alterations were made to the Masonry Bridge after 1930 but piecemeal changes to its structure and adjoining properties were undertaken on several occasions. Three pipelines, for example, one across the west elevation and two across the east elevation, were hung on the facades of the existing structure. Another addition, an apparently derelict pipeline fragment, extends from the abutment of the east elevation near the bridge’s north end. These alterations to the bridge were probably made after 1930. The City of Santa Barbara also undertook several public works projects and repairs on or near the bridge. In 1953 the City suspended a 24-inch water transmission main across Mission Creek on a north-south axis approximately 40 feet east of the bridge. (This water main was subsequently removed.) Four years later, in 1957, the City hung a 16-inch interceptor sewer line over the creek, also on the east side of the bridge. The sewer line was held aloft by two concrete piers and traversed the creek at a southwest-northeast axis. It emerged from below Mountain Drive at the southeast corner of the bridge and continued to a point on the north bank of the creek approximately 30 feet east of the bridge. The City-built Alameda Padre Serra Storm Drain, a 33-inch concrete conduit, was installed in 1980. The conduit was buried below East Los Olivos Street where it coursed north towards the bridge, continued under the bridge deck, and exited on the west side of the bridge into the creek bank before surfacing near the creek bed below.¹¹ The City made repairs to the pedestrian footbridge in 2003 that included the replacement of deteriorated wood planks and steel supports.¹² Two vehicle accidents in the early 2000s dislodged or damaged an approximately 8-foot segment of the south end of the east parapet and dislodged several masonry blocks near the midpoint of the same parapet. The City repaired the wall in both instances using original stone materials and new mortar.¹³

¹⁰ Owen H. O’Neill, “Survey of a Portion of the Property of Mary P. B. Hazard on Los Olivos Street Extension, City of Santa Barbara, Calif.,” June 1930, Book 21, Page 33, on file at the County of Santa Barbara Surveyor’s Office; *Santa Barbara Morning Press*, January 4, 1931; *Year Book of Santa Barbara Woman’s Club*, 1931-1932, 12-13, on file at the Santa Barbara Woman’s Club, Rockwood; Graffy, “Mission Creek Bridge,” *Edhat Santa Barbara*; Bridge Reports, 1945, 1973, 1975, and Masonry Bridge Rating Sheet, 1986, Caltrans, District 5, as summarized by Paula J. Carr, Associate Environmental Planner, November 26, 2014.

¹¹ See the following plans on file at the City of Santa Barbara, Public Works Department, Engineering Division: “Mission Street Transmission Main, December 16, 1953, No. 1837; “Hillcrest Interceptor Sewer,” January 10, 1957, No. C-1-2348; “Alameda Padre Serra Storm Drain,” May 27, 1980, No. C-1-3387.

¹² Memorandum, Bob Sedivy to John Schoof, December 24, 2003, Rooky Nook Footbridge Project, Inactive Storage, Box E527, City Engineering Division.

¹³ Photograph of damaged bridge parapet in County of Santa Barbara and City of Santa Barbara, “Draft Mission Park to Mission Canyon Multimodal Improvements Plan,” December 2014, 2-15, as reproduced at sbcountyplanning.org; David Shoemaker, Senior Engineering Technician, City Public Works Department, interviewed by R. Nye, November 12, 2014.

FIELD INVENTORY

Neighborhood Overview

The neighborhood setting in the immediate vicinity of the Masonry Bridge and walls is characterized by a semi-rural landscape composed of a blend of natural and manmade features. The central natural feature is Mission Creek with its deep channel, boulder-packed bed, sandstone outcroppings, and wooded banks. The hill acquired by Rowland Hazard for his “Mission Hill” estate in the 1880s with its precipitously steep north side that looms over Mission Creek’s south bank is another of the neighborhood’s notable natural features. A third visually prominent natural feature in the lower Mission Canyon is its profuse vegetation, which encompasses an abundance of native oak and sycamore trees as well as a mix of other native and introduced trees, shrubs, and plants. Rocky Nook Park, with its natural sandstone boulders, dense tree cover, and creek bed ecology, contributes to the neighborhood’s semi-rural landscape setting. The Santa Ynez Range and La Cumbre Peak loom over the canyon to the north providing an ever-present natural backdrop to the neighborhood below.

Structures represent the most significant manmade feature in the neighborhood. Mission Era structures dating from late eighteenth century to the early nineteenth century are clustered near the mouth of the canyon and include Mission Santa Barbara, Lower Reservoir, Pottery, and Aqueduct Segment at the intersection of East Los Olivos Street and Mountain Drive. The Masonry Bridge and its adjoining masonry walls that extend to the north and south are late-nineteenth century structures that help define the historic character of the streetscape along the lower portion of the Mission Canyon Road corridor. The use of brown sandstone building materials in these structures, ubiquitous in its natural state and an important visual feature throughout the canyon, contributes to the streetscape’s ability to convey a sense of time and place. Visually prominent residential and institutional structures, dating from the late nineteenth century to the mid-twentieth century, reinforce the historic ambience of the landscape on the north side of the Masonry Bridge. Among these important structures are: the cottage and garage at 609 Mission Canyon Road; the masonry and wood carriage house at 2539 Puesta del Sol Road; the Santa Barbara Museum of Natural History campus at 2559 Puesta del Sol Road; and the Santa Barbara Woman’s Club headquarters at 670 Mission Canyon Road. In 2011 Post/Hazeltine Associates historians determined that the natural and manmade features at the south end of Mission Canyon constitute a potentially significant Cultural Landscape. They found that the neighborhood’s circulation network, particularly its pattern of paved streets and unpaved walkways, was a contributing characteristic of the potential Cultural Landscape.¹⁴

Masonry Bridge

This structure is a single-arched, closed spandrel masonry bridge. It was built in 1891 of smooth cut brown sandstone blocks, and it was widened 12 feet on its west elevation, using the same materials and techniques, in 1930. The bridge is 140 feet long and 34 feet wide. Its arch,

¹⁴ For a comprehensive analysis of the lower Mission Canyon’s cultural landscape/streetscape characteristics, see Post/Hazeltine Associates, “Historic Structures/Sites Report for the Santa Barbara Museum of Natural History Master Plan,” August 8, 2011, 142-156.

through which Mission Creek flows, spans 24 feet. The arch is off-centered on the bridge, which required the construction of a longer bridge wall on the south end of the structure. The two-lane bridge roadway, or deck, is 30 feet wide. Two-foot high sandstone masonry parapets, or rails, with 21-inch wide stone coping, traverse the edges of the deck. A 40-inch wide gap in the south end of the east parapet was created in 1929 to provide pedestrian access to the footbridge that was attached to the east elevation of the bridge in the same year. The wood plank-floored footbridge with metal tube and mesh railing is 4 feet wide. Prior to the 1929 and 1930 alterations the parapets flared at each end of the bridge and were appointed on their ends with decorative 4 foot 9 inch tall squared pillars with pyramidal caps. The north end of the east parapet is the only flared parapet segment that remains in its original configuration dating to 1891. The orphaned pillar with its pyramidal cap on the south end of the east parapet abuts the large sandstone boulders that compose the Oliver Trough-Fountain at the southeast corner of the bridge. A 1-inch metal water pipeline is attached to the west elevation of the bridge just below the parapet coping and extends across the entire elevation. On the east elevation two 4-inch metal pipelines are hung across the side of the bridge at the same height as the keystone. A possibly derelict 12-inch metal pipe extends approximately 3 feet from the bridge abutment below the footbridge on the north end of the east elevation. (See Site Photographs, Appendix 4)

The use of masonry in construction in Santa Barbara County dates to the Spanish Colonial Era. Sandstone, a commonplace material that was easily shaped, was used in many of Mission Santa Barbara's building projects, although adobe was extensively used as well. Building with stone in Santa Barbara became a widely-used practice during the late nineteenth and early twentieth centuries. Successive generations of expert stonemasons arrived from Europe and Mexico during this era, and the growing city attracted wealthy citizens who were eager to employ the masons on a variety of private and public projects. Private citizens commonly designed masonry arch bridges during the late nineteenth century in California. The Masonry Bridge over Mission Creek, in keeping with this pattern, was designed by a citizen, Rowland Hazard, in 1891. Hazard was probably one of the last citizen-engineers to design such a structure, however, because by 1900 county surveyors throughout the state were gradually displacing private citizens as the primary designers of masonry arch bridges. Owen H. O'Neill, Jr., who served as the Santa Barbara County Surveyor from 1914 to 1946, is credited with designing most of the county's masonry arch bridges during his tenure as County Surveyor.¹⁵

South Wall

This masonry wall was originally built in 1891 to enclose Roland Hazard's "Mission Hill" estate at 505 East Los Olivos Street. The wall ran along the west side of East Los Olivos Street, south of the Masonry Bridge, between the Old Mission property and Mission Creek. The mason was Joseph C. Dover. The approximately 460-foot long wall made of smooth cut sandstone blocks included two imposing, round gate posts with conical caps at a driveway entrance near its south end. The estate wall intersected and incorporated an existing Mission Aqueduct wall remnant near its northern end. Historical sources reveal that Dover created a 10-foot wide carriage entrance between two square stone pillars with pyramidal caps near its junction with the Masonry Bridge. The entrance was enclosed by a double-paneled wood gate.

¹⁵ Santa Barbara Conservancy, *Stone Architecture in Santa Barbara*, 7-8; Stacie Ham, Caltrans, "Survey and Evaluation of Masonry Arch Bridges," June 2003, 11-14.

The carriage entrance, which is shown in a c. 1897 photograph and on a 1913 survey map, remained in place for an unknown number of years. The 10-foot wide carriage entrance was infilled at an unknown date by the existing pedestrian gate that is flanked on both sides by masonry walls. A masonry and concrete wall running generally east and west along the south bank of Mission Creek and west of the bridge intersects the South Wall at right angles near the south end of the bridge. The history of this wall, which may date to the early twentieth century, is not known. The masonry type, style, and pointing on portions of the northern 40 feet of the wall, between the Mission Aqueduct fragment and the Masonry Bridge parapet, do not match the materials or workmanship shown on the wall to the south of the Mission Aqueduct fragment. This indicates that portions, or possibly all, of the approximately 40-foot wall segment were rebuilt and/or repaired at unknown dates.

North Wall

Hazard retained Dover to build a second masonry wall in 1891 that began at the north end of the bridge and enclosed property owned by Hazard lying on the north side of Mission Creek. The approximately 700-foot long wall runs northwesterly along the west side of Mission Canyon Road and then curves west following the south side of Puesta del Sol Road. This wall is also built with smooth cut sandstone but features a unique double row of triangular-shaped stone fins on top referred to as “Scotch pickets” by Hazard’s daughter, Caroline. It is approximately 3 ½ feet in height where it abuts the bridge parapet but gradually increases in height to about 4 ½ feet by the time it abuts the southernmost of two round gate posts with conical caps at the driveway of 609 Mission Canyon Road. The long wall is also interrupted by a driveway at 2539 Puesta del Sol Road and a pedestrian entrance to the Museum of Natural History at 2559 Puesta del Sol Road. The westernmost portions of this wall may not have been completed until the early twentieth century. When the Masonry Bridge was widened in 1930 a 40-foot segment at the south end of the wall was disassembled, shifted to the west, and rebuilt to accommodate the bridge widening.

PHOTOGRAPHS

See Site Photographs, Appendix 4.

ASSESSMENT OF HISTORIC STRUCTURES

Periods of Significance

Masonry Bridge: The period of historical significance for the bridge is 1891-1930, which encompasses the period of time from its construction in 1891 to the date of its last significant alteration in 1930. The existing structure reflects important aspects of its original design, materials and construction methods, as well as its altered design, materials and construction methods dating from 1930.

South Wall: The period of historical significance for the South Wall is 1891-1930, which encompasses the period of time from its construction in 1891 to the date of its last known

significant alteration in 1930. When the Masonry Bridge was widened in 1930 the segment with the sloped capstone on its northern end was shifted a short distance to the west to match the alignment of the relocated west bridge parapet. Portions of the masonry type, style, and pointing on the northern 40 feet of the wall, between the Mission Aqueduct fragment and the Masonry Bridge parapet, do not match the materials or workmanship shown on the wall to the south of the Mission Aqueduct fragment. Historical sources indicate that a 10-foot wide carriage gate was originally installed near the north end of this segment but was later replaced by the present pedestrian gate and walls, thus explaining differences in its appearance. Other portions of the wall located to the south of the pedestrian gate segment appear to have been rebuilt and/or repaired at unknown times.

North Wall: The period of historical significance for the North Wall is 1891-1930, which encompasses the period of time from its construction in 1891 to the date of its last significant alteration in 1930. When the Masonry Bridge was widened in 1930 a 40-foot segment at the south end of the wall was disassembled, shifted to the west, and rebuilt to accommodate the bridge widening.

City Guidelines

As presented in the MEA, the City defines significant historical resources to include, but not be limited to, the criteria listed below. A structure generally, but not in all cases, must be fifty years old and have historical integrity, and qualify under one or more of the following criteria, to be considered a historically significant resource. According to the MEA, a significant historical resource is:

1. Any structure, site or object listed on one or more local, state or national list of historically significant properties enumerated on page 51 of the MEA.
2. Structures that are representative of particular architectural styles, vernacular or high style, styles that were popular fifty or more years ago or structures that embody outstanding attention to architectural design, detail, materials or craftsmanship.
3. Any structure, site or object meeting any or all of the criteria established for a City Landmark and a City Structure of Merit, as follows:
 - a) It possesses character, interest or value as a significant part of the heritage of the city, state or nation.
 - b) It is the site of a significant historical event.
 - c) It is identified with a culturally or historically significant individual.
 - d) It exemplifies a significant architectural style or way of life.
 - e) It exemplifies the best remaining architectural type in the neighborhood.
 - f) It is the creation or design of a significant individual.
 - g) It embodies outstanding design, detail, materials or craftsmanship.
 - h) It is essential to the preservation of another landmark.
 - i) It is an important visual feature of a neighborhood.
 - j) It has the potential for archeological significance.
 - k) It has integrity as a natural environment.

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, which are very similar to the City criteria.
5. It is associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large, or it illustrates broad patterns of history.
6. It conveys an important sense of time and place, or contributes to the overall visual character of the neighborhood or district.
7. It is able to yield important information to the community or is relevant to research.
8. It has been determined by the city to be significant.

County of Santa Barbara Significance Criteria

According to County of Santa Barbara guidelines¹⁶, to qualify as a significant historical resource, a property must:

- A) Possess integrity of location, design, workmanship, material, and/or setting.
- B) Generally, but not in all cases, be at least fifty years old.
- C) Demonstrate one or more of the following association-related criteria:
 1. Be associated with an event, movement, organization or person that/who has made an important contribution to the community, state or nation.
 2. Was designed or built by an architect, engineer, builder, artist or other designer who has made an important contribution to the community, state or nation.
 3. Is associated with a particular architectural style or building type important to the community, state or nation.
 4. Embodies elements demonstrating a) outstanding attention to design, detail, craftsmanship, or b) outstanding use of a particular structural material, surface materials or method of construction or technology.
 5. Is associated with a traditional way of life important to an ethnic, national, racial or social group, or to the community at large.
 6. Illustrates broad patterns of cultural, social, political, economic or industrial history.
 7. Is a feature (i.e., structure, building, structural element, object, tree, garden, etc.) or a cluster of features that convey a sense of time and place that is important to the community, state or nation.
 8. Is able to yield information important to the community or is relevant to the scholarly study of history, historical archaeology, ethnography, folklore or cultural geography.

¹⁶ “County of Santa Barbara, Resource Management Department, Cultural Resource Guidelines, Historic Resources Element,” Revised, January 1993.

To evaluate a resource, each of the above elements is assessed and given a significance ranking, from 1 through 3 and E, corresponding to the terms low (1), good (2), high (3), and exceptional (E). Each element is ranked separately. The overall level or threshold of significance is determined by the average of its individual rankings. The resultant level of significance is used to determine what treatment a resource should be given within the planning process. An exceptional rating in any element indicates that the resource should receive special consideration, usually preservation, in the planning process. A good or high rating indicates that the resource is significant, and should be recognized, but not necessarily through preservation. A low rating indicates that the resource is not considered significant for planning purposes.

Assessment Findings

Masonry Bridge (City): The Masonry Bridge was built in 1891 and altered by the addition of a footbridge on its east elevation in 1929. It was altered again in 1930 when it was widened 12 feet on its west side. Its two incised keystones reflect this history: “1891 Dover and Woods” on its east elevation and “1930” in its west elevation. Smooth cut sandstone blocks were used in the widening project. Although the design of the bridge’s original road bed and parapets was changed in 1930 the Masonry Bridge has retained a high level of integrity of location, design, setting, materials, workmanship, and association dating to 1930. The bridge is listed as a Landmark by the City of Santa Barbara.

South Wall(City): This wall built in 1891 by Joseph C. Dover when Rowland Hazard hired him to build a masonry wall that enclosed his “Mission Hill” estate (505 East Los Olivos Street) along the west side of East Los Olivos Street, between the Old Mission property and Mission Creek. Historical sources reveal that Dover created a 10-foot wide carriage entrance between two square stone pillars with pyramidal caps near its junction with the Masonry Bridge. The entrance was enclosed by a double-paneled wood gate. The 10-foot wide carriage entrance was infilled at an unknown date by the existing pedestrian gate that is flanked on both sides by masonry walls. A 6-foot long portion of the wall at its north end containing a sloping capstone was shortened and the remaining 3-foot section was shifted west when the bridge was widened in 1930. The wall, as part of the historic Hazard Estate, is listed as a Potential Historic Resource by the City of Santa Barbara. The wall meets City significance criteria 2, 3a, 3c, 3d, 3f, 3g, 3h, 3i, 4, 6, and 8 for its: outstanding attention to design and craftsmanship; significance to the heritage of the city; association with Rowland Hazard; exemplification of sandstone masonry construction; association with Joseph C. Dover; relationship with the Masonry Bridge; and ability to convey a sense of time and place. The South Wall is eligible for listing as a City of Santa Barbara Landmark.

North Wall (County): Hazard also retained Dover in 1891 to build a second masonry wall that began at the north end of the bridge and enclosed property owned by Hazard lying on the north side of Mission Creek. The approximately 700-foot long wall ran northwesterly along the west side of Mission Canyon Road and then curved west following the south side of the present day Puesta del Sol Road. This wall was also built with smooth cut sandstone but featured a unique double row of triangular-shaped stone fins on top referred to as “Scotch pickets” by Harzard’s daughter, Caroline. An approximately 40-foot segment of north wall at its south end was disassembled, shifted, and rebuilt to accommodate the bridge widening. The wall scores a high rating in County significance criteria A, B, C1, C2, C3, C4, C6, and C7 for its: retention of

historical integrity; age; association with Rowland Hazard; association with Joseph C. Dover; exemplification of sandstone masonry construction; masonry craftsmanship; association with the broad theme of Mission Canyon development; and ability to convey a sense of time and place. The North Wall is eligible for listing as a County of Santa Barbara Landmark.

California Register of Historical Resources Criteria

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

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

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

Assessment of Findings

Masonry Bridge, South Wall, and North Wall: The three structures meet Criterion B, for their association with Rowland Hazard and Joseph C. Dover, and Criterion C, for their distinctive characteristics of regional sandstone masonry construction and high quality of craftsmanship. The three structures are thus found to be eligible for listing on the California Register of Historic Resources.

National Register of Historic Places Criteria

The significance criteria for determining eligibility for the NRHP, as defined in the Code of Federal Regulations, Title 36, Part 60, are as follows:

The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Assessment of Findings

Masonry Bridge: Caltrans historians, in their Statewide Historic Bridge Survey of 1984-1986 and survey update of 2003-2004, found the Masonry Bridge to be eligible for listing on the National Register of Historic Places under Criterion C for its high level of historic integrity, its rarity as a masonry arch bridge in Southern California, and its possible status as the oldest bridge in Santa Barbara County.¹⁷ I concur with this finding.

South Wall and North Wall: The two structures meet Criterion B, for their association with Rowland Hazard and Joseph C. Dover, and Criterion C, for their distinctive characteristics of regional sandstone masonry construction and high quality of craftsmanship. The two structures are thus found to be eligible for listing on the National Register of Historic Places.

Summary of Significance Assessment Findings

Masonry Bridge: Listed as City Landmark and eligible for listing on the CRHR and the NRHP.

South Wall: Listed as a City Potential Historic Resource and eligible for listing as a City Landmark as well as listing on the CRHR and the NRHP.

North Wall: Eligible for listing as a County Landmark as well as listing on the CRHR and the NRHP.

EVALUATION OF POTENTIAL PROJECT EFFECTS

Concept Level Proposed Project

Masonry Bridge

The proposed project would build an adjacent but separate pedestrian footbridge on the west side of the existing Masonry Bridge. The bridge's approximate dimensions would be 140 feet in length, 8 feet in width, and 6 feet in walkway width. Bridge materials would consist of steel framing; steel and wood railings; wood plank decking; and cylindrical concrete support piers at each end. The deck would be level and would match the elevation of the Masonry Bridge roadway. Its railing would extend slightly above the height of the bridge parapets. The pedestrian structure would be located on a slightly northwesterly axis adjacent to the Masonry Bridge and its distance from the existing bridge would expand from approximately 4 feet at its south end to 8 feet at its north end. The space between the two bridges would be approximately 7 feet at the Masonry Bridge's arch keystone on its west side.

¹⁷ Stacie Ham, Caltrans, DPR form, "Mission Canyon Road over Mission Creek Bridge (#51C-51)," March 27, 2003.

South Wall

An approximately 40-foot segment of the south wall, between the Mission Aqueduct Segment on the south and the squared bridge post of the west parapet on the north, would be shifted to the west. The wall segment would be pivoted on an axis point where it abuts the Mission Aqueduct Segment and would result in an approximately 12-foot shift to the west at its north end. This wall relocation would provide access to the south end of the proposed pedestrian bridge. The entire 40-foot segment would be disassembled, moved, and rebuilt to match its existing configuration, including its pedestrian entrance with wood gate and stone steps, wood top railing, and its two squared posts with pyramidal caps. An approximately 15-foot segment of an existing masonry and concrete wall that abuts the 40-foot segment on its west side would be removed to accommodate the westward relocation of the south wall. The date of construction for this wall, which runs on a generally east-west axis, could not be ascertained, but it was probably erected in the late nineteenth or early twentieth century during the era of Hazard family ownership. An approximately 130-foot section of the concrete-curbed west side of East Los Olivos Street would be realigned about 4 feet to the east to create a pedestrian walkway along the west side of the street.

North Wall

An approximately 30-foot segment of the north wall that extends north from the squared bridge post of the west parapet would be shifted to the west. The wall segment, which would be pivoted on an axis point 30 feet north of the bridge, would shift its south end approximately 12 feet to the west. The entire 30-foot segment would be disassembled, moved, and rebuilt to match its existing configuration and design, including its “Scotch pickets” on its top. This wall relocation would provide access to the north end of the proposed pedestrian bridge. An approximately 350-foot section of the west side of Mission Canyon Road would be realigned about 12 feet to the east to create a pedestrian walkway along the west side of the street.

Pedestrian Pathways

Pedestrian pathways would extend from the new pedestrian bridge south along the west side of East Los Olivos Street and north along the west side of Mission Canyon Road. The pathways would be approximately 5 feet in width and would consist of decomposed granite or similar material with a sandstone block or cobble curb. The south pathway would encompass approximately 430 feet in length from the bridge to the southeast corner of the Mount Calvary Monastery property, and potentially further to Laguna Street if the full conceptual Mission Park to Mission Canyon Multimodal Improvements Plan is implemented. The north pathway would stretch approximately 320 feet to the north from the bridge to the intersection of Puesta del Sol and Mission Canyon Road where it would link with a planned pathway of similar style and materials under consideration by the Santa Barbara Museum of Natural History.

Historic Resource Protection Measures

The following five Historic Resources Protection Measures would be incorporated into the proposed conceptual project:

1) Documentation Survey: Prior to the project's implementation a documentation survey of the existing bridge, walls, and their setting would be produced. This documentation would include archival quality black and white photographs of exterior features, elevations and significant landscape features. A documentation report would be produced under the direction of a qualified historic preservation professional and would contain photographs, negatives and a site map with arrows indicating the direction of each photograph. A high quality copy of the document would be filed at the City of Santa Barbara Planning Division. An original copy of the document would be filed at the Gledhill Library and a signed letter would be obtained from the archive indicating that this measure has been fulfilled. This measure would ensure that a comprehensive record of the structures would be available to future preservation and historical researchers as well as to those who may be required to accurately repair or reconstruct portions of the structures.

2) Reconstruction Protocols: The reconstructed shifted walls would replicate the original walls in size (width, height and length), style, materials, craftsmanship, character, utility and general orientation. The dismantling, handling, transportation and reconstruction of the shifted walls would be supervised by a professional mason with experience in the construction of smooth cut sandstone masonry walls. The mason would: take photographs of the existing walls for use as a reference guide during their relocation and reconstruction; place a removable number on each existing masonry or wood wall component prior to project commencement to ensure an accurate reconstruction in the new locations; conduct the work in the gentlest means possible; and adhere to the guidelines in the National Park Service's *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings*, 1998, to ensure that the new mortar matches the historic mortar in color, texture, and tooling. This measure would ensure that the project would retain the historic character of the walls and their immediate surroundings.

3) Remove East Side Footbridge: The existing pedestrian bridge attached to the east side of the Masonry Bridge would be removed. This measure would enhance the historic character of the Masonry Bridge and its adjoining walls. Although the footbridge was added in 1929, within the bridge's period of significance of 1891-1930, it has not acquired significance in its own right. This is because its style, materials, construction methods, and location render it architecturally incompatible with the historic Masonry Bridge. The footbridge was built in a utilitarian style using standard unfinished materials such as fitted metal pipe railing, steel rail uprights and structural supports, and open metal mesh paneling. The Masonry Bridge, in contrast, features natural sandstone materials that are characteristic of the canyon's landscape and, although it has been altered, retains its outstanding levels of integrity for its engineering, design, and craftsmanship. The removal the footbridge would for the first time in over 80 years permit an unimpaired view of the Masonry Bridge's east elevation and its setting by pedestrians looking from Rocky Nook Park or Mountain Drive. The restoration of the east façade of the Masonry Bridge under this measure would enhance the semi-rural setting that characterizes the neighborhood.

4) Restore Parapet Wall: The existing 40-inch gap in the south end of the Masonry Bridge’s east parapet would be filled by reconstructing the wall to match its original design, materials, and appearance dating to 1929. This measure would help to restore the historic integrity of the bridge’s east elevation by reversing an earlier alteration that had diminished the structure’s integrity of design, materials, and setting.

5) Remove Pipelines: The existing metal pipelines attached to the west and east elevations of the Masonry Bridge as well as the possibly derelict 12-inch pipeline fragment on the east elevation would be removed to restore the structure’s historically unencumbered masonry facades. This measure would also help to restore the historic integrity of the bridge by removing alterations that obscured its sandstone block masonry facades as well as its east elevation inscription “1891 Dover and Woods.”

Secretary of the Interior’s Standards

The existing Masonry Bridge and adjoining walls to the north and south were found to qualify as historic resources under City, State, and National criteria for significance. Under CEQA, a significant impact to a historic resource occurs when a substantial adverse change to the resource is brought about by “demolition, destruction, relocation or alteration” of the physical characteristics of the resource or its immediate surroundings such that its significance would be “materially impaired.” CEQA guidelines provide that if a project involving significant historical resources follows “The Secretary of the Interior’s Standards for the Treatment of Historic Properties,” the project shall be considered to be mitigated to a level of Less Than Significant (Class III). (CEQA Guidelines 15064.5)

The following analysis will assess the potential impacts of the proposed project on the stone bridge and adjoining walls by applying the Secretary of the Interior’s Standards, Rehabilitation Approach (1995), where applicable, to it. The Standards are as follows:¹⁸

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

The project meets this standard because the project elements will continue to be used as they were historically, as a highway bridge and as property walls.

2. *The historic character of the property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

The project would not physically alter the Masonry Bridge and would thus preserve its character-defining features, including its closed spandrel arch design, smooth cut sandstone materials laid in regular courses, and stone parapets with stone coping. The

¹⁸U.S. Department of the Interior, *The Secretary of the Interior’s Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings* (Washington, D.C.: U.S. Government Printing Office, 1997) pp. vi-vii; California Office of Historic Preservation, http://ohp.parks.ca.gov/pages/1054/files/standards_chart1.pdf.

proposed new footbridge would not be attached to the Masonry Bridge and would provide to pedestrians unobstructed views of the west side of the Masonry Bridge, including the inscription on its keystone, “1930.” The project would remove little or no distinctive materials that characterize the adjoining walls that abut the Masonry Bridge. They would thus retain the smooth cut sandstone blocks, wood gate, and wood top railing of the existing south wall as well as the smooth cut sandstone blocks and sandstone “Scotch pickets” that distinguish the north wall. The proposed realignment of the abutting walls on the north and south ends of the bridge would relocate walls that were previously moved when the Masonry Bridge was widened in 1930. The project would realign approximately 40 feet of the south wall, or about 9 percent of the total wall length of approximately 460 feet. Approximately 30 feet of the north wall, or about 4 percent of the approximately 700-foot long wall, would be realigned. Although the proposed pivoting of the walls would alter the spatial relationships between the walls and the bridge that resulted from the 1930 bridge widening project, the alteration would not significantly diminish the historic character of the bridge or the walls. The realigned walls would continue to serve in their historic capacities as property boundaries, pedestrian pathway walls, and finely crafted masonry structures that contribute to the historic ambience of the bridge and its setting. The proposed pedestrian pathways, consisting of decomposed granite or other permeable material and sandstone curbing, would be compatible with the natural colors, sandstone materials, and semi-rural setting of the Masonry Bridge neighborhood. They would not diminish the historic of the surrounding cultural landscape. The pathways would be consistent in style and materials with the conceptual walkways proposed by the Santa Barbara Museum of Natural History in its recently-approved Master Plan.¹⁹

The project, however, would potentially alter features and spatial relationships that characterize the property. The proposed new pedestrian footbridge on the west side would diminish the Masonry Bridge’s integrity of setting due to its visibility from the Masonry Bridge and by its interruption of views of the Masonry Bridge from the west. These potential visual impacts would be reduced to less than significant by the new footbridge’s compatible yet distinctive design and by the removal of the visually intrusive east side footbridge. The removal of the east side footbridge and the restoration of the east side parapet would reduce the overall visual impact of the new west side footbridge when viewed from the Masonry Bridge. The realignment of the adjoining walls that presently abut the west side of the bridge to the north and south would also alter the views of the historic Masonry Bridge and walls when viewed by drivers and pedestrians who cross the bridge. These potential impacts would be reduced to less than significant by the proposed historically accurate reconstruction of the relocated walls. The walls abutting the Masonry Bridge would thus retain their historic character and continue in their historic roles of guiding pedestrians towards the Mission Creek bridge crossing and as contributors to the historic neighborhood setting.

The project would not remove materials or significantly alter features that characterize the Masonry Bridge or the adjoining masonry walls. The removal of historically

¹⁹ Post/Hazeltine Associates, “Phase 2 Historic Structures/Sites Report for the Santa Barbara Museum of Natural History Master Plan,” April 9, 2014.

inappropriate 1929 east side footbridge and the pipelines attached to both bridge elevations, as well as the restoration of the east parapet wall, would: restore the Masonry Bridge's semi-rural setting on its east side; restore the historical integrity of the east parapet and arched masonry facades; restore public views of the east elevation façade and enhance public views of the west elevation façade when viewed from the proposed new west side pedestrian bridge; and allow the driving and pedestrian public to focus its views on the Masonry Bridge, which would be restored to convey its period of significance (1891-1930). The proposed project meets this standard.

3. *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

The project meets this standard because it does not propose changes that create a false sense of historical development. The proposed west side pedestrian bridge would not replicate the existing Masonry Bridge's materials, style, or ornamentation. The new bridge would be simple in style and feature materials such as steel and wood that would be compatible with but distinct from the original Masonry Bridge. The proposed relocation of the walls on the north and south ends of the Masonry Bridge would not entail alterations in their design or materials and would continue to contribute to the Masonry Bridge setting. The proposed project elements would thus be distinguishable from and compatible with the original Masonry Bridge and would not create a false sense of historical development.

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The proposed project would remove the footbridge on the east elevation of the Masonry Bridge which was added in 1929. Although the footbridge was built within the bridge's period of significance, 1891-1930, it has not acquired significance in its own right. This is because its style, materials, construction methods, and location render it architecturally incompatible with the historic Masonry Bridge. The footbridge was built in a utilitarian style using standard unfinished materials such as fitted metal pipe railing, steel rail uprights and structural supports, and open metal mesh paneling. The wood planks which form its deck, in keeping with its common style, are laid parallel to the direction of foot traffic. The Masonry Bridge, in contrast, features natural sandstone materials that are characteristic of the canyon's landscape and, although it has been altered, retains its outstanding levels of integrity for its engineering, design, and craftsmanship. The cantilevered footbridge obscures the view of these characteristics on the east elevation. The installation of the footbridge also required the removal of a 40-inch section of the original masonry parapet on its south end, thus destroying original materials and altering the original bridge design. In summary, the east side footbridge has not acquired historic significance in its own right and significantly diminishes the overall historic character of the Masonry Bridge. The proposed project meets this standard because it does not entail changes to elements that have acquired historic significance in their own right.

5. *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The project would not physically alter the Masonry Bridge and would thus preserve its character-defining features, including its closed spandrel arch design, smooth cut sandstone materials laid in regular courses, and stone parapets with stone coping. The proposed new footbridge would not be attached to the Masonry Bridge and would provide to pedestrians unobstructed views of the west side of the Masonry Bridge, including the inscription on its keystone, “1930.” The project would remove little or no distinctive materials that characterize the adjoining walls that abut the Masonry Bridge. They would thus retain the smooth cut sandstone blocks, wood gate, and wood top railing of the existing south wall as well as the smooth cut sandstone blocks and sandstone “Scotch pickets” that distinguish the north wall. The project would realign approximately 40 feet of the south wall, or about 9 percent of the total wall length of approximately 460 feet. Approximately 30 feet of the north wall, or about 4 percent of the approximately 700-foot long wall, would be realigned. Although the proposed pivoting of the walls would alter the spatial relationships between the walls and the bridge that resulted from the 1930 bridge widening project, the alteration would not significantly diminish the historic character of the bridge or the walls. The realigned walls would continue to serve in their historic capacities as property boundaries, pedestrian pathway walls, and finely crafted masonry structures that contribute to the historic ambience of the bridge and its setting.

The project, however, would potentially alter features and spatial relationships that characterize the property. The proposed new pedestrian footbridge on the west side would diminish the Masonry Bridge’s integrity of setting due to its visibility from the Masonry Bridge and by its interruption of views of the Masonry Bridge from the west. These potential visual impacts would be reduced to less than significant by the new footbridge’s compatible yet distinctive design and by the removal of the visually intrusive east side footbridge. The removal of the east side footbridge and the restoration of the east side parapet would reduce the overall visual impact of the new west side footbridge when viewed from the Masonry Bridge. The realignment of the adjoining walls that presently abut the west side of the bridge to the north and south would also alter the views of the historic Masonry Bridge and walls when viewed by drivers and pedestrians who cross the bridge. These potential impacts would be reduced to less than significant by the proposed historically accurate reconstruction of the relocated walls. The walls abutting the Masonry Bridge would thus retain their historic character and continue in their historic roles of guiding pedestrians towards the Mission Creek bridge crossing and as contributors to the historic neighborhood setting.

The project would not remove materials or significantly alter features that characterize the Masonry Bridge or the adjoining masonry walls. The removal of historically inappropriate 1929 east side footbridge and the pipelines attached to both bridge elevations, as well as the restoration of the east parapet wall, would: restore the Masonry Bridge’s semi-rural setting on its east side; restore the historical integrity of the east parapet and arched masonry facades; restore public views of the east elevation façade and enhance public views of the west elevation façade when viewed from the proposed new

west side pedestrian bridge; and allow the driving and pedestrian public to focus its views on the Masonry Bridge, which would be restored to convey its period of significance (1891-1930). The proposed project meets this standard.

6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The proposed project meets this standard because it does not entail making repairs to or replacing deteriorated historic features.

7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The proposed project includes physical treatments pertaining to the dismantling and reconstruction of historic masonry walls on the north and south ends of the Masonry Bridge. The project mason would be responsible for conducting the work using the gentlest methods possible, including the judicious use of power tools, to prevent damage to historic materials. The guidelines found in the National Park Service's *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings*, 1998, would be followed to ensure that the new mortar matches the historic mortar in color, texture, and tooling. The proposed project meets this standard because it would use physical treatments that would not damage historic materials.

8. *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

This standard does not fall within the purview of this report.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing, to protect the historic integrity of the property and its environment.*

The project would not physically alter the Masonry Bridge and would thus preserve its character-defining features, including its closed spandrel arch design, smooth cut sandstone materials laid in regular courses, and stone parapets with stone coping. The proposed new footbridge would not be attached to the Masonry Bridge and would provide to pedestrians unobstructed views of the west side of the Masonry Bridge, including the inscription on its keystone, "1930." The new bridge would be simple in style and feature materials such as steel and wood that would be compatible with but distinct from the original Masonry Bridge. The project would remove little or no distinctive materials that characterize the adjoining walls that abut the Masonry Bridge. They would thus retain the smooth cut sandstone blocks, wood gate, and wood top railing

of the existing south wall as well as the smooth cut sandstone blocks and sandstone “Scotch pickets” that distinguish the north wall. The proposed realignment of the abutting walls on the north and south ends of the bridge would relocate walls that were previously moved when the Masonry Bridge was widened in 1930. The project would realign approximately 40 feet of the south wall, or about 9 percent of the total wall length of approximately 460 feet. Approximately 30 feet of the north wall, or about 4 percent of the approximately 700-foot long wall, would be realigned. Although the proposed pivoting of the walls would alter the spatial relationships between the walls and the bridge that resulted from the 1930 bridge widening project, the alteration would not significantly diminish the historic character of the bridge or the walls. The realigned walls would continue to serve in their historic capacities as property boundaries, pedestrian pathway walls, and finely crafted masonry structures that contribute to the historic ambience of the bridge and its setting.

The project, however, would potentially alter features and spatial relationships that characterize the property. The proposed new pedestrian footbridge on the west side would diminish the Masonry Bridge’s integrity of setting due to its visibility from the Masonry Bridge and by its interruption of views of the Masonry Bridge from the west. These potential visual impacts would be reduced to less than significant by the new footbridge’s compatible yet distinctive design and by the removal of the visually intrusive east side footbridge. The removal of the east side footbridge and the restoration of the east side parapet would reduce the overall visual impact of the new west side footbridge when viewed from the Masonry Bridge. The realignment of the adjoining walls that presently abut the west side of the bridge to the north and south would also alter the views of the historic Masonry Bridge and walls when viewed by drivers and pedestrians who cross the bridge. These potential impacts would be reduced to less than significant by the proposed historically accurate reconstruction of the relocated walls. The walls abutting the Masonry Bridge would thus retain their historic character and continue in their historic roles of guiding pedestrians towards the Mission Creek bridge crossing and as contributors to the historic neighborhood setting.

The project would not remove materials or significantly alter features that characterize the Masonry Bridge or the adjoining masonry walls. The removal of historically inappropriate 1929 east side footbridge and the pipelines attached to both bridge elevations, as well as the restoration of the east parapet wall, would: restore the Masonry Bridge’s semi-rural setting on its east side; restore the historical integrity of the east parapet and arched masonry facades; restore public views of the east elevation façade and enhance public views of the west elevation façade when viewed from the proposed new west side pedestrian bridge; and allow the driving and pedestrian public to focus its views on the Masonry Bridge, which would be restored to convey its period of significance (1891-1930). The proposed project meets this standard.

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

The project meets this standard. This is because the proposed project’s design would

provide for the retention of the Masonry Bridge's and adjoining walls' historic form and integrity. In the unlikely event that the proposed additions and alterations were removed in the future the essential form and historic integrity of the structures would remain substantially unimpaired.

Indirect Impacts

The neighborhood immediately adjoining the Masonry Bridge over Mission Creek contains several structures or features that have either been listed, found to be eligible to be listed, or identified for potential listing, as significant historic resources by one or more local, state, or federal government agencies.

Historic resources lying to the south of the Masonry Bridge include: Mission Historical Park, a City Landmark, encompassing approximately 10 acres of Landmark-designated features, including the Masonry Bridge; Oliver Trough-Fountain (1910), located at the southeast corner of the Masonry Bridge; Lower Reservoir (1806), located on the southeast corner of the intersection of East Los Olivos Street and Mountain Drive; and several nearby Mission Era features, including Aqueduct Segments along the south side of Mountain Drive, Grist Mill, Upper Reservoir, Pottery, "Jail," Tanning Vats, and the Aqueduct Segment that is incorporated within the South Wall at 505 East Los Olivos Street. Mission Santa Barbara is listed as a City, State, and National Landmark. An area of approximately 47 acres surrounding the Mission has been nominated for listing as the Mission Santa Barbara National Historic Landmark District, but its formal listing is pending. Since only Mission Era historic resources are considered contributing elements to the proposed district the Masonry Bridge and its adjoining walls do not qualify for inclusion as contributing resources. The former Hazard Estate, at 505 East Los Olivos Street, is listed on the City's Potential Historic Resources List. The property includes two residences and landscaping now occupied by the Mt. Calvary Monastery. It is enclosed along the west side of East Los Olivos Street by a smooth cut sandstone wall built in 1891 that extends from Mission Santa Barbara north to the Masonry Bridge. The wall's northern approximately 40 feet of length abuts the bridge at its north end and a Mission Era Aqueduct Segment at its south end. This approximately 40 feet of wall includes two squared gateposts with pyramidal caps, a wood pedestrian gate, stone steps, and a wood top railing.

Historic resources lying to the north of the Masonry Bridge include: A smooth cut sandstone block wall with "Scotch pickets" on its top that abuts the north end of the Masonry Bridge on its west side. Built in 1891, the approximately 700-foot long wall extends northwesterly along the west side of Mission Canyon Road before curving west and following the south side of the Puesta del Sol Road. The long wall is interrupted by two driveways and a pedestrian entrance and encloses the northern portion of the former Hazard Estate. Three historic or potentially historic properties are located along the west and south sides of the wall: 609 Mission Canyon Road, containing a cottage and garage that date to the 1890s, but has no historic designations; 2539 Puesta del Sol Road, containing a masonry and wood carriage house that dates to about 1900, but has no historic designations; and the Museum of Natural History at 2559 Puesta del Sol Road, which is listed as a City Structure of Merit. Two potentially historic properties are located on the east side of Mission Canyon Road, north of the Masonry Bridge: County of Santa Barbara Rocky Nook Park, established in 1928; and Rockwood, headquarters of the Santa Barbara Woman's Club, at 670 Mission Canyon Road. Rockwood was built in 1928 and

designed by Edwards, Plunkett and Howell. Neither property has been assigned any historic designations.

The proposed conceptual project would introduce minimal changes to the semi-rural residential character of the streetscape encompassing the Masonry Bridge, adjoining walls, and nearby historic resources. Historians determined in 2011 that the neighborhood qualifies as a potentially significant Cultural Landscape. The proposed new pedestrian bridge on the west side of the Masonry Bridge would be separate and distinguishable from the existing bridge and would not alter its character defining features. Likewise, the shifting of portions of the adjoining walls a short distance would not significantly diminish their historic characters or their ability to contribute to the historic landscape. The construction of new pedestrian pathways made of natural and permeable materials would retain the neighborhood's characteristic circulation network of unpaved walkways. By removing the existing east side footbridge, filling the gap in the east side parapet, and eliminating attached piping, the proposed project would restore the Masonry Bridge's historic character as well as enhance the historic neighborhood that embodies the numerous historic resources that surround it. Although the proposed project would result in changes to the existing Masonry Bridge and its adjoining walls, the potential indirect impacts to historic resources in the nearby neighborhood would be Less Than Significant (Class III).

Cumulative Impacts

The following assessment of potential cumulative impacts of past, present, and reasonably foreseeable future projects will consider such impacts first, to the Masonry Bridge and its adjoining walls, and second, to nearby historic resources in the neighborhood.

Relevant past projects: The addition of the wood plank and steel tube pedestrian bridge to the east side of the Masonry Bridge in 1929; the cutting of the 40-inch wide opening on the south end of the Masonry Bridge's east parapet; the widening of the Masonry Bridge on its west side in 1930 which resulted in the leveling of the road bed and parapets and the relocation to the west of the adjoining masonry walls on its north and south ends.

Relevant present projects: The proposed conceptual project, including: new separate pedestrian bridge along the west side of the existing Masonry Bridge over Mission Creek; the shifting of an approximately 40-foot segment of an existing masonry wall at the south end of the bridge; the shifting of an approximately 30-foot segment of an existing masonry wall on the north end of the bridge; a photographic documentation survey of the existing bridge, walls, and their setting; the reconstruction of the shifted walls to replicate their original in size (width, height and length), style, materials, craftsmanship, character, utility and general orientation; the demolition of the existing pedestrian bridge attached to the east side of the Masonry Bridge; the filling of the existing 40-inch gap in the south end of the Masonry Bridge's east parapet by reconstructing the wall to match its original design, materials, and appearance dating to 1929; the removal of the existing metal pipelines attached to the west and east elevations of the Masonry Bridge as well as the possibly derelict 12-inch pipeline fragment on the east elevation to restore the structure's historically unencumbered masonry facades; and the extension of pedestrian pathways to the north and south of the bridge consisting of permeable and natural materials.

Relevant reasonably foreseeable future projects: The proposed Santa Barbara Museum of Natural History Master Plan project and related pathway and road improvements. This would entail the construction of a pedestrian pathway made of decomposed granite or other natural materials as well as sandstone curbing. The Museum's pathway would align with the present project's proposed pathway at the intersection of Puesta del Sol Road and Mission Canyon Road.

Impacts to Masonry Bridge and walls: These individual past, present, and future project changes, when considered cumulatively, would not result in a cumulatively considerable impact to historic resources under consideration. This is because the proposed conceptual project elements, including the addition of an adjoining pedestrian bridge, the relocation of the two adjoining walls, the removal of the east side footbridge, and the installation of pathways, would not substantially impact the design integrity of the existing Masonry Bridge or its adjoining walls. The proposed new pedestrian bridge on the west side of the Masonry Bridge would be compatible in design and materials yet distinguishable from the existing historic bridge and walls. The relocation of portions of the north and south adjoining walls would not significantly diminish their historically characteristic materials, design, or feeling and the new pedestrian pathways and bridge would enhance the public's ability to view the walls and the existing Masonry Bridge. The demolition of the existing footbridge on the east elevation would remove an architecturally and historically incompatible alteration from the Masonry Bridge and enhance the public's ability to view the structure's east elevation. The closure of the 40 inch gap on the bridge's east parapet and the removal of existing attached pipelines would restore historic materials and historic views of the structure's facades. The proposed pedestrian pathways would be consistent in style and materials with the conceptual walkways proposed by the Santa Barbara Museum of Natural History in its recently-approved Master Plan. In summary, the changes posed by the past, present, and foreseeable future projects, when considered in their entirety, would not result in a substantial impact that would diminish the historic character of the Masonry Bridge, its adjoining walls, or its surrounding cultural landscape. The structures would retain their ability to convey their period of significance of 1891-1930. The potential cumulative impacts to the historic resources under study would be Less Than Significant (Class III).

Impacts to nearby historic properties: As discussed above, numerous designated and potential historic resources are located to the north and south in close proximity to the Masonry Bridge and its adjoining walls. The cumulative impacts to nearby historic resources resulting from past, present, and identifiable foreseeable future projects involving the bridge and walls and their neighborhood would be less than cumulatively considerable because the physical and visual integrity of the existing resources and the streetscape would not be significantly impaired. The Santa Barbara Museum of Natural History's Master Plan project that would construct a pedestrian pathway made of natural permeable materials that would be compatible with the present project's proposed pathways as well as with the character of the neighborhood. The neighborhood would continue to convey its semi-rural residential character composed of natural and manmade elements that reflect a historical era dating to the nineteenth and early twentieth centuries. The existing resources, including the Masonry Bridge and walls, would therefore continue to convey their historic characteristics and associations within the existing streetscape. The potential cumulative impacts to historic resources in the nearby neighborhood would be Less Than Significant (Class III).

SUMMARY OF FINDINGS

This historical assessment report has made the following findings of significance for the three principal structures in the conceptual improvements proposal:

Masonry Bridge: The structure is listed as a City Landmark. This study found it to be eligible for listing on the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP).

South Wall: The structure is listed as a City Potential Historic Resource. This study found it to be eligible for listing as a City Landmark and for listing on the CRHR and the NRHP.

North Wall: This study found the structure to be eligible for listing as a County Landmark and for listing on the CRHR and the NRHP.

This study's evaluation of potential project effects for the Mission Creek Bridge Conceptual Improvements Proposal found that the proposed project conforms to the standards established by the Secretary of the Interior and therefore the project would result in a Less Than Significant (Class III) impact.

This study also found that potential indirect and cumulative impacts posed by the proposed project would be a Less Than Significant (Class III).

RECOMMENDED/REQUIRED ACTION/MITIGATION MEASURES

This assessment found that the proposed conceptual project would result in a Less Than Significant impact to the historic resources and therefore no recommended or required mitigation measures are necessary.

RESIDUAL IMPACTS

Since no recommended or required mitigation measures are necessary it is anticipated that any residual impacts would be Less Than Significant.

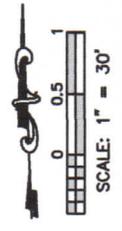
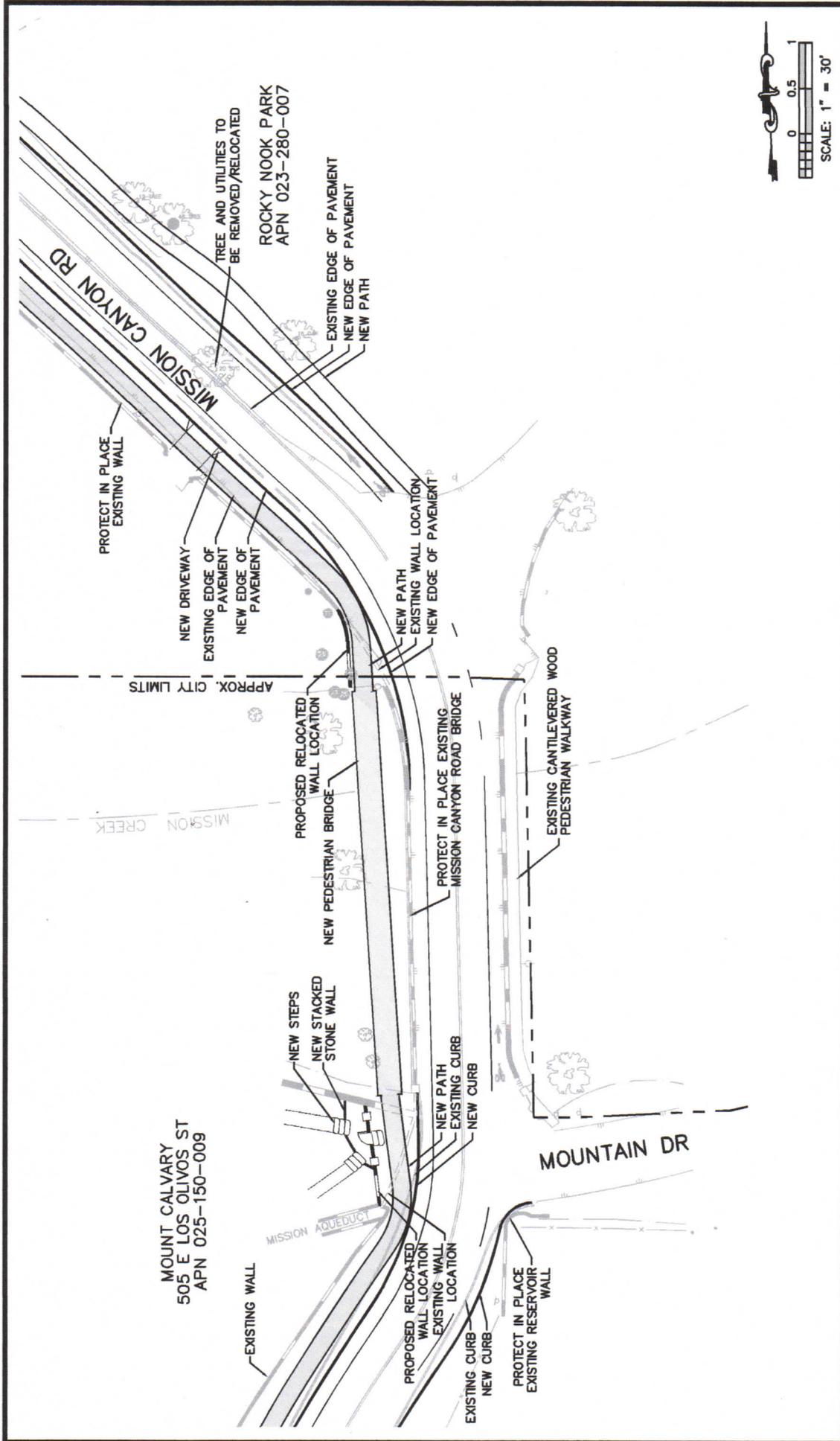
SELECTED SOURCES CONSULTED

Articles, Books, and Reference Materials

- Allen, Rebecca, “Mission Santa Barbara, California: National Historic Landmark District,” National Historic Landmark Nomination, January 2000.
- Andree, Herb, et al., *Santa Barbara Architecture*, 3rd ed., 1995.
- Bucher, Ward, ed., *Dictionary of Building Preservation*, 1996.
- Ching, Francis D. K., *A Visual Dictionary of Architecture*, 1995.
- Days, Mary Louise, “Historic Resources in Lower Mission Canyon,” March 31, 2012.
- Graffy, Neal, “Mission Creek Bridge,” *Edhat Santa Barbara*, October 18, 2009.
- _____, “The Santa Barbara Woman’s Club: The First Forty Years,” *Noticias*, Vol. 38, No. 3, Autumn 1992, 41-52.
- Ham, Stacie, Caltrans, “Survey and Evaluation of Masonry Arch Bridges,” June 2003.
- Hazard, Caroline, *A Precious Heritage*, 1929.
- Linderman, Verne, “Lofty La Cumbre Peak Stands Guard Above Beautiful Mission Canyon Residences,” *Santa Barbara News-Press*, February 11, 1951.
- Mikesell, Stephen D., Caltrans, *Historic Highway Bridges of California*, 1990.
- Post/Hazeltine Associates, “Historic Structures/Sites Report for the Santa Barbara Museum of Natural History Master Plan,” August 8, 2011.
- _____, “Phase 2 Historic Structures/Sites Report for the Santa Barbara Museum of Natural History Master Plan,” April 9, 2014.
- Rice, Richard B., et al., *The Elusive Eden*, 1988.
- Rouse, Stella Haverland, “Mission Canyon,” *Noticias*, Vol. 31, No. 3, Fall 1985, 57-59.
- _____, “Olden Days: Waterfall Lured Hikers Into Mountains,” *Santa Barbara News-Press*, March 23, 1975.
- Santa Barbara Conservancy, *Stone Architecture in Santa Barbara*, 2009.
- Spaulding, E. S., “Mission Canyon Changes As Half Century Rolls By,” *Santa Barbara News-Press*, October 17, 1966.
- Tompkins, Walker A., *Santa Barbara Neighborhoods*, 1989.
- U.S. Department of the Interior, *The Secretary of the Interior’s Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings*, 1997.
- U.S. National Park Service, *Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings*, 1998.
- Wilcoxon, Larry R. and Gregory King, “A Cultural Resources Sensitivity Assessment for the Mission Canyon Wastewater Disposal Project, Santa Barbara, California,” March 1983.

APPENDIX 1:

**SITE PLAN AND
PROPOSED CONCEPTUAL PLAN**

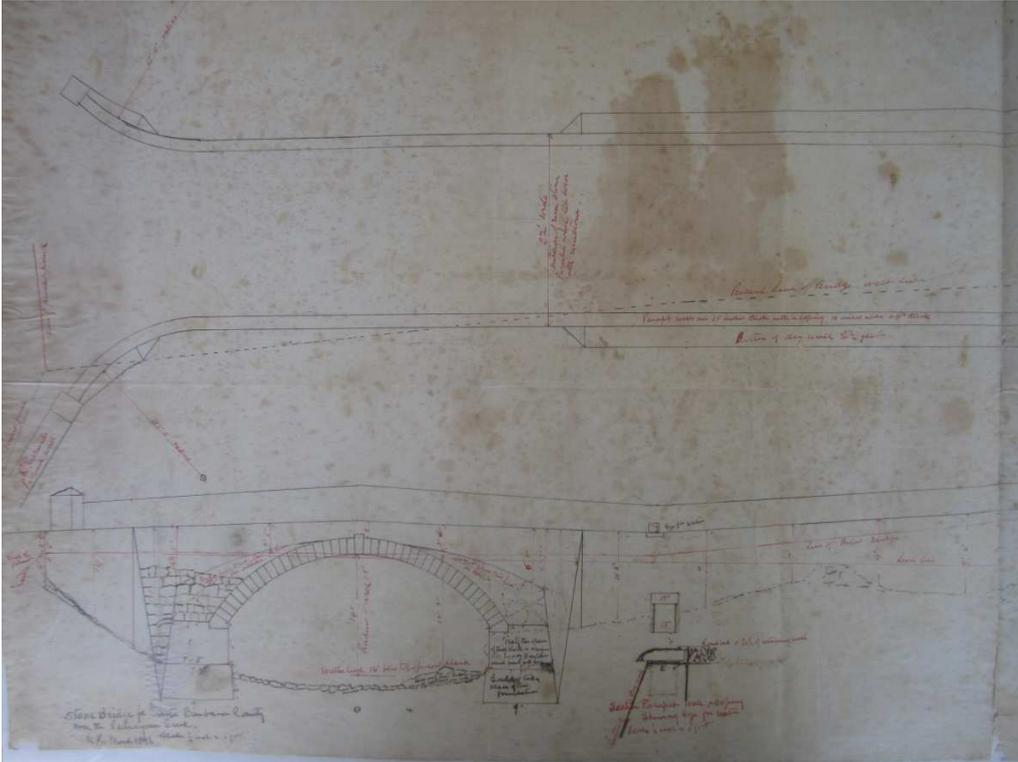


MISSION PARK TO MISSION CANYON MULTIMODAL IMPROVEMENTS PLAN
 SITE PLAN

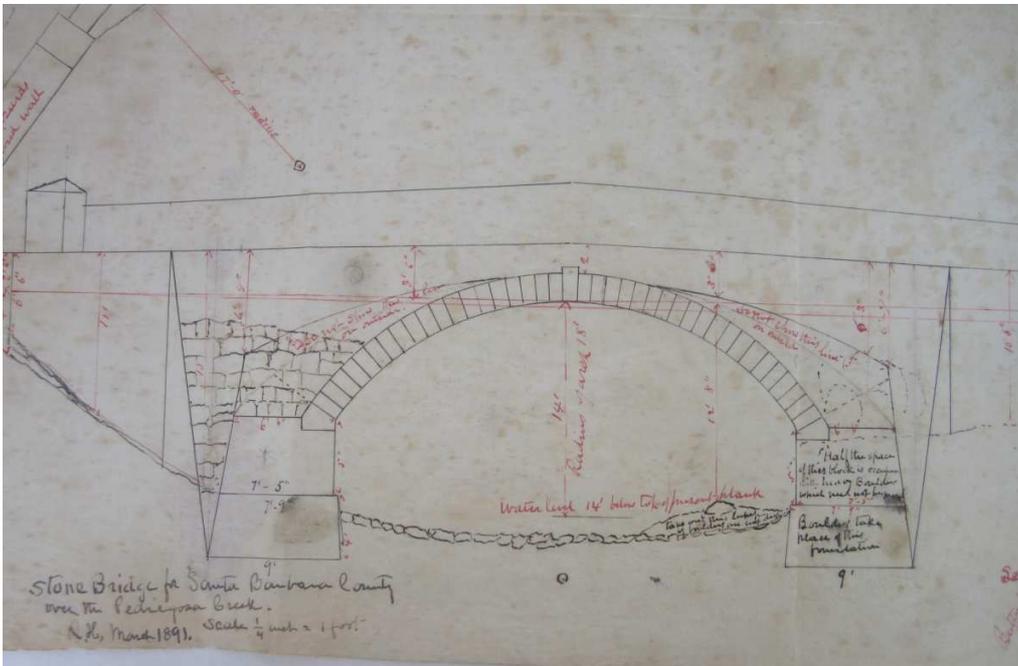


APPENDIX 2:
HISTORICAL PLANS
AND SURVEYS

Historical Plans and Surveys – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Roland Hazard, "Stone Bridge" plans, March 1891. (ADC, UCSB)

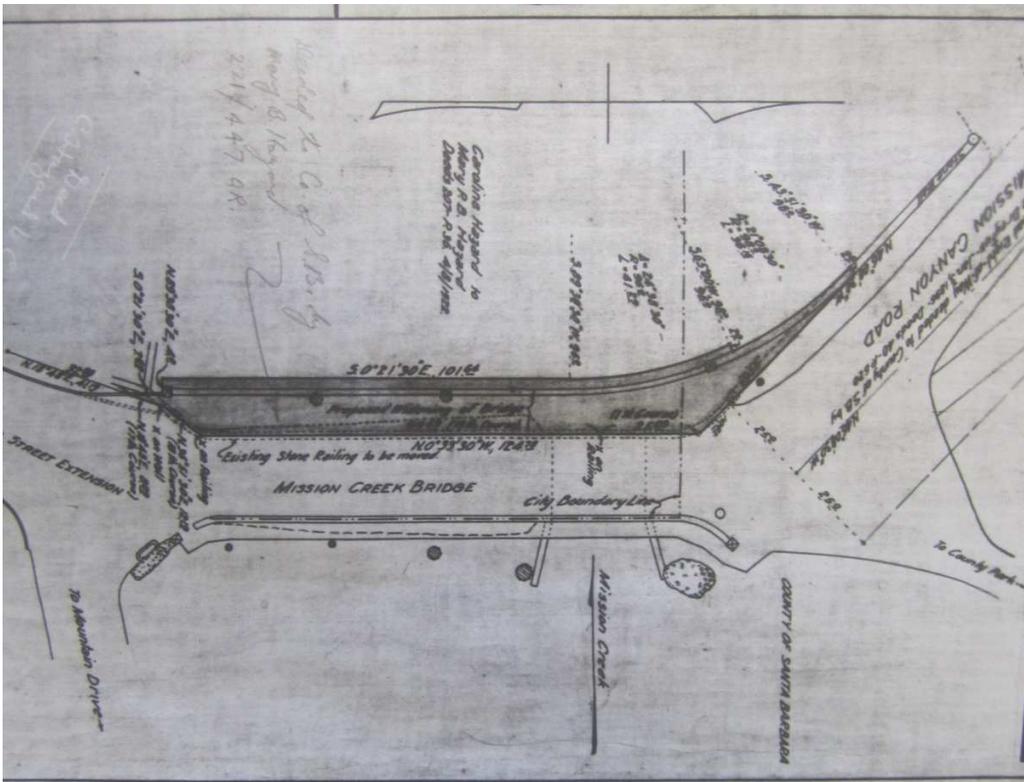


Roland Hazard, "Stone Bridge" plans, arch detail, March, 1891. (ADC, UCSB)

Historical Plans and Surveys – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



E. A. Garland, "Survey of Los Olivos Extension," January 1, 1913. (Co. Surveyor's)



O. H. O'Neill, "Survey of...Property of Mary P. B. Hazard," June 1930. (Co. Surveyor's)

APPENDIX 3:
HISTORICAL PHOTOGRAPHS

Historical Photographs – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



*Mission Creek Bridge.
Santa Barbara*

Wooden bridge over Mission Creek, Mission Canyon, c. 1880, looking north.
(Source: Gledhill Library, Santa Barbara.)



Wooden bridge over Mission Creek, Mission Canyon, c. 1880, looking south.
(Gledhill Library)

Historical Photographs – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Masonry Bridge, Mission Canyon, c. 1890s, looking north. (Gledhill Library)



Masonry Bridge, Mission Canyon, c. 1890s, looking north. (Gledhill Library)

Historical Photographs – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Masonry Bridge, east elevation, c. 1890s, looking northwest. (Gledhill Library)



Masonry Bridge, 1929, looking north with pedestrian bridge at right. (CDCC, UCSB)

Historical Photographs – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Hazard Estate carriage gate at left, and Masonry Bridge, c. 1897. (Neal Graffy)



Rocky Nook Park entrance, looking northeast from bridge, 1929. (CDCC, UCSB)

APPENDIX 4:
SITE PHOTOGRAPHS

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Masonry Bridge, Mission Creek, looking south from Mission Canyon Road.



Masonry Bridge, looking north from East Los Olivos Street.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Pedestrian bridge, looking south from north end of Masonry Bridge.



Pedestrian bridge, looking north from south end of Masonry Bridge.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



West elevation, Masonry Bridge, looking northeast.



South Wall, with Mission Aqueduct at left, looking west from E. Mountain Dr.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



South Wall detail, at its junction with the Masonry Bridge.

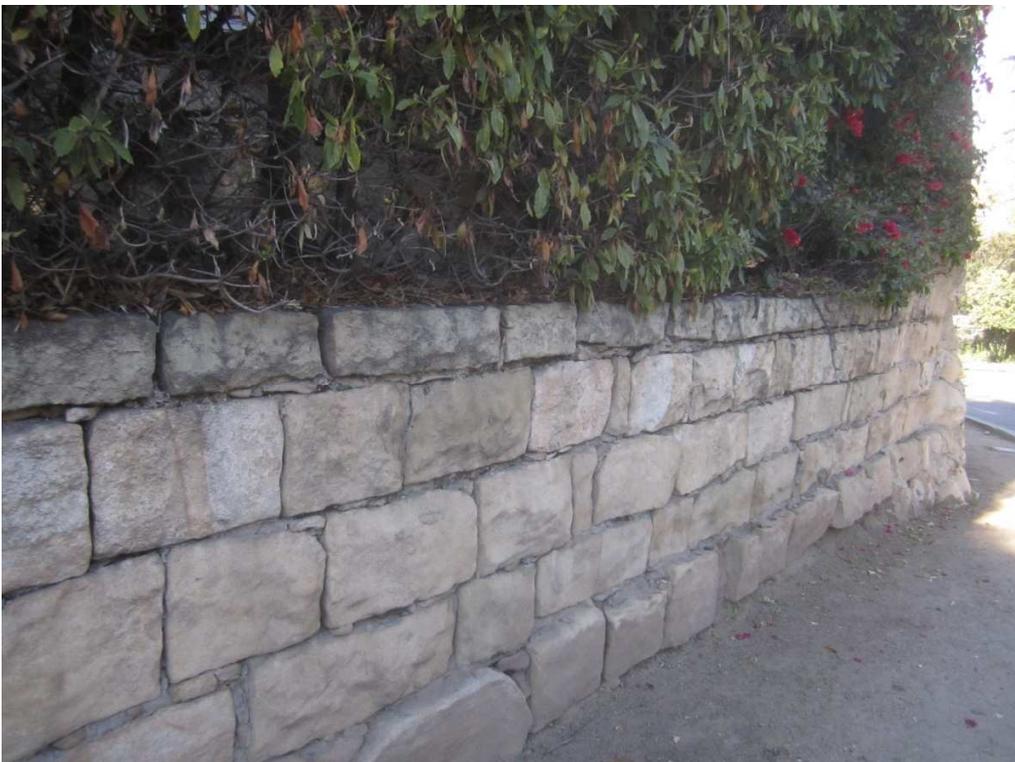


South Wall detail, showing pedestrian gate and pillars.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



South Wall detail, between Mission Aqueduct and pedestrian gate.



South Wall detail, south of the Mission Aqueduct.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



North Wall with “Scotch Pickets” abutting the Masonry Bridge.



E. Mountain Dr., with Oliver Trough-Fountain, left, and Mission Reservoir, right.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



West elevation, Masonry Bridge, looking southeast.



West elevation detail, north end of Masonry Bridge, looking east.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Masonry courses on underside of arch, indicating bridge widening in 1930.



Masonry Bridge, west elevation, showing storm drain outlet at right.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



Mission Creek, looking downstream from west elevation of Masonry Bridge.



Masonry Bridge, east elevation, looking west.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



East elevation arch detail, showing obscured keystone behind pipelines.



Sewer line in Mission Creek, looking east from the Masonry Bridge.

Photograph Pages – Ronald L. Nye, Historian
Mission Creek Bridge Conceptual Improvements Proposal
March 4, 2015



East elevation, Masonry Bridge, with sewer line in foreground.



Mission Creek looking upstream from sewer line crossing.