

**Phase 1 and Phase 2 Report**

**Archaeological Survey and Historic Resource Evaluation**

**Santa Claus Lane Beach Access and**

**Streetscape Improvement Project**

**Santa Barbara County, California**

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## MANAGEMENT SUMMARY

This report presents the results of a Phase 1 archaeological survey and a Phase 1/Phase 2 historic resource study for the Santa Claus Lane Beach Access and Streetscape Improvement Project in Santa Barbara County, California. The County of Santa Barbara (County) is proposing to improve beach access and construct streetscape improvements along Santa Claus Lane between Padaro Lane and Sand Point Road. These improvements will provide safe, legal public access to the adjacent beach and enhance accessibility to existing commercial establishments. The project will involve grading, filling, and other ground disturbing construction activities. Improvements will include landscaping, restrooms, trash/recycle bins, and a roundabout at the intersection of Santa Claus Lane and Sand Point Road. The proposed improvements will occur along approximately the entire 0.57-mile segment of Santa Claus Lane. Because the project potentially involves federal funding in the future, resources found in the project area were assessed according to the National Register of Historic Places (NRHP) but also were considered in the context of the of 1993 County of Santa Barbara Resource Management Department Regulations Governing Archaeological and Historical Projects undertaken in Conformance with the California Environmental Quality Act and Related Laws: Cultural Resource Guidelines (County Guidelines). Project actions by the County are also subject to environmental review under the California Environmental Quality Act (CEQA). A CEQA Initial Study relative to cultural resources is appended to this report.

This report documents the efforts of Applied EarthWorks, Inc. (Æ) staff to identify and record cultural resources in the project area, evaluate the significance of those resources, gather information to determine whether the proposed project will have an impact on any significant resources identified, and recommend further management measures for archaeological and built environment resources, as determined necessary. To accomplish these tasks, Æ staff completed background research, including a records search at the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS), review of historic maps and aeriels, and research at various repositories. No previously recorded prehistoric sites were identified within the project area as a result of this research. One previously evaluated historic resource (P-42-040791, designated as the 3785–3825 Santa Claus Lane District) was identified within the project area. This resource previously was determined ineligible for the NRHP because the buildings have been significantly altered from their original appearance related to a commercial theme developed around Santa Claus and other Christmas imagery.

The archaeological study reported herein encompasses all proposed subsurface work as well as proposed staging and lay-down areas. Æ conducted an archaeological survey of these areas in May 2017. No prehistoric or historical archaeological resources were identified during the survey. It is unlikely that previously undetected buried prehistoric or historical archaeological resources would be encountered during construction based on results of the survey, analysis of historic-era maps and aerial photographs, and the history of landform modification within the project area. Although unlikely, if previously undetected archaeological materials (such as shellfish fragments, flaked stone, bone, or other cultural material) are encountered during earth-

disturbing construction tasks within the project area, County mitigation measures require suspension of work at those locations, notification of the County, and protection of the area from further construction disturbance until a qualified archaeologist and Native American representative can evaluate the significance of the find. Work can only resume with authorization from the County.

Æ contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File for sacred or sensitive Native American areas that may be within or near the project area. The NAHC responded that the Sacred Lands File did not identify any Native American traditional sites/places in the immediate project vicinity. The NAHC provided contact information for organizations and individuals that may have knowledge of cultural resources in the project area and recommended they be contacted for additional information. Of the seven individuals and groups contacted, three responded. Although they did not know of any sensitive cultural resources within the project area, two of the respondents expressed concern that unrecorded resources may exist and recommended monitoring during construction by an archaeologist and Native American.

The historical built environment study consisted of archival research and a field survey. Æ updated the previous NRHP evaluations and considered eligibility of the 3785–3825 Santa Claus Lane District for the California Register of Historical Resources (CRHR) and local registers such as the Santa Barbara County Landmarks and Places of Historic Merit (hereafter referred to as County Registers). Æ concurred with the previous recommendations that the Santa Claus Lane District is not eligible for listing in the NRHP and recommends that this resource is not eligible for the CRHR or the County Registers due to significant loss of integrity. Æ also updated the previous County Register evaluations for 3749 Santa Claus Lane and 3765 Santa Claus Lane (buildings outside the Santa Claus Lane District) and evaluated the properties for historical significance according to the NRHP and CRHR criteria. Æ concurs with the previous recommendation that 3749 Santa Claus Lane and 3765 Santa Claus Lane are not eligible for the County Registers but also recommends that these resources are not eligible for listing in the NRHP or CRHR. In addition, Æ evaluated one previously unrecorded resource, the Santa Claus Lane roadway, and evaluated its historical significance by applying NRHP, CRHR, and County Register criteria. Based on research and field observations, Æ recommends that the Santa Claus Lane roadway is not eligible for the NRHP, CRHR, or County Registers. Therefore, the 3785–3825 Santa Claus Lane District, 3749 Santa Claus Lane, 3765 Santa Claus Lane, and Santa Claus Lane (roadway) are not considered historic properties under Section 106 or historical resources for the purpose of CEQA.

Æ will submit a copy of the final report to the CCIC at the University of California, Santa Barbara for inclusion in the CHRIS.



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# 1

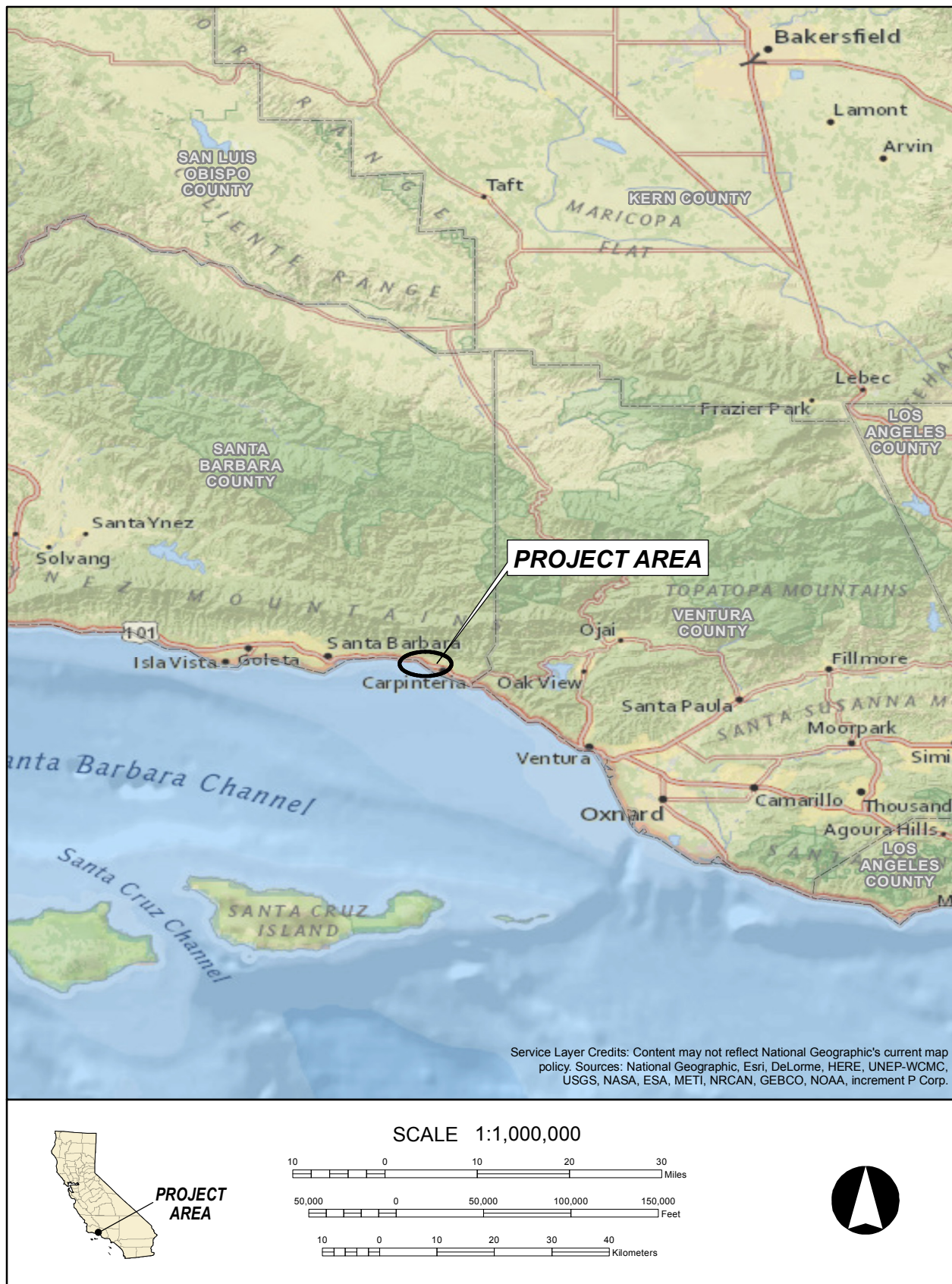
## INTRODUCTION AND PROJECT DESCRIPTION

The County of Santa Barbara (County) is proposing improvements on Santa Claus Lane, located between Padaro Lane and Sand Point Road approximately 1 mile northwest of Carpinteria, California (Figure 1-1). The proposed improvements will be along the entire 0.57-mile extent of Santa Claus Lane and will provide safe, legal public access to the adjacent beach and enhance accessibility to the commercial strip along the roadway. The project area is depicted on the U.S. Geological Survey (USGS) Carpinteria 7.5-minute quadrangle (Figure 1-2). This report documents the results of a Phase 1 archaeological survey and a Phase 2 historic resource study of the project area associated with the proposed beach access and streetscape improvement project.

The proposed project area is located along Santa Claus Lane in Santa Barbara County and borders the Carpinteria Salt Marsh Reserve to the south. Commercial buildings, residences, the railroad, U.S. Highway 101 (US 101), and undeveloped open space are present along this segment of Santa Claus Lane. Arroyo Paredon Creek is one-third mile north of the project area. Santa Claus Lane is also part of the Toro Canyon Plan area (adopted by the County Board of Supervisors in 2002). Action C-TC-1.1 of the plan calls for the County to pursue streetscape improvements along this segment of Santa Claus Lane to address parking and infrastructure needs. The project proposes to provide additional beach and business patron parking, multimodal transportation improvements, landscaping, and public amenities such as restrooms and trash/recycle bins. In addition, a roundabout (with a maximum inscribed diameter of 84 feet) will be constructed at the intersection of Santa Claus Lane and Sand Point Road.

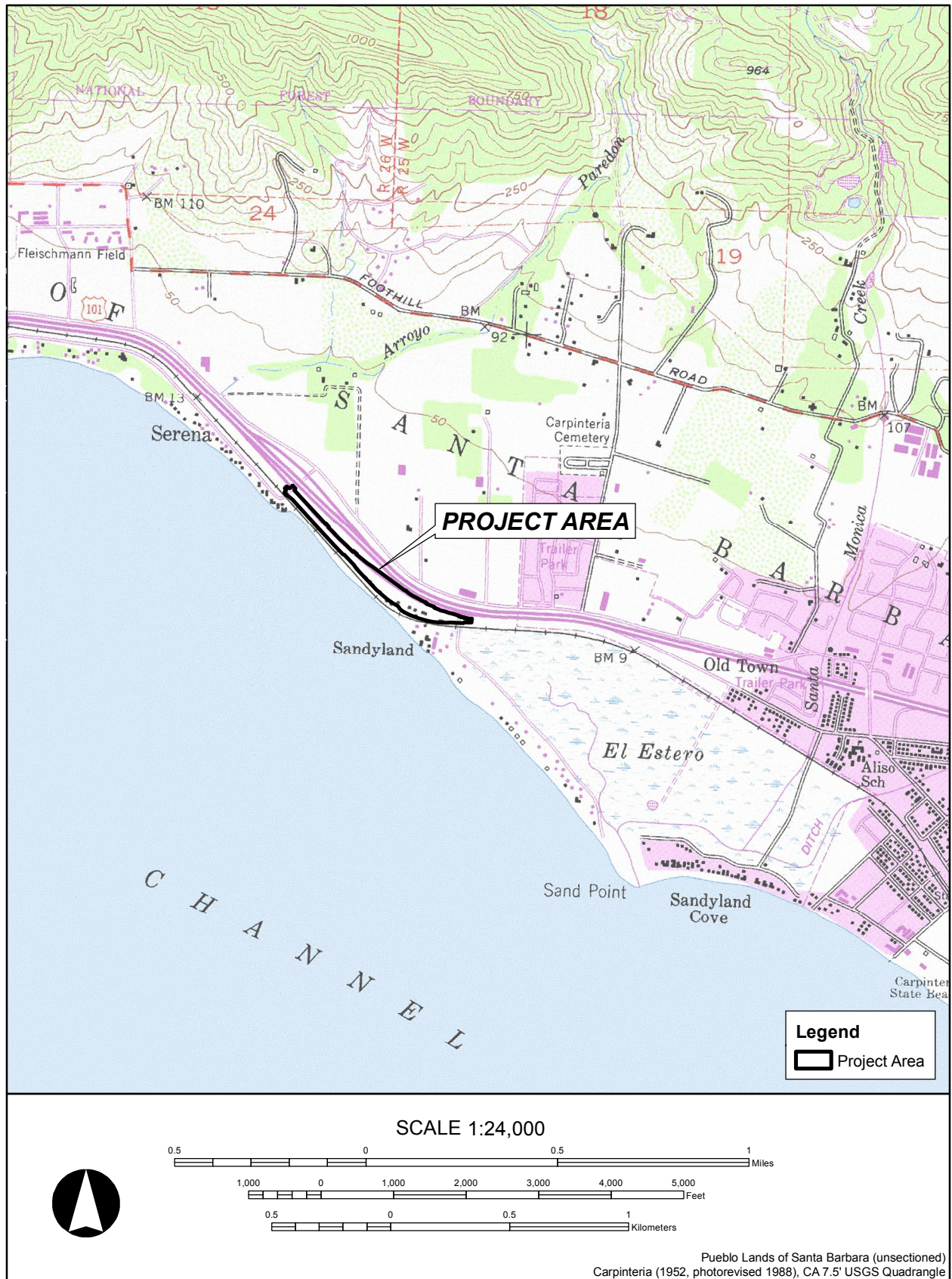
The Phase 1 archaeological project area encompasses the full limits of all proposed improvements, along Santa Claus Lane, including any areas that may require subsurface work, utility relocation, and construction staging (the Area of Direct Impact). The project area for the Phase 2 study of historic resources is expanded beyond the Phase 1 project area to encompass the historic built environment resources in the first tier of parcels adjacent to and/or touching the archaeological project area. The Phase 2 project area stops at the Union Pacific Railroad (formerly the Southern Pacific Railroad) parcel (APN 005-010-025). The project areas are depicted on Figure 1-3. Detailed project maps prepared by the County of Santa Barbara are provided in Appendix A.

On behalf of the County, Applied EarthWorks, Inc. (Æ) conducted the Phase 1 archaeological survey and Phase 2 historic resource study. All Æ staff members who participated in this cultural resource investigation meet the Secretary of Interior's Professional Qualification Standards for their respective roles. Clayton Lebow (M.A.), a Registered Professional Archaeologist (RPA), served as principal investigator for the archaeological survey. Æ Staff Archaeologist Eric Nocerino (M.A., RPA) conducted the archaeological field survey on May 18, 2017 and prepared the archaeological sections of this report. M. Colleen Hamilton (M.A.) serves as the project manager and principal architectural historian for the built environment study. Associate Architectural Historian Justin Castells (M.A.) coordinated the built environment field survey and the preparation of those sections of this report. Architectural Historian Tara Gann (M.D.S.) completed the built environment field survey on May 24, 2017.



**Figure 1-1 Project vicinity in Santa Barbara County, California.**





**Figure 1-2 Project location on the USGS Carpinteria, CA 7.5-minute quadrangle.**





**Figure 1-3 Phase 1 archaeological project area, Phase 2 architectural project area, and cultural resources investigated.**



## 2 METHODOLOGY

Æ's research and field methods employed three basic tasks in identifying cultural resources within the project area. The first task involved background archival research to gather information on previous cultural resource studies and previously reported historical and archaeological sites in order to develop a history of the surrounding area. Second, an Æ architectural historian and an Æ archaeologist surveyed the project area for evidence of prehistoric and historic archaeological sites and recorded built environment resources. Lastly, Æ evaluated the historical significance of previously recorded and newly identified archaeological and built environment resources under the criteria established for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and the Santa Barbara County Landmarks and Places of Historical Merit (County Registers). Each of these tasks is described in greater detail below.

### 2.1 RECORDS AND LITERATURE SEARCH

#### 2.1.1 Central Coast Information Center

On May 17, 2017, Æ Staff Archaeologist Karin Olmedo completed a records search at the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS) housed at the University of California, Santa Barbara. Olmedo reviewed documentation of all recorded historic structures/buildings, archaeological sites, prior resource surveys, and archaeological excavations within the project area and a 0.5-mile surrounding radius (Appendix B). In addition, Olmedo examined the NRHP and updates, CRHR, State Historic Landmarks, and California Points of Historical Interest listings for resources within the project areas. Olmedo also inspected the State Historic Property Data File.

#### 2.1.2 Archival Research

Æ Architectural Historian Tara Gann conducted archival research at various repositories in the county to gather information specific to properties over 45 years of age within the project area. Her research focused on examination of historical maps, written histories, previous cultural resource studies, County of Santa Barbara Landmarks and Places of Historic Merit lists, Sanborn fire insurance maps, U.S. Coast Survey maps, historical aerial photographs, and historical topographic maps. She also visited the following repositories to gather information for preparation of this report:

- Santa Barbara County Clerk, Recorder, and Assessor, Santa Barbara (official record books);
- Santa Barbara County Assessor's Office, Santa Barbara (property records);
- Santa Barbara County Planning and Development Department, Santa Barbara (County of Santa Barbara Landmarks and Places of Historic Merit);

- Central Library, Santa Barbara Public Library, Santa Barbara (city directories and vertical subject files);
- Gledhill Library, Santa Barbara Historical Museum, Santa Barbara (historical documents, newspapers, maps, and photographs);
- G. Horace Coshow Museum Library, Carpinteria Valley Museum of History, Carpinteria (historical documents); and
- Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara (aerial photographs and historical maps).

Æ Staff Archaeologist Eric Nocerino examined aerial imagery from 1929 through 1989 available from the Map and Imagery Laboratory in the Davidson Library at the University of California, Santa Barbara (Table 2-1). Nocerino also reviewed published sources of ethnographic information, including Applegate (1975), Holmes and Johnson (1998), and Rogers (1929) for information specific to the project area and its immediate vicinity.

**Table 2-1**  
**Review of Aerial Imagery of the Project Area**

<b>Flight Number</b>	<b>Date</b>	<b>Scale</b>	<b>Frame Numbers</b>
C-430	1929	1:18,000	A-16
C-4950	1938	1:24,000	SF-128
C-9800	1945	1:14,400	14-1483
HA-AN	1956	1:9,600	6-1
HA-VX	1964	1:12,000	59
HB-VD	1973	1:6,000	1
Firescope-III	1980	1:24,000	Carpinteria-SE
USDA-F-24-615070	1989	1:24,000	489-256

## **2.2 NATIVE AMERICAN OUTREACH**

Æ contacted the Native American Heritage Commission (NAHC) on May 19, 2017 to request a review of the Sacred Lands File to identify sacred or sensitive Native American areas within or near the project area. The NAHC provided contact information for organizations and individuals that may have knowledge of cultural resources in the project area and recommended they be contacted for additional information (Appendix C). Æ sent a letter to each of these individuals and organizations on the NAHC list on June 9, 2017, requesting comments regarding sensitive cultural resources and/or locations within or near the project area. An example letter is included in Appendix C. Follow-up telephone calls to those who had not yet responded were placed on June 13, 2017.

## **2.3 FIELD SURVEYS**

On May 18, 2017, Æ Staff Archaeologist Eric Nocerino conducted an archaeological field survey of the entire project area. This consisted of the areas along Santa Claus Lane and the roadway shoulders that extend for 0.57 mile between Padaro Lane and Sand Point Road. The level of confidence in the surface survey results was good based on sufficient ground surface visibility.

Æ Architectural Historian Tara Gann conducted the architectural field survey on May 24, 2017. This included a reconnaissance survey of the properties located within and adjacent to the project area. She photographed the properties using a digital camera. Gann documented the current condition of 3785–3825 Santa Claus Lane, 3749 Santa Claus Lane, 3765 Santa Claus, and Santa Claus Lane (roadway). The properties were recorded on the appropriate California Department of Parks and Recreation (DPR 523) forms. These forms are provided in Appendix D. Results of both the field study and archival research were used to compile a historic context for the general area (see Chapter 3) and to assess the remaining physical characteristics of the existing buildings and their association with historic events, themes, and persons of note.

## **2.4 SIGNIFICANCE EVALUATION**

Following fieldwork, Æ updated the previous NRHP and County Register evaluation for the 3785–3825 Santa Claus Lane District and evaluated the buildings within it for historical significance by applying the CRHR criteria. Æ updated the previous County Register evaluation for 3749 Santa Claus Lane and 3765 Santa Claus Lane, which lie outside the district, and evaluated these buildings for historical significance by applying the NRHP and CRHR criteria. Æ evaluated Santa Claus Lane (roadway) for historical significance by applying the NRHP, CRHR, and County Register criteria (see Chapter 5). All four resources were evaluated for historical significance with reference to the context presented in Chapter 3. Whereas the criteria provide the general standards of significance, the context delineates the specific themes, events, or persons within the flow of history to which a resource may be associated. Significance is based on how well the subject resource represents one or more of these themes based on its specific history, people associated with the resource, as well as its inherent qualities (i.e., architecture and potential to yield information about the past). Moreover, in order to be considered a good representative example of a particular theme(s), a resource not only must possess significant associations but also must retain integrity—it must represent the characteristic that convey its historic significance. All of these factors were considered when evaluating historic significance.



## NATURAL AND CULTURAL SETTING

### 3.1 NATURAL SETTING

The project area and immediate vicinity are predominantly commercial and residential urban with a portion of undeveloped land between Santa Claus Lane and the beach. The developed and undeveloped areas are separated by the Southern Pacific Railroad (formerly the Union Pacific). Dames and Moore (1988) described the area as a sand dune and sand flat. The current road appears to be elevated as much as 10 feet above the beach level, suggesting that portions of the project area may have been filled during construction of the highway and commercial buildings.

Vegetation along the project area includes a mixture of native and nonnative grasses, trees, scrub, and landscaping. The entire project area has been impacted by past development activities associated with road, building, and utility construction.

Soils in the project area consist primarily of Camarillo fine sandy loam derived from alluvium. In the southern portion of the project area where there are buildings and structures, the soils are classified as fill from variable sources (SoilWeb 2017). Beaches border the project area seaward of the railroad tracks. Vegetation includes a mixture of native and nonnative grasses, trees, scrub, and landscaping. The entire project area has been impacted by past development activities associated with road, building, and utility construction.

### 3.2 PREHISTORY AND ETHNOGRAPHY

This section is drawn from sources that offer much fuller accounts of prehistory, the contact era, and history relevant to the project vicinity and surrounding region. These sources include Arnold (2004), Kennett (2005), Gamble (2008), and Glassow et al. (2007), among others.

Although the earliest documented human habitation of the Santa Barbara Channel area dates to at least 13,000 years before present (B.P.) (Erlandson et al. 2008; Erlandson et al. 2011; Johnson et al. 2002), it is not until approximately 9000 B.P. that human presence became more widespread (Erlandson 1994; Glassow et al. 2007:191–192). Cultural adaptations during the Milling Stone Horizon are characterized by a hunting and gathering way of life that reflected use of a broad range of food resources. Plant resources were emphasized—processed using manos and metates or milling stones—with contributions from other terrestrial and marine resources (Erlandson 1993; Glassow et al. 2007:192–196). Material culture during this time also included flaked stone tools, bone gorges for fishing, and shell artifacts, which have been found in cemetery contexts dating to around 7000 B.P., the approximate start of the Early Period of channel prehistory (King 1990).

Beginning roughly 5000 B.P., populations increased and this was accompanied by the appearance of different milling equipment, the mortar and pestle, believed to be better suited to processing acorns and other larger, fleshier plant parts. Projectile points became more common, and some regions experienced an apparent increase in terrestrial mammal exploitation, while

other areas, including the channel region, increasingly emphasized marine fish and mammals (Glassow 1996). This apparent increase in hunting emphasis led Rogers (1929) to term this era, beginning circa 5000 B.P., as the Hunting People culture. This cultural adaptation was followed by a gradual increase in the use of marine resources, fish, and sea mammals along with the development of more complex political and economic systems, including an active exchange system using shell beads, during the Middle Period (beginning roughly 2,600 years ago) and Late Period (beginning 800 years ago) of channel area prehistory (King 1990; Landberg 1965; Rogers 1929; Wallace 1955).

At the time of European contact, the Chumash inhabited villages and towns in coastal and inland areas extending from the Santa Monica Mountains in the south to present-day Paso Robles in the north, including the Northern Channel Islands. Spanish expeditions to the Santa Barbara Channel area encountered densely populated villages along the Santa Barbara/Goleta coast, some with as many as 800–1,000 residents. Interior mainland areas were more sparsely populated, although several larger inland communities are known (Johnson 1988). Important differences in subsistence practices, social and political organization, and other cultural features existed among the different zones within Chumash territory.

The project area lies within the Barbareño geographic and linguistic subarea of the Chumash Indians (Glassow 1996; Greenwood 1978; Johnson 1988). The nearest ethnohistorically known, named village is the settlement of *Q'oloq*. According to Applegate (1975), it was the village located at the mouth of the Carpinteria Estuary. The nearest ethnohistorically known named place is *Choloshish* (translated as “very strong”) and consists of Toro Canyon east of Summerland more than 0.5 mile north of the project area.

### **3.3 HISTORIC CONTEXT**

The project area is located within an area known as Toro Canyon in the Carpinteria Valley within Santa Barbara County. Toro Canyon is roughly bounded by Summerland to the northwest, Carpinteria to the southeast, Los Padres National Forest to the north, and the Pacific Ocean to the south. Development of this commercial, residential, and agricultural area occurred between the 1890s and 1950s. In 1998, Science Applications International Corporation prepared a historic context for the general project area. Much of what is stated below is adopted from this 1998 document. It has been modified and supplemented by additional research to focus on the history of Santa Claus Lane and its immediate surroundings.

#### **3.3.1 Mission Period**

Exploration of the California coast in the sixteenth and seventeenth centuries was the basis for the Spanish claim to the region. In the eighteenth century, Spain recognized that it would have to settle Alta California to preclude encroachment by Russians and British traders. Therefore, in the latter half of the eighteenth century Spain and the Franciscan Order founded two presidios (military fortifications) and a series of 21 missions along the California coast. The first presidio was founded at San Diego in 1769. The missions were connected by El Camino Real (the Royal Highway). Spanish occupation of the project area began with the establishment of the Santa Barbara Presidio by Governor Felipe de Neve and Lieutenant José Francisco Ortega in 1782.

Mission Santa Barbara was established in 1786. Pueblo Santa Barbara grew around the presidio as a collection of scattered adobe buildings concentrated primarily south of the presidio.

### **3.3.2 Rancho Period**

Upon achieving independence from Spain in 1821, Mexico opened the ports of San Diego and Monterey to foreign trade (Crouch et al. 1982:200). American ships docked at California ports to purchase tallow and hides, which were known as California banknotes. Americans also settled in California, and some of them became Mexican citizens and owners of large ranchos. After independence, Mexico secularized mission property and sold off former mission lands in an attempt to break the Spanish hold on California. The Toro Canyon area was granted to the pueblo of Santa Barbara, which then granted the land to former Presidio soldiers in lieu of pay. The land in the Toro Canyon area was used as fields for the cultivation of summer crops (Science Applications International Corporation [SAIC] 1998).

As Jedediah Smith, John C. Fremont, and other American trappers and explorers brought news of California's favorable climate and bountiful natural resources eastward, the U.S. government began to view California as its territory (Works Progress Administration 1939:49–50). Conflicts between the Spanish settlers of California, known as Californios, and the central government in Mexico City led to a series of uprisings culminating in the Bear Flag Revolt of June 1846. However, Mexican control of California had effectively ended the year before when the Californios expelled Manuel Micheltorena, the last Mexican governor.

### **3.3.3 Anglo-Mexican Period**

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, which ended the Mexican-American War, California became a U.S. military district, and 2 years later, on September 9, 1850, became the thirty-first state in the Union. Between those 2 years came a large influx of Americans seeking their fortunes, triggered by James Marshall's 1848 discovery of gold at Sutter's Mill. The land in the project vicinity was given to the City of Santa Barbara, which sold it through patents. Numerous farmers from the East Coast and Midwest moved to this area and bought small farms. The land on either side of Toro Canyon to the northwest and southeast was developed into the communities of Summerland and Carpinteria in the mid-nineteenth century. The first Americans to settle in Carpinteria came in the 1850s, and the town was established in 1863 on the eastern edge of the salt marsh near Santa Monica Creek.

### **3.3.4 Americanization Period**

By 1887, a new townsite was laid out approximately a mile east of the original settlement at Carpinteria. By the 1890s, Carpinteria was well established and contained a hotel, post office, three churches (Baptist, Methodist, and Presbyterian), schools, department stores, blacksmith shops, saloons, a butcher shop, a wharf, and two railway stations (SAIC 1998).

Agriculturally prominent farmers in the Carpinteria Valley included Russell Heath, O. N. Caldwell, the Bailards, John Shepard, and C. T. Hubbard. Heath introduced the production of walnuts in the Carpinteria Valley, and by the 1880s he had the "largest walnut orchard in California." A neighbor of Heath's, Caldwell, introduced avocados, grapes, apricots, and citrus fruit in the late 1860s. Lawrence Bailard and his son John raised lima beans. Hubbard introduced

lemon production, and Shepard was one of the earliest citrus farmers. These crops were first shipped out of Carpinteria via Smith's Wharf in Carpinteria, and after 1887 they were sent by rail via the Southern Pacific Railroad. Carpinteria Valley farmers also produced hay, and cultivated wheat, barley, and corn as well as many varieties of fruits and nuts, including apples, apricots, blackberries, figs, nectarines, olives, pears, peaches, plums, strawberries, peanuts, and almonds. While many crops were grown in the area, Toro Canyon and the Carpinteria area became known primarily for the commercial production of lima beans, walnuts, lemons, and avocados (SAIC 1998).

Summerland was platted in 1888 by H. L. Williams on a 160-acre parcel of the old Ortega Rancho. The initial settlers of the community were a group of spiritualists, who established dry goods stores, a restaurant, bakery, school, public library, post office, and express and railway ticket office. In 1890, natural gas was discovered near the beach, and it forever changed the community. Shortly after natural gas was discovered, nine wells were established. The Summerland Gas Company provided light and fuel to Summerland as well as to Santa Barbara. Additionally, the small town of Serena was platted below Nidever Road, and a wharf was established there (SAIC 1998).

Between these two small communities lay the Toro Canyon area with its small farms. The name was given to the area because the canyon provided a natural corral where bulls were confined during the rancho period. Farmers in this area were plagued by natural petroleum or asphaltum deposits that compromised their good farmland. While most farmers in the area saw the presence of oil as a hindrance and periodically burned it off in order to maintain their farmland, some saw opportunities. Charles Swift, a Montecito farmer, prospected in 1881 along upper Toro Canyon looking for a site to develop a commercial oil well operation. He built a road, originally named Tunnel Road and later renamed Toro Canyon Road, to the property, drilled a horizontal well, and set up the Occidental Mining and Petroleum Company. Swift's well produced more water than oil, and he abandoned oil production for water distribution to Montecito and Summerland (SAIC 1998).

### **3.3.5 Period of Regional Culture**

By the 1920s several of the small farms in the area were being subdivided into development tracts. The farms located close to the ocean were developed into summer homes. The community of Serena laid out in the 1920s near the project area consisted of long thin lots running from Padaro Lane to the ocean. Summer homes were constructed there in a variety of architectural styles (SAIC 1998).

In addition to these residential developments, several large estates were established in the area during the 1920s and 1930s. In 1922, Max C. Fleischmann, whose money came from the yeast business, bought approximately 59 acres from C. D. Hubbard on Hubbard Avenue (now Lambert Road). Here he built a winter home and conservatory, named Edgewood, in the Spanish Colonial Revival style. By 1932, Fleischmann had purchased additional Hubbard land to the east and southwest of his original holdings as well as a parcel north of Serena at Nidever Road where he developed a polo field between 1923 and 1926 (SAIC 1998).



In 1920, Albert Keep Isham, a wealthy Chicago businessman, bought a section of Stewart Edward White and Joel Fithian's property in Sandyland. He hired the well-known Montecito architect George Washington Smith to build a Normandy-style cottage. By 1927, he had purchased additional acreage and again hired Smith to design a Moorish-style pool house and gymnasium. He named the estate Casa Blanca. The Wilbur family acquired the property in 1941 (SAIC 1998).

In 1924, Lora Moore Knight hired noted Los Angeles architect Myron Hunt to build an estate on her property at East Valley Road and Ladera Lane. Her estate was called Cima del Mundo, translated as "the top of the world," for its far-reaching views from the main house. It consisted of a stone gatehouse, garage, chauffeur's garage, servants' quarters, reservoir, and filter house (SAIC 1998).

In 1935, Mrs. Wilbur, who later bought Casa Blanca, built an estate at the junction of Toro Canyon and Foothill roads. She hired the noted Los Angeles architect Gordon Kaufmann to design the buildings. A large gatehouse, guest houses, a garage, and cottage as well as extensive gardens were built, although a main house was never constructed. The estate was named Villa Calafia after the legendary queen of California (SAIC 1998).

As the Carpinteria Valley developed in the early twentieth century, the road connecting it to the wharves at Serena and later to the Southern Pacific Depot grew from a two-lane dirt track to a three-lane highway (US 101). Based on a review of historical maps, Santa Claus Lane may have originally been part of the old highway between San Buenaventura and Santa Barbara. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. With the growth of the automobile, an increasing number of travelers passed through the area, including tourists who wanted to stay at Carpinteria's "World's Safest Beach" or at beaches farther north along the coast. Services catering to these travelers, such as motels, service stations, trailer parks, and cafés sprang up along the Coast Highway in this area (SAIC 1998).

### **3.3.6 Suburban Period**

The project area was originally part of a lima bean farm owned by E. T. Auger on the southern edge of the old three-lane coastal highway. Auger constructed a small juice stand with five stools and was considering adding amusements for children. The McKeon family, Merion, Richard, Patrick, and Patrick's wife June, bought the property in 1948. Needing an advertising theme, Patrick named the stand Santa Claus (to match the other area "Santas" in the area—Barbara, Maria, and Monica) and used the theme to attract passing motorists. During their first Christmas, a pregnant June dressed up in a Santa Claus jacket to wave travelers to the juice stand. The following Christmas, Patrick McKeon dressed up as Santa Claus to entice thirsty travelers to stop. At this time a father with five children stopped at the stand, broke and out of gas. In exchange for \$500, he offered to build a Santa Claus on the roof of the juice stand. His offer was accepted, and the large Santa Claus rose out of his chimney, wired with a loudspeaker to call out to passing motorists, "Welcome to Santa Claus" (SAIC 1998).

It was not long before tourist buses began stopping at the theme stand, and the McKeon family began expanding their business. In 1950, the McKeons expanded into an adjacent garage and

sold date shakes, seashells, and Christmas items. They constructed a toy store on the east side of the stand and added a refrigerated North Pole. The 1950 expansion also included a playground, complete with swings, a small 14-passenger merry-go-round, zoo, and a 40-passenger gasoline-powered train that encircled the shops. Property owner E. T. Auger owned and installed the train (SAIC 1998).

Business prospered, and the McKeons added a western and novelty shop in 1951, a pottery shop in 1953, and a café known as “Santa’s Kitchen” in 1954. The café featured two neon pole signs: one read “Santa’s Kitchen Home Made Pies” and the other merely advertised “Food.” By 1956, the McKeon family suspended Santa’s sleigh and team of reindeer on cables between the roof of the restaurant and a nearby telephone pole. They added a wishing well in front of the pottery shop and established a post office substation in the date shop, allowing mail to be sent from “Santa Claus, California.” At some point prior to 1956, a 20-foot Frosty the Snowman was added to the roof of the café to the east (SAIC 1998).

In addition to the businesses established by the McKeon family, others also provided services that catered to travelers on the highway. Three service stations and a plastics store were located to the west of the McKeon businesses, and two cafes and two motels were located to the east. Although the area known as Santa Claus originally referred only to the McKeon businesses, the entire area eventually became associated with the name.

The California highway department constructed a four-lane divided highway in 1953–1954, removing Santa Claus businesses from direct access to the highway. The portion of the highway that served these businesses was retained as a frontage road. Initially the merchants were concerned that without direct access to the highway their businesses would suffer; however, business increased markedly because the frontage road, christened Santa Claus Lane in 1954, provided safe ample parking for the shops (SAIC 1998).

During the 1950s the commercial strip was packed with visual images and signs advertising attractions at Santa Claus, including a neon pole sign for Santa’s Kitchen, a “Santa’s Kitchen” roof sign, “Santa’s Pottery Shop,” a “Reindeer Room” roof sign, “Date Shop,” “Toyland,” “Santa’s Trading Post,” a rooftop sleigh and reindeer, Frosty the Snowman, Santa Claus and his giant chimney, a miniature Southern Pacific train, a wishing well, and water wheel. All of these were designed to entice the motorist to stop and buy.

Over the years the shops on Santa Claus Lane expanded, added or updated signage, changed products, or moved from one building to another. In 1966, Patrick and June McKeon divorced and sold off their holdings on Santa Claus Lane. Ruth and Hap Schaerges purchased Santa’s Kitchen and the Reindeer Room. They managed Santa’s Kitchen from 1956 to 1986 and the Reindeer Room after 1961. The Schaerges changed the Reindeer Room into a highly profitable restaurant, the H & R Land and Cattle Company and Saloon. Santa’s Trading Post was originally located next to the date shop but was moved to a free-standing building west of the Reindeer Room in 1958. A new building was constructed at the west end of Santa Claus Lane to house an antique shop. The old motel and restaurant to the east end of Santa Claus Lane was converted to commercial use, including the KOKX organic orange juice wholesale company (SAIC 1998).

### 3.3.7 Contemporary Period

By the late 1970s, the luster and charm of Santa Claus Lane was fading as tastes changed and roadside attractions were no longer as appealing. By the 1980s, the North Pole, train, wishing well, water wheel, carousel, and post office were gone. Other types of businesses unrelated to the Santa Claus theme opened, such as Yolande's Mexican Food and Lobster Town U.S.A. In 1986, Tom and Carolyn Pappas bought the buildings housing the Reindeer Room, Santa's Kitchen, and former pottery shop and trading post (3805-3819 Santa Claus Lane). Eager to find a new theme for the area, they chose a Nantucket/Cape Cod motif and removed part of the old pottery shop and date shop to construct a large-scale post-modern pavilion and tower in a New England village style. Additionally, they linked the shops with new stone pavement, a wood trellis supported on Tuscan columns, and a low brick planter (SAIC 1998).

Robert Chaillou and John Holland, who had purchased the Reindeer Room/H & R Land and Cattle Company Saloon and Santa's Kitchen from Ruth and Hap Schaerges, removed the sleigh and reindeer from the roof of Santa's Kitchen. Frosty the Snowman was removed from the roof of Lobster Town U.S.A. in 1989 and replaced with a lighthouse (which blew down in a high wind during Christmas 1991). The old trading post was turned into the Adventure Gallery and Treasure Chest by Roger and Lura Zeller (Cappon 1997). The renovation plan called for the removal of Santa Claus as well, but the County of Santa Barbara Board of Architectural Review indicated that it was sufficiently historic to require environmental review. Consequently the owners chose to retain Santa Claus, and he was repainted and repaired by artist Lynn Richardson. By 1998, the antique shop became the Padaro Beach Grill, owned by Paul and Gene Archambault. The motel and café to the east of Lobster Town U.S.A. were completely remodeled in 1993 (SAIC 1998). In 2003, the final vestige of the once-prominent Santa Claus theme was removed. The 5-ton Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003), where it can now be seen from the US 101.



## 4 STUDY RESULTS

### 4.1 RECORDS SEARCH

#### 4.1.1 Previous Investigations

Background research at the CCIC identified 20 previous archaeological investigations within the 0.5-mile search radius (Appendix B), 10 of which were adjacent to the project area (Table 4-1). No archaeological sites have been identified within a 0.5-mile radius of the project area, and no prehistoric resources have been previously recorded within or adjacent to the project area. Three built environment resources (the buildings located at 3785–3825 Santa Claus Lane, the Myfanwy P. Floyd Property at 3960 Via Real, and a small segment of US 101) were identified within a 0.5-mile radius of the project. One previously recorded historic resource consisting of the buildings at addresses between 3717 and 3829 Santa Claus Lane (P-42-040791) is present within the project area but is incorrectly mapped at the CCIC as being outside the current project area.

**Table 4-1  
Previous Studies Within or Adjacent to the Project Area**

<b>Date</b>	<b>Author(s)</b>	<b>Study</b>	<b>CCIC Report No.</b>
1988	Dames and Moore	Phase 1 Cultural Resources Survey, Fiber Optic Cable Project, Burbank to Santa Barbara, California for Sprint Communications Company	SR-01011
1988	Peak and Associates	Class I Inventory for Proposed Fiber Optic Communications Route, San Francisco to Los Angeles	SR-01082
1988	Peak and Associates	Class I Inventory for the Proposed American Telephone and Telegraph Salinas to Los Angeles Fiber Optics Communication Route	SR-01446
1989	Wilcoxon	A Phase 1 Archaeological Resource Evaluation for the Valley Flowers Plant Shelter Site 3675 Foothill Road, Carpinteria, California	SR-00768
1991	Tordoff	Archaeological Survey Report for the Proposed Road Widening Along Highway 101	SR-01032
2000	Joslin	Negative Historic Property Survey Report for Proposed Minor Road Maintenance Improvements Between Carpinteria and Santa Barbara, State Route 101, Santa Barbara County	SR-02619
2000	Maki	Phase 1 Archaeological Survey of Approximately 2,565 Linear Meters for the Sand Point Road and Sandyland Cove Sanitation Project, Santa Barbara County, California	SR-02436
2001	Yost et al.	Final Report on Cultural Resource Monitoring Level (3) Long Haul Fiber Optic Running Line, San Luis Obispo to Burbank, California, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles Counties	SR-04111
2006	SWCA Environmental Consultants	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SR-04058
2010	Stone and Victorino	Extended Phase 1 Archaeological Investigations Avenue Del Mar and Sand Point Road, Carpinteria Sanitary District Septic to Sewer Project, Carpinteria, California	SR-04771

#### 4.1.2 Previously Recorded Resources

The CCIC records search did not identify any archaeological sites within a 0.5-mile radius of the project area. Three built environment historic-era resources (the buildings located at 3785–3825 Santa Claus Lane, the Myfanwy P. Floyd Property at 3960 Via Real, and a small segment of US 101) were identified within a 0.5-mile radius of the project area. No prehistoric resources are recorded within or adjacent to the project area. One historic-era resource is recorded within the project area, but it is incorrectly mapped at the CCIC and is shown outside the project area.

The historic resource within the project area that is incorrectly mapped at the CCIC consists of the group of buildings on Santa Claus Lane. The resource is designated P-42-040791 by the CCIC. It consists of the 11 commercial buildings at the southern end of the project area associated with a Santa Claus and Christmas-themed roadside attraction. The original documentation identified this resource as 3717–3829 Santa Claus Lane; however, the location map associated with the DPR form and the resource description depict only the 11 buildings located between 3785 and 3825 Santa Claus Lane. The resource was recommended ineligible for the NRHP in 1990 because it lacked integrity due to then-recent changes that removed much of the Santa Claus-themed development (Scott 1990). A subsequent evaluation concluded that this resource was eligible for the County of Santa Barbara Landmarks and Places of Historic Merit in 1998 (SAIC 1998). Neither Scott nor SAIC made an eligibility recommendation for listing on the CRHR.

Two additional resources in the project area, 3749 Santa Claus Lane and 3765 Santa Claus Lane, were identified as included in the historic district, but the addresses were left out of the defined district. Both were recommended as ineligible for the County of Santa Barbara Landmarks and Places of Historic Merit in 1998, but no recommendations for NRHP or CRHR eligibility were made (SAIC 1998).

#### 4.2 ARCHIVAL RESEARCH

No studies specific to the project area were found during review of published ethnographic literature, including *The Chumash and Their Predecessors: An Annotated Bibliography* (Holmes and Johnson 1998). The following villages and place names are listed in “An Index of Chumash Placenames” (Applegate 1975), but they are more than 0.5 mile west of the project area:

- *Q’oloq’*, a village at the mouth of the Carpinteria Estuary; and
- *Choloshish*, “very strong,” Toro Canyon east of Summerland.

Aerial imagery from 1929 through 1989 available from the Map and Imagery Laboratory in the Davidson Library at the University of California, Santa Barbara revealed that the configuration of roads in the vicinity of Santa Claus Lane shifted as improvements were made to US 101. In the 1928 image, the eastern portion of Santa Claus Lane appears to have started as a small unpaved road between the railroad and what became US 101. The western portion of the road was not present. Several small structures were visible south of the railroad tracks, but the area is primarily undeveloped. By 1938, small structures were built south of the railroad tracks, but the road appears to have remained unchanged. By 1956, the buildings were constructed along the eastern portion of Santa Claus Lane. By 1964, Santa Claus Lane extended to its current western

terminus as a frontage road along the highway. The area west of the commercial buildings remain undeveloped through the present day.

Tara Gann's review of the County of Santa Barbara Landmarks list identified County Landmark No. 28 (851 Sand Point Road—Casa Blanca Pool House) approximately 270 feet outside the project area. Existing development and the railroad corridor separate Landmark No. 28 from the project area. Historically, the project area was outside of the Santa Barbara and Carpinteria city limits and is not shown on Sanborn or U.S. Coast Survey maps of the area. The 1903 U.S. Geodetic Survey 15-minute Santa Barbara, California, quadrangle does not show any structures within the project area.

### **4.3 NATIVE AMERICAN OUTREACH**

The Native American Heritage Commission (NAHC) responded to Æ's May 19, 2017 request for a search of the Sacred Lands File on June 2, 2017. The NAHC stated that a records search of the Sacred Lands File failed to indicate the presence of Native American traditional sites/places in the immediate project vicinity (Appendix C). However, the NAHC stated that the absence of resources in the file does not preclude the presence of cultural resources, and they provided contact information for organizations and individuals that may have knowledge of cultural resources in the project area. On June 9, 2017, Æ sent a letter to each of the individuals and organizations on the NAHC list requesting comments regarding sensitive cultural resources and/or locations within or near the project area. An example letter is included in Appendix C. Follow-up telephone calls to those who had not yet responded were placed on June 13, 2017. Responses were received via electronic mail from one individual and via telephone from two individuals or organizations. These are summarized as follows:

- Freddie Romero, Cultural Resources Liaison for the Santa Ynez Band of Chumash Indians (SYBCI), responded by electronic mail on June 12, 2017 on behalf of the Elders Council, including Kenneth Kahn. Romero stated that SYBCI defers comment to the Santa Barbara coastal area groups and individuals.
- Patrick Tumamait, who responded by phone on June 9, 2017, stated that he had concerns about cultural resources in the area. He thought there was potential for archaeological deposits to be in the project area given the presence of sites along the coast near Carpinteria. He recommended that all earth-disturbing activities be monitored by an archaeologist and a Native American.
- Frank Arredondo responded via telephone on June 12, 2017. His response echoed that of Patrick Tumamait. He felt that there is a high potential for archaeological material to be present in the project area and recommended archaeological and Native American monitoring during earth disturbing tasks.

The remaining contacts listed by the NAHC did not respond to mail or telephone outreach: Eleanor Arrellanes, Raudel Joe Banuelos Jr., Mia Lopez, and Julie Lynn Tumamait-Stennsle.

#### 4.4 RESULTS OF ARCHAEOLOGICAL SURVEYS

The archaeological surveyor walked transects along each side of Santa Claus Lane roadway where ground surface was not obscured by pavement. He surveyed all areas where subsurface work, utility relocation, and construction staging are proposed, paying particular attention to those places where disturbance or landscaping allowed improved ground visibility. Visibility ranged from 30–50 percent in exposed areas but was considerably lower where vegetation or pavement obscured the surface.

The western portion of the project area lacks buildings but has considerable evidence of past utility and road construction activities (Figure 4-1). In this area, the north side of Santa Claus Lane is bounded by a fence and a Caltrans storage/equipment yard. Soil along the northern road shoulder consists of imported fill and beach sand that has been blown in from the nearby dunes.



**Figure 4-1** Western portion of the project area, facing west.

The south side of Santa Claus Lane in the western portion of the project area consists of low dunes covered by ice plant and a small marsh area associated with a drainage ditch that follows the road (Figures 4-2 and 4-3). A beach access parking lot and the railroad tracks are present on the south side of the road. Markers denote the presence of buried utilities, including gas and fiber-optic lines, just south of the road shoulder and extending the length of the road. Much of the ground surface between the railroad tracks and Santa Claus Lane appears to have been impacted by past construction activities. At the intersection of Santa Claus and Padaro lanes it is evident that the highway has been elevated above Santa Claus Lane and that the area was significantly altered during construction.





**Figure 4-2** Vegetated dunes along Santa Claus Lane, facing east.



**Figure 4-3** Drainage ditch and marsh area, facing west.

As Santa Claus Lane proceeds east from Padaro Lane it becomes elevated above the beach area to the south by as much as 10 feet (Figure 4-4). Soil visible along the south side of the road just before the residential buildings indicates that fill was used to elevate the roadway; however, vegetation made it difficult to determine the depth of added fill.



**Figure 4-4** Elevated surface of Santa Claus Lane, facing east.

The eastern portion of the project area consists of residential and commercial buildings and parking (Figures 4-5 and 4-6). The north side of the road consists of a shoulder and retaining wall that abuts US 101. The shoulder is composed of fill and asphalt. Almost the entire eastern portion of the project area along the south side of Santa Claus Lane was hardscaped and contained buildings and structures. A small undeveloped area is present in the southeastern portion of the project area where the addition of a roundabout is proposed (Figure 4-7). A drainage ditch, the railroad, and Sand Point Road bound this area. Buried utilities are present and past landform modifications appear to have taken place. The intersection of Santa Claus Lane and Sand Point Road were modified by construction of the highway and appear to be elevated to match the highway's grade (Figure 4-8). Surface visibility in this area was limited by vegetation, but small clear patches indicate that soil consists of imported fill.





**Figure 4-5** Residential buildings in the project area, facing east.



**Figure 4-6** Commercial buildings in the project area, facing east.



**Figure 4-7** Undeveloped area near intersection of Santa Claus Lane and Sand Point Road, facing west.



**Figure 4-8** Intersection of Santa Claus Lane and Sand Point Road, facing west.



## 4.5 RESULTS OF THE BUILT ENVIRONMENT SURVEY

One previously recorded resource comprised of 11 buildings located at 3785–3825 Santa Claus Lane as well as three additional resources—3749 Santa Claus Lane, 3765 Santa Claus Lane, and the Santa Claus Lane roadway—were identified within the project area. These are discussed briefly below. Updated DPR forms in Appendix D assess the current condition of the resources and their eligibility for the NRHP, CRHR, and County Registers.

### 4.5.1 3785–3825 Santa Claus Lane District (P-42-040791)

The original documentation identified this resource as 3717–3829 Santa Claus Lane (Scott 1990); however, the associated location map and resource description only addressed 3785–3825 Santa Claus Lane. To clarify, Æ defined the district as inclusive of the 11 buildings between 3785 and 3825 Santa Claus Lane. Building addresses occurring within the boundary are: 3785, 3805, 3807, 3811, 3813, 3815, 3817, 3819, 3821, 3823, and 3825 Santa Claus Lane.

#### 4.5.1.1 3785 Santa Claus Lane

The building at 3785 Santa Claus Lane was constructed in 1951. The one-story commercial building has a square plan, a flat roof, and stucco siding (Figure 4-9). The primary entrance of the building is located off-center on the north elevation and is filled with a commercial glass and wood frame double door. The north elevation features a corrugated metal cantilevered shed roof overhang that was added to the building after 1998. Fenestration on the north elevation includes large wood-frame picture windows. Additional fenestration on the building includes fixed single or paired windows and casement windows.



Figure 4-9 3785 Santa Claus Lane, north-northwest elevation; view to the southeast.

#### **4.5.1.2 3805 Santa Claus Lane**

This one-story commercial building at 3805 Santa Claus Lane was constructed in 1961. The building has a rectangular plan and a low-pitched gabled roof on the north portion of the building and a flat roof on the south portion (Figure 4-10). Fenestration includes fixed and sliding wood-frame windows. Access to the building is gained through banks of French doors on the north, east, and west elevations.



**Figure 4-10 3805 Santa Claus Lane, north elevation; view to the southwest.**

#### **4.5.1.3 3807 Santa Claus Lane**

The building at 3807 Santa Claus Lane is a two-story commercial building constructed in 1954. The building features a steeply pitched gable roof with two gabled dormers above fixed windows on the north elevations (Figure 4-11). A flat roof extends south from the gable roof, and a small steeply pitched gable roof with a shed roof extension is located on the east elevation. The roof has wood shingles and a concrete chimney painted to resemble brick. The building has board-and-batten siding, and the north elevation features a large multi-pane picture window centered on the façade that is flanked by French doors. A wood pergola extends north from the north elevation and extends over the entirety of 3807 to 3821 Santa Claus Lane.

#### **4.5.1.4 3811 Santa Claus Lane**

The one-story commercial building at 3811 Santa Claus Lane was constructed in 1953. It is one of the interconnected buildings that make up a strip mall stretching from 3811 to 3821 Santa Claus Lane. It appears that it has been combined with 3813 and 3815 Santa Claus to the east to form one unit. The building has a flat roof that extends into a shed roof where the roofline meets 3811 Santa Claus Lane (Figure 4-12). The building features board-and-batten siding. The north elevation has multi-pane picture windows in wood surrounds and a French door. A wood pergola extends north from the north elevation over the entirety of 3807 to 3821 Santa Claus Lane.





**Figure 4-11 3807 Santa Claus Lane, north elevation; view to the southwest.**



**Figure 4-12 3811 Santa Claus Lane, north elevation; view to the south.**

#### 4.5.1.5 3813 Santa Claus Lane

The building at 3813 Santa Claus Lane was constructed in 1953 and has been extensively remodeled between 1986 and 1989. A two-story modern tower addition is centered on the north elevation (Figure 4-13). It is part of a series of interconnected buildings that make up a strip mall occupying 3811 to 3821 Santa Claus Lane. It appears to now be combined with two adjacent properties (3811 and 3815 Santa Claus Lane) to form a single unit. The tower has a low-pitched gable roof with composite shingles and horizontal clapboard siding. The gable is filled with a fixed triangular window divided into four triangular panes. Below the gable is a row of fixed multi-pane windows. A fixed multi-pane window is centered on the north elevation of the first floor, which has replaced a paved passageway in the 1998 description of the property (SAIC 1998). A wood pergola extends north from the north elevation over the entirety of 3807 to 3821 Santa Claus Lane.



Figure 4-13 3813 Santa Claus Lane, north elevation; view to the south.

#### 4.5.1.6 3815 Santa Claus Lane

The one-story commercial building at 3815 Santa Claus Lane was constructed in 1951. It is part of a series of interconnected buildings that comprise a strip mall stretching from 3811 to 3821 Santa Claus Lane. It appears to now be combined with the two properties to the west (3811 and 3813 Santa Claus Lane) to form a single unit. The building has a flat roof that extends into a shed



roof where the roofline meets 3811 Santa Claus Lane (Figure 4-14). The building features board-and-batten siding. The north elevation has multi-pane picture windows with wood surrounds and a French door. The south elevation has a fenced courtyard where a carousel was historically operated. A wood pergola extends north from the north elevation and extends over the entirety of 3807 to 3821 Santa Claus Lane.



**Figure 4-14** 3815 Santa Claus Lane, north elevation; view to the south.

#### **4.5.1.7 3817 Santa Claus Lane**

The building at 3817 Santa Claus Lane was constructed in 1951 and is part of a series of interconnected buildings in a strip mall extending between 3811 and 3821 Santa Claus Lane. The one-story commercial building has a flat roof and features board-and-batten siding (Figure 4-15). The north elevation has multi-pane picture windows with wood surrounds and a French door. A set-back and stepped-down building hyphen connects 3817 to 3819 Santa Claus Lane and features a door. A wood pergola extends north from the north elevation and extends over the entirety of 3811 to 3821 Santa Claus Lane.



**Figure 4-15 3817 Santa Claus Lane, north elevation; view to the south.**

#### **4.5.1.8 3819 Santa Claus Lane**

The building at 3819 Santa Claus Lane was initially constructed in 1948. It is part of a group of interconnected buildings in a strip mall extending from 3811 to 3821 Santa Claus Lane. The commercial building has wood shingle siding and a medium-pitch gable roof on the one-story northeast portion and a two-level pavilion on the northwest portion (Figure 4-16). The gable is filled with two triangular fixed windows. The gable roof and the pavilion were added in the 1989 remodel of the property. The flat roof extends south from the gable and the pavilion. The north elevation features a large multi-pane fixed window and French doors located beneath the pavilion. Two large multi-pane fixed windows are beneath the gable roof. A wood pergola on the north elevation extends over the entirety of 3807 to 3821 Santa Claus Lane. The building once had a large Santa Claus statue emerging from a chimney on the roof that was removed in 2003.

#### **4.5.1.9 3821 Santa Claus Lane**

The one-story commercial building at 3821 Santa Claus Lane was constructed in 1948. It is part of a series of interconnected buildings that make up a strip mall stretching from 3811 to 3821 Santa Claus Lane. The building has medium-pitch side-gabled roof on the northeast portion, and a flat roof extending west and south from the gabled roof. The eastern portion of the north elevation roof line has a long eave that extends from the northwest corner of the gable roof to the northwest corner of the building. The gable roof and eave create a covered porch on the north elevation of the building supported by wood posts. A wood and glass commercial door is centered on the north elevation, flanked by large picture windows on the east portion of the façade and a series of fixed windows of varying sizes on the west portion of the façade.





**Figure 4-16** 3819 Santa Claus Lane, north and west elevation; view to the southeast.



**Figure 4-17** 3821 Santa Claus Lane, north elevation; view to the southwest.

#### **4.5.1.10      3823 Santa Claus Lane**

The commercial building at 3823 Santa Claus Lane was constructed in 1948. It has a C-shaped plan with a two-story central block and two one-story wings. The building has board-and-batten siding. The central block has a mansard roof with wood shingles. A row of fixed windows is directly below the roof line. The north elevation of the first floor of the central block features an open passageway centered on the façade and picture windows on the west portion of the façade. The east and west wings of the building feature mansard roofs with wood shingles. The east and west elevations of the wings each have a glass commercial door and a picture window. The north elevation of the west wing features two large and one medium-sized picture window. Three large picture windows are present on the north elevation of the east wing.



**Figure 4-18    3823 Santa Claus Lane, north elevation; view to the southeast.**

#### **4.5.1.11      3825 Santa Claus Lane**

The building at 3825 Santa Claus Lane was constructed in 1948. The one-story commercial building has an L-shaped plan and board-and-batten siding (Figure 4-19). The west portion of the building is oriented north-south and has a flat roof. The east portion of the building is oriented east-west and has a wood shingled shed roof along the north elevation while the remainder of the building has a flat roof. The west portion of the building has an entrance door and sliding multi-pane windows located off center on the east elevation and two multi-pane sliding windows on the north elevation. The east portion of the building has three sets of French doors on the north elevation separated by multi-pane sliding windows. Two doors are located on the east portion of the north elevation. The east elevation of the east portion of the building has a small multi-pane sliding window.

#### **4.5.2          3749 Santa Claus Lane**

The commercial building at 3749 Santa Claus Lane constructed in the early 1950s has an irregular plan. The one-story portion of the building has a flat roof and board-and-batten siding (Figure 4-20). The northeast corner of the building has a short tower addition with rectangular window on the north elevation and a weathervane on the roof. The north elevation features





**Figure 4-19** 3825 Santa Claus Lane, north elevation; view to the southeast.



**Figure 4-20** 3749 Santa Claus Lane, north elevation; view to the south.

commercial glass doors centered on the façade flanked by two large multi-pane windows. One fabric awning is centered on the façade flanked by two large multi-pane windows, and second fabric awning is located above the entrance doors. A band of three multi-pane fixed windows is located on the upper portion of the north elevation. The west elevation features a large roll-top door, and the southwest elevation has a large two-story New England–inspired Colonial Revival style addition. The two-story addition features a gambrel roof with composite shingles and

horizontal clapboard siding. The north elevation has an exterior staircase that accesses a recessed second-story entrance. The second story also features a multi-pane sliding window. The east elevation of the second story features four dormers filled with multi-pane sliding windows.

#### **4.5.3 3765 Santa Claus Lane**

The two-story commercial building at 3765 Santa Claus Lane was constructed between 1956 and 1964. The building has board-and-batten siding and a flat roof (Figure 4-21). A shed-roof wing with covered patio extends from the east elevation. The second story has a balcony with wood railings that extends over the first floor of the north elevation. The west elevation features an exterior staircase that accesses a second floor deck on the south elevation. The first floor of the north elevation has a band of fixed picture windows and a glass commercial door located off center on the façade. The second floor of the north elevation features a glass and wood door centered on the façade flanked by multi-pane casement windows. Fabric awnings are located on the first and second floors of the north elevation. The building has an associated landscaped area to the east that is used for outside dining.



**Figure 4-21 3765 Santa Claus Lane, north and east elevation; view to the southwest.**

#### **4.5.4 Santa Claus Lane (Roadway)**

The recorded road is a two-lane asphalt-paved road that measures approximately 25 feet wide flanked by dirt shoulders that measure as much as 17 feet wide. The 1944 Carpinteria quadrangle depicts US 101 at the location of Santa Claus Lane (USGS 1944). The route also appears on the 1952 Carpinteria quadrangle (USGS 1952). Between 1953 and 1954, US 101 was realigned in the area to create a four-lane divided highway that removed the subject portion of the highway from direct access to the new highway alignment. The subject portion of the old highway was

retained as a frontage road and named Santa Claus Lane in reference to the Santa Claus-themed businesses that fronted the road (SAIC 1998). The first of the Santa Claus Lane businesses was established in 1948. DPR forms describing the roadway and assessing its current condition and eligibility for the NRHP, CRHR, and County Registers are provided in Appendix D.



**Figure 4-22** Santa Claus Lane (roadway); view to the northwest.

#### **4.5.5 Properties Not Eligible for Evaluation**

Three additional buildings were identified within the project area: 3719, 3717, and 3715 Santa Claus Lane. These buildings were constructed in 2016 and, therefore, do not meet the 50-year age threshold for potential historical significance. There is no indication that these buildings are significant in any way that would warrant special consideration despite not meeting the 50-year age threshold.





## 5 EVALUATION OF RESOURCES

As noted in Section 4.4, no prehistoric or historic archaeological resources were identified during the Phase 1 survey. However, and as discussed in Section 4.5 and in the DPRs in Appendix D, historic built resources are present within the project area. In this chapter, the significance of those historic resources is evaluated in the context of the National Historic Preservation Act (i.e., eligibility for listing in the NRHP), the California Environmental Quality Act (i.e., eligibility for listing in the CRHR), and the County of Santa Barbara cultural resources guidelines (i.e., eligibility for the County Registers). First, however, the regulatory context for the significance evaluations are summarized.

### 5.1 REGULATORY FRAMEWORK

The National Park Service (NPS 1997) has established guidelines for evaluating eligibility of resources meeting a specified age criterion. The basic steps in the process include: (1) classifying the resource as a district, archaeological site, building, structure, or object; (2) determining the theme, context, and period that the resource represents; (3) determining whether the resource is historically important under a set of significance criteria; and (4) determining whether the resource retains integrity. Although the NPS developed these guidelines specifically for evaluating resources for eligibility for listing in the NRHP, parallel criteria have been adopted for evaluating CRHR eligibility. According to CEQA Guidelines, in order for a resource to be eligible for the CRHR, it must meet at least one of the criteria defined in Section 5024.1 of the California Public Resource Code (PRC) and retain integrity.

NPS recommends the development of a historic context to establish a framework within which decisions about significance are based (NPS 1997:9). A historic context is provided in Section 3.3. The evaluation process essentially weighs the relative importance of events, people, and places against the larger backdrop of history, and the context provides the comparative standards and/or examples as well as the theme(s) necessary for a significance assessment. According to the NPS (1997:9), a theme is a pattern or trend that has influenced the history of an area for a certain period. A theme is typically couched in geographic (i.e., local, state, or national) and temporal terms to focus and facilitate the evaluation.

Significance is based on how well the subject resource represents one or more of these themes through its associations with important events or people and/or through its inherent physical qualities. A resource must demonstrate more than just association with a theme; it must be a good representative of that theme, capable of illustrating the various thematic elements of a particular time and place in history.

#### 5.1.1 National Historic Preservation Act (NHPA)

Were federal funds to be used to execute the proposed improvement, the project would be a federally licensed “undertaking” per 36 CFR 800.2(o) and subject to compliance with Section

106 of the National Historic Preservation Act of 1966, as amended. Under this regulation, federal agencies are required to identify cultural resources that may be affected by their project actions, assess the significance of these resources and their eligibility for inclusion on the NRHP per 16 USC 470w(5), and consult with the Advisory Council on Historic Preservation regarding project effects on significant resources. Eligibility is based on criteria defined by the Department of the Interior. Generally, districts, archaeological sites, buildings, structures, and objects that possess integrity are potentially eligible for inclusion in the NRHP under the following criteria:

- (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 a 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 [36 CFR 60.4].

If a cultural resource is determined to be an eligible historic property under 36 CFR 60.4, then Section 106 requires that the effects of the proposed undertaking be assessed and considered in planning the undertaking.

To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity. Integrity is the ability of a property to convey its significance. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

### **5.1.2 California Environmental Quality Act (CEQA)**

CEQA Guidelines Section 15064.5 states that a resource shall be considered “historically significant” if it meets the criteria for listing on the CRHR (PRC 5024.1; Title 14 California Code of Regulations, Section 4852):

- (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history or cultural heritage;
- (2) Is associated with the lives of persons important in our past;
- (3) 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
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources meeting one or more of these criteria are defined as “historical resources” under CEQA. Included in the definition of historical resources are prehistoric archaeological

sites, historic archaeological sites, historic buildings and structures, traditional cultural properties important to a tribe or other ethnic group, cultural districts and landscapes, and a variety of other property types.

To be listed in the CRHR, a property must not only be shown to be significant under the CRHR criteria, but it also must have integrity. Integrity is the ability of a property to convey its significance. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

Resources included in a local register of historical resources (pursuant to the PRC 5020.1[k]) or identified as significant in a historical resources survey (meeting the criteria in PRC 5024.8[g]) also are considered “historical resources” for the purposes of CEQA.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources, or identified as significant in a historical resources survey does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC 5020.1(j) or 5024.8.

If an archaeological resource does not meet the criteria for inclusion in the CRHR, it might be considered a “unique archaeological resource” under Section 21083.2. Specifically, Section 21083.2(g) states that an archaeological resource might be unique if it (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) has a special and particular quality such as being the oldest of its type or the best example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. The concept of a “unique” archaeological resource is a holdover from an outdated version of CEQA and has been largely supplanted in the current version by the four criteria for inclusion in the CRHR. Consequently, consideration as a “unique” resource is rarely used today.

### **5.1.3 County of Santa Barbara Cultural Resource Guidelines**

Chapter 8 of the County’s *Environmental Thresholds and Guidelines Manual*, Cultural Resources Guidelines, Archaeological, Historical, and Ethnic Elements, and its supporting technical documents contain guidelines for implementing the CEQA provisions pertaining to sites of archaeological, historic, or ethnic importance. Chapter 8 contains specific thresholds similar to those found in CEQA Guidelines Section 15064.5. The supporting technical documents consist of the following three individual documents: (1) Archaeological Element (1986, reissued January 1993), (2) Historic Resources Element (1986, revised January 1993), and (3) Regulations Governing Archaeological and Historical Projects Undertaken in Conformance with the CEQA and Related Laws: Cultural Resources Guidelines (1986, revised January 1993) (referenced simply as the “Cultural Resources Guidelines”).

Under County standards, an “important archaeological resource” can be defined by one of several criteria. An archaeological site is considered significant for the purposes of CEQA if it demonstrates one or more of the following:

1. Is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory;

2. Can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions;
3. Has a special or particular quality such as oldest, best example, largest or last surviving example of its kind;
4. Is at least 100 years old and possesses substantial stratigraphic integrity; or
5. Involves important research questions that historical research has shown can be answered only with archaeological methods.

Buildings, structures, and sites from the historical period can also be significant historical resources under CEQA. A list of significance criteria for evaluation of such resources is found in the County Historic Resources Element, which states that a building, structure, or site may be historically significant if it (a) possesses integrity of location, design, workmanship, material, and/or setting; (b) is at least 50 years old; and (c) demonstrates one or more of the following criteria:

1. Is associated with an event, movement, organization, or person that/who has made an important contribution to the community, state, or nation;
2. Was designed or built by an architect, engineer, builder, artist, or other designer who has made an important contribution to the community, state, or nation;
3. Is associated with a particular architectural style or building 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 material, or method of construction or technology;
5. Is associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large;
6. Illustrates broad patterns of cultural, social, political, economic, or industrial history;
7. Is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation; or
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.

The County also requires that the level of significance for each criterion, integrity, age, and association be assigned a rating as outlined in the guidelines. The County guidelines recognize five aspects of integrity: location, design, setting, materials, and workmanship. The ratings are: E = pristine integrity in all five categories; 3 = good integrity in at least three categories; 2 = good integrity in at least one category; 1 = fair to poor integrity in all categories. The ratings for age are: E = 125 years old or older; 3 = 100 years old or older; 2 = 75 years old or older; 1 = 50 years old or older. Association examines links to an event, movement or associations; a designer; an architectural style or building type; construction materials; traditional lifeways;

broad themes of local, state, or national history; an important sense of time and place; and ability to yield important information. Each of these variables is rated E, 1, 2, or 3, with E having the strongest association and 1 the weakest or lack of association. The Santa Claus Lane resources were evaluated according to these variables. Each resource or group of resources is discussed individually in Section 5.4.

## **5.2 NRHP SIGNIFICANCE EVALUATION UNDER THE NHPA**

### **5.2.1 3785-3825 Santa Claus Lane District**

In 1990, Gloria Scott of Caltrans recommended that the 3785–3825 Santa Claus Lane District was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). Recent field observations conducted by Æ have confirmed the 1990 recommendation that the Santa Claus Lane District is not eligible for the NRHP due to substantial loss of integrity for the period in which it was known for its commercial themed development related to Santa Claus and other Christmas-related imagery. Substantial renovations to these buildings beginning in the 1980s and culminating in 2003 removed all physical vestiges of the Santa Claus theme and have significantly altered the materials, design, feeling, and association of these buildings to the point that they are virtually indistinguishable from modern commercial buildings. Therefore, the 3785–3825 Santa Claus Lane District is not eligible for the NRHP.

### **5.2.2 3749 Santa Claus Lane**

NRHP Criterion A: 3749 Santa Claus Lane does not appear to be associated with events that have made a significant contribution to the broad patterns of history. The building was constructed as a gas station/auto service building in the early 1950s and is associated with the rise of automobile culture and roadside architecture in southern California. It was one of many gas station/auto service buildings constructed throughout California and the United States in the mid-twentieth century. Research has yielded no information to suggest that this gas station/auto service building was the first or among the earliest to be constructed in the region during the 1910s. Therefore, this resource does not appear eligible for the NRHP under Criterion A.

NRHP Criterion B: 3749 Santa Claus Lane does not appear to have any direct associations with the productive lives of persons important in our past. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the NRHP under Criterion B.

NRHP Criterion C: 3749 Santa Claus Lane does not appear to embody the distinctive characteristics of a type, period, and method of construction, nor is it the work of an important creative individual, nor does it have high artistic value. The building is an extensively modified utilitarian style gas station/service building. It is a fairly unremarkable and common example of this type of building and does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is essentially similar to gas station/service buildings throughout the United

States constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the NRHP under Criterion C.

NRHP Criterion D: 3749 Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, this resource does not appear eligible for the NRHP under Criterion D.

**Integrity:** This building retains integrity of location and setting, since it has not been moved and the area is still visibly a beachside commercial strip. The building, however, no longer retains integrity of design, materials, or workmanship due to extensive alterations including construction of two large additions to the building and modifications to the original building. This building no longer retains integrity of feeling or association since it has been modified to the point that it is not recognizable as a gas station/service building.

Because the building's integrity is substantially impaired and it meets none of the four criteria, 3749 Santa Claus Lane does not appear to be eligible for the NRHP. Further information regarding the NRHP evaluation is provided in the DPR form in Appendix D.

### **5.2.3 3765 Santa Claus Lane**

NRHP Criterion A: 3765 Santa Claus Lane does not appear to be associated with events that have made a significant contribution to the broad patterns of our history. The building was constructed as a commercial building circa 1956 and has been converted to a restaurant. It is one of many commercial buildings constructed along Santa Claus Lane in the mid-twentieth century and is a later addition to the commercial district that does not reflect its historical Santa Claus theme. It is one of many such commercial buildings constructed throughout California and the United States during the mid-twentieth century. Research has yielded no information to suggest that the building is associated with important historical events or the broad patterns of history. Therefore, this resource does not appear eligible for the NRHP under Criterion A.

NRHP Criterion B: 3765 Santa Claus Lane does not appear to have any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the NRHP under Criterion B.

NRHP Criterion C: 3765 Santa Claus Lane does not appear to embody the distinctive characteristics of a type, period, and method of construction, nor is it the work of an important creative individual. The building is a fairly unremarkable commercial building that does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is essentially similar to commercial buildings throughout the United States constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the NRHP under Criterion C.

NRHP Criterion D: 3765 Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, this resource does not appear eligible for the NRHP under Criterion D.

**Integrity:** This building retains integrity of location and setting, since it has not been moved and the area is still visibly a beachside commercial strip. The building no longer retains integrity of design, materials, or workmanship due to alterations made over time including additions to the south and east elevations that have changed the massing of the building. This building retains integrity of feeling and association because it is still recognizable as a commercial building.

Because the integrity of the building is substantially impaired and it meets none of the four criteria, 3765 Santa Claus Lane does not appear to be eligible for the NRHP. Further information regarding the NRHP evaluation is provided in the DPR form in Appendix D.

#### **5.2.4 Santa Claus Lane (Roadway)**

**NRHP Criterion A:** Santa Claus Lane was assessed for meeting NRHP Criterion A for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Based on a review of historic maps, Santa Claus Lane may have originally been part of the old highway from San Buenaventura to Santa Barbara (US 101), and it certainly predates 1944. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. In 1953 it became separated from US 101 and was designated a frontage road for the new highway alignment. The current route of US 101 is recognized as the official route of El Camino Real. After its separation from US 101, Santa Claus Lane served as a locally important commercial corridor. As Santa Claus Lane, it does appear eligible for inclusion on the NRHP under Criterion A.

**NRHP Criterion B:** Santa Claus Lane does not appear to meet NRHP Criterion B for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that the road was constructed by, or is specifically associated with, a person important to local, state, or national history. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion B.

**NRHP Criterion C:** Santa Claus Lane does not appear to meet NRHP Criterion C for embodying the distinctive characteristics of a type, period, and method of construction, representing the work of an important creative individual, or having high artistic value. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. It does not appear to represent a major departure from road construction or an impressive or unique feat of engineering. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion C.

**NRHP Criterion D:** Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion D.

**Integrity:** Santa Claus Lane retains integrity of feeling, location, and setting, since it has not been moved and the area is still visibly a beachside commercial strip. Santa Claus Lane no longer retains integrity of design, materials, or workmanship due to extensive alterations over time, most notably the reduction of lanes from four to two. Santa Claus Lane no longer retains integrity of association since it has been converted into a frontage road and the association with the Santa Claus themed development has been eliminated. Due to the loss of integrity, Santa Claus Lane is not eligible for inclusion on the NRHP.

Because the integrity of the roadway is substantially impaired and it meets none of the four criteria, the Santa Claus Lane roadway does not appear to be eligible for the NRHP. Further information regarding the NRHP evaluation is provided in the DPR form in Appendix D.

### **5.3 CRHR SIGNIFICANCE EVALUATION UNDER CEQA**

#### **5.3.1 3785–3825 Santa Claus Lane District**

CRHR Criterion 1: The 3785–3825 Santa Claus Lane District may once have met CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage. The 3785–3825 Santa Claus Lane District was a series of commercial buildings that shared a common Santa Claus theme. Collectively the buildings were reflective of the rise of automobile culture during the mid-twentieth century and a good example of thematic roadside architecture based on the Santa Claus/Christmas theme. Extensive renovations beginning in the 1980s and culminating with the removal of a large Santa Claus statue in 2003 have removed all physical vestiges of the Santa Claus theme. While the various buildings that comprise Santa Claus Lane do not appear to be individually eligible for the CRHR, 3785–3825 Santa Claus Lane as a whole appears eligible for the CRHR under Criterion 1; however, extensive loss of integrity has compromised these buildings’ ability to convey that significance.

CRHR Criterion 2: The 3785–3825 Santa Claus Lane District does not appear to meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that the 3785–3825 Santa Claus Lane District as a whole or any of the individual properties that comprise the district are specifically associated with the productive lives of persons important in local, state, or national history. Therefore, the 3785–3825 Santa Claus Lane District does not appear eligible for the CRHR under Criterion 2.

CRHR Criterion 3: The 3785–3825 Santa Claus Lane District does not appear to meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction; or as the work of an important creative individual; or as having high artistic value. While the buildings at 3785–3825 Santa Claus Lane were historically a good example of thematic roadside architecture based on the Santa Claus/Christmas theme, extensive renovations beginning in the 1980s and culminating with the removal of a large Santa Claus statue in 2003 have removed all physical vestiges of the Santa Claus theme. The buildings currently share a vaguely New England style resulting from renovations during the 1980s and do not appear to possess high artistic values. The architect and builder of the buildings were not identified; however, it is unlikely that any of the individual buildings are the work of a master. Therefore, the 3785–3825 Santa Claus Lane District does not appear eligible for the CRHR under Criterion 3.

CRHR Criterion 4: The 3785–3825 Santa Claus Lane District is unlikely to yield information important to prehistory or history. Therefore, the 3785–3825 Santa Claus Lane District does not appear eligible for the CRHR under Criterion 4.



Integrity: The 3785–3825 Santa Claus Lane District as a whole and the individual buildings that make up the district all retain integrity of location and setting since none of the buildings have been moved and the surrounding area has not drastically been changed from a beachside commercial strip. The 3785–3825 Santa Claus Lane District does not retain integrity of design, materials, workmanship, feeling, and association. Substantial renovations to these buildings beginning in the 1980s and culminating in 2003 removed all physical vestiges of the Santa Claus theme and have significantly altered the materials, design, feeling, and association of these buildings to the point that they are virtually indistinguishable from modern commercial buildings and convey none of the significance from the period in which the buildings were constructed. Individually, only three properties appear to retain integrity of workmanship, materials, and design: 3785, 3807, and 3821 Santa Claus Lane; however these buildings do not retain integrity of association or feeling nor does their integrity sufficiently convey significance from the period in which the buildings were constructed.

Given the substantial loss of integrity, the 3785-3825 Santa Claus Lane District does not appear to be eligible for the CRHR. Further information regarding the CRHR evaluation is provided in the DPR form in Appendix D.

### **5.3.2 3749 Santa Claus Lane**

CRHR Criterion 1: 3749 Santa Claus Lane does not appear to meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage. The building was constructed as a gas station/auto service building in the early 1950s and is associated with the rise of automobile culture and roadside architecture in southern California. It was one of many gas station/auto service buildings constructed throughout California in the mid-twentieth century. Research has yielded no information to suggest that this gas station/auto service building was the first or among the earliest to be constructed in the region during the 1910s. Therefore, this resource does not appear eligible for the CRHR under Criterion 1.

CRHR Criterion 2: 3749 Santa Claus Lane does not appear to have any direct associations with the productive lives of persons important in our past. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the CRHR under Criterion 2.

CRHR Criterion 3: 3749 Santa Claus Lane does not appear to meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The building is an extensively modified utilitarian style gas station/service building. It is a fairly unremarkable and common example of this type of building and does not appear to possess high artistic values. The architect and builder were not identified; however it is unlikely that this building is the work of a master. The building is essentially similar to gas station/service buildings throughout California constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the CRHR under Criterion 3.

CRHR Criterion 4: 3749 Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, this resource does not appear eligible for the CRHR under Criterion 4.

**Integrity:** This building retains integrity of location and setting, since it has not been moved and the area is still visibly a beachside commercial strip. The building, however, no longer retains integrity of design, materials, or workmanship due to extensive alterations, including construction of two large additions to the building and modifications to the original building. This building no longer retains integrity of feeling or association since it has been modified to the point that it is not recognizable as a gas station/service building.

Because the integrity of building is substantially impaired and it meets none of the four criteria, 3749 Santa Claus Lane does not appear to be eligible for the CRHR. Further information regarding the CRHR evaluation is provided in the DPR form in Appendix D.

### **5.3.3 3765 Santa Claus Lane**

CRHR Criterion 1: 3765 Santa Claus Lane does not appear to meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California history. The building was constructed as a commercial building circa 1956 and has been converted to a restaurant. It is one of many commercial buildings constructed along Santa Claus Lane in the mid-twentieth century and is a later addition to the commercial district not reflecting its historical theme. It is also one of many commercial buildings constructed throughout California during the mid-twentieth century. Research has yielded no information to suggest that the building is associated with important historical events or the broad patterns of history. Therefore, this resource does not appear eligible for the CRHR under Criterion 1.

CRHR Criterion 2: 3765 Santa Claus Lane does not appear to meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the CRHR under Criterion 2.

CRHR Criterion 3: 3765 Santa Claus Lane does not appear to meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The building is a fairly unremarkable commercial building that does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is essentially similar to commercial buildings throughout California constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the CRHR under Criterion 3.

CRHR Criterion 4: 3765 Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, this resource does not appear eligible for the CRHR under Criterion 3.

**Integrity:** This building retains integrity of location and setting because it has not been moved and the area is still visibly a beachside commercial strip. The building no longer retains integrity

of design, materials, or workmanship due to alterations made over time, including additions to the south and east elevations that have changed the massing of the building. This building retains integrity of feeling and association because it is still recognizable as a commercial building.

Because the integrity of the building is substantially impaired and it meets none of the four criteria, 3765 Santa Claus Lane does not appear to be eligible for the CRHR. Further information regarding the CRHR evaluation is provided in the DPR form in Appendix D.

#### **5.3.4 Santa Claus Lane (Roadway)**

CRHR Criterion 1: Santa Claus Lane was assessed for meeting CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Based on a review of historic maps, Santa Claus Lane may have originally been part of the old highway from San Buenaventura to Santa Barbara (US 101) and it certainly predates 1944. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. In 1953 it became separated from US 101 and was designated a frontage road for the new highway alignment. The current route of US 101 is recognized as the official route of El Camino Real. After its separation from US 101, Santa Claus Lane served as a locally important commercial corridor. As Santa Claus Lane, it does appear eligible for inclusion in the CRHR under Criterion 1.

CRHR Criterion 2: Santa Claus Lane does not appear to meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in history. Research has yielded no information to suggest that the road was constructed by or is specifically associated with a historically important. Therefore, Santa Claus Lane does not appear eligible for the CRHR under Criterion 2.

CRHR Criterion 3: Santa Claus Lane does not appear to embody the distinctive characteristics of a type, period, and method of construction; is likely not the work of an important creative individual; nor does it have high artistic value. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Therefore, Santa Claus Lane does not appear eligible for the CRHR under Criterion 3.

CRHR Criterion 4: Santa Claus Lane is unlikely to yield information important to prehistory or history. Therefore, Santa Claus Lane does not appear eligible for the CRHR under Criterion 4.

Integrity: Santa Claus Lane retains integrity of feeling, location, and setting, since it has not been moved and the area is still visibly a beachside commercial strip. Santa Claus Lane no longer retains integrity of design, materials, or workmanship due to extensive alterations over time, most notably the reduction of lanes from four to two. Santa Claus Lane no longer retains integrity of association since it has been converted into a frontage road and the association with the Santa Claus theme has been eliminated.

Due to the loss of integrity, the Santa Claus Lane roadway is not eligible for inclusion on the CRHR.

## **5.4 COUNTY LEVEL SIGNIFICANCE EVALUATION**

### **5.4.1 3785–3825 Santa Claus Lane District**

In 1998, SAIC recommended that 3785–3825 Santa Claus Lane District was eligible as a County of Santa Barbara Landmark or Place of Historic Merit. SAIC based this recommendation on Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998).

Recent field observations by Æ show that the 3785–3825 Santa Claus Lane District has undergone significant change and loss of integrity since SAIC's 1998 evaluation. Under Category 3, the buildings no longer exhibit a particular architectural style or building type important to the community, state, or nation. The buildings underwent substantial renovation beginning in the 1980s and culminating in 2003 during which all physical vestiges of the Santa Claus commercial theme that was known locally and regionally were removed. So while the buildings between 3785 and 3825 Santa Claus Lane retain integrity of location and setting, they do not retain integrity of design, materials, and workmanship. The current design of these buildings is best described as Nantucket/Cape Cod themed, which is more generally associated with eastern coastal communities. These styles are not particularly reflective of west coast historic development. Further, the styles were adopted beginning in the 1980s and have not achieved significance in their own right. The significant alterations to the materials, design, and workmanship of these buildings makes them virtually indistinguishable from modern commercial buildings, and the buildings convey none of the significance from the period in which they were constructed and best known.

Under Category 6 the buildings are not good examples of broad patterns of cultural, social, political, economic, or industrial history of the community, state, or nation for many of the same reasons they are not eligible under Category 3. They are largely altered and no longer exhibit the Santa Claus Lane commercial theme for which they were so well known. Their new appearance as Nantucket/Cape Cod style buildings has not achieved the same level of historic recognition that was afforded to their Santa Claus Lane association.

Similarly, this cluster of buildings does not convey a sense of time and place that is important to the history of the community, state, or nation. The buildings do represent a trendy commercial district, but that commercial district has not achieved the same level of popularity as the Santa Claus Lane commercial district which preceded them. For that reason they are not significant under Category 7.

Individually, only three properties appear to retain integrity of workmanship, materials, and design: 3785, 3807, and 3821 Santa Claus Lane. The building at 3785 Santa Claus Lane is a contributor to the 3785–3825 Santa Claus Lane District. While this individual building retains integrity of workmanship, material, and design, the 3785–3825 Santa Claus Lane District as a whole only retains good integrity in two categories (location and setting) but has lost integrity in the remaining three categories (design, materials, and workmanship). Based on the County's

rating criteria, the Santa Claus Lane District receives a rating of 2 and is no longer eligible as a Santa Barbara Landmark or a Place of Historic Merit under Categories 3, 6, and/or 7.

#### **5.4.2 3749 Santa Claus Lane**

In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit due to significant changes made to the building over time (SAIC 1998). Based on field observations, Æ concurs with the earlier recommendations that the building is not eligible due to significant loss of integrity of the individual building and the potential district as a whole.

#### **5.4.3 3765 Santa Claus Lane**

In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit as a contributor to a district for Santa Claus Lane due to significant changes made to the building over time (SAIC 1998). Based on field observations, Æ concurs with the earlier recommendations that the building is not eligible due to significant loss of integrity of the individual building and the potential district as a whole.

#### **5.4.4 Santa Claus Lane (Roadway)**

##### **5.4.4.1 Significance**

The ratings for significance are: E = Exceptional; 3 = High; 2 = Good; 1 = Little.

County Criterion 1: Santa Claus Lane (roadway) does not appear to be associated with an event, movement, organization, or person that/who has made an important contribution to the community, state, or nation. It may have at one point been significant due to association with the Santa Claus commercial development theme as an example of roadside architecture and the rise of automobile culture; however, it no longer conveys that significance because all elements related to the Santa Claus theme have been removed. Research yielded no information to suggest that any people or events significant to history are associated with this road. Santa Claus Lane (roadway) does not appear to be significant under Criterion 1 and receives a rating of 1 for this criterion.

County Criterion 2: Santa Claus Lane does not appear to have been designed or built by an architect, engineer, builder, artist, or other designer who has made an important contribution to the community, state, or nation. The road designer is unknown. Santa Claus Lane does not appear to be significant under Criterion 2 and receives a rating of 1 for this criterion.

County Criterion 3: Santa Claus Lane is not associated with a particular architectural style or building method important to the community, state, or nation. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. All the buildings once associated with its use as Santa Claus Lane have been largely altered, and no vestiges of the once popular Santa Claus commercial development theme remain along its route. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Santa Claus Lane does not appear to be significant under County Criterion 3 and receives a rating of 1 for this criterion.



County Criterion 4: Santa Claus Lane does not embody elements demonstrating (a) outstanding attention to design, detail, or craftsmanship, or (b) outstanding use of a particular structural material, surface material, or method of construction or technology. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads, although it still generally follows the original route of a segment of US 101 and potentially the historic route of El Camino Real. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Santa Claus Lane does not appear to be significant under County Criterion 4 and has a rating of 1 for this criterion.

County Criterion 5: Santa Claus Lane does not appear to be associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large. Santa Claus Lane does not appear to be significant under County Criterion 5 and receives a rating of 1 for this criterion.

County Criterion 6: Thematically, Santa Claus Lane is associated with the rise of automobile culture and the commercial development of the Carpinteria area with a theme based on Santa Claus and Christmas. It was known for this theme development for many years beginning in the early 1950s and continuing through the 1980s when the theme grew stale and began to be removed. Santa Claus Lane was also once part of the alignment of historic US 101. In 1953 it became a frontage road for the new highway alignment. After this date the association for the themes of US 101 and Santa Claus Lane were no longer reflected in the roadway or properties bordering the roadway. The Santa Claus Lane roadway does not appear to be significant under County Criterion 6 and receives a rating of 1 for this criterion.

County Criterion 7: Santa Claus Lane is not a feature or cluster of features which conveys a sense of time and place that is important to the community, state, or nation. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. The Santa Claus Lane roadway does not appear to be significant under County Criterion 7 and receives a rating of 1 for this criterion.

County Criterion 8: Santa Claus Lane is unlikely to yield information important to the community and is not relevant to scholarly studies in the humanities and social sciences. The Santa Claus Lane roadway does not appear to be significant under County Criterion 8 and receives a rating of 1 for this criterion.

In summary, Santa Claus Lane receives a low average rating of 1 (little significance) under the County's criteria system.

#### **5.4.4.2 Age**

The ratings for age are: E = 125 years old or older; 3 = 100 years old or older; 2 = 75 years old or older; 1 = 50 years old or older.

Based on a review of historical maps, Santa Claus Lane was originally part of US 101, which predates 1944. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. The NRHP recognizes the historic route of El Camino Real following the current alignment of US 101. The current incarnation of the Santa

Claus Lane roadway resulted from a change in alignment of US 101 dating to 1953; therefore, it receives a rating of 1 according to the County rating criteria for age.

#### **5.4.4.3 Integrity**

The County guidelines recognize five aspects of integrity: location, design, setting, materials, and workmanship. The ratings are: E = pristine integrity in all five categories; 3 = good integrity in at least three categories; 2 = good integrity in at least one category; 1 = fair to poor integrity in all categories.

**Location:** Santa Claus Lane generally follows the same alignment as its original construction and generally retains good integrity of location.

**Design:** Santa Claus Lane has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. It began as a dirt road but was increased to four lanes and then reduced to two lanes. Santa Claus Lane does not appear to retain integrity of design.

**Setting:** The buildings in the surrounding area have been modified over time and have little resemblance to the period of significance for Santa Claus Lane; however, the area is still recognizable as a beachside commercial area. Santa Claus Lane appears to retain good integrity of setting.

**Materials:** Santa Claus Lane has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. None of the original historic fabric of the road or associated structures appears to be present. Santa Claus Lane does not appear to retain integrity of material.

**Workmanship:** Santa Claus Lane has been continuously modified over time due to use and maintenance, which has obscured or obliterated original methods of road construction. Santa Claus Lane does not appear to retain integrity of workmanship.

As Santa Claus Lane only retains good integrity in two categories (location and setting) and does not retain integrity in the remaining three categories (design, materials, and workmanship), the roadway receives a rating of 2 according to the County rating criteria for integrity.

### **5.5 ELIGIBILITY CONCLUSIONS**

Based on the research conducted for this investigation, the 3785–3825 Santa Claus Lane District, 3749 Santa Claus Lane, 3765 Santa Claus Lane, and Santa Claus Lane (roadway) do not appear to be eligible for listing in the NRHP or the CRHR. Further, they do not appear to be significant under the criteria established in Chapter 8 of the County *Environmental Thresholds and Guidelines*, Historic Resources Element; they are not considered to be historic properties under Section 106; and they are not historical resources for the purpose of CEQA.



## 6

### SUMMARY AND RECOMMENDATIONS

Background research did not identify any prehistoric archaeological sites in the project area. Reports of previous archaeological investigations in the immediate project vicinity, including several survey and construction monitoring efforts, have identified no potentially significant buried prehistoric archaeological resources within the project area. Pedestrian survey of the project area did not find evidence of archaeological deposits. The entire project area has been impacted by road, utility, railroad, and building construction. In addition, portions of the project area appear to be built on fill placed during modification of Santa Claus Lane and construction of US 101 over time. Soil maps of and geotechnical boring in the area confirm these findings.

No further archaeological studies appear necessary for the Santa Claus Lane Beach Access and Streetscape Improvement Project. Although unlikely, if previously undetected archaeological materials (such as shellfish fragments, flaked stone, bone, or other cultural material) are encountered during earth-disturbing construction tasks associated with the development of the study area, County mitigation measures require suspension of work at those locations and notification of the County. The area must be protected from further construction disturbance until a County-qualified archaeologist has evaluated the potential discovery and completed any required additional archaeological investigations. Work at that location may resume only after the County provides specific authorization to do so.

Æ updated the previous NRHP and County Register evaluation for 3785–3825 Santa Claus Lane District and assessed the resource for historical significance by applying the CRHR criteria. Æ concurs with the previous recommendation that the 3785–3825 Santa Claus Lane District is not eligible for listing on the NRHP and recommends that this resource is not eligible for the CRHR or the County Registers due to significant loss of integrity. Æ also updated the previous County Register evaluation for 3749 Santa Claus Lane and 3765 Santa Claus Lane and evaluated the resources for historical significance by applying the NRHP and CRHR criteria. Æ concurs with the previous recommendation that 3749 Santa Claus Lane and 3765 Santa Claus Lane are not eligible for the County Registers but also recommends that these buildings are not eligible for listing in the NRHP or the CRHR.

In addition, Æ identified one previously unrecorded resource, Santa Claus Lane (roadway), and evaluated its historical significance by applying NRHP, CRHR, and County Register criteria. Based on research and field observations, Æ recommends that Santa Claus Lane is not eligible for the NRHP, CRHR, or County Registers. Therefore, the 3785–3825 Santa Claus Lane District, 3749 Santa Claus Lane, 3765 Santa Claus Lane, and Santa Claus Lane (roadway) are not considered historic properties under Section 106 or as historical resources for the purpose of CEQA. Æ recommends no further investigations or management measures for the 3785–3825 Santa Claus Land District, 3749 Santa Claus Lane, 3765 Santa Claus Lane, and Santa Claus Lane (roadway).





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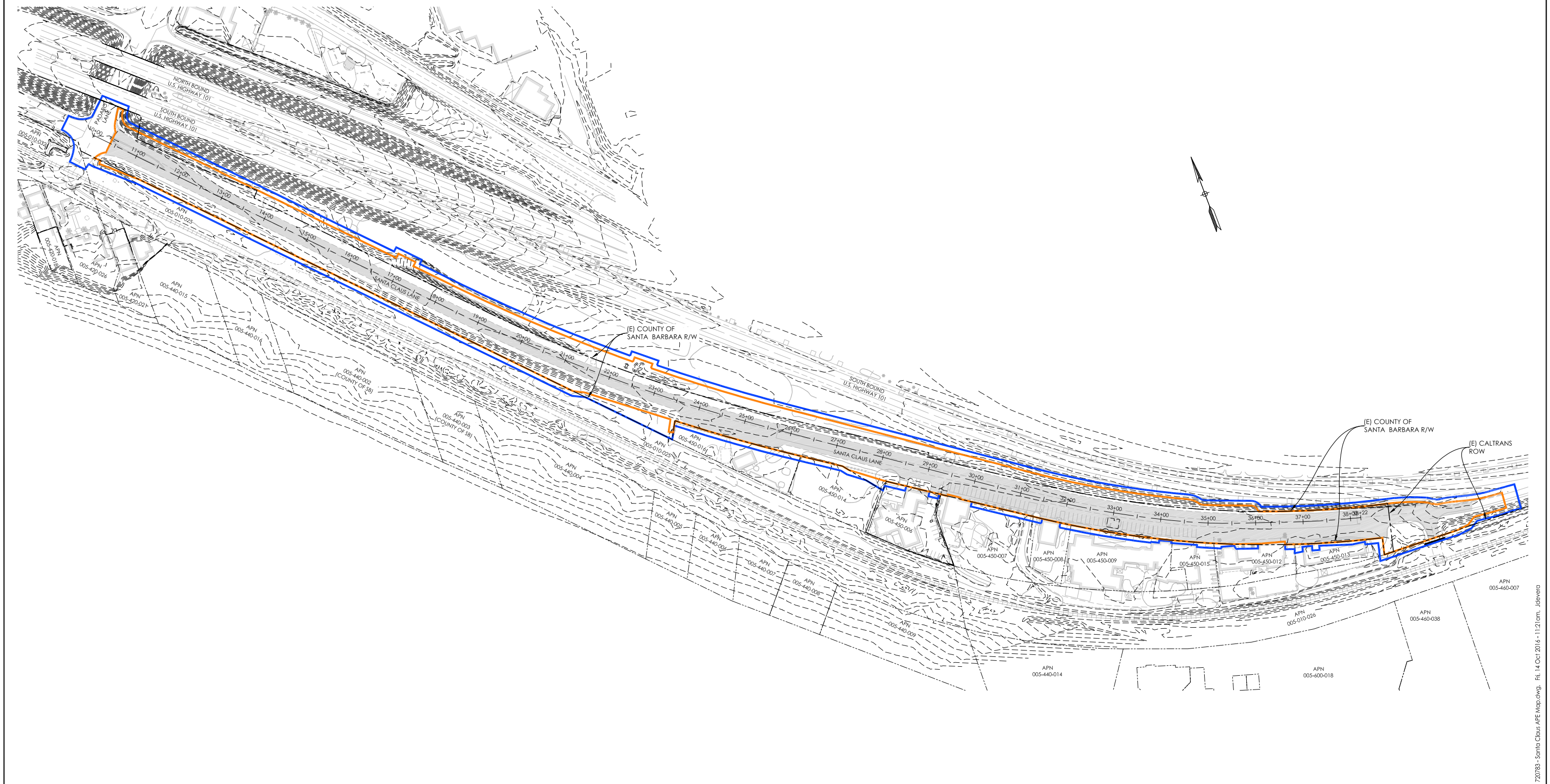
## **APPENDIX A**

### **County of Santa Barbara Project Maps**





AREA OF POTENTIAL EFFECT MAP



**GENERAL NOTE**  
LOCATION OF EXISTING PARCEL BOUNDARIES ARE APPROXIMATELY SHOWN. (ALL SHEETS)

**LEGEND**

- AREA OF DIRECT IMPACT
- AREA OF POTENTIAL EFFECTS
- MATCH LINE
- (E) PROPERTY BOUNDARY
- (E) SANTA BARBARA COUNTY RIGHT OF WAY

**PROJECT STATISTICS**

AREA OF DIRECT IMPACT = 267,776 sq-ft  
AREA OF POTENTIAL EFFECT = 74,543 sq-ft  
TOTAL = 342,319 sq-ft

TOPOGRAPHY AND AERIAL IMAGERY PROVIDED BY CENTRAL COAST AERIAL MAPPING, INC.  
AERIAL SURVEY CONDUCTED ON JANUARY 27, 2011



COUNTY OF SANTA BARBARA  
DEPARTMENT OF PUBLIC WORKS  
TRANSPORTATION DIVISION

FOR REDUCED PLANS  
ORIGINAL SCALE IN INCHES

0 1 2 3

DESIGN BY: LEROY CADENA		SANTA CLAUS LANE AREA OF POTENTIAL EFFECTS SHEET 7 OF 7		PROJECT NO. 720783			
DRAWN BY: JAN DEVERA				SCALE 1" = 100'			
DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)					
		* * * * *					

720783 - Santa Claus Lane APE Map.dwg: Fri, 14 Oct 2016 - 11:21 am, Jdevera



AREA OF POTENTIAL EFFECT MAP



**GENERAL NOTE**  
LOCATION OF EXISTING PARCEL BOUNDARIES ARE APPROXIMATELY SHOWN. (ALL SHEETS)


**LEGEND**

- AREA OF DIRECT IMPACT
- AREA OF POTENTIAL EFFECTS
- MATCH LINE
- (E) PROPERTY BOUNDARY
- (E) SANTA BARBARA COUNTY RIGHT OF WAY

**PROJECT STATISTICS**

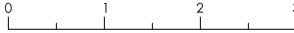
AREA OF DIRECT IMPACT	= 267,776 sq-ft
AREA OF POTENTIAL EFFECT	= 74,543 sq-ft
TOTAL	= 342,319 sq-ft

TOPOGRAPHY AND AERIAL IMAGERY PROVIDED BY CENTRAL COAST AERIAL MAPPING, INC.  
AERIAL SURVEY CONDUCTED ON JANUARY 27, 2011



**COUNTY OF SANTA BARBARA**  
**DEPARTMENT OF PUBLIC WORKS**  
TRANSPORTATION DIVISION

FOR REDUCED PLANS  
ORIGINAL SCALE IN INCHES



DESIGN BY: LEROY CADENA	<b>SANTA CLAUS LANE</b> <b>AREA OF POTENTIAL EFFECTS</b> <b>SHEET 7 OF 7</b>	PROJECT NO. 720783
DRAWN BY: JAN DEVERA		SCALE 1" = 100'
DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES (PRELIMINARY STAGE ONLY)
		• • • • •



AREA OF POTENTIAL EFFECT MAP



GENERAL NOTE

LOCATION OF EXISTING PARCEL BOUNDARIES ARE APPROXIMATELY SHOWN. (ALL SHEETS)

LEGEND

- AREA OF DIRECT IMPACT
- AREA OF POTENTIAL EFFECTS
- MATCH LINE
- (E) PROPERTY BOUNDARY
- (E) SANTA BARBARA COUNTY RIGHT OF WAY

PROJECT STATISTICS

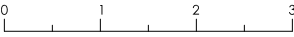
AREA OF DIRECT IMPACT = 267,776 sq-ft  
AREA OF POTENTIAL EFFECT = 74,543 sq-ft  
TOTAL = 342,319 sq-ft

TOPOGRAPHY AND AERIAL IMAGERY PROVIDED BY CENTRAL COAST AERIAL MAPPING, INC.  
AERIAL SURVEY CONDUCTED ON JANUARY 27, 2011



COUNTY OF SANTA BARBARA  
DEPARTMENT OF PUBLIC WORKS  
TRANSPORTATION DIVISION

FOR REDUCED PLANS  
ORIGINAL SCALE IN INCHES



DESIGN BY:  
LEROY CADENA  
DRAWN BY:  
JAN DEVERA

SANTA CLAUS LANE  
AREA OF POTENTIAL EFFECTS  
SHEET 7 OF 7

PROJECT NO.  
720783  
SCALE  
1" = 100'

DISREGARD PRINTS BEARING  
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)







## **APPENDIX B**

### **Records Search Results**



## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SR-00600		1988	Snethkamp, P. and Haley, B.	Letter Report: Phase I and IA Archaeological Survey Parcel "B," A.P.N. 005-460-44, Casa Blanca, Sandyland, California		
SR-00619		1985	Stone, D.	Phase I Archaeological Assessment, APN 5-430-38		
SR-00764		1988	Waldron, W.	Negative Archaeological Survey Report for Caltrans Proposed Storm Drain Installation		
SR-00768		1989	Wilcoxon, L.	A Phase 1 Archaeological Resource Evaluation for the Valley Flowers Plant Shelter Site 3675 Foothill Road, Carpinteria, California		42-001286
SR-01011		1988	Dames & Moore	Phase 1 cultural resources survey, fiber optic cable project, Burbank to Santa Barbara, California for US Sprint Communications Company		42-000001, 42-000006, 42-000007, 42-000012, 42-000013, 42-000017, 42-000018, 42-000019, 42-001167, 42-001168, 42-001213, 42-001670, 42-002177, 42-002178, 42-002179
SR-01032		1991	Tordoff, J.	Archaeological survey report for the proposed road widening along Highway 101		42-000016, 42-000018, 42-002178, 42-002179

## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SR-01082		1988	Peak and Associates	Class I Inventory for a Proposed Fiber Optic Communication Route, San Francisco to Los Angeles.	Peak & Associates, Inc.	40-000044, 40-000065, 40-000081, 40-000122, 40-000125, 40-000394, 40-000396, 40-000398, 40-000402, 40-000403, 40-000414, 40-000524, 40-000539, 40-000587, 40-000593, 40-000594, 40-000596, 40-000615, 40-000616, 40-000651, 40-000669, 40-000785, 40-000825, 40-000832, 40-000834, 40-000840, 40-000883, 40-000968, 40-000983, 40-000987, 40-001075, 40-001076, 40-001077, 40-001168, 40-001189, 42-000001, 42-000006, 42-000007, 42-000012, 42-000013, 42-000016, 42-000017, 42-000018, 42-000019, 42-000028, 42-000034, 42-000038, 42-000039, 42-000054, 42-000057, 42-000060, 42-000070, 42-000071, 42-000072, 42-000073, 42-000075, 42-000076, 42-000077, 42-000078, 42-000079, 42-000080, 42-000081, 42-000082, 42-000083, 42-000084, 42-000085, 42-000086, 42-000087, 42-000088, 42-000089, 42-000090, 42-000091, 42-000092, 42-000093, 42-000094, 42-000095, 42-000096, 42-000097, 42-000100, 42-000106, 42-000108, 42-000111, 42-000116, 42-000127, 42-000131, 42-000142, 42-000144, 42-000202, 42-000203, 42-000205, 42-000208, 42-000209, 42-000210, 42-000212, 42-000213, 42-000530, 42-000534, 42-000536, 42-000539, 42-000541, 42-000542, 42-000545, 42-000546, 42-000551, 42-000552, 42-000553, 42-000600, 42-000601, 42-000610, 42-000611, 42-000626, 42-000628, 42-000629, 42-000630, 42-000637, 42-000639, 42-000643, 42-000648, 42-000651, 42-000653, 42-000654, 42-000660, 42-000661, 42-000662, 42-000666, 42-000669, 42-000670, 42-000671, 42-000673, 42-000674, 42-000677, 42-000678, 42-000679, 42-000680, 42-000682, 42-000683, 42-000690, 42-000707,

## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						42-000708, 42-000712, 42-000722, 42-000723, 42-000724, 42-000776, 42-000777, 42-000908, 42-000931, 42-000965, 42-000986, 42-000990, 42-000991, 42-000992, 42-001001, 42-001002, 42-001017, 42-001018, 42-001040, 42-001041, 42-001053, 42-001054, 42-001055, 42-001058, 42-001078, 42-001079, 42-001080, 42-001093, 42-001100, 42-001101, 42-001105, 42-001108, 42-001110, 42-001117, 42-001121, 42-001128, 42-001129, 42-001131, 42-001133, 42-001134, 42-001139, 42-001140, 42-001145, 42-001149, 42-001151, 42-001152, 42-001156, 42-001157, 42-001166, 42-001167, 42-001168, 42-001204, 42-001322, 42-001323, 42-001326, 42-001476, 42-001477, 42-001489, 42-001491, 42-001492, 42-001493, 42-001494, 42-001495, 42-001496, 42-001500, 42-001503, 42-001506, 42-001522, 42-001539, 42-001543, 42-001544, 42-001545, 42-001546, 42-001547, 42-001578, 42-001653, 42-001655, 42-001658, 42-001659, 42-001664, 42-001666, 42-001670, 42-001672, 42-001675, 42-001676, 42-001703, 42-001709, 42-001717, 42-001722, 42-001731, 42-001733, 42-001750, 42-001755, 42-001766, 42-001776, 42-001783, 42-001803, 42-001806, 42-001807, 42-001808, 42-001845, 42-001856, 42-001870, 42-001871, 42-001872, 42-001876, 42-001878, 42-001879, 42-001880, 42-001881, 42-001887, 42-001900, 42-001901, 42-001908, 42-001913, 42-001914, 42-001915, 42-001916, 42-001921, 42-001922, 42-001954, 42-001958, 42-001969, 42-001979, 42-001980, 42-001982, 42-001986, 42-001987, 42-001988, 42-001990, 42-001994, 42-001996, 42-002011, 42-002014, 42-002038, 42-002059, 42-002060, 42-002061,

## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SR-01446		1988	Peak and Associates	Class I Inventory for the Proposed American Telephone and Telegraph Salinas to Los Angeles Fiberoptics Communication Route		42-002088, 42-002094, 42-002096, 42-002098, 42-002119, 42-002165, 42-002177, 42-002178, 42-002179, 42-002189, 42-002190
SR-01447		1992	Peak and Associates	Report on the Shovel Testing of 24 Prehistoric Period Cultural Resources and the Class 3 Reassessment-Pacific Coast Pipeline Santa Barbara, Ventura, and Los Angeles Counties		42-000012, 42-000038, 42-000057, 42-000060, 42-000070, 42-000076, 42-000078, 42-000079, 42-000086, 42-000087, 42-000088, 42-000131, 42-000142, 42-000144, 42-001151, 42-001204, 42-001213, 42-001326, 42-001506, 42-001655, 42-001676, 42-001731, 42-001856, 42-001870, 42-001900, 42-001915, 42-001921, 42-002153, 42-002190
SR-02436		2000	Maki, Mary	Phase I Archaeological Survey of Approximately 2,565 Linear Meters for the Sand Point Road and Sandyland Cove Sanitation Project, Santa Barbara County, California	Conejo Archaeological Consultants	
SR-02619		2000	Joslin, T.	Negative Historic Property Survey Report for Proposed Minor Road Maintenance Improvements Between Carpinteria and Santa Barbara, State Route 101, Santa Barbara County	California Department of Transportation, District 5	
SR-02667		2001	Santa Barbara County Flood Control and Water Conservation District	Draft Program Environmental Impact Report: Updated Routine Maintenance Program	Santa Barbara County Flood Control and Water Conservation District	
SR-02807		2002	Carbone, Larry	Archaeological Monitoring During Construction Excavations at 879 Sand Point Road, Carpinteria	Western Points Archaeology	
SR-02938		1992	Caltrans	Historic Properties Survey Report, Request for Determination of Eligibility for the Route 101 Six-Lane Project from Milpas Street in the City of Santa Barbara to Bailard Avenue in the City of Carpinteria; OHP No. FHWA921006A		42-000001, 42-000012, 42-000013, 42-000016, 42-000017, 42-000018, 42-000019, 42-001213, 42-002178, 42-002179
SR-02958		2002	Stone, David	Archaeological Construction Monitoring Report Franciscan Sediment Basin		



## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SR-04058		2006	SWCA Environmental Consultants	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California - SEE ALSO CA-SLO-6082		
SR-04111		2001	S.W. Yost et al.	Final Report on Cultural Resource Monitoring Level (3) Long Haul Fiber Optic Running Line, San Luis Obispo to Burbank, California, San Luis Obispo, Santa Barbara, Ventura and Los Angeles Counties		42-000006, 42-000018, 42-000019, 42-000024, 42-000038, 42-000056, 42-000083, 42-000084, 42-000088, 42-000090, 42-000091, 42-000093, 42-000106, 42-000108, 42-000127, 42-000142, 42-001017, 42-001018, 42-001151, 42-001204, 42-001213, 42-001670, 42-001672, 42-001676, 42-001707, 42-001708, 42-001731, 42-001766, 42-001921, 42-001969, 42-001992, 42-002178, 42-002357, 42-002587, 42-040742
SR-04111						
SR-04347		2008	MacDonald, Christina	Second Supplemental Historica Property Survey Report Linden Avenue and Casitas Pass Road Interchanges City of Carpinteria, Santa Barbara County, California	California Department of Transportation	
SR-04771		2010	Stone, David and Victorino, Ken	Extended Phase 1 Archaeological Investigation Avenue Del Mar and Sand Point Road, Carpinteria Sanitary District Septic to Sewer Project, Carpinteria, California	Dudek	42-000008
SR-05063		2011	Wee, Stephen, Larson, Bryan, Joslin, Terry L., and Carr, Paula J.	Revised Findings of Adverse Effect, for the South Coast 101 HOV Lanes Project, Santa Barbara County, California.		42-003943



## **APPENDIX C**

### **Native American Outreach**



**NATIVE AMERICAN HERITAGE COMMISSION**

Environmental and Cultural Department  
1550 Harbor Blvd., ROOM 100  
West SACRAMENTO, CA 95691  
(916) 373-3710  
Fax (916) 373-5471



June 2, 2017

Eric Nocerino  
Applied EarthWorks

Email to: [enocerino@appliedearthworks.com](mailto:enocerino@appliedearthworks.com)

RE: Santa Claus Lane Streetscape Improvement Project, Santa Barbara County

Dear Mr. Nocerino,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not preclude the presence of cultural resources in any project area. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native Americans tribes who may have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at [frank.lienert@nahc.ca.gov](mailto:frank.lienert@nahc.ca.gov).

Sincerely,

*for* Frank Lienert  
Associate Governmental Program Analyst

**Native American Heritage Commission  
Native American Contacts  
6/2/2017**

Santa Ynez Band of Chumash Indians  
Kenneth Kahn, Chairperson  
P.O. Box 517 Chumash  
Santa Ynez , CA 93460  
kkahn@santaynezchumash.org  
(805) 688-7997  
(805) 686-9578 Fax

Barbareno/Ventureno Band of Mission Indians  
Raudel Joe Banuelos, Jr.  
331 Mira Flores Court Chumash  
Camarillo , CA 93012

805-427-0015

Barbareno/Ventureno Band of Mission Indians  
Julie Lynn Tumamait-Stennslie, Chair  
365 North Poli Ave Chumash  
Ojai , CA 93023  
jtumamait@hotmail.com  
(805) 646-6214

Barbareno/Ventureno Band of Mission Indians  
Patrick Tumamait  
992 El Camino Corto Chumash  
Ojai , CA 93023  
(805) 640-0481  
(805) 216-1253 Cell

Coastal Band of the Chumash Nation  
Mia Lopez, Chairperson  
Chumash  
cbcntribalchair@gmail.com  
(805) 324-0135

Barbareno/Ventureno Band of Mission Indians  
Eleanor Arrellanes  
P.O. Box 5687 Chumash  
Ventura , CA 93005  
805-701-3246

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the updated contact list for Santa Claus Lane Streetscape Improvement Project, Santa Barbara County.



VIA Email

515 E. Ocean Ave., Suite G  
Lompoc, CA 93436-6926  
O: (805) 737-4119 | F: (805) 737-4121

9 June 2017

Mr. Freddie Romero  
P.O. Box 365  
Santa Ynez, CA 93460

RE: Information Request:  
Santa Claus Lane Streetscape Improvement Project, Santa Barbara County, California

Dear Mr. Freddie Romero,

Applied EarthWorks, Inc. is preparing a Phase 1 Archaeological and Historical Resources Study for the County of Santa Barbara's Santa Claus Lane Streetscape Improvement Project in Carpinteria, California (see attached map figure). Located in the Toro Plan Canyon area (Adopted by the County Board of Supervisors in 2002), the project will redesign Santa Claus Lane to provide safe, legal public access to the adjacent beach and enhance the commercial area. Specifically, the project will provide additional beach and business patron parking, multi-modal transportation improvements, landscaping, and public amenities including restrooms, showers, and trash/recycle bins.

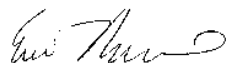
Background research did not identify any prehistoric archaeological sites within 0.5 miles of the project area. Three historical resources (CA-SBA-40675, -40790, and -40791) are recorded within 0.5 miles of the project area. All or portions of the project area have been previously surveyed as part of the Long Haul Fiber Optic Running Line, the Qwest Network Construction project, and a Historical Property Survey along Linden Avenue and Casitas Pass Road.

As part of the cultural resources inventory for this project, we requested a search of the sacred lands files at the Native American Heritage Commission. The Commission recommended contacting groups and individuals shown on the list they enclosed with their response, and your name appeared on that list. This letter invites you to provide relevant information on cultural resources concerns that you believe should be considered for the project.

We respectfully request your assistance in identifying sensitive cultural resources issues associated with the proposed project, including those associated with sacred or traditional concerns. If you wish to respond, we request that you do so by 23 June 2017 so that your comments can be incorporated into our report.

Thank you very much for your assistance. Please do not hesitate to contact me at the office (805-737-4119 x 207); by mobile phone (720-883-6507); by fax (805-737-4121) or via email ([enocerino@appliedearthworks.com](mailto:enocerino@appliedearthworks.com)) if you have questions or need more information.

Sincerely,



Eric Nocerino, M.A., RPA  
Staff Archaeologist  
Applied EarthWorks, Inc.



## **APPENDIX D**

### **California Department of Parks and Recreation Forms**



P-42-040791  
Carpinteria Quad  
UTM 11/265784 E 3810008 N

**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
ARCHITECTURAL INVENTORY/EVALUATION FORM**

MAP REFERENCE NO. C-13

County - Route - Postmile: 05-SB-101, 1.1/12.7

( ) LISTED ( ) DETERMINED ELIGIBLE  
( ) APPEARS ELIGIBLE (X) APPEARS INELIGIBLE

**IDENTIFICATION**

- 1.Common Name: Santa Claus Lane  
2.Historic Name: Santa Claus of California, Inc.  
3.Street or rural address: 3717-3829 Santa Claus Lane  
City: Carpinteria Zip Code: 93013 County: Santa Barbara  
4.Parcel Number: 05-450-many Present Owner: Multiple owners  
Address: Various City: Zip Code:  
5.Ownership is: ( ) Public (X) Private  
6.Present Use: Commercial Original Use: Commercial

**DESCRIPTION**

7a.Architectural Style: Programmatic Roadside Architecture

7b.Physical Condition: (The present condition of the site or structure and any major alterations from its original condition.)

All except one of the buildings at Santa Claus Lane have undergone extensive alterations in the past twenty years. The former hotel at the eastern-most end of the complex has been altered less extensively and still retains much of its original appearance. It is a low, flat-roof, stucco building with a stucco parapet sign wall extending above the roof, boarded-up windows and doors in typical 1950s motel configuration along a raised walkway that is sheltered by the building's main roof and supported by plain posts.

(See continuation sheet.)



8. Construction date:  
Estimated: (1948-1955) Factual: ( )  
9. Architect: Unknown  
10. Builder: Unknown  
11. Approx. property size (in feet)  
Various  
12. Date(s) of enclosed photograph(s):  
May, 1989

13. Condition: Excellent ( ) Good (X) Fair (X) Deteriorated ( )

14. Alterations: As noted in 7b, properties are heavily altered.

15. Surroundings: (Check more than one if necessary) Open land (X) Scattered buildings ( )  
Densely built-up ( ) Residential (X) Industrial (X) Commercial (X) Other: Located between railroad tracks and freeway.

16. Threats to site: None known ( ) Private Development ( ) Zoning ( ) Vandalism ( )  
Public Works Project (X)

17. Is the structure: On its original site? (X) Moved? ( ) Unknown? ( )

18. Related features: As noted in 7b.

## SIGNIFICANCE

19. Historical and/or Architectural Importance: (Dates, events, and persons associated with the site.)

A fairly succinct description of the inception and beginnings of Santa Claus Lane appeared in an article by John F. Kelly, entitled "Santa Claus: Popular Roadside Business Successful on Frontage Road." The following is excerpted from that article, which appeared in the March-April 1956 issue of California Highways and Public Works.

"Santa Claus began in 1948 when Mr. Pat McKeon acquired an orange juice stand along the coast highway in Carpinteria. . . Recognizing the value of advertising in building up a business, Mr. McKeon named his juice stand Santa Claus. The name implies good will, and has been used as the theme for developing good public relations with the highway motorist. . .

"Good business management made it possible for the orange juice stand to be enlarged into a confectionery and date shop in 1950; a western and novelty shop was built in 1951; a pottery shop added in 1953, and a café known as 'Santa's Kitchen' was built in 1954. This café has done so well that the owner plans to enlarge the building in the near future in order to accommodate an additional 100 customers.

(See continuation sheet.)

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture ( ) Arts & Leisure ( )  
Economic/Industrial ( ) Exploration/Settlement ( )  
Government ( ) Military ( ) Religion ( )  
Social/Education ( )

21. Sources (List books, documents, surveys, personal interviews and their dates.)

Santa Barbara County: Assessor's Books, Parcel & Subdivision Maps, County Historical Landmarks List; Carpinteria Landmarks List; Carpinteria Valley Museum of History "Santa Claus Lane" file; U.S.G.S. Topographic Maps, 1943-1967, Caltrans Plans, #54- 5VC2, approved 1953; Blick, Carpinteria Area: A Study in Land Use, 1950; Caldwell, Carpinteria As It Was; "Carpinteria Expressway," California Highways and Public Works, 1955; Kelly, "Santa Claus: Popular Roadside Business Successful on Frontage Road," California Highways and Public Works, 1956; Gebhard and Winter, A Guide to Architecture in Los Angeles & Southern California, 1977.

22. Date form prepared: March 27, 1990

By: Gloria Scott

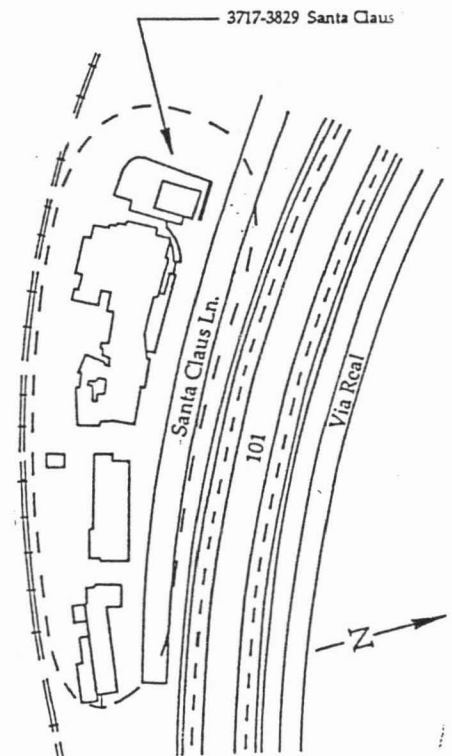
Organization: Caltrans

Address: 650 Howe Ave.

City: Sacramento Zip Code: 95825

Phone: (916) 920-7679

Location sketch map: (Draw & label site and surrounding streets, roads, and prominent landmarks.) See Map 3, Reference No. C-13





**7b. Physical Condition: (Continued.)**

West of this building is another one-story frame building that contains "Toyland" with an oversized frame c.1980 "lighthouse" rising out of the center of the building, a shingle, fake Mansard roof, smooth stucco walls with slender wooden slats and heavy carved brackets, suggesting the half-timber framing of Tudor Revival architecture; these alterations are characteristic of late-1970s, early-1980s remodeling efforts. Until May 1989, a giant snowman (that used to stand where the "lighthouse" now stands) was visible in the storage yard behind the complex. By March, 1990 the snowman had disappeared.

The centerpiece building of the complex is Santa's Kitchen which in May 1989 was being extensively remodeled into a coastal Post-Modern seaside style -- grey shingle walls, white wooden pergola surmounting Tuscan columns, hipped and gabled false front roof forms, some cut out and one-dimensional, multi-light windows with snap-in muntins and coach lamps. All that remains from the 1950s construction are the giant Santa Claus emerging from an oversized brick chimney at the east end, and the steeply-pitched cottage roof with gabled roof dormers behind the free-standing, c.1960s, "Santa Claus Lane" sign.

West of "Santa's Kitchen" stands another small, flat-roof, stucco commercial structure with fixed-pane shop windows flanked by shutters and a glazed entry door. It appears relatively unaltered since it was built in the late 1950s to early 1960s.

All of the buildings were constructed after 1945, and gained statewide recognition for the unusual "programmatic," or mimetic architecture based on the Santa Claus/Christmas theme. The architectural qualities that gave these post-World War II buildings their distinction, however, have been destroyed by the extensive alterations to the original buildings.

**19. Historical and/or Architectural Importance: (Continued.)**

"Although the name Santa Claus applies only to the businesses owned by Mr. McKeon, the name is now used to identify all of the roadside businesses in the immediate area.

"Santa Claus is contained within a half-mile strip of land along the southerly side of U.S. Highway 101, eight miles southeast of Santa Barbara and one mile west of Carpinteria. The southern Pacific Railroad main line tracks southerly of the highway limit the highway frontage in this area to a maximum depth of 150 feet.

". . . This world-famous city [Santa Barbara] offers so many attractions to the motorist, it seems almost inconceivable that a group of roadside businesses, entirely dependent upon highway patronage for their livelihood, could succeed in the face of such odds. Despite the competition, original ideas and sound business principles have made it possible for the Santa Claus retail outlets to attract so many motorists that one of their biggest problems today is providing adequate parking facilities for their highway customers. . ."

A diagram with the article shows twelve buildings at Santa Claus: three service stations; residence with outbuilding; plastics shop; five-part shop row of café (1954), pottery shop (1953), novelty shop (1951), date shop (1950), toy shop; another café, motel (2 buildings); a third café; and another motel.

"Santa Claus Lane," prior to the construction of these buildings, was a lima bean farm owned by E.T. Auger. The first commercial structure was a four-unit motel at the east end of the lane; Pete Martin moved the old Seaside Oil gas station from Summerland to the lane [most likely in the 1970s or 1980s] and lived in it; and the building known as "Lobstertown USA" was constructed in 1980. The playground, merry-go-round and train were added in 1950 (Carpinteria Herald, January 6, 1950). With the completion of the Carpinteria Expressway in late 1954, the series of buildings along the frontage road was officially identified by the California Highway and Public Works Department as Santa Claus Lane; and by 1956 Santa's reindeer and sleigh, flying from the roof of Santa's Kitchen, joined Santa Claus and the snow man. By the 1980s all that was left of these mimetic/programmatic elements was Santa Claus, and even his existence was threatened (Santa Barbara Magazine, November/December 1987, and Carpinteria Herald, various articles in June, 1988).

**19. Historical and/or Architectural Importance: (Continued.)**

A rash of articles in the local newspapers expressed concern and dismay voiced by local residents at the new owners' plans to remove Santa from his chimney atop the Date Shop. When the County Board of Architectural Review informed the new owners that removing Santa Claus from his rooftop perch "would require a full environmental review of the renovation plans" -- "an EIR would delay the project several months and cost 'several thousand dollars'" -- the owners decided to leave him in his chimney home on top of the building (Carpinteria Herald, June 24, 1988).

The majority of the buildings at Santa Claus Lane date from the early 1950s. A series of remodelling efforts has obliterated the lane's original 1940s-1950s appearance. The most recent (1989) renovation transformed Santa Claus Lane into a clapboarded, grey-and-white "New England style" village. The only identifiable detail that remains is the three-dimensional, roof-top Santa Claus figure popping out of an oversized chimney on the Date Shop. It is possible that the eastern-most buildings, the former motels and cafés, predate 1945; they are, however, so heavily altered that they no longer retain a 1940s appearance. Rather, they reflect 1960s through 1980s renovations, having lost their historic integrity entirely.

While the series of buildings that comprise "Santa Claus Lane" may have been an exceptionally significant and increasingly rare example of 1950s roadside programmatic architecture, in spite of being less than fifty years old, the complex no longer appears to meet the National Register criteria because the recent major renovations have destroyed the historic integrity of the site as a whole, and the integrity of each individual building.

Although the complex of buildings known as Santa Claus Lane does not appear to meet the criteria for listing in the National Register of Historic Places and is not officially designated as a city or county historical landmark, it should be noted that the Carpinteria Valley Museum of History considers the complex to be historically important.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
DISTRICT RECORD

Primary # 42-040791 UPDATE  
HRI #  
Trinomial

NRHP Status Code

Page 1 of 27

Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**D1. Historic Name:** Santa Claus, California

**D2. Common Name:** Santa Claus Lane

- \*D3. Detailed Description:** In 1990, Gloria Scott of Caltrans evaluated Santa Claus Lane for the NRHP. She defined the boundaries of the resource as 3717–3829 Santa Claus Lane; however the location map associated with the DPR form and the resource description only addressed 3785–3825 Santa Claus Lane (Scott 1990). For the purposes of this evaluation, the 3785–3825 Santa Claus Lane District is defined here as a series of commercial properties located between 3785 and 3825 Santa Claus Lane. Please see continuation sheets for detailed descriptions of the resource elements.
- \*D4. Boundary Description:** The Santa Claus Lane District is comprised of commercial buildings located at 3785–3825 Santa Claus Lane. Building addresses occurring within the boundary are: 3785, 3805, 3807, 3811, 3813, 3815, 3817, 3819, 3821, 3823, and 3825 Santa Claus Lane
- \*D5. Boundary Justification:** The boundary of this resource was defined by Gloria Scott of Caltrans in 1990 based on the period of construction for each building and their association with the 1950s–1960s period during which the Santa Claus theme flourished (Scott 1990).

- \*D6. Significance:** Theme: Thematic Roadside Architecture Area: Santa Barbara County  
Period of Significance: 1950s–1960s Property Type: Applicable Criteria: None  
The half-mile strip along Santa Claus Lane containing roadside attractions was originally part of a lima bean farm owned by E. T. Auger on the southern edge of the old three-lane coastal highway. Auger constructed a small juice stand with five stools, and was considering adding amusements for children. The McKeon family, Merion, Richard, Patrick and Patrick's wife June, bought the property in 1948. Needing an advertising theme, Patrick named the stand Santa Claus, to match the other area "Santas" (Barbara, Maria, and Monica), and used the theme to attract passing motorists. During their first Christmas, a pregnant June dressed up in a Santa Claus jacket to wave travelers to the juice stand. The following Christmas, Patrick McKeon dressed up as Santa Claus to entice thirsty travelers to the stand. At this time a father with five children stopped at the stand, broke, and out of gas. In exchange for \$500 he offered to build a Santa Claus on the roof of the juice stand. His offer was accepted and the large Santa Claus rose out of his chimney, wired with a loudspeaker to call out "Welcome to Santa Claus" to passing motorists (SAIC 1998).

It was not long before tourist buses began stopping at the theme stand, and the McKeon family began expanding. In 1950 the McKeon's expanded into an adjacent garage and sold date shakes, shells, and Christmas items. A toy store was constructed on the east side of the stand and a refrigerated North Pole was added. A playground was added in 1950, complete with swings, a small 14-passenger merry-go-round, zoo, and a 40-passenger gasoline-powered train that encircled the shops. The train was owned and installed by the property owner E. T. Auger (SAIC 1998).

Business prospered, and the McKeons added a western and novelty shop in 1951, a pottery shop in 1953, and a café known as "Santa's Kitchen" in 1954. The café featured two neon pole signs which read: "Santa's Kitchen Home Made Pies" and the other merely advertising "Food." By 1956 the McKeon family added Santa's sleigh and team of reindeer that were suspended by cables from the roof of the restaurant to a nearby telephone pole. A wishing well was added in front of the pottery shop, and a post office substation was established in the date shop where mail could be sent from "Santa Claus, California." At some point prior to 1956 a 20-foot Frosty the Snowman was added to the roof of the café to the east (SAIC 1998).

In addition to the businesses established by the McKeon family, other services along the highway that also catered to travelers were established. Three service stations, a residence with outbuilding, and a plastics store were located to the west of the McKeon businesses and two cafes and two motels were located to the east. Although the area known as Santa Claus originally referred only to the McKeon businesses, the entire area eventually became associated with the name. The California highway department constructed a four-lane divided highway in 1953–1954, removing Santa Claus from direct access to the highway. The portion of the highway that served the Santa Claus businesses was retained as a frontage road. Initially the merchants were concerned that without direct access to the highway their business would suffer. However, their business increased markedly, because the frontage road, christened Santa Claus Lane in 1954, provided safe, ample parking for the shops (SAIC 1998).

During the 1950s the commercial strip was packed with visual images and advertising signs of Santa Claus, including a neon pole sign for Santa's Kitchen, a "Santa's Kitchen" roof sign, "Santa's Pottery Shop," a "Reindeer Room" roof sign, "Date Shop," "Toyland," "Santa's Trading Post," a rooftop sleigh and reindeer, Frosty the

snowman, Santa Claus and his giant chimney, a miniature Southern Pacific train, a wishing well and water wheel. All of these attractions were designed to entice the motorist to stop and buy. Over the years the shops on Santa Claus Lane expanded, added or updated signage, changed or moved businesses from one building to another. In 1966 Patrick and June McKeon divorced and sold off their holdings on Santa Claus Lane. Ruth and Hap Schaerges purchased Santa's Kitchen and the Reindeer Room. They managed Santa's Kitchen from 1956 to 1986, and the Reindeer Room after 1961. The Schaerges changed the Reindeer Room into a highly profitable restaurant, the H & R Land and Cattle Company and Saloon. Santa's Trading Post was originally located next to the date shop but was moved to a free-standing building west of the Reindeer Room in 1958. A new building was constructed at the west end of Santa Claus Lane to house an antique shop. The old motel and restaurant to the east end of Santa Claus Lane was converted to commercial use, including the KOKX organic orange juice wholesale company (SAIC 1998).

By the late 1970s the luster and charm of Santa Claus Lane was fading, as tastes changed and roadside attractions were no longer as appealing. By the 1980s the North Pole, train, wishing well, water wheel, carousel, and Post Office were gone. Other types of businesses unrelated to the Santa Claus theme opened, such as Yolande's Mexican Food and Lobster Town U.S.A. In 1986 Tom and Carolyn Pappas bought the buildings housing the Reindeer Room, Santa's Kitchen, and former Pottery Shop and Trading Post (3805-3819 Santa Claus Lane). Eager to find a new theme for the area, they chose a Nantucket/Cape Cod motif and removed part of the old Pottery Shop and date shop to construct a large scale post-modern pavilion and tower in a New-England village style. Additionally they linked the shops with new stone pavement, a wood trellis supported on Tuscan columns, and a low brick planter (SAIC 1998).

Robert Chaillou and John Holland, who had purchased the Reindeer Room/H & R Land and Cattle Company Saloon and Santa's Kitchen from Ruth and Hap Schaerges, removed the sleigh and reindeer from the roof of Santa's Kitchen. Frosty the Snowman was removed from the roof of Lobster Town U.S.A. in 1989 and replaced with a lighthouse (which blew down in a high wind during Christmas 1991). The old trading post was turned into the Adventure Gallery and Treasure Chest by Roger and Lura Zeller (Cappon 1997). The renovation plan called for the removal of Santa Claus as well, but the County of Santa Barbara Board of Architectural Review indicated that it was sufficiently historic to require environmental review. Consequently the owners chose to retain Santa Claus, and he was repainted and repaired by artist Lynn Richardson. By 1998, the antique shop became the Padaro Beach Grill, owned by Paul and Gene Archambault. The motel and café to the east of Lobster Town U.S.A. was completely remodeled in 1993 (SAIC 1998). In 2003 the final vestige of the once prominent Santa Claus theme was removed. The 5-ton Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003) where it can now be seen from the highway.

### California Register of Historical Resources Evaluation

**CRHR Criterion 1:** The Santa Claus Lane District may once have met CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. The series of commercial buildings at 3785-3825 Santa Claus Lane shared a common Santa Claus theme. Collectively the buildings were reflective of the rise of automobile culture during the mid-twentieth century and a good example of thematic roadside architecture based on the Santa Claus/Christmas theme. Extensive renovations beginning in the 1980s and culminating with the removal of a large Santa Claus statue in 2003 have removed all physical vestiges of the Santa Claus theme. While the various buildings that comprise the Santa Claus Lane District do not appear to be individually eligible for the CRHR, the Santa Claus Lane District as a whole appears eligible for the CRHR under Criterion 1; however extensive loss of integrity has compromised these buildings' ability to convey that significance.

**CRHR Criterion 2:** The Santa Claus Lane District does not appear to meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that the Santa Claus Lane District as a whole or any of the individual properties that comprise 3785-3825 Santa Claus Lane are specifically associated with the productive lives of persons important in local, state, or national history. Therefore, the Santa Claus Lane District does not appear eligible for the CRHR under Criterion 2.

**CRHR Criterion 3:** The Santa Claus Lane District does not appear to meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. While Santa Claus Lane was historically a good example of thematic

roadside architecture based on the Santa Claus/Christmas theme, extensive renovations beginning in the 1980s and culminating with the removal of a large Santa Claus statue in 2003 have removed all physical vestiges of the Santa Claus theme. The buildings currently share a vaguely New England style resulting from renovations during the 1980s and do not appear to possess high artistic values. The architect and builder of the buildings at 3785–3825 Santa Claus Lane were not identified; however, it is unlikely that any of the individual buildings are the work of a master. Therefore, the 3785–3825 Santa Claus Lane District does not appear eligible for the CRHR under Criterion 3.

**CRHR Criterion 4:** The Santa Claus Lane District as a whole does not appear to meet CRHR Criterion 4 since it is unlikely to yield information important to prehistory or history. Therefore, the Santa Claus Lane District does not appear eligible for the CRHR under Criterion 4.

### Integrity Evaluation

Integrity is the ability of a property to convey its significance. To be listed in the CRHR, a property must not only be shown to be significant under the CRHR criteria, but it also must have integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. The Santa Claus Lane District as a whole and the individual buildings that comprise 3785–3825 Santa Claus Lane all retain integrity of location since none have been moved and of setting since the surrounding area has not drastically been changed from a beachside commercial strip. Santa Claus Lane does not retain integrity of design, materials, workmanship, feeling, and association. Substantial renovations to these buildings beginning in the 1980s and culminating in 2003 removed all physical vestiges of the Santa Claus theme and have significantly altered the materials, design, feeling, and association of these buildings to the point that they are virtually indistinguishable from modern commercial buildings and convey none of the significance from the period in which the buildings were constructed. Individually, only three properties appear to retain integrity of workmanship, materials, and design: 3785 Santa Claus Lane, 3807 Santa Claus Lane, and 3821 Santa Claus Lane; however these buildings do not retain integrity of association or feeling nor does their integrity sufficiently convey significance from the period in which the buildings were constructed.

The Santa Claus Lane District does appear to be eligible for the CRHR under Criterion 1 and has previously been recommended eligible as a potential County of Santa Barbara Landmark or Place of Historic Merit but was never listed as a County of Santa Barbara Landmarks and Places of Historic Merit nor did research uncover any information to indicate that it was formally nominated. Significant changes over time have resulted in substantial loss of integrity to the buildings individually and as a whole which has compromised the eligibility for inclusion on the CRHR and as a County of Santa Barbara Landmark or Place of Historic Merit district. Further, field observations have confirmed the 1989 recommendation that Santa Claus Lane is not eligible for the NRHP due to substantial loss of integrity. Therefore, the Santa Claus Lane District is not eligible for the NRHP, CRHR, or as a County of Santa Barbara Landmark or Place of Historic Merit.

#### \*D7. References:

Cappon, Sally

1997 Santa Claus (Lane) Is Alive, Well. Santa Barbara News-Press, 8 December:D1.

Murillo, Sandra

2003 5-ton Santa Makes Big Move. *Los Angeles Times*, 30 January.

Science Applications International Corporation (SAIC)

1998 *Historical Resources Report Toro Canyon Plan*. Prepared for Santa Barbara County Planning and Development.

Scott, Gloria

1990 Santa Claus Lane (Map Reference No. C-13) Architectural Inventory/Evaluation Form. California Department of Transportation, Sacramento.

#### \*D8. Evaluator: Justin Castells

Date: June 2017

Affiliation and Address: Applied EarthWorks, Inc., 3550 E. Florida Avenue, Suite H, Hemet, CA 92544

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3785 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3785 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265798 mE / 3810178 mN

**e. Other Locational Data:** APN 005-450-008

**\*P3a. Description:** 3785 Santa Claus Lane is a one-story commercial building constructed in 1951. The building has a square plan, a flat roof, and stucco siding. The primary entrance of the building is located off-center on the north elevation and is filled with a commercial glass and wood frame double door. The north elevation features a corrugated metal cantilevered shed roof overhang that was added to the building after 1998. Fenestration on the north elevation includes large wood-frame picture windows. Additional fenestration on the building includes fixed single or paired windows and casement windows. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North-northwest elevation; view to the southeast (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

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



**\*P3a. Description (continued):** This building (3785 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR. Based on recent field observations, the buildings along Santa Claus Lane have undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme.

The building at 3785 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While the 3785–3825 Santa Claus Lane buildings may once have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus themed elements these buildings, including 3785 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place (Categories 6 and 7). The building at 3749 Santa Claus Lane has undergone minor visible alterations since the 1998 evaluation, including the addition of the corrugated metal cantilevered shed roof overhang on the north elevation. Æ concurs with the earlier recommendation that 3785–3825 Santa Claus Lane is not eligible for listing on the NRHP, but further recommends that this building no longer is a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3805 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265817 mE / 3810163 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3805 Santa Claus Lane is a one-story commercial building constructed in 1961. The building has a rectangular plan and a low-pitched gabled roof on the north portion of the building and a flat roof on the south portion of the building. Fenestration includes fixed and sliding wood-framed windows. Access to the building is gained through banks of French doors on the north, east, and west elevations. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation; view to the southwest (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

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

**\*P3a. Description (continued):** This building (3805 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR. Based on field observations 3785–3825 Santa Claus Lane has undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme. SAIC noted that by 1998 the high pitched gable roof had been replaced with a low-pitched gable roof and a flat roof. They also noted that the building had once been a separate building but had been joined with 3807 Santa Claus Lane by the time of their review. Despite these significant alterations, SAIC found that the building retained fair integrity.

Æ does not agree that the building retains fair integrity. The building currently has a low pitched gable and flat roof, which, as in 1998, has resulted in a significant change in the design and massing of the building. The distinctive roof was integral to the building's visual association with the Santa Claus theme. The building at 3805 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While 3785–3825 Santa Claus Lane buildings may once have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus themed elements these buildings, including 3805 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place (Categories 6 and 7). Æ concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but further recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3807 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3807 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265817 mE / 3810148 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3807 Santa Claus Lane is a two-story commercial building constructed in 1954. The building features a steep-pitched gable roof with two gabled dormers above fixed windows on the north elevations. A flat roof extends south from the gable roof, and a small steep-pitched gable roof with a shed roof extension is located on the east elevation. The roof has wood shingles and a concrete chimney painted to resemble brick. The building has board and batten siding and the north elevation features a large multi-pane picture window centered on the façade that is flanked by French doors. A wood pergola extends north from the north elevation and extends over the entirety of 3807-3821 Santa Claus Lane. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3807 Santa Claus Lane; view to the southwest (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure,  
and Object Record

☐ Archaeological Record  
☐ Milling Station Record

☐ District Record

☐ Linear Feature Record

☐ Photograph Record

☐ Other (list):

☐ Rock Art Record

☐ Artifact Record

**\*P3a. Description (continued):** This building (3807 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR. Based on current field observations 3785–3825 Santa Claus Lane has undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme.

The building at 3807 Santa Claus Lane does display some of the distinctive architectural style that made 3785–3825 Santa Claus Lane significant, such as the steep-pitched gable roof and dormers (Category 3). While Santa Claus Lane may have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus theme these buildings, including the building at 3807 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place (Categories 6 and 7). Despite the loss of integrity of 3785–3825 Santa Claus Lane as a whole, the building at 3807 Santa Claus Lane does generally retain integrity of material and workmanship. Many of the significant elements of the building, including the steep-pitched gable roof, dormers, and fenestration remain intact. While the building retains none of the obvious associations with the Santa Claus theme, it is essentially visibly similar to its original construction despite cosmetic changes including paint. Æ concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but further recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the potential district as a whole.



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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3811 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3811 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S;

265817 mE / 3810148 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3811 Santa Claus Lane is a one-story commercial building constructed in 1953. It is part of a series of interconnected buildings that comprise a strip mall at 3811-3821 Santa Claus Lane. It appears to now be combined as a single unit with 3811, 3813, and 3815 Santa Claus Lane. The building has a flat roof that extends into a shed roof where the roofline meets 3811 Santa Claus Lane. The building features board and batten siding. The north elevation has multi-paned picture windows in wood surrounds and a French door. A wood pergola extends north from the north elevation and extends over the entirety of 3807-3821 Santa Claus Lane. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3811 Santa Claus Lane; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☐ Building, Structure,

and Object Record

☐ Photograph Record

☒ Location Map

☐ Archaeological Record

☐ Milling Station Record

☐ Other (list):

☒ Sketch Map

☐ District Record

☐ Rock Art Record

☒ Continuation Sheet

☐ Linear Feature Record

☐ Artifact Record



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**CONTINUATION SHEET**

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**\*P3a. Description (continued):** This building (3811 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations 3785–3825 Santa Claus Lane has undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme. SAIC noted that by 1998 the shingle mansard roof, and shed roof supported by wood posts had been removed. Despite this significant alteration, SAIC found that the building retained fair integrity. Æ does not agree that the building retains fair integrity. The building currently has a flat roof, which, as in 1998, has resulted in a significant change in the design and massing of the building. The distinctive roof was integral to the building's visual association with the Santa Claus theme. Without it, the building is essentially indistinguishable from other strip-mall buildings found elsewhere. The building at 3811 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While 3785–3825 Santa Claus Lane may have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus themed elements these buildings, including the building at 3811 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place and are essentially similar to many other commercial buildings constructed throughout California and the United States (Categories 6 and 7). Æ concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but further recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3813 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3813 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265840 mE / 3810146 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3813 Santa Claus Lane is a two-story commercial building constructed in 1953 that was extensively remodeled between 1986 and 1989. It is part of a series of interconnected buildings that comprise a strip mall at 3811–3821 Santa Claus Lane. It appears to now be combined as a single unit with 3811, 3813, and 3815 Santa Claus Lane. A two story non-historic tower addition is centered on the north elevation. The tower has a low-pitched gable roof with composite shingle, and horizontal clapboard siding. The gable is filled with a fixed triangular window divided into four triangular panes. Below the gable is a row of fixed multi-pane windows. A fixed multi-pane window is centered on the north elevation of the first floor which has replaced a paved passageway described in the 1998 description of the property (SAIC 1998). A wood pergola extends north from the north elevation and extends over the entirety of 3807–3821 Santa Claus Lane. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3813 Santa Claus Lane; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure, and Object Record

☐ Archaeological Record

☐ District Record

☐ Linear Feature Record

☐ Milling Station Record

☐ Rock Art Record

☐ Artifact Record

☐ Photograph Record ☐ Other (list):

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**\*P3a. Description (continued):** This building (3813 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district due to significant changes resulting from a 1986–1989 remodel which included the addition of a two-story post-modern style tower (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations, Æ concurs with the earlier recommendations that the building is not eligible for listing on the NRHP and is not a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whol

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3815 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3815 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265848 mE / 3810143 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3815 Santa Claus Lane is a one-story commercial building constructed in 1951. It is part of a series of interconnected buildings that comprise a strip mall at 3811–3821 Santa Claus Lane. It appears to now be combined as a single unit with 3811, 3813, and 3815 Santa Claus Lane. The building has a flat roof that extends into a shed roof where the roofline meets 3811 Santa Claus Lane. The building features board and batten siding. The north elevation has multi-paned picture windows in wood surrounds and a French door. The south elevation has a fenced courtyard where a carousel was historically operated. A wood pergola extends north from the north elevation and extends over the entirety of 3807–3821 Santa Claus Lane. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3815 Santa Claus Lane; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☐ Building, Structure,  
and Object Record

☐ Photograph Record

☒ Location Map

☐ Archaeological Record

☐ Milling Station Record

☐ Other (list):

☒ Sketch Map

☐ District Record

☐ Rock Art Record

☒ Continuation Sheet

☐ Linear Feature Record

☐ Artifact Record

**\*P3a. Description (continued):** This building (3815 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC combined this building with 3817 Santa Claus Lane in their evaluation and recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations 3785–3825 Santa Claus Lane has undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme. SAIC noted that by 1998 a shed-roof overhang and roof sign advertising “Santa Claus, California” had been removed. Despite this significant alteration, SAIC found that the building retained fair integrity. AEC does not agree that the building retains fair integrity. The loss of the shed-roof overhang has altered the appearance of the building. The shed roof overhang and sign were the defining visual features of the building. Without them, the building is essentially indistinguishable from other strip-mall buildings. The building at 3815 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While 3785–3825 Santa Claus Lane may have illustrated broad patterns of history related to roadside architecture, without the unifying Santa Claus themed elements these buildings, including 3815 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place and are essentially similar to many other commercial buildings constructed throughout California and the United States (Categories 6 and 7). AEC concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but further recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of this building and the potential district as a whole.



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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3817 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3817 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265848 mE / 3810143 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3817 Santa Claus Lane is a one-story commercial building constructed in 1951. It is part of a series of interconnected buildings that comprise a strip mall at 3811–3821 Santa Claus Lane. The building has a flat roof. The building features board-and-batten siding. The north elevation has multi-paned picture windows in wood surrounds and a French door. A set back and stepped down building hyphen connects 3817 Santa Claus Lane to 3819 Santa Claus Lane and features a door. A wood pergola extends north from the north elevation and extends over the entirety of 3811–3821 Santa Claus Lane. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3817 Santa Claus Lane; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure,  
and Object Record

☐ Archaeological Record

☐ District Record

☐ Linear Feature Record

☐ Milling Station Record

☐ Rock Art Record

☐ Artifact Record

☐ Photograph Record

☐ Other (list):

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**\*P3a. Description (continued):** This building (3817 Santa Claus lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC combined this building with 3815 Santa Claus Lane in their evaluation and recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations 3785–3825 Santa Claus Lane has undergone significant alterations over time which has resulted in the complete removal of any elements that associate these buildings with the Santa Claus theme. SAIC noted that by 1998 a shed-roof overhang and roof sign advertising “Santa Claus, California” had been removed. Despite this significant alteration, SAIC found that the building retained fair integrity. AEC does not agree that the building retains fair integrity. The loss of the shed-roof overhang has altered the appearance of the building. The shed roof overhang and sign were the defining visual features of the building. Without them, the building is essentially indistinguishable from other strip-mall buildings. The building at 3817 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While 3785–3825 Santa Claus Lane may have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus theme these buildings, including the building at 3817 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place and are essentially similar to many other commercial buildings constructed throughout California and the United States (Categories 6 and 7). AEC concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of this building and the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3819 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3819 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265862 mE / 3810139 mN

**e. Other Locational Data:** APN 005-450-009

**\*P3a. Description:** 3819 Santa Claus Lane is a one-story commercial building initially constructed in 1948. It is part of a series of interconnected buildings that comprise a strip mall at 3811–3821 Santa Claus Lane. The building has wood shingle siding. The building has a medium-pitch gable roof on the northeast portion and a two-level pavilion on the northwest portion. The gable is filled with two triangular fixed windows. The gable roof and the pavilion were added in the 1989 remodel of the property. The roof is flat extending south from the gable and the pavilion. The north elevation features a large multi-pane fixed window and French doors are located beneath the pavilion and two large multi-pane fixed windows located beneath the gable roof. A wood pergola extends north from the north elevation and extends over the entirety of 3807–3821 Santa Claus Lane. The building once had a large Santa Claus statue emerging from a chimney on the roof that was removed in 2003. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North and west elevation of 3819 Santa Clause Lane; view to the southeast (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure,  
and Object Record

☐ Archaeological Record  
☐ Milling Station Record

☐ District Record

☐ Linear Feature Record

☐ Photograph Record

☐ Other (list):

☐ Rock Art Record

☐ Artifact Record

**\*P3a. Description (continued):** This building (3819 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building itself was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity, however; the large statue of Santa Claus in a chimney that was present on the roof of the building in 1998 was recommended eligible as a contributor to a potential County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). In 2003 the Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations, Æ concurs with the earlier recommendations that the building is not eligible for listing on the NRHP and is not a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whole. The Santa Claus statue that was present during the 1998 evaluation has been removed and is, therefore; no longer a contributor to a potential County of Santa Barbara Landmark or Place of Historic Merit.



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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3821 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3821 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265871 mE / 3810132 mN

**e. Other Locational Data:** APN 005-450-015

**\*P3a. Description:** 3821 Santa Claus Lane is a one-story commercial building constructed in 1948. The building has medium-pitch side gabled roof on the northeast portion and the roof is flat extending west and south from the gabled roof. The eastern portion of the north elevation roof line has a long eave that extends from the northwest corner of the gable roof to the northwest corner of the building. The gable roof and eave create a covered porch on the north elevation of the building supported by wood posts. A wood and glass commercial door is centered on the north elevation, flanked by large picture windows on the east portion of the façade and a series of fixed windows of varying sizes on the west portion of the façade. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3821 Santa Claus Lane ; view to the southwest (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☐ Building, Structure,

and Object Record

☐ Photograph Record

☒ Location Map

☐ Archaeological Record

☐ Milling Station Record

☐ Other (list):

☒ Sketch Map

☐ District Record

☐ Rock Art Record

☒ Continuation Sheet

☐ Linear Feature Record

☐ Artifact Record



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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**\*P3a. Description (continued):** This building (3821 Santa Claus lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district under Categories 3 (associated with a particular architectural style or building type important to the community, state, or nation), 6 (a building that illustrates broad patterns of cultural, social, political, economic, or industrial history), and 7 (a building that is a feature or a cluster of features which convey a sense of time and place that is important to the community, state, or nation) and for retaining sufficient integrity (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of Santa Claus Lane on the CRHR.

Based on recent field observations, the building does not appear to have undergone significant changes since the 1998 evaluation. Alterations include the removal of a metal security fence, the roofing material has been replaced with material resembling wood shingle to better integrate the building with the general thematic rebranding of the commercial buildings in the 1980s, and the removal of a small shed roof on the east elevation. Despite the integrity of this particular building, the general losses of integrity of the other Santa Claus lane buildings have compromised the integrity of the potential County of Santa Barbara Landmark or Place of Historic Merit district. The building displays no visual characteristics that associate it with the Santa Claus theme and despite its early construction date (1948) it is virtually indistinguishable from modern strip-mall commercial buildings found elsewhere. The building at 3821 Santa Claus Lane is an architecturally unremarkable building which does not display a distinctive architectural style important to the community, state, or nation (Category 3). While 3785–3825 Santa Claus Lane may have illustrated broad patterns of history related to roadside thematic architecture, without the unifying Santa Claus theme these buildings, including the building at 3821 Santa Claus Lane, do not convey that significance nor do they convey a sense of time and place and are essentially similar to many other commercial buildings constructed throughout California and the United States (Categories 6 and 7). Æ concurs with the earlier recommendation that the building is not eligible for listing on the NRHP, but recommends that this building is no longer a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of this building and the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3823 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3823 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265 mE / 3810 mN

**e. Other Locational Data:** APN 005-450-

**\*P3a. Description:** 3823 Santa Claus Lane is a 1-2 story commercial building constructed ca. 1948. The building has a C-shaped plan with a two-story central block and two one-story wings. The building has board-and-batten siding. The central block has a mansard roof with wood shingles. A row of fixed windows is located directly below the roof line. The north elevation of the first floor of the central block features an open passageway centered on the facade and picture windows on the west portion of the façade. The east and west wings of the building feature mansard roofs with wood shingles. The east and west facing elevations of the wings each have a glass commercial door and a picture window. The north elevation of the west wing features two large and one medium-sized picture window. The north elevation of the west wing features three large picture windows. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3823 Santa Claus Lane; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:** Unknown

**\*P8. Recorded By:** Justin Castells, Applied EarthWorks, Inc., 3350 E. Florida Ave., Suite A, Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure,

☐ Archaeological Record

☐ District Record

☐ Linear Feature Record

and Object Record

☐ Milling Station Record

☐ Rock Art Record

☐ Artifact Record

☐ Photograph Record

☐ Other (list):

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**\*P3a. Description (continued):** This building (3823 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district due to significant changes resulting from a 1977 remodel (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of Santa Claus Lane on the CRHR.

Based on recent field observations, the building has undergone further changes since the 1998 evaluation including the replacement of existing windows and the addition of new windows. AEC concurs with the earlier recommendations that the building is not eligible for listing on the NRHP and is not a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whole.

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Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

**P1. Other Identifier:** 3825 Santa Claus Lane

**\*P2. Location: a. County:** Santa Barbara

☐ Not for Publication

☒ Unrestricted

**b. USGS 7.5' Quad:** Carpinteria

**Date:** 1952, photorevised 1988

T 1S, R 8W; Section 9 SB B.M.

**c. Address:** 3825 Santa Claus Lane, Carpinteria, CA 93013

**d. UTM:** NAD 83, Zone 11S; 265965 mE / 3810097 mN

**e. Other Locational Data:** APN 005-450-013

**\*P3a. Description:** 3825 Santa Claus Lane is a one-story commercial building constructed ca. 1948. The building has an L-shaped plan and board-and-batten siding. The west portion of the building is oriented north/south and has a flat roof. The east portion of the building is oriented east/west and has a wood shingled shed roof along the north elevation while the remainder of the building has a flat roof. The west portion of the building has an entrance door and sliding multi-pane windows located off center on the east elevation and two multi-pane sliding windows on the north elevation. The east portion of the building has three sets of French doors on the north elevation separated by multi-pane sliding windows. Two doors are located on the east portion of the north elevation. The east elevation of the east portion of the building has a small multi-pane sliding window. (See Continuation Sheet.)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation of 3825 Santa Claus Lane; view to the southeast (May 24, 2017)

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

**\*P7. Owner and Address:** Unknown

**\*P8. Recorded By:** Justin Castells, Applied EarthWorks, Inc., 3350 E. Florida Ave., Suite A, Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other

**Describe:** Intensive-level survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

**\*Attachments:** ☐ NONE

☒ Location Map

☒ Sketch Map

☒ Continuation Sheet

☐ Building, Structure, and Object Record

☐ Archaeological Record

☐ District Record

☐ Linear Feature Record

☐ Milling Station Record

☐ Rock Art Record

☐ Artifact Record

☐ Photograph Record ☐ Other (list):

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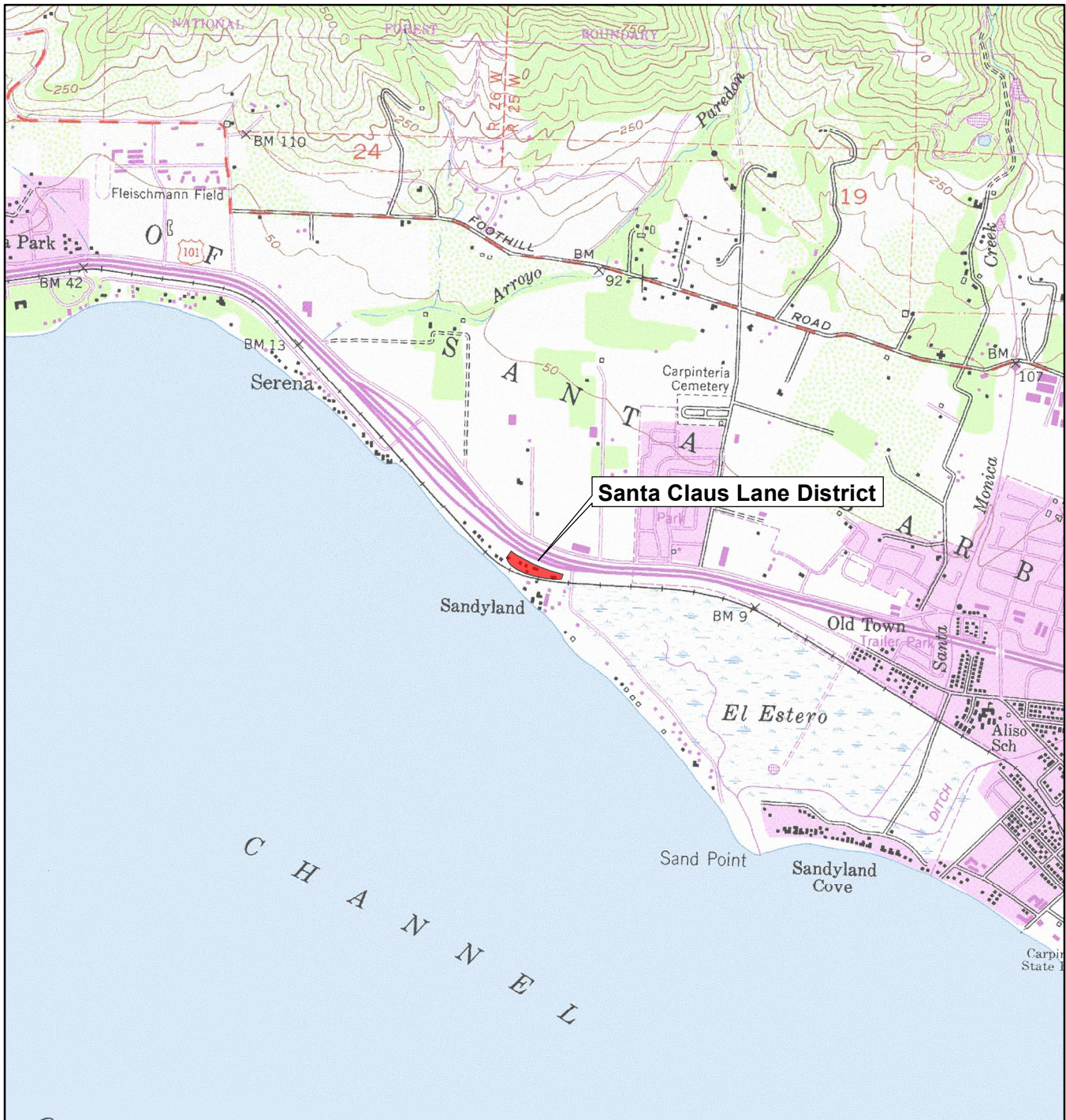
Resource Name or # Santa Claus Lane District

Map Ref. No.: 1

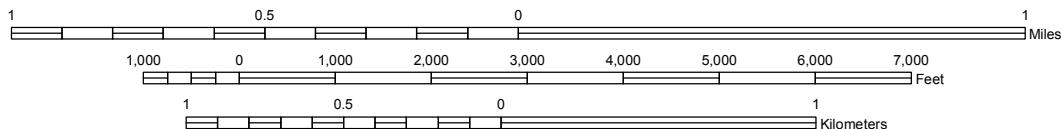
**\*P3a. Description (continued):** This building (3825 Santa Claus Lane) was one of the properties included in the 1990 evaluation of 3785–3825 Santa Claus Lane. Gloria Scott of Caltrans recommended that 3785–3825 Santa Claus Lane was not eligible for inclusion in the NRHP due to loss of historic integrity as a result of significant alterations made over time (Scott 1990). In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district due to significant changes resulting from a 1993 remodel (SAIC 1998). Neither Scott nor SAIC made any eligibility recommendations for inclusion of 3785–3825 Santa Claus Lane on the CRHR.

Based on recent field observations, Æ concurs with the earlier recommendations that the building is not eligible for listing on the NRHP and is not a contributing element of a potential County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whole.



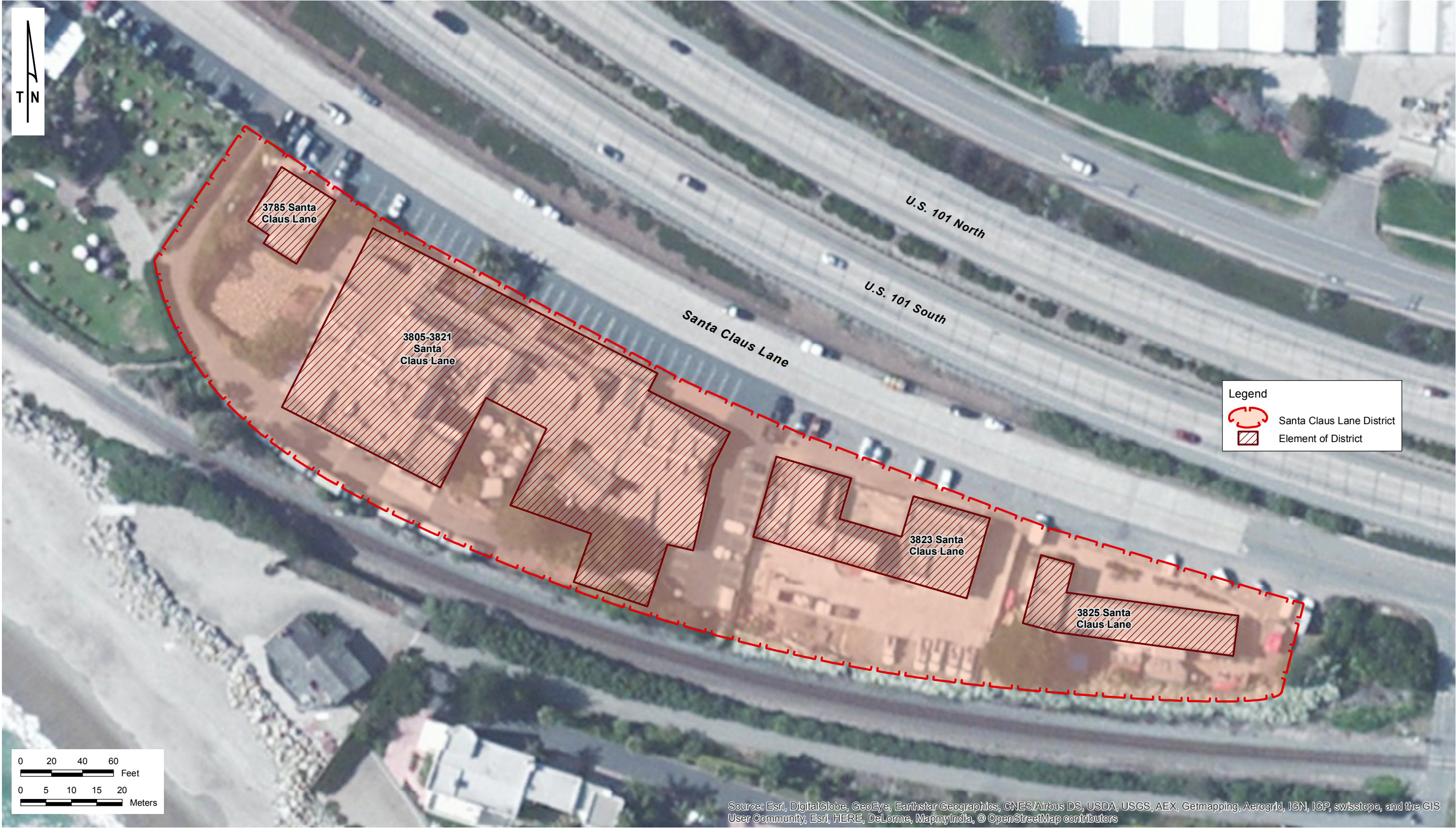


SCALE 1:24,000



TRUE NORTH









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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

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Resource Name or # 3765 Santa Claus Lane

Map Ref. No.: 3

**P1. Other Identifier:** 3765 Santa Claus Lane

- \*P2. Location:** a. County: Santa Barbara ☐ Not for Publication ☒ Unrestricted  
b. USGS 7.5' Quad: Carpinteria, CA Date: 1952, photorevised 1988 T 1S, R 8W; Section 9 SB B.M.  
c. Address: 3765 Santa Claus Lane City: Carpinteria Zip: 93013  
d. UTM: NAD 83, Zone 11S; 265744 mE / 3810213 mN  
e. Other Locational Data: APN 005-450-007

**\*P3a. Description:** 3765 Santa Claus lane is a two-story commercial building constructed between 1956 and 1964. The building has board-and-batten siding and a flat roof. A shed-roof wing with covered patio extends from the east elevation. The second story has a balcony with wood railings that extends over the first floor of the north elevation. The west elevation features an exterior staircase that accesses a second floor deck on the south elevation. The first floor of the north elevation features a band of fixed picture windows and a glass commercial door located off center on the façade. The second floor of the north elevation features a glass and wood door centered on the façade flanked by multi-pane casement windows. Fabric awnings are located on the first and second floors of the north elevation. The building has an associated landscaped field to the east that is used for outside dining.

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North and east elevations; view to the southwest (May 24, 2017)

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

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 8, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*NRHP Status Code

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Resource Name or #: 3765 Santa Claus Lane

Map Ref. No.: 3

**B1. Historic Name:** 3765 Santa Claus Lane

**B2. Common Name:** Padaro Beach Grill

**B3. Original Use:** Commercial building

**B4. Present Use:** Restaurant

\***B5. Architectural Style:** Utilitarian commercial

\***B6. Construction History:** Constructed between 1956 and 1964 (UCSB 1956, 1964); south and east elevation additions, ca. 1989 (SAIC 1998).

\***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown      Date:      Original Location:

\***B8. Related Features:** Large grass area used for outdoor seating

**B9. a. Architect:** Unknown

**b. Builder:** Unknown

\***B10. Significance:** Theme: Commercial development of Santa Claus Lane      Area: Santa Barbara County  
Period of Significance: 1956–1965      Property Type: Commercial building      Applicable Criteria: None  
The land on either side of the Toro Canyon area to the northwest and southeast was developed into the communities of Summerland and Carpinteria in the mid-nineteenth century. The first Americans to settle in Carpinteria came in the 1850s, and established the town by 1863 on the eastern edge of the salt marsh near Santa Monica Creek. By 1887, a new town site was laid out approximately a mile east of the original settlement. By the 1890s, the town was well established and contained a hotel, post office, Baptist, Methodist, and Presbyterian churches, schools, department stores, blacksmith shops, saloons, a butcher shop, a wharf, and two railway stations (SAIC 1998).

Summerland was platted in 1888 by H. L. Williams on a 160-acre parcel of the old Ortega Rancho. The initial settlers of the community were a group of Spiritualists, who established dry goods stores, a restaurant, bakery, school, public library, post office, express and railway ticket office. In 1890, natural gas was discovered near the beach and forever changed the community. Shortly after the natural gas was discovered nine wells were established. The Summerland Gas Company provided light and fuel to Summerland as well as to Santa Barbara. Additionally, the small town of Serena was platted below Nidever Road, and a wharf was established there (SAIC 1998).

Between these two small communities lay the Toro Canyon area with its small farms. The name apparently was given to the area because the canyon provided a natural corral where bulls were confined. Farmers in this area were plagued by natural petroleum or asphaltum deposits that compromised their good farmland. While most farmers in the area saw the presence of oil as a hindrance and periodically burned it off in order to maintain their farmland, some saw opportunities. Charles Swift, a Montecito farmer, prospected in 1881 along upper Toro Canyon as a site for developing a commercial oil well operation. He built a road, originally named Tunnel Road and later renamed Toro Canyon Road, to the property, drilled a horizontal well, and set up the Occidental Mining and Petroleum Company. Swift's well produced more water than oil, and he abandoned oil production for water distribution to Montecito and Summerland (SAIC 1998).

By the 1920s several of the small farms in the area were being subdivided into tracts. The farms located close to the ocean were developed into summer homes. The community of Serena was laid out in the 1920s near the project area and consisted of long thin lots running from Padaro Lane to the ocean where summer homes were constructed there in a variety of architectural styles (SAIC 1998).

In addition to these residential developments, several large estates were also constructed in the area during the 1920s and 1930s. In 1922 Max C. Fleischmann, whose money came from the yeast business, bought approximately 59 acres from C. D. Hubbard on Hubbard Avenue (now Lambert Road) and built a winter home and conservatory, named Edgewood, in the Spanish Colonial Revival style. By 1932 Fleischmann had purchased additional Hubbard land to the east and southwest of his original holdings, as well as a parcel north of Serena at Nidever Road. Here he developed a polo field between 1923 and 1926 (SAIC 1998).

In 1920, Albert Keep Isham, a wealthy Chicago businessman, bought a section of land in Sandyland from Stewart Edward White and Joel Fithian as part of their beach tract development. He hired the well-known Montecito architect George Washington Smith to build a Normandy-style cottage. By 1927 he bought additional acreage and again hired Smith to design a Moorish-style pool house and gymnasium. He named the estate Casa Blanca. The property was bought by the Wilburs in 1941. In 1924 Lora Moore Knight hired noted Los Angeles architect Myron Hunt to build



**BUILDING, STRUCTURE, AND OBJECT RECORD**

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Resource Name or #: 3765 Santa Claus Lane

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an estate on her property fronting both East Valley Road and Ladera Lane. Her estate, called Cima del Mundo, translated as “the top of the world” for its far-reaching views from the main house, consisted of a stone gate house, garage, chauffeur’s garage, servants’ quarters, reservoir, and filter house.

In 1935, Mrs. Wilbur, who later bought Casa Blanca, built an estate at the junction of Toro Canyon and Foothill Roads. She hired the noted Los Angeles architect Gordon Kaufmann to design the buildings. A large gate house, guest houses, a garage and cottage, as well as extensive gardens, were built, although a main house was never constructed. The estate was named Villa Calafia, after the legendary queen of California (SAIC 1998).

As the Carpinteria Valley developed, the road connecting it to the wharves at Serena and Carpinteria and later to the Southern Pacific Depot grew from a two-lane dirt road to a three lane highway, U.S. Highway 101 (US 101), in the early twentieth century. With the growth of the automobile, an increasing number of travelers passed through the area, tourists wanting to stay at Carpinteria’s “World’s Safest Beach” or at beaches further north along the coast. Services catering to these travelers, such as motels, service stations, trailer parks, and cafes sprang up along the Coast Highway in this area. Two motels and cafes were built near Sandyland. Next to them an orange juice stand known as Santa Claus was developed by the McKeon family in 1948. This popular roadside attraction soon developed into a cluster of amenities including a gift shop, several service stations, and a restaurant, and became well-known for its prominent oversize Santa Claus and Frosty the Snowman images (SAIC 1998).

The half-mile strip along Santa Claus Lane containing roadside attractions was originally part of a lima bean farm owned by E. T. Auger on the southern edge of the old three-lane coastal highway. Auger constructed a small juice stand with five stools, and was considering adding amusements for children. The McKeon family, Mereon, Richard, Patrick and Patrick’s wife June, bought the property in 1948. Needing an advertising theme, Patrick named the stand Santa Claus, (to match the other area “Santas”—Barbara, Maria, and Monica) and used the theme to attract passing motorists. During their first Christmas, a pregnant June dressed up in a Santa Claus jacket to wave travelers to the juice stand. The following Christmas, Patrick McKeon dressed up as Santa Claus to entice thirsty travelers to the stand. At this time a father with five children stopped at the stand, broke, and out of gas. For \$500 he offered to build a Santa Claus on the roof of the juice stand. His offer was accepted and the large Santa Claus rose out of his chimney, wired with a loudspeaker to call out “Welcome to Santa Claus” to passing motorists (SAIC 1998).

It was not long before tourist buses began stopping at the theme stand, and the McKeon family began expanding. In 1950 the McKeon’s expanded into an adjacent garage and sold date shakes, shells, and Christmas items. A toy store was constructed on the east side of the stand and a refrigerated North Pole was added. A playground was added in 1950, complete with swings, a small 14-passenger merry-go-round, zoo, and a 40- passenger gasoline-powered train that encircled the shops. The train was owned and installed by the property owner E. T. Auger (SAIC 1998).

Business prospered, and the McKeons added a western and novelty shop in 1951, a pottery shop in 1953, and a café known as “Santa’s Kitchen” in 1954. The café featured two neon pole signs which read: “Santa’s Kitchen Home Made Pies” and the other merely advertising “Food.” By 1956 the McKeon family added Santa’s sleigh and team of reindeer that were suspended by cables from the roof of the restaurant to a nearby telephone pole. A wishing well was added in front of the pottery shop, and a post office substation was established in the date shop where mail could be sent from “Santa Claus, California.” At some point prior to 1956 a 20-foot Frosty the Snowman was added to the roof of the café to the east (SAIC 1998).

In addition to the businesses established by the McKeon family, other services along the highway that also catered to travelers were established. Three service stations, a residence with outbuilding, and a plastics store were located to the west of the McKeon businesses and two cafes and two motels were located to the east. Although the area known as Santa Claus originally referred only to the McKeon businesses, the entire area eventually became associated with the name. The California highway department constructed a four-lane divided highway in 1953-4, removing Santa Claus from direct access to the highway. The portion of the highway that served the Santa Claus businesses was retained as a frontage road. Initially the merchants were concerned that without direct access to the highway their business would suffer. However, their business increased markedly, because the frontage road, christened Santa Claus Lane in 1954, provided safe ample parking for the shops (SAIC 1998).

During the 1950s the commercial strip was packed with visual images and advertising signs of Santa Claus, including a neon pole sign for Santa’s Kitchen, a “Santa’s Kitchen” roof sign, “Santa’s Pottery Shop,” a “Reindeer Room” roof sign, “Date Shop,” “Toyland,” “Santa’s Trading Post,” a rooftop sleigh and reindeer, Frosty the

**BUILDING, STRUCTURE, AND OBJECT RECORD**

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Resource Name or #: 3765 Santa Claus Lane

Map Ref. No.: 3

snowman, Santa Claus and his giant chimney, a miniature Southern Pacific train, a wishing well and water wheel. All of these attractions were designed to entice the motorist to stop and buy (SAIC 1998).

Over the years the shops on Santa Claus Lane expanded, added or updated signage, changed or moved businesses from one building to another. In 1966 Patrick and June McKeon divorced and sold off their holdings on Santa Claus Lane. Ruth and Hap Schaerges, purchased Santa's Kitchen and the Reindeer Room. They managed Santa's Kitchen from 1956 to 1986, and the Reindeer Room after 1961. The Schaerges changed the Reindeer Room into a highly profitable restaurant, the H & R Land and Cattle Company and Saloon. Santa's Trading Post was originally located next to the date shop but was moved to a free-standing building west of the Reindeer Room in 1958. A new building was constructed at the west end of Santa Claus Lane to house an antique shop. The old motel and restaurant the east end of Santa Claus Lane was converted to commercial use, including the KOKX organic orange juice wholesale company (SAIC 1998).

By the late 1970s the luster and charm of Santa Claus Lane was fading, as tastes changed and roadside attractions were no longer as appealing. By the 1980s the North Pole, train, wishing well, water wheel, carousel, and Post Office were gone. Other types of businesses unrelated to the Santa Claus theme opened, such as Yolande's Mexican Food and Lobster Town U.S.A. In 1986 Tom and Carolyn Pappas bought the buildings housing the Reindeer Room, Santa's Kitchen, and former Pottery Shop and Trading Post (3805–3819 Santa Claus Lane). Eager to find a new theme for the area, they chose a Nantucket/Cape Cod motif and removed part of the old Pottery Shop and date shop to construct an over scale Post Modern pavilion and tower in a New-England village style. Additionally they linked the shops with new stone pavement, a wood trellis supported on Tuscan columns, and a low brick planter (SAIC 1998).

Robert Chaillou and John Holland, who had purchased the Reindeer Room/H & R Land and Cattle Company Saloon and Santa's Kitchen from Ruth and Hap Schaerges, removed the sleigh and reindeer from the roof of Santa's Kitchen. Frosty the Snowman was removed from the roof of Lobster Town U.S.A. in 1989 and replaced with a lighthouse (which blew down in a high wind at Christmas 1991). The old trading post was turned into the Adventure Gallery and Treasure Chest by Roger and Laura Zeller (Cappon 1997). The renovation plan called for the removal of Santa Claus as well, but the County of Santa Barbara Board of Architectural Review indicated that it was sufficiently historic to require environmental review. Consequently the owners chose to retain Santa Claus, and he was repainted and repaired by artist Lynn Richardson. By 1998, the antique shop became the Padaro Beach Grill, owned by Paul and Gene Archambault. The motel and café to the east of Lobster Town U.S.A. was completely remodeled in 1993(SAIC 1998). In 2003 the final vestige of the once prominent Santa Claus theme was removed. The 5-ton Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003).

3765 Santa Claus Lane was constructed between 1956 and 1964 (UCSB 1956, 1964). Prior to 1986, the building was used as an antique shop and was painted in red trim with a candy cane motif. Between 1986 and 1998 the building became a restaurant called the Padaro Beach Grill (SAIC 1998). Sometime after 1989 an addition was constructed on the south elevation and a covered patio was added to the east elevation (NETR Online 2017). The restaurant closed in 2011 and was bought later that year by the founders of The Habit hamburger chain (Kacik 2010). Research has yielded no information regarding the person or persons who constructed the building or subsequent occupants during the historic period.

The building was evaluated for inclusion as a County of Santa Barbara Historic Landmark or Place of Historic Merit by Science Applications International Corporation (SAIC) in 1998. SAIC recommended that 3765 Santa Claus Lane was not eligible as a County of Santa Barbara Historic Landmark or Place of Historic Merit but made no evaluation for inclusion on the NRHP or the CRHR (SAIC 1998).

**NRHP/CRHR Eligibility Evaluation**

**NRHP Criterion A / CRHR Criterion 1:** 3765 Santa Claus Lane does not appear to meet NRHP Criterion A or CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. The building was constructed as a commercial building ca. 1956 and has been converted to a restaurant. It is one of many commercial building constructed along Santa Claus Lane in the mid-twentieth century and is a later addition to the commercial district not reflecting its historical theme. It is also one of many commercial buildings constructed throughout California and the United States during the mid-twentieth

century. Research has yielded no information to suggest that the building is associated with important historical events or the broad patterns of history. Therefore, this resource does not appear eligible for the NRHP under Criterion A or CRHR under Criterion 1.

**NRHP Criterion B / CRHR Criterion 2:** 3765 Santa Claus Lane does not appear to meet NRHP Criterion B or CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the NRHP under Criterion B or CRHR under Criterion 2.

**NRHP Criterion C / CRHR Criterion 3:** 3765 Santa Claus Lane does not appear to meet NRHP Criterion C or CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The building is a fairly unremarkable commercial building that does not appear to possess high artistic values. The architect and builder of the building were not identified; however it is unlikely that this building is the work of a master. The building is essentially similar to commercial buildings throughout California and the United States constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the NRHP Criterion C or CRHR under Criterion 3.

**NRHP Criterion D / CRHR Criterion 4:** 3765 Santa Claus Lane does not appear to meet NRHP Criterion D or CRHR Criterion 4 since it is unlikely to yield information important in prehistory or history. Therefore, this resource does not appear eligible for the NRHP under Criterion D or the CRHR under Criterion 4.

#### County Register

In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district for Santa Claus Lane (SAIC 1998). Based on field observations, AÆ concurs with the earlier recommendations that the building is not eligible as a County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whole.

#### Integrity Evaluation

Integrity is the ability of a property to convey its significance. To be listed in the NRHP and the CRHR, a property must not only be shown to be significant under the NRHP and CRHR criteria, but it also must have integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. This building retains integrity of location and setting, since it has not been moved and the area is still visibly a beachside commercial strip. The building no longer retains integrity of design, materials, or workmanship due to alterations made over time including additions to the south and east elevations that have changed the massing of the building. This building retains integrity of feeling and association since it is still recognizable as a commercial building.

**B11. Additional Resource Attributes:** None

#### \*B12. References:

Cappon, Sally

1997 Santa Claus (Lane) is Alive, Well. *Santa Barbara News-Press*, 8 December:D1.

Crouch, Dora P., Daniel J. Garr, and Axel I. Mundigo

1982 *Spanish City Planning in North America*. MIT Press, Cambridge, Massachusetts.

Kacik, Alex

2010 Habit Burger Founders to Breathe Fresh Life into Beach Grill at Padaro,

[https://www.noozhawk.com/article/041111\\_breach\\_grill\\_padaro\\_in\\_carpinteria\\_to\\_reopen](https://www.noozhawk.com/article/041111_breach_grill_padaro_in_carpinteria_to_reopen), accessed June 8, 2017.

Murillo, Sandra

2003 5-ton Santa Makes Big Move. *Los Angeles Times*, 30 January.

NETR Online

2015 Historic Aerials, 2002, <https://www.historicaerials.com/>, accessed June 2017.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #  
HRI #/Trinomial

\*NRHP Status Code

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Resource Name or #: 3765 Santa Claus Lane

Map Ref. No.: 3

Science Applications International Corporation (SAIC)

1998 *Historical Resources Report Toro Canyon Plan*. Prepared for Santa Barbara County Planning and Development, October 1998.

University of California, Santa Barbara (UCSB)

1956 Historic Aerial Imagery: Flight no. HA-AN, Frame number 6-1. Scale: 1:9,600, 1956. On file, Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara.

1964 Historic Aerial Imagery: Flight no. HA-VX, Frame number 59. Scale: 1:12,600, 1964. On file, Map and Imagery Laboratory, Davidson Library, University of California, Santa Barbara.

Works Progress Administration

1939 *California: A Guide to the Golden State*. Federal Writer's Project, American Guide Series. Hastings House, New York.

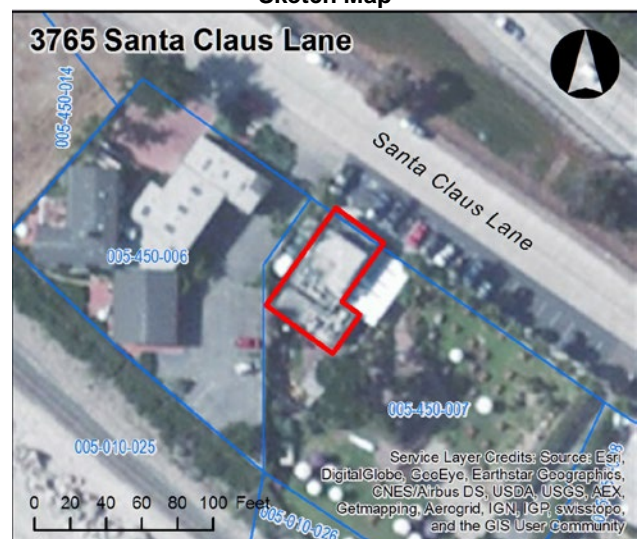
**B13. Remarks:**

\*B14. Evaluator: Justin Castells

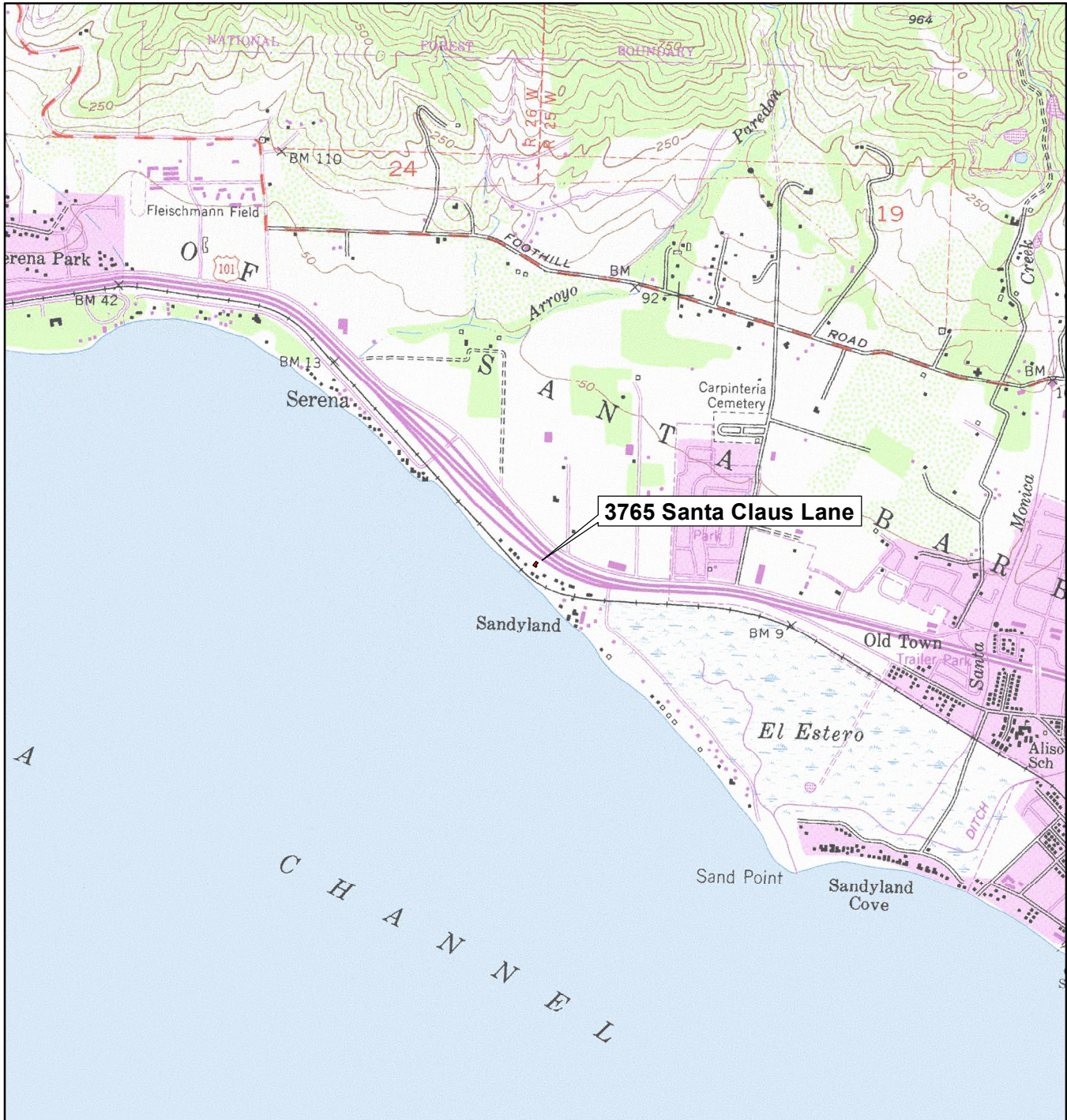
Date of Evaluation: June 2017

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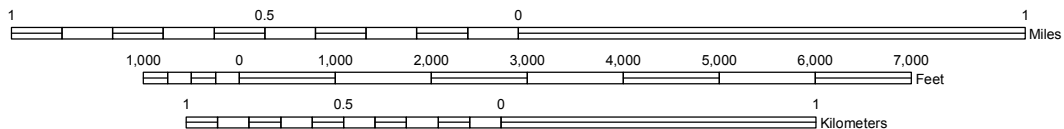
Sketch Map







SCALE 1:24,000



TRUE NORTH





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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

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Resource Name or # 3749 Santa Claus Lane

Map Ref. No.: 2

**P1. Other Identifier:** 3749 Santa Claus Lane

- \*P2. Location:** a. **County:** Santa Barbara ☐ **Not for Publication** ☒ **Unrestricted**  
b. **USGS 7.5' Quad:** Carpinteria, CA **Date:** 1952, photorevised 1988 T 1S, R 8W; Section 9 SB B.M.  
c. **Address:** 3749 Santa Claus Lane **City:** Carpinteria **Zip:** 93013  
d. **UTM:** NAD 83, Zone 11S; 265715 mE / 3810218 mN  
e. **Other Locational Data:** APN 005-450-006

**\*P3a. Description:** 3749 Santa Claus Lane is a one-story commercial building with an irregular plan. The building has a flat roof and board-and-batten siding. The northeast corner of the building has a short tower addition with rectangular window on the north elevation and a weathervane on the roof. The north elevation features commercial glass doors centered on the façade flanked by two large multi-plane windows. A fabric awning is located above the entrance doors. A band of three multi-pane fixed windows are located on the upper portion of the north elevation. The west elevation features a large roll-top door and the southwest elevation has a large two-story New England inspired Colonial Revival style addition. The two-story addition features a Gambrel roof with composite shingles and horizontal clapboard siding. The north elevation has an exterior staircase that accesses a recessed second story entrance. The second story also features a multi-pane sliding window. The east elevation of the second story features four dormers filled with multi-pane sliding windows.

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** North elevation; view to the south (May 24, 2017)

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

**\*P7. Owner and Address:** Unknown

**\*P8. Recorded By:** Justin Castells, Applied EarthWorks, Inc., 3350 E. Florida Ave., Suite A, Hemet, CA 92544

**\*P9. Date Recorded:** June 1, 2017

**\*P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other  
**Describe:** Survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*NRHP Status Code

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Resource Name or #: 3749 Santa Claus Lane

Map Ref. No.: 2

**B1. Historic Name:** 3749 Santa Claus Lane

**B2. Common Name:** 3749 Santa Claus Lane

**B3. Original Use:** Commercial building

**B4. Present Use:** Commercial/office building

\***B5. Architectural Style:** Utilitarian with New England inspired Colonial Revival additions

\***B6. Construction History:** Constructed ca. 1950; one story addition (ca. 1998, NETR Online); two story addition (ca. 1998, NETR Online)

\***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown      Date:      Original Location:

\***B8. Related Features:** None

**B9. a. Architect:** Unknown

**b. Builder:** Unknown

\***B10. Significance:** Theme: Commercial development of Santa Claus Lane      Area: Santa Barbara County  
Period of Significance: 1956–1965      Property Type: Commercial building      Applicable Criteria: N/A  
The land on either side of the Toro Canyon area to the northwest and southeast was developed into the communities of Summerland and Carpinteria in the mid-nineteenth century. The first Americans to settle in Carpinteria came in the 1850s, and established the town by 1863 on the eastern edge of the salt marsh near Santa Monica Creek. By 1887, a new town site was laid out approximately a mile east of the original settlement. By the 1890s, the town was well established and contained a hotel, post office, Baptist, Methodist, and Presbyterian churches, schools, department stores, blacksmith shops, saloons, a butcher shop, a wharf, and two railway stations (SAIC 1998).

Summerland was platted in 1888 by H. L. Williams on a 160-acre parcel of the old Ortega Rancho. The initial settlers of the community were a group of Spiritualists, who established dry goods stores, a restaurant, bakery, school, public library, post office, express and railway ticket office. In 1890, natural gas was discovered near the beach and forever changed the community. Shortly after the natural gas was discovered nine wells were established. The Summerland Gas Company provided light and fuel to Summerland as well as to Santa Barbara. Additionally, the small town of Serena was platted below Nidever Road, and a wharf was established there (SAIC 1998).

Between these two small communities lay the Toro Canyon area with its small farms. The name apparently was given to the area because the canyon provided a natural corral where bulls were confined. Farmers in this area were plagued by natural petroleum or asphaltum deposits that compromised their good farmland. While most farmers in the area saw the presence of oil as a hindrance and periodically burned it off in order to maintain their farmland, some saw opportunities. Charles Swift, a Montecito farmer, prospected in 1881 along upper Toro Canyon as a site for developing a commercial oil well operation. He built a road, originally named Tunnel Road and later renamed Toro Canyon Road, to the property, drilled a horizontal well, and set up the Occidental Mining and Petroleum Company. Swift's well produced more water than oil, and he abandoned oil production for water distribution to Montecito and Summerland (SAIC 1998).

By the 1920s several of the small farms in the area were being subdivided into tracts. The farms located close to the ocean were developed into summer homes. The community of Serena was laid out in the 1920s near the project area and consisted of long thin lots running from Padaro Lane to the ocean where summer homes were constructed there in a variety of architectural styles (SAIC 1998).

In addition to these residential developments, several large estates were also constructed in the area during the 1920s and 1930s. In 1922 Max C. Fleischmann, whose money came from the yeast business, bought approximately 59 acres from C. D. Hubbard on Hubbard Avenue (now Lambert Road) and built a winter home and conservatory, named Edgewood, in the Spanish Colonial Revival style. By 1932 Fleischmann had purchased additional Hubbard land to the east and southwest of his original holdings, as well as a parcel north of Serena at Nidever Road. Here he developed a polo field between 1923 and 1926 (SAIC 1998).

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translated as “the top of the world” for its far-reaching views from the main house, consisted of a stone gate house, garage, chauffeur’s garage, servants’ quarters, reservoir, and filter house.

In 1935, Mrs. Wilbur, who later bought Casa Blanca, built an estate at the junction of Toro Canyon and Foothill Roads. She hired the noted Los Angeles architect Gordon Kaufmann to design the buildings. A large gate house, guest houses, a garage and cottage, as well as extensive gardens, were built, although a main house was never constructed. The estate was named Villa Calafia, after the legendary queen of California (SAIC 1998).

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The half-mile strip along Santa Claus Lane containing roadside attractions was originally part of a lima bean farm owned by E. T. Auger on the southern edge of the old three-lane coastal highway. Auger constructed a small juice stand with five stools, and was considering adding amusements for children. The McKeon family, Mereon, Richard, Patrick and Patrick’s wife June, bought the property in 1948. Needing an advertising theme, Patrick named the stand Santa Claus, (to match the other area “Santas”—Barbara, Maria, and Monica) and used the theme to attract passing motorists. During their first Christmas, a pregnant June dressed up in a Santa Claus jacket to wave travelers to the juice stand. The following Christmas, Patrick McKeon dressed up as Santa Claus to entice thirsty travelers to the stand. At this time a father with five children stopped at the stand, broke, and out of gas. For \$500 he offered to build a Santa Claus on the roof of the juice stand. His offer was accepted and the large Santa Claus rose out of his chimney, wired with a loudspeaker to call out “Welcome to Santa Claus” to passing motorists (SAIC 1998).

It was not long before tourist buses began stopping at the theme stand, and the McKeon family began expanding. In 1950 the McKeon’s expanded into an adjacent garage and sold date shakes, shells, and Christmas items. A toy store was constructed on the east side of the stand and a refrigerated North Pole was added. A playground was added in 1950, complete with swings, a small 14-passenger merry-go-round, zoo, and a 40- passenger gasoline-powered train that encircled the shops. The train was owned and installed by the property owner E. T. Auger (SAIC 1998).

Business prospered, and the McKeons added a western and novelty shop in 1951, a pottery shop in 1953, and a café known as “Santa’s Kitchen” in 1954. The café featured two neon pole signs which read: “Santa’s Kitchen Home Made Pies” and the other merely advertising “Food.” By 1956 the McKeon family added Santa’s sleigh and team of reindeer that were suspended by cables from the roof of the restaurant to a nearby telephone pole. A wishing well was added in front of the pottery shop, and a post office substation was established in the date shop where mail could be sent from “Santa Claus, California.” At some point prior to 1956 a 20-foot Frosty the Snowman was added to the roof of the café to the east (SAIC 1998).

In addition to the businesses established by the McKeon family, other services along the highway that also catered to travelers were established. Three service stations, a residence with outbuilding, and a plastics store were located to the west of the McKeon businesses and two cafes and two motels were located to the east. Although the area known as Santa Claus originally referred only to the McKeon businesses, the entire area eventually became associated with the name. The California highway department constructed a four-lane divided highway in 1953-4, removing Santa Claus from direct access to the highway. The portion of the highway that served the Santa Claus businesses was retained as a frontage road. Initially the merchants were concerned that without direct access to the highway their business would suffer. However, their business increased markedly, because the frontage road, christened Santa Claus Lane in 1954, provided safe ample parking for the shops (SAIC 1998).

During the 1950s the commercial strip was packed with visual images and advertising signs of Santa Claus, including a neon pole sign for Santa’s Kitchen, a “Santa’s Kitchen” roof sign, “Santa’s Pottery Shop,” a “Reindeer Room” roof sign, “Date Shop,” “Toyland,” “Santa’s Trading Post,” a rooftop sleigh and reindeer, Frosty the snowman, Santa Claus and his giant chimney, a miniature Southern Pacific train, a wishing well and water wheel. All of these attractions were designed to entice the motorist to stop and buy (SAIC 1998).

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By the late 1970s the luster and charm of Santa Claus Lane was fading, as tastes changed and roadside attractions were no longer as appealing. By the 1980s the North Pole, train, wishing well, water wheel, carousel, and Post Office were gone. Other types of businesses unrelated to the Santa Claus theme opened, such as Yolande's Mexican Food and Lobster Town U.S.A. In 1986 Tom and Carolyn Pappas bought the buildings housing the Reindeer Room, Santa's Kitchen, and former Pottery Shop and Trading Post (3805–3819 Santa Claus Lane). Eager to find a new theme for the area, they chose a Nantucket/Cape Cod motif and removed part of the old Pottery Shop and date shop to construct an over scale Post Modern pavilion and tower in a New-England village style. Additionally they linked the shops with new stone pavement, a wood trellis supported on Tuscan columns, and a low brick planter (SAIC 1998).

Robert Chaillou and John Holland, who had purchased the Reindeer Room/H & R Land and Cattle Company Saloon and Santa's Kitchen from Ruth and Hap Schaerges, removed the sleigh and reindeer from the roof of Santa's Kitchen. Frosty the Snowman was removed from the roof of Lobster Town U.S.A. in 1989 and replaced with a lighthouse (which blew down in a high wind at Christmas 1991). The old trading post was turned into the Adventure Gallery and Treasure Chest by Roger and Laura Zeller (Cappon 1997). The renovation plan called for the removal of Santa Claus as well, but the County of Santa Barbara Board of Architectural Review indicated that it was sufficiently historic to require environmental review. Consequently the owners chose to retain Santa Claus, and he was repainted and repaired by artist Lynn Richardson. By 1998, the antique shop became the Padaro Beach Grill, owned by Paul and Gene Archambault. The motel and café to the east of Lobster Town U.S.A. was completely remodeled in 1993 (SAIC 1998). In 2003 the final vestige of the once prominent Santa Claus theme was removed. The 5-ton Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003).

The building at 3749 Santa Claus Lane was constructed in the early 1950s as a gas station and is depicted in a 1953 map of the area (SAIC 1998). Research has yielded no information regarding the person or persons who constructed the building or subsequent occupants during the historic period. By 1998 the building was remodeled and repurposed as a commercial building (SAIC 1998). Between 1998 and 2002 two large addition were constructed on the northwest and northeast corners of the building (NETR Online 2017).

The building was evaluated for inclusion as a County of Santa Barbara Historic Landmark or Place of Historic Merit by Science Applications International Corporation (SAIC) in 1998. SAIC recommended that 3749 Santa Claus Lane had been altered to such a degree that it no longer retained integrity and that the building was not eligible as a County of Santa Barbara Historic Landmark or Place of Historic Merit but made no evaluation for inclusion on the NRHP or the CRHR (SAIC 1998).

**NRHP/CRHR Eligibility Evaluation**

**NRHP Criterion A / CRHR Criterion 1:** 3749 Santa Claus Lane does not appear to meet NRHP Criterion A or CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. The building was constructed as a gas station/auto service building in the early 1950s and is associated with the rise of automobile culture and roadside architecture in Southern California. It was one of many gas station/auto service buildings constructed throughout California and the United States in the mid-twentieth century. Research has yielded no information to suggest that this gas station/auto service building was the first or among the earliest to be constructed in the region during the 1910s. Therefore, this resource does not appear eligible for the NRHP under Criterion A or CRHR under Criterion 1.



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**NRHP Criterion B / CRHR Criterion 2:** 3749 Santa Claus Lane does not appear to meet NRHP Criterion B or CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that any person associated with the construction or operation of this building is considered important in local, state, or national history. Thus, this resource does not appear eligible for the NRHP under Criterion B or CRHR under Criterion 2.

**NRHP Criterion C / CRHR Criterion 3:** 3749 Santa Claus Lane does not appear to meet NRHP Criterion C or CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The building is an extensively modified utilitarian style gas station/service building. It is a fairly unremarkable and common example of this type of building and does not appear to possess high artistic values. The architect and builder of the building were not identified; however it is unlikely that this building is the work of a master. The building is essentially similar to gas station/service buildings throughout California and the United States constructed in the mid-twentieth century. Therefore, this resource does not appear eligible for the NRHP Criterion C or CRHR under Criterion 3 or City Register Criterion 3.

**NRHP Criterion D / CRHR Criterion 4:** 3749 Santa Claus Lane does not appear to meet NRHP Criterion D or CRHR Criterion 4 since it is unlikely to yield information important in prehistory or history. Therefore, this resource does not appear eligible for the NRHP under Criterion D or the CRHR under Criterion 4.

#### County Register

In 1998 SAIC recommended that the building was not eligible as a contributor to a County of Santa Barbara Landmark or Place of Historic Merit district for Santa Claus Lane due to significant changes made to the building over time (SAIC 1998). Based on field observations, Æ concurs with the earlier recommendations that the building is not eligible as a County of Santa Barbara Landmark or Place of Historic Merit district due to significant loss of integrity of the individual building and the potential district as a whole.

#### Integrity Evaluation

Integrity is the ability of a property to convey its significance. To be listed in the NRHP and the CRHR, a property must not only be shown to be significant under the NRHP and CRHR criteria, but it also must have integrity and be a good representative example of its type. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. This building retains integrity of location and setting, since it has not been moved and the area is still visibly a beachside commercial strip. The building, however, no longer retains integrity of design, materials, or workmanship due to extensive alterations including construction of two large additions to the building and modifications to the original building. This building no longer retains integrity of feeling or association since it has been modified to the point that it is not recognizable as a gas station/service building.

**B11. Additional Resource Attributes:** None

#### \*B12. References:

Cappon, Sally

1997 Santa Claus (Lane) Is Alive, Well. *Santa Barbara News-Press*, 8 December:D1.

Crouch, Dora P., Daniel J. Garr, and Axel I. Mundigo

1982 *Spanish City Planning in North America*. MIT Press, Cambridge, Massachusetts.

Murillo, Sandra

2003 5-ton Santa Makes Big Move. *Los Angeles Times*, 30 January.

NETR Online

2015 Historic Aerials, 1998, 2004, <https://www.historicaerials.com/>, accessed June, 2017

Science Applications International Corporation (SAIC)

1998 *Historical Resources Report Toro Canyon Plan*. Prepared for Santa Barbara County Planning and Development.

Works Progress Administration

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1939 *California: A Guide to the Golden State*. Federal Writer's Project, American Guide Series. Hastings House, New York.

B13. Remarks:

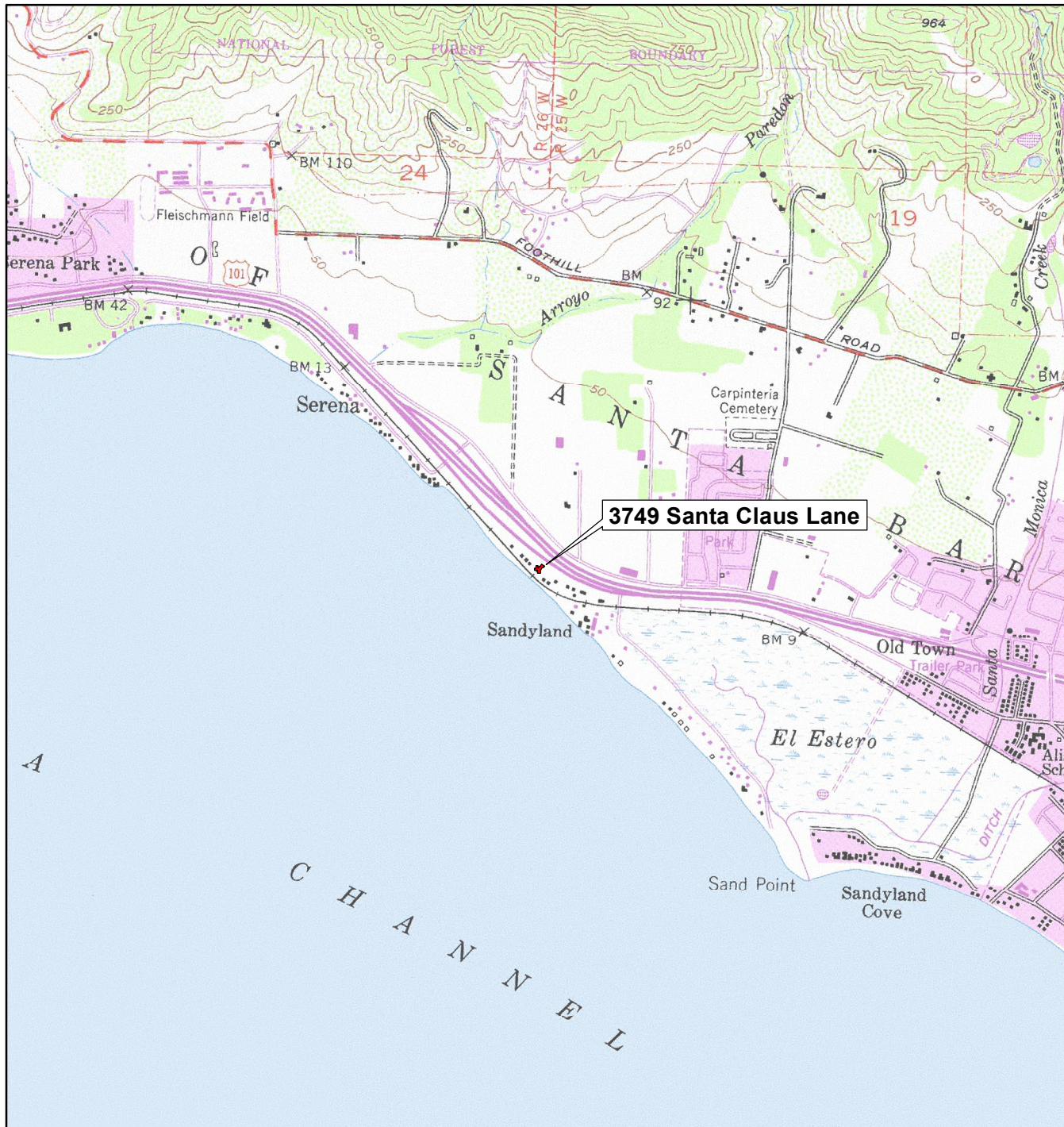
\*B14. Evaluator: Justin Castells

Date of Evaluation: June 2017

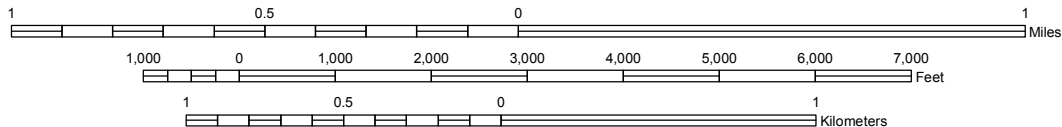
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Sketch Map





SCALE 1:24,000



TRUE NORTH





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Other Listings  
Review Code

Reviewer

Date

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Resource Name or # Santa Claus Lane

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**P1. Other Identifier:** Santa Claus Lane

- \*P2. Location:** a. **County:** Santa Barbara ☐ Not for Publication ☒ Unrestricted  
b. **USGS 7.5' Quad:** Carpinteria, CA **Date:** 1952, photorevised 1988 T 1S, R 8W; Section 9 SB B.M.  
c. **Address:** **City:** Carpinteria **Zip:** 93013  
d. **UTM:** NAD 83, Zone 11S; **West end of recorded segment (UTM A):** 266086.01 mE / 3810090 mN  
**East end of recorded segment (UTM B):** 265304.24 mE / 3810648.92 mN  
e. **Other Locational Data:** Santa Claus Lane is an approximately 0.57 mile road located between Padaro Lane and Sand Point Road.

**\*P3a. Description:** Santa Claus Lane is a 0.57-mile-long two-lane asphalt-paved road that measures approximately 25 feet wide flanked by dirt shoulders that measure as much as 17 feet wide. The 1944 Carpinteria USGS quadrangle map depicts a four-lane US 101 highway at the location of Santa Claus Lane (USGS 1944). The route also appears on the 1952 Carpinteria USGS quadrangle map (USGS 1952). Between 1953 and 1954 US 101 was realigned in the area to create a four-lane divided highway that removed the subject portion of the highway from direct access to the new highway alignment. The subject portion of the old highway was retained as a frontage road and named Santa Claus Lane in reference to the Santa Claus-themed businesses that fronted the road (SAIC 1998). The first of the Santa Claus Lane businesses was established in 1948.

**\*P3b. Resource Attributes:** HP 37: Highway/trail, road

**\*P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

**\*P5a. Photograph or Drawing:**



**P5b. Description of Photo:** Santa Claus Lane; view to the northwest (May 24, 2017)

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

**\*P7. Owner and Address:**  
Santa Barbara County

**\*P8. Recorded By:** Justin Castells  
Applied EarthWorks, Inc.  
3350 E. Florida Ave., Suite A  
Hemet, CA 92544

**\*P9. Date Recorded:** June 15, 2017

**\*P10. Survey Type:** ☒ Intensive  
☐ Reconnaissance ☐ Other

**Describe:** Survey for Section 106 and CEQA compliance purposes

**\*P11. Report Citation:** Castells, Justin

2017 *Historical Resources Evaluation Report: Santa Claus Lane Beach Access and Streetscape Improvement Project, Santa Barbara County, California.* Applied EarthWorks, Inc., Lompoc, California. Prepared for County of Santa Barbara Planning and Development Department, Long Range Planning Division.

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



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**B1. Historic Name:** U.S. Highway 101

**B2. Common Name:** Santa Claus Lane

**B3. Original Use:** Highway

**B4. Present Use:** County Road

\***B5. Architectural Style:** 25-ft-wide two-lane asphalt-paved road with dirt shoulders

\***B6. Construction History:** The 1944 Carpinteria USGS quadrangle depicts a four-lane US 101 highway at the location of Santa Claus Lane (USGS 1944). The route also appears on the 1952 Carpinteria USGS quadrangle (USGS 1952). Between 1953 and 1954 US 101 was realigned in the area to create a four-lane divided highway that removed the subject portion of the highway from direct access to the new highway alignment. The subject portion of the old highway was retained as a frontage road and named Santa Claus Lane in reference to the Santa Claus-themed businesses that fronted the road. The subject segment today is currently a two-lane roadway and is completely modern in appearance, design, and construction.

\***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown      Date:      Original Location:

\***B8. Related Features:** None

**B9. a. Architect:** Unknown

**b. Builder:** California Highway Department

\***B10. Significance:** Theme: Twentieth century automobile roads      Area: Santa Barbara County  
Period of Significance: None      Property Type: Automobile road      Applicable Criteria: N/A  
The land on either side of the Toro Canyon area to the northwest and southeast was developed into the communities of Summerland and Carpinteria in the mid-nineteenth century. The first Americans to settle in Carpinteria came in the 1850s, and established the town by 1863 on the eastern edge of the salt marsh near Santa Monica Creek. By 1887, a new town site was laid out approximately a mile east of the original settlement. By the 1890s, the town was well established and contained a hotel, post office, Baptist, Methodist, and Presbyterian churches, schools, department stores, blacksmith shops, saloons, a butcher shop, a wharf, and two railway stations (SAIC 1998).

Summerland was platted in 1888 by H. L. Williams on a 160-acre parcel of the old Ortega Rancho. The initial settlers of the community were a group of Spiritualists, who established dry goods stores, a restaurant, bakery, school, public library, post office, express and railway ticket office. In 1890, natural gas was discovered near the beach and forever changed the community. Shortly after the natural gas was discovered nine wells were established. The Summerland Gas Company provided light and fuel to Summerland as well as to Santa Barbara. Additionally, the small town of Serena was platted below Nidever Road, and a wharf was established there (SAIC 1998).

Between these two small communities lay the Toro Canyon area with its small farms. The name apparently was given to the area because the canyon provided a natural corral where bulls were confined. Farmers in this area were plagued by natural petroleum or asphaltum deposits that compromised their good farmland. While most farmers in the area saw the presence of oil as a hindrance and periodically burned it off in order to maintain their farmland, some saw opportunities. Charles Swift, a Montecito farmer, prospected in 1881 along upper Toro Canyon as a site for developing a commercial oil well operation. He built a road, originally named Tunnel Road and later renamed Toro Canyon Road, to the property, drilled a horizontal well, and set up the Occidental Mining and Petroleum Company. Swift's well produced more water than oil, and he abandoned oil production for water distribution to Montecito and Summerland (SAIC 1998).

By the 1920s several of the small farms in the area were being subdivided into tracts. The farms located close to the ocean were developed into summer homes. The community of Serena was laid out in the 1920s near the project area and consisted of long thin lots running from Padaro Lane to the ocean where summer homes were constructed there in a variety of architectural styles (SAIC 1998).

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During the 1950s the commercial strip was packed with visual images and advertising signs of Santa Claus, including a neon pole sign for Santa's Kitchen, a "Santa's Kitchen" roof sign, "Santa's Pottery Shop," a "Reindeer Room" roof sign, "Date Shop," "Toyland," "Santa's Trading Post," a rooftop sleigh and reindeer, Frosty the snowman, Santa Claus and his giant chimney, a miniature Southern Pacific train, a wishing well and water wheel. All of these attractions were designed to entice the motorist to stop and buy (SAIC 1998).

Over the years the shops on Santa Claus Lane expanded, added or updated signage, changed or moved businesses from one building to another. In 1966 Patrick and June McKeon divorced and sold off their holdings on Santa Claus Lane. Ruth and Hap Schaerges, purchased Santa's Kitchen and the Reindeer Room. They managed Santa's Kitchen from 1956 to 1986, and the Reindeer Room after 1961. The Schaerges changed the Reindeer Room into a highly profitable restaurant, the H & R Land and Cattle Company and Saloon. Santa's Trading Post was originally located next to the date shop but was moved to a free-standing building west of the Reindeer Room in 1958. A new building was constructed at the west end of Santa Claus Lane to house an antique shop. The old motel and restaurant the east end of Santa Claus Lane was converted to commercial use, including the KOKX organic orange juice wholesale company (SAIC 1998).

By the late 1970s the luster and charm of Santa Claus Lane was fading, as tastes changed and roadside attractions were no longer as appealing. By the 1980s the North Pole, train, wishing well, water wheel, carousel, and Post Office were gone. Other types of businesses unrelated to the Santa Claus theme opened, such as Yolande's Mexican Food and Lobster Town U.S.A. In 1986 Tom and Carolyn Pappas bought the buildings housing the Reindeer Room, Santa's Kitchen, and former Pottery Shop and Trading Post (3805–3819 Santa Claus Lane). Eager to find a new theme for the area, they chose a Nantucket/Cape Cod motif and removed part of the old Pottery Shop and date shop to construct an over scale Post Modern pavilion and tower in a New-England village style. Additionally they linked the shops with new stone pavement, a wood trellis supported on Tuscan columns, and a low brick planter (SAIC 1998).

Robert Chaillou and John Holland, who had purchased the Reindeer Room/H & R Land and Cattle Company Saloon and Santa's Kitchen from Ruth and Hap Schaerges, removed the sleigh and reindeer from the roof of Santa's Kitchen. Frosty the Snowman was removed from the roof of Lobster Town U.S.A. in 1989 and replaced with a lighthouse (which blew down in a high wind at Christmas 1991). The old trading post was turned into the Adventure Gallery and Treasure Chest by Roger and Laura Zeller (Cappon 1997). The renovation plan called for the removal of Santa Claus as well, but the County of Santa Barbara Board of Architectural Review indicated that it was sufficiently historic to require environmental review. Consequently the owners chose to retain Santa Claus, and he was repainted and repaired by artist Lynn Richardson. By 1998, the antique shop became the Padaro Beach Grill, owned by Paul and Gene Archambault. The motel and café to the east of Lobster Town U.S.A. was completely remodeled in 1993(SAIC 1998). In 2003 the final vestige of the once prominent Santa Claus theme was removed. The 5-ton Santa Claus statue that was located on the roof of the candy store was relocated to the community of Nyeland Acres, California (Murillo 2003).

3765 Santa Claus Lane was constructed between 1956 and 1964 (UCSB 1956, 1964). Prior to 1986, the building was used as an antique shop and was painted in red trim with a candy cane motif. Between 1986 and 1998 the building became a restaurant called the Padaro Beach Grill (SAIC 1998). Sometime after 1989 an addition was constructed on the south elevation and a covered patio was added to the east elevation (NETR Online 2017). The restaurant closed in 2011 and was bought later that year by the founders of The Habit hamburger chain (Kacik 2010). Research has yielded no information regarding the person or persons who constructed the building or subsequent occupants during the historic period.

The building was evaluated for inclusion as a County of Santa Barbara Historic Landmark or Place of Historic Merit by Science Applications International Corporation (SAIC) in 1998. SAIC recommended that 3765 Santa Claus Lane was not eligible as a County of Santa Barbara Historic Landmark or Place of Historic Merit but made no evaluation for inclusion on the NRHP or the CRHR (SAIC 1998).

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**NRHP/CRHR Eligibility Evaluation**

**NRHP Criterion A / CRHR Criterion 1:** Santa Claus Lane was assessed for meeting NRHP Criterion A and CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Based on a review of historic maps, Santa Claus Lane may have originally been part of the old highway from San Buenaventura to Santa Barbara (US 101) and it certainly predates 1944. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. In 1953 it became separated from the US 101 and was designated a frontage road for the new highway alignment. The current route of US 101 is recognized as the official route of El Camino Real. After its separation from US 101, Santa Claus Lane served as a locally important commercial corridor. As Santa Claus Lane, it does appear eligible for inclusion on the NRHP under Criterion A and CRHR under Criterion 1.

**NRHP Criterion B/ CRHR Criterion 2:** Santa Claus Lane does not appear to meet NRHP Criterion B or CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. Research has yielded no information to suggest that the road was constructed by, or is specifically associated with, a person important to local, state, or national history. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion B or CRHR under Criterion 2.

**NRHP Criterion C/ CRHR Criterion 3:** Santa Claus Lane does not appear to meet NRHP Criterion C or CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion C or the CRHR under Criterion 3.

**NRHP Criterion D/ CRHR Criterion 4:** Santa Claus Lane does not appear to meet NRHP Criterion D or CRHR Criterion 4 since it is unlikely to yield information important to prehistory or history. Therefore, Santa Claus Lane does not appear eligible for the NRHP under Criterion D or the CRHR under Criterion 4.

**Integrity**

Integrity is the ability of a property to convey its significance. To be listed in the NRHP and the CRHR, a property must not only be shown to be significant under the NRHP and CRHR criteria, but it also must have integrity and be a good representative example of its type. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Santa Claus Lane retains integrity of feeling, location, and setting, since it has not been moved and the area is still visibly a beachside commercial strip. Santa Claus Lane no longer retains integrity of design, materials, or workmanship due to extensive alterations over time, most notable the reduction of lanes from four to two. Santa Claus Lane no longer retains integrity of association since it has been converted into a frontage road and the association with the Santa Claus theme has been eliminated.

**County Evaluation**

The ratings for significance are: E = Exceptional; 3 = High; 2 = Good; 1 = Little.

**County Criterion 1:** Santa Claus Lane does not appear to be associated with an event, movement, organization, or person that/who has made an important contribution to the community, state, or nation. It may have at one point been significant due to the association with the Santa Claus theme as an example of roadside architecture and the rise of automobile culture; however it no longer conveys that significance since all elements related to the Santa Claus theme have been removed. Research yielded no information to suggest that any people or events significant to history are associated with this road. Santa Claus Lane does not appear to be significant under Criterion 1 and receives a rating of 1 according to the County rating criteria.

**County Criterion 2:** Santa Claus Lane does not appear to have been designed or built by an architect, engineer, builder, artist, or other designer who has made an important contribution to the community, state or nation. The road designer is unknown. Santa Claus Lane does not appear to be significant under Criterion 2 and receives a rating of 1 according to the County rating criteria.

**County Criterion 3:** Santa Claus Lane is not associated with a particular architectural style or building important to the community, state, or nation. It has been continuously modified over time due to use and maintenance and is

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essentially similar to most modern roads. All the buildings once associated with its use as Santa Claus Lane have been largely been altered and no vestiges of the once popular Santa Claus theme remain along its route. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Santa Claus Lane does not appear to be significant under County Criterion 3 and receives a 1 rating according to the County rating criteria.

**County Criterion 4:** Santa Claus Lane does not embody elements demonstrating (a) outstanding attention to design, detail, or craftsmanship, or (b) outstanding use of a particular structural material, surface material, or method of construction or technology. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads, although it still follows the original route of a segment of US 101 and potentially the historic route of the El Camino Real. It does not appear to be a major departure from road construction or an impressive or unique feat of engineering. Santa Claus Lane does not appear to be significant under County Criterion 4 and is rated a 1 according to the County rating criteria.

**County Criterion 5:** Santa Claus Lane does not appear to be associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community-at-large. Santa Claus Lane does not appear to be significant under County Criterion 5 and receives a rating of 1 according to the County rating criteria.

**County Criterion 6:** Thematically, Santa Claus Lane is associated with the rise of automobile culture and the commercial development of the Carpentaria area. Santa Claus Lane was once part of the alignment for historic US 101. In 1953 it became a frontage road for the new highway alignment. It served as a locally important commercial corridor. Santa Claus lane does appear to be significant under County Criterion 6 and receives a 2 rating according to the County rating criteria.

**County Criterion 7:** Santa Claus Lane is not a feature or cluster of features which conveys a sense of time and place that is important to the community, state, or nation. It has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. Santa Claus Lane does not appear to be significant under County Criterion 7 and receives a rating of 1 according to the County rating criteria.

**County Criterion 8:** Santa Claus Lane is unlikely to yield information important to the community and is not relevant to scholarly studies in the humanities and social sciences. Santa Claus Lane does not appear to be significant under County Criterion 8 and receives a rating of 1 according to the County rating criteria.

In summary Santa Claus Lane received a low average rating of 1 under the County's criteria system.

The ratings for age are: E = 125 years old or older; 3 = 100 years old or older; 2 = 75 years old or older; 1 = 50 years old or older.

Based on a review of historic maps, Santa Claus Lane was originally part of US 101 which predates 1944. Since US 101 approximates the historic route of El Camino Real, Santa Claus Lane may have been an element of this historic route. The National Register recognized historic route of El Camino Real following the current alignment of US 101. The current incarnation of Santa Claus Lane which resulted from a change in alignment of US 101 dates to 1953 and, therefore, receives a rating of 1 according to the County rating criteria.

The County guidelines recognize five aspects of integrity: location, design, setting, materials, and workmanship. The ratings are: E = pristine integrity in all five categories; 3 = good integrity in at least three categories; 2 = good integrity in at least one category; 1 = fair to poor integrity in all categories.

**Location:** Santa Claus Lane generally follows along the same alignment as its original construction and generally retains good integrity of location.

**Design:** Santa Claus Lane has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. The number of lanes has also been increased and reduced over time starting as a dirt road and expand to four lanes and then reduced to two lanes. Santa Claus Lane does not appear to retain integrity of design.

**Setting:** The buildings in the surrounding area have been modified over time and have little resemblance to the period of significance for Santa Claus Lane, however; the area is still recognizable as a beachside commercial area. Santa Claus Lane appears to retain good integrity of setting.



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**Materials:** Santa Claus Lane has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. None of the original historic fabric of the road appears to be present. Santa Claus Lane does not appear to retain integrity of design.

**Workmanship:** Santa Claus Lane has been continuously modified over time due to use and maintenance and is essentially similar to most modern roads. None of the original historic fabric of the road appears to be present. Santa Claus Lane does not appear to retain integrity of workmanship.

As Santa Claus Lane only retains good integrity in two categories (Location and setting) but does not retain integrity in the remaining three categories (design, materials, and workmanship), the road receives a rating of 2 according to the County rating criteria.

While Santa Claus Lane does appear to be eligible for the NRHP under Criterion A, the CRHR under Criterion 1, and the County Register under County Criteria 6; Santa Claus Lane has undergone significant changes that have compromised the integrity of this resource including continued maintenance and use resulting in the loss of historic fabric and the reduction of lanes from four to two. Therefore; Santa Claus Lane does not appear to be eligible for the NRHP, CRHR, or County register due to loss of integrity.

**B11. Additional Resource Attributes:** None

**\*B12. References:**

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**B13. Remarks:**

**\*B14. Evaluator:** Justin Castells

**Date of Evaluation:** June 2017

This space reserved for official comments.

**Sketch Map**

See attached Sketch Map.





\*Drawn by: J. Castells, C. Inoway





