



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
 TOM BURNS, PLANNING DIRECTOR

January 31, 2008

AGENDA: February 12, 2008

Board of Supervisors
 County of Santa Cruz
 701 Ocean Street
 Santa Cruz CA 95060

SUBJECT: CONTINUED PUBLIC HEARING TO CONSIDER THE POTENTIAL DESIGNATION OF APN 032-181-08, 2-3905 EAST CLIFF DRIVE, AS HISTORICALLY SIGNIFICANT

Members of the Board:

At several hearings last year, your Board acted on the recommendations of the Historic Resources Commission (HRC) and staff regarding over 40 potentially historically significant buildings in Live Oak. Your Board has taken definitive action on all but two of the properties considered. Those two properties are the Ocean Echo Inn located at 401 Johan's Beach Drive and the so-called "roadhouse" located at 2-3905 East Cliff Drive.

APN 028-161-02 401 Johan's Beach Drive

In August your Board directed staff to process a parcel-specific General Plan – Local Coastal Program amendment for APN 028-161-02, 401 Johan's Beach Drive, indicating that the main building on that site would be designated as a historic resource contingent upon Board and Coastal Commission approval of the amendment. Staff is currently formulating the details of the amendment. We expect that a draft of the amendment will undergo review by the Planning Commission and then your Board in the next few months.

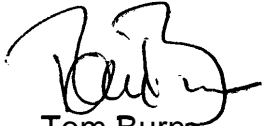
APN 032-181-08, 2-3905 East Cliff Drive (the "Roadhouse")

Based on the initial evaluation performed by the County's consultant, the HRC and staff recommended that this property not be designated as a historic resource. The owner subsequently submitted an independent historic evaluation concluding that the building does not qualify for designation as a historic resource. As Board members may recall, because of the intense community interest in this property, the Planning Department retained a third party historic resources consultant to review the evaluation prepared by the County's consultant and that prepared by the owner's consultant. The third party consultant agreed "with both consultants that the subject property does not rise to the level of significance necessary to be considered individually eligible for designation at the national, state, or local level."

Because we have not received any further information germane to the historic issue that indicates that the building has historic significance, there is no basis to change our previous recommendation that your Board not designate the property as a historic resource, but assign it a rating of NR6.

It is therefore RECOMMENDED that your Board decline to designate APN 032-181-08, 2-3905 East Cliff Drive (the so-called "Roadhouse"), as a historic resource, but assign it a rating of NR6.

Sincerely,



Tom Burns
Planning Director

RECOMMENDED:



SUSAN A. MAURIELLO
County Administrative Officer

Attachment

- Peer review and evaluations for APN 032-181-08 (2-3905 East Cliff Drive)

cc: Property owners
CIRCA
Elizabeth Schilling

ARCHITECTURAL RESOURCES GROUP, INC.
Architects, Planners & Conservators



20 July 2007

Steven Guiney, AICP
Planner IV
County of Santa Cruz Planning Department
701 Ocean Street, 4th Floor
Santa Cruz, California 95060

Re: 2-3905 East Cliff Drive, Live Oak
Santa Cruz County
ARG Protect No. 07121

Dear Mr. Guiney:

At the request of the Planning Department of the County of Santa Cruz, Architectural Resources Group (ARG) has conducted a peer review of two historic resource evaluations completed for the property at 2-3905 East Cliff Drive in the unincorporated portion of the City of Santa Cruz known as Live Oak. The County specifically requested ARG to prepare a memo that summarized our review of the historic resource evaluations with a focus on thoroughness of preparation and validity of conclusions and to consider potential eligibility of the property as a historical resource.

The two historic resource evaluations reviewed were prepared by Sheila McElroy for Circa: Historic Property Development, dated 29 July 2004 and 16 August 2005, (the "Circa Evaluation"), and by Anthony Kirk, Ph.D., dated 11 June 2007, (the "Kirk Evaluation"). Both evaluations were recorded and submitted on State of California Department of Parks and Recreation Series 523 Forms (DPR Forms). We referred to the *Instructions for Recording Historical Resources* published by the Office of Historic Preservation for guidance.

For a consistent basis of assessment, ARG has considered the potential eligibility of the property at 2-3905 East Cliff Drive to the California Register of Historical Resources (California Register). For purposes of the California Environmental Quality Act (CEQA), a historical resource includes resources listed on, or determined eligible for listing on, the California Register.

Methodology

For this peer review, the methodology was as follows. Prior to visiting the site, ARG reviewed both historic resource evaluations, the Circa Evaluation (2004) and the Kirk Evaluation (2007). While we were asked to focus on review of the documentation, a site visit was determined essential for understanding the context. ARG staff conducted a site visit on 9 July 2007 to view the structures and fully understand the condition, setting, and context. The site was limited by perimeter chain-link fencing and the property was viewed from outside the lot boundaries. While the property

Principals

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was fenced, sufficient visual inspection of all four elevations was achieved with little difficulty.

Additional research and an archaeological assessment were outside the scope of this peer review.

California Register of Historical Resources

The California Register is the authoritative guide to the State's significant historical and archeological resources. It serves to identify, evaluate, register, and protect California's historical resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for historic preservation grant funding, and affords certain protections under CEQA.

The California Register criteria are modeled on the National Register of Historic Places (National Register) criteria. A historical resource must be significant at the local, state, or national level under one or more of the following criteria:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state or the nation.

For purposes of CEQA, a historical resource includes resources listed on, or determined eligible for listing on, the California Register.

Resource Description

For the purposes of this evaluation, the resource is defined as the complex of buildings that comprise the property at 2-3905 East Cliff Drive, and includes the main house, carriage house, tourist cabins, sauna/shower house, and carport all located within an approximately one-acre site.

Circa Evaluation

The Circa Evaluation is a reconnaissance level assessment done in conjunction with a historic resources survey of the Live Oak area. Reconnaissance level survey is the

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most basic approach for systematically documenting and evaluating historic buildings. It is designed for dealing with large groups of buildings rather than for a single site. According to the *Instructions for Recording Historical Resources* published by the State Office of Historic Preservation, reconnaissance level survey involves only a visual evaluation of properties not an assessment of associated historic events or individuals. Historic research is meant to be carried out at the intensive level of survey, not at the reconnaissance level. Although the Circa Evaluation provides a sufficient amount of information, it is somewhat lacking in thoroughness, grammatical and typographical accuracy, and, standard language for completion of the DPR form. Further review of the Circa Evaluation follows.

Description

Considering that several different structures comprise the property, the description of the resources could have been more thoroughly developed in the Circa Evaluation. Not all structures are described. This section mixes historical information and the significance statement with existing conditions description in a way that is not clear.

Integrity

Integrity is a key component in determining a building's eligibility as a historic resource. Without sufficient integrity, further discussion of its eligibility for listing on the California Register would not be warranted. For both the National Register and the California Register, integrity is the authenticity of an historical resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity involves several aspects, including location, design, setting, materials, workmanship, feeling, and association. These aspects closely relate to the resource's significance and should be primarily intact for designation. The Circa Evaluation states that the property has been "significantly altered". The consultant provides insufficient data with regard to construction history to back up the statement regarding alterations. The evaluation lacks a discussion of integrity and a conclusion with regard to integrity.

Rating Criteria

An NRHP Status Code of NR6 (Santa Cruz County Historic Resources Inventory rating criteria) is given on the DPR form. Buildings on the Santa Cruz County Historic Resources Inventory with a historical rating of NR6 are considered potentially significant but ineligible for designation based on condition. We assume the status code given at that time reflected the lack of historical research done on this property and was meant to indicate that further research to establish a historic context, for the building or for a potential historic district, was necessary.

Period of Significance

The Circa Evaluation determines the Period of Significance of the subject property to be 1902-1971. The evaluation lacks an explanation of the selection the beginning and end dates and why they were chosen and or how they relate to the significance criteria.

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Significance

With regard to significance, the Circa Evaluation finds that the property meets the County of Santa Cruz criteria for a historic resource NR6. In Section B10 the evaluation sets forth some material related to significance but does not analyze or synthesize it in a way that is useful to the reader. If an evaluation concludes that a property may be a potential historic resource (as this one does), Applicable Criteria should be stated. The evaluation does not state which of the criteria would be appropriate or how the property would be significant under the criterion as part of a potential historic district.

Conclusion

The conclusion of the Circa Evaluation is that the property retains original features including materials, elements, forms, and setting of an early 20th century Live Oak resort property and meets the County of Santa Cruz criteria for a historic resource NR6. The evaluation further concludes that the property "should be a contributor in the survey of Pleasure Point as part of the district."

Kirk Evaluation

The Kirk Evaluation is an intensive level assessment. As defined, an intensive level survey is meant to go beyond the reconnaissance level survey to evaluate the property within a historical context.

Overall, this evaluation is extremely well researched, well written and technically correct. It appears to have been conducted to a high degree of thoroughness and benefits from detailed research, fieldwork, and site inspection. It is not within ARG's scope to independently verify the validity of the historical facts and research; however, this evaluation appears to be carried out to a high level of accuracy. It presents and synthesizes the information in a well-organized and clear manner. Very few minor typographical errors were noted.

Description

Section P3a. of the Kirk Evaluation provides a descriptive narrative of the resource that covers the specific architectural elements of each structure on the property: the main house, the carriage house, tourist cabins, and outbuildings. The evaluation makes note of replacement and original materials. Historical photographs that explain the architectural evolution of the main house support the text.

Integrity

The Kirk Evaluation notes that alterations and replacement materials occur at roofs, porches, stairs, and in some places fenestration. However, the evaluation lacks a discussion of integrity and a conclusion with regard to integrity. We presume this is because the consultant determined that historical significance could not be established, and subsequently, an assessment of integrity was not warranted. In any case, the SHPO's *Instructions for Recording Historical Resources* indicate that an analysis of the integrity of the property be included in the Significance Section of the

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BSO Record.

Significance

Section B10 of the Kirk Evaluation sets forth a lengthy discussion of historical data associated with the house and detailed biographical information on its past owners. The consultant concludes that none are notable as historical figures. The consultant notes that the house is "not distinguished architecturally in the Craftsman style".

The consultant concludes that the property is not eligible as a resource and consequently does not define a period of significance or state applicable criteria. No NRHP Status Code is given.

Conclusion

The Kirk Evaluation concludes that neither the house nor the surroundings complex of buildings associated with it appear to be eligible for listing in the California Register or at the local level. It further states:

...the property is not significant within any national state or local historical context nor is it associated with any person known to be noteworthy in California or Santa Cruz County annals. Architecturally, none of the buildings rises to a level of distinction and none is the work of a master architect or builder.

ARG Findings

ARG is in agreement with both consultants that the subject property does not rise to the level of significance necessary to be considered individually eligible for designation at the national, state, or local level.

Despite the thoroughness of the Kirk Evaluation, **ARG** does not concur with the conclusion against eligibility as a historic resource.

The Circa Evaluation finds the property "should be a contributor in the survey of Pleasure Point as part of the district" on the basis that the property retains original features including materials, elements, forms, and setting of an early 20th century Live Oak resort property. **ARG** finds some merit in the conclusion that the property may be a potential contributor to a potential historic district. The Circa Evaluation does not state a Period of Significance, Applicable Criteria or boundaries of a potential Pleasure Point Historic District; however it seems likely the subject property would be a contributor to such a historic district.

Integrity is a key component of the overall building evaluation. The Kirk Evaluation notes a loss of integrity when the ground floor was transformed into a service station office and grocery in the 1920. Since the alteration was made at an early date, over eighty years ago, it could fall within a Period of Significance of a potential historic district. Therefore, **ARG** does not agree that the building lacks integrity.



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While the building is dilapidated at present, it retains a good degree of architectural integrity due to the large amount of intact original material. In terms of building volume, massing, materials and original design intent, both the main building and carriage house are intact. As noted in the Kirk Evaluation, alterations and replacement materials occur at roofs, porches, stairs, and in some places fenestration. It is expected that materials of some elements, especially in a building of all-wood construction, will fail overtime and be replaced in the natural course of a building's lifespan. Some elements – roofs are a good example – are considered "sacrificial" meaning that it is expected they have a limited useful lifespan and will be replaced. While some limited window replacement has occurred, many original windows appear to remain. We do not find that the alterations are so extensive that the property can no longer convey its history. It retains enough integrity to contribute to a potential historic district depending on the theme and historic context of that district. We assume the development of the local coastal tourism industry would be one such historic context.

We note that the Kirk Evaluation does not consider the property within the context of a potential historic district.

We further note that as a potential contributor to a potential historic district, the property meets the definition of a qualified historic resource under CEQA and would be a candidate for the California Historical Building Code (CHBC).

We are available to discuss these finding further if necessary

Sincerely,

Katherine Petrin
Senior Associate

cc: File



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Architectural Resources Group

Founded in 1980, Architectural Resources Group is a full-service architectural firm providing professional services and an integrated approach in the fields of historic preservation, architecture, planning, and conservation. Our portfolio includes a wide range of projects throughout the West. ARG has extensive experience with regard to all aspects of historic buildings and has provided historic preservation services to a wide range of clients. Our staff members bring extensive experience in the applying *The Secretary's Standards for the Rehabilitation of Historic Buildings* to our projects. ARG's Preservation Planning Group regularly assists municipalities, government agencies, environmental planning consultants, developers, and private property owners with comprehensive environmental review related to historic resources. For the evaluation of the property at 2-3905 East Cliff Drive, architectural historians Katherine Petrin and Jody Stock participated in the review.

Katherine Petrin, Senior Associate, has a MS in Historic Preservation of Architecture from Columbia University. She has worked on a wide range of property types and projects undertaking building documentation evaluations, research and planning, and historic resource surveys. As the principal author of master planning studies and Historic Structure Reports, Katherine has conducted all areas of building investigation and analysis including history, conditions, and recommendations, in addition to historic resource surveys in citywide and neighborhood contexts. She serves as project manager and senior historian for this peer review.

Jody Stock's experience in preservation planning includes cultural resource compliance, **CEQA** and Section 106 review, Historic Structure Reports, historic context statements, preservation plans, and historic resource surveys. Jody received a Master's Degree from the University of California, Berkeley. Previously employed at the Utah State Office of Historic Preservation, she has completed numerous evaluations for environmental review. She serves as project reviewer, providing quality assurance for this project.

Both Katherine and Jody meet the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History and both regularly use the National and California Register criteria of evaluation in the course of their work.

**Circa (County's consultant)
Evaluation of 2-3905 East Cliff Drive**

State of California— The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		Primary # HRI # Trinomial NRHP Status Code NR 6	0521
Other Listings Review Code	Reviewer	Date	

Page 1 of 1 'Resource Name or #: #005

P1. Other Identifier: Pleasure Point Road House

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

a. County: Santa Cruz County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5'Quad: _____ **Date:** T _____ ; R _____ ; _____ of _____ of Sec _____ ; M.D. _____ B.M. _____

c. Address: 2-3905 East Cliff Dr. City: Sania Cruz Zip: 95062

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

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

APN 032-187-08

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

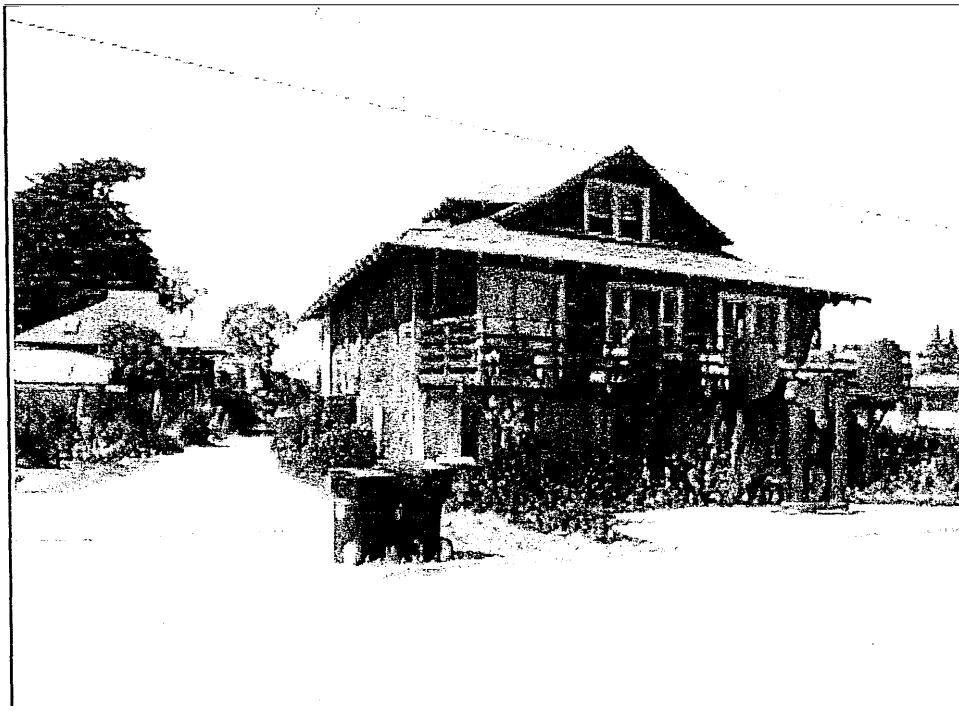
The main Craftsman-style structure is square in plan, 1 1/2 stories with a complex roof structure of flared hipped roof with a pierced gable dormer in the front and hipped dormers on the side, exposed eaves, brackets, and shaped rafter tails. Originally the structure had a grocery store on the ground level and a residence upstairs. Gas pumps were by the roadside, a carriage shed and rental cabins along the drive. The carriage shed repeats some of the roof forms of the main structure and has a high level of workmanship for a utilitarian building. The second floor has a door with side windows. The ground floor has been altered and the deck is not original. The main structure, carriage shed and adjacent cabins are sided in wood shingles and have wood frame one-over-one sash windows.

Significance: The property retains much of the original features including material, elements, forms and setting of an early twentieth-century Live Oak resort property and meets the County of Santa Cruz criteria for a historic resource NR6.

***P3b. Resource Attributes:** (List attributes and codes) HP6; NR6

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

P5a. Photo or Drawing



P5b. Description of Photo: (View, date, accession#) front view with side view of auxiliary structures

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

est. pre. WWI

***P7. Owner and Address:**

Naslund, Leila
 19301 Bear Creek Road
 Los Gatos, CA 95030

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

Sheila McElroy
 Circa: Historic Property Development
 One Sutter St. # 910
 San Francisco, CA 94104
 With Ross Gibson & Phil Reader

***P9. Date Recorded:** 7/29/04

***P10. Survey Type:** (Describe)
 Reconnaissance Survey

***P11. Report Citation:**

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

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

Primary #
HRI#

0522

Page 2 of 2

'NRHP Status Code NR6

*Resource Name or # (Assigned by recorder) 005

B1. Historic Name:
B2. Common Name: Pleasure Point Road House
B3. Original Use: Grocery and cabins complex B4. Present Use: residences

*B5. Architectural Style: Craftsman

*B6. Construction History: (Construction date, alterations, and date of alterations)
Road house, carriage house 1902; cabins 1971; ancillary building sunknown

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

*B8. Related Features:

two-story rooming house, camage house and tourist cabins, other assorted out buildings

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Resort/vacation properties

Area: Santa Cruz

Period of Significance: 1902-1971

Property Type: resort complex

Applicable Criteria: NA

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

The Road House is located on East Cliff Drive between 38th and 41st Avenues. The complex consists of a large two-story rooming house, a camage house and several roadside tourist cabins as well as other assorted out buildings. The site was originally part of the Rodeo Rancho of the Mexican period. Following statehood it was deeded to Walter Lynskey, who carved out a large wheat farm along the cliffs. The land changed hand several times before it was purchased by John J. Henchy. Henchy migrated to the United States from Ireland following the great famine of the 1840s. He settled first around Newman, CA before moving on to San Francisco. By 1880, he owned a saloon and brothel at 821 Folsom Street in the Barbary Coast red light district. At some point Henchy retired from the business and moved to the San Joaquin and later to Live Oak where he bought a proportion of the old Lynskey farm. In 1902, he began construction on the road house which he intended for use as his primary residence however he turned the ground floor into a saloon and related businesses. He moved his family into the village of Capitola while he operated the Road House. With prohibition the saloon was known as a speak-easy and bootleggers buried their contraband liquor in the sand below the cliffs. About 1920 Henchy retired once again. In 1926 the property sold to Anton and Ida Peterson, who owned it until 1971. About 1971 the tourist cottages were built, the saloon was remodeled into a grocery store, a gas pump installed and the upstairs rooms converted in to a rooming house for families and visitors. Since then the Pleasure Point Road House has been a Massage Parlor, "hippy" commune to surfer hangout. The property has been significantly altered but should be a contributor in the survey of Pleasure Point as pari of the district.

B11. Additional Resource Attributes: (List attributes and codes) HP 6; HP4; HP5

*B12. References:

Deed Book 143, p402, 2/20/1902; *RL Polk Street Directories* Santa Cruz Co. 1910-1946, San Francisco Co. 1880-1881; US Census San Francisco Co. 1880, Soquel Dist., 1900, Santa Cruz Co. Brancifortre District 1930; Aerial Survey Santa Cruz Co. 1928, 1931; "Hatch" Map Official Map of Santa Cruz Co., CA 1889; Sanborn Insurance Map 1928, *Santa Cruz Sentinel* 4/1/1938, 10/16/1957; ; *A Field Guide to American House*, McAlester and McAlester, 1997.

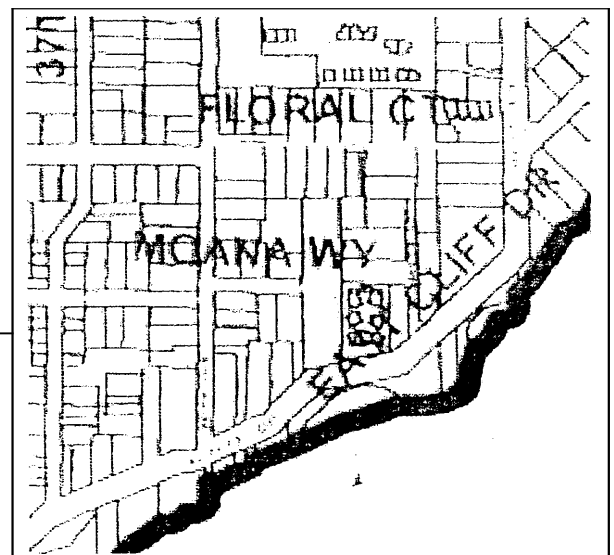
B13. Remarks:

*B14. Evaluator:

Sheila McElroy
Circa: Historic Property Development
One Sutter St. # 910
San Francisco, CA 94104
Research: Phil Reader

*Date of Evaluation: August 16, 2005

(This space reserved for official comments.)



**Anthony Kirk, PHD (Owner's consultant)
Evaluation of 2-3905 East Cliff Drive**

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____
	HRI # _____
	Trinomial _____
	NRHP Status Code _____ 0524
Other Listings _____	
Review Code _____	Reviewer _____ Date _____

Page 1 of 14 *Resource Name or #: (Assigned by recorder) 2-3905 East Cliff Drive

P1. Other Identifier:

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

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

*b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec , B.M.

c. Address 2-3905 East Cliff Drive City Santa Cruz Zip 95062

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

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

Santa Cruz County APN: 032-181-008

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

The single-family residence at 2-3905 East Cliff Drive is a one-and-a-half-story wood-frame Craftsman-style raised house that was probably constructed in 1902 or shortly thereafter and subsequently enlarged and altered (DPR 523A photo and figure 1). It is essentially trapezoidal in plan, with a raised basement, and rests on a concrete perimeter foundation. The floor of the raised basement is at ground level. A full-width open porch, with a wooden deck above, extends along the south, or East Cliff Drive, side of the basement, or ground floor. A second, smaller deck, reached by a wooden staircase, is located on the east end of the north side of the first floor. The exterior walls of the house are clad with wood shingles. Fenestration consists of original wood-sash casement and double-hung windows on the full story and the half-story and newer wood-sash fixed and casement windows—dating variously from the 1920s and the 1970s—on the ground floor. On the south side, a door at the end of a central canted inset entryway opens into the main room of the raised basement while a second, older door, located near the east end, provides access to a staircase that leads to the first floor. On the north side, an old, possibly original door affords entrance to an unfinished section of the basement, while another: newer door opens into a studio apartment located in the northeast corner. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP - 2, Single Family Property, HP - 5, Hotel/Motel

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



P5b. Description of Photo: (View, date, accession #) Looking northeast at south elevation, 3/26/07

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

ca. 1902; deed of sale.

*P7. Owner and Address:

Leila Naslund, 1986 Trust
19301 Bear Creek Road
Los Gatos, CA 95033

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

Anthony Kirk: Ph.D.
142 McCormick Street
Santa Cruz, CA 95062

*P9. Date Recorded: 6/11/07

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (cite survey report and other sources, or enter "none.") None

*Attachments: NONE Location Map Sketch Map @Continuation Sheet Building, Structure and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List)

State of California -- The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # _____ HRI # _____
BUILDING, STRUCTURE, AND OBJECT RECORD	
0525	

- B1. Historic Name: Cosy Cottages
- 82. Common Name: Pleasure Point Roadhouse
- B3. Original Use: Residence
- B4. Present Use: Vacant/not in use
- *B5. **Architectural Style:** Craftsman
- *B6. **Construction History:** (Construction date, alteration, and date of alterations) Constructed ca. 1902; addition to northeast corner ca. 1908-15; back porch constructed ca. 1908-15; new ground-floor fenestration ca. 1926; front porch demolished, new front porch constructed, façade fenestration altered ca. 1927; front and back porch rebuilt 1972; new ground-floor fenestration ca. 1972-74.

- *B7. **Moved?** No Yes Unknown **Date:** _____ **Original Location:** _____
- *B8. **Related Features:** Carriage house, tourist cabins, sauna/shower house, carport
- B9a. Architect: Unknown
- b. Builder: Unknown
- *B10. **Significance: Theme** n/a **Area** n/a
- Period of Significance** n/a **Property Type** n/a **Applicable Criteria** n/a

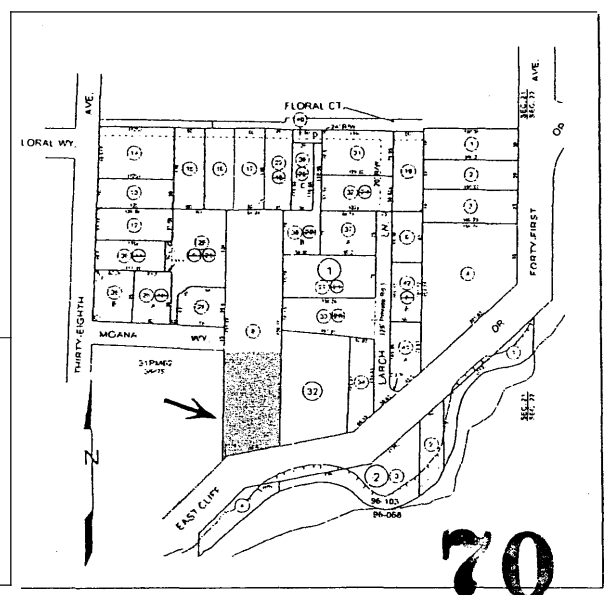
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

Neither the house at 2-3905 East Cliff Drive nor the surrounding complex of buildings of which it is a part appear to be eligible for listing in the California Register of Historical Resources or in the Santa Cruz County Survey of Historic Resources. The property is not significant within any national, state, or local historical context, nor is it associated with any person known to be noteworthy in California or Santa Cruz County annals. Architecturally, none of the buildings rises to a level of distinction and none is the work of a master architect or builder.

The house at 2-3905 East Cliff Drive was presumably constructed for John and Annie Henchy in 1902, when the couple acquired the parcel on which it stands, or not long after. Born in Ireland in 1850, John James Henchy suffered the loss of his father as a youth and at the age of fifteen stowed away on a ship bound for America, according to a granddaughter, Marie Strain. By the late 1870s he had made his way to San Francisco, where he found employment as a pantryman with the Pacific Mail Steamship Company. He subsequently operated a saloon in the city's great industrial district south of Market Street, first on Folsom, then on Second Street. Possessed of a restless spirit, he headed out to the San Joaquin Valley, where he was a pioneer of the Stanislaus County town of (See Continuation Sheet)

- B11. Additional Resource Attributes (List attributes and codes):
- *B12. **References:** See Continuation Sheet
- B13. Remarks:
- *B14. **Evaluator:** Anthony Kirk, Ph.D.
- ***Date of Evaluation:** 6/11/07

(This space reserved for official comments.)



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P3a. Description:

0526

The moderately pitched gable-on-hip roof covering the main block of the house is characterized by wide, flared eaves and exposed rafter tails topped by protruding bull-nosed wedges, as are the three hipped dormers, one on the east slope, two on the west. All roof surfaces, including the shed roof covering a rear addition, are finished with mineral-faced composition rolls. Decorative roof beams and triangular knee braces enliven the south gable. A sheet-metal chimney rises from the western slope of the roof.

As constructed in the early years of the twentieth century for John and Annie Henchy, the house was trapezoidal in plan, with an unfinished dirt-floor raised basement. The gable-on-hip roof was finished with wood shingles. A brick chimney shaft pierced the western slope of the roof. Fenestration of the ground floor, which had a seven-and-a-half-foot wall plate, was in all likelihood limited to two or three small windows. Fenestration of the first floor was symmetrical on the south side, consisting of three pairs of two-over-two double-hung windows, and also on the west side, consisting of a range of two-over-two double-hung windows. Fenestration on the east side was asymmetrical, consisting of double-hung and casement windows, and in all probability asymmetrical on the north side, as well, possibly consisting entirely of casement windows. It is certain that a front porch was present, but lacking photographs or other documentation, its character is entirely a matter of conjecture. There was also a back porch of one sort or another off the kitchen, located in the northwest corner of the house, that was reached by a staircase. At an unknown date but probably sometime after 1908, when Nicholas Neary acquired the property from the Henchys, and definitely before 1926, when the property was purchased by Anton and Ida Peterson, this porch was either enlarged and enclosed, or an entirely new shed-roofed addition built. It was undoubtedly at the same time that a doorway was cut into the east end of the north side and a porch and staircase constructed.

The ground floor of the house was radically altered either in late 1926 or, more likely, in 1927, when Anton and Ida Peterson, established an automobile service station. A concrete slab floor was poured and the front half of the basement converted to a combination service-station office and grocery store. As part of the remodel, two or three rooms were framed up and the façade of the house transformed by the introduction of large display windows flanking a canted inset entryway. A full-width porch or arcade, with large square supporting posts and a concrete walkway, was constructed, together with an attached canopy that extended out over a service island, with two gasoline pumps, in front of the house (figure 2). It was undoubtedly at this time that the central pair of double-hung windows on the first floor of the façade was removed and the opening enlarged to accommodate a door with sidelights, providing access to the roof of the porch. It was also about this time that the Petersons further altered the ground floor, introducing new fenestration in the course of building a rental unit in the northeast corner of the house.

In 1972 Leila McBride Naslund purchased the property and immediately undertook a series of improvements. She rebuilt the full-width front porch and deck, though on a much simpler plan than the original, and also the back porch and staircase. She re-roofed the house with composition sheets and soon began construction of a warren of studio apartments in the basement, installing windows salvaged from a San Jose piano store. Following the Loma Prieta earthquake of 1989, which led to the loss of the brick chimney shaft, the current sheet-metal pipe were installed. In the early 1990s the gasoline pumps were removed from the service island in front of the house.

The house, which is in poor condition, is set back slightly from East Cliff Drive on a narrow, rectangular parcel encompassing nearly an acre. The surrounding grounds are characterized by mature landscaping that, recently, was cut back preparatory to securing part of the property with a chain-link fence. At the rear of the lot several large Monterey cypress dominate an unkempt, weed-choked field marked by a scattering of blackberry bushes and debris.

Disposed about the house in the form of an inverted J are several cabins and assorted outbuildings, all of which are in poor to very poor or ruinous condition. To the west of the front of the house, on the far side of a dirt drive that leads to the north end of the lot, stands a very small two-room wood-frame cabin that originally contained the service station restrooms (figure 3). Constructed by Anton Peterson and a friend, probably in 1928 or 1929, it rests on a concrete slab foundation that is contiguous with a concrete apron surrounding the service station grease pit, located a half-dozen feet to the southeast. The walls are clad with v-rustic siding. Fenestration consists of three small wood-sash windows set high in the walls. The gabled roof, like the roof of the main house, is characterized by flared eaves and exposed rafter tails

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topped by protruding bull-nosed wedges. The roof is roughly finished with mineral-faced composition sheets, which date to the early 1970s, when the original wood-shingle roof was removed in the course of converting the structure to living quarters.

Directly to the north of the former restrooms, situated close to the property line in a neat row, are three wood-frame cabins built as vacation rentals by Anton Peterson, with the assistance of a friend, in 1928 or 1929 and altered in various ways, including new roofing and the introduction of Plexiglas skylights, in the early 1970s. The cabins are rectangular in plan and rest on concrete piers set at the corners. The walls are clad with v-rustic siding that over the years has been patched on the west side with composition sheets. The larger of the cabins, situated at the south end of the row (figure 4), has a front-gabled jerkinhead roof, as does the neighboring cabin (figure 5). The northerly cabin (figure 6) has a front-gabled roof. The roof of the larger cabin is finished with composition shingles; the other two roofs are covered with composition sheets laid over original wood shingles. All three of the roofs have flared eaves and exposed rafter tails topped by protruding bull-nosed wedges and all have one or two Plexiglas skylights. Fenestration is asymmetrical, consisting of wood-sash windows of various types—fixed, casement, hopper, and awning—most of which appear to be original.

To the north of the three cabins stands a two-story wood-frame carriage house (figure 7) that is contemporary with the main house. It is nearly square in plan and rests on a concrete perimeter foundation. The walls are clad with wood shingles. Fenestration consists of a farrago of wood-sash windows—casement, fixed, and hopper—that were installed in the early 1970s, many of them salvaged from other structures. On the east side, an older door, adjacent to a sliding door that has been nailed shut, provides entrance to the main floor. Neither door is original, and in all likelihood, double wagon doors, like those on the west side, formerly hung here. The gable-on-hip roof is characterized by moderate eave overhang and exposed rafter tails topped by protruding bull-nosed wedges and is finished with composition sheets, several large sections of which are missing, revealing deteriorated wood shingles. Two Plexiglas skylights are set in the south slope of the roof. A cross-gabled roof, under which double hay doors formerly hung, is located on the east side.

A large, primitive, dirt-floor carport (figure 8) is located to the east of the carriage house, on the far side of the drive that runs through the lot. Built by Anton Peterson in the early 1930s, it is rectangular in plan and rests partly on randomly placed concrete piers and partly on bare earth. The walls are clad with flush vertical planks except for the west side and the west end of the south side, which are clad with v-rustic siding. Remnants of old composition sheets are scattered across the low-pitched shed roof, parts of which are missing.

On the south side of the carport, some dozen or so feet from the main house, stands a very small two-room sauna/shower (figure 9). Constructed by Anton Peterson in the early 1930s as a shower house, it is L-shaped in plan and rests on a concrete slab foundation. The walls are clad with v-rustic siding. Fenestration is limited to two small wood-sash windows, one of which, on the south side, replaced an older window of somewhat larger dimensions and presumably dates to the time when the west shower room was converted to a sauna. The cross-gabled jerkinhead roof is characterized by flared eaves and exposed rafter tails topped by protruding bull-nosed wedges and is finished with wood shingles.

B10. Significance:

Newman, laid out in 1887 on the Southern Pacific main line. Within a decade, wearying of the scorching summer heat and having met with financial success—as well as having married and fathered three daughters—he set out for the cool breezes of the central California coast.

In the autumn of 1897 Henchy bought a four-acre lot running north from East Cliff Drive along Ninth Avenue (present-day 41st Avenue) in Fair View Park, a subdivision recently developed by F. A. Hihn along the bluffs west of Capitola. Two years later he acquired a neighboring strip of land on the ocean side of Cliff Drive, and in late February 1902 he paid \$461.40 for a large tract adjoining his initial purchase. Though he immediately sold half of the latter parcel, he was left with nearly seven acres in an L-shaped tract at the northwest corner of Cliff Drive and Ninth. For reasons unknown, Henchy decided to situate his new residence hard by the western property line. Even more curiously, he had the house designed with the sides set parallel to the north-south axis of the plot but the façade aligned with East Cliff

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Drive, creating a trapezoidal plan. To best take advantage of the splendid ocean views, he made the rather unusual but eminently practical decision to build a raised house and construct a long enclosed light-filled gallery that wrapped around the east and south sides of the main floor and formed a sun porch of sorts.

As early as September 1900, as shown by the entry for that year in the Great Register of Santa Cruz County, John Henchy considered himself a farmer. He was by any measure a gentleman farmer, though, and just three months earlier he had, in fact, informed the United States Census enumerator that he was retired. When registering to vote in 1904, Henchy gave his occupation as Capitalist and in 1908 as Speculator. On June 13 of the latter year, he and Annie, having subdivided their land, sold the house on East Cliff Drive, and the family moved to Capitola, where they lived until 1921 or 1922, when the elder Henchys took up residence in San Francisco.

Nicholas E. Neary, who in 1908 purchased the Henchy home and the one-acre parcel on which it stood, together with a neighboring ocean-front lot, was, like John Henchy, a native of Ireland. Born in 1856 Nick, as he was usually called, arrived in the United States as a youth of fourteen and by the close of the century had settled in San Francisco, where he was the manager of the New York Cloak and Suit Company. Like Henchy, he seems to have done well financially at a relatively early age. When registering to vote in Santa Cruz County in 1912, he characterized himself as retired, which, despite his stating his occupation in later years as Capitalist, was by all appearances an accurate description. In April 1913 the *Santa Crui Surf* reported that he would be leaving in early May "for an extended trip to the old country [Ireland] and the continent of Europe," parenthetically noting that he had also visited "the land of ancestors a few years ago." Neary presumably traveled with his wife, Mary, and, unless they had married, their two daughters, who would have been in their mid-twenties at the time. The *Surf* suggests this was the case, observing that "his hospitable home on the bluffs near Capitola will be closed during his absence." Although the record is not clear, it would appear that the Nearys spent considerable time traveling or in San Francisco, and that their "hospitable home" was often closed. When Mary Neary died at St. Mary's hospital in San Francisco in January 1921, the *Santa Cruz News* reported, that "the late Mrs. Neary and her husband were both well known in Santa Cruz and for some years made their home on the East Cliff Drive near Capitola."

On August 9, 1922, a year and a half after his wife's death, Nick Neary, who had taken up residence in Oakland, sold his Santa Cruz house, including "all of the household furniture . . . with the exception of certain articles this day reserved" to John E. Menzel. Menzel was a seventy-two-year-old German-born Merced County farmer. Despite the lack of supporting evidence, there can be little doubt: that he and his wife, Elizabeth, purchased the property for the same reason that countless other inland farmers and ranchers acquired coastal homes, to periodically escape the savage summer heat. Their ownership was brief, however, and in February 1926 the couple sold the property on which the house stood, along with two lots on the ocean side of East Cliff Drive, to Anton and Ida Peterson.

A native of Denmark, Anton Vilhelm Peterson was brought to the United States at the age of four and grew up in Michigan. He learned the blacksmith's trade and operated a smithy before moving to Arlington, Washington, where he ran a men's store and later a dry goods store and where he met and married Ida Glenk, a native of New York. The couple and their three children headed south to California; settling in Chowchilla, Madera County; and Anton, once again changing careers, took up ranching. In early 1926 the family moved to the coast and purchased the house on East Cliff Drive, where Anton Peterson, now sixty years old, cast about for a way to make a living for himself and his family.

When the Petersons registered to vote in Santa Cruz County in 1926, Ida identified her occupation as Housewife while Anton left the space blank. Possibly by the end of the year, and certainly no later than the following year, however, he had hit upon the idea of operating an automobile service station and offering accommodations to tourists. A photograph of the property taken not long after the ground floor had been remodeled and gasoline pumps installed shows a sign attached to one of the service-island piers, with the hand-lettered inscription "Rooms for Rent, Apartments." These accommodations were presumably limited to the lodgings Anton Peterson is known to have fitted up in the house—one in the northeast corner of the raised basement, the other off the kitchen, on the main floor—and a cottage situated across East Cliff Drive, built by a previous property owner. Mona Sabold, one of the Petersons two daughters, recalls that within a year of purchasing the property her father, with the help of a friend, constructed three guest cabins along the west property line and a fourth across the street, overlooking the ocean. There is, however, no sign of these structures in

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an aerial photograph of this section of Live Oak taken sometime in 1928, suggesting they were not built in the early months of the year or possibly not until the following year.

Certainly, the gradual development of the property is in line with the evolution of many such mom-and-pop enterprises in the 1920s and 1930s. In July 1933 John J. McCarthy and Robert Littell published an article titled "Three Hundred Thousand Shacks" in *Harper's Magazine*, in which they discussed how easily anyone with an entrepreneurial spark could enter the burgeoning tourist industry, conjuring up a hypothetical farmer who installs a couple of gas pumps next to his produce stand along a highway and uses the profits to build a café and a few cabins. "The money trickles steadily in and rolls in during the summer. Your overhead is low. Your wife does the cooking, your daughter makes the beds, your son tends the gas pumps."

In contrast to the hypothetical farmer and his family, however, the Petersons did not cook for their guests, who, instead, prepared simple meals in the cabin and apartment kitchens, generally with food purchased at the Peterson's grocery: which offered a selection of canned goods, bread, and pastries. The guests at Cosy Cottages — as the name of the cabin camp appears in the listings for Rural Route No. 2 in *Polk's Santa Cruz City Directory* beginning in 1937 — tended for the most part not to be travelers looking for overnight accommodations but residents of San Francisco and the inland valleys who came to the coast for a week or two of relaxation. Business was chiefly seasonal and, because the Petersons did not advertise, grew slowly, according to Mona Sabold, who remembers that many of the guests were friends of friends who had stayed in the cabin camp previously. While the income from rentals and groceries was undoubtedly helpful to the Petersons: it was presumably gasoline sales and minor automobile service that contributed most to the family's welfare as the Great Depression deepened. Indeed, when Anton Peterson registered to vote in 1928, he listed his occupation as Service Station Operator, as he continued to do through World War II. Although no reference to the Peterson station appears in the Santa Cruz directories, including the Classified section, a photograph dating to the 1930s shows the name East Cliff Service above a Richfield gasoline sign on the station canopy (figure 2).

It is unclear when Anton Peterson retired as a service station operator, but most likely it was not long after the end of the war, when he was in his late seventies. Even earlier, the restrictions on travel imposed after Pearl Harbor had led the family to close the cabins and the grocery. With the coming of peace, a few of the longtime guests occasionally returned to rent one of the cabins for a week or two in the summer. Mona Sabold recalls that they were "considered part of the family," which supports the recollections of David J. Arata, who, as a young boy vacationing nearby in the early 1950s, thought that the cabins were occupied by Peterson relatives who had gathered for family reunions. Anton Peterson died in 1957 after an illness of several years, and by the early 1960s the condition of the cabins and the other buildings had entered into decline. Ida Peterson died in the summer of 1971, and the current owner, Leila Nasland, acquired the property the following year.

The house at 2-3905 East Cliff Drive is a century or more old, and there is much of interest that emerges from a study of its construction and evolution and of the men and women who lived here over the years. But though the property has a history, neither the residence itself nor the complex that includes it and the cabins and other outbuildings is historic. Whether evaluated individually or collectively the structures do not appear to be eligible for listing in either the California Register of Historical Resources (CRHR) or in the Santa Cruz County Survey of Historic Resources (SCCSHR) under any criteria.

Tourism, an industry with which the property at 2-3905 East Cliff Drive was associated for some twenty odd years or more, has been important to the economic development of Santa Cruz County since at least the late 1860s, when Samuel Alonzo Hall opened the beachfront east of Soquel Creek to campers in what came to be known as Camp Capitola. The arrival of the railroad in the country's centennial year led to an increase in destination tourism and the building of such grand caravansaries as the Sea Beach Hotel in Santa Cruz and Hotel Capitola down the coast. Other accommodations sprang up through much of the county, ranging from the seasonal tent cities along the ocean to resorts tucked away in the mountain, such as the Rowardennan in Ben Lomond, which provided its two hundred guests with such amenities as swimming, horseback riding, billiards, bowling, tennis, and golf, as well as a large dance hall.

The rise of automobile travel in the twentieth century resulted in the creation of new types of accommodations for tourists, beginning, in the American West, with auto camps, which gave way to cabin camps and cottage courts and motor courts, or motor hotels, as the latter were also called — far better known, of course, in the contracted form, as motels. The

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Peterson's early efforts in welcoming visitors took the form of renting rooms or small apartments in their own residence, a type of accommodation known as a tourist home and identified chiefly with the eastern United States. With the construction of four cabins, which gave the family five rental units in addition to the two apartments in the house, the complex took on the character of a cabin camp. Because the cabins were situated in two discrete locations, however, the physical plan of Cosy Cottages was unlike any of the building layouts usually associated with cabin camps, such as a single row, an L, a U, a crescent; or a cluster. Moreover, because of the relatively narrow lot on which the house stood, the complex lacked one of the characteristics invariably associated with cabin camp complexes: 2 parking place, a carport, or a garage adjacent to each cabin for the traveler's automobile.

The history of Cosy Cottages is of some interest, but there is no evidence that the property is significant within the context of tourism and, as such, that it is eligible for listing in the CRHR under Criterion 1 or the SCCSHR under Criterion 2. As a tourist home with a handful of cabins, (one of which has been lost to cliff erosion), it lies outside the mainstream of tourist accommodations as they evolved in the county and is, in fact, a property type not even discussed in the *County of Santa Cruz Survey of Historic Resources Update and Context Statement* (1994). Certainly, it is not a good example of a cabin camp. Other properties far better illustrate the theme of tourism in Santa Cruz, including Redwood Village in Aptos and Shepherd's Fold on old Highway 17, both of which date to the 1920s and are listed in the SCCSHR.

There is, as well, no evidence that the property is associated with any other pattern of events of local or regional importance that would make it eligible for listing in the CRHR under Criterion 1 or the SCCSHR under Criterion 2. The Peterson's automobile service station is not known to have been significant, and even if documentation should emerge that testifies to its importance, none of the essential physical features of the property, save the restrooms and grease pit, are extant.

Beginning with John Henchy and his wife, Annie, the property was owned by a series of families — Nicholas and Mary Neary, John and Elizabeth Menzel, Anton and Ida Peterson — whose lives played out in diverse ways. Both John Henchy and Anton Peterson tried their hand at various occupations over the decades. By contrast Nick Neary long made a living sell cloaks and suits in San Francisco, while John Menzel is known only as a farmer. But interesting though their lives may have been, none of them is known to have made a specific identifiable contribution to any phase of local, state, or national history that meets the standard for significance required for listing in the CRHR under Criterion 2 or the SCCSHR under Criterion 1.

Architecturally, the house is an extremely modest example of the Craftsman style, lacking several of the most important characteristics associated with this design mode. The Craftsman style arose out of the English Arts and Crafts movement, which spread to the United States in the late nineteenth century. Its influence appeared early in San Francisco, where in 1894 the first Arts and Crafts society in the United States was founded. The Arts and Crafts movement rejected mechanization and materialism and embraced simplicity, sincerity, and authenticity. Its philosophy manifested itself in the work of furniture makers, potters, weavers, graphic designers, metal workers, and architects. Much of its popularity in America came from Gustav Stickley's monthly journal, *The Craftsman*, which, published in New York from 1901 to 1916, gave its name to the movement in this country.

The virtues of Craftsman residences were widely disseminated by Stickley's periodical, as well as by articles in magazines as diverse as *Western Architect* and *Ladies' Home Journal*. Full sets of plans and specifications for houses were available from Stickley and numerous other sources, while mail-order companies such as Sears, Roebuck offered complete pre-cut component kits for residences. The Craftsman style rapidly became the most popular design mode for small houses in the country and remained so until the early twenties, when the Arts and Crafts movement entered into decline.

Although the Craftsman aesthetic informed building design as disparate as Mission Revival and Prairie, it is associated chiefly with one- and one-and-a-half-story houses characterized by asymmetrical facades and low- or moderate-pitched gabled roofs with wide overhanging eaves and exposed rafter tails. Decorative details often include false beams and triangular knee braces in the gables. Exterior walls are occasionally clad with stucco or stone but most commonly with clapboards or wood shingles. Windows are either casement or, more frequently, double-hung, with multiple lights in the upper sash and a single light in the lower sash. Though inset porches are not uncommon, a partial- or full-width front-gabled porch is among the most typical character-defining feature of the style. The porch roof is often supported by

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square posts resting on heavy battered piers or, conversely, tapered columns set on rectilinear pedestals. Some central California Craftsman houses are possessed of a particularly woodsy character, often associated with the first phase of the Bay Area Tradition and exemplifying the enthusiasm of "building with nature," as promoted by, among others, the Berkeley poet and aesthete Charles Keeler in his book *The Simple Home* (1904).

The main house at 2-3905 East Cliff Drive embodies several features commonly associated with Craftsman architecture, notably generous eaves, exposed rafter tails, and false beams with triangular knee braces (though only in the south gable). It lacks, however; the typical massing and lines of the style; and what remains of the original façade, which suffered a loss of integrity when the ground floor was transformed into a service station office and grocery in the 1920s, is symmetrical rather than asymmetrical. The gable-on-hip roof is not a feature associated with Craftsman houses, which are usually gabled or cross-gabled, and though dormers are characteristic, they are usually distinguished by gabled or shed, rather than hipped, roofs. Moreover, the original front porch, which very likely was among the chief character-defining features of the house, no longer survives. **As** it stands today, the house fails to embody the distinctive characteristics typically associated with Craftsman architecture. It also fails to exhibit any of the particular genius of design or exquisite workmanship found in high-style Craftsman residences, such as those scattered through the San Francisco Bay Area and southern California. The house is not representative of a distinct architectural style or period or region, nor is it the work of a master architect or builder, nor does it possess high artistic value. **As** such it does not meet Criterion 3 of either the CRHR or the SCCSHR.

The property also does not appear to be significant under Criterion 4 of either the CRHR or the SCCSHR, which require that a property have yielded or be likely to yield information important to history or prehistory. This criterion is usually applied to archaeological sites, but under certain circumstances it is also applicable to the built environment. An examination of the physical structure of the house reveals no meaningful variation on standard design or construction techniques or any other useful information that would make the property potentially eligible for listing in either inventory under this Criterion.

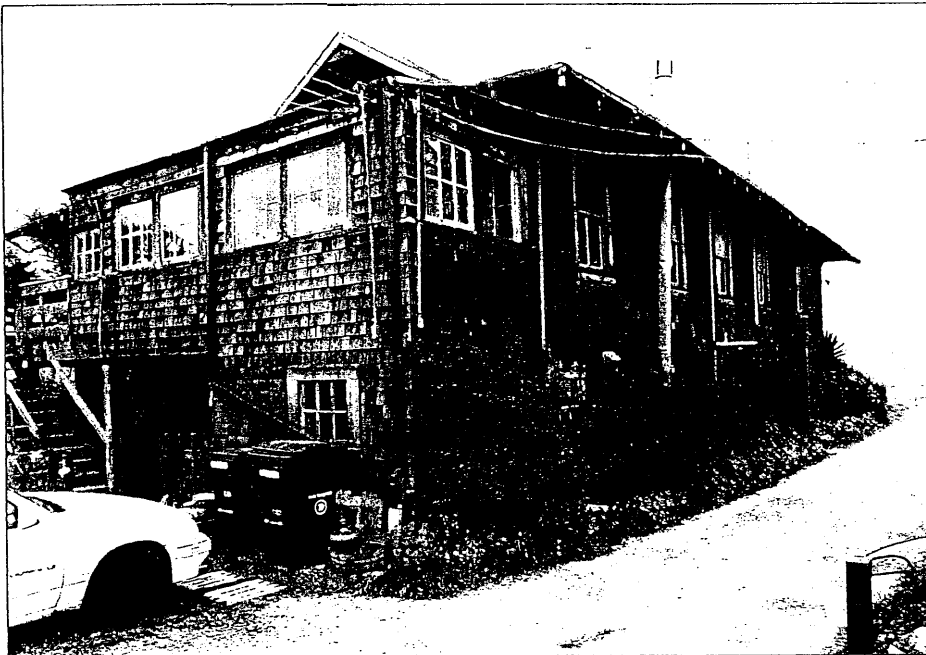


Figure 1. Main house, looking southeast at north and west elevations, 3/26/07.

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Figure 2. East Side Service and
Cosy Cottages, ca. 1930-37.
Courtesy Norman Poitevin.

Figure 3. Fonner restrooms, looking
northwest at south and east elevations,
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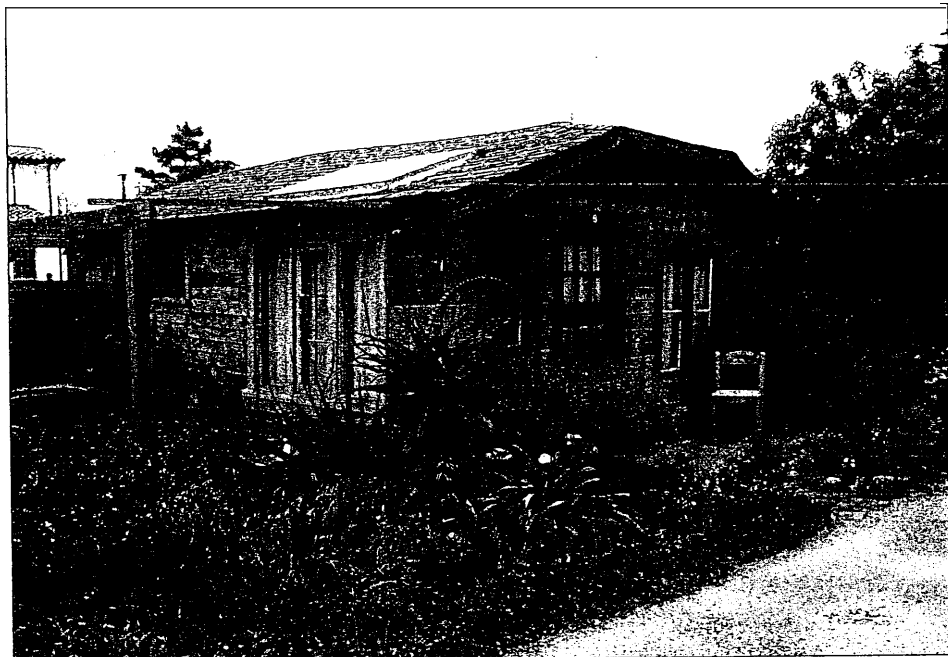
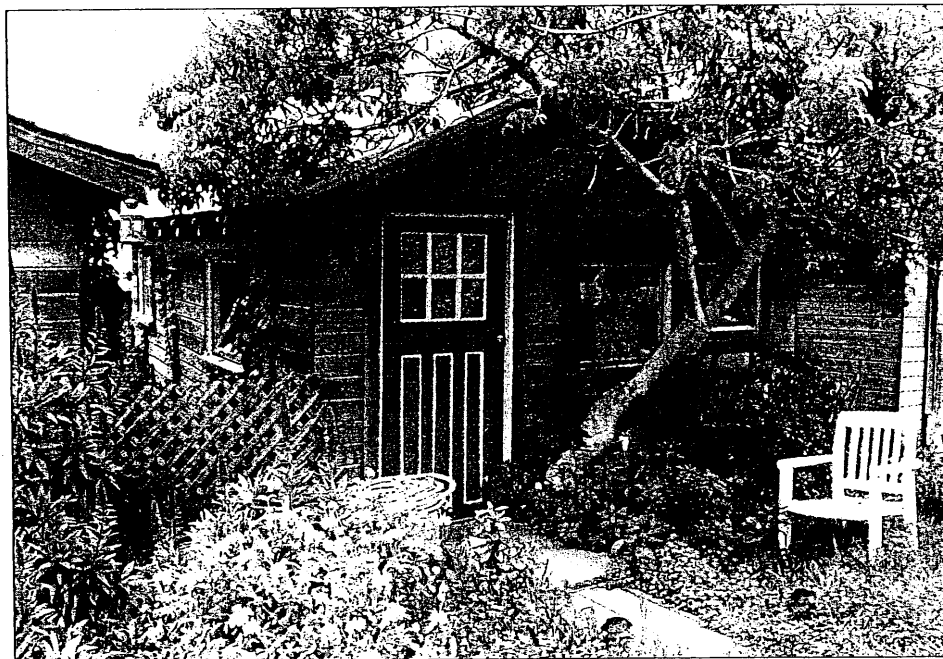


Figure 4. Cottage No.1, looking northwest at south and east elevations, 3/26/07.

Figure 5. Cottage No. 2, looking northwest at south and east elevations, 3/26/07.



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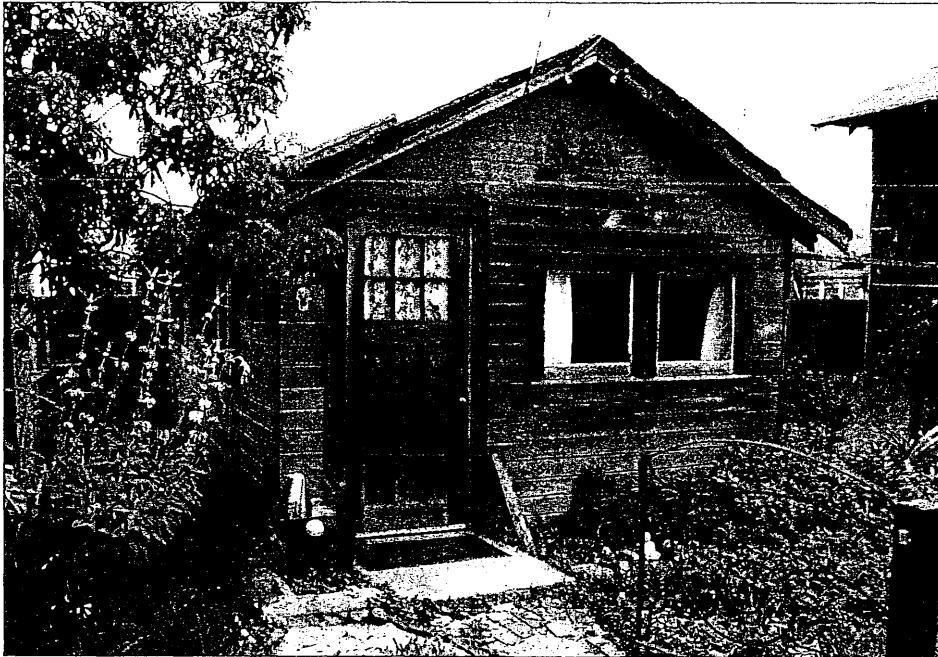
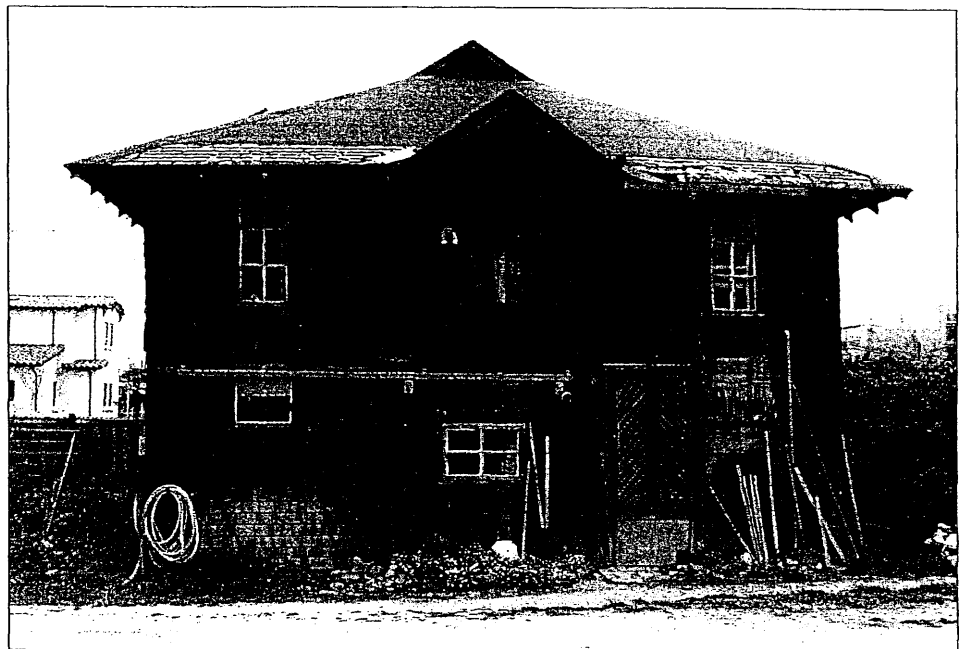


Figure 6. Cottage No. 3, looking northwest at south and east elevations, 3/26/07.

Figure 7. Carriage House, looking west at east elevation, 3/26/07.



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Figure 8. Carport, looking southeast at west elevation, 3/26/07.

Figure 9. Sauna/Shower, looking northeast at west and south elevations, 3/26/07.



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State of California -- The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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 HRI# _____
 Trinomial _____

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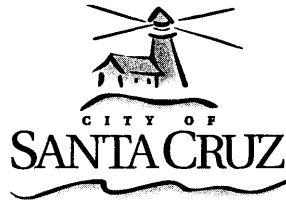
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831/420-5100 • FAX 831/420-5101
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831/420-6250 • FAX 831/420-6458

P L A N N I N G D E P A R T M E N T

809 Center Street • Room 206 • Santa Cruz, CA 95060 • cityplan@ci.santa-cruz.ca.us
GREG LARSON, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT

November 14, 2007

Santa Cruz County Board of Supervisors
Governmental Center
701 Ocean Street, Room 525
Santa Cruz, CA 95060

Dear Board of Supervisors:

At the City of Santa Cruz Historic Preservation Commission meeting of November 14, 2007, it was brought to the Commission's attention during Oral Communications by several persons from the public that the historic status of the Roadhouse building in the Pleasure Point area will be heard at the Board of Supervisors' next Board meeting.

The Historic Planning Commission regards the Roadhouse to be an exceptional historic architectural example of Pleasure Point similar to the brown shingle style of the Pogonip Clubhouse. The rustic ambiance is one of the last examples in its natural wooded setting that typified "Old Pleasure Point". The Historic Preservation Commission strongly supports the historic listing of this landmark as a protected *NR-5*.

Sincerely,

David Subocz, Chair
Santa Cruz City Historic Preservation Commission

November 9,2007

Dear Supervisor Beautz,

It is with great enthusiasm that our organization supports the acquisition of the Pleasure Point Roadhouse (2-3905 East Cliff Drive) by the Live Oak Redevelopment Agency.

It is our hope that such an acquisition will lead to preservation and remodeling of a building that is historically significant and of great symbolic importance in the community character of Pleasure Point.

As one of the most densely populated neighborhoods of the greater Live Oak area, our programs currently involve many families living in Pleasure Point. In planning our service delivery we have often sought ways to get closer to that neighborhood, which includes several pockets of low and extremely low income residents. However, since no indoor public spaces exist there we have been unable to extend our programs.

Among the opportunities and resources that the Center is interested in providing on a part-time basis to the facility that the Roadhouse could become include: food distribution, Healthy Families health care enrollment, English and Spanish language classes, teen life skills courses, parent education and leadership development.

Our indicators show that there is a great need for social and human services in the area surrounding the Roadhouse. I believe these needs, combined with unmet cultural and recreational needs, would mean that a renovated Roadhouse would be well used. There is a severe shortage of civic space throughout Live Oak, with no indoor civic space available in Pleasure Point at all.

The Live Oak Family Resource Center/Community Bridges would like to loan it's expertise in facility management, partnership agreements and direct service delivery toward making this community endeavor a success.

Sincerely,

Elizabeth Schilling
Co-Director

CC: Betsey Lynberg
Dawn _____

Nov. 19,2007

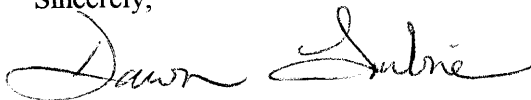
Dear Board of Supervisors:

My name is Dawn Imbrie; I have been a Pleasure Point resident for 25 years. I would like to speak in support of you the Board going forward with purchase negotiations towards the Roadhouse as a park acquisition site. Pleasure Point is a unique country coastal community; many residents see the Roadhouse and its property as a significant part of where we live. Concerned residents have been working over the past years to be proactive in working to protect what makes our community unique and valuable. This also involves working on building guidelines as well as protecting the great assets of our natural open spaces. With the much-valued coastal land of Pleasure Point, the increased presence of new coastal development is more and more prevalent.

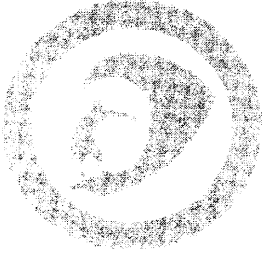
The Roadhouse is one of the oldest structures in Pleasure Point dating back to the early 1900's. It still stands and aesthetically represents another time from our community's history. Recently next door the old cottages placed on an ample open field were replaced with 7 expensive townhouses with a large parking lot in back. Saving the historic Roadhouse and its open space property greatly helps balance and offset increased ongoing coastal development. It also allows contrast, uniqueness and an awareness of what was here originally. To many of us the Roadhouse and its land offer history, richness and sustenance that are not garnered from new development. We feel it is of great importance and urgency we protect, nurture and save one of the few remaining historic structures and open spaces while we still can. They are part of our community's valued fabric.

I along with many community members vote yes in support of **RDA** funds being used for the Roadhouse park acquisition site. Of the many projects (with significant costs) **RDA** funds, this project gives back to the community in unique, rich, hard to replicate ways. The community has spoken to a number of potential uses of the Roadhouse: a community center, teen life skills, food distribution, non profit office space, youth hostel, art classes, community learning classes, sheriffs activity league ... These assorted uses show a vital Roadhouse center and maintenance issues have also been looked at. **As** a community, we encourage you as the Board of Supervisors to move forward and vote in support of the Roadhouse as a park acquisition site. The Roadhouse and its open space are valued community resources we want to protect. They are worthy of the financial investment. Please stand with us in support of this valued acquisition. With our many thanks!!

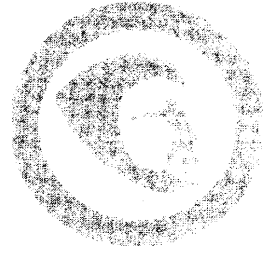
Sincerely,



Dawn Imbrie



PLEASURE POINT BUSINESS ASSOCIATION
3963 PORTOLA DRIVE
SANTA CRUZ, CA 95062
833-462-3886
www.pleasurepointguide.com



March 13, 2007

Janet K. Beutz
 First District Supervisor
 Santa Cruz County Board of Supervisors
 701 Ocean Street
 Santa Cruz, CA 95062

Re: Pleasure Point Road House Historical Designation

Dear Supervisor Beutz:

This letter is written on behalf of the Pleasure Point Business Association in support of the historical landmark designation of the Pleasure Point Road House.

We believe that such a designation and preservation of this historical structure would serve to benefit Pleasure Point and Santa Cruz County culturally and financially,

We believe that this is an opportunity to really put Pleasure Point on the map as a traveler destination. Having such a wonderful resource to use as a Community based visitors center and park will serve to bring more travelers and locals to our Pleasure Point area, generating more sales for local Pleasure Point businesses and tax dollars for the county, while at the same time providing a clean, safe place for people to meet, picnic, and recreate near the beach.

Often the beaches at Pleasure Point are inaccessible due to high tides, and elderly and handicapped persons cannot access our beaches at all. Having a park right across the street from our beaches with a visitor's center educating people about the Monterey Bay Sanctuary and the history of Pleasure Point would create a desirable environment for travellers from all walks of life.

We strongly urge you and the Santa Cruz County Board of Supervisors to vote yes on the historical landmark designation of the Pleasure Point Road House.

Sincerely,

on behalf of

Jackie Heath, President
 Dean Mealing, Vice President
 Sally Smith, Secretary/Treasurer



SANTA CRUZ COUNTY GROUP
 Of The Ventana Chapter-----
 P.O. Box 604, Santa Cruz, CA 95061 phone (831) 426-4453
 www.ventana.org e-mail: scscrg@cruzio.com

March 19,2007

Board of Supervisors
 santa Cruz county
 701 Ocean Avenue
 Santa Cruz, CA 95060
 (ViaFAX and US Mail)

Re: Pleasure Point Roadhouse

Dear Supervisors:

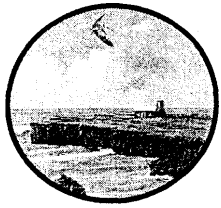
We want to add our support to those who are advocating the preservation of the Pleasure Point Road House **as a** historic heritage site. Besides the historic value of the structure, this site contains a large open space which constitutes **an** important aesthetic resource in this highly visited and highly utilized portion of the County.

It is very appropriate and desirable to include historic and visually significant resources **as part** of the community's open space inventory. **This** kind of resource enhancement substantially increases the environmental and cultural values of the entire community. In addition, this site has great potential for a future publicly owned space or community park.

Thank you for your consideration of these comments.

Sincerely yours,

Aldo Giacchino
 Chair, Executive Committee
 Santa Cruz County Group



May 3, 2007

Santa Cruz County Board of Supervisors
701 Ocean Street
Santa Cruz, CA. 95060

Dear Honorable Board of Supervisors:

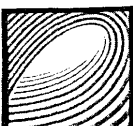
The Santa Cruz Chapter of the Surfrider Foundation wishes to declare our support for designating the structure, generally known as "The Pleasure Point Roadhouse" and located along the inland side of East Cliff Drive at **23905** East Cliff Drive as a historical structure. Furthermore, we support the use of public funds to purchase said property, both structure and grounds, and urge the County to declare the whole site as a public county **park**.

The Surfrider Foundation is a non-profit environmental organization dedicated to the protection of the world's oceans, waves, and beaches, for all people, through Conservation, Activism, Research and Education. (C.A.R.E.)

We take **this** position regarding the Roadhouse because of our well-established concerns about coastal overdevelopment. We believe this particular site is a prime candidate for knocking down the existing historical structure and replacing it with a sub-division **type of** construction, filling the rare coastal open space with multi-living units of several stories, a type of redevelopment that observation shows is becoming increasingly prevalent in the Pleasure Point coastal neighborhood and even on the adjacent lot. We believe such overdevelopment is not appropriate on an eroding coast, such is found at Pleasure Point. Regardless of what temporary seawalls the County or private parties may construct, coastal erosion is a natural process, and while huge, expensive construction projects may slow it, erosion will never cease on this coast. To continue allowing new residential construction with increased occupancy is foolish on an actively eroding coast.

However, if the property is hereafter owned by the County, then **as** the dynamic forces of the coast erodes the cliff, the **natural** consequences can be dealt with on-site without having to deal with the unreasonable demands of private property owners confronted with loss of frontage to erosion, even though this erosion has always been a well-known and documented fact along **this** coastline that all current property owners should certainly be fully aware of and all potential buyers should be advised of before purchase. Some form of managed retreat of structures on our eroding coast is inevitable over time, just **as** loss of cliff-face is inevitable, and by purchasing the "Pleasure Point Roadhouse" now, the County will be better-positioned to demonstrate the necessary adjustment.

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Protect and Preserve

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Director

The Pleasure Point Night Fighters, Calls upon the Supervisors of the County of Santa Cruz to list the "Pleasure Point Roadhouse" at 2-3905 East Cliff, as a Historic Resource of NR-5, The "Roadhouse" is built on land once a part of Rancho Rodeo.

Hinn, who brought the narrow gage Rail to Santa Cruz and developed Capitola, owned this

Property.

Henchy, who had a saloon in San Francisco, bought a portion of Hinn's property and built this Craftsman style house, The natural setting and the Oriental Flair on the rafters and the dormers, show this to be a house of distinction when it was built.

It is a part our architectural heritage that lead to the shingled homes of Maybeck, Morgan and Green and Green the quality of materials, 1st growth redwood, and workmanship are of aesthetic interest and value.

The Peterson's traded their Grape Ranch for this property in 1920's they added the cottages and opened the Cozy Cottages Resort. They add one of the first Gas Stations along the Coast to serve the Tourist trade.

The Peterson's sold to Nausland, who told them she understood that the land was in the Coastal zone and would not be able to be developed further.

She stated that she planed to preserve the property and rent the rooms*.

This seems to be what she did until 2007 when the County looks at adding it to the Historic Resource list.

"According to Ron Peterson



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The Roadhouse was on ~~the~~ Pleasure Point Bicycle Race T-Shirt in 1980 and is considered an icon for Pleasure Point.

The Roadhouse contributes to ~~the~~ historic, cultural and architectural heritage of Santa Cruz County.

It contributes ~~to~~ the sense of time and place, and historical development of the Pleasure Point. Without the NR-5 listing it is endangered by **loss**, alteration, or destruction, as the owners evicted the tenants on April 15, 2007, leaving it unattended after **more** than 100 years.

It is beneficial ~~to~~ the public interests as significant reminder ~~of~~ past **eras**.

It is an example of the physical surroundings of past generations.

It helps ~~to~~ foster civic awareness and pride in the rich diversity of the County's heritage.

It is a community resource for present and future generations.

The preservation of ~~the~~ Roadhouse will continue ~~to~~ enhance the County's attraction ~~to~~ visitors through protection of this historic resource that contributes greatly to Pleasure Point's unique character.

The Pleasure Point Night Fighters join with the neighbors, business community, and environmental organizations in calling for the Pleasure Point Roadhouse to be listed as a Historic Resource NR-5.

We further encourage ~~the~~ County ~~to~~ save the property as a Park Site and pay Nausland's Trust the fair market value and allow them to find another property to develop in a timely manner.



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The County can then protect the property from demolition by neglect and perform the deferred maintenance to bring this property back to its former glory and use it for the public good.

Sited reference

Historic Resource; Any structure, object, site, property, or district which has a special historical, archaeological, cultural or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the County,

Historic Resource Preservation Plan:

Historic Resources Inventory which may include historic structures, and districts which contribute to the historic, cultural and architectural heritage of Santa Cruz County.

Historic Structure contributes to the sense of time and place, and/or historical development of the district.

Following are references from the County Code supporting the preservation of historic resources
16.42.010 Purpose.

The Board of Supervisors of Santa County hereby finds and declares as follows:

- (a) Within the County of Santa Cruz there presently exist numerous historic structures, objects, sites, and areas of historic, cultural, architectural, engineering, or aesthetic significance, importance, and value;



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(b) Said ~~sites~~ and structures are endangered by loss, alteration, ~~or~~ destruction;

(c) Preservation of such sites and structures as community resources for present and future generations requires a comprehensive program;

(d) It is beneficial to the public interests are, significant reminders of past eras,

(e) County General Plan includes historic resources; protect historic structures, objects, sites and districts

1. Implement ~~the~~ General Plan historic resources policies ~~to~~ designate, preserve, protect, enhance, and perpetuate those historic structures, districts and sites which contribute to the cultural benefit of Santa County, and ~~to~~ provide for this, and future generations, examples ~~of the~~ physical surroundings of past generations; 2 Foster civic awareness and pride in the rich diversity of the County's heritage; 3. Protect and enhance the County's historic structures, objects, sites and districts as a physical record of its heritage; 4 Enhance property values and the stability of the neighborhoods and areas in the County; 5. Enhance the County's attraction ~~to~~ visitors through **protection** of the historic resources that constitute much of ~~the~~ County's unique character. 6. Encourage preservation of the knowledge of the past establishes the County's Historic Resources Inventory shall apply ~~to~~ all historic resources A **resolution** of the Board of Supervisors **establishing the** historical resources designation of a **structure, object, site,** property, or district which has a special historical, archaeological, cultural or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the County,

Local Historians and Researchers Support for Pleasure Point Roadhouse listing as an NR5 Historic Resource



There have been a number of studied findings and conclusions as to the Pleasure Point Roadhouse qualification as an historic resource. San Francisco's Architectural Resources Group (ARG) was a third party hired by Santa Cruz County's planning department to give a professional outside review and conclusion. Listed are some of their findings:

"Despite the thoroughness of the Kirk Evaluation, ARG does not concur with the conclusion against eligibility as a historic resource."

"The Circa Evaluation finds the property 'should be a contributor in the survey of Pleasure Point as part of the district' on the basis that the property retains original features including materials, elements, forms, and setting of an early 20th century Live *Oak* resort property. ... however it seems likely the subject property would be a contributor to such a historic district."

"We do not find that the alterations are so extensive that the property can no longer convey its history. It retains enough integrity to contribute to a potential historic district depending on the theme and historic context of that district. We assume the development of the local tourism industry would be one such historic context."

"We further note that as a potential contributor to a potential historic district, the property meets the definition of a qualified historic resource under CEQA and would be a candidate for the California Historical Building Code (CHBC)."

The above statements from San Francisco's ARG address and support the Roadhouse as an historic resource. Local historians also attest to its historic significance. The Roadhouse is one of the oldest remaining historic structures in Pleasure Point. Interesting period photographs portray its setting and time. Retaining valuable cultural and historic resources of our history are not to be replaced. Pleasure Point and Santa Cruz are well known treasured places to live and visit. Protecting our history is valuable. Our history makes our communities more interesting, textured and alive. As researchers of local history we support the findings of the Pleasure Point Roadhouse as an historic resource to be protected with an **NR5** designation and listing. We ask you, the Board of Supervisors, to vote in support of this protection.

Thank you,
Sincerely,

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As historic researchers, we support listing the
Pleasure Point Roadhouse,
2-3905 E Cliff Dr, Santa Cruz, Ca 95030-Apn 032-181-08,
As an **Historic Resource** at NR - 5

Name	SHERILLEE PRADER	Signature	<i>Sherilee Prader</i>
Address	1601 Aromax Hts. ^{Arroyo, CA 95024} - Cone, 95024	E Mail/Phone	(831) 726-1952

Name	VIRGINIA S. HOOPER	Signature	<i>Virginia S Hooper</i>
Address	52 BEAN CREEK RD #129 SCOTT VALLEY 95066	E Mail/Phone	

Name	Rick HOMER	Signature	<i>Rick Homer</i>
Address	716 SEA SIDE ST, SANTA CRUZ	E Mail/Phone	

Name	Norman Poitevin	Signature	<i>Norman Poitevin</i>
Address	1505 Brommer St. SC.	E Mail/Phone	

Name	Frank Perry	Signature	<i>Frank Perry</i>
Address	829 32nd Ave. SC	E Mail/Phone	

Name	Randy Brown	Signature	<i>Randy</i>
Address	6254 Hwy 9, Felton	E Mail/Phone	

Name	ROSS GIBSON	Signature	<i>Ross Gibson</i>
Address	1168 W CLIFF DR SC	E Mail/Phone	

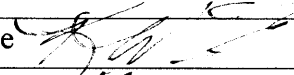
Name	Elizabeth Schilling	Signature	<i>Elizabeth Schilling</i>
Address		E Mail/Phone	0 476-7284


Name	PAUL RADER	Signature	<i>Paul Rader</i>
Address	120 28th Ave #20	E Mail/Phone	455-2879


Name	TERRI FISHER	Signature	<i>Terri Fisher</i>
Address	285 MIRACLE LN.	E Mail/Phone	tfarch@aol.com

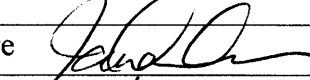
As historic researchers, we support listing the
Pleasure Point Roadhouse,
2-3905 E Cliff Dr, Santa Cruz, Ca 95030-Apn 032-181-08,
 As an Historic Resource at NR - 5

Name	Judith Steen	Signature	Judith Steen
Address	114 Escalona Dr, SC	E Mail/Phone	jsteen@pacbell.net

Name	Kristine ERIKSEN	Signature	
Address	624 WALNUT SANTA CRUZ, CA 95060	E Mail/Phone	KMERIKSEN@YAHOO

Name	DAVID SUBOCZ	Signature	
Address	220 Washburn Ave SC CA 95060	E Mail/Phone	

Name	CLARKE SHULTES	Signature	
Address	707 NATIONAL ST. SC 95000	E Mail/Phone	

Name	JAN DEKEMA	Signature	
Address	353 Rancho Rd, Bonhomia 95005	E Mail/Phone	jdekema@SUNNETUSA.COM

Name	Cololyn Swift	Signature	Cololyn Swift
Address	200 Helton Lane WATSONVILLE, CA	E Mail/Phone	swiftcj@pacbell.net

Name		Signature	
Address		E Mail/Phone	

Name		Signature	
Address		E Mail/Phone	

Name		Signature	
Address		E Mail/Phone	

Name		Signature	
Address		E Mail/Phone	

GIBSON - I

Dear Supervisors;

I am Ross Eric Gibson, a professional Historic Architectural Consultant since 1978, having written reports for numerous historic landmarks, sites, and neighborhoods, and been involved in post 1989-quake city guidelines committees and planning groups. I have served on the Santa Cruz City Historic Preservation Commission since 1991, and on the County Historic Blue Plaque Committee since 1988, having chaired both at times over the years. I've done writings, lectures, tours, and classes on the county's landmarks and history.

I was part of the Live Oak History Project, using my experience with filling-out DPR 523 forms to gather some of the information and analysis used in these forms. The paid consultant completed the forms and assigned landmark's their proposed rankings, but since my name appears on the Roadhouse form along with some errors, I feel obligated to make corrections. Thus, I've submitted a new *Primary Record* and *Building, Structure and Object Record* as my company would have filled it out, based on the collective work and analysis of myself and the History Project. The members of the History Project include professional historians and community members, who collected many possible candidates for a county historic listing, then were polled to rank our **top** priorities for listing. The **group** placed the Merriman House and the Roadhouse in the top ten, identified as both important and endangered. We were not happy that the consultant ranked the Roadhouse **NR6** based on supposed "extensive alterations," since our analysis had shown it had nearly all-original materials with **only** a replaced balcony, which was easily reversible. Even the County Cultural Resources Commission disregarded the consultant's low ratings for these buildings, approving the Merriman House as an **NR6**, and the Roadhouse as an NR5. This was the Resources Commission's expert recommendation to the Board of Supervisors, whose professional standards stem from their ranking **as** a Certified Local Government.

My revised *Historic Significance of the Pleasure Point Roadhouse* reflects the latest information that rates it the most historic remaining building in Pleasure Point. It was one of the Point's two most prominent resorts: The Breakers and Cozy Beach Resort, being the first built and the last still standing; setting the local trend for brownshingle-style structures; and for its role in the Point's defining industries of Prohibition, tourism, and early surfing. Of the Roadhouse's five owners, those who owned it the longest were Anton and Ida Peterson (1926-1971), and their relatives want the Roadhouse preserved. Their grandson Ron Peterson said after her death, Ida's children sold the Roadhouse to Leila Naslund with the understanding it was historic and shouldn't be demolished, **and** Naslund said she only planned to fix-up the house and cottages for rentals.

It appears a termite inspector's report is being used to suggest that the owner's lack of maintenance has rendered the Roadhouse non-historic. "Demolition by Neglect" (as it is termed) is used by some to urge the demolition of protected landmarks or historic structures, which is why condition isn't a factor in determining whether a building is historic, for it either *is*, or it *isn't*. And from a videotaped tour of the Roadhouse, members **of** the History Project found the problems appeared only cosmetic and non-structural.

Historic Resources inventories are designed to give the community a voice in the fate of their neighborhoods and its landmarks. The Live Oak History Project was started because the Live

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Oak area has been the recipients of unpopular large scale development, high-density “dumping,” and loss of historic landmarks, with little of their concerns addressed regarding preserving the character of their neighborhoods. To approve the protected ranking of NR5 that the Cultural Resources Commission granted it, would at least assure historic oversight, and a public hearing on the historic aspects of any development proposed on that site. This doesn’t necessarily stop development, but can make sure it honors the landmark, with new construction made compatible with the old.

Sincerely;



Ross Eric Gibson

ADDENDUM ON THE KIRK REPORT

August 7, 2007

P.S.: The meeting this material was prepared for was postponed, so the Roadhouse owner could hire Anthony Kirk to prepare a counter argument against making the Roadhouse a listed landmark, which were the findings of both the Live Oak History Project researchers, and the County Historic Resources Commission. The Live Oak History Project was started in response to Kirk’s report for another demolisher, which pretended the founder of Twin Lakes, Schwan Lake, and Schwan Station was not locally important, nor his nephew Seabright Castle-builder Scholl, and that a simple cupola addition had rendered Schwan’s 1890s house supposedly too altered to be historic. The County Cultural Resources Commission established the Live Oak History Project to “make sure we don’t lose another landmark due to lack of a listing.”

Since our requirement was to write up histories for the approximately **75** possible buildings that we later narrowed down to the top **25**, we didn’t realizing which of our leading candidates might become controversial and need additional research. After the Merriman House and Roadhouse became separate issues, we gathered what we could to meet the deadline for those meetings, the Road-house meeting being postponed. Unlike our unpaid researchers who started from scratch, Kirk no doubt started with the research we’d already submitted, and expanded on it with some additional information (some of which Norm Poitevin had already discovered after our last submissions). People have said they were unwilling to cooperate with Kirk when they found out his purpose was to get the century-old Roadhouse demolished. The majority of the early Cozy Beach resort photos are either in the Peterson or Gibson collections. As a result, the only early photo Kirk uses is credited to Norm Poitevin of the Live Oak History Project. Even so, the reduction of this photo losses resolution, so the Grocery signage is somewhat obscured, leading Kirk to misidentify the Roadhouse as a gas station, instead of a Grocery with a gas station in front. Without other photographs, he doesn’t even get the name of the resort correct, calling it “Cosy Cottages” when all the site signage and captioned homemade postcards read “Cozy Beach Cottages” and “Cozy Beach.”

Kirk responded to my revision of the DPR 523 form to prepare his report as a DPR form, only written to support the wishes of a property owner who doesn't want the Roadhouse to be historic. His material doesn't challenge the basic thrust of our work, although eliminating important associations and context that didn't meet his mission to make the property unimportant. Oddly, only the uncorrected CIRCA DPR form and the Kirk DPR form were submitted to the Architectural Resources Group for analysis, along with Carolyn Swift's Roadhouse chronology (according to Katherine Petrin of ARG).

I had the impression it was my DPR revision that prompted the desire to assess which version of the DPR form was accurate. Yet neither my DPR form, nor the information I provided to place the Roadhouse in context, nor the issues I raised about the project, were included in the analysis, even though my name appeared on the uncorrected DPR form, placing me in a position to have a legitimate stake in how my information was being presented. Kirk's report was submitted after mine, so mine wasn't late for consideration. I was part of the County Historic Resources Commission's subcommittee, so this wasn't a submission from outside the process. Both Carolyn Swift and I have experience filling out DPR forms. In 1997, the Architectural Resources Group and I were both praised for our separate work on the Beach Area Master Plan., so my work is not outside the realms of professionalism. While I haven't been able to see a copy of ARG's findings by this date, I'm guessing that if my report is too persuasive, then by submitting only the two DPR forms that oppose listing the Roadhouse as ARG's only exposure to the Roadhouse issues, would simply preordain the outcome. The Kirk Report has some notable shortcomings (see analysis p. 14). Thus, an independent evaluation of a defective report without full information, means nothing.

"Acknowledgements" in Beach & South of Laurel Comprehensive Area Plan, 1997

The technical expertise of this report is based on the excellent studies Commissioned by the City of Santa Cruz during the past decade, and in particular upon the extensive analytical work prepared for this Plan by the following consulting firms:

Transportation Analysis

ALTA, Michael G. Jones
Fehrs & Peers Associates

Urban Design Analysis

Lettieri-McIntyre & Associates
Wallace, Roberts & Todd
Thacher & Thompson, Architects

Housing Analysis

Freitas + Freitas

Preservation Analysis

Ross Eric Gibson
Architectural Resources Group

Finally, we wish to thank the City Manager for all his invaluable direction, the Director of Planning for her continuing confidence, and last but not least - Liz Camarie, Administrative Assistant III, Department of Planning, who typed many of the reports and scheduled all the meetings.

THE PHIPPS GROUP

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code NR 6

Other Listings
 Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: #005

P1. Other Identifier: Pleasure Point Road House

*P2. Location: Not for Publication Unrestricted

*a. County: Santa Cruz County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: _____ Date: T ; R ; - of Sec ; M.D. B.M.
 c. Address: 2-3905 East Cliff Dr. City: Santa Cruz Zip: 95062
 d. UTM: Zone: _____ mE/ _____ mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, direction to resource, elevation, etc., as appropriate)
 APN 032-181-08

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

The 1902 Crapsman-Brownshingle style Cozy Beach "Roadhouse" is square in plan, 2 1/2 stories with a complex Japanese roof structure of a flared hipped-roof with bracketed pierced-gables in front and back, and flared hipped dormers on the side, with bulbous-over-wedge profile rafter tails. The first floor was commercial space (a purported tavern, then grocery with gas pumps), with residential above, made tourist rentals along with three 1926 cabins and an office/restroom in the driveway, and two 1920s cliff cottages (now separately owned) overlooking Cozy Beach. The front veranda-on-box-pillars was replaced with a similar-shaped floating veranda in the 1970s. The 1902 Carriage House is two-story Brownshingle style, with flared pierced gable and details similar to the Roadhouse, with a high level of workmanship for a utilitarian building. All have wood-frame double-hung windows.

Significance: The Roadhouse is the most historic building remaining on Pleasure Point, a) for Cozy Beach was the first built and last remaining of Pleasure Point's two leading resorts, and is entirely intact (minus one cliff cottage) even though divided between two owners; b) for its trend-setting rustic regional style, which was once typical of this nature-oriented area and flower industry; and c) for its role in Pleasure Point's defining industries of Prohibition, tourism, and early surfing. The roadhouse is all original materials (except for a replaced veranda in a similar style), and meets the Santa Cruz County criteria for an historic resource NR5.

*P3b. Resource Attributes: (List attributes and codes) HP5; NR5

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

P5a. Photo or Drawing



P5b. Description of Photo: (View, date, accession#) front view with side view of auxillary structures

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

est. pre. WWI

*P7. Owner and Address:

Naslund, Leila
 19301 Bear Creek Road
 Los Gatos, CA 95030

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

Ross Eric Gibson
 Gibson Consulting
 1168 West Cliff Drive
 Santa Cruz, Calif. 95060
 With Phil Reader & Sheila McElroy

*P9. Date Recorded: 4/7/07

*P10. Survey Type: (Describe)
 Reconnaissance Survey

*P11. Report Citation:

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

State of California—The Resources Agency DEPARTMENT OF PARKS AND RECREATION BUILDING, STRUCTURE, AND OBJECT RECORD	Primary # HRI#
---	-------------------

- B1. **Historic Name:** Cozy Beach Resort Roadhouse
- B2. **Common Name:** Pleasure Point Roadhouse
- B3. **Original Use:** Tavern/Grocery and tourist rentals
- B4. **Present Use:** residences
- *B5. **Architectural Style:** Craftsman-Brownshingle
- *B6. **Construction History:** (Construction date, alterations, and date of alterations)
 1902 Roadhouse and Carriage house; three 1926 tourist cabins, an office and a shed/garage
- *B7. **Moved?** No Yes Unknown **Date:** **Original Location:**
- *B8. **Related Features:**
 two-story rooming house, carriage house and tourist cabins, an office, and a shed/garage

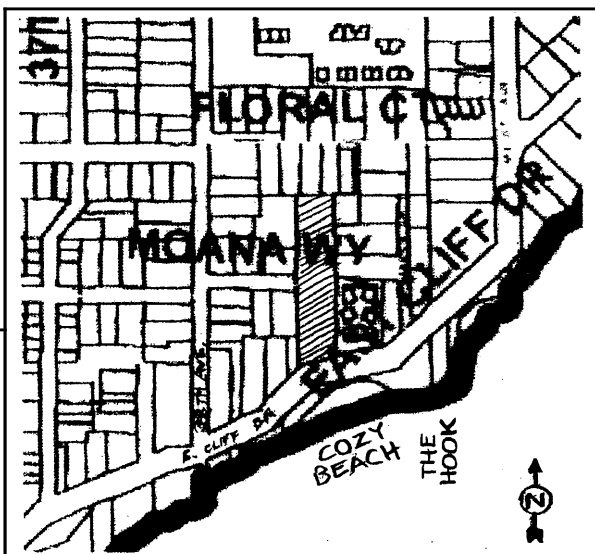
B9a. **Architect:** Unknown b. **Builder:** John J. Henchy
 *B10. **Significance: Theme:** Resort/vacation properties **Area:** Santa Cruz

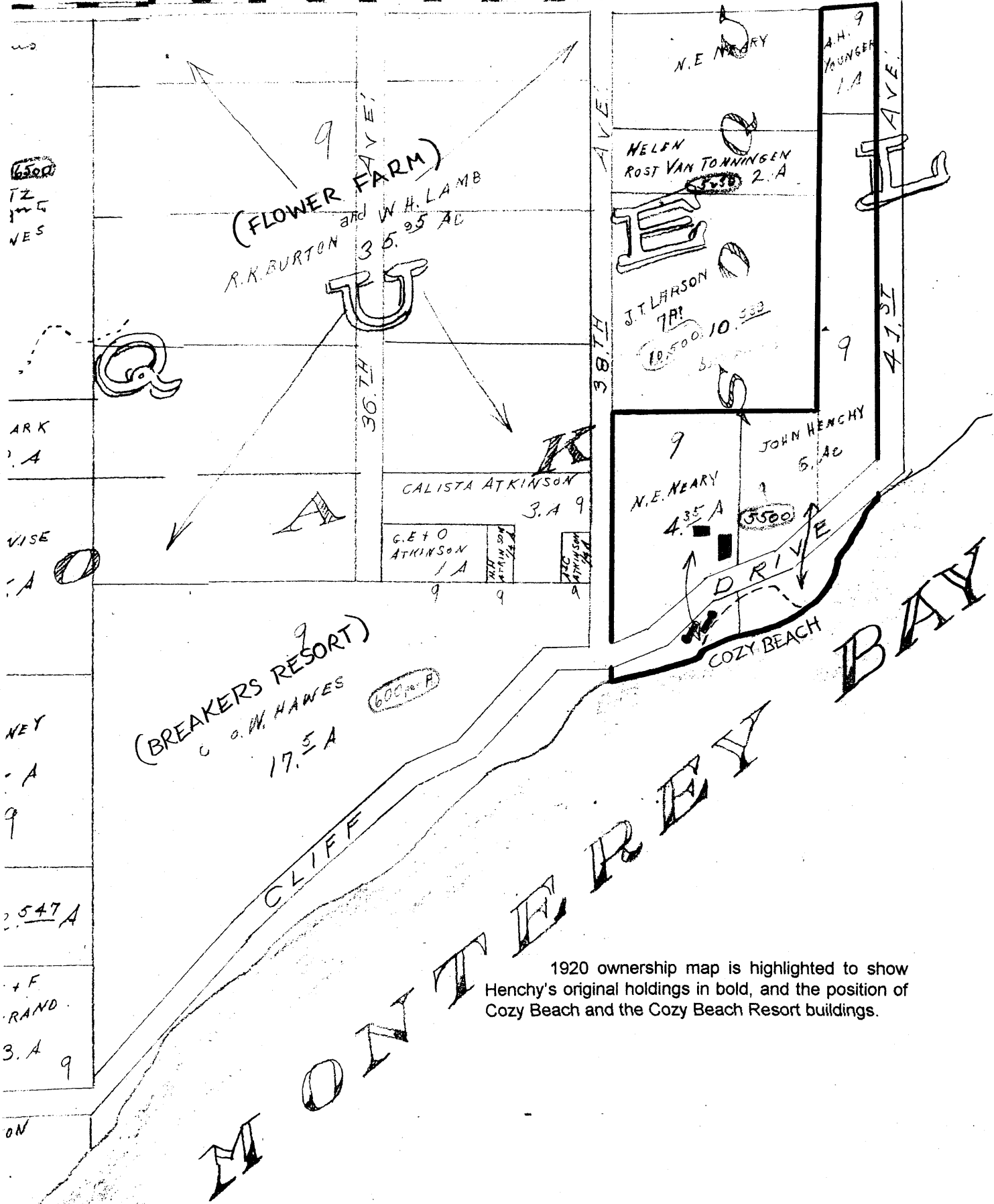
Period of Significance: 1902-1971 **Property Type:** resort complex **Applicable Criteria:** NA
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
 The Road House is located on East Cliff Drive between 38th and 41st Avenues. Once called Cozy Beach Resort, the complex consists of a large two-story roadhouse, a carriage house, three cottage cabins, an office, and a shed-garage. Irish immigrant John J. Henchy had a "Barbary Coast" business in San Francisco, when he purchased his Pleasure Point lots in 1897 & 1902. The property included what became Cozy Beach Cove. In 1902, Henchy built the Roadhouse with a second floor residence over what became ground-floor commercial, plus a two story carriage house in back. The Roadhouse was one of the first in a trend for local Brownshingle structures, possibly by noted local architects A. Houghton &/or L.D. Esty.. The Henchy's lived in nearby Capitola, and the Roadhouse was purchased by N. Neary in 1908, then J. Menzel in 1921, and was a purported speak-easy during Prohibition, with rumrunners burying their bootleg booze at Cozy Beach. In 1926, Danish native Anton V. Peterson bought the Roadhouse, and installed a grocery, with gas pumps out front. He built three cottages and restrooms along the driveway, and two shingle cottages on the cliff with towers resembling Dutch windmills, recalling the flower farms along 38th Avenue one passed to reach Cozy Beach. For this area was known as "The Bulb Capital of the Pacific." Pleasure Point's two leading resorts were The Breakers Resort (later subdivided) and Cozy Beach Resort. Peterson died in 1957, and his wife Ida continued the business. The Roadhouse played a part in the birth of Pleasure Point's surfing culture, as a place to gas-up your woodies, buy food between wave sets, and house visiting weekend surfers. Ida died in 1971, and Leila Naslund removed the grocery and gas station, and used the Roadhouse and cottages as rentals. The Roadhouse has had only five owners in its 105 year history, accounting for how little altered it is from its earliest photos. It is nothing less than the most important surviving landmark on Pleasure Point, and integral in the Point's most defining historic activities.

- B11. **Additional Resource Attributes:** (List attributes and codes) HP5; NR5
- *B12. **References:**
 Deed Book 143, p402, 2/20/1902; RL Polk Street Directories Santa Cruz Co. 1910-1946, San Francisco Co. 1880-1881; US Census San Francisco Co. 1880, Soquel Dist., 1900, Santa Cruz Co. Brancifortre District 1930; Aerial Survey Santa Cruz Co. 1928, 1931; "Hatch" Map Official Map of Santa Cruz Co., CA 1889; Sanborn Insurance Map 1928, Santa Cruz Sentinel 4/1/1938, 10/16/1957; ; A Field Guide to American House, McAlester and McAlester, 1997.
- B13. **Remarks:**

*B14. **Evaluator:**
 Ross Eric Gibson
 Gibson Consulting
 11'68 West Cliff Dr.
 Santa Cruz, CA 95060
 with Phil Reader & Sheila McElroy
 *Date of Evaluation: April 7, 2007

(This space reserved for official comments.)





1920 ownership map is highlighted to show Henchy's original holdings in bold, and the position of Cozy Beach and the Cozy Beach Resort buildings.

HISTORIC SIGNIFICANCE OF THE PLEASURE POINT ROADHOUSE

by
Ross Eric Gibson

(Based on research by
the *Live Oak History Project* historians:
Ross Gibson, Norm Poitevin,
Phil Reader, & Carolyn Swift)

HISTORY & CONTEXT

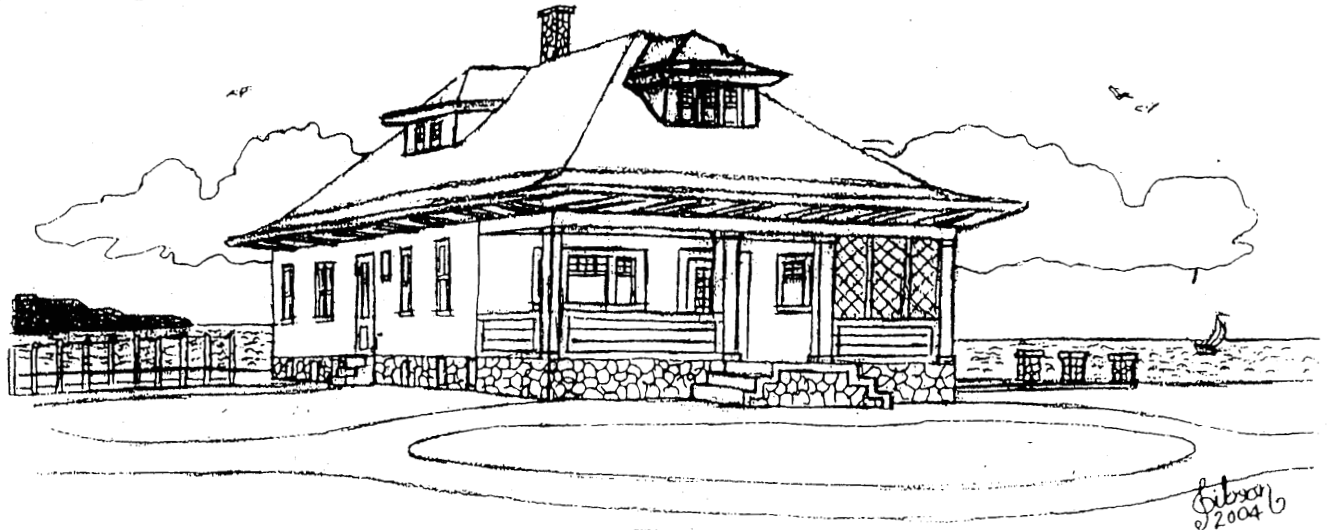
BUILDER: John Henchy was born in Ireland in 1850, and came to the *United States* as a 21-year-old sailor in 1871. He eventually settled in San Francisco, where he ran a saloon and brothel at 821 Folsom Street on the *City's* "Barbary Coast." By 1880, Henchy was listed as a San Francisco realtor and insurance agent. During a boat ride along the Monterey Bay, Henchy fell in love with the cliffs of Soquel Point (today's *Pleasure Point*), and he purchased a long strip of property there Oct. 2, 1897, from Walter and Emma Morgan. It ran along 41st Ave, from the cliffs to the railroad track. In the 1898 voter register, he's listed as a Saloon Keeper in the Soquel area, which included Soquel Point (*Pleasure Point*) where he appeared to be living. Henchy purchased an additional lot next to his Soquel Point holdings in 1902, which gave him the entire waterfront between 38th and 41st avenues.

CONSTRUCTION: The 52-year-old Henchy constructed the Brownshingle-style Roadhouse in 1902 (or a year or two later), with a residence upstairs, and (as Live Oak historian Phil Reader

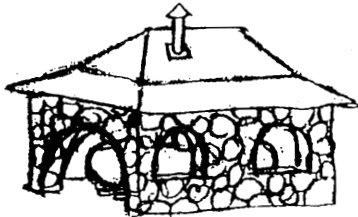
believes) a saloon downstairs. (Sources disagree over the earliest time the downstairs was used for commercial space). The shingles for the buildings came from a nearby mill, and were to become the most popular building material in Live Oak. The Roadhouse has a Japanese pierced-gable roof (a gable above a hipped roof) with flared eaves and side dormers, brackets, and artistic rafter tails of a *bullnose-over-wedge profile*. All interior craftsman wainscoting, crown molding, banisters, and wooden floors are left in natural tones like furniture. The horsehair plaster forms a coved ceiling in the living room. Henchy also owned the beach across the street, after which the Roadhouse was named, being Cozy Cove Beach, or Cozy Beach for short (known as the *Hook* to today's surfers.) The brownshingle carriage house is similar to the main house with a pierced gable roof, artistic rafter tails, a barn area on the ground floor, with groom's quarters above. Henry Cowell Lime & Cement Company was a ready supply of concrete for the floor of the carriage house, and (if laid with the house) ~~or~~ the main house as well.

TREND-SETTER: Henchy appears to have started a trend in brownshingle construction, which





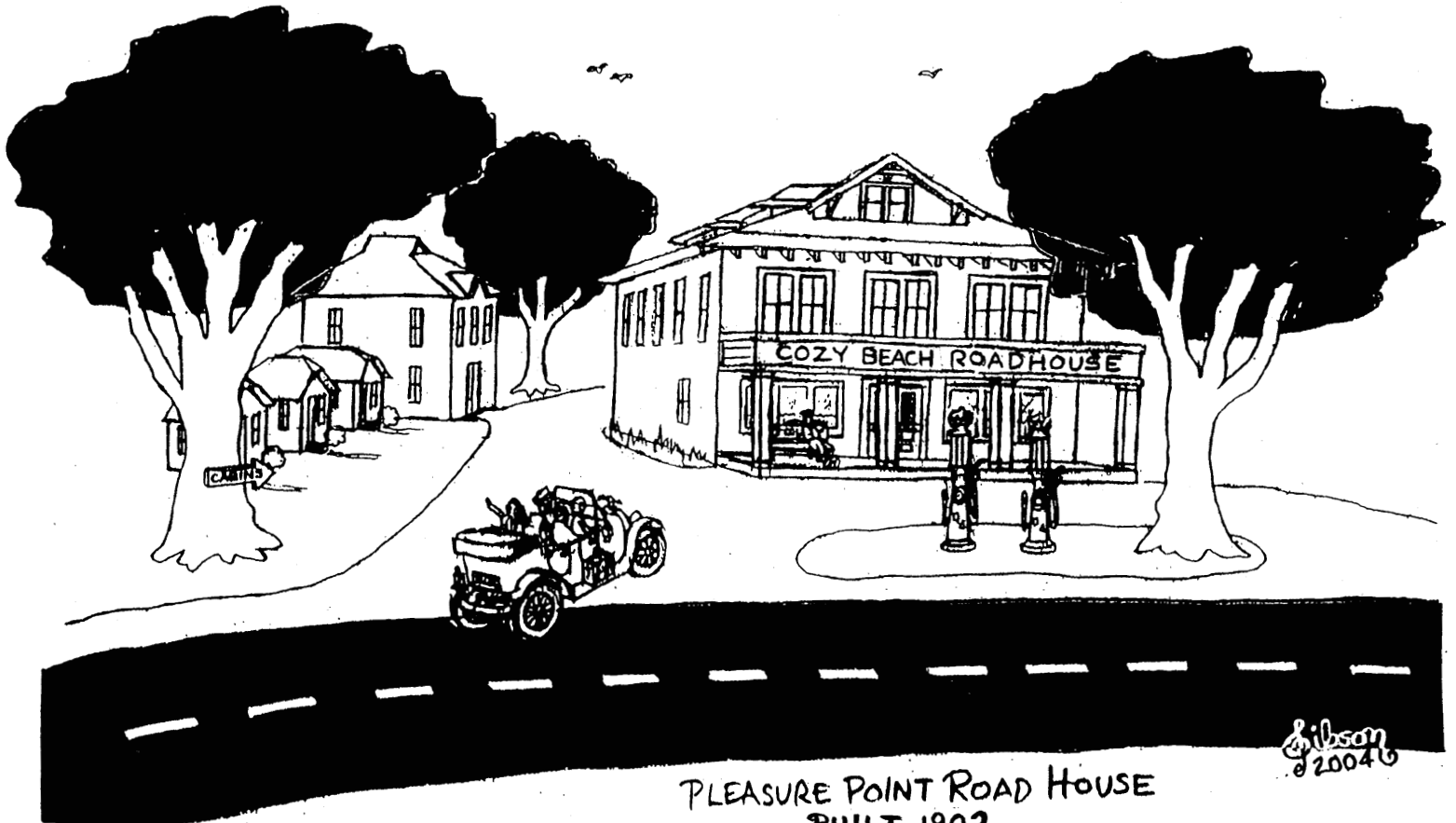
A.D. HOUGHTON
ESTATE BUILDINGS ON
PLEASURE POINT
1903



ACETYLENE GAS-MAKING
PLANT



TANK & CARRIAGE HOUSE
WITH SERVANTS QUARTERS



PLEASURE POINT ROAD HOUSE
BUILT 1902

Esty's 1911 Pogonip Golf Lodge (front above and back below), shows similarity in details.



was especially popular in natural landscapes where people sought to "build with nature" (a slogan of the **Craftsman** movement). **Austin D. Houghton** came to the area in 1903, following a career as architect and engineer for the negro colleges endowed by John D. Rockefeller, having taught industrial arts as well. Houghton's parents lived in Soquel and attended the Congregational Church, and when **his father died** in January 1903, it brought Houghton to the county soon after. He bought 100 acres nearby on Soquel Point, then designed and built a brownshingle house (very similar to the Roadhouse) which Houghton named "**The Owls**" after the birds flocking in the coastal forests. Houghton's daughter married into the Morgan family (who'd previously owned the Roadhouse site.)

ARCHITECT HOUGHTON: The **Owls** and Cozy Beach Roadhouse were the two largest founding **structures and defining features of the** Soquel Point area. The fireplaces in both homes seem to be identical, and **most likely** by the same mason (1916 photo of chimney surviving "The **Owls**" house conflagration), built of large **rustic clinker** bricks with a heavy mantel, surmounted by a chimney in a two-step profile, with a rustic panel in the center. If Henchy didn't build until a year-or-two after he bought the lot, it could have been that Houghton was architect for both of these historic structures. Houghton was a noted drinker, which may have been his introduction to saloon-keeper Henchy. Woughton soon established **a construction and firewood supply yard in Santa Cruz.**

ARCHITECT ESTY: However, another possible architect was Lee Dill Esty, a fellow member of Houghton's Soquel Congregational Church, who became Houghton's son-in-law by 1903. Esty was a Maine native (like Houghton) settling in the county in 1879 at age four, attending Soquel Grammar School, and graduating from Santa Cruz High School in 1893. His father was a Soquel farmer/merchant who sewed several terms on the **Santa Cruz County Board of Supervisors.** Esty tended the farm, and likely started in construction with **basic farm buildings, a good background for his simple rustic-inspired styles.**

Esty's architectural career was just starting around the time of his marriage, and these **Pleasure Point houses** may have been among his first **jobs**, possibly in collaboration with **his architect father-in-law** Houghton. The Roadhouse is similar to Esty's rustic 1911 Pogonip Golf Lodge (a State Landmark), which is a Brownshingle-style building with log porches, bracketed gables on a clipped-gable roof, **bullnose-over-wedge rafter tails, and a massive stone fireplace.** Esty also designed the 1923 Santa Cruz County Hospital, the 1926 Soquel Oddfellows Lodge, the 1930 Chamanade school, and the 1930 Cement Ship conversion to an amusement pier. In 1931, Esty **joined with Julia Morgan's one-time** employee C.J. Ryland, plus D.M. McPhetres in a new firm, which constructed the Santa Cruz Mission Replica, and Santa Cruz and Monterey city halls. (Gibson's 1994 "Early Architects of Santa Cruz County," John Chase's 2005 "**Sidewalk Companion to Santa Cruz Architecture**," Norman Poitevan 2007 research for a History Journal article, etc.)

ELECTRICITY: In 1904, an electric trolley line linked Santa Cruz to Capitola along Portola Avenue, **bringing electrical hook-ups along the line.** Whether electricity was available in 1902, or two years later when the trolley arrived is uncertain. But the Roadhouse has porcelain sockets arranged in the



early fashion when light bulbs were to be seen and not **hidden**. **They were operated by the new-century's** modern push-button switches, some of which are still there.

TOURISTS: The Portola Avenue electric trolley also brought car-loads of tourists through the **area**. So **in 1905, H.A. Van Torchiana (author, and consul to the Netherlands) and Emile Kahn** laid out "The Breakers" resort and Beach, sandwiched between the Houghton and Henchy properties. The resort consisted of camp-grounds and cottage-cabins **along the cypress-lined coast**. **This certainly improved** the demand for vacation rentals at the Roadhouse. Henchy is said to have hoped his three daughters would live at Cozy Beach. But instead, the Henchys all lived in Capitola, and the Roadhouse was used as tourist **rentals upstairs**.

EAST CLIFF DRIVE: The early sections of East Cliff Drive were laid out beginning eastward from Santa Cruz, and in 1907, the Point's landowners such as Henchy, Hawes, Houghton, and Hihn, donated **easements to extend East Cliff Drive passed their** property for easier traffic access to Soquel Point. The Roadhouse backyard may have come to include auto camp tent sites, which were quite common at the time at both the Breakers and other roadhouse resorts.

FLOWERS: **The Breakers** campground was sold to George Waves in 1906-07, and since Torchiana represented Holland bulb importers, he **sold the Breakers property north of the campground to flower growers** who would buy his imports. Within a **decade, Live Oak would become the "Bulb Capital of the Pacific,"** with Brownshingle-style structures as its defining aesthetic. Beltz Haven Flower Farm stretched from 30th to 38th Avenues, creating a floral **grand entrance to those visiting Cozy Beach Resort, the Breakers Resort, and Pleasure Point**.

BASEBALL: Cozy Beach Resort was well served by 38th Avenue (originally Breakers Avenue), which had The Breakers trolley stop at **Portola Avenue, and The Breakers Railroad Station a few blocks further north**. It also included Breakers Ballpark south of the station. Here could be seen Boston Red Sox star Harry Hooper, who made the area his winter home, and married Henchy's daughter **Esther in 1912, the year his team won the World's Series**.

NEARY: In 1908, Henchy sold the Roadhouse and beach to Nicholas and Mary Neary, fellow Irish ex-patriots living in San Francisco. They made some **of the early alterations to the building prior to World War I**. A 1920 map shows Henchy was still owner of the neighboring lot to the east of the Neary's Roadhouse. Prohibition became law in 1920, and when Mary Neary died in 1921, Nicholas sold the **Roadhouse property to German-born Merced farmer John Menzel and his wife Elizabeth**.

FIRES: The Soquel Point area was so remote, police or fire emergencies could only be answered from Santa Cruz, making an unacceptable response

time in the case of fire. The Houghton estate was especially vulnerable, being lit by his own gas plant. As a result, the Houghton's tank house and carriage house burned in January 1913, then "The Owls" house burned in December 1915. Houghton commented that the fire-resistant qualities of redwood impressed him, as it took the home an hour-and-a-half to burn, while pine would have gone up in a half-hour. In the following years, a number of barns and flower sheds were also lost in a string of nighttime fires. So **in 1921, the residents of the Point set up their own** volunteer fire department called the "Pleasure Point Night Fighters" (perhaps the first time the Pleasure Point name was officially used.)

PLEASURE: The same isolation from **emergency services also kept rum-running, speak-easies and brothels hidden from scarce law enforcement visits**. So by the 1920s, what was officially called "Soquel Point" was unofficially known as "Pleasure Point." The rubblestone basement of the **lost Houghton house became the Pleasure Point Swimming Pool**. Dr. Norman Sullivan (who later ran the pool) said during Prohibition, the Roadhouse became a Speak-Easy, with rum-runners bringing booze ashore and burying it at Menzel's Cozy Cove



HOUGHTON'S FIREPLACE LIKE THAT IN ROADHOUSE

Beach. John Henchy **had retired in 1920, and** he and his wife Ann lived at the English Villa in Capitola. They moved to San Francisco in 1930 to be near their daughters, where 88-year-old Henchy died in 1938.

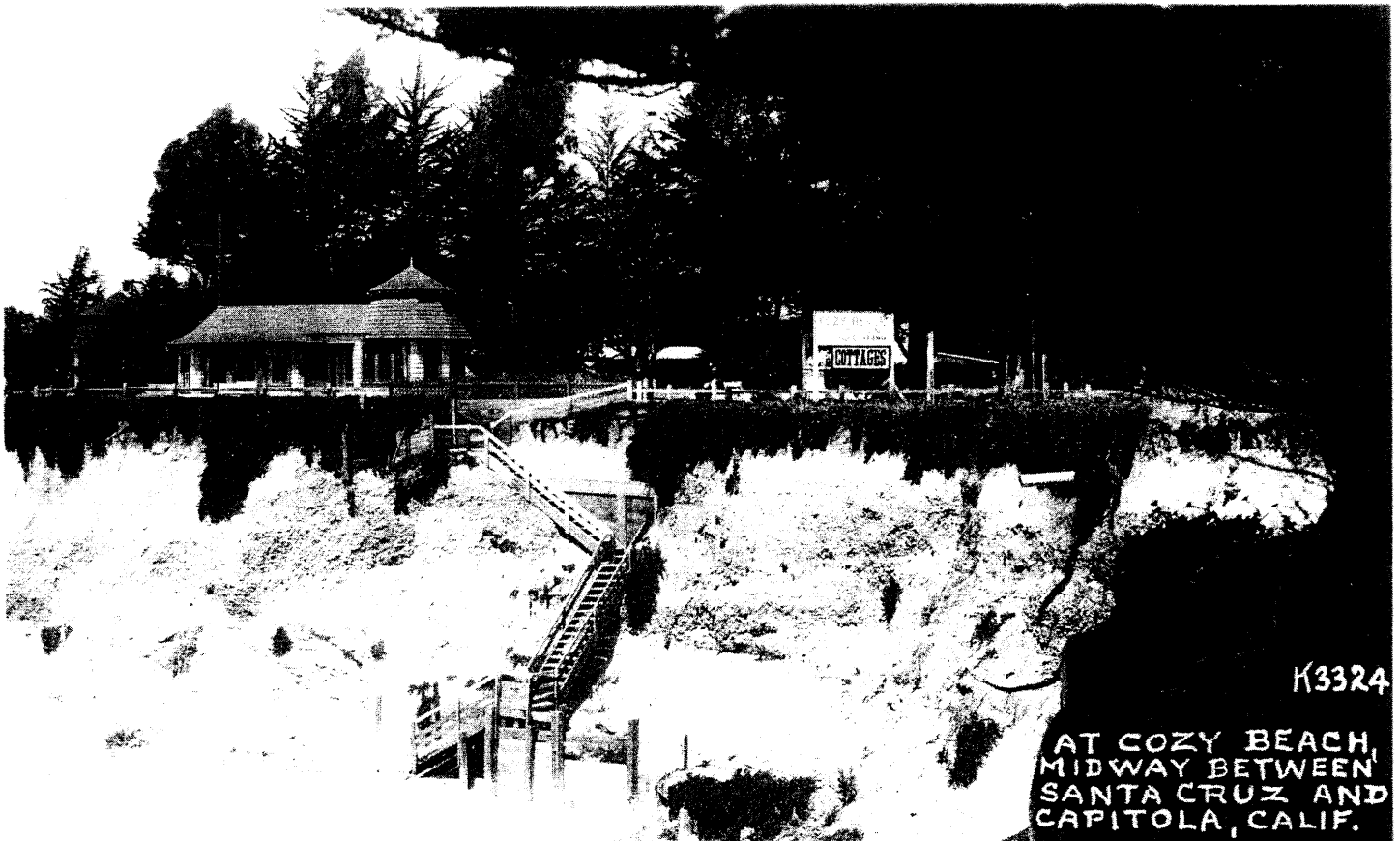
COTTAGES: In 1926, Menzel sold the Roadhouse and beach to Anton Vilhelm Peterson, a Denmark native who spent his boyhood in Michigan, and his married life on the West Coast. He established the Cozy Beach Grocery and Cottages in 1926 (photo), **only four years after the Breakers Grocery** (now Elizabeth's) was established in 1922. This placed a grocery at both ends of the Breakers resort. Anton and his wife Ida lived upstairs in the Roadhouse. **We** built four tourist cottages beside the **Roadhouse, using similar bullnose-over-wedge rafter tails** and other features from the main roadhouse structures, and borrowing the clipped gable roof-style from the neighboring Breakers Resort. The front cabin was restrooms. **Across** the street, he built **two shingle-style cottages on the cliffs with towers** reminiscent of windmills, recalling the flower farms one passed along 38th Avenue to reach Cozy Beach Resort.

GAS STATION: In the early days of automobiles, gas was sold in cans at grocery stores, then later from pumps outside groceries and auto camps. Peterson installed two *General Gasoline* brand pumps and an air hose outside Cozy Beach Grocery in 1926, and named the station East Cliff

Service. Each pump looked like a water heater with a metal chimney that had a hose coming out of the top, and a dial showing gallons pumped. Peterson replaced these with *Richfield* brand pumps in 1929.

GOLDEN AGE: The 45 years that the Petersons **owned it are considered by a number of** locals as the Golden Age of the **Roadhouse**. Anton died in 1957 after a two-year illness, and his wife Ida continued the business. The Roadhouse played a part in the birth of Pleasure Point's surfing culture, **as a place to gas-up your woodies, buy food between** wave sets, and house visiting weekend surfers. Ida Peterson died in 1971, and the landmark resort closed.

NASLUND: The Peterson children sold the Roadhouse **to Leila Naslund in 1971. According to** Anton's grandson Ron Peterson, Ms. Naslund understood the structure was historic when she bought it, and she said her only plans were to fix it up for rentals. The grocery space was converted to a rental unit. **The gas pumps were removed and** replaced with a delightful whirligig sculpture about the same size, and the veranda-on-box-pillars was replaced with a floating veranda with horizontal plank railing, still suitable to the building's unpainted **Brownshingle genre**. While parts of East Cliff Drive lost a number of their cypress trees by the 1980s creating a more urbanized look, this section of the road **still** retains most of its coastal forest canopy,

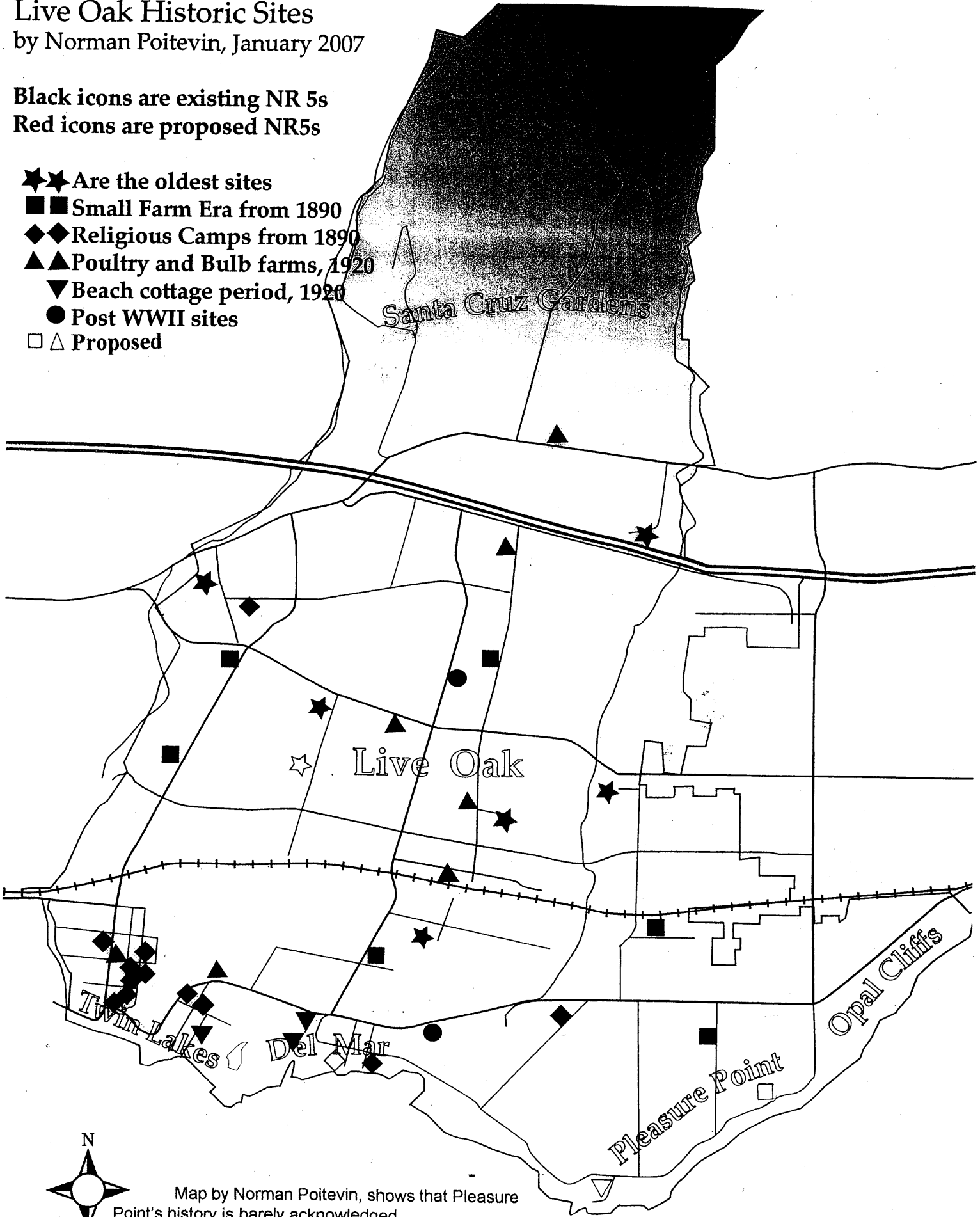


Live Oak Historic Sites

by Norman Poitevin, January 2007

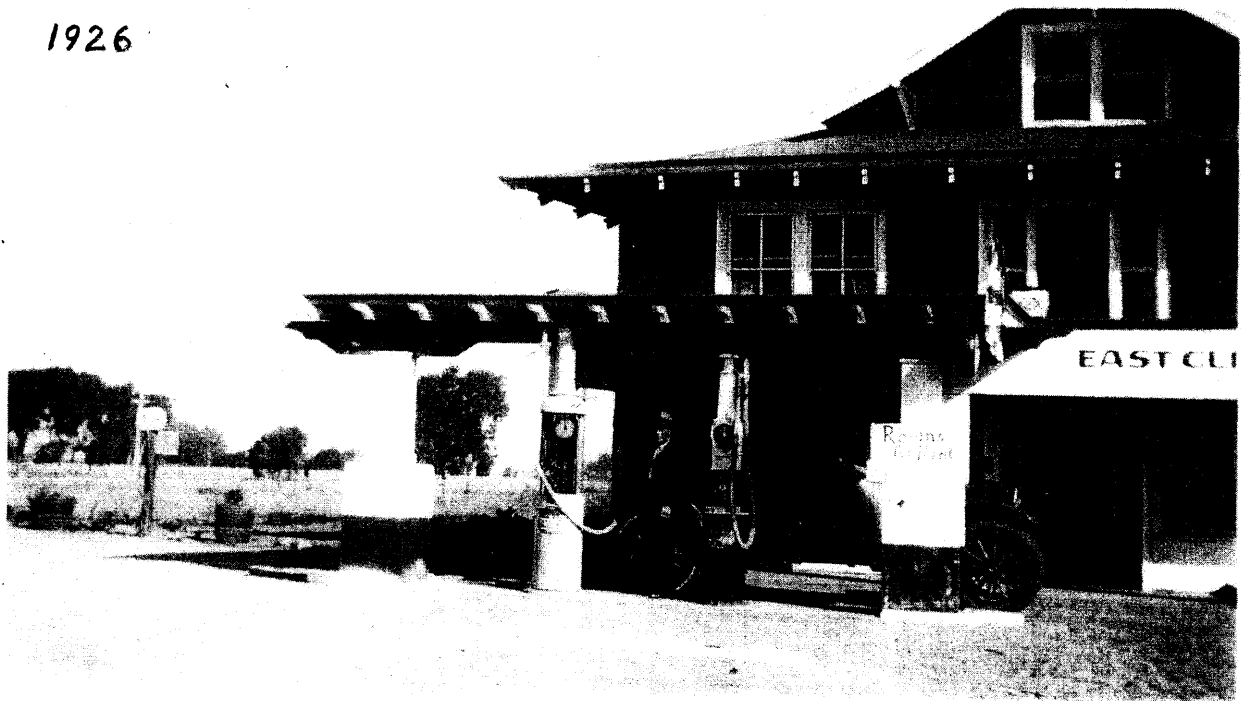
Black icons are existing NR 5s
Red icons are proposed NR5s

- ★ ★ Are the oldest sites
- ■ Small Farm Era from 1890
- ◆ ◆ Religious Camps from 1890
- ▲ ▲ Poultry and Bulb farms, 1920
- ▼ Beach cottage period, 1920
- Post WWII sites
- △ Proposed



Map by Norman Poitevin, shows that Pleasure Point's history is barely acknowledged.

1926



ANALYSIS

DPR INACCURACIES: California's historic landmarks are governed under the *State Department of Parks and Recreation* (or DPR). The DPR 523 historic evaluation form for the Roadhouse has my name on the "Primary Record sheet, which is mostly accurate so far as it goes. The "Building, Structure and Object Record" (BSO) includes additional biographic information from Phil Reader. Yet the BSO has made some errors and drawn some conclusions not present in my information nor in Phil's, which could have been corrected had either of us been asked, for we both used to stop at the Roadhouse in the 1960s and knew its uses first hand. These inaccuracies undermine the DPR's conclusions, making it useless as a proper reflection of the Roadhouse and what it stands for. The inaccuracies are:

1. It is described as a low story-and-a-half structure
2. It says the grocery was started in 1971
3. It says the cottages were built in 1971
4. It says the gas pumps were installed in 1971
5. It says the property has been significantly altered

PHOTOGRAPHIC EVIDENCE: All of the above misstatements can be refuted by the photographic evidence, showing that the Roadhouse is almost unaltered from how it appeared in a 1926 photo, except for recent signs of neglect. The 1926 photo shows a two-and-a-half story Roadhouse with a centered second-floor door opening onto a veranda, that overhung a grocery and gas station. The 1926 photo predates the cottages that were constructed within a year or so, but are seen in the 1937 photo,

well before the 1971 date. This places them well within the *period of historic significance* of 1902-1971.

ALTERATIONS: The changes made since the 1937 photo was taken, occurred after the property was sold in 1971. These changes are that 1. the gas station items have been removed (the pumps and Richfield sign); and 2. its original veranda-on-box-pillars and closed railing was replaced with a floating veranda with an open railing. Not showing is an enclosure made to the rear veranda, which appears old enough to have already been there by World War I. This amounts to only two or three changes, which are easily reversible (although removing the gas-station elements could be considered an improvement; and the 1970s floating veranda is compatible with its architectural style).

ORIGINAL MATERIALS: Beyond that, the complex is amazingly intact and original, matching much of the 81-year-old photo, with most elements even dating back 105 years to the time of its ca. 1902 construction. All the siding appears original, most likely virgin heart redwood, which is far superior to second growth redwood. All window frames and sashes appear original, except for a lower double-hung sash where a divided-light was replaced with a single-light plate glass. The interior horse-hair plaster is original, and shows no signs of cracking from the various earthquakes its been through, All the interior fine-wood paneling, craftsman banisters, and the fireplace, are original, and some of the electrical fixtures appear to be early. While the exterior shingles show neglect, this appears only cosmetic, and its structural integrity appears sound, with the upstairs interiors in a fine state of preservation, having finished woodwork that has never been painted.



1929 view of Cozy Beach Resort in its lush cypress forest setting, during change-over from General brand gas to a Richfield station.

ERRORS IN THE KIRK REPORT

P.1 (P3a): "...a one-and-a-half-story...[on a] *raised basement...*" A rowhouse consisting of a garage with second floor residence entered by an indoor staircase, is not called a one story building, but a **two** story building. A raised basement is usually the **area below** the front door, **as** with the Houghton House (the Owls) where a front exterior stairway leads to what is the second level. While the ground-floor may have originally been unfinished, we don't call the camage house a one-and-a-half-story for its non-**residential** ground floor, because both of these buildings present a two-story facade below the **eve**-line.

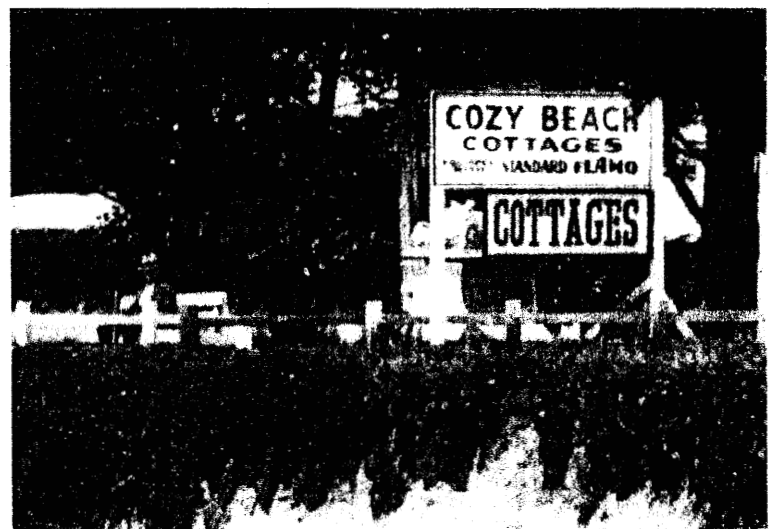
P.2 (B10): "*Neither the house...nor the surrounding complex, appear to be eligible for listing...in the Santa Cruz County Survey of Historic Resources.*" The County Historic Resources Commission voted that it *is* eligible for a local listing, and named it an NR5.

P.2 (B10): "*The property is not significant within any national, state, or local historical context...*" This statement is unsupported by either evidence or supposition.

P. 2 (B10): "*...nor is if associated with any person known to be noteworthy in California or Santa Cruz annals.*" By **this**, **he** means John Henchy, Nicholas Neary, John Menzel, Anton and **Ida** Peterson, Leila Naslund, and the structure's architects. Yet this hardly takes into account Henchy being one of the first to establish the Brownshingle **style** in the community, a structure now the last **early** example of it on Pleasure Point. And the Peterson's era when this was one of only a few community

crossroads where visitors and residents and later the fledgling surfing community met to buy groceries and gas, or rent rooms. (The possible architects are addressed below.)

P.2 (B10): "*Architecturally, none of the buildings rises fo a level of distinction and none is the work of a master architect or builder.*" His definite knowledge of who its architects were is never shared with us, so the statement is unsupported by evidence or supposition. Perhaps he means Austin D. Houghton and/or Lee Dill Esty, the leading candidates as 'architects for the Roadhouse due to architectural similarities to their work and their personal proximity. But dismissing Houghton (John D. Rockerfeller's architect) and Esty (an associate of Julia Morgan architect C.J. Ryland) as not master architects (if they're the one's **he's** not naming but claims **he** knows) would be his personal opinion, in conflict with



accepted standards for an historic landmark.

P.4 (B10): Something ~~is~~ either missing here or poorly explained.

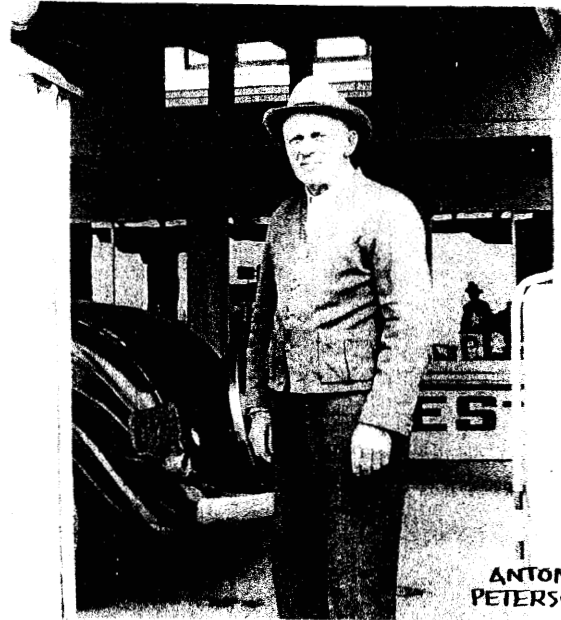
P.5 (para.5): "...and a cottage situated across East Cliff Drive, built by a previous property owner [to Peterson]." Two Cozy Beach Cottages were built at the same time on the cliff across from the Roadhouse, although only one remains today (the other was lost in the 1970s or '80s).

P.6 (para.2): Kirk assumes the name is "Cosy Cottages" from street directory listings. But directory entries are often taken orally, so spelling is not always reliable, even when repeated in more than one edition. In contrast, all the photographs that show signs erected by the Roadhouse owners are spelled "Cozy Beach Cottages" and "Cozy Beach," and all the homemade postcards issued by the Roadhouse owners are captioned "Cozy Beach Cottages" and "Cozy Beach."

P.6 (para.5): "Tourism, an industry with which the [Roadhouse] was associated for some twenty odd years or more..." If he's chosen 1926 as the origin of the Roadhouse tourism, he's assuming nothing happened after 1946. If we date its tourist era to the Roadhouse cottages prior to Peterson, and when the grocery and cottages ended in 1971 as most residents suggest, this is 45 years minimum to a half-century or more. It seems like this "20-odd-years" figure is intended to minimize its period as a public establishment.

P.6 (para.5, emphasis added): "Tourism...has been important to the economic development of Santa Cruz County since at least the 1860s, when Samuel Alonzo Hall opened the beachfront east of Soquel Creek to campers in what came to be known as Camp Capitola." Even though Kirk acknowledges the importance of tourism as established in the Capitola resort, there are far less distinguished-looking structures on the Capitola historic inventory, against which the Roadhouse appears magnificent. Yet humble cottages of rustic beauty were the nature of the historic housing stock in these ocean-front resort towns, as Carolyn Swift of the Capitola Museum has often stated in developing their historic building inventory. If Capitola is offered as the first important resort, yet the finest and earliest surviving Brownshingle building in Pleasure Point is not worth saving according to Kirk, then nothing is, and the message being sent is that the entire Pleasure Point neighborhood should be demolished.

P.7 (para.1): "Because the cabins were situated in two discrete locations, however, the physical plan of Cosy Cottages was unlike any of the building layouts usually associated with cabin camps, such as a single row, an L, a U, a crescent, or a cluster. Moreover, because of the relatively narrow lot on which the house stood, the complex lacked one of the characteristics invariably associated with cabin camp complexes: a parking place, a carport, or a garage adjacent to each cabin for the traveler's automobile." This statement appears to contradict



itself, as the cabins are in a row, with two across the street. The row cabins were located at the front of the lot to overlook Cozy Beach. Also, a narrow lot (and this lot seems wider than most) doesn't rule out roadhouse uses, and the purported lack of parking on the site is entirely unsupported. Every tiny lot in the early Beach Flats resort neighborhood had a collection of cabin rentals, and the variety of layouts was wherever one could fit them in. They appeared in Beach Flats as early as the 1870s, were popular in the Boardwalk's opening decades, became a popular revenue source during the Depression, then accommodated the host of visiting soldiers during WWII, and the family vacation resurgence of the post-war Baby Boom.

P.7 (para.3): Refers to the business only as a service station, ignoring the attached grocery store. The store front show windows are visible in the 1926 photo when the first pumps were installed, and signs for "GROCERIES" and "Coca Cola" are evident in all subsequent photos. These signs are visible in the only early historic photo he includes in his report, a 1937 photo he attributes to Norm Poitevin of the Live Oak History Project.

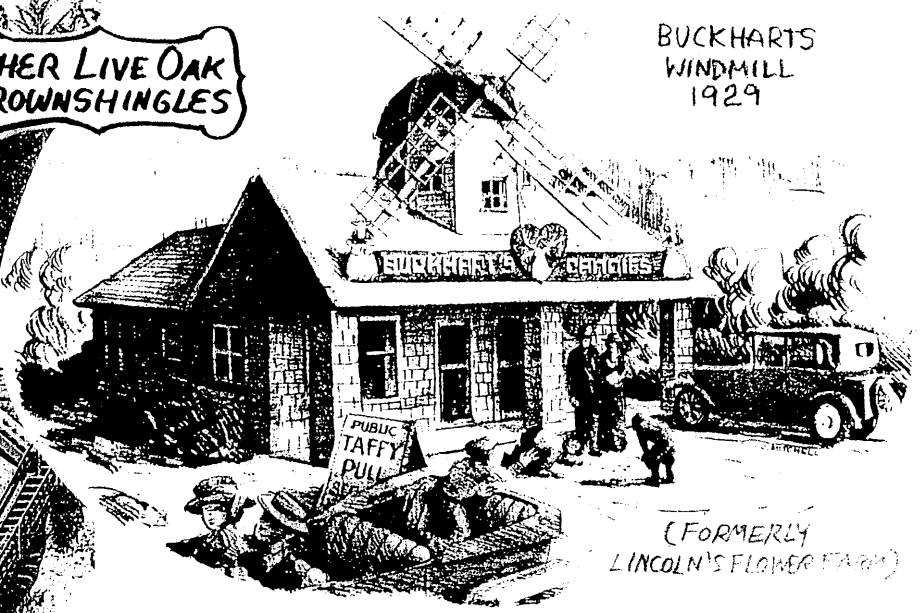
P.7 (para.5): Kirk tries to shoehorn the architecture into the definition of the Craftsman Bungalow style, then says "...its an extremely modest example...lacking several of the most important characteristics associated with the design mode..." and argues at length how little it fits this style. But this failure is not the architect's, but his own misclassification, in not recognizing the regional Brownshingle genre, part of the Craftsman school, but predating the bungalow genre and having all the differences he can't squeeze into the bungalow model. Brownshingle style would be even more supported if Esty is confirmed as the Roadhouse architect, a man who studied in Berkeley, the center of the brownshingle movement. The style's rarity and its originators Bernard Maybeck, Julia Morgan, Willis Polk and Ernest Coxhead, are not insignificant.

COZY BEACH COTTAGES c.1907-14



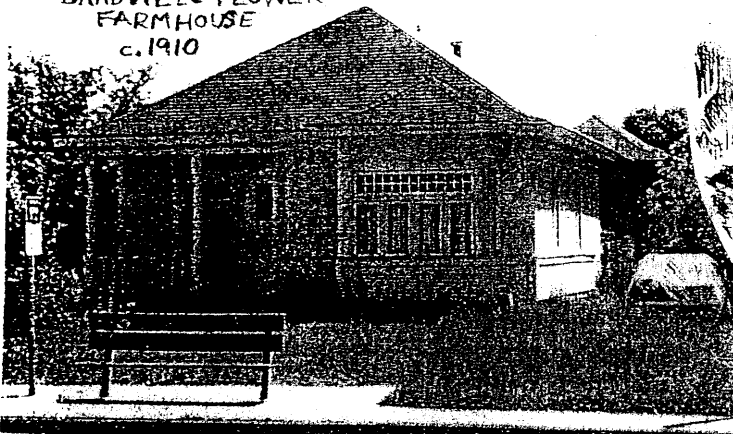
OTHER LIVE OAK BROWNSHINGLES

BUCKHARTS WINDMILL 1929

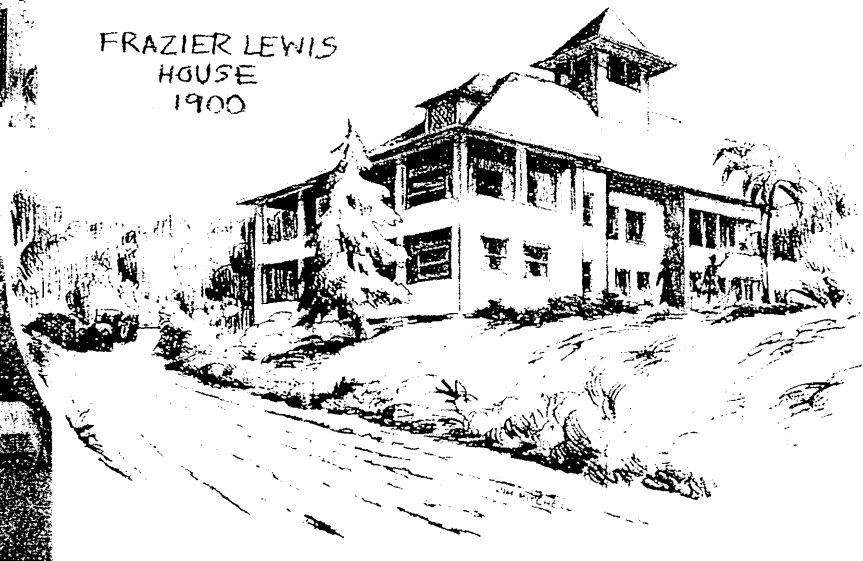


(FORMERLY LINCOLN'S FLOWER FARM)

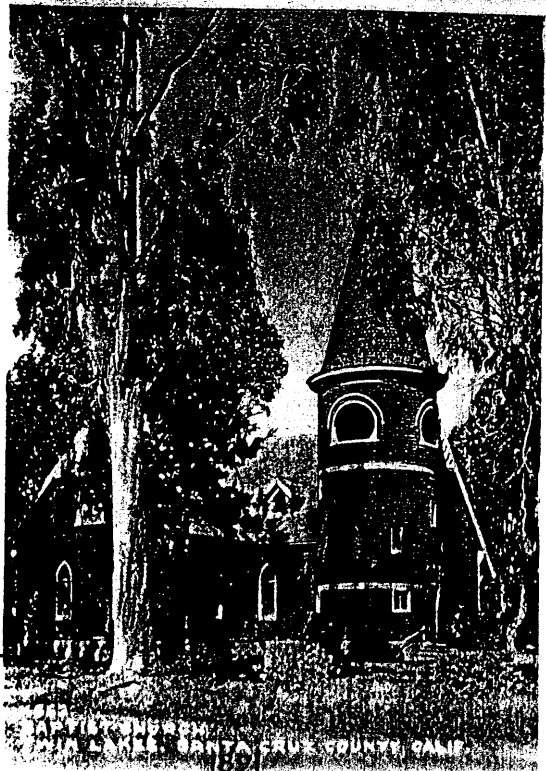
BARDWELL FLOWER FARMHOUSE c.1910



FRAZIER LEWIS HOUSE 1900



PAGET FLOWER FARM HOUSE 1914



ARCHITECTURAL STYLE

ARTS & CRAFTS MOVEMENT: The California Arts & Crafts movement began after the Civil War with the principles of **ornamenting only** structural members, expressing the honesty of materials (no wood pretending to be marble), nestling architecture into the natural landscape, and emphasizing California's "Outdoor Lifestyle" through **verandas, balconies, and screen porches**. The first three Arts & Crafts styles were Alpine Stick (simple posts and brackets), Eastlake (spindle and jigsaw-detailed posts and brackets) and Queen Anne (half-shingled structures with round towers).

SHINGLE-STYLE: The Queen Anne Style beget the Shingle Style—sometimes called Barn Villa—as it took inspiration from broadly-dimensioned country barns. A west coast version was the California Shingle Style or Berkeley Brownshingle, **which used stone and wood in natural finishes, and combined Japanese influences** such as the pierced-gable roof (a gable rising from a hipped roof) and flared eaves. This was the early precursor to the California Craftsman Bungalow, with its broad-beamed **rustic rancho overtones**.

JAPANESE INFLUENCE: Japanese tea gardens were popularized in the California Midwinter Fair of 1894 held in Golden Gate Park (an exhibit still seen in the park to this day.) This was the ultimate **way of building with nature in small parcels**. The Japanese **forms** were Anglicized in the brownshingle style, and later influenced the Craftsman movement and the bungalow court, Developments at West Cliff

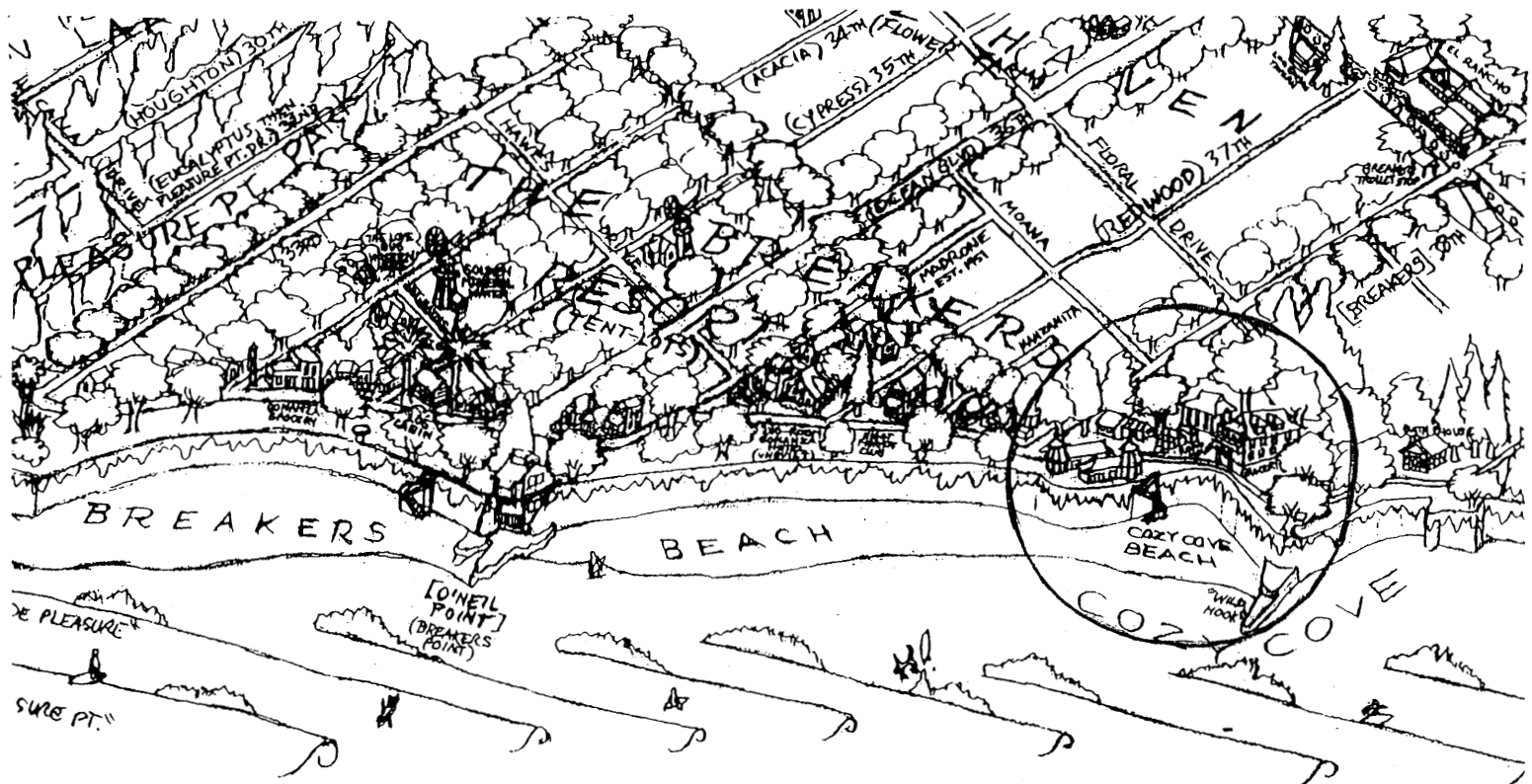
Drive and Woodrow and in Seabright were described as "**Teahouse Eastlake and Japanese Shingle styles,**" set in groves of Monterey cypress that resembled naturally gnarled bonsai trees. Turn-of-the-century Pleasure Point might be similarly described for major brownshingle homes like the Houghton "Owls" House and Henchy Roadhouse, **sitting amidst cypress grove** campgrounds of pierced gable and clipped gable cottage cabins.

CONCLUSION

Possible new uses for the Roadhouse.

- 1 A COMMUNITY CENTER
2. A PARK
- 3 A HOSTEL
- 4 AN ART CENTER with gallery shop
- 5 A "BED & BOARD (surfboard)" surfer bed & breakfast, with a Pleasure Point museum

DESIGNATION IMPORTANT: The Roadhouse is the most important landmark left in Pleasure Point, standing for its nature-oriented origins, its trend-setting brownshingle style, its Prohibition pleasures, its tourist serving way-station, and community centered grocery. If public use isn't possible, a landmark listing will at least make the statement of its historic significance, and any development on the site should restore the Roadhouse and (hopefully) the Carriage House, and build all new structures to harmonize with the brownshingle style and landscaped character the Roadhouse represents.





REVIEW OF TKE REPORT BY
ARCHITECTURAL RESOURCES GROUP
By Ross Eric Gibson

I hadn't seen *a copy of* the Architectural Resources *Group* report *by* the *Board* of Supervisors' submission deadline, but from what ARG were limited to see, I assumed the findings were against the building. Yet even given this, having now read the ARG report, I feel it in part confirms the concerns my report raised, that the Roadhouse is not "significantly altered" (as the CIRCA report had misstated), and that we are not given sufficient context information (as I had attempted to supplement) in either the CIRCA or Kirk reports to adequately judge its historic value and integrity.

HISTORIC RATING: In ARG's findings, it concluded that based on the insufficient evidence the two negative reports presented, the Roadhouse didn't rise to the level of a landmark (yet), but was in fact an *historic resource* (which the County defines as an NR6). ARG said NR6 is locally defined as a landmark held back from a listing due to condition/alteration (correctable elements that could raise its status to NR5). They rejected Kirk's belief the Roadhouse wasn't even an historic resource, siding instead with CIRCA's conclusion that it was a resource that would contribute to a potential historic district. Had the reports explored the Roadhouse's *real* style, its likely architects, craftsmanship, community context, and setting (most of which ARG said hadn't been done), I feel CIRCA and ARG may have found for local landmark status (NR5).

CONDITION: ARG was only able to examine the building from behind a chain-link fence; so they saw its exterior damage, but not the interiors that the Live Oak History Project documented, which showed how well-built and well-preserved the Roadhouse is. ARG rejected CIRCA's argument that the building was "significantly altered," stating that in spite of its present dilapidation, "...it retains a good degree of architectural integrity due to the large amount of intact original material" (which the ARG report then innumerate). They also felt Kirk overstated the alterations, for in a wooden building, ARG explained that certain expendable features such as roofs, porches, and stairs, are normally regarded as "sacrificial," having a limited lifespan subject to replacement as a matter of normal maintenance. Likewise, ARG disagreed with Kirk's misstatement that an historic structure loses integrity due to an early alteration (such as conversion to a grocery store/gas station). For as ARG pointed out, changes that occur **during** its "**period of significance**" are part **of** its historic evolution, and (given the significance of the grocery to the Community) *can be an historic feature in itself*:

BROWNSHINGLE STYLE: *If one* wanted to demolish *Asilomar* in Pacific Grove, the first thing *you'd* do is mis-identify its Brownshingle architecture as Craftsman Bungalow, then say how little it fits that definition. But for those of us who want to recapture that Asilomar-like rustic character of old Pleasure Point, then the century-old Roadhouse is the best surviving example of its founding resort period, that could help revitalize the character of the whole community. An historic listing doesn't prevent development, but guides the kind of compatible development that occurs.

VOTES PRO & CON: The exhibits against the Roadhouse were provided by the homeowner, who financed the Kirk Report, the Termite Report, and their Attorney Comstock's list of 79 anti-Roadhouse signatures (the lawyer counted 80, but Geoffrey Smith said he thought the Roadhouse **was** the so-called "Lighthouse Cottage" on the cliff-side, so that doesn't count **as a** Roadhouse comment). *In favor* of the Roadhouse, **are** three-out-of-four *members* of the County Historical Resources Commission (Terry Fisher; Pat Manning; & Barbara Kennedy, who said she wants the Roadhouse saved, **and** its historic credentials strengthened); the seven-member Live **Oak** History Project (all of whom submitted reports or letters supporting the Roadhouse to the Supervisors), the dozens of members of the Pleasure Point Night Fighters surfer club, relatives of former Roadhouse owners the Petersons, and **225** E-Mails.

GIBSON-20



Assembly Hall, Y.W.C.A., Asilomar, Cal

2798



Pleasure Point Roadhouse/Henchy House

This report is intended to provide context and clarification related to the property at 2-3905 East Cliff Drive, Santa Cruz, built as a residence for the family of John J. Henchy, c1902. Expanded in 1926 by the second owner, Anton Peterson, to serve as a vacation stop along the coast, the site has in recent years been given the name "Pleasure Point Roadhouse."

Project Background

On January 23, 2007, the Santa Cruz County Board of Supervisors reviewed and added Live Oak structures to the County Inventory of Historic Resources. Pleasure Point Roadhouse was continued as an item for further discussion on March 27.

During this two-month interval, local historians have collected research to demonstrate how this site's structures meet the criteria for listing in the county survey and may be eligible for listing in the California Register of Historic Resources.

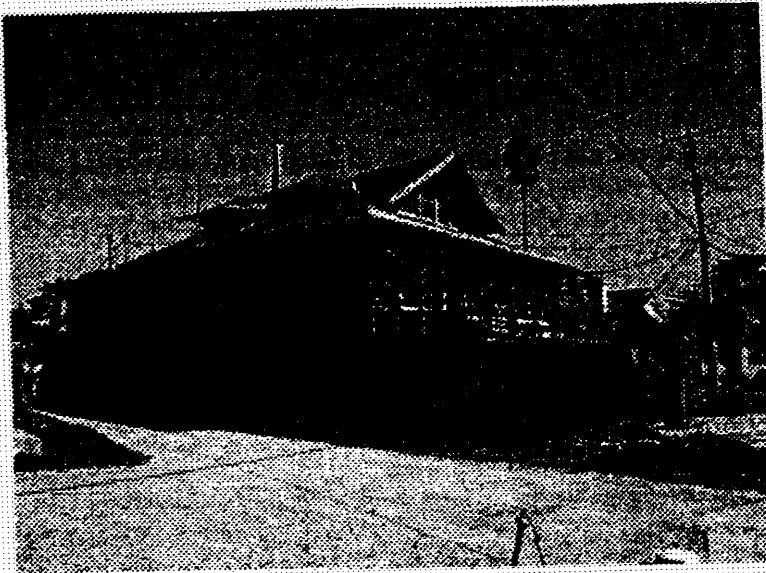
Authors of the 2005 DPR evaluation concluded, "The property retains much of the original features including material, elements, forms and setting of an early twentieth-century Live Oak resort property." This statement suggests that the resource has retained its physical integrity. The evaluator's assessment that "the ground floor has been altered and the deck is not original" appears to be the sole justification for recommending the site's classification as an NR6 rather than an NR5. This evaluation was made, however, without the benefit of a postcard image acquired September 25, 2006, which provides a meaningful context for the structures as "Cozy Beach," a tourist resort, gas station, and small "mom and pop" grocery that served the needs of its visitors. When the postcard and a modern photograph of the Pleasure Point Roadhouse are compared, the changes that have been made since the period of significance, 1905-1971, appear to be minimal, and reversible.

The c1937 "Cozy Beach" postcard shows the Peterson house and Richfield station, tourist cottages and carriage house situated along East Cliff Drive. The site was at that time considered part of Capitola.



Item 72

#70



2

A current view shows the modified deck addition. The gas pumps, extending further forward, were removed c1955. Two 340-gallon gas tanks and lubricating oil containers were recorded on the site. Peterson bought 1,000 gallons of gas monthly from Richfield Oil Company at 3 cents per gallon in 1929.

Context Summary

Live Oak is an unincorporated community in Santa Cruz County situated between Santa Cruz and Soquel, neighboring towns that developed along rivers that supported the lumber, fishing, shipping, and manufacturing industries. Live Oak, instead, grew into a district of oat, hay, and wheat farms as well as horse and cattle ranches, intersected over time by such related businesses as a feed mill, a slaughterhouse, and a farmer's cooperative. For many years, traveling through Live Oak was difficult. Roads and bridges were few and the ground around the lakes and lagoons contained patches of clay that were hard in the summer and sticky mud in the winter. High tides and heavy rains caused washouts. Live Oak attracted farmers who were less affluent than their neighbors in towns nearby. Many of the first residents were immigrants from Ireland, Germany, and Portugal. They grew wheat, oats and barley, formed clubs, became members of the Grange, and maintained the local school.

Live Oak homeowners, however, lacked the economic muscle to hire master builders. Mansions were rare. The residence of a successful farmer or retired business entrepreneur might be of first-growth redwood, with shingles from a local mill, and constructed with experienced skill—but the family home was normally in scale with a farming community. Few architects of Live Oak's extant historic resources are known.

In the 1920s, Live Oak expanded with small truck farms, chicken ranches, flower nurseries, and bulb fields. Tourist cottages were clustered above coves and beaches with currents safe enough for swimming.

Although the community had a defined identity, its neighbors perceived it as an agricultural area without a central focus. It became a convenient place to locate less desirable property uses like auto wrecking yards, trailer parks, and industry that attracted flies. This trend continued over the objections of Live Oak residents in the late 1960s, when an unsuccessful effort was made to incorporate. In the early 1970s, the Santa Cruz County Board of Supervisors chose Live Oak to

receive the inevitable high-density development that had been limited in the general plans of other districts. The decision accelerated the destruction of Live Oak's historic neighborhoods.

Until recently, Live Oak has had little opportunity to fully evaluate resources that reflect its distinctive characteristics, pattern of growth, and cultural influences. Because they are generally more modest architectural examples—showing the marks of age and alterations that can be expected with the passage of time—resources with strong historic fabric may appear lacking in character and dismissed as contributors to the community's heritage.

Roadhouse History

The residence and carriage house at 2-3905 East Cliff Drive were built c1902 for John J. Henchy, a native of Ireland who arrived in the United States at age 21, in 1867. A saloon keeper in San Francisco in 1880, he later moved to Stanislaus County and helped develop the towns of Newman and Hills Ferry.

In 1900, Henchy, 50, was selling insurance and real estate. About this time, he purchased a section of the former Walter Lynskey wheat farm in Live Oak. He had a house built for himself and his wife, the former Ann Manney, and their three daughters, Kathleen L., Marie Francis, and Esther E. Henchy. The girls attended the local grammar school and later rode by horse to attend classes at Holy Cross School in Santa Cruz. Their father regularly traveled by train to San Francisco to conduct his real estate business.



The architectural style and detail of the carriage house complements the roadhouse structure.

In the fall of 1912—just as the Boston Red Sox were winning the World Series—the Henchys announced Esther's engagement to the Sox's right fielder, Harry Hooper. The baseball star was a winter resident of Capitola, where his parents lived, and the couple's marriage drew the Henchys closer to the neighboring village. They decided to move, and by 1920, were the owners of an apartment house on Monterey Avenue, near the Hooper home, a landmark on Capitola's Depot Hill.

Henchy sold off several small sections of his property near 41st Avenue during this time, but kept the house until 1926, when he listed everything on the market except a strip of the beach that he kept for the family. Danish immigrant Anton V. Peterson purchased the house.

Peterson had come to the United States at the age of four, and was raised in Michigan, where he learned the blacksmith trade. He married his wife, Ida Glenk, in Arlington, Washington, and there operated a men's shop and a dry goods store. The couple eventually relocated to Chowchilla, where Peterson took up ranching.

The Petersons moved to the house in 1926 with their daughters, Charlotte and Mona Mae, and son, Hans Milton. Daughter Mona Mae (Peterson) Sabold, now 93 years old, recalls that her father set to work immediately building a row of vacation cabins along the driveway and added two more cottages across East Cliff Drive on the bluff. Although the architectural styles were different,



The cottages, left, were added in 1926, when the property became a small tourist resort catering to vacationers who arrived by car. The site is a rare, significant example of the evolution in transportation, the popularity of the coast among automobile travelers and the car's impact on life in California after WWI.

Peterson crafted some of the characteristic details of the main house onto the new structures. The Cozy Beach resort was complete when Peterson acquired from a neighbor a section of the cove next to the Henchy's beach property.

Peterson signed a lease agreement in March 1929 with Richfield Gas Company in Los Angeles and began selling gas and oil to Live Oak residents and scenic drive motorists. Sabold said her father offered grocery items mainly for the cottage tenants in the summer months.

The gas station and grocery continued until Peterson became

ill in 1955, two years before his death in 1957. Ida managed and resided on the property until she died in 1971. The Peterson children then sold the house and cottages to the current owners.

Significance:

The automobile was a novelty when Henchy built his home. No one knew for sure if the car would last. Road improvements also came slowly, particularly in rural areas, so building a sturdy carriage house made sense.

Within the next decade, by 1910, a half million automobiles were being driven in the United States, and no state loved the horseless carriage more than California. Determined to pursue happiness by car to the very edge of the earth, thousands of drivers endured miles of bad road, or no roads at all, to get to the beach.

A rough path in 1900, East Cliff Drive quickly became popular with motorists, and was even championed briefly as a potential "speedway," a wide, 15-miles-per-hour racecourse between Twin Lakes and Capitola (the local speed limit in 1910 was 6-8 mph).



The cottage across the road at 2-3850 East Cliff Drive was also built in 1926 as part of Anton Peterson's resort. A second cottage near this site was demolished due to cliff erosion.

After World War I, the dramatic increase in traffic opened Live Oak tracts for development, attracted business and auto court tourism to the coastline, and introduced the phenomenon of automobile camping as a national fad. Cars coming from San Francisco and San Jose found Soquel, Capitola, and the resorts of Live Oak to be a perfect stop after a day's drive, as did those heading north from Monterey and Carmel. Vacation spots began to promote themselves as "year-round" destinations.

Southern Pacific passenger trains still rolled through Live Oak in 1926, when the Petersons bought the Henchy home, but the trolley car line was closing. Families and workers now drove trucks and cars, and depended on stations like the Peterson's to provide them with gas and oil.

The Henchy house, together with Peterson's gas station, grocery, and tourist cottages, is an exceptional, intact historic resource clearly and directly associated with patterns of development along the shoreline of Santa Cruz County. Specifically, the property site exemplifies the distinctive characteristics of the period from 1900-1930, in the region along the coast of Live Oak, and countywide themes of transportation and tourism in the period of significance, 1900-1971.

Recommended DPR Revisions

As the result of added study, several modifications to the DPR form are suggested:

- In the Historic DPR 523 form submitted by Property Development (CIRCA) to the County in 2005, the date given for construction of the roadside tourist cabins is 1971, at the end of the stated period of significance. The structures were actually built in 1926.
- As an effort to explain the origin of the term, "Pleasure Point," local lore related to the roadhouse and cottages has been exciting, convincing, and long-lasting. The stories, however, obscure the importance of the East Cliff Drive structures to the history of Live Oak and the development of resort tourism along the Santa Cruz County coastline. Upon investigation, no evidence could be found to support any of the legends, as convincing as they appeared. It is likely that the "roadhouse" was never a tavern, speakeasy, or brothel.

Archival Materials and Manuscripts

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- Polk Directories, Santa Cruz County, 1910-1946.
- San Jose City Directory, Including Santa Clara, Santa Cruz and Monterey Counties, F.M. Husted, 1892.
- United States Census, San Francisco County, 1880; Santa Cruz County, Soquel District, 1900, 1920, 1930; Santa Cruz County, Branchforte District, 1930.
- Hatch Map, Official Map of Santa Cruz County, California, 1889.

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- Reader, Phil. *The First 100 Years: A History of the Live Oak School District, 1872-1972*. Santa Cruz: Cliffside Publishing.
- Live Oak Neighbors. "Live Oak, California, 2004." Live Oak Family Resource Center.
- Koch, Margaret. *Live Oak Then and Now*. Santa Cruz: County Bank of Santa Cruz, 1975.
- "Report on land use qualification presented by Santa Cruz County planner Dennis Pisila at a meeting of the Live Oak General Plan Advisory Committee (LOGPAC)," 11/22/1975.
- Santa Cruz County Special Census, Report No. 3, 1976.

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- Green Sheet and Cabrillo Times*, 1 October 1970.
- Mid-County Post*, 11 July, 2006.
- San Jose Mercury*, 16 October 1969.
- Santa Cruz Express*, 23 March, 1985.
- Santa Cruz Sentinel*, 17 October 1912, 1 April 1938, 2 September 1970, 26 July 1984, 19 February 1970, 23 October 1966.
- Santa Cruz Surf*, 24 February 1934.

Interviews

- Strain, Marie Hooper, daughter of Esther E. Henchy Hooper. Interview by Carolyn Swift, 23 February 2007.
- Perry, Frank, son of Edith Pettit Perry, and nephew of Dorothy Pettit Perry, who were raised on 32nd Avenue. E-mail communication, 8 and 9 of March, 2007.
- Sabold, Mona Peterson, daughter of Anton V. Peterson. Interview by Carolyn Swift, 13 March, 2007.

From the petition to save the Roadhouse <http://www.ipetitions.com/petition/saveroadhouse/index.html>

201 joshua Server We don't need any more condos on pleasure point. Keep the history here and let all of the old tenants back into the house!
203 stepheni ceperley please keep our money in our community- no more million dollar homes, no more vacation rentals. None of us who live here, love it here, or are from here can afford it, and we don't want it.
206 edith lentz the coast of California, especially around Santa Cruz, is the most beautiful coastline in the world. do not ruin it with "modern" high rise and other monstrosities.

210 James Oakden I lived at Pleasure Point in the past, and now own a house on Warren St.

213 Brandice Bryant Lets keep this beautiful plot of land and the Roadhouse historical so it can be enjoyed by the whole community.

214 Steven Grubb Was there as a teen some 35 years ago now. Seems as though there is nothing out of reach of development today. Our historic buildings are quickly being replaced faster than we can save them. This is another one worth saving. Steve

216 Sonia Burke So much of old California is going away. We must save what we can now!!

217 Shasta Criss I lived on 38th and Floral from when 10 til I was 19 and have watched Pleasure Point turn into Million Dollar homes for out of towners. I think a community center would be a perfect for the Roadhouse. Thanks for your time.

219 Ingrid Hostetter Please preserve the Pleasure Point Roadhouse. We need to preserve the character of our quaint Santa Cruz. There are already too many mansions and giant condominiums that are destroying the character of our town. Please preserve this rare landmark on Eastcliff.

220 Ingrid Hostetter Please preserve the Pleasure Point Roadhouse. We need to preserve the character of our quaint Santa Cruz. There are already too many mansions and giant condominiums that are destroying the character of our town. Please preserve this rare landmark on Eastcliff.

223 Linda Aron Let's not forget why tourists come to Santa Cruz and bring money to our economy-- because it DOESN'T look like every other urban area in California. Keep the roadhouse intact and protected!

224 Edward GUnzelmann The landscape and culture of Santa Cruz County is one of its great assets. Selling those assets to developers will forever alter both! Suburban sprawl and homogenous tract housing is not Santa Cruz. Please don't erect another condo on the point at the expense of a historic building that is a part of the landscape and history of this community. There is a certain point when a building, space, or artifact becomes communally owned, even if the legal ownership is private.

225 Lindsay Harman Please preserve the roadhouse. As a resident I feel the Pleasure Point and Live Oak community is in need of more park space and culture settings. Using this histoic building for a community center and park is a rare opportunity to preserve a piece of Santa Cruz history while creating a much needed gathering place for residents and local groups.

227 Rachel Neuman Please save this historic building. It is a valuable part of Santa Cruz history, that needs to be used for the community.

228 francisco garcia Save the Roadhouse. This should be designated as a historical site.

229 ryan muhr This is a crying shame to lose such a wonderful piece of the point. These are the sort of monumental pieces of california history that we should preserve for future generations. For the people, Thanks Sincerely, Ryan Muhr

230 Anonymous Please consider some public options for this property before destroying another historic site in Santa Cruz. Thank you, Arlene

231 mohamed el-sherif please save the roadhouse. Its importance and significance is key to the culture of Santa Cruz , improving the value, community and class of Santa Cruz. A multitude of condos would be detrimental to the very things that residents of Santa Cruz cherish and consider relevant. Please do not decrease the value of our area in so many ways.

232 Ronald Peterson I am disgusted with the efforts of the owner's attorneys to try to twist the facts of the Road House. There is no question that the Road House is not only historic, but unique. There is no other structure like it in Santa Cruz County. For the attorneys to claim that the Road House is insect infested and needs to be demolished is insane. The Road House is more solid than the house I live in. The Road House will stand another 100 years if it is not torn down. The attorneys are doing a fine job of distorting the truth. If there was an investigation on the tactics of the attorneys, I would be certain you would find fraud and deception.

235 Maddyson McGrath I hope people start to realize the significance of this amazing house and it's story...dont let it fall by the way side!

236 tara ireland I am planning to be at the meeting tomorrow. You have the 14th on this petition instead of the 15th(tomorrow) See you there!

238 Tiffany Wise-West My husband is a life long resident and feels strongly about this issue. We hope it's not too late to become organized to make a difference.

239 Suzan Muir How can it be thought of to tear down such a wonderful Santa Cruz land mark. Why is there so little sense of history in California. The lighthouse has been a destination since I was a girl, to look out at the seals and watch the surfers.

240 Marty Muir It would be so wrong to tear such a landmark down!!!!

243 Lydia Parker I have lived in the Pleasure Point area for 31 years. My family has visited the area since the early 1950s. The Pleasure Point Roadhouse is a local icon and deserves to be saved. Pleasure Point needs to retain its unique style and connection to the past. Replacing that delightful structure with another southern California suburban stucco and tile monstrosity is not in the interest of history or style. The buildings on the site would make a fine local museum, and the grounds should be landscaped with native plants, possibly it could have a walking path that would connect it to the park and volleyball court on 38th Avenue. Let's look to the future for the Pleasure Point area; it needs points of interest, historical landmarks, and areas of community pride.

249 Ian Save our history, it's the only reminder of what brought us here today, preserve the culture, it's what our children will base their life upon.
250 Joseph Grassadonia What is the real eye sore are all the multi million dollar homes being developed at the point. Soon Pleasure point will only be affordable for the wealthy. It's important to keep these old heritage homes, which gives an area a sense of grace and class.

251 Patricia Leslie History is worth more than money.

252 Monty Cleeves Why do people buy property for the character of the neighborhood and then change the character when they build?

253 Donna von Hoesslin I have had the pleasure of spending much time in this wonderful place with some of the creative and inspiring people who have lived here over the years. I was shocked to hear it might be gone soon. I pray that will not be the case. Aloha, Donna

254 David Pu'u This place is amazing. I have walked it's halls and rooms. It would be a shame to lose it to development if there was any way at all to preserve it. It is a vital part of History, not to mention Santa Cruz!

255 Paxton Brewer condos are a dime a dozen, historic landmarks are priceless. I live in the pleasure point community and will be deeply saddened if the roadhouse is razed. please preserve this historic structure.

257 Mat Warren Save The Road House. History is always forgotten if there is no proof it ever existed.

259 Gail La Roque I have lived and stayed in various areas of Santa Cruz and without a doubt Pleasure Point is a true community. It is a rare and precious thing when neighbors all know and care for each other, visit daily on the beach and in the water, and actively work to maintain their community. I fully support improvements to the cliffs and walkway but not at the expense of destroying this community. Please create a park and maintain meeting areas and local sites such as the roadhouse. Thank you. gail La Roque

260 Dina El Dessouky Santa Cruz cannot afford to lose any more of its heritage sites. It also cannot afford to be developed any more than it already is--have you seen the traffic in town the last few years? And not to mention the threat of East Cliff Drive, the road the house adjacent to the house, falling into the sea due to erosion. This place was never meant to be developed to the extent that it has been. Keep Santa Cruz's integrity and history: save the Roadhouse!!!

261 Maryellen Hanson keep the culture alive!!!!

262 Craig McNair That's my favorite place in the whole PP area... SAVE IT !!!!!!! Maybe a surf bed and breakfast? or a pleasure point surf museum?

266 Noah Brendlen This is an important historical treasure and link to the past.

268 John Bitter Save the history of Pleasure Point

269 Karen Lindemann Please save this historic area so that future generations may enjoy it as much as I have!

270 Anonymous The Eastside is losing its flavor. New unaffordable "trophy houses" are dominating my old neighborhood that I have been forced to move from because I cannot afford to there. Help save the Roadhouse for future generations!!

272 Kevin Kingston As a long time resident of Santa Cruz I would like to see the Roadhouse saved. The County needs to step up and partner with a historical developer that will not only save the building but preserve the site for future generations. If the City of Santa Cruz can complete similar projects the County should also be able to make it happen.

273 Dennis Hostetter I believe it's important to preserve the buildings which represent our unique local history. The Roadhouse would serve as an excellent community center for Pleasure Point. Please vote to make it a recognized historical site.

274 Samuel Lau Save the beautiful road house

276 Linell Walker Please designate the Roadhouse as the historical site that it is.

278 Gabrielle Alberti Save the Roadhouse! Santa Cruz does not need anymore track homes or condos. Let's preserve the flavor of Pleasure Point.

279 Kathy McClure The Pleasure Point area is one of the most unique areas in the county. As such its historic structures should be preserved and used for neighborhood activities. Pleasure Point and the surrounding area should be preserved from Monster houses and none stop development

280 Jim Littlefield Please, listen to the community will and preserve the PP Roadhouse for public use and future generations. Whatever you do, do not allow PP to be rebuilt like Newport Beach, for example. Pleasure Point has only this historic site along the coastline to link the neighborhood to its past. In public hands, this site could become a huge neighborhood asset and a focal-site for community meetings and events, particularly PP groups and focus groups with coastal and marine interests.

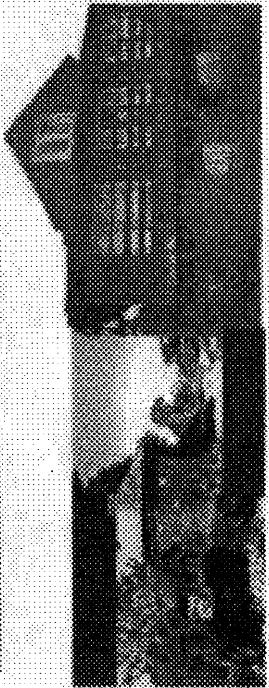
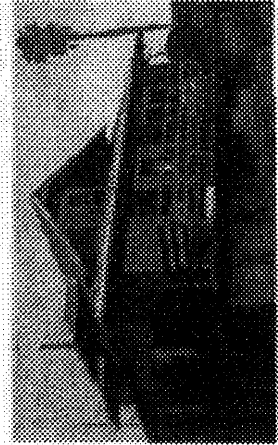
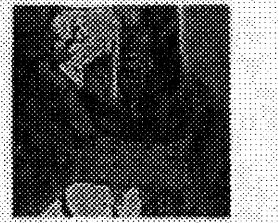
SAVING THE ROADHOUSE



Compiled by Charles Paulden

The Pleasure Point Roadhouse meets the criteria for NR-5

The Pleasure Point Roadhouse is a link to our past



Common Name: Pleasure Point Roadhouse
 Historic Name: _____
 Project Number: 032 191 88
 Property Location: 32nd St Cliff Dr Santa Cruz
 District Name: National Lakes Forests EIS
 Mapping Address: 19301 River Creek Rd
 Project Use: Park/Garden CA 95065
 Previous Use: Barn/Housing
 Original Use: Camp/Residence/Store

Private Ownership

Description

Architectural Style: _____
 Description: A three story building with red buildings and a large open lot. The roadhouse is single wall construction with a gabled roof and dormers. There is a second story deck along the road. The operation is accessed by a rear driveway.

Condition: Good



To evaluate a property for architectural merit, historic integrity and social context, pertinent research and influence of substantiated documentation is necessary. Research materials would include the following:

- A. City building files (permit records etc)
- B. Sanborn fire insurance maps
- C. Historic city/county maps
- D. Historic/period photographs
- E. County history
- F. Census records
- G. County records
- H. City/county directories
- I. Existing county survey
- J. Other sources.

Evaluation Process

If a property appears to be for eligible for inclusion on the California Register the next step is to evaluate the property for significance based on national, state and local criteria as described in the sections below. This aspect is out of the scope of work for this contract, however, it is important to have the criteria in mind when developing a preliminary evaluation.

Evaluation for Significance: The National Register Criteria for Evaluation

The National Register of Historic Places is the official list of **properties, structures, districts, and objects significant in American history, architecture, archeology, engineering, and culture.** National Register properties have significance to the prehistory and history of their community, State, or Nation.

For properties that are less than fifty years of age, please see *National Register Criteria for Evaluation* Criteria Consideration G and National Register Bulletin Number 22, *Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within The Past Fifty Years* described in a separate section of this manual.

Areas of Significance

Agriculture

Architecture

Archeology

- Prehistoric
- Historic—Aboriginal
- Historic—Non-Aboriginal Art

Commerce Communications

Community Planning and Development Conservation Economics

Education Engineering Entertainment/**Recreation** Ethnic Heritage

- Asian
- Black
- European
- Hispanic
- Native American
- Pacific Islander
- Other

Exploration/Settlement Health/Medicine Industry Invention

Landscape Architecture Law

Literature Maritime History Military Performing Arts Philosophy Politics/Government

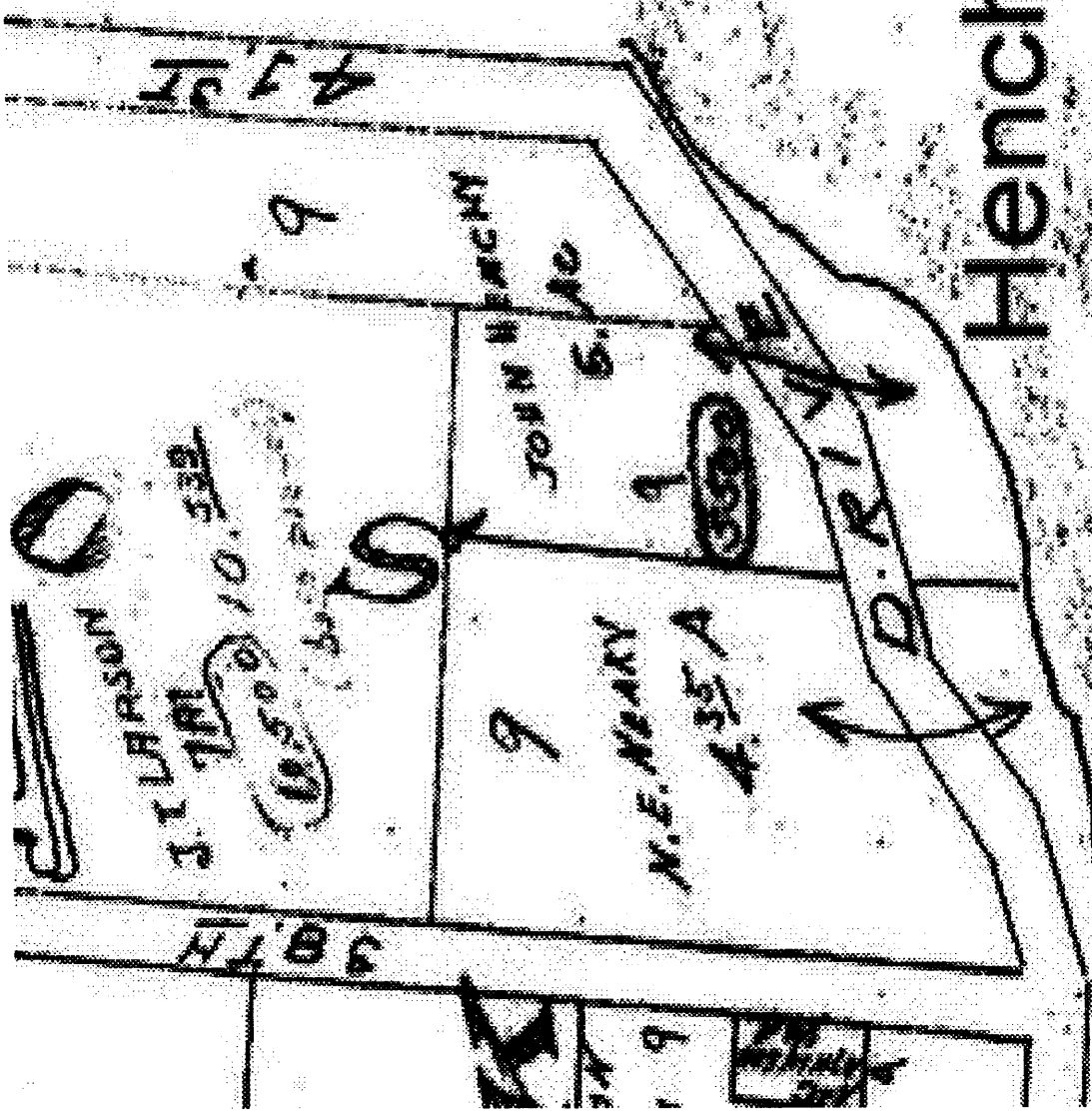
Religion Science Social History **Transportation**

Other

Evaluation for Significance: The California Register Criteria for Evaluation

The California Register of Historic Places is the official list of properties, structures, districts, and objects significant at the local, state or national level. California Register properties must have significance under one of the four following criteria. Properties that are eligible for the National Register are automatically eligible for the California Register.

- **1) Associated with events** that have made a significant contribution to broad patterns of local or regional history, or cultural heritage of California of the United States;
- **2)** Associated with the lives of persons important to the local, California or national history
- **3) Embodies the distinctive characteristics of a design-type, period, region, or method of construction, or represents the work** of a master, or possesses high artistic value; or
- **4) Yields important information** about prehistory or history of the local area, California or the nation.



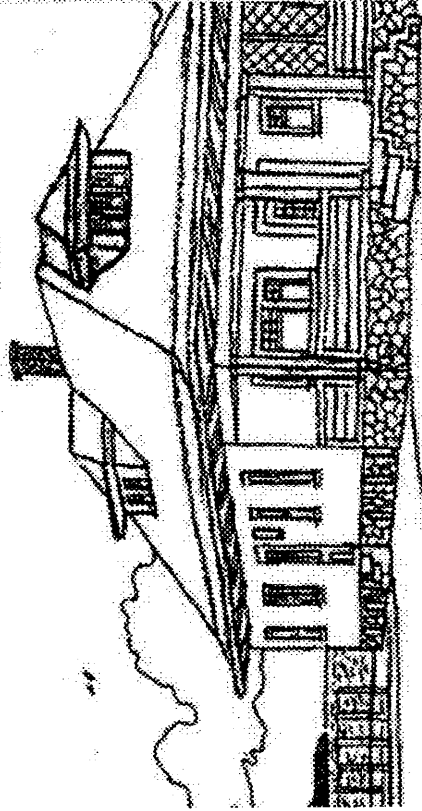
Henchy

**Henchy built
the Roadhouse
after selling
his Saloon in SF**

**A
FA
D.**

The Houghton house at the end of 30th Ave

"THE OWLS"



It was noted as a grand house when it burned

BEAUTIFUL HOME IS DESTROYED

Early today the grand residence at the end of 30th Ave. was completely destroyed by a fire that broke out in the kitchen at about 10 o'clock. The house, which was one of the finest in the city, was built by Mr. Houghton in 1905. It was a two-story structure with a gabled roof and a prominent chimney. The fire was caused by a gas stove that had been left on for several hours. The fire spread rapidly and destroyed the entire house. The only person who escaped was the owner, Mr. Houghton, who was awakened by the fire and fled to the street. The fire department arrived at about 11 o'clock and worked for several hours to contain the fire. The cause of the fire is still under investigation.

Mr. Houghton had arranged for the house to be insured for \$100,000. The insurance company has agreed to pay the full amount of the loss. The house was a masterpiece of architecture and was highly regarded in the neighborhood. It was a grand house and its destruction is a great loss to the city. The fire was a tragedy and the cause of it is still unknown. The fire department is still investigating the cause of the fire and will report their findings in a few days.

The fire was a great disaster for Mr. Houghton and his family. They had lived in the house for many years and it was their home. The loss of the house is a great blow to them. They are now living in a temporary home while the insurance company arranges for a new house to be built. The fire was a tragedy and the cause of it is still unknown. The fire department is still investigating the cause of the fire and will report their findings in a few days.

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Late A. D. Houghton Had Remarkable Career

Mr. Houghton, of the firm of Houghton & Co., was under the management of the Central Lumber Co. for many years. He was a successful businessman and had a remarkable career. He was born in 1850 and died in 1910. He was a member of the Central Lumber Co. and was one of its founders. He was a successful businessman and had a remarkable career. He was born in 1850 and died in 1910. He was a member of the Central Lumber Co. and was one of its founders. He was a successful businessman and had a remarkable career. He was born in 1850 and died in 1910. He was a member of the Central Lumber Co. and was one of its founders.

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change of the general business situation. When Mr. Houghton died, the Central Lumber Co. was one of the largest lumber companies in the world. He was a successful businessman and had a remarkable career. He was born in 1850 and died in 1910. He was a member of the Central Lumber Co. and was one of its founders. He was a successful businessman and had a remarkable career. He was born in 1850 and died in 1910. He was a member of the Central Lumber Co. and was one of its founders.

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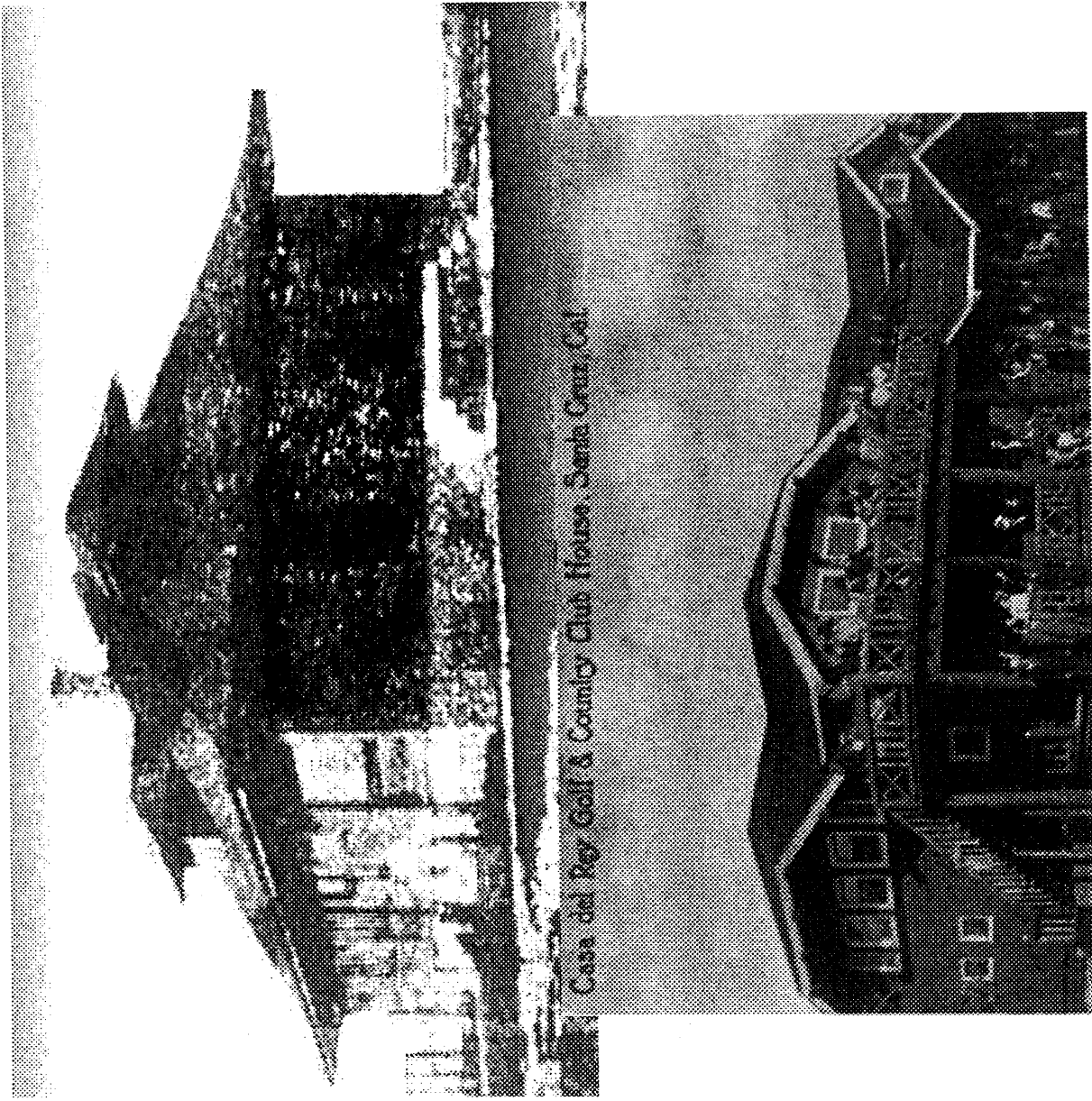
ARTICLES OF INCORPORATION
Central Lumber Company

The articles of incorporation of the Central Lumber Company were filed in the office of the Secretary of State on the 10th day of January, 1910. The company is organized under the laws of the State of New York. The capital stock of the company is \$1,000,000.00, divided into 100,000 shares of \$10.00 each. The company is authorized to engage in the business of buying and selling lumber and other forest products. The company is authorized to acquire and hold real estate. The company is authorized to make and issue bonds and other securities. The company is authorized to do all such other acts and things as may be necessary or proper to carry out its business.

Houghton's daughter Nellie May was married to L. D. Esty

The Houghton house may have been designed by Esty

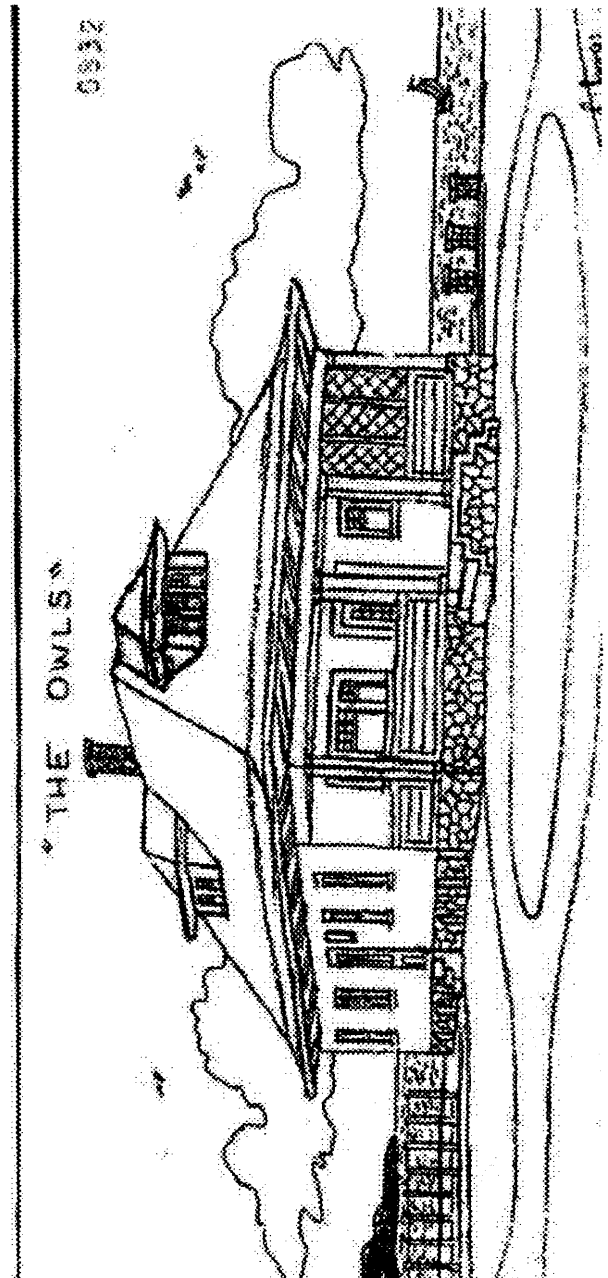
A. D. Houghton, of the firm of Houghton & Cardiff, now under the incorporated name of the Central Lumber & Fuel company, passed away Sunday at his home in this city, and in his death an eventful career of progress and usefulness has closed. He was an highly esteemed, good-hearted to a fault and besides a host of friends who regret his taking off, a large circle of relatives are left to mourn. He leaves besides his wife and mother, Mrs. Dorcas Houghton, three children, Nellie Mae Esty, Harry S. and Robert Houghton; a sister, Mrs. L. M. Barnes, and three brothers, Emmons Houghton of Fresno, George Houghton of Portland, Maine, and E. I. Houghton of



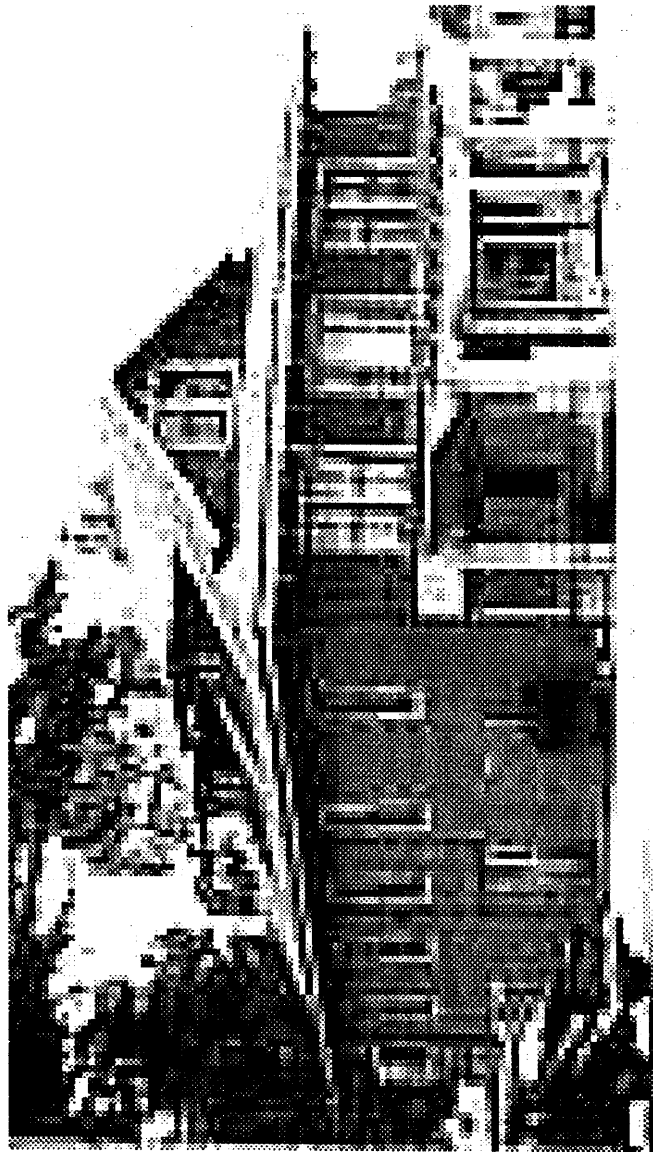
Casa del Rey Golf & Country Club House, Santa Cruz, Cal.

Esty designed the Pogonip clubhouse

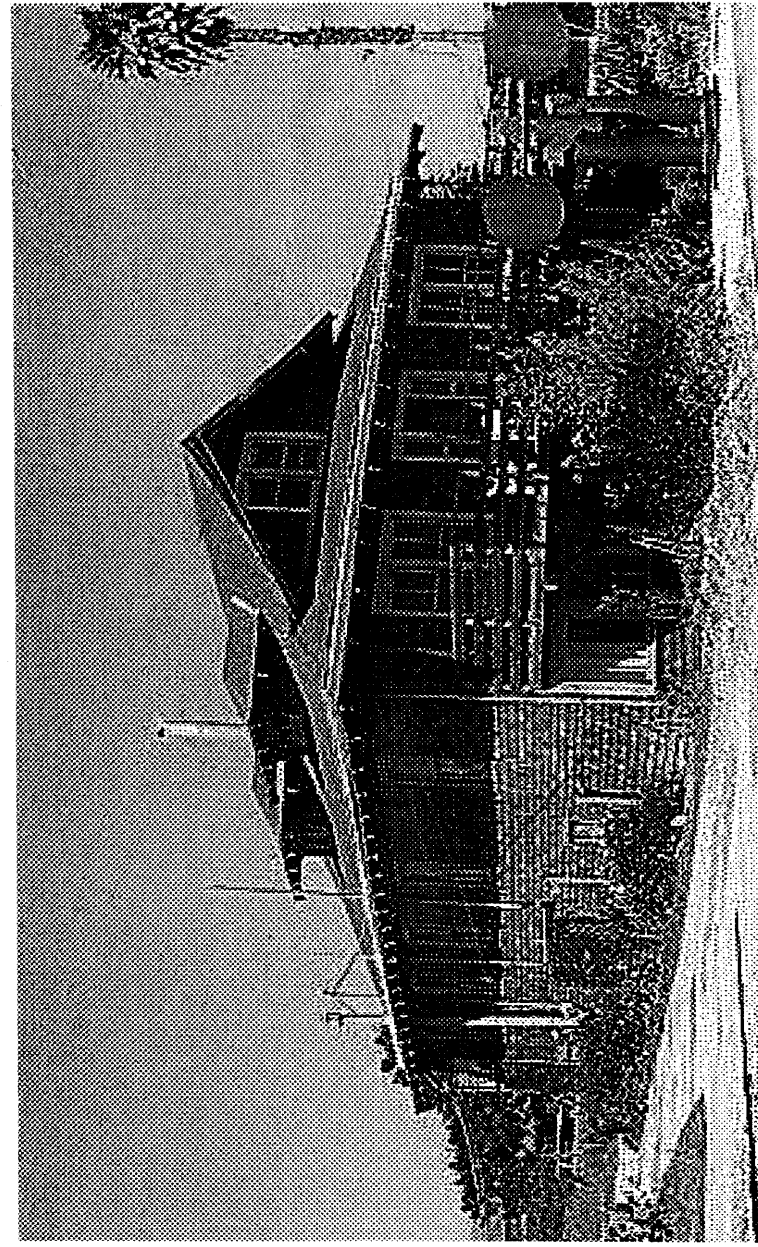
The Houghton home had similar Craftsman style to Pogonip



The Roadhouse has many features from both buildings



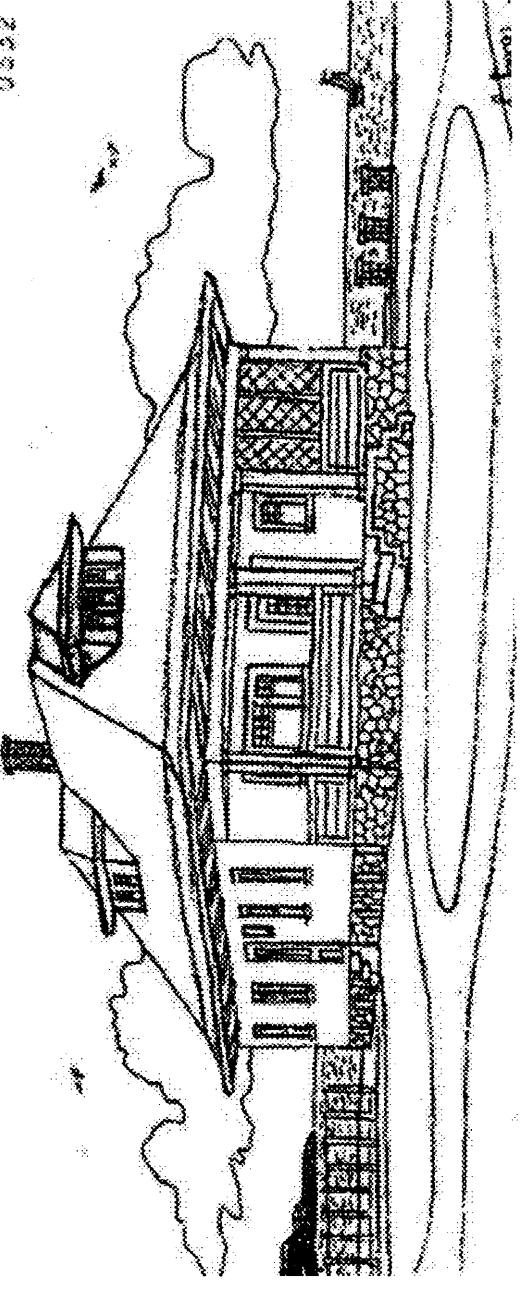
The Roadhouse is similar to the Houghton house

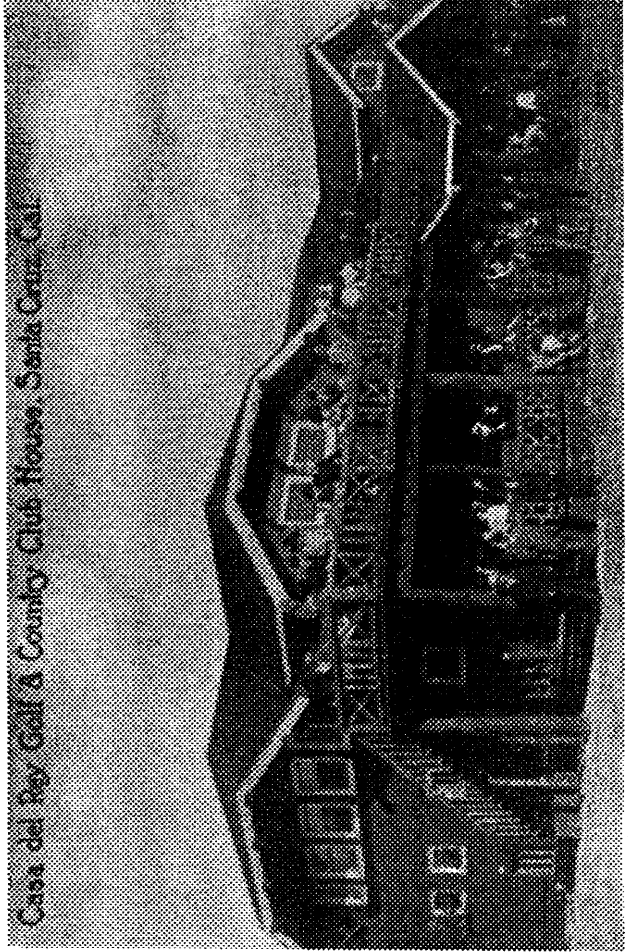


The window treatment and roofline of Houghton

0832

“THE OWLS”





Casa del Rey Golf & Country Club House, Santa Cruz, Cal.

And the shingles of Pogonip

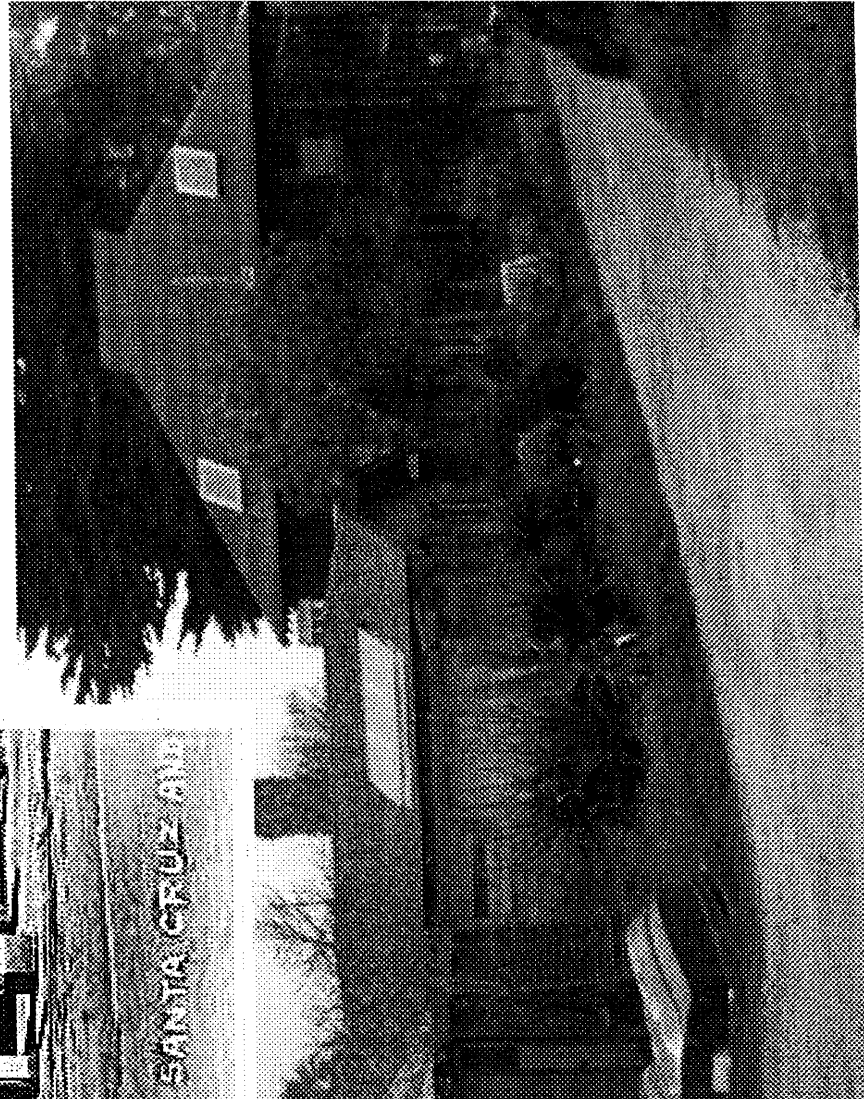
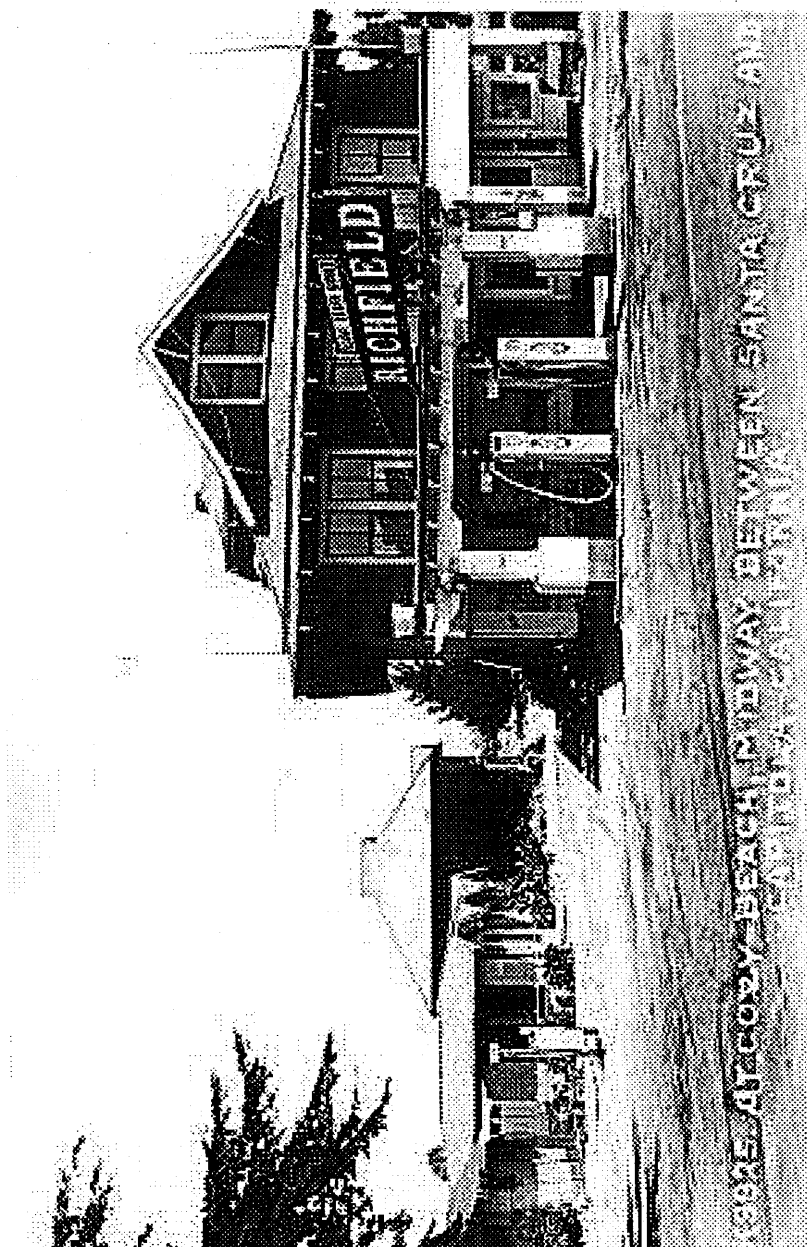
Further research may reinforce the Roadhouse's Esty as it has many of his distinctive characteristics and merit of construction

Evaluation for Significance: The California Register Criteria for Evaluation

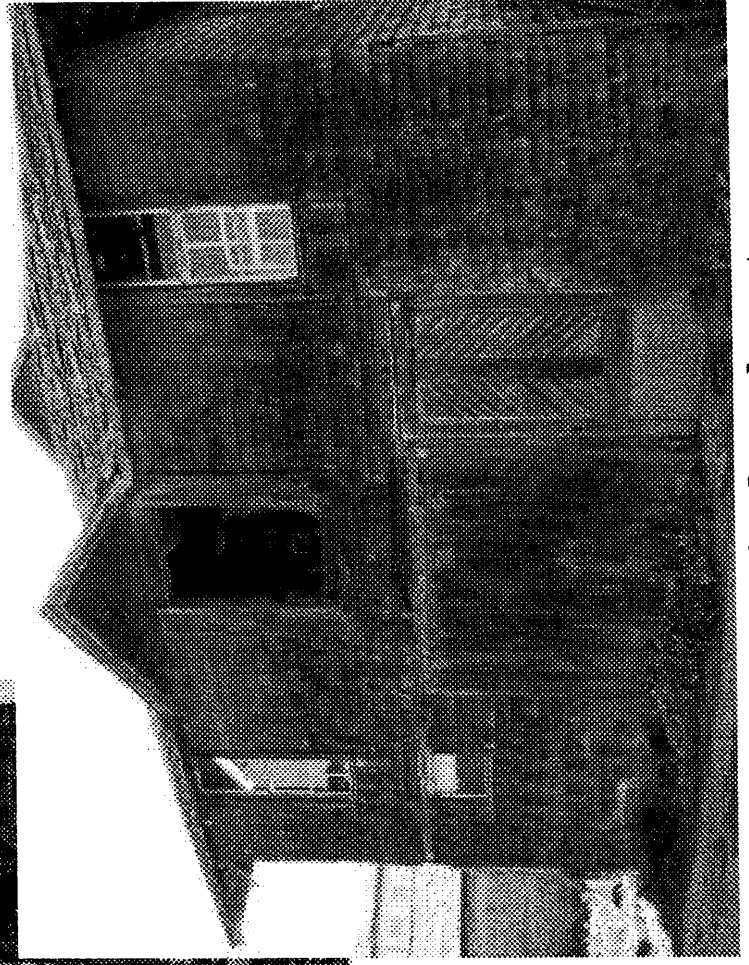
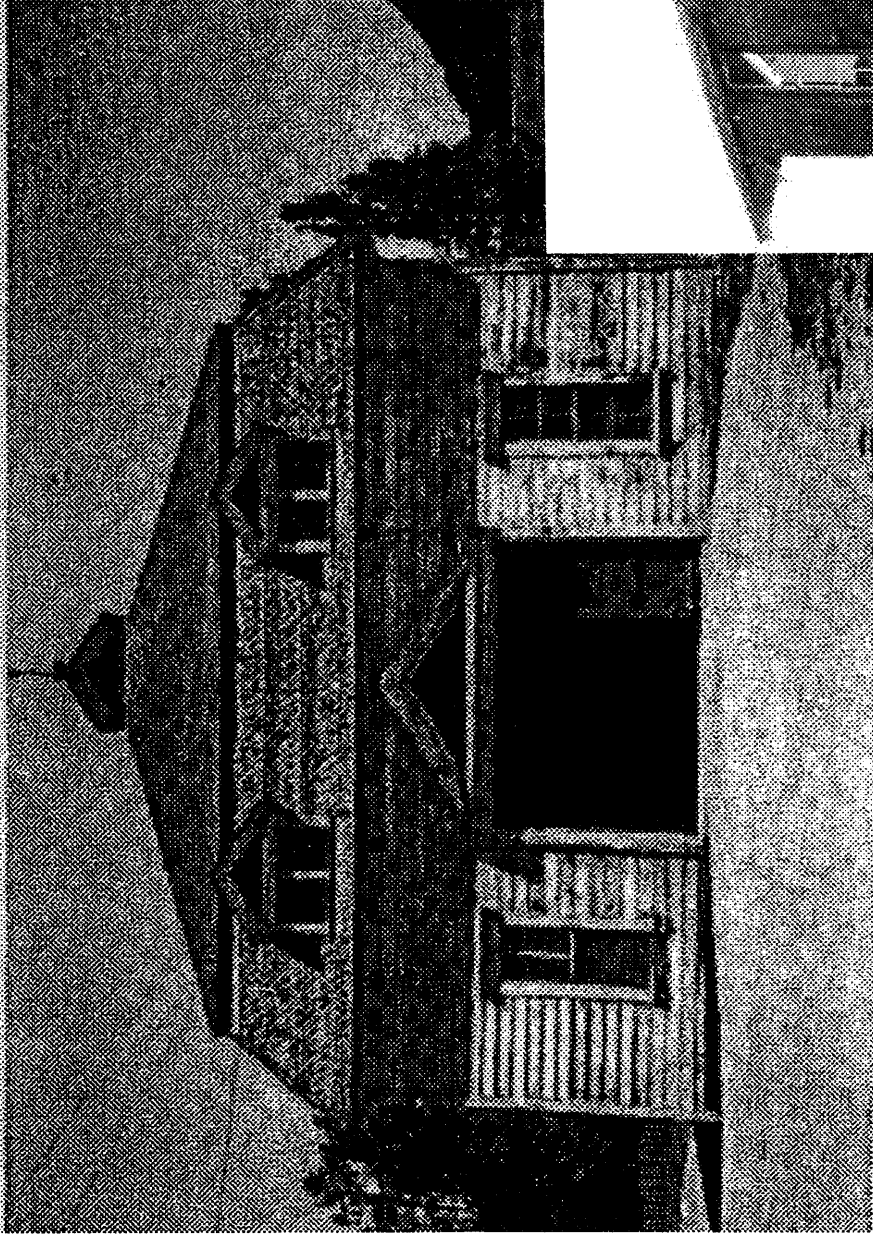
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It also has the historic barn, gas station, store and cottages

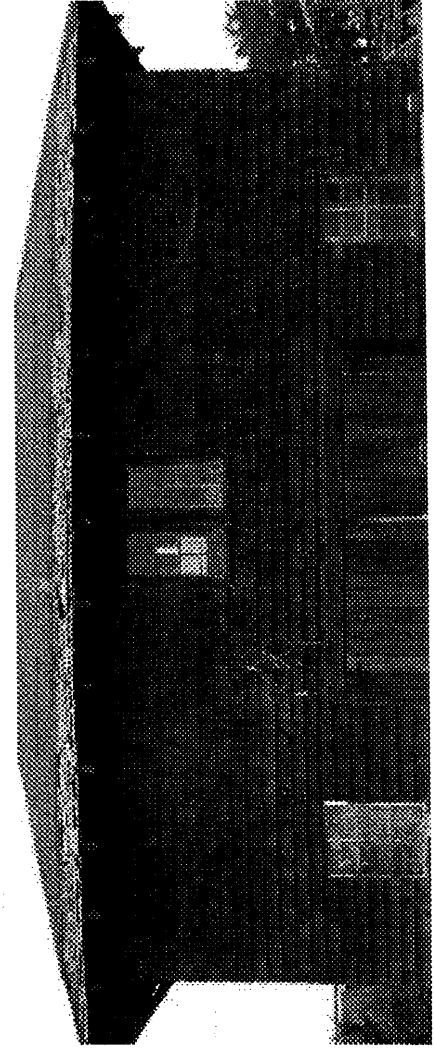
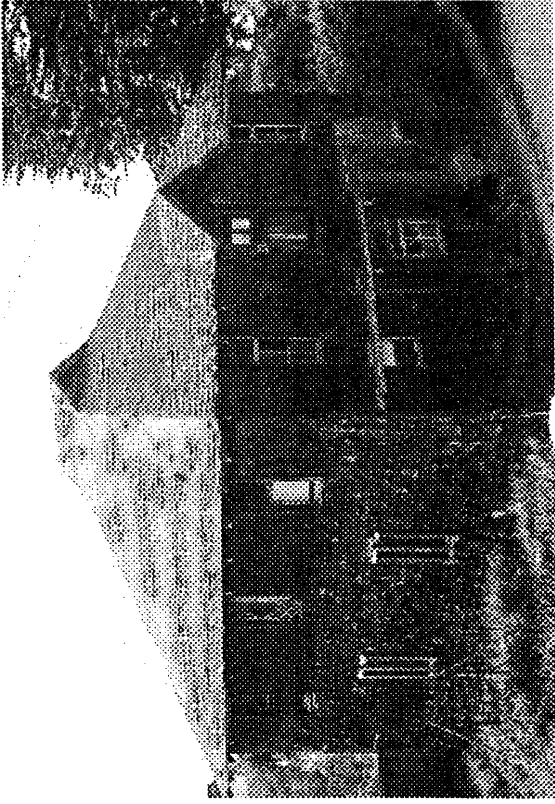


Figures 4 & 5. Many of the structures that were part of the Wilder Dairy are still intact including the Melvin Wilder House (above) and the Horse Barn (below). They are located in what is now Wilder Ranch State Park.

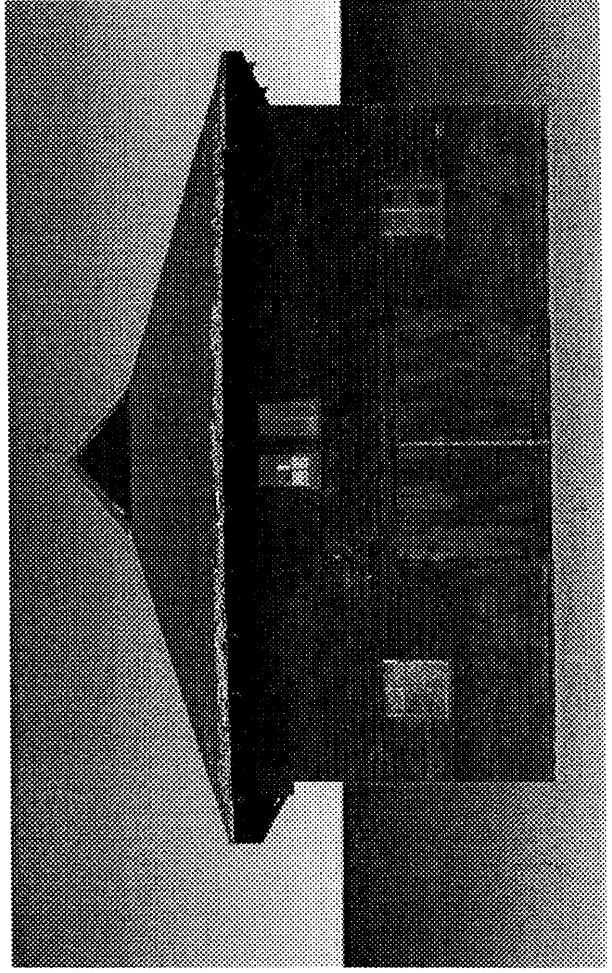


The barn is historic as is the Wilder barn, it links to our Agricultural past

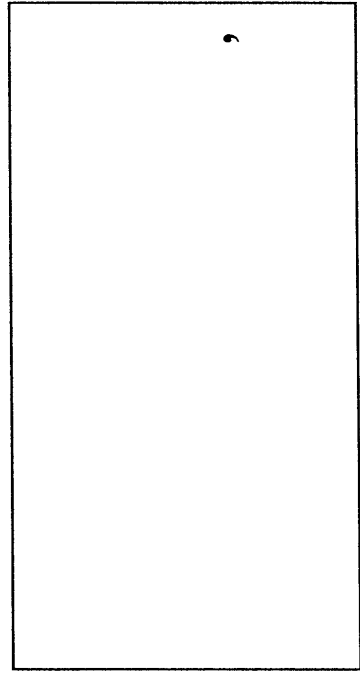
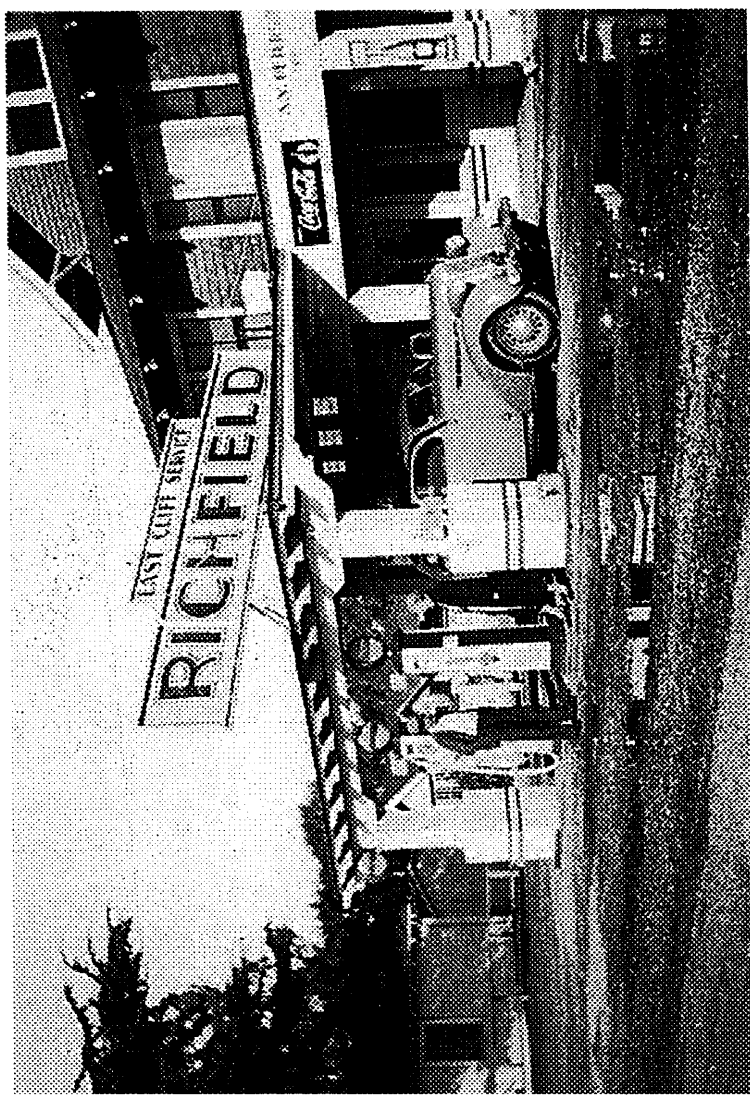
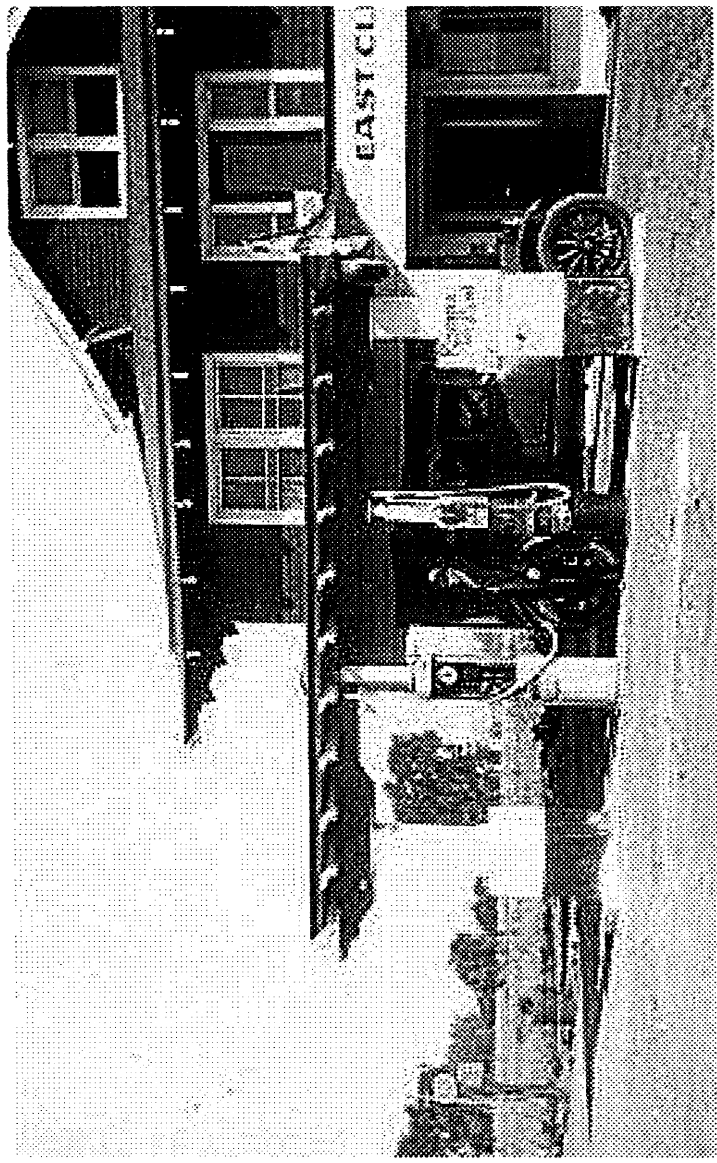
**As Wilder, it has interesting architectural details
The roofline, windows and shingle siding**



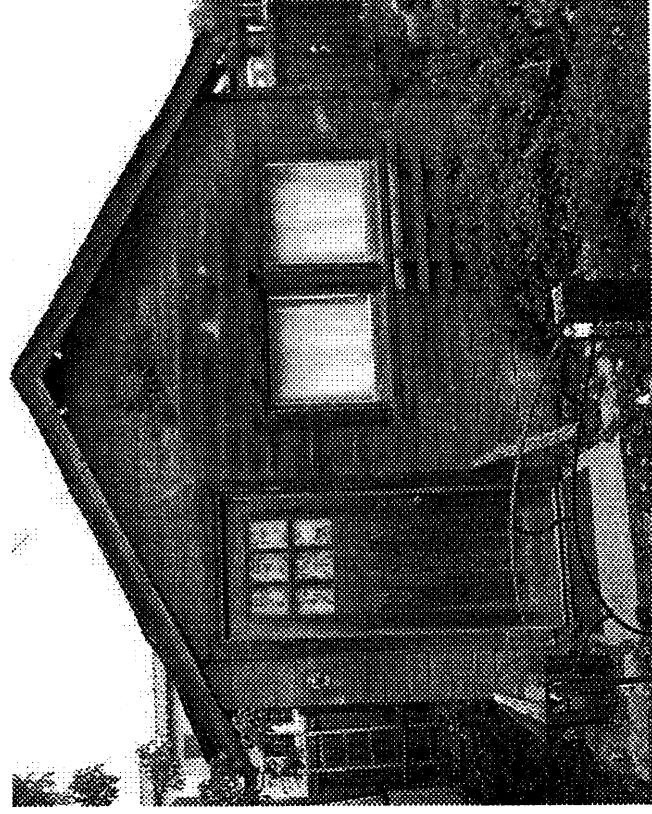
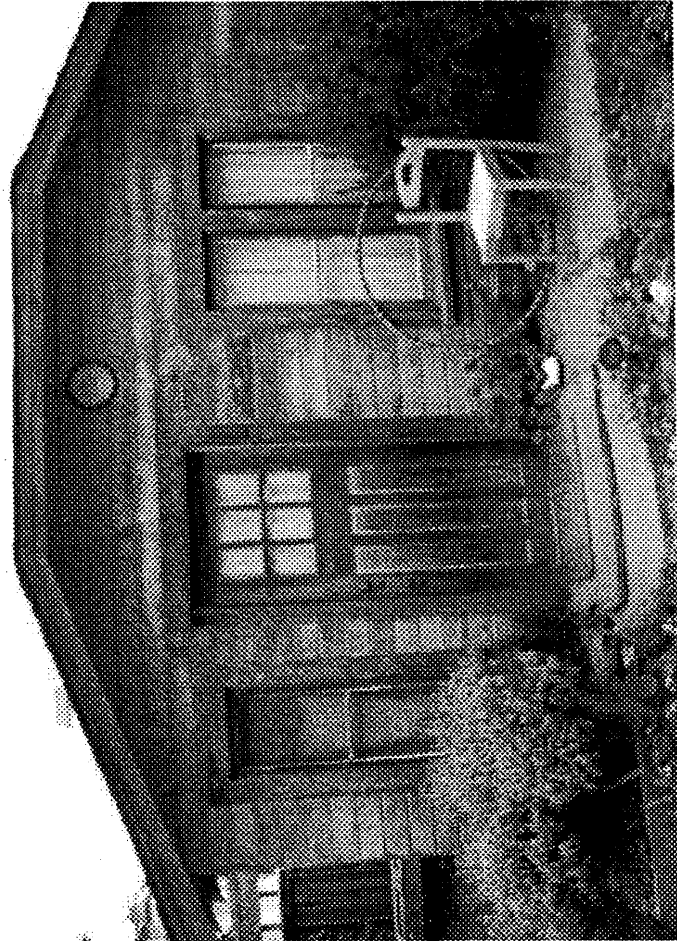
wood drive / through from front to back



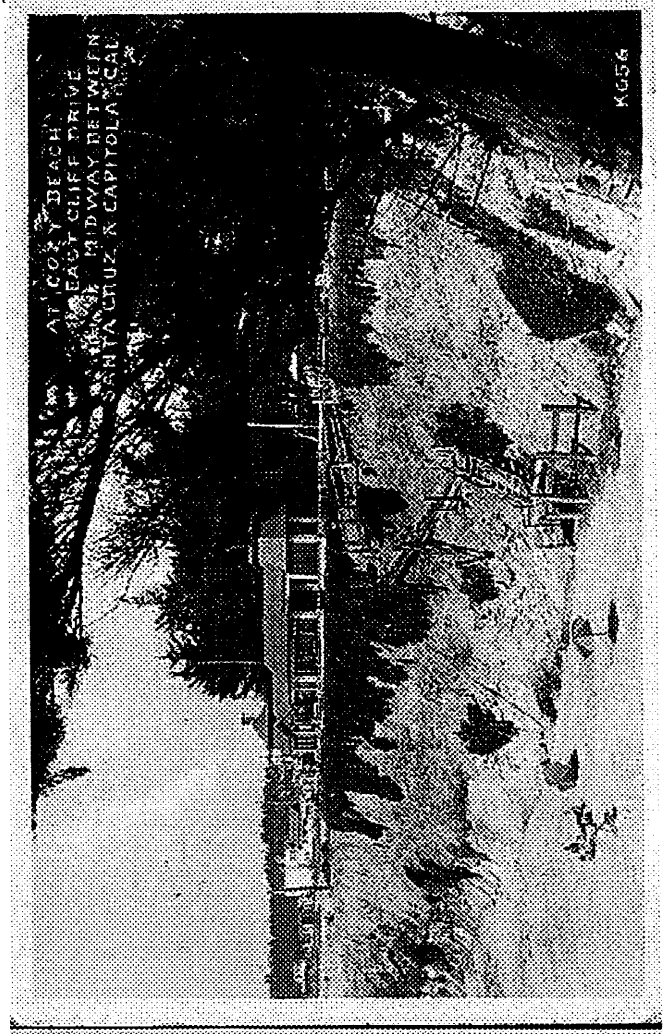
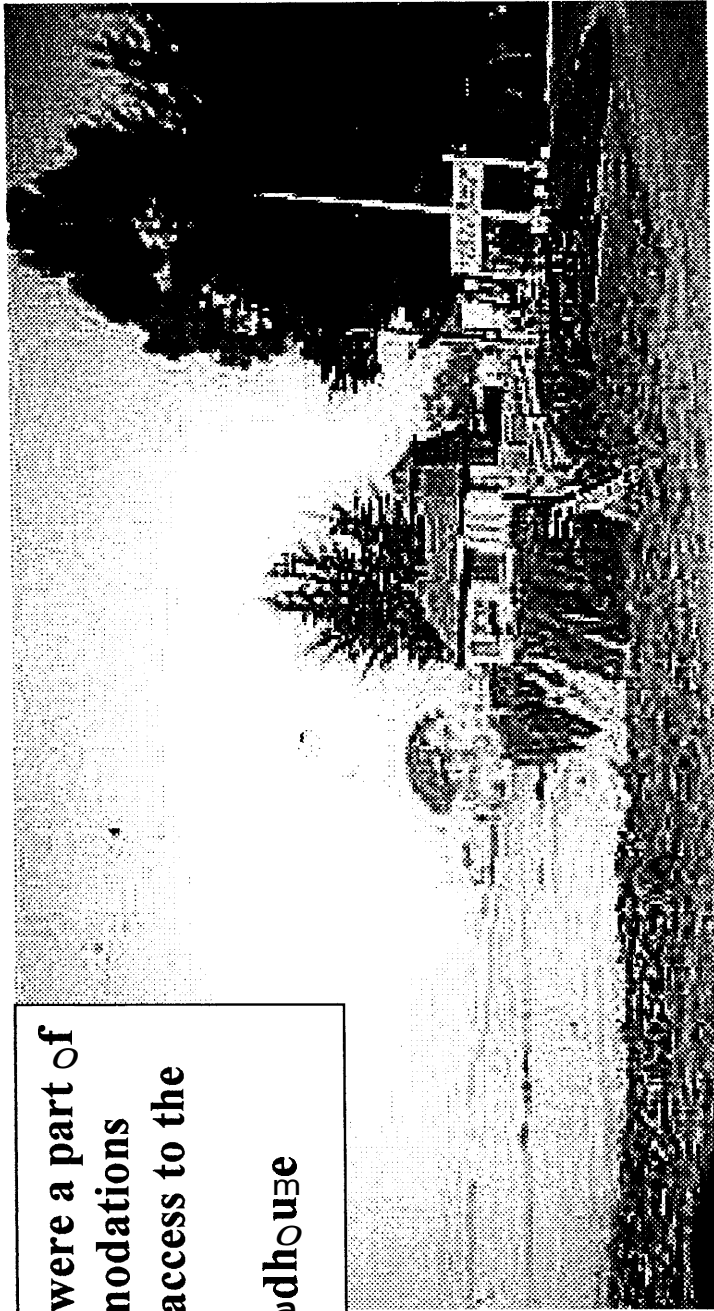
that was useful when when was grown in the Point



The cottages had a similar Craftsman style

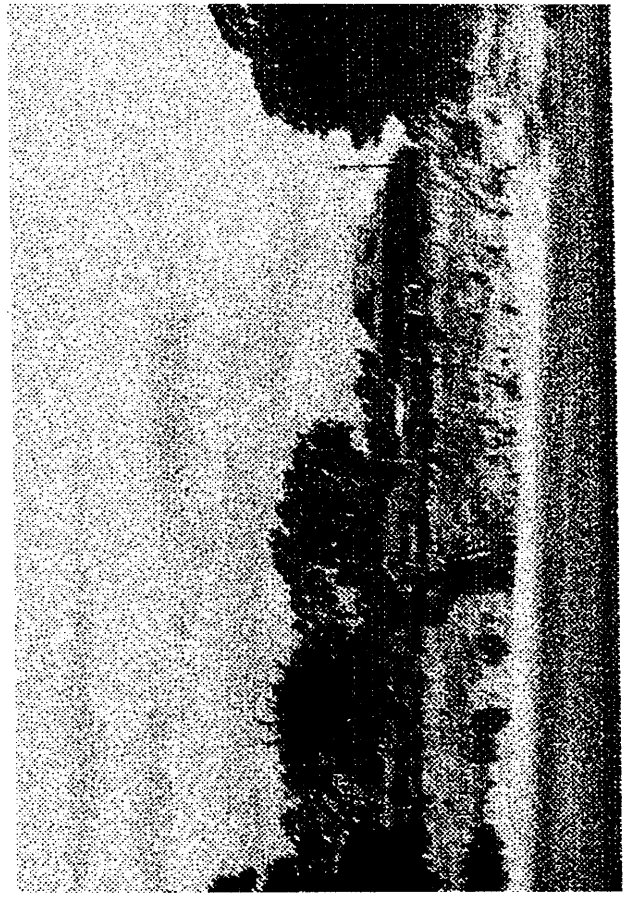


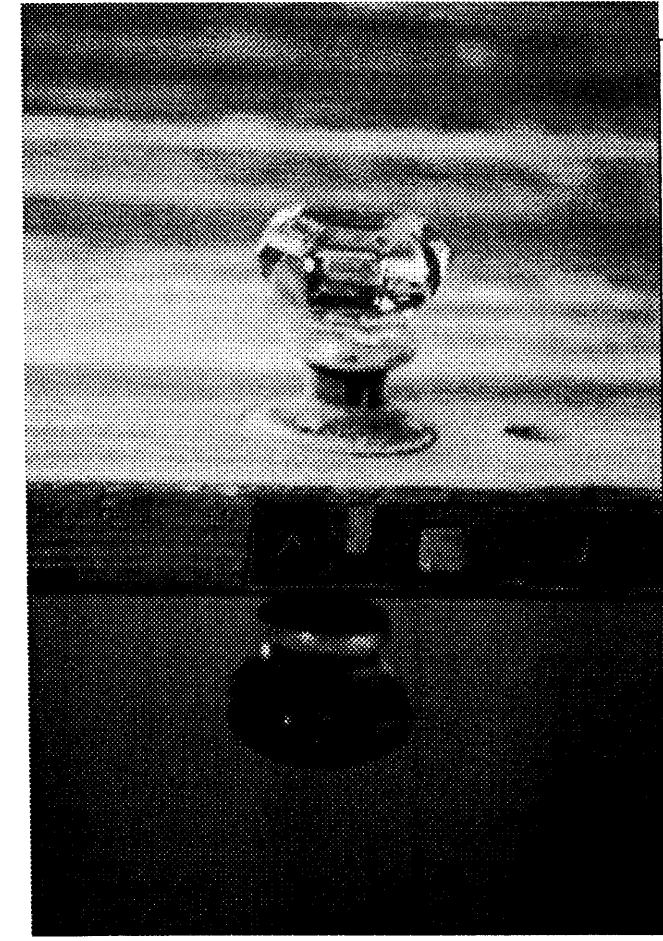
**The Cozy Cottages were a part of
the visitor's accommodations
And they provided access to the
beach
across from the Roadhouse**



**AT COZY BEACH
THE EAST CLIFF DRIVE
TURNS LEFT. HIGHWAY BETWEEN
SANTA CRUZ & CAPITOLA, CAL.**

KG56

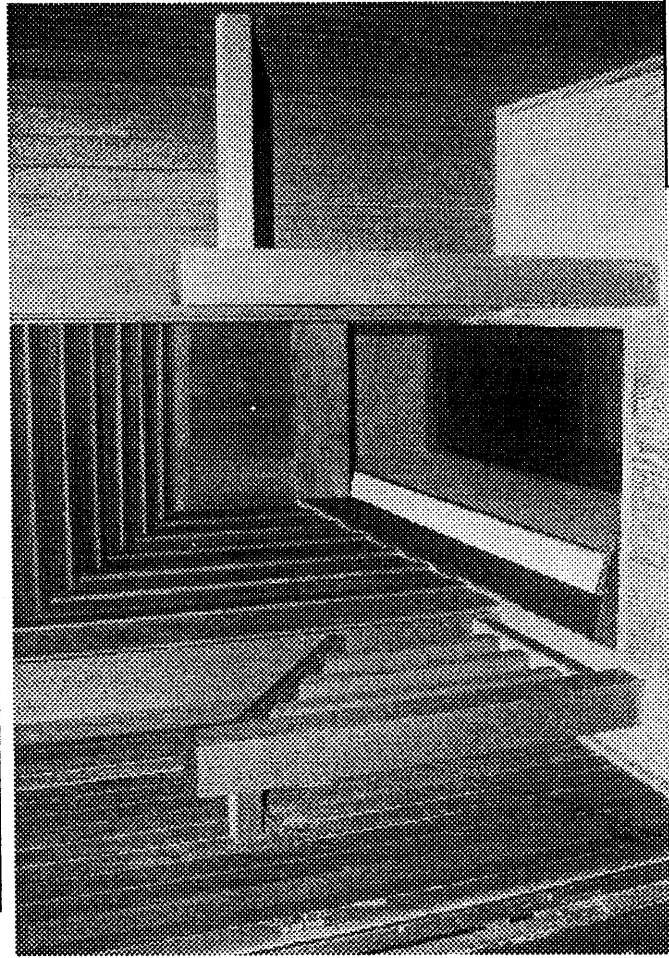




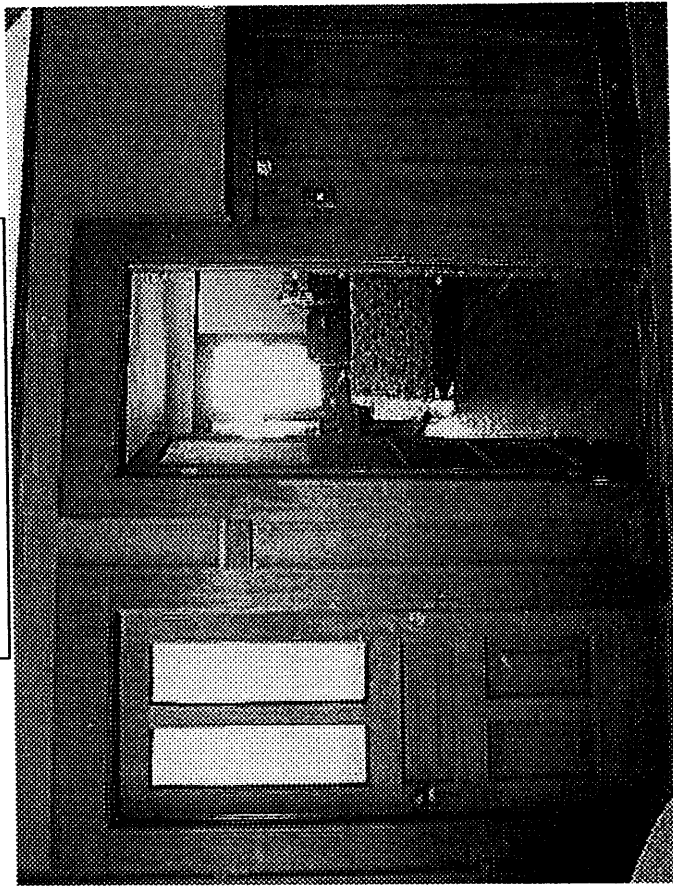
The interior shows good workmanship



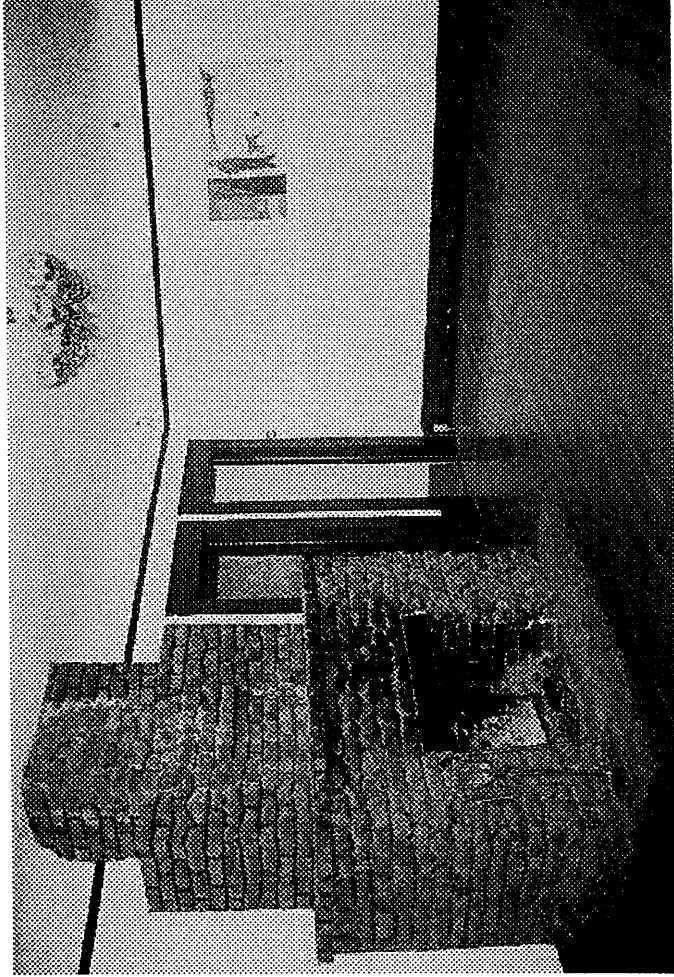
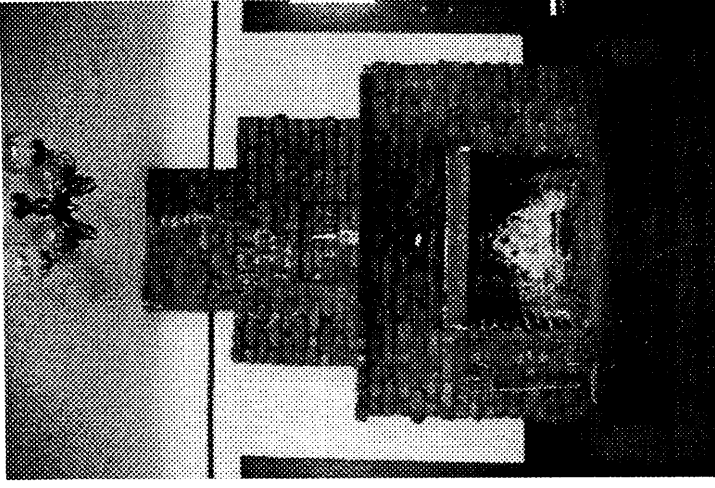
and use of materials



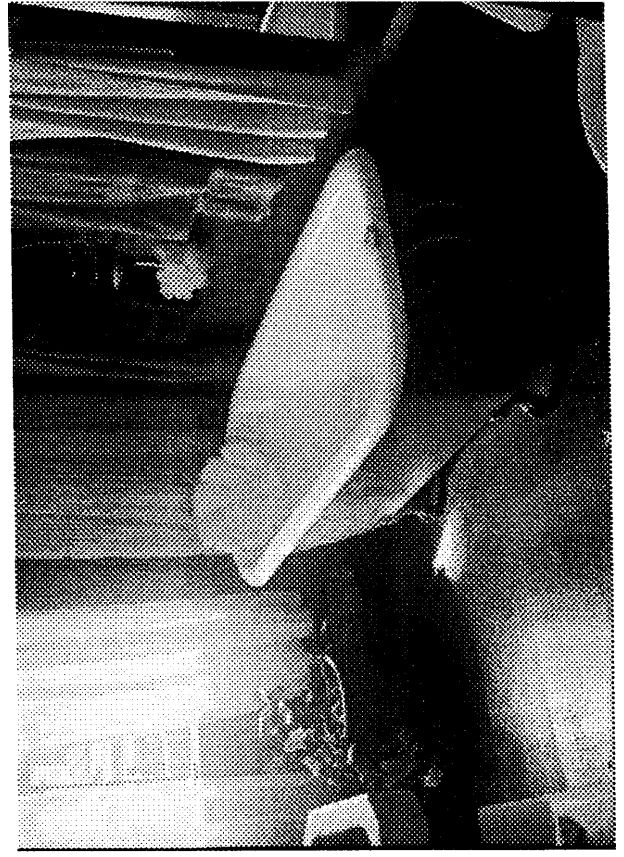
and attention to detail



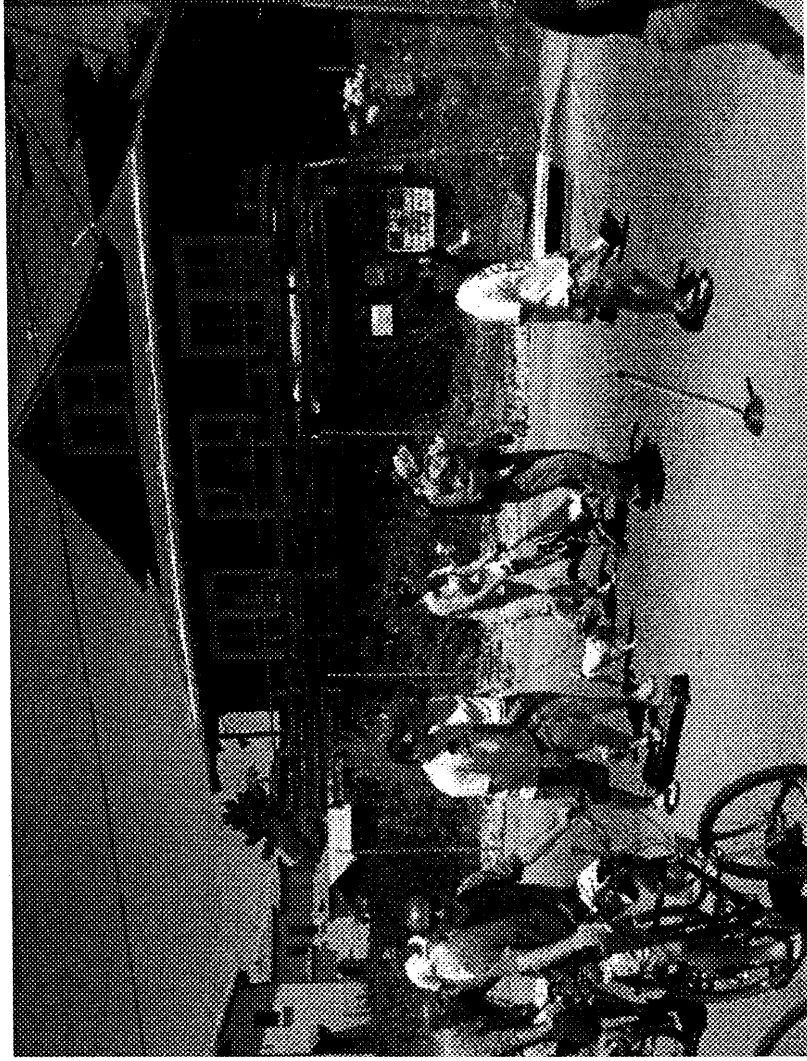
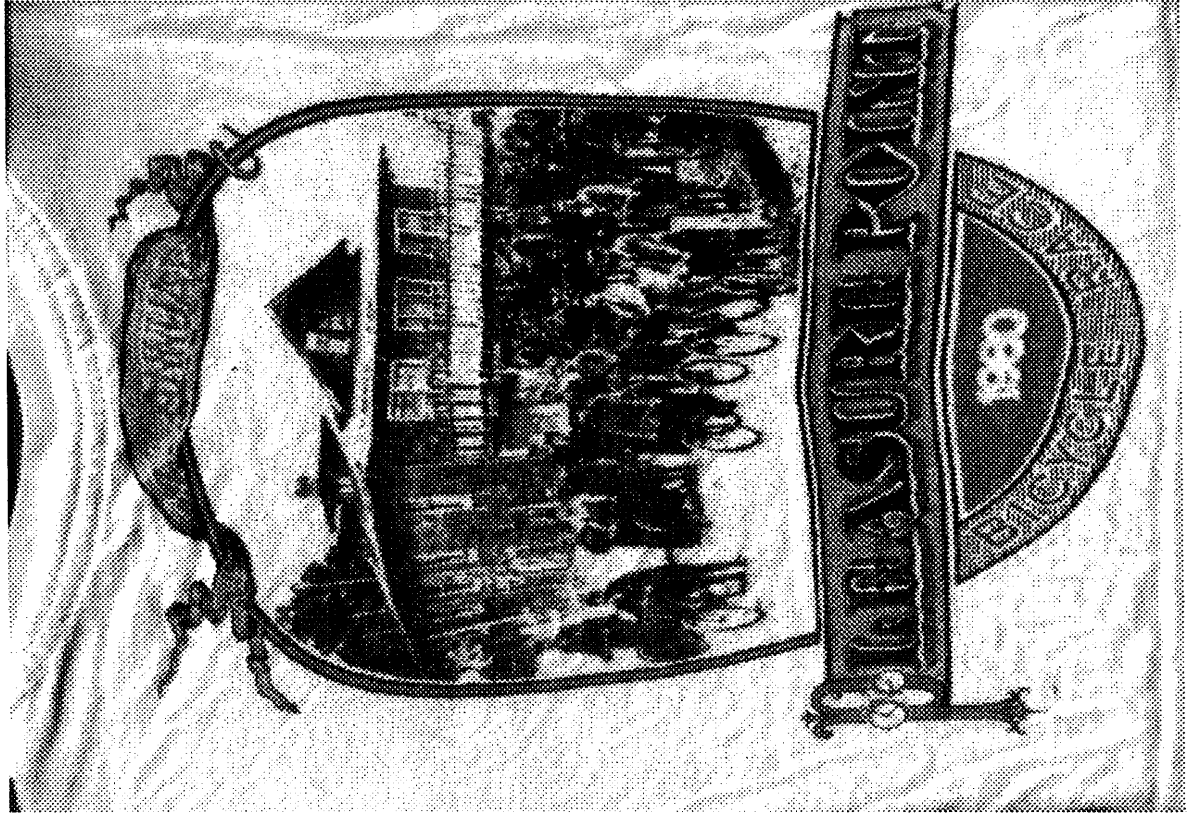
and attention to detail



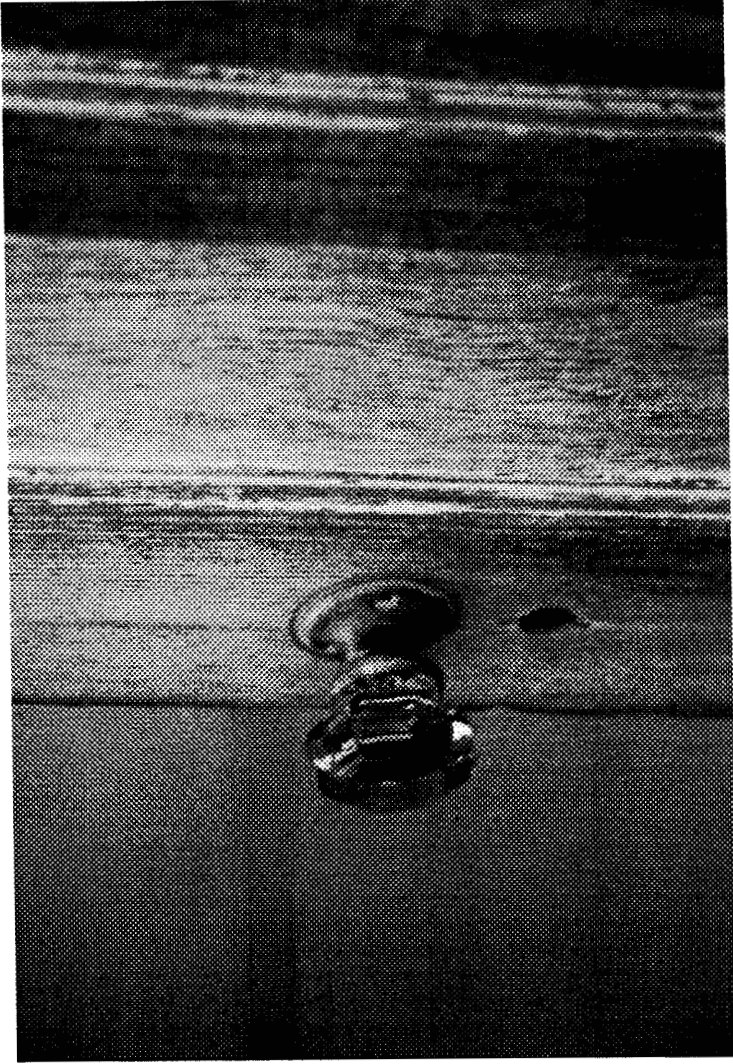
from hardwood floors and the Craftsman style fireplace to the clawfoot bathtub



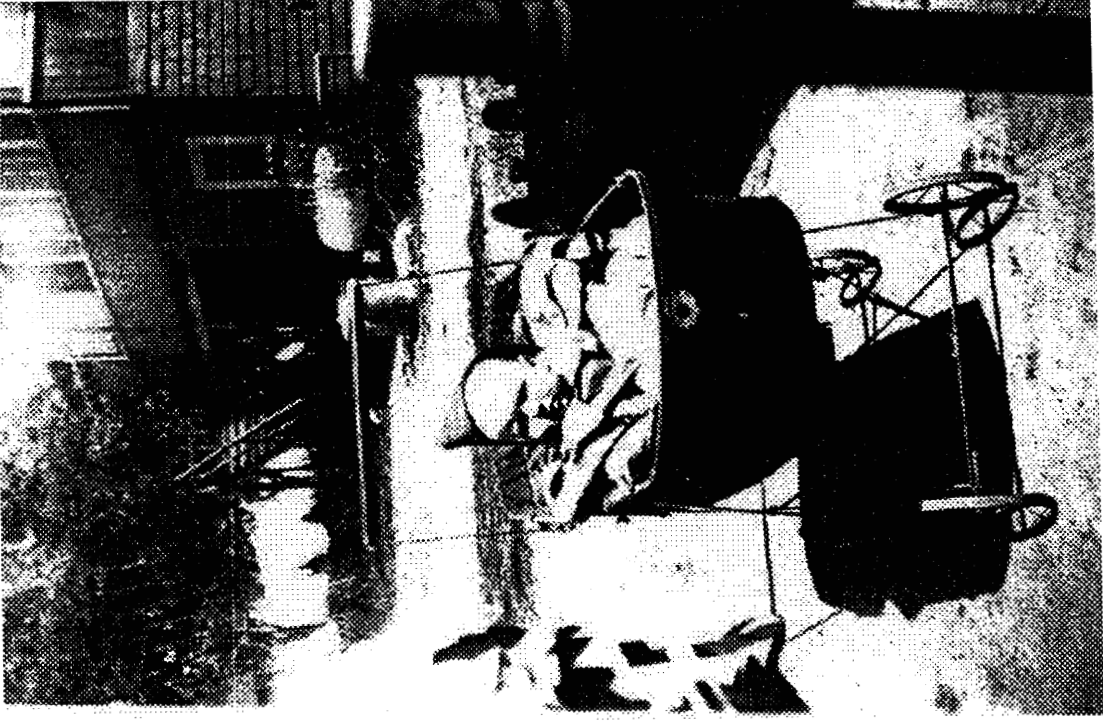
has made it a treasured part of Pleasure Point



Please free the Roadhouse for our community



Please keep this doorway to our past open



for the children

CBD BOSMAIL

From: CBD BOSMAIL
Sent: Monday, February 11, 2008 12:22 AM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 2/12/2008

Item Number : 70

Name : people for the preservation of pleasure point

Email : Not Supplied

Address : Not Supplied

Phone : Not Supplied

Comments :

Item 70

Pleasure Point Roadhouse Historic Designation

The staff report states that no new information has been added to the initial analysis of the Henchy/Roadhouse property.

New information shows the errors in the previous DPR's and seeks to correct them.

A fair review can lead to a listing of NR-5.

Among the errors in his report, Kirk misidentifies the Roadhouse as a poor example of the developed Craftsman Style. Using this as a "straw man" he goes onto say, "As it stands today, the house fails to embody the distinctive characteristics typically associated with Craftsman architecture."

By misidentifying the Architectural Style they might have chosen any style and said it did not match that style and therefore is not significant.

He did not review the workmanship and materials of the interior, where the high quality of both is found and qualifies for NR-5.

Kirk points out two distinctive and architecturally unique aspects of the home, "the house designed with the sides set parallel to the north-south axis of the plot but the facade aligned with East Cliff Drive, creating a trapezoidal plan. To best take advantage of the splendid ocean views, he made the rather unusual but eminently practical decision to build a raised house and construct a long enclosed light-filled gallery that wrapped around the east and south sides of the main floor and formed a sun porch of sorts."

These unique features raise these Arts and Crafts home, built in nature with an unpretentious shingle exterior, to NR-5.

By misidentifying the actual Architectural style of the building and then using that misidentification to claim the building as not historically significant, they did not complete the historical analysis they were tasked to do.

ARG points out that Kirk did not do an analysis of integrity despite the fact that "the SHPO's instructions for Recording Historical Resources indicate that an Analysis of the integrity of the property be included in the Significance Section of the BSO Record."

Not only was the Arts and Crafts Style not identified and the high quality interior ignored for it's qualifying aspects, the Carriage house/Barn was not mentioned.

This may predate the Henchy/Roadhouse. It is the only one left on the Coast and therefore by any definition of historic Qualifies at NR-5.

The whole property and its many aspects can be defined as a district and even if we accepted Kirks analysis of each aspect as not meeting his exacting standards, both CIRCA and ARG state that the

2/11/2008

70

structures would meet the standards for a District.

The whole is more than the sum of its parts.

This whole property and the many decades of our history it contains adds up to an Historic Resource, that in all fairness must be thought of as Historic at NR-5

Though Kirk does not respect Henchy's local importance and ignores the fact that his daughter married the Red Sox Hall of Fame ball player Hooper; many local people respect a man who made such advance as an immigrant. He worked his way to become a Capitalist and helped start a California Town, Newman, before buying the land between 38th and 41st Ave. Here he built a home in a natural beachfront area with one of the nicest beaches in the Pleasure Point area. He built a home in keeping with the setting that reflects the cutting edge architectural thought of the time, the Arts and Crafts perspective.

The following supports this information

Arts and crafts influence

Ken Lonsinger

Craftsman Perspective

<http://www.craftsmanperspective.com/>

It has many elements derived from the Early Craftsman Style thinking

Although the A&C philosophy focused on "revolution through art," its principles were formed by a set a great overarching values:

- * Find joy in work
- * Create objects that are not only well designed, but affordable to everyone
- * Live simply
- * Stay connected to nature
- * Maintain integrity of "place"

These ideals were expressed in artistic endeavors through hand-crafted objects, an uncluttered style of home decor, landscape art that was actually created on-site outdoors, and homes that were built of local materials and fit the landscape.

Bungalows that best exemplified the Movement's philosophy were well crafted, and used materials left as close as possible to their natural state. Cobblestones were used in foundations and broad chimneys, while the rest of the home was constructed of wood or shingles in a natural shade of brown.

The long pitched roof displayed exposed rafters or braces along its wide eaves and there was an abundance of outdoor space consisting of a broad front porch as well as a rear patio with a pergola.

The front door opened directly into the living room, which in turn connected to the dining room. Often, the two rooms were separated only by a half wall.

As in all Arts and Crafts-style homes, the fireplace was a prominent feature and special attention was paid to the location and construction of the hearth. Like the rest of the house, the fireplace was to be utilitarian and was built of local stone or clinker brick, but in more affluent homes the fireplace would sometimes be embellished with decorative tiles and mantles.

For more pictures go to

http://en.wikipedia.org/wiki/Pleasure-Point_roadhouse

Arts and crafts features

The Roadhouse pre-dates the American Craftsman style, yet contains many of the elements that are found in it.

From the flared "Oriental" eaves, to the "clinker" brick fireplace. The use of natural redwood shingles and the windows to take in the light and warmth. The interior wainscoting and the hardwood floors which were covered with oriental rugs. The placement of the house and its longer western wall, take advantage of the natural oceans setting. The placement above a natural cove that was accessed by stairs to the beach below.

The Roadhouse predates the Classic Craftsman shingle style Berkeley style made well known by Julia Morgan, Bernard Maybeck and Greene and Greene. It reflects many of the concepts found in The Simple Home, Charles Keeler, 1906 a great influence on the Craftsman School.

Gustav Stickley's monthly journal, The Craftsman, which, published in New York from 1901 to 1916. His influence was not the end of the Craftsman style, which grew and was more in the Classic Craftsman style Kirk refers to.

As pointed out by Kirk the Arts and Crafts influence appeared early in San Francisco, where in 1894 the first Arts and Crafts society in the United States was founded.

As Henchy was a man of means from San Francisco and sought out a natural Ocean setting, his use of the Arts and Crafts natural aesthetic is in keeping with the spirit of this time and is a prime example of this Architectural Style, and not the later Classical Craftsman Style and therefore is eligible under this criteria. It is of local importance and therefore qualifies at NR-5.

Though most Arts and Crafts were one and one-half story, as the CIRCA report misidentifies the Roadhouse, and rectangular, the Henchy House is a story taller and trapezoidal, which makes it unique among the Arts and Crafts homes.

It is of local importance and therefore qualifies at NR-5.

Kirk failed to speak of the quality of the workmanship and materials in the interior.

These are of high quality and examples of masterful work not found today.

The building is an example of building technique that cannot be found in the local area and rivals that of other high quality historic techniques and material of the era.

It is of local importance and therefore qualifies at NR-5.

They did not address the Barn/Carriage house. It is the last one on the Coast, besides from Wilder Ranch.

It is of local importance and therefore qualifies at NR-5.

Kirk Says that the Peterson's Cosy Cottages are not of local significance, as other Tourist camps exist in Capitola and other places.

Few of these still have their integrity and sense of history.

The changes the Peterson's made to the lower story add to the history of the Roadhouse as it shows how it made room for a store, washroom for the cottages and additional apartments for rent.

This can be considered another era of consideration and therefore qualifies for listing as NR-5.

The staff report states that no new information has been added to the initial analysis.

The new information shows the errors and seeks to correct them. A fair review will lead to a listing of NR-5.

CBD BOSMAIL

From: CBD BOSMAIL
Sent: Sunday, February 10, 2008 1:48 PM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 2/12/2008

Item Number : 70

Name : Robert L Edwards

Email : redwards@cabrillo.edu

Address : Archaeological Technology Program, Cabrillo
College, 6500 Soquel Drive, Aptos, CA 95003

Phone : 831-479-6294

Comments :

I have been asked to review the historical submissions relative to the historical significance" of the "Roadhouse" as I have 35 plus years of experience with the Historic Preservation Act of 1966 and the changes and alterations over time. I have taught courses in federal and state historic preservation law for the last 15-20 years and specific "Nat'l. Register Preparation classes at both UCSC in the mid-70s and at Cabrillo in the last few years. I am also a member of ROPA (Registry of Professional Archaeologists). After reviewing the materials on line in this file, I would have to say that there is more than sufficient data for the qualification of this property at a local level for both Federal and State Registers. The support of so many local historians of proven quality alone supports that conclusion. The AGR review points out the basic lack of scope of research (not the quality of scholarship) evidenced in the Kirk report.

CBD BOSMAIL

From: CBD BOSMAIL
Sent: Friday, February 08, 2008 9:22 PM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 2/12/2008

Item Number : 70

Name : Patricia Matejcek

Email : patachek@juno.com

Address : PO Box 2067
Santa Cruz, CA 95063

Phone : Not Supplied

Comments :

Re: Item 70 on 2.12.08 agenda

Supervisors,

I support the designation of the Pleasure Point "Road House" as a historic structure and ask to have it added to the County's Register of Historic Places.

Local historians Reader, Swift and Gibson regard this structure as important. Phil Reader's work has been excerpted in an article in the Mid-County Post saying "The old building, located on East Cliff Drive between 38th and 41st avenues, has served variously as a farmhouse, a saloon and brothel, a speakeasy, a grocery store, a massage parlor, a hippy commune and a surfer hangout." In short, the property encapsulates Live Oak's land-use, economic and social progression over the last century. This, in concert with it's status as the last remaining original structure in the Pleasure Point area surely qualifies it for "historic" designation.

Beyond designating this property as historic, I urge the Supervisors to direct Redevelopment staff to initiate negotiations with the present property owner to acquire the property. Santa Cruz County is one of few jurisdictions in California designated as a "certified local government" by the State Historic Preservation Office. This designation allows the County to compete for grants benefitting local historic preservation efforts.

Thank you for your attention.

Sincerely,

Patricia Matejcek

Strong Significant Points that support the “Roadhouse”

As an **NR5** Historic Resource

(gathered by Dawn Imbrie)

ARG, “Despite the thoroughness of the Kirk Evaluation, ARG does not concur with the conclusion against eligibility as a historic resource.”

Carol Swift, noted local historian, Roadhouse report: The Roadhouse, what was “The Henchy house, together with the Peterson’s gas station, grocery, and tourist cottages, is an exceptional, intact historic resource clearly and directly associated with patterns of development along the shoreline of Santa Cruz County. Specifically, the property site exemplifies the distinctive characteristics of the period from 1900-1930, in the region along the coast of Live Oak, and countywide themes of transportation and tourism in the period of significance, 1900-1971.

Carol Swift, “Recommended DPR Revisions, As the result of added study, several modifications to the DPR form are suggested: In the Historic DPR 523 form submitted by Property Development (CIRCA) to the County in 2005, the date given for construction of the roadside tourist cabins is 1971, at the end of the stated period of significance.” The structures were actually built between 1926-1937.

Carol Swift, “Authors of the 2005 DPR evaluation concluded, ‘The property retains much of the original features including material, elements, forms and setting of an early twentieth-century Live ~~Oak~~ resort property.’ This statement suggests that the resource has retained its physical integrity.”

ARG says both the Circa and Kirk Evaluations lack a discussion of integrity and a conclusion with regard to integrity. (ARG report p. 3 & 4 Integrity)

ARG, “Integrity is a key component in determining a building’s eligibility **as** a historic resource. Without sufficient integrity, further discussion of its eligibility for listing on the California Register would not be warranted. For both the National Register and the California Register, integrity is the authenticity of an historical resource’s physical identity, evidenced by the survival of characteristics that existed during the resource’s period of significance. Integrity involves several aspects, including location, design, setting, materials, workmanship, feeling, and association.” .. “We do not find that the alterations are so extensive that the property **can** no longer convey its **history**. It retains enough integrity to contribute to a potential historic district depending on the theme and historic context of that district. We assume the development of the local coastal tourism industry would be one such context.”

From this and the submitted Local Historians and Researchers Support letter, the ARG report findings seem to speak to the Roadhouse historic resource potential and status. **As a** district contributor both **individual** level and historic resource qualify under CEQA. During one of the previous hearings Carol Swift asked the CEQA **process go forward to** determine legitimately the Roadhouse Historic Resource status; this will only happen with an **NR5** designation. Additionally our own local historians **have spent much time researching archival** information and who best **to** articulate the Roadhouse in its **historic and cultural context**. **Wouldn’t it be** advisable to have ARG review our local historians research for the small cost and clarity of overall benefit.

We want to protect the Roadhouse building because it is important to our history. With historic significance and integrity there are grants available to restore the Roadhouse.

Sincerely,
Thank You





CBD BOSMAIL

From: CBD BOSMAIL
Date: Friday, November 16, 2007 7:23 PM
To: CBD BOSMAIL
Subject: Agenda Comments

Meeting Date : 11/20/2007

Item Number : 49

Name : People for the Preservation of Pleasure Point

Email : saveroadhouse@gmail.com

Address : Not Supplied

Phone : Not Supplied

Comments :

Save the Pleasure Point Roadhouse petition can be found at <http://www.ipetitions.com/petition/saveroadhouse/index.html>
Over 300 have signed. Their comments show how valued this historic resource is.
Please allow RDA to buy it for a park and Community Center.
This will be a WIN-WIN for the owners and the County
Thank you
People for the Preservation of Pleasure Point

2 Jeanette Fedasz

3 Chris Stanger This land and structure should be preserved for its historic significance to this area called Pleasure Point. I am a General Contractor and have the network of financial backers to make this dream a reality for generations to come as a multi use community structure.

4 Jean Brocklebank Our present is richer with some of our community's past. Let's save some for our children, their children and ourselves as well!

5 Michael Castro

6 Evie Alloy

7 Kim Henderson

8 Michael Lewis

9 Cindi Massei Hello, I live on the point on 30th Avenue and I would love to see the roadhouse saved.
Thanks :) Cindi

10 Suzi Aratin

11 Jill Perry Few buildings in this area have a history. This one has loads of history. Please don't allow it to be lost.

12 Vera Brown

13 Diana Rose

14 Wayne Petersen

15 Mary Petersen

16 Don 'Ho' Sakai

17 Don 'Ho' Sakai

Robert Jarvis

18 Kees Briggs protect SC from developers.

20 David A Barnes good luck

21 Steven Shepard With so much change along the Pleasure Point coastal area I think it is important to the community, with deep attachments to this local, to preserve some important structures. What makes Santa

11/19/2007

470

52 Ashleigh Lyman Please save the Pleasure Point Roadhouse! It's a historical piece of our Santa Cruz culture!

53 Laura Leet

54 Laura Leet

Jacqueline Davidow Let's keep our historic treasures. Santa Cruz is a unique community. Preserve our environment for posterity.

56 George Samuel

57 Linda Tobalina

58 Danny Johnson

59 Eric Sanford MD

60 Ward Smith We need to preserve what we have left.

61 Jonathan Gill save our history! we need it to remember all those that came before and all those that remain to be seen.

62 Jonathan Gill save our history! we need it to remember all those that came before and all those that remain to be seen.

63 Diana Hogue save our history! we need it to remember all those that came before and all those that remain to be seen.

64 Jay Gilliland

65 Cynthia Imbrie

66 Roberta Bristol I agree with the stated purposes of this petition, and I trust it will be considered and implemented. R. Bristol

67 Nick Alheit

68 Diana Rose

69 Paula Dall This is a very good idea, but if for some reason the Roadhouse cannot be designated an historical site and community center for Pleasure Point, then a viable alternative should definitely be identified and considered.

70 Douglas Ardley

Karen Kaplan Dear Supervisors: Please save the Roadhouse at Pleasure Point for its historical significance and potential community benefits. I have been a resident of Santa Cruz County since 1974 and appreciate Santa Cruz because it honors and tries to preserve historical architecture whenever possible. Stories from the past give us a sense of roots in our unique and special community. Santa Cruz is NOT "Anytown U.S.A." Let's keep the tradition. Thank you for your consideration. Sincerely, Karen Kaplan

72 Maria Vaz

73 Mark Fleischman

74 Michelle Newman The Roadhouse is an important icon on Pleasure Point! The neighborhood wants it to stay! Neighborhood synergy is so necessary in this age of corporate thinking, when local properties are owned by out-of-town; out-of-state & out-of-country. What more reason is there to keep the neighborhood together around an icon like this? Keep the roadhouse Local!!

75 Ken Rockas

76 Steve Salyer

77 Hilary

78 LisaHolly Reader The history of this building is special and it brings an amazing aura and richness to Santa Cruz. Treasuring things from the past is so important.

79 Dennis P. Davie Please save the Roadhouse!

80 Anonymous

81 Sally Smith

82 Howard "Boots" McGhee Changes all around me. Save a piece of history for the generations to come

83 Maureen Dunphy

84 Betty Bullaro I wholeheartedly support the preservation of the Roadhouse.

85 Crystal Pimenti

86 Brett Graf

87 William Philipps

88 Erika Hearon

89 Aaron Cohick SAVE SANTA CRUZ FROM BECOMING THE NEXT ORANGE COUNTY!

121 Joan

122 Scott Sell

123 Cordelia Clancy

124 Robert and Nancy Van Antwerp As some who has lived on the eastside for more than 40years and has
er lived farther than two blocks from the coast line in all that time, I feel very strongly about saving whats
left of "Old Santa Cruz". My property is now surrounded on all sides buy the new trend in SC, build as big a
house as the powers that be will let you get away with and screw the people that used to have ocean views.
The time to stop this trend is now!!!!

125 Anonymous Please do what is right and save this house from being destroyed.

126 Daev Brown

127 Gladys

128 Sandra Scranton As one who lives in an eastern US community in NJ full of Revolutionary War era
historical homes and buildings I know how important it is to preserve history even when the temptation to
raze it, "...pave Paradise and put in a parking lot..." looms large. The past is worth preserving - for it is
through it's experience and guidance that we mold our futures. Please think seriously about declaring
Pleasure Point aka Casa del Mar an historical property.

129 Robin Taylor God speaks through this beautiful landmark.

130 Tara Leigh Scranton This house holds in it memories of the past as well as a place for MANY to enjoy
in the present. Please consider making it possible for many people instead of 1 lucky person to enjoy it's
quaint charm and natural beauty, overlooking the Pacific. The people that inhabit the home are warm and
welcoming people, that understand the pleasure of sharing. Please meet the people past and present who
can tell you what a wonderful place it is to live. Consider the affect of displacing peaceful people who earn a
simply living in favor of people that simply earn a higher income. This place has brough pleasure to many in
the past, brings pleasure to those there now, and can continue this as long as you vote to SAVE THIS
HOUSE!

131 Anonymous

132 Anonymous

Jennifer

134 E Craig Scranton Greed, Greed, Greed are the ONLY things that motivate the owners to level this
landmark, and kick out people who have agreed to pay more rent and help with repairs. The colorful and
interesting history of this piece of land will be crushed by machines in less than a day's work. The owners
WILL make MILLIONS on the land, and could care less about even ONE of the tenants.

135 denise this house is very special that has brought a lot of very special people together. i would hate to
see it destroyed

136 Megan Arnett

137 Adam Gibbons I think it would be a REAL shame to tear yet another piece of culture and history down
for the sake of the almighty \$\$\$....

138 Ted Donnelly

139 Anonymous

140 vera brown please keep the pleasure point roadhouse. please. what a wonderful building for our
community to support.

141 Stu Davis

142 Anonymous This is a rare opportunity for our community. I support the preservation of the roadhouse.

143 Kim Henderson

144 Dawn Taylor

145 Mary Ann Waters

146 Suzie Lundgrenq

147 Leslie Evans

148 scott kinkaid save the roadhouse

james Johnson this is a very cool place,keep it the way it is

J Blue Cobalt Please! Save the Roadhouse.

151 Anonymous

152 Anonymous My family has lived on the Point for almost 40 years. It's a unique place with an eclectic
character that's worth saving. The Roadhouse is a landmark that should be preserved.

- 153 Manuel Maqueda Please save Pleasure Point Roadhouse for the enjoyment of present and future generations.
- 154 Anonymous Please save and use this old property to enhance the historic ambience of Pleasure Point.
- 155 Yetta Lippman I support saving and revitalizing this historic site.
- 156 Kimberly Kelly Goddard What a wonderful site for a park. It would be very charming for the commu.. to have the old site restored and accessible. Pleasure Point is a beautiful local spot that is often used by both residents and visitors.
- 157 Anonymous
- 158 Monty Cleeves
- 159 Eric Janecka Please approve the roadhouse to become a historical site. The community needs to hold on to its history, especially as development has been consuming the area.
- 160 Alice Daubenbis I agree with Historian Carolyn Swift; the Pleasure Point Roadhouse IS historic.
- 161 Anonymous Please save this house...
- 162 Jack Lawton The roadhouse is one of the few historic houses left in the area. Santa Cruz is very weak on such monuments and needs more.
- 163 caroline boussenot It would be a shame to destroy such a beautiful and historic site.
- 164 Corri Jimenez I support the preservation of this community landmark! The Pleasure Point Roadhouse is significant to historical events that shaped the tourist industry along the ocean shoreline of Santa Cruz County and the small community of Live Oak between 1900-1930, in addition to the countywide transportation and tourism themes of the 1970s. Architecturally, the Craftsman main house and its outbuildings are beautiful buildings, and hold much historic fabric that should not be erased. Adaptive reuse to this building is perfect and should be an option instead of eminent demolition! Again, I encourage you to save these buildings and protection them from development. I thank you for your ears.... Corri Jimenez
- 165 Amy Stoddard
- 166 Anonymous
- 167 Julia Bava
- 168 Julia Bava
- 169 hilary
- 170 Anonymous I've said it before and i will say it again. This house is HISTORIC and home to alot of Point locals of whom have alot of respect for the memories of this place! Remember that we will have children that should be a part of it's history!
- 171 roberta Bristol I support this petition requesting that the Pleasure Point roadhouse and property be preserved as a historic treasure for use of the citizens of Santa Cruz.
- 172 Anonymous If the surfers want it, they should pay for it. Too often people want to preerve something and want others to pay for it. If the surfriders really want to save this, then let them start a fund raising effort to buy it.
- 173 Karri Thygersen
- 174 Eric Thygersen
- 175 Lily Denevan Save the roadhouse !
- 176 Alexander Lichtblau lets save our history, and not always just make place for new things when the old things make us what we are today'!!!
- 177 Kenneth Bingham
- 178 Terry Campion It's worth a try....thanks.
- 179 Anonymous
- 180 j marbury
- 181 Joaquin Munoz A rare opportunity to preserve a structure so indicative and representative of the community's history! Please consider this over dollar amounts as some things are indeed priceless!
- 182 Ronald Peterson I am a grandson to the previous owners of the roadhouse, Anton and Ida Peterson. I visited the roadhouse every weekend for more than 12 years until 1971. I would like to see the roadhouse saved as a historical building.
- 183 Corri Jimenez Please save the Pleasure Point Roadhouse! The Pleasure Point Roadhouse is significant to historical events of the tourist industry and the small community of Live Oak between 1900-1930. These structures need to be preserved because of their rich history as a community landmark from the old Henchy House to the Richfield gas station-market. Development from the 1970s to the present has

destroyed much of the historic neighborhoods in the Live Oak area invasively interfering in older neighborhoods. Preservation of this local landmark would protect the Pleasure Point Roadhouse, its outbuildings, and its land from development. The potential for reuse of these buildings, as a park site and/or historical museum would be great for this small neighborhood and promote the rich history of the Live Oak

183 a. I again urge the county to save this important Live Oak landmark from its looming development!
Sincerely, Corri Jimenez

184 Davina Hostetter I passionately believe that the roadhouse in pleasure point should be saved as a historical site. This is truly an amazing structure and should absolutely not be demolished. This would be the perfect structure for a pleasure point community ctr. I know many others who feel the same way.

185 steve walker What a shame it would be to see the beautiful pleasure point roadhouse torn down. The roadhouse, i feel, has been and should continue to be an asset to the santa cruz community. It is the only remaining original structure along the coast of pleasure point and therefore, in my eyes, a historical landmark. The roadhouse could be turned into a surf museum or a community center, anything other than torn down would do. Let us not go the way of orange county condos, let us, the people of Santa Cruz protect our history and our heritage. save the roadhouse.

186 Julie Cho Save the authenticity of Santa Cruz. Don't erase our icon of the past, it provides the truth and history of what this town is all about.

187 Anonymous Please preserve The Roadhouse for community use -- what a great resource for bringing people together ! Pleasure Point seriously needs this landmark as a neighborhood treasure and gathering place.

188 Liz Girvin My family and I have been vacationing in and around Santa Cruz for over 40 years. We have many friends and relatives who enjoy it as well. One of the major attractions and charm come from the fact that old and unique properties have continued to be a part of the community. It is very sad to see homes and landmarks being destroyed without consideration of the unique character that draws so many to your town. Please allow future generations to experience some diversity and recognize the value in saving and appreciating things from the past. We can see condos and lot-to-lot homes anywhere in Southern

California, Bakersfield, and many other new communities. Your value is in preserving your sense of history and not in becoming another "second home" community. History is very important to all of us in understanding the present and the future. Please allow your part of it to remain as a reminder to all of a simpler, possibly friendlier and more compassionate time. We need that in our lives. Thank you for your consideration, Liz Girvin

189 deborah larkins

190 Jay Gilliland Does out of town interests trump local interests?

191 Charmaine Ryan This would make an excellent community center and or museum. Keep history alive!

192 Valerie Steward Save the Roadhouse!!

193 Ted Donnelly

194 jennifer Ramsey

195 Kerrissa Haley

196 Kerrissa Haley

197 Kerrie Haley

198 Ken Rockas

199 Andrew Hansen the history and character of santa cruz are part of what makes it such a great place to live. The last thing we should be doing is desroying unique buildings such as this one to make room for more orange county beach condos.

200 Stacy Kim

201 joshua Server We don't need any more condos on pleasure point. Keep the history here and let all of the old tenants back into the house!

202 Jared von Schell

203 stepheni ceperley please keep our money in our community- no more million dollar homes, no more vacation rentals. None of us who live here, love it here, or are from here can afford it, and we don't want it.

4 Shirin Hostetter

205 Andrew Ceperley

206 edith lentz the coast of California, especially around Santa Cruz, is the most beautiful coastline in the world. do not ruin it with "modern" high rise and other monstrosities.

207 Arren Frank
208 Aurora Alifano
209 Justine Walker
210 James Oakden I lived at Pleasure Point in the past, and now own a house on Warren St.
211 John Leopold
212 Anonymous
213 Brandice Bryant Lets keep this beautiful plot of land and the Roadhouse historical so it can be enjoyed by the whole community.
214 Steven Grubb Was there as a teen some 35 years ago now. Seems as though there is nothing out of reach of development today. Our historic buildings are quickly being replaced faster than we can save them. This is another one worth saving. Steve
215 Brett Graf
216 Sonia Burke So much of old California is going away. We must save what we can now!!
217 Shasta Criss I lived on 38th and Floral from when 10 til I was 19 and have watched Pleasure Point turn into Million Dollar homes for out of towners. I think a community center would be a perfect for the Roadhouse. Thanks for your time.
218 Julia Burrows
219 Ingrid Hostetter Please preserve the Pleasure Point Roadhouse. We need to preserve the character of our quaint Santa Cruz. There are already too many mansions and giant condominiums that are destroying the character of our town. Please preserve this rare landmark on Eastcliff.
220 Ingrid Hostetter Please preserve the Pleasure Point Roadhouse. We need to preserve the character of our quaint Santa Cruz. There are already too many mansions and giant condominiums that are destroying the character of our town. Please preserve this rare landmark on Eastcliff.
221 Sarah Corbin
222 Amy Gunzelmann
223 Linda Aron Let's not forget why tourists come to Santa Cruz and bring money to our economy-- because it DOESN'T look like every other urban area in California. Keep the roadhouse intact and protected!
224 Edward GUnzelmann The landscape and culture of Santa Cruz County is one of its great assets. Selling those assets to developers will forever alter both! Suburban sprawl and homogenous tract housing is not Santa Cruz. Please don't erect another condo on the point at the expense of a historic building that is a part of the landscape and history of this community. There is a certain point when a building, space, or artifact becomes communally owned, even if the legal ownership is private.
225 Lindsay Harman Please preserve the roadhouse. **As** a resident I feel the Pleasure Point and Live Oak community is in need of more park space and culture settings. Using this histoic building for a community center and park is a rare opportunity to preserve a piece of Santa Cruz history while creating a much needed gathering place for residents and local groups.
226 Sarah London
227 Rachel Neuman Please save this historic building. It is a valuable part of Santa Cruz history, that needs to be used for the community.
228 francisco garcia Save the Roadhouse. This should be designated as a historical site.
229 ryan muhr This is a crying shame to lose such a wonderful piece of the point. These are the sort of monumental pieces of California history that we should preserve for future generations. For the people, Thanks Sincerely, Ryan Muhr
230 Anonymous Please consider some public options for this property before destroying another historic site in Santa Cruz. Thank you, Arlene
231 mohamed el-sherif please save the roadhouse. Its importance and significance is key to the culture of Santa Cruz , improving the value, community and class of Santa Cruz. A multitude of condos would be detrimental to the very things that residents of Santa Cruz cherish and consider relevant. Please do not decrease the value of our area in so many ways.
232 Ronald Peterson I am disgusted with the efforts of the owner's attorneys to try to twist the facts of the Road House. There is no question that the Road House is not only historic, but unique. There is no other structure like it in Santa Cruz County. For the attorneys to claim that the Road House is insect infested and needs to be demolished is insane. The Road House is more solid than the house I live in. The Road House

will stand another 100 years if it is not torn down. The attorneys are doing a fine job of distorting the truth. If there was an investigation on the tactics of the attorneys, I would be certain you would find fraud and deception.

223 valli barrioz

224 Noah Carolan

235 Maddysen McGrath I hope people start to realize the significance of this amazing house and it's story...dont let it fall by the way side!

236 tara ireland I am planning to be at the meeting tomorrow. You have the 14th on this petition instead of the 15th(tomorrow) See you there!

237 Julie Rienhardt

238 Tiffany Wise-West My husband is a life long resident and feels strongly about this issue. We hope it's not too late to become organized to make a difference.

239 Suzan Muir How can it be thought of to tear down such a wonderful Santa Cruz land mark. Why is there so little sense of history in California. The lighthouse has been a destination since I was a girl, to look out at the seals and watch the surfers.

240 Marty Muir It would be so wrong to tear such a landmark down!!!!

241 Amanda Lowe

242 carla vaughan "preserve the POINT" pack your tractors out of the point !

243 Lydia Parker I have lived in the Pleasure Point area for 31 years. My family has visited the area since the early 1950s. The Pleasure Point Roadhouse is a local icon and deserves to be saved. Pleasure Point needs to retain its unique style and connection to the past. Replacing that delightful stucture with another southern California suburban stucco and tile monstrosity is not in the interest of history or style. The buildings on the site would make a fine local museum, and the grounds could be landscaped with native plants, possibly it could have a walking path that would connect it to the park and volleyball court on 38th Avenue. Let's look to the future for the Pleasure Point area; it needs points of interest, historical landmarks, and areas of community pride.

244 Jennifer Karan

245 Sally Barnes

246 Hope Ebangi

247 Anonymous

248 Tracey Marquart

249 Ian Save our history, it's the only reminder of what brought us here today, preserve the culture, it's what our children will base their life upon.

250 joseph Grassadonia What is the real eye sore are all the multi million dollar homes being developed at the point. Soon Pleasure point will only be affordable for the weathy. It's important to keep these old heritage homes, which gives an area a sense of grace and class.

251 Patricia Leslie History is worth more than money.

252 Monty Cleeves Why do people buy property for the character of the neighborhood and then change the character when they build?

253 Donna von Hoesslin I have had the pleasure of spending much time in this wonderful place with some of the creative and inspiring people who have lived there over the years. I was shocked to hear it might be gone soon. I pray that will not be the case. Aloha, Donna

254 David Pu'u This place is amazing. I have walked it's halls and rooms. It would be a shame to lose it to development if there was any way at all to preserve it. It is a vital part of History, not to mention Santa Cruz!

255 paxton brewer condos are a dime a dozen, historic landmarks are priceless. i live in the pleasure point community and will be deeply saddened if the roadhouse is razed. please preserve this historic structure.

256 Carrie Brewer

257 Mat Warren Save The Road House. History is always forgotton if there is no proof it ever existed.

258 Catherine cusick

259 gail La Roque I have lived and stayed in various areas of Santa Cruz and without a doubt Pleasure Point is a true community. It is a rare and precious thing when neighbors all know and care for each other, visit daily on the beach and in the water, and actively work to maintain their community. I fully support improvements to the cliffs and walkway but not at the expense of destroying this community. Please create a park and maintain meeting areas and local sites such as the roadhouse. Thank you. gail La Roque

260 Dina El Dessouky Santa Cruz cannot afford to lose any more of its heritage sites. It also cannot afford to be developed any more than it already is--have you seen the traffic in town the last few years? And not to mention the threat of East Cliff Drive, the road the house adjacent to the house, falling into the sea due to erosion. This place was never meant to be developed to the extent that it has been. Keep Santa Cruz' integrity and history: save the Roadhouse!!!

261 Maryellen Hanson keep the culture alive!!!!

262 Craig McNair That's my favorite place in the whole PP area... SAVE IT!!!!!!!!!! Maybe a surf bed and breakfast? or a pleasure point surf museum?

263 Anonymous

264 john manning

265 Jenna

266 Noah Brendlen This is an important historical treasure and link to the past.

267 Erin Brown

268 john bitter Save the history of Pleasure Point

269 Karen Lindemann Please save this historic area so that future generations may enjoy it as much as I have!

270 Anonymous The Eastside is losing its flavor. New unaffordable "trophy houses" are dominating my old neighborhood that I have been forced to move from because I cannot afford to there. Help save the Roadhouse for future generations!!

271 Daev Brown

272 Kevin Kingston As a long time resident of Santa Cruz I would like to see the Roadhouse saved. The County needs to step up and partner with a historical developer that will not only save the building but preserve the site for future generations. If the City of Santa Cruz can complete similar projects the County should also be able to make it happen.

273 dennis hostetter i believe it's important to preserve the buildings which represent our unique local history. The Roadhouse would serve as an excellent community center for Pleasure Point. Please vote to make it a recognized historical site.

274 Samuel Lau Save the beautiful road house

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276 Linell Walker Please designate the Roadhouse as the historical site that it is.

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278 Gabrielle Alberti Save the Roadhouse! Santa Cruz does not need anymore track homes or condos. Let's preserve the flavor of Pleasure Point.

279 Kathy McClure The Pleasure Point area is one of the most unique areas in the county. As such its historic structures should be preserved and used for neighborhood activities. Pleasure Point and the surrounding area should be preserved from Monster houses and none stop development

280 Jim Littlefield Please, listen to the community will and preserve the PP Roadhouse for public use and future generations. Whatever you do, do not allow PP to be rebuilt like Newport Beach, for example. Pleasure Point has only this historic site along the coastline to link the neighborhood to its past. In public hands, this site could become a huge neighborhood asset and a focal-site for community meetings and events, particularly PP groups and focus groups with coastal and marine interests.

281 Kathy Lamothe

282 phil reader 951 paget avenue I support the NR-5 of the Pleasure Point Roadhouse. It is ideal a Community Center and Park site.

283 Laura Anderson

284 Christine Jones Please preserve this bldg as a historical site.

285 Anonymous The Roadhouse is a true icon. Too many of our historic gems are threatened with demolition and replacement with pastel, stucco boxes. It was really not that long ago that Pleasure Point was an idyllic bluff-top countryside. The Roadhouse harkens back to simpler times and the history of our region. It will be a shame and a heartbreak to lose it. Why the owners can't renovate it into a charmin historic beach house and still retain the character of the building is beyond me.

286 Bob MacLean Don't really understand why there is a discussion on this. We will be sorry if this isn't declared a historical structure.

287 Hallie Richmond

288 Omar Etcheverry Let me know if there's anything I can do to help!

289 Karri Thygersen

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291 red berkhemer save the hisory on the point , do not let it fall to development.the history in this town is
ady dieing, don't let it continue.

292 Russell Bryan Love I like the idea of the museum and community center at the Roadhouse as long as it
is historically preserved. I also believe that there should be living quarters for a caretaker and like a family
of docents to keep the spirit of the buildings native and lived in and livened up.

293 Rick Larsen

294 tim Ward

295 Kirsten Attlesey

296 Faye Ang

297 Anonymous

298 Michelle Corral

299 Amanda White

300 Anonymous

301 Deborah Ryman Please, please, please save The Roadhouse - one of the last treasures of Pleasure
Point. It must be saved! We don't need more monster houses or condos - once destroyed, you can never
get it back!

302 Lulu Durham We dont' need any more "MacMansions". This is a historical site that needs to be seen,
not obstructed

303 Deborah Bussey

304 Susan von Thun

305 Anonymous Please save the pleasure point roadhouse as it is an important part of our history at
Pleasure Point.

306 Dr. Christine HUFFARD I love seeing the roadhouse when walking along eastclif, almost daily. It's so
beautiful and adds so much to the character of Pleasure Point (my neighborhood). I'd hate to see that lost
condoes! Please save the Pleasure Point Roadhouse! Most sincerely, Christne Huffard

307 Judy Hammond I am Anton V. Peterson & Ida Peterson's granddaughter. Mona Mae Peterson Sabold
is my aunt, my mother's sister (Charlotte Bena Peterson Winter who died April 2006). Mona Sabold is still
living and is an excellent source of information.

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B

January 30, 2008

re: 23905 East Cliff drive, that some refer to as 'the roadhouse'

Dear Supervisor Beautz,

Our family has been in limbo for well over a year now, waiting for the supervisors to vote on the historic designation status of our property. We have patiently attended over 7 hearings. We have cooperated with the county staff in everything they've asked of us. We have allowed redevelopment to do environmental tests on the property. We have invited, and allowed, everyone who wanted to, to tour the property. We have cooperated with the county in every way.

We have done our own due diligence by fencing the property at our expense and providing to the County various reports (termite inspection, structural reports) to show the deteriorated condition of the structures on the property and a construction bid indicating the infeasibility of restoring the structures to their original condition.

We need you to vote on Feb. 12th to keep our property an NR6 rating of significance. The weight of evidence dictates that our property qualified for NR6 only. The County's Historic Resources Commission and Staff agree that our property does not meet the criteria for designation as a historic resource under the NR5 rating. The two qualified historic resources consultants retained by our family and the County to evaluate the historical significance of our property both concluded that the property does not qualify as an historical resource. The County's peer-review consultant agreed with their conclusion finding that the "property does not rise to the level of significance necessary to be considered individually eligible for designation at the national, state or local level. Redevelopment staff has stated that the main building would have to be rebuilt "as a replica" if the County wanted to keep it.

As long as the county postpones a vote on the non historic status of our property, we are denied our rights as property owners. We cannot do anything with our property. We cannot rent, sell, apply for permits or repair our family property.

We know that you, as supervisors, have many issues to deal with on a day to day basis. But, for us, this is our property. This is our lives. Worrying about what is going to happen to our property has taken over all of our time. We can't live with the ongoing expenses, worry and uncertainty any longer.

Please do not postpone any longer the vote on the historical designation of our property. We do not want to be held in limbo any longer. Please vote NR6.

Thank you,

Leila Naslund, Lita Ruble and Wendy Hoffman



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