

# **HISTORIC RESOURCES REPORT**

**for**

**APN 076-176-009 San Luis Obispo County, California**

**Prepared for:**

**Somera Capital Management, LLC**

*c/o*

Steve Welton

Suzanne Elledge Permitting and Planning Services

[steve@sepps.com](mailto:steve@sepps.com)

**Prepared by:**

**POST/HAZELTINE ASSOCIATES**

2607 Orella Street

Santa Barbara, CA 93105

(805) 682-5751

([posthazeltine@cox.net](mailto:posthazeltine@cox.net))

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# 1.0 INTRODUCTION

This Historic Resources Report for APN 076-174-009 in Avila Beach, County of San Luis Obispo, California, was prepared by Post/Hazeltine Associates for Somera Capital Management, LLC. The property comprises a 22.25-acre parcel in Avila Beach, County of San Luis Obispo, California (Figures 1 – 3a). The purpose of the study is to evaluate project impacts to significant or potentially significant historic resources located on or adjacent to the project property. The study follows the guidelines for Historic Cultural Resource Studies set forth in the County of San Luis Obispo Environmental Quality Act Guidelines, August 15, 1995. It was prepared by Pamela Post, Ph.D. (senior author) and Timothy Hazeltine.

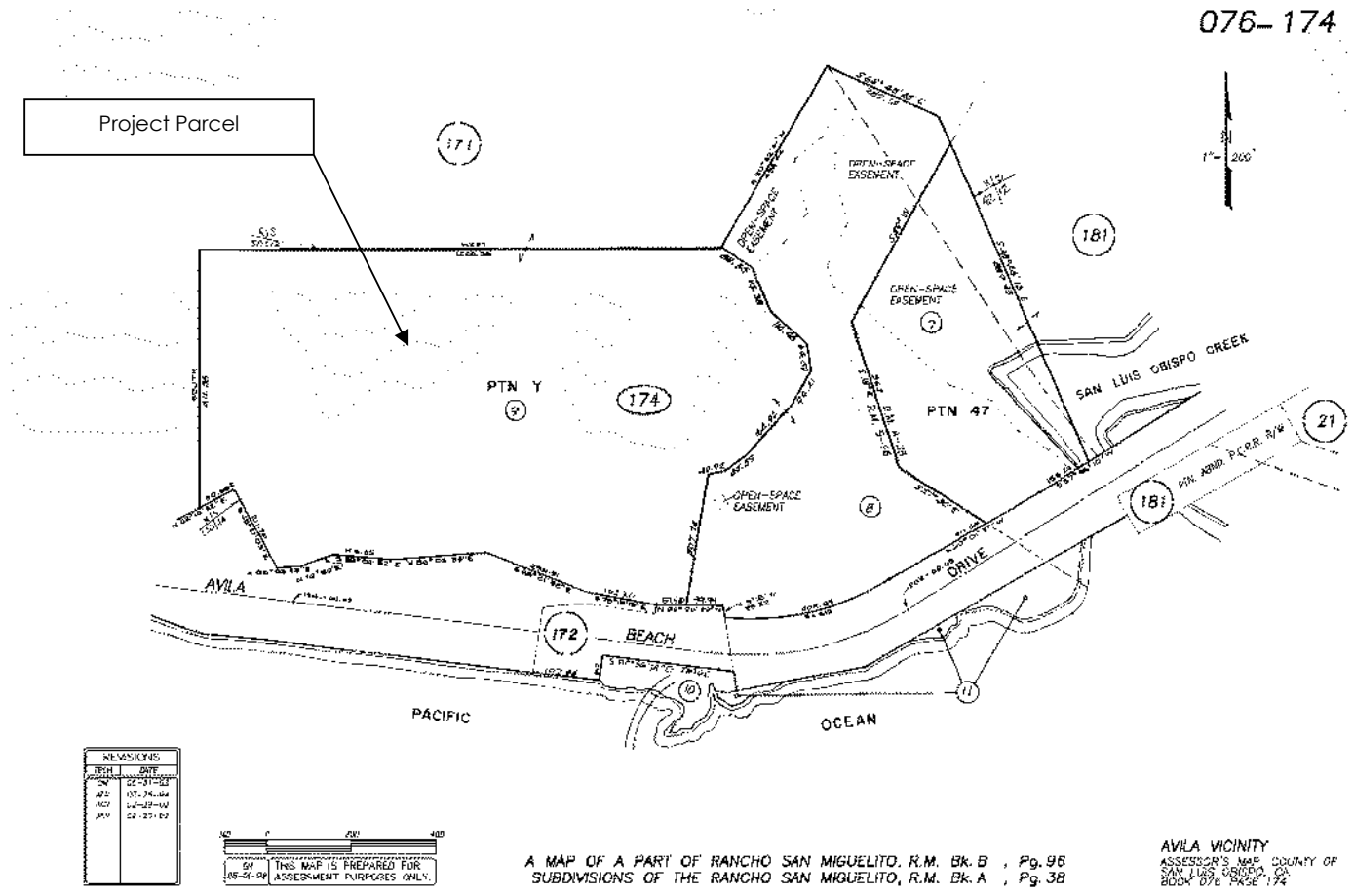
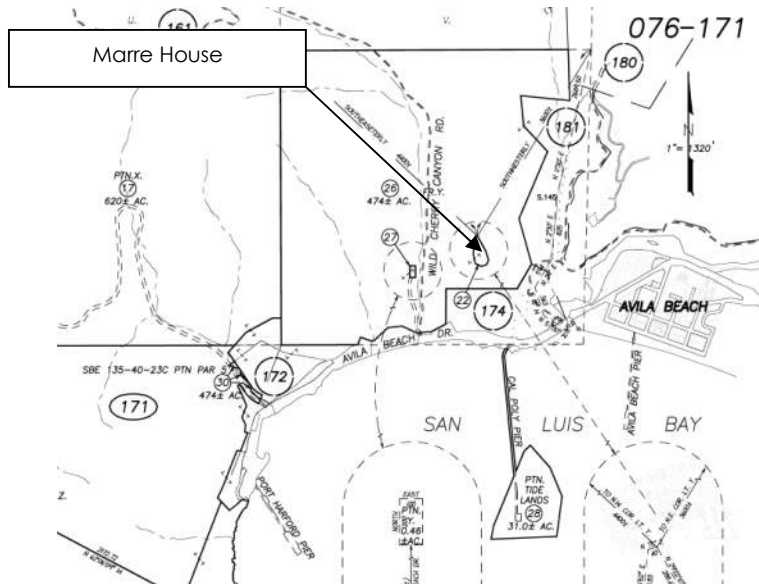
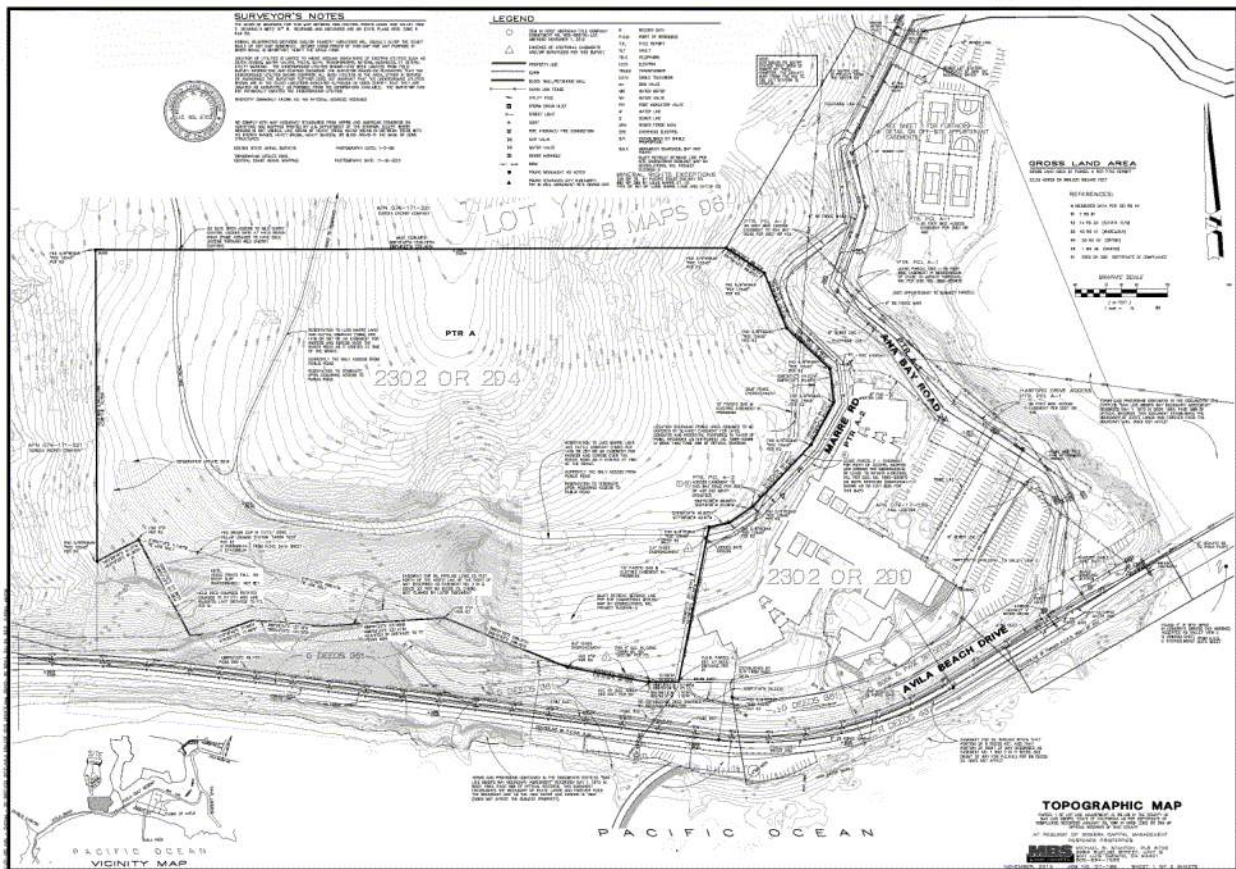


Figure 1, Location Map for APN 076-174-009, Avila Beach, County of San Luis Obispo, California

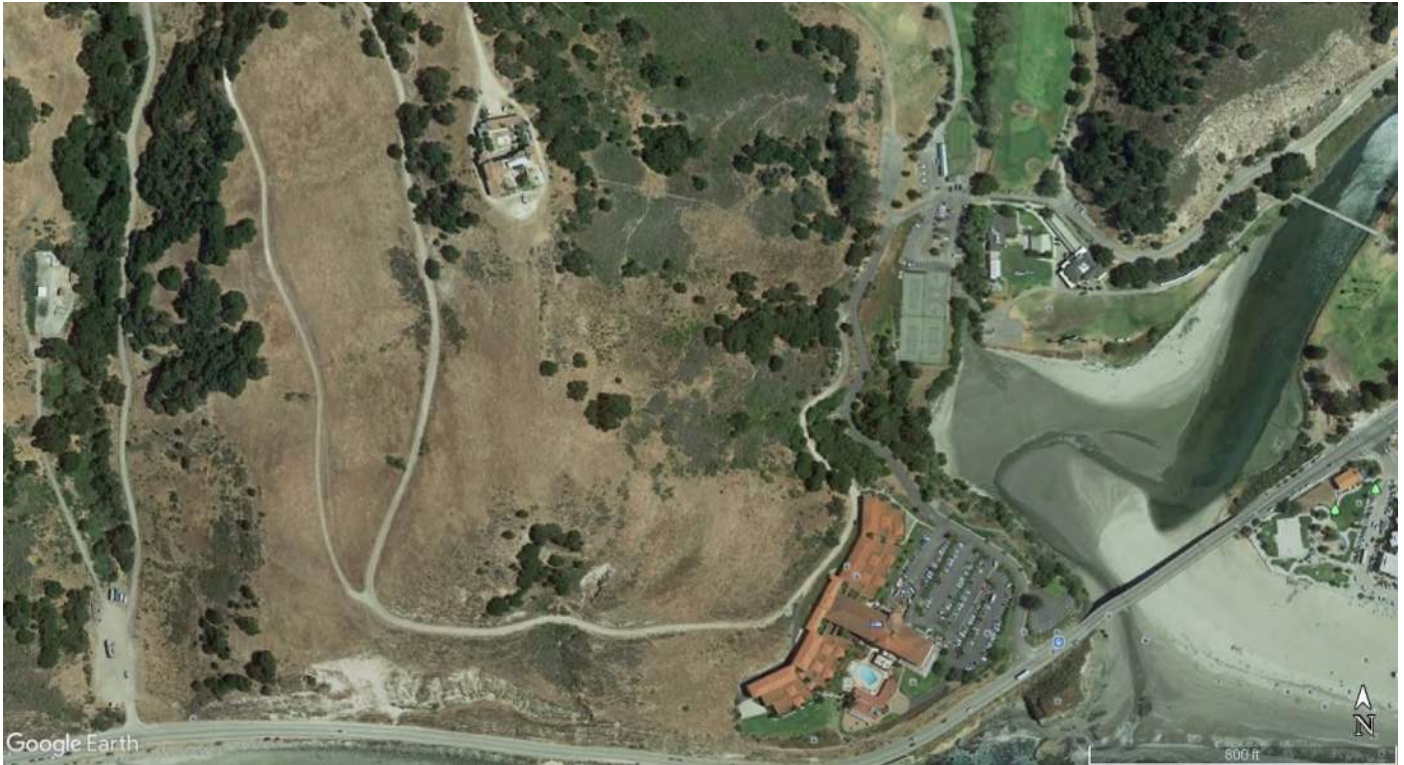




**Figure 2, Assessor's Parcel Map for APN 076-171-022, Avila Beach, San Luis Obispo County, California**



**Figure 3, Topographic Map of Project Parcel**



**Figure 3a, Aerial Photograph depicting Project Area and Environs**

## **2.0 EXECUTIVE SUMMARY**

### **2.1 Previous Assessments and Designations**

- Previous environmental studies do not appear to have identified significant historic resources on the project property or the adjacent property. The Marre House on APN 076-171-022 has been identified by the County of San Luis Obispo as a historic resource (San Luis Bay Area Plan (Coastal); Chapter 7: Combining Designations and Proposed Public Facilities).
- Neither the property nor any of its built improvements or natural landscape features have been listed in or nominated to a local register of historic resources or to the National Register of Historic Place or the California Register of Historical Resources.

(see next page)

Table 1 summarizes the eligibility of resources evaluated in this report for listing as historic resources:

<b>Table 1 Eligibility of Surveyed Resources</b>					
<b>Address</b>	<b>Building, Structure or Feature and Date</b>	<b>Type</b>	<b>Eligible for listing on the California Register</b>	<b>Eligible for listing on the National Register</b>	<b>Notes</b>
<b>Project Parcel</b>			Criteria 1, 2 and 3	Criteria A and B	
<b>APN 076-171-009</b>					
	Right-of-Way for the horse-drawn railway		Yes	Yes	
	Rural/agricultural Landscape		No	No	
<b>Adjacent Parcels</b>					
<b>APN 076-174-022 &amp; 076-174-026</b>	Marre House parcel and its surroundings				
	Marre Ranch House	Spanish Colonial Revival	Yes, 3	Yes	
	Rural/agricultural Landscape	Vernacular landscape	No	No	

## 2.2 Summary of Findings

The proposed project would allow the development of the project parcel which could potentially impact historic resources located within or adjacent to the project area. Potential impacts are discussed in Section 6.0 of this report. Each impact under consideration is identified according to its level of significance as described below:

- Beneficial Effect: An impact that would result in beneficial changes to the environment.
- Less than Significant Impact: An impact that may be adverse, but does not exceed threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable;
- Significant but Mitigable Impact: An impact that exceeds a threshold of significance, but that can be reduced to below the threshold level given reasonable available and feasible mitigation measures. Such an impact requires findings to be made under § 15091 of the State CEQA Guidelines; and
- Unavoidably Significant Impact: An impact that exceeds a threshold of significance and cannot be reduced to below the threshold level, given reasonably available and feasible mitigation measures. Such impact requires a Statement of Overriding Considerations to be issued if the project is approved (per § 15093 of the State CEQA Guidelines).

Table 2 summarizes the eligibility of resources evaluated in this report for listing as historic resources:

<b>Table 2 Summary of Potential Impacts to Resources Identified in this Report as Eligible for Listing as Historic Resources</b>			
<b>Resource/Address</b>	<b>Impact Description</b>	<b>Residual impact after implementation of mitigation measures</b>	<b>Notes:</b>
<b>Project Parcel</b>			
<b>APN 076-171-009 Project Parcel</b>			
Right-of-Way for the horse-drawn railway	Potential grading, paving, widening, cut-in, fill-in and related site improvements to convert to access drive	<b>Less than Significant with Incorporation of the Measures outlined in the Report</b>	
Rural/agricultural Landscape	West end of project parcel would be converted into a cottage style hotel	<b>Less than Significant with Incorporation of the Measures outlined in the Report</b>	
<b>Adjacent Parcels</b>			
<b>APN 076-171-022 &amp; 076-171-026</b>	Marre House and its environs		
Marre House	Alterations to setting through construction, cut-in, fill-in, removal of existing vegetation and new construction	<b>Less than Significant with Mitigation with Incorporation of the Measures outlined in the Report</b>	
Rural Landscape	Alterations to setting through construction, cut-in, fill-in, removal of existing vegetation and new	<b>Less than Significant</b>	

This study provides an evaluation of the project property and its environs to identify potential historic resources. After confirming the presence and integrity of historic resources the report evaluates potential project impacts by applying the criteria set forth by the California Environmental Quality Act to determine potential impacts on historical resources under CEQA, projects are reviewed using the Secretary of the Interior's Standards (Standards). A "substantial adverse change" means "demolition, destruction, relocation, or alteration of the resource such that the significance of an historical resource would be materially impaired."

### Significance Findings

#### APN 076-174-009 (Project Parcel)

- Potential remnant of the 1873 horse-drawn rail line Right-of-Way as depicted on Figure 21 is a potentially significant resource for the purposes of environmental review;

#### APN 076-171-022 & 076-171-026 (Marre House and its environs)

- Duplex House designed by Louis Crawford for the Marre family (built in circa-1930) is a potentially significant historic resource for the purposes of environmental review.

## Summary of Project Impacts

The current study identified the former railroad Right-Of-Way (ROW) identified on Figure 21 is a potential significant historic resource because of its association with the narrow gauge horse-drawn railroad line completed by John Harford in the early 1870s. Project impacts include alterations to the setting and potential removal of the physical remnants of the former railroad Right-Of-Way. Provided the mitigation measures outlined in section 7.3 of this report are implemented project impacts would be reduced to a less than significant level.

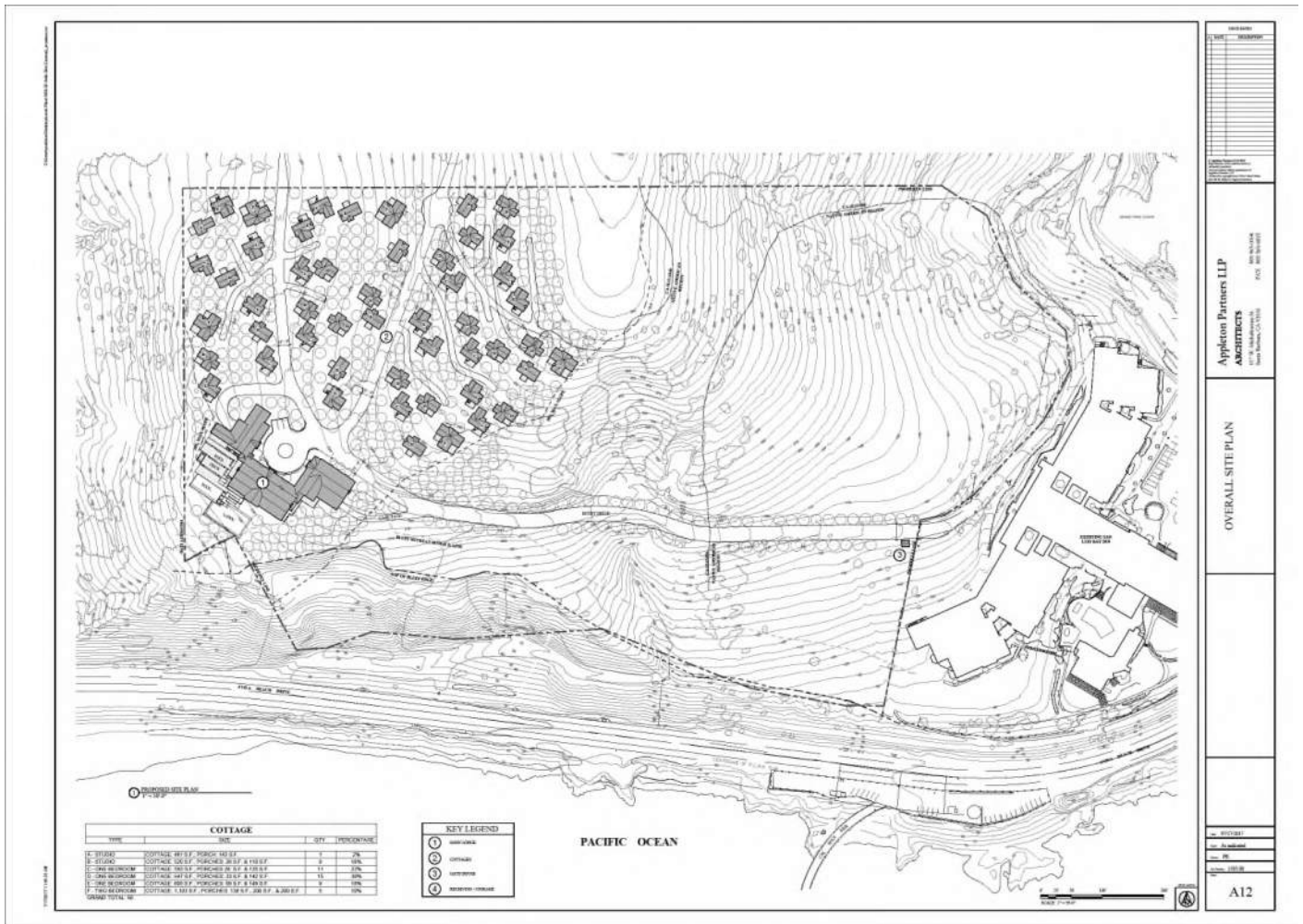
The Marre house located on nearby Assessor's parcel APN 076-171-022 is a potentially significant historic resource for the purposes of environmental review. Project impacts include cut-in and fill-in, alteration of topographic features, construction of 50 hotel cottages and a lodge to the southwest of the Marre House. Implementation of the mitigation measures outlined in 7.2 of this report would reduce project impacts but not to a less than significant level.

### **3.0 PROPOSED PROJECT**

As currently proposed the project includes the following (please note the following reflects project statistics at the time the project was prepared (see Appendix A for project plans):

- Development of 5.98 acres of the existing 22.25-acre parcel.
- 50 resort-style hotel cottages and a main hospitality building on APN 076-174-009;
- The main hospitality building would encompass a 20,985 square-foot (gross) lower level and a 10,240 square-foot (gross) main level. Conceptual plans developed by Appleton Partners LLP, propose a vernacular type architecture inspired by early 20<sup>th</sup> century rural buildings in and around Avila Beach. The new building would provide 43 covered and 124 uncovered parking spaces;
- The vernacular type cottages would feature five plans and vary in size from 593 square feet (gross) to 933 square feet (gross) in size;
- The project also proposes a swimming pool with a 4,600 square-foot pool deck, 59,550 square feet of roadways, 9,650 square feet of cart paths and 8,500 square feet of pedestrian pathways; and
- Earthwork may encompass approximately 16,700 cubic feet of cut-in and 9,400 cubic yard of fill-in.





**Figure 4 Proposed Site Plan**

## 4.0 SITE HISTORY

### 4.1 History of APN 074-176-009, County of San Luis Obispo (Pre-Contact to 1882)

#### Avila Beach (Pre-Contact to 1772)

For thousands of years the Obispeño Chumash, a Native American culture group, lived in the area surrounding Avila Beach. Their largest village was "Sepjato, located on the bluff overlooking the mouth of the San Luis Obispo Creek" (San Filippo, et al, *Images of America, Avila Beach*: 7). Chumash cultural groups ranged the coastal environs of California, from Malibu Canyon in the south to Avila Beach and San Luis Obispo in the north (though some did live as far west as the edge of the San Joaquin Valley). As semi-sedentary hunter-gathers they occupied, what would later be called Avila Beach, on a seasonal basis. Europeans first made contact with native groups as early as the mid-16<sup>th</sup> century when Spanish seamen began their exploration of the California coast. However, this tended to be brief and sporadic until the Spanish began to establish permanent settlements in California the 1769. The Chumash continued that traditional lifeways until European settlement began in 1772.

## Avila Beach (Spanish/Mexican Period 1772-1848)

One of the most effective means of establishing Spain's "footprint" in California was the building of a chain of religious missions located between San Diego and San Francisco, as well as presidios (forts) of which four would eventually be built (the closest to Avila Beach and San Luis Obispo was the presidio in Santa Barbara, founded in 1782). Eventually, the Franciscan Order founded 21 missions spaced approximately 30 miles apart, equal to a day's ride by horseback or three days by walking. One of these missions was San Luis Obispo de Tolosa. Founded on September 1, 1772, one of its great advantages was that it was built near what is now Avila Beach, one of the safest harbors along the California coast. It was there in 1808 that the Mission established at the mouth of San Luis Creek "a granary to store produce of the Rancho de Playa, renamed Ranch San Miguelito" (Krieger: 1991: 2). Soon after more permanent structures were built to accommodate one of San Luis Obispo Mission's *assistencias*. The San Miguelito settlement included an adobe house (subsequently known as the Avila Adobe, it stood until 1905), several outbuildings and a warehouse to store hides and other products produced by the mission to barter with European and American traders. (*San Luis Obispo County (Calif) Telegram-Tribune*, July 23-July 28, 1993: 32; Krieger: 1991: 2). Within a few decades of the Spanish establishing Mission San Luis Obispo the Chumash had abandoned their former way of life, most of them having been drawn into the mission system through economic necessity or conversion by the mission friars.

The area encompassing Avila Beach, like the rest of Alta California, remained under Spanish rule until 1821. In that year Mexico won its independence from Spain and California became a province of Mexico. The chain of missions, which held their vast landholdings in trust for the native cultural groups until the assimilated neophytes could manage them on their own, continued to control these landholdings as they had under Spanish rule. Increasingly, however, secular authorities and citizens in California grew restive with the existing system. In 1834 the Mexican government began to confiscate mission lands and within ten years it had distributed most of their landholdings to Mexican citizens in the form of grants (*San Luis Obispo County (Calif) Telegram-Tribune*, July 23-July 28, 1993: 32). One of these land grants was awarded to Miguel Avila, who on "March 1, 1839, petitioned the Mexican governor of California, Juan B. Alvarado, for two square leagues (nearly 14 square miles) of land lying around the sides of San Luis Bay" (*San Luis Obispo County (Calif) Telegram-Tribune*, July 23-July 28, 1993: 32). Avila was formally awarded a grant for Mission San Luis Obispo's Rancho San Miguelito on May 10, 1842 that encompassed more than 22,000 acres (Figure 5). Four years later, on March 17, 1846, Governor Pio Pico granted Avila another additional league. In 1929 Avila's three league landholding was described as stretching "from Pecho Creek, between Avila and Morro Bay, eastward almost to the long bridge on the present Pismo Highway south of San Luis Obispo and then along the bank of a creek southward and west to where the creek enters the Pacific Ocean, just above the city of Pismo Beach" (*San Luis Obispo Daily Telegram*, April 19, 1920: 1, 5). A condition of this subsequent grant was that a strip of shoreline along San Luis Bay would remain open for public use. The Mexican government did not want Avila to have "a stranglehold on access to the region's only seaport" so Governor Pico appended the grant to allow a cart road to remain open to the port (*San Luis Obispo County (Calif) Telegram-Tribune*, July 23-July 28, 1993: 32).

## Don Miguel Avila (1796-1874)

Don Miguel Avila was member of an illustrious Spanish California family. The family's California

roots can be traced to his grandfather, Cornelio Avila, who, along with his wife and children, came to California from Sonora in 1783 to settle in Los Angeles. Born in Sinaloa, Mexico in 1772, Jose was one of Cornelio's six sons who eventually moved to Santa Barbara, where his son, Miguel Avila was born in 1796. Miguel was educated in San Francisco and for a time worked in Monterey as a copyist. In 1816 he enlisted as a guard at the Monterey Presidio; eight years later had become a corporal in the mission guard at Mission San Luis Obispo. Following a quarrel with one of the Mission's priests, Miguel left the guard and returned to Monterey to become an attorney. It was there that Miguel met and married Maria Encarnacion Inocenta Pico in 1826 (Clipping files for Rancho San Miguelito, Research Room, San Luis Obispo Historical Society).



**Figure 5: Diseño Showing Boundaries for the Patented portion of Rancho San Miguelito (1852)**

Inocenta was the daughter of Dolores Pico, and niece of Governor Pio Pico (Clipping files for Rancho San Miguelito, Research Room, San Luis Obispo Historical Society). It was most likely through this familial connection that Miguel Avila was granted the ex-mission lands of Rancho San Miguelito. Like most rancheros, Miguel raised cattle, drawing his wealth from the sale of hides and tallow. Just six years after Miguel was granted the rancho California became a part the United States as a result America's success in winning the 1846-1848 Mexican-American



War. In 1849 Miguel was elected *alcade* (mayor) of San Luis Obispo. Difficulty in traveling from his ranch to town to attend meetings forced Miguel to resign his position after a year. Miguel built two houses on Rancho San Miguelito, one on the hill above the bay and one, later known as the Pecho Adobe, near the shoreline, in 1841 (Krieger: 1991: 4). When the ranch house on the hill, called Rancho Quemado, was burned in 1857, Miguel and Inocenta moved to the adobe house at the beach (*San Luis Obispo Tribune*, August 13, 1907: n. p.). Miguel Avila may have been one of the first of the rancheros to incorporate a dairy farm as part of his ranch operations, perhaps as early as 1842 when he acquired Rancho San Miguelito (Krieger: 1991: 4). Like many rancheros that depended almost exclusively on the revenue from their cattle herds, Miguel suffered heavy losses during the drought years of 1863-1864. Most likely in response to these losses Miguel began to sell off portions of Rancho San Miguelito, beginning initially with land close to what is now Avila Beach.

In 1867 Miguel's son, Juan, "laid the town of Avila and sold [beach] lots to settlers and businessmen" One of these businessmen was John Harford who had arrived in San Luis Obispo in 1862 (Clipping files for Rancho San Miguelito, Research Room, San Luis Obispo Historical Society). On February 28, 1874, Don Miguel died of unknown causes. What is known is that he was found unclothed near the creek he often bathed in, not far from where his Rancho Quemado house once stood (Thompson & West: 1883: 350). In accordance with his will Rancho San Miguelito was inherited by his wife, Inocenta Avila. Upon Inocenta's death the rancho was divided between her surviving children, the largest portion, some 16,000 acres, going to her son, Juan (*San Luis Obispo Daily Telegram* April 18, 1929: 1; Clipping files for Rancho San Miguelito, Research Room, San Luis Obispo Historical Society). Miguel's ownership of the ranch would not be confirmed by a Federal government patent until 1877, three years after his death.

### Juan Vidal Avila (1845-1930)

Juan Vidal Avila was born in 1846 to Miguel and Inocenta Avila. Juan was one 13 children including eight brothers and three sisters (U.S. Find A Grave Index, 1600s to Present) (Figure 6). Juan's prospects initially proved positive. He had inherited the largest portion of his father's ranch and in 1867 had participated in the initial subdivision and development of Avila Beach. For a few years there was anticipation that Avila Beach and San Luis Obispo would be connected by rail so that travelers could easily board the coastal ships plying along both the northern and southern shores of California. This finally came to fruition when on August 17, 1876 the San Luis Obispo & Santa Maria Valley Railroad (SLO & SMVRR) completed its first 10-mile run between the wharf at Avila Beach and San Luis Obispo, replacing the horse drawn line built by John Harford that originally ran from Avila Beach to the end of the wharf. The new railroad now allowed travelers a direct rail line from San Luis Obispo to the wharf at Avila Beach where they could then travel by sea to San Francisco and Los Angeles (Madson, 2001: 2; Krieger, 1991: 9). This provided the impetus for Juan Avila to build a hotel at Avila Beach to accommodate railroad passengers waiting for the arriving coastal steamers. Within a few years the hotel failed financially. In 1878, Juan married Maria de la Luz Delfina Herrera. Unfortunately, Maria died shortly after their marriage, just two years later in 1880; it appears that Juan never remarried (Clippings file for Rancho San Miguelito, Research Room, San Luis Obispo Historical Society). Sadly, as the years progressed Juan's finances continued to decline. Noted to be a generous man and genial host, often Juan would "open his purse to the needy" and friends who seldom repaid (*San Luis Obispo Daily Telegram*, April 19, 1920: 1,

5). Increasingly strapped for money Juan was forced to mortgage more and more of his ranch acreage to provide cash to live on. As his mortgaged notes fell due, Juan sold even more of his land and eventually the remainder of the Rancho San Miguelito lands he had inherited from his mother. By the 1920s "in debt for \$70,000 Juan sold off the rest of his properties, and paying his obligations, found he had \$500 left" (*San Luis Obispo Daily Telegram*, April 19, 1920: 1, 5). By the 1890s, Juan, who now had few, if any assets, had become a wharfinger for the County of San Luis Obispo. In turn for his services to collect fees for the use of the wharf by fishing boats and private boaters he received a salary of \$50 a month (*San Luis Obispo Daily Telegram*, April 19, 1920: 1, 5). Never seeming to begrudge his fate, Juan lived his life simply and with grace. Juan Avila died on February 21, 1930 in Avila Beach and is buried in the Old Mission Cemetery in San Luis Obispo (California, Find A Grave Index, 1775-2011).



**Figure 6: Juan Avila in front of his house in Avila Beach (Circa-1925)  
(Photo courtesy of Images of America: Avila Beach)**

#### Captain John Harford (1828-1906)

One of the businessmen that invested in Juan Avila's subdivided beach lots was John Harford of the lumber firm of Schwartz, Harford and Company (Figure 7). Harford was also an associate of the Goldtree Brothers and A. Blockman & Company of San Luis Obispo and San Francisco (Kreiger 1991: 4-5). John Harford was born on February 14, 1828 in Westchester County, New York. At the age of 14 Harford and his parents moved to Kendal County, Illinois. In 1850, Harford, now 22, traveled to San Francisco. Two years later he had relocated to Placer County, then to Marysville where he opened a butcher shop in 1855. Shortly after he became a sheep rancher Harford met and married Maggie Harris. The couple would eventually have four children; two sons, Frederick and Harry and two daughters, Emma and Maggie ([www.southcountyhistory.org/2014NL.pub.pdf](http://www.southcountyhistory.org/2014NL.pub.pdf)).

In 1862 Harford and his family moved to San Luis Obispo, where six years later, in December of 1868, he and other merchants formed a syndicate called the "Peoples Wharf Company." The partnership was formed to build an 1800-foot wharf near the mouth of San Luis Obispo Creek as a deep-water landing for incoming ships. The wharf was completed in 1869 (Thompson & West 1883: 324). Unfortunately, this speculative development failed, and the syndicate's holdings were sold at auction in 1872. Harford then re-purchased the "People's Wharf" only to sell it a year later, in 1873, to Blockman & Cerf (Five years later, in 1878, a storm destroyed the "People's Wharf") (Timeline of events in Avila from Clippings file for Avila Beach, Research Room, San Luis Obispo Historical Society). Later, Harford constructed, in 1873, a second wharf, Harford Pier near the west end of Point San Luis. Harford also built a narrow-gauge horse drawn rail line linking his wharf to Avila Beach and the road to San Luis Obispo. The "gravity railroad system" was constructed on "the road up one side of the hill and down the other side until the tracks reached the point where the creek meets the ocean" (Crabb, Guy n.d.: 5). During this period Harford purchased a portion of Rancho San Miguelito from Juan Avila to provide a right-of-way for a railroad line linking Avila Beach to San Luis Obispo.

Upon completion of the new rail line, in 1876, Harford dismantled the horse drawn rail line and in that same year Harford constructed a hotel; called the Ocean Hotel, it was located "in the curved shelf of land extending out to the entrance to the wharf" at the foot of Harford Pier (Krieger, 1991:9; San Filippo, 2013: 15). As in the case of the "People's Wharf" Harford sold Harford Pier a short time later, this time to Charles Goodhall who represented the interests of a rival railroad company in 1874 (*San Luis Obispo County (Calif) Telegram-Tribune*, July 23 -July 28, 1993: 32; Krieger 1991: 4-5, 7; Timeline of events in Avila from Clipping files for Avila Beach, Research Room, San Luis Obispo Historical Society). In 1876 Port Luis was re-named Port Harford by the Pacific Mail Steamship Company (Timeline of events in Avila from Clippings file for Avila Beach, Research Room, San Luis Obispo Historical Society). For nine years Harford was captain of the port of Port Harford.

In 1882, with profits from the sale of his investment in the SLO & SMVRR, as well as the sale of the Ocean Hotel, Harford retired, selling his assets from the railroad company and moving with his wife and two sons to Pataha, Washington. Soon after relocating to Pataha Harford opened a bank and purchased a half ownership in a flour mill, subsequently known as Houser & Harford's Rolle Mill ([www.southcountyhistory.org/2014NL.pub.pdf](http://www.southcountyhistory.org/2014NL.pub.pdf)). By 1900 he had moved to Alameda County. Six years later Harford died of heart disease at his daughter's home in Oakland on January 19, 1906 ([www.southcountyhistory.org/2014NL.pub.pdf](http://www.southcountyhistory.org/2014NL.pub.pdf); Timeline of events in Avila from Clippings file for Avila Beach, Research Room, San Luis Obispo Historical Society).



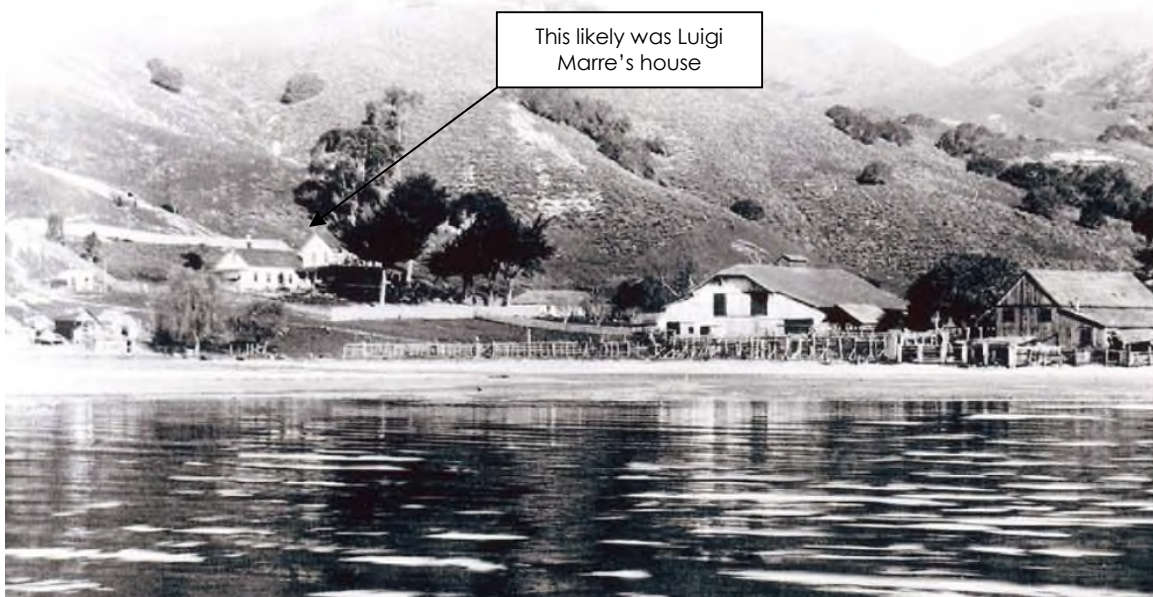
**Figure 7: John Harford (Circa-1880)**  
**(Photo courtesy of Images of America: Avila Beach)**

#### **4.2 History of APN 074-176-009, County of San Luis Obispo (1882-1903)**

##### Luigi Marre (1840-1903)

Luigi Marre was born in Borzonasca, a province of Genova, Italy, on August 7, 1840, the son of Lorenzo Marre, an innkeeper, butcher and drover. Reputedly, Lorenzo Marre fought in Napoleon's army for 11 years and was one of only three men from his company of forty to have survived the Battle of Waterloo (Morrison et al, 2002: 7). In 1854 Luigi Marre left Italy and immigrated to the United States, arriving in San Francisco, at the age of 14 (San Filippo 2013: 14 & Krieger 1991: 9). Shortly after his arrival Marre traveled to the mining camps in Penitita in Amador County, ostensibly, like so many other young men at the time, to pan for gold. Finding little luck in this pursuit, he purchased a general merchandise store and subsequently, a butcher shop. Later he settled in El Dorado, where he ran a butcher shop and "handled cattle" (Morrison et al. 2002: 8). Still keeping his business in El Dorado, Marre moved to Nevada in 1861, where due to a severe drought in 1864 he suffered financial losses. In 1870 he sold his butcher shop in El Dorado, but continued to operate his cattle business, driving herds of cattle from the Mexican border to Nevada and San Francisco. A large, imposing man on horseback, Marre was over six feet tall and weighed over three hundred pounds (Morrison, et al, 2002: 8). The peripatetic Marre moved once again, this time to Santa Clara County where he leased *Rancho Los Agelos* and raised cattle; several years later he leased the Le Roy ranch, formerly a part of the Zaca Mexican land grant. Finally, in 1879, Luigi Mare settled in San Luis Obispo where he leased, for 18 years, a portion of Rancho Pecho, owned by Ramona Hilliard (Years later, in circa-1897, Marre bought Rancho Pecho) (Krieger, 1991: 9; Morrison et al. 2002: 8). In 1881, at the age of 41, Luigi Marre married his cousin, Angela Luigi (Angela was

born in Italy in 1862 and immigrated to the United States, settling in Arroyo Grande in 1908 where she subsequently met Luigi (1910 United States Census; Del Giorgio/Spath Family Tree; ancestry.com). The couple would have at least three children, including Gaspar (1884-1934), Louis John (1886-1971), and Rose (1896-1980). After their marriage Luigi and Angela moved to the Pecho Adobe (the now ruined adobe was most likely a mission-era “vista” or outpost for Rancho San Miguelito when it was still under the control of Mission San Luis Obispo) (Krieger, 1991: 9). In 1882 Luigi Marre purchased 6,500 acres of Rancho San Miguelito from Juan Avila and John Harford, as well as “half of Juan Avila’s waterfront property consisting of 90 acres located between Cave Landing and Avila and 20 acres above Port Harford” (San Filippo, 2013: 15). After Marre purchased the 6,500 acres he built a large Victorian era house on the ranch that subsequently was destroyed in a fire in the 1950s (The house was located near what is now the maintenance building for the golf course in Avila Beach, located near its 11<sup>th</sup> hole) (*The Avila Pilot*, November 1991: 6 - 7) (Figure 8).



**Figure 8: Luigi Marre’s Victorian era house near the mouth of San Luis Creek (Circa-1875)  
(San Luis Obispo Railroad Museum, Unocal Album)**

In 1882 Marre, along with Antonio Gagliardo, purchased the financially struggling Ocean Hotel from John Harford. According to an article published in the *San Luis Obispo Weekly Tribune* a new hotel was built the following year to replace the existing Ocean Hotel (*San Luis Obispo Weekly Tribune*, September 12, 1883: 3). It is more likely however, that Luigi Marre remodeled the existing hotel, and then re-named it Hotel Marre (Figure 8). The hotel proved a success, attracting locals from the area, as well as traveling tourists. Featuring multi-course Italian meals, it “attracted residents from San Luis Obispo, who would pay \$1.00 to ride the railroad to the wharf for a weekend treat” (Krieger 1991: 10).





**Figure 9: Hotel Marre with its Wharf and the terminus of Harford's rail line (Circa-1886)  
(San Luis Obispo Railroad Museum, Unocal Album)**

By 1883 the wharf had been extended to over 3,000 feet and was some 80 feet in width. As noted by the *San Luis Obispo Tribune* of that year Port Harford was described as a "harbor of easy access, and the steamer captains regard it as the best of the second-class harbors on the coast. A large, strong wharf, [it was] only surpassed in California by the Oakland Ferry landing, and [was] capable of receiving half a dozen steamers and ships at once" (Krieger 1991: 10). By this time the wharf had become a critical component in the economy of the Central Coast. Farmers and merchants were now heavily reliant on the railroad for their economic well-being, for not only receiving shipments of lumber, iron, machinery and other materials, but for the shipping of their agricultural, dairy and food products (Krieger 1991: 11). As early as the 1870s it was felt by many that the harbor needed a lighthouse to serve the increasing number of incoming ships and steamers. In 1877 Congressman Romaldo Pacheco introduced a bill in Congress to fund the building of a lighthouse, but it took an accident on April 30, 1888, with the sinking of the steamer, *Queen of the Pacific*, before funds were provided. In 1888 the United States Congress appropriated \$50,000 to build a lighthouse for Port Harford. Two years later, in 1890, a redwood-clad lighthouse was constructed at the harbor entrance. Other amenities soon followed with the construction of a breakwater in the 1890s (the breakwater was completed in 1913) (Krieger 1991: 12 & Crabb n. d.: 6) (Figure 18).



**Figure 10: Lighthouse at Port Harford (built 1890) Photograph (Circa-1900)  
(Photo courtesy of Images of America: Avila Beach)**

Luigi Marre continued to live on the 6,500 acres of Rancho San Miguelito he had purchased from Juan Avila and John Harford in 1882. One of his son's fondest memories was riding at the age of 12 or 14, with his father "along the beach all the way from Avila to connect with leased ranchland in the Santa Ynez Valley" (*The Avila Pilot*, November 1991: 7). Marre was well-known for his purebred cattle and for the wild horses that roamed the ranch. For the next 20 years he continued to remain active. Shortly before his death he contracted a severe cold delivering cattle to San Francisco. Marre never recovered and on February 6, 1903 he died. He is buried in the Old Mission Cemetery in San Luis Obispo, not far from the grave of Rancho San Miguelito's original owner, Don Miguel Avila (*The Avila Pilot*, November 1991: 6). In his will Luigi Marre left his portion of Rancho San Miguelito to his wife and family.

#### **4.3 History of APN 074-176-009, County of San Luis Obispo (1903-1945)**

Like the rest of the nation suffering from the economic depression of the 1890s the harbor at Avila Beach underwent a period of stagnation. By the first decade of the 20<sup>th</sup> century however, the economy was beginning to recover and places like Avila Beach began to experience new, more profitable growth. In 1903 Port San Luis rose in importance and commercial viability when oil production began in the Santa Maria Valley. Initially, the small-gaged rail line of the Pacific Coast Railroad was not equipped to transport liquid petroleum. To alleviate this problem, standard-gauge rolling stock was remounted onto the narrow-gauge tracks and in short order tank cars began rail shipments from the oil fields near Graciosa in the

Santa Maria Valley to Port San Luis (Krieger 1991: 13). Other changes made to accommodate oil transportation included the installation of a tank farm adjacent to Port Harford and an oil pipeline installed in 1908 that extended along the railroad right-of-way from Avila Beach across the bluff top to Port Harford. Several years later the port was given even more significance, in this case politically, when President Theodore Roosevelt's "Great White Fleet" anchored offshore on April 30, 1906 in route from San Diego to San Francisco. Some "two thousand local residents took the Pacific Coast Railway out to the beaches to view the fleet" (Krieger 1991: 15). The following year, in 1907, Port Harford was re-named Port Luis. Disaster struck Avila Beach nine years later when a fire destroyed its' wharf on New Year's Day 1916; Avila Pier, considered a vital contribution to America's war efforts in World War I, was re-built in 1917-1918 by the Pacific Coast Steamship and Rail Company. Using the latest in construction technology at the time, since then the wharf and its canopy has managed to withstand decades of storms, including a storm in 1983 that destroyed "virtually all of the [other] wharves along the California coast" (Krieger 1991: 15).

By early 1900s the old Avila Adobe was in ruins. Built either for Mission San Luis Obispo or later by Don Miguel Avila in 1850, the adobe was occupied by the Avila family after their Rancho Quemado ranch house burned in 1857. In 1905 the remaining elements of the Avila Adobe were destroyed by fire (*San Luis Obispo Tribune*, August 7, 1906: n. p.) In 1908 the *San Luis Obispo Tribune* reported that the Marre Ranch would begin to supply water to the town of Avila and provide a water pipe "along the wharf for the supplying of water to the vessels that land." In addition, the ranch promised to furnish water to the public wharf free of charge provided that the county would grant the ranch permission to run the pipe line along the wharf. Discussion of this offer was to take place at the next Board of Supervisors meeting (Clippings file, Avila Beach, Research Room, San Luis Obispo Historical Society). A half a century after Luigi Marre had purchased the Ocean Hotel, renaming it the Hotel Marre, the hotel burned to the ground on September 19, 1934 (San Filippo et al. 2013: 97).

Like their father, the Marre children, specifically Gaspar and Louie, continued to raise beef cattle on the ranch. By the late 1920s, Gaspar and Louie, had contracted with the architect, Louis Noiré Crawford of Santa Maria, to design the existing Marre House; several years later, in circa-1930, the house was completed (*The Avila Pilot*, November 1991: 7). Built high on the promontory of a hill overlooking the bay, Crawford designed the building as a large two-story duplex in the Spanish Colonial Revival style (See Figures 16 -19). The house was designed as a duplex, so the two brothers and their families could maintain separate residences while remaining near each other. The hilltop location was chosen because Louie, who suffered from asthma, had been advised by his doctor to move from the Marre family's late 19<sup>th</sup> century house located near what is now the present-day maintenance building for the Avila Beach Golf Course, to a hilltop where he could escape the dampness of the bay (*The Avila Pilot*, November 1991: 7). Louis had noticed that the ranch's cattle always ambled "to that sunny spot on the hill, and so that is how the site was chosen to erect" the Crawford-designed duplex (*The Avila Pilot*, November 1991: 7). Later, the ranch underwent more changes when, during World War II, portions of the ranch were used by the armed forces, including the Coast Guard who were stationed on the Rancho Pecho part of the ranch and Army troops who were stationed along the coast. There was even a K-9 dog corps. Used to patrol the coastline, it was headquartered near the Marre House (*The Avila Pilot*, November 1991: 7).



#### **4.4 History of APN 074-176-009, County of San Luis Obispo (1945-2017)**

At the end of World War II the Marre Ranch remained largely unchanged, looking much as it had in the pre-war period. The family continued to run cattle on the ranch, like generations before when Don Miguel Avila first began ranching operations in the early 1840s. Luigi Marre's son, Gaspar, had died in 1934, but, both Luigi's son, Louie (1886-1971) and Louie's wife, Tressa Bachino Marre (1896-1976), as well as Louie and Tressa's daughter, Rose (1896-1980) were still alive, along with Louie and Tressa's son, Robert Bachino Marre (1920-1990) and his wife, Imogene Oleta Cantlay Marre (1918-2008). Gaspar's son, Norman, born in 1908 had died in 1945 and Gaspar's daughter, Rosa, born in 1891, would die shortly after, in 1948 (Del Giorgio/Spath Family Tree; ancestry.com).

Cattle-raising continued to be the primary economy of the Marre Ranch until the mid-1960s when the Marre family decided to diversify and build a golf course and a resort hotel on the north bank of San Luis Creek. The new venture was developed as the Avila Beach Golf Course and San Luis Inn. Construction of the resort and golf course required the demolition of the remaining ranch buildings located along the banks of San Luis Creek (the Victorian era house built by Luigi Marre, near the same location, had burned to the ground in the 1950s). To raise money for their project the family entered into an agreement to lease land to Pacific, Gas & Electric Company (PG&E) as part of the utility's development of the Diablo Nuclear Power Plant located a few miles west of Avila Beach. The golf course and inn were completed in 1969 ([www.avilabeachresort.com](http://www.avilabeachresort.com)). Unfortunately, the venture was not a success and the amount of money loaned to the Marre family by PG&E exceeded the value of the Marre ranch property. When the family could not repay the loan to PG&E a lawsuit entailed. The family lost the suit and their Marre Ranch acreage became the property of P G & E (Pete Kelly telephone interview, September 18, 2017). In an agreement between the Marre family and PG&E, Imogene Marre, who had been living at the ranch house, was allowed to live there until her death in 2008 (Pete Kelly telephone interview, September 18, 2017; California, Find A Grave Index, 1775-2011). Today, SCM Avila Beach Partners, LLC owns the project parcel and PG&E owns the adjacent Marre Ranch, which they lease to a private individual for cattle grazing.

#### **4.5 Louis Noiré Crawford (1890-1946)**

The architect of Marre House, Louis Noiré Crawford is a regionally significant architect who practiced in the early decades of the 20<sup>th</sup> century, most of his work completed in California's Central Coast area, many of them in the communities of Santa Maria and Lompoc. Crawford specialized in the design of institutional and commercial buildings, though some of his most important commissions were residential, the largest of which was the Marre House in Avila Beach, built in circa-1930 (*The Avila Pilot*, November, 1991: 7). There are few documented or scholarly references to Crawford's architectural work and he remains a figure primarily known in the Central Coast region. However, his architectural designs are quite comparative in ability and talent to many of the best Period Revival style architects of his time, including such illustrious southern California practitioners as Roland Coate, Windsor Soule, Wallace Neff, Edwards and Plunkett, and Carleton Winslow. An indication of Crawford's repute with other architects was the inclusion of his project in prestigious professional periodicals such as *The American Architect and Engineer* which published a lengthy article of Crawford's recent works in their March 1935 issue. It is likely that Crawford's body of work would have received more notice if he had practiced in a more populous region such as northern or southern California. Instead, his work focused primarily in the Central Coast area which was relatively isolated from the state's largest cities.

Louis Noiré Crawford was born in Louisville, Kentucky on May 31, 1890 (Krapa/Brown/Varvil Family Tree: ancestry-com). Little is known of his early life until his marriage to Winifred Kittredge in Berkeley, California on December 27, 1915. By this time Crawford was a manual training instructor at the city of Lompoc's high school. Winifred came from a prominent Berkeley family. A 1915 graduate of the University of California, Berkeley, her sister, Tracy Kittredge, worked with Herbert Hoover in helping to implement his prodigious relief work in Belgium following the end of World War I (*Lompoc Journal*, No. 34, January 4, 1918). Following their marriage Louis and Winifred initially resided in Lompoc. Two years later the couple moved to Tippecanoe, Indiana where Louis attended Purdue University. Subsequently, Louis attended the University of Illinois graduating with a degree in engineering and architecture in 1917 (1918 University of Illinois Year Book)(Figure 11).



Figure 11: *The Illio*, Yearbook of the University of Illinois, 1918

By 1919 Louis and Winifred Crawford had moved back to California where their daughter, Dorothy was born in Santa Barbara on June 3, 1919 (Krapa/Brown/Varvil Family Tree: ancestry-com). During that same year Crawford, in addition to his teaching position, introduced football to Lompoc's high school and acted as its first coach (*Lompoc Record.com* February 28, 2016). In 1920 Crawford and his family re-located to Santa Maria where they rented a house on South Pine Street. In that same year Crawford opened an architectural office in the Jones Building; one of his first commissions was a new addition to the Santa Maria grammar school. In 1921, a second daughter, Marjorie, was born in Los Angeles (Krapa/Brown/Varvil Family Tree: ancestry-com; *Southwest Builder & Contractor*, Vol. 55, 1920). Working out of his office in Santa Maria, Louis Crawford enjoyed a successful career throughout the 1920s and even into the Depression years of the 1930s (Figure 12).



**Figure 12: Louis Noiré Crawford (circa-1930)**

Obviously admired by his fellow architects, Crawford was elected president of the Santa Barbara Chapter of the American Institute of Architecture (AIA) in 1934. Some of Louis Crawford's selected commissions during this period included the city halls in Santa Maria (1934) and Santa Rosa (It should be noted that the Santa Maria City Hall was one of the first municipal buildings to be completed in California as a PWA project) (Figure 13); the Santa Maria Public Library (in association with Philip David); the Knights of Pythias Hall, Santa Maria; the Gibson & Drexler Building, Santa Maria; El Camino grammar school, Santa Maria; Vista del Mar grammar school, Gaviota; Goleta Union School, Goleta (Figure 14); Morro Bay grammar school, Morro Bay; Cambria grammar school, Cambria; San Luis Obispo Junior High School and San Luis Obispo High School.



**Figure 13: Santa Maria City Hall (1934) by Louis N. Crawford**



**Figure 14: Goleta Union School (1927) by Louis N. Crawford**

While Crawford primarily designed commercial and institutional buildings he did execute some residential commissions, including the DeMartin residence in Santa Maria (circa-1930) (Figure 15); the J. L. Pereira residence in Santa Maria (date unknown); and the Marre House in Avila Beach (circa-1930) (*The American Architect and Engineer*, March 1935) (Figures 16 – 20). These commissions were designed in either the Spanish Colonial Revival style or some form of the Mediterranean tradition. Sometime after 1920, but no later than 1930, the Crawford's had purchased a house at 500 Cypress Street in Santa Maria where they continued to live until at least 1945 (1945 City of Santa Maria Directory). It is not clear if Crawford retired from his



practice before his death. The fact that he was only 56 when he died makes it somewhat unlikely that he did so, but there appears to be no known examples of his work beyond the period of the mid-1930s. A more likely scenario is that for many architects during the Depression years and into the war years, architectural commissions tended to be few and far between. During the Depression years new commissions were largely precluded by the struggling economy and later, during World War II, almost all construction efforts and materials were directed to the war effort. During the war years, many architects such as Lulah Maria Riggs, Reginald Johnson and the landscape architect Lockwood de Forest Jr. worked in the defense industry or directly in the military. Less than a year after the end of World War II, Louis Crawford died in Santa Barbara on July 12, 1946 at the age of 56 (1920 and 1930 US Census; Krapa/Brown/Varvil Family Tree: ancestry-com).



**Figure 15: DeMartin residence, Santa Maria (circa-1930) by Louis N. Crawford**

(see next page)



**Figure 16: The Marre House designed by Louis Crawford (c.1932)  
(San Luis Obispo Historical Society)**



**Figure 17: The Marre House designed by Louis Crawford (c.1932)  
(San Luis Obispo Historical Society)**



**Figure 18: The Marre House designed by Louis Crawford (c.1932)  
(San Luis Obispo Historical Society)**





**Figure 19: The Marre House designed by Louis Crawford (c.1932)  
(San Luis Obispo Historical Society)**

#### **4.6 Identification of Historic Themes**

Potential historic themes include transportation, ranching and the petroleum industry (Figures 21 - 35).

##### Transportation

Avila Beach functioned as San Luis Obispo's primary link with the outside world between the 1770s and the construction of the Southern Pacific Railroad in 1894. During the Spanish era, it was the location of an *assistancia* located near the mouth of San Luis Creek that included a settlement of Native American converts, a slaughterhouse (*matadero*) and a warehouse where hides, tallow and other trade goods were stored (According to some accounts, the warehouse, later became the Avila family's home). After the secularization of Mission San Luis Obispo in 1834, Avila Beach was included in an approximately 22,000-acre rancho granted to Miguel Avila. Throughout the 1840s Avila Beach remained San Luis Obispo's only port and primary transportation link with the rest of California.

In 1848, after California was acquired by the United States, the semi-sheltered bay continued to function as the county's primary port, especially after Cave Port, a rudimentary wharf (later known as Mallagh's Wharf) and warehouse, was built in 1855 at Fossil Point just east of what is now the town of Avila Beach (Best 1964: 11 & Dandekar and Jordan 2011: 48) (see Figure 21). The next concerted effort to improve the port was in 1869 when John Harford purchased oceanfront acreage and with a group of investors built a wharf and port facilities. Named "Peoples Wharf," the pier, which was soon battered by storms, was sold by Harford to Blockman & Cerf in 1873 (Thompson and West 1883: 320) (see Figure 21). Earlier in 1871,



Harford began construction of a 540-foot pier at a more sheltered location at the west end of the bay, which was completed in September of 1873 (Best 1964: 13 - 15) (see Figure 21). The new wharf was linked to Avila Beach by a 30-inch narrow gauge horse-drawn rail line, one of the first in California (Best 1964: 13 -15, Dandekar and Jordan 2011: 46-48 & Thompson and West 1883: 319). From the wharf, the horse-drawn line gained some 80 feet in elevation before passing through a tunnel, across the blufftop and along the hillside before it reached the banks of San Luis Creek to the east (Best 1964: 13 – 15) (see Figures 21, 22, 24, 27 - 30 & 33a). The line's right-of-way roughly followed a similar route as part of the existing (2017) Marre Road that extends southwest from the San Luis Inn located at the west end of the project parcel (see Figure 21).

In 1872, Harford and a group of investors formed the San Luis Railroad Company (SLRC) to build a railroad line from Avila Beach to San Luis Obispo (Best 1964: 15 -17 & Thompson and West 1883: 319). The company's efforts to build a steam railroad line was not a success and the San Luis Obispo and Santa Maria Railroad Company (SLO&SMVRR), a rival company chartered by the State of California in 1874 and the Pacific Coast Steamship Line, bought-out Harford's wharf and horse-drawn railroad line with the intent of replacing the horse-drawn rail line with a steam-powered 36-inch gauge railroad. The new railroad line, owned by the SLO&SMVRR linking Avila Beach to San Luis Obispo, was in operation by August of 1876 (Best 1964: 20). The steam-powered railroad's right-of-way was aligned along the route of what is now Avila Beach Drive (Dandekar and Jordan 2011: 47 and Parsons 1995: 3 - 5). Laying the new line, which ran along the base of the ocean bluff, from the wharf at Port Harford to Avila Beach required construction of two wood trestle bridges, one at the mouth of San Luis Creek and the other near the east end of what is now Avila Beach Golf Course and cutting the right-of-way through the bluff at the mouth of San Luis Creek. After completion of the steam railroad line, the old horse-drawn Right-of-Way was abandoned and part of its became a roadway for the Marre Ranch (see Figures 24 – 27).

In 1882 the SLO&SMVRR and Pacific Coast Steam Ship Company merged to form the Pacific Coast Railway Company. This company's tracks eventually extended as far south as Los Olivos in Santa Barbara County. Beginning in the 1890s construction began on a breakwater at Port Harford (construction did not finish until 1913). In 1904 another pier was built by the Union Oil Company (see Figure 21). It was around this time that Port Harford, now renamed Port San Luis, began its development as a major shipping port for oil and asphaltum extracted from the oil fields of northern Santa Barbara County and Fresno County. The unrefined petroleum products were then shipped to Port San Luis via pipelines to large storage tanks located on the blufftop overlooking the south end of Avila Beach. These tanks would remain a prominent feature of the landscape until their removal in the early 2000s.

The importance of Avila Beach as transportation hub linking San Luis Obispo to the rest of California decreased after the Southern Pacific Railroad completed a line linking San Luis Obispo to northern California in 1894. This new railroad line decreased the use of Port Harford as a transportation hub for freight and passengers. This was followed seven years later by the completion of the southern end of the line linking Santa Barbara to San Luis Obispo County. With the completion of the Southern Pacific's coastal route, Port San Luis' importance to shipping freight and transporting passengers rapidly decreased, leaving oil transportation as the mainstay of Avila Beach's economy until the 1980s. Service on the railroad line linking Avila Beach to the rest of San Luis Obispo County was discontinued in late 1930s. By this time

the automobile was the dominant form of transportation and with improvements to the county's network of roads, Avila Beach was more closely linked to the surrounding region.

In the post-World-War II period California's rapidly burgeoning population helped popularize some ocean-front communities on the Central Coast as weekend get-a-ways, such as Pismo Beach and Grover Beach. This led to the growth of a tourist-based economy in San Luis Obispo County focused on hotels, motels, retail, and recreational activities. Avila Beach, however, would not experience this type of growth until the late 1960s when the Marre Ranch's pastures and agricultural land, bordering San Luis Creek, were transformed into the Avila Beach Golf Course and San Luis Inn in 1969; later the bluff side road linking Port San Luis to Avila Beach was converted to Avila Beach Drive.

### Ranching

As delineated above, stock-raising was an important component of San Luis Obispo County's economy throughout the Spanish and Mexican era. Notwithstanding a devastating drought in the early 1860s, stock-raising remained an important component of the local and regional economy throughout the 19<sup>th</sup> century. Large ranches encompassing hundreds if not thousands of acres were a characteristic feature of coastal San Luis Obispo County. While the cultivation of crops became increasingly more important by the last quarter of the 19<sup>th</sup> century, the hilly topography of coastal San Luis Obispo County and the lack of irrigation ensured that ranching remained a vital component of the local economy and would remain a characteristic feature of the local economy through much of the 20<sup>th</sup> century. In the early decades of the 20<sup>th</sup> century, energy-related industries, such as petroleum extraction rose in importance and later, beginning in the 1980s, nuclear power and tourism became the mainstays of the local economy, ultimately diminishing the importance of ranching as critical element of the regional economy.

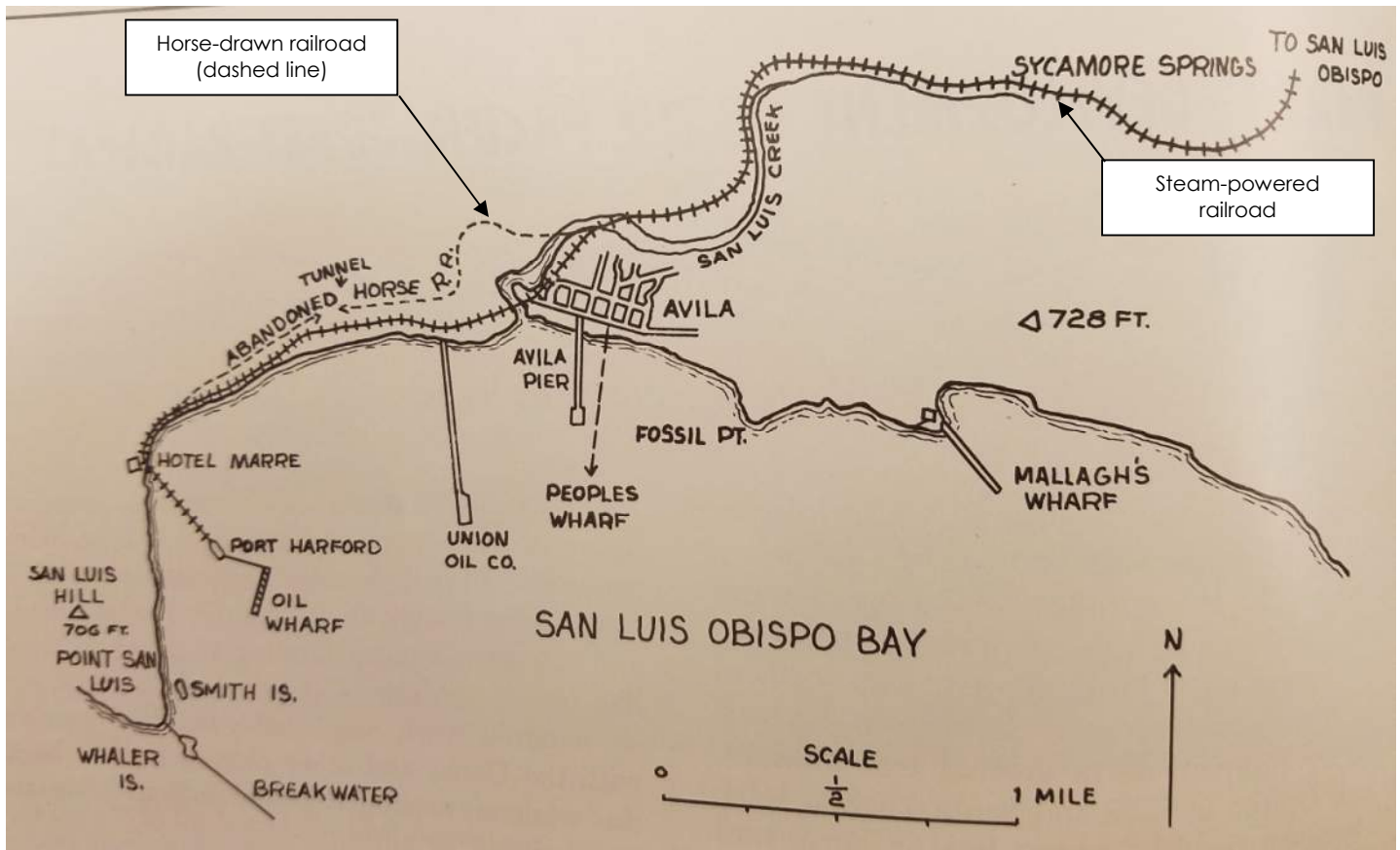
### Petroleum and Energy Industry

In the 1880s, Central California began to develop a substantial oil industry beginning with the discovery of enormous oil deposits in the Santa Maria Valley and nearby Kern County. Transporting petroleum from these remote areas to refineries and markets was largely accomplished through the construction of pipelines that transported oil from the fields to tank farms for eventual shipment via shipping tankers. Port Harford, with its sheltered port, was the terminus of several of these pipelines. To accommodate large-scale storage, extensive tank farms were built by Standard Oil and the Union Oil Company on the bluff tops just west of Port Harford and on the east side of Avila Beach. These huge circular tanks were built to store oil before it was transferred to ocean tankers (see Figures 33 - 35). From the storage tanks, oil was transported via pipelines onto wharfs and then to the tankers. In 1904 Union Oil Company built a new pier east of Port Harford that extended into deeper water to allow larger tankers to load oil (Rebuilt after a devastating storm in 1984, this pier was donated by Unocal to California Polytechnic University at San Luis Obispo in early 2000s). In 1906 Union Oil Company installed an oil pipeline along the top of the bluff. Ten years later, in 1916, its tank farm was dismantled following a devastating fire that destroyed much of the facility. Another tank farm, located east of Avila Beach, remained in operation until the 1990s.

For much of the 20<sup>th</sup> century Avila Beach remained an essentially blue-collar town for workers in the oil industry, as well as those employed at the nearby Diablo Nuclear Power Plant (Completed in 1973, Units 1 and 2 came on-line between 1985 and 1986) through the

remainder of the 20<sup>th</sup> century. In late 20<sup>th</sup> century the diminishing importance of oil production reduced the importance of the petroleum industry to the local economy and eventually led to the closure of the tank farm just east of Avila Beach and discontinuing of oil shipments from the Union Oil Company's wharf, which ended the community's century-long association with the petroleum industry. In the late 1980s the discovery of an extensive oil plume from this tank farm necessitated the demolition and rebuilding of much of the town in the early-to-mid 2000s, which was then recast as a beach resort.

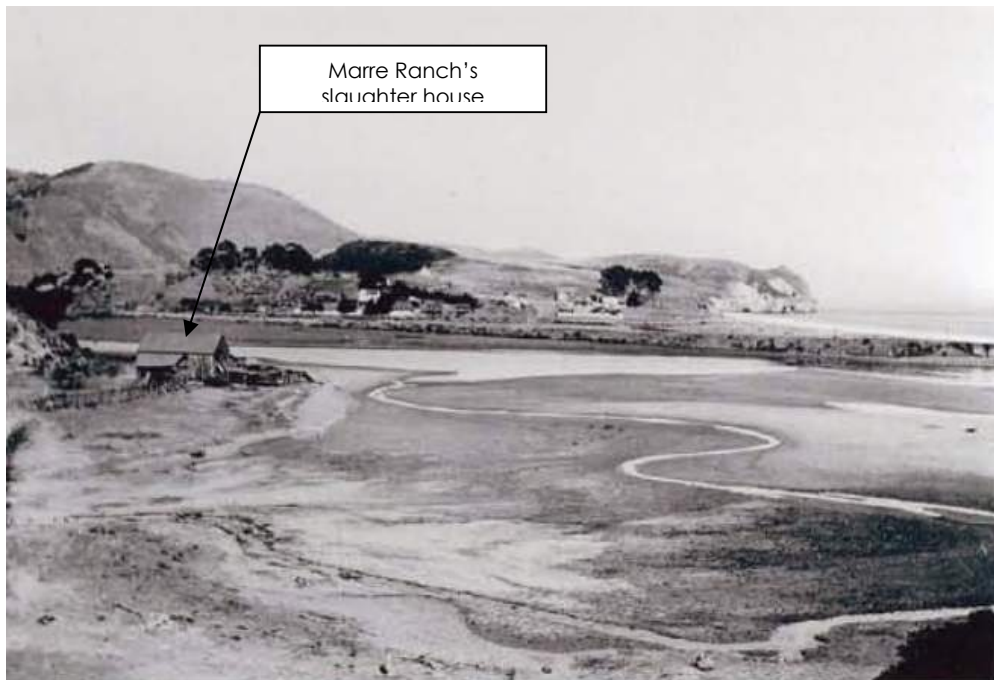
In June of 2016, after some four decades in operation, PG&E announced Diablo Canyon Nuclear Power Plant, which had been controversial since its construction had been first proposed, would be decommissioned by the mid-2020s. With the scheduled closure of the power plant Avila Beach's last links to "blue-collar industry" will have largely been relegated to the past.



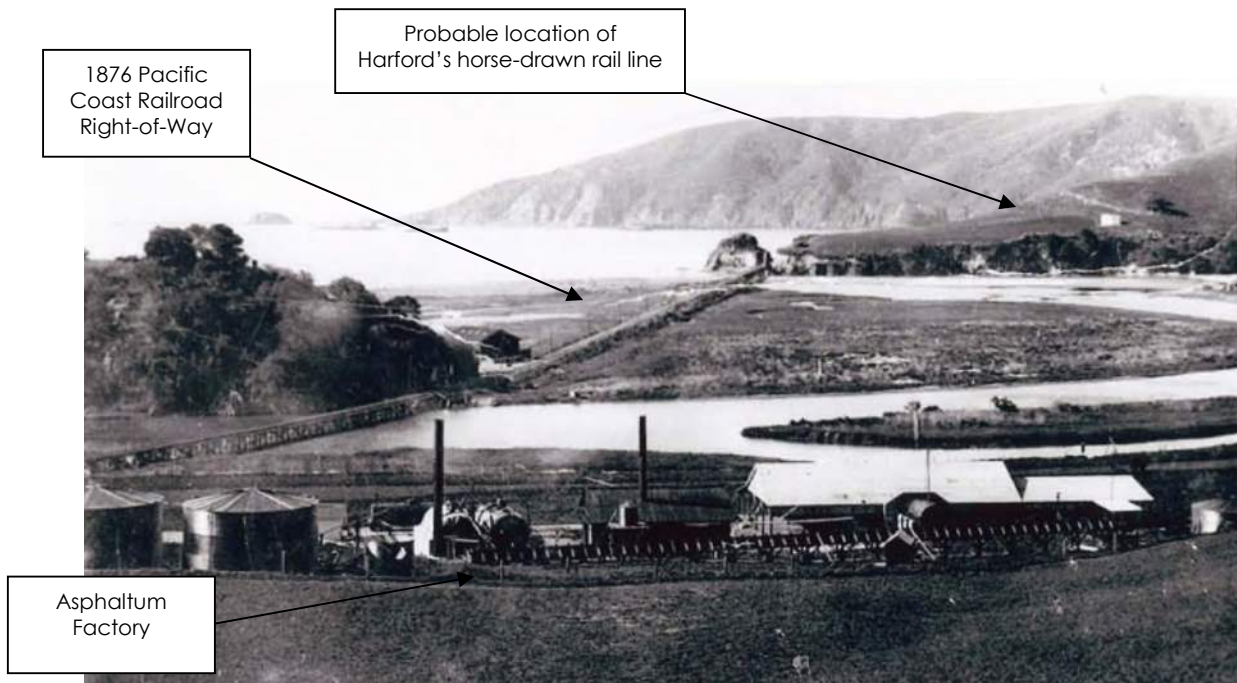
**Figure 21: Sketch Map of Horse-Drawn Railroad Right-of-Way (1873) and the Steam-Powered Railroad Line (1876) (Best 1964)**



**Figure 22: Remnants of Harford's 1873 Horse-Drawn Railroad and Tunnel (Looking east towards Avila Beach) (circa-1940) (San Luis Obispo Railroad Museum, Unocal Album)**



**Figure 23: Marre Ranch's slaughter house in foreground with Avila Beach in background. (Looking east) (circa-1900) (San Luis Obispo Railroad Museum, Unocal Album)**

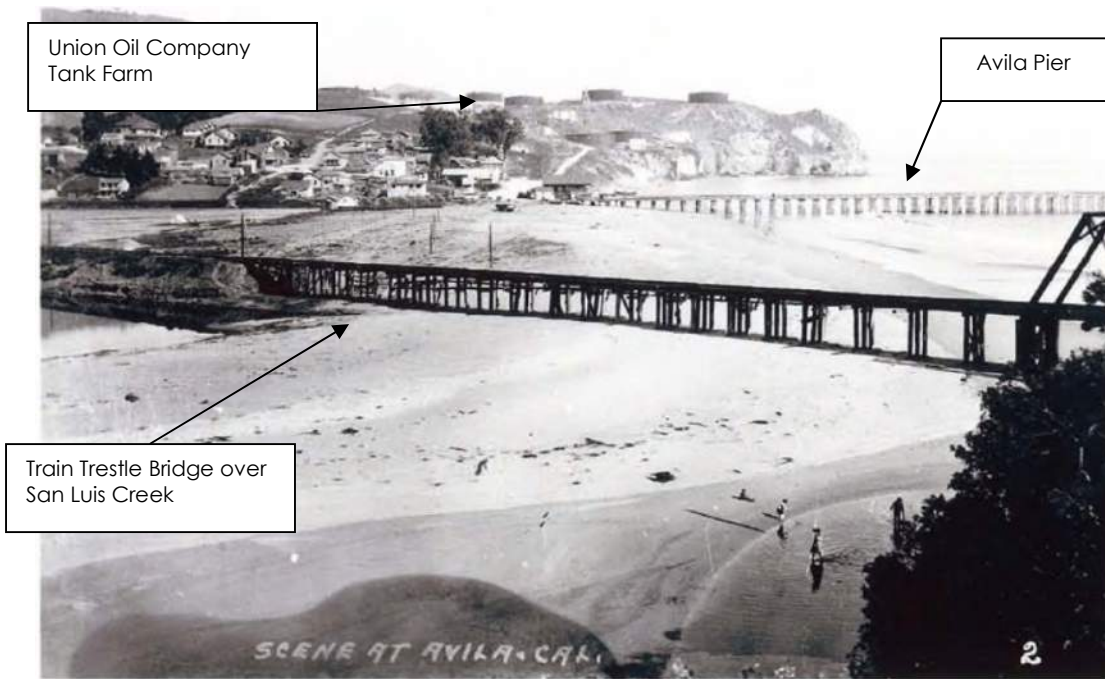


**Figure 24: Asphalt Plant (foreground) looking west towards the mouth of San Luis Creek and the trestle bridge built in 1876 (Circa-1911) (San Luis Obispo Railroad Museum, Unocal Album)**



**Figure 25: Early 20<sup>th</sup> Century view of the 1876 trestle bridge across San Luis Creek (Looking north) (San Luis Obispo Railroad Museum, Unocal Album)**





**Figure 26: Early 20<sup>th</sup> Century view of Avila Beach and the Union Oil Company tank farm from the west bank of San Luis Creek (Looking east) (Circa-1915) (San Luis Obispo Railroad Museum, Unocal Album)**



**Figure 27: View of Avila Beach looking northwest across San Luis Creek (Circa-1900) (San Luis Obispo Railroad Museum, Unocal Album)**



Harford's Railway Line  
Cut

**Figure 28: Superintendent's House (Circa-1914) at approximate location of the future San Luis Bay Inn (looking west)  
(San Luis Obispo Railroad Museum, Unocal Album)**



**Figure 29: Opening of Martin's Pavilion on June 2, 1914  
Looking west towards the project area  
(San Luis Obispo Railroad Museum, Unocal Album)**





**Figure 30: Pacific Coast Railway Bridge over San Luis Creek after storm damage in 1914 (Looking west)  
(San Luis Obispo Railroad Museum, Unocal Album)**

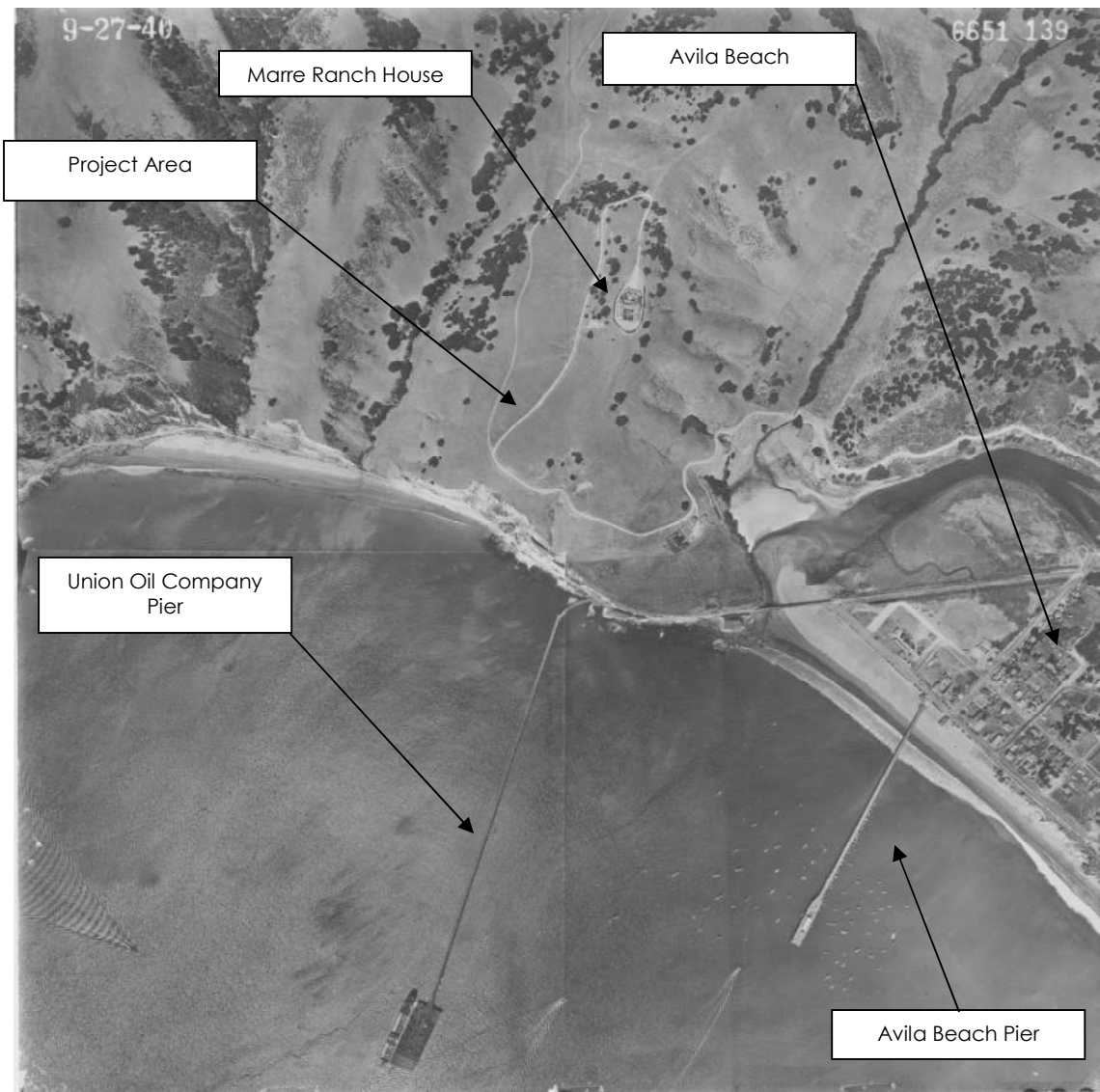


**Figure 31: Aerial View of the San Luis Creek, Avila Beach and the Union Oil Pier (Looking west) (Best 1964)**

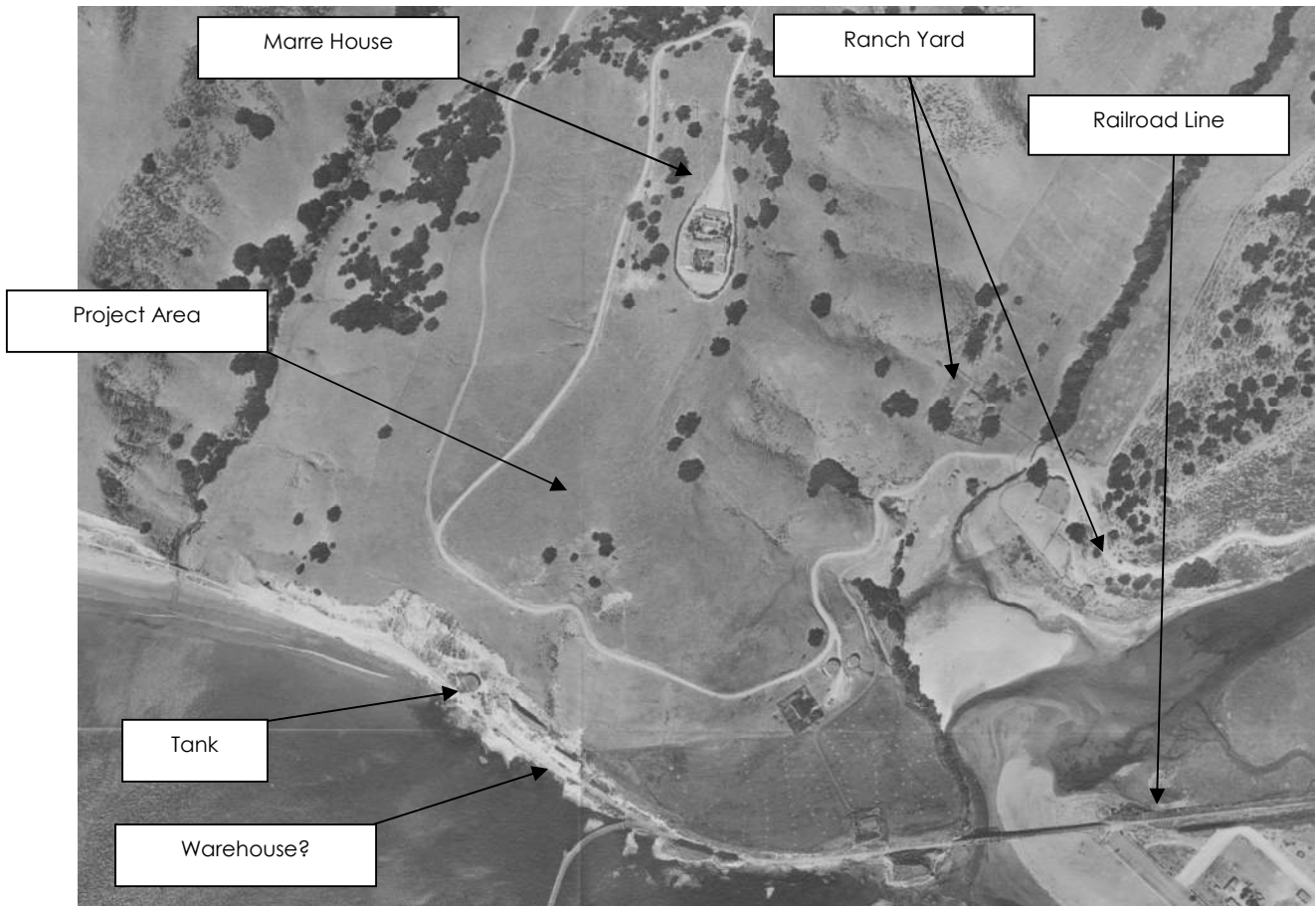




**Figure 32: 'San Miguel' Spur Track with Avila Beach and Union Oil Tank Farm in Background (1918) (San Luis Obispo Historical Society)**



**Figure 33: Project Area in 1940  
Flight 6651-142  
(Map and Imagery Lab, University of California, Santa Barbara)**



**Figure 33a: Project Area in 1940, with close-up of project vicinity  
Flight 6651-142  
(Map and Imagery Lab, University of California, Santa Barbara)**



**Figure 33b: Project Area in 1940, with close-up of possible route of the horse-drawn railroad  
Flight 6651-142  
(Map and Imagery Lab, University of California, Santa Barbara)**



**Figure 34: Project Area in 1949**  
**Flight axh-1949-45-41**  
**(Map and Imagery Lab, University of California, Santa Barbara)**





**Figure 35: Project Area in 2001**  
**Flight bqk-c 96-1**  
**(Map and Imagery Lab, University of California, Santa Barbara)**

## 5.0 SITE DESCRIPTION

### 5.1 Setting

Located on a bluff top overlooking the Pacific Ocean, the project parcel is an approximately 22-acre parcel located in an unincorporated area of San Luis Obispo County (see Figures 1 - 3). The parcel has an irregular semi-rectangular configuration and while it overlooks Avila Beach Drive and the ocean, its south property line only extends to the top of the bluff (see Figure 3). The topography is characterized by steep hillsides rising from approximately 90 feet at the southeast corner of property to 340 feet near the center of the northern parcel boundary (Figures 36 – 52 and see Figure 3). In addition to the coastal bluffs, a defining feature of the landscape is an elongated hilltop at the north end of the property which is defined on its west by Cherry Canyon and on its east by the mouth of San Luis Creek. The northern portion of this hilltop, which is not on the project parcel, is capped by the Spanish Colonial Revival style Marre House built in 1930. On its east side the project parcel is defined by the San Luis Inn that defines the westerly bank of San Luis Creek and the Avila Beach Golf

Course which extends along San Luis Creek. To the south the base of the bluff is defined by Avila Beach Drive, which extends west to Port Harford. Vegetation is primarily composed of introduced grasses and native plant communities, including stands of native oaks. The parcel's built improvements are confined to a roadway that extends through the property in an east to northwest direction where it exits onto the adjacent property. Neither the project parcel nor adjacent parcels are cultivated.

The project parcel and the area to the north and west are historically part of Marre Ranch. The ranch covered extensive acreage west and north of Avila Beach. Today, the remnants of the ranch's built improvements are largely confined to the Marre House. This large two-story Spanish Colonial Revival style duplex designed by the Santa Maria architect, Louis Noiré Crawford is adjacent to but not on the project parcel.



**Figure 36: View West Towards Project Property from Avila Beach  
(Photo taken 2016)**





**Figure 37: View West Towards Project Property from Avila Beach  
(Photo taken 2016)**



**Figure 38: View West Towards San Luis Inn from Avila Beach  
(Photo taken 2016)**





**Figure 39: Marre Road a gravelled road that leads south towards project parcel. Flanked on its east by the San Luis Inn (not on project parcel), looking south (Photo taken 2017)**



**Figure 40: Marre Road Leading North to Ana Bay Road and the Avila Beach Golf Course (not on project parcel), looking north (Photo taken 2017)**



**Figure 41: View of the San Luis Creek Estuary and Avila Beach, looking east from San Luis Inn (not on project parcel) (Photo taken 2017)**



**Figure 42: View of the Marre House, looking northwest (not on project parcel) (Photo taken 2017)**





**Figure 43: Looking west along Marre Ranch Road onto the Project Parcel  
(Photo taken 2016)**



**Figure 44: Looking west from Marre Ranch Road towards Port San Luis (Photo taken 2016)**





**Figure 45: Looking west from East End of Project Parcel towards Port San Luis (Photo taken 2016)**



**Figure 46: Looking North towards Marre Ranch House (Photo taken 2016)**



**Figure 47: Looking East along Avila Beach Drive towards Avila Beach (Photo taken 2016)**



**Figure 48: View of Project Location from below Avila Beach Drive, looking northeast (Photo taken 2016)**





**Figure 49: View of Project Location from below Avila Beach Drive, looking east  
(Photo taken 2016)**



**Figure 50: View of Project Location from below Avila Beach Drive, looking east  
(Photo taken 2016)**





**Figure 51: View towards the Project Property from Avila Beach Drive, looking north (not on project parcel) (Photo taken 2017)**



**Figure 52: View towards the Project Property from the Intersection of Avila Beach Drive and Wild Cherry Canyon Road, looking east (not on project parcel) (Photo taken 2017)**

## 6.0 IDENTIFICATION OF HISTORICAL RESOURCES

### 6.1 National Register of Historic Places Criteria

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Four criteria provide the basis under which a structure, site, building, district, or object can be considered significant for listing on the National Register. A potential resource needs to meet only one of the four criteria to achieve significance. The criteria include resources that:

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

In addition, as noted in NPS Bulletin 22, the following Criteria Considerations should be considered when considering a property's eligibility for listing in the National Register of Historic Resources:

*Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:*

- (a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or*
- (b) A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or*
- (c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.*
- (d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;*  
*or*
- (e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or*
- (f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or*

*(g) A property achieving significance within the past 50 years if it is of exceptional importance. This exception is described further in NPS "How to Evaluate and Nominate Potential National Register Properties That Have Achieved Significance Within the Last 50 Years" which is available from the National Register of Historic Places Division, National Park Service, United States Department of the Interior, Washington*

#### Application of the Criteria

*A. Are associated with events that have made a significant contribution to the broad patterns of our history*

##### APN 076-174-009

The project property was part of the Marre Ranch, which encompassed part of Rancho San Miguelito, a Mexican era land grant. During the occupancy of the Avila and Marre families, built improvements on the project parcel were limited to a horse-drawn railroad built by John Harford that was in operation between 1873 and 1876. After the line was dismantled, part of the former railroad Right-of-Way appears to have been converted into an unsurfaced roadway. While the horse-drawn railroad line has lost its original tracks and portions of the Right-of-Way have been removed, other sections, including a segment on the project parcel, appear to remain in place. This rail line was the earliest railroad line in San Luis Obispo County and the only horse-drawn railroad in the region. Moreover, it has a direct association with John Harford a key figure in the establishment of Port Harford as San Luis Obispo's primary port. Therefore, the former railroad line meets Criterion A, because of its association with the history of railroad transportation in San Luis Obispo County. The project parcel, which represents a small portion of the Marre Ranch, that was largely relegated to use as grazing land, is not eligible for listing under Criterion A.

##### APN 076-170-022

The Marre House is located on this parcel. Built in 1930 for the Marre family it has no direct association with the Avila family. While the Marre family played a leading role in the local community, no significant historic events appear to have occurred on the property during their occupancy. Therefore, the parcel does not meet Criterion A.

*B. Are associated with the lives of persons significant in our past*

##### APN 076-174-009

Part of the project parcel was the location of a horse-drawn railroad. Built by John Harford it was in operation between 1873 and 1876. This line was the earliest and only horse-drawn railroad line in San Luis Obispo County. The railroad was an integral element of a larger series of improvements, including a wharf, which greatly improved San Luis Obispo's transportation links to the rest of California. Consequently, the project parcel has a direct association with John Harford, a key figure in the establishment of Port Harford (later Port San Luis) as San Luis Obispo's primary port. Therefore, the Right-Of-Way of the former railroad line meets Criterion B.

APN 076-170-022

As ranchers and landowners, the Marres played a leading role in the local community and were among the most successful ranchers in San Luis Obispo County during the early to mid-20<sup>th</sup> century. As the location of the Marre family's main residence, which they occupied between 1930 and 2008, the parcel meets Criterion 2.

*C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction*

APN 076-174-009

As noted above, part of the project parcel was the location of a horse-drawn railroad, built by John Harford that was in operation between 1873 and 1876. Remnants of this line appear to be confined to sections of the former Right-Of-Way with the track and rail-bed having been removed more than 100 years ago. Because of the loss of the rail bed and tracks the line has lost many of its character-defining features. However, since portions of the route appears to remain in place, the line retains one of its distinctive elements, the route extending up and over several hills and down several slopes to Port Harford. Therefore, the former railroad line meets Criterion C.

APN 076-170-022

Designed by Louis Crawford, San Luis Obispo's leading early 20<sup>th</sup> century Period Revival architect, the Marre House represents his largest and most elaborate Spanish Colonial Revival residential commission. Based on a review of recent photographs, the house appears to preserve most of its character-defining architectural features and materials that identify it as important example of its architectural style. Therefore, the house meets Criterion 3.

*D. Have yielded, or may be likely to yield, information important in prehistory or history.*

APN 076-174-009

The application of Criterion D to the project parcel is evaluated in a report prepared by Applied Earthworks.

APN 076-170-022

The application of Criterion D to this parcel is evaluated in a report prepared by Applied Earthworks.

**6.1.1 Historic Context**

Once a potential resource is determined to have met one of the four significance criteria, its significance should be evaluated within its historic context or historical pattern relevant to a particular geographic area. Historic contexts are found at a variety of geographical levels or scales, specifically the local, state or national level. The geographic scale selected may relate



to a pattern of historical development, a political division, or a cultural area.

### 6.1.2 Period of Historic Significance

According to National Register Bulletin 16A, the “period of significance” is defined as “the length of time when a property was associated with important events, activities, or persons, or attained the characteristics that qualify it for National Register listing. Period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.” There are different guidelines to establish the period of significance for the four criteria of historical significance, as follows:

- *Criterion A: For the site of an important event, such as a pivotal five-month labor strike, the period of significance is the time when the event occurred. For properties associated with historic trends, such as commercial development, the period of significance is the span of time when the property actively contributed to the trend.*
- *Criterion B: The period of significance for a property significant for Criterion B is usually the length of time the property was associated with the important person.*
- *Criterion C: For architecturally significant properties, the period of significance is the date of construction and/or the dates of any significant alterations and additions.*
- *Criterion D: The period of significance for an archeological site is the estimated time when it was occupied or used for reasons related to its importance, for example, 3000-2500 B.C.*

The property's potential areas of significance include the following: **Criterion A:** The period between 1873 to 1876, which entailed the construction and operation of John Harford's horse-drawn railroad; **Criterion B:** the period between 1930 and 1969, the occupancy of the Marre House by the Marre family, between the construction of the Marre House in 1930 until the removal of the Marre ranch buildings in 1969; and **Criterion C:** The year 1930, the date of construction of the house designed by Louis Crawford.

### 6.1.3 Evaluation of the Rural Landscape

The following section of the report evaluates the integrity of the project property and its setting as a rural landscape:

Because of the overriding presence of land, natural features, and vegetation, the seven qualities of integrity called for in the National Register criteria are applied to rural landscapes in special ways. According to National Register of Historic Places Bulletin 30, Guidelines for Evaluating and Documenting Rural Historic Landscapes, historic integrity is defined as follows:

*“Historic integrity is the composite effect of seven qualities: location, design, setting, materials, workmanship, feeling, and association. Decisions about historic integrity require professional judgments about whether a property today reflects the spatial organization, physical components, and historic associations that it attained during the periods of significance. A property's periods of significance becomes the benchmark for measuring whether subsequent changes contribute to its historic evolution or alter its historic integrity. Historic integrity requires that the various characteristics that shaped the land during the historic period be present today in much the same way they were*

*historically. No landscape will appear exactly as it did fifty or one hundred years ago. Vegetation grows, land use practices change, and structures deteriorate. The general character and feeling of the historic period, however, must be retained for eligibility."*

Historic integrity can be threatened by major changes, such as large-scaled farming practices that obliterate historic field patterns, flatten the contours of the land and erase historic boundary markers, outbuildings, and fences. Integrity also may be lost due to the cumulative effects of relocated and/or loss of historic buildings and structures, interruptions in the natural succession of vegetation and the disappearance of small-scaled features that once defined historic land uses.

The following changes, when occurring after the period of significance, also may reduce the historic integrity of a rural landscape:

- *changes in land use and management that alter vegetation, change the size and shape of fields, erase boundary demarcations, and flatten the contours of land;*
- *deterioration, abandonment, and relocation of historic buildings and structures;*
- *substantial alteration of buildings and structures (remodeling, siding, additions);*
- *replacement of structures, such as dams, bridges, and barn; and*
- *loss of boundary demarcations and small-scaled features (fences, walls, ponds, and paving stones).*

The final decision in regard to integrity is based on the condition of the overall property and its ability to convey significance. The strength of historic landscape characteristics and the nature, extent, and impact of changes since the period of significance are important factors to consider.

The remaining components of the Marre Ranch are largely relegated to the Marre House and the pattern and extent of the grazing lands that extend across the project parcel and most of the adjacent parcels. The rural landscape's period of significance is circa-1930 to 1969, the period between the construction of the Marre House, the most distinguished element of the built landscape, and the demolition of the complex of ranch buildings located at the east end of the ranch and their replacement by a resort hotel and golf course.

### The Seven Aspects of Integrity of Rural Landscapes

The relevant aspects of integrity depend upon the criteria applied to the property. For example, a property nominated under events would convey its significance primarily through integrity of location, setting, and association. A property nominated solely under architecture would rely upon integrity of design, materials, and workmanship. Assessing the integrity of rural landscapes requires the application of the following criteria enumerated in National Register of Historic Places Bulletin 30:

**Location:** *Location is the place where the significant activities that shaped a property took place. Geographical factors, including proximity to natural resources, soil fertility, climate, and accessibility, frequently determined the location of rural settlements. In some places, these factors have continued to spur growth and development. In others, they have insulated*

*communities from change, fostering the preservation of historic characteristics, practices, and traditions. A rural landscape whose characteristics retain their historic location has integrity of location.*

Some elements of the rural landscape have survived, including the Marre House and the grazing lands that composed the Marre Ranch during the period of significance (1930-1969). The project parcel appears to retain its integrity of location for the horse-drawn railroad, as it remains undeveloped. The most significant losses to the overall integrity of location occurred in 1969 when the complex of outbuildings that housed ranch-related activities, such as stables, barns, and workers, were demolished and replaced with the San Luis Inn and the Avila Beach Golf Course. The loss of these support facilities, once located on adjacent properties to the project parcel have somewhat diminished Marre Ranch's integrity of location because of the construction of subsequent improvements outside the period of significance, such as the construction of a resort hotel and golf course that are not characteristic of the historic use of the property as a ranch. Nevertheless, despite these changes, the project parcel and the parcels that encompass the Marre House remained largely unaltered and can still convey their appearance and features dating to the period of significance. Therefore, the project property portion of the Marre Ranch retains its integrity of location.

**Design:** *Design is the composition of natural and cultural elements comprising the form, plan, and spatial organization of a property. Design results from conscious and unconscious decisions over time about where areas of land use, roadways, buildings and structures, and vegetation are located in relationship to natural features and to each other. Design also relates to the functional organization of vegetation, topography, and other characteristics, for example, upland pastures bounded by forested hillsides and windbreaks sheltering fields or orchards.*

*New vegetation or reforestation may affect the historic integrity of design. Changes in land use may not seriously alter integrity if historic boundary demarcations, circulation networks, and other components remain in place. Shifts in land use from wheat field to pasture or the introduction of contour plowing may not seriously affect the overall design, whereas the extensive irrigation and planting of fruit trees on land historically used for cattle grazing would.*

The complex of ranch-related features including barns, stables, the dairy and other outbuildings have been removed and a resort and golf course have been built at their location at the east end of the ranch. These changes have diminished the ability of the ranch to convey its appearance during the period of significance. Because of these alterations the rural landscape off the east end of the project parcel no longer retains its integrity of design. The area located off the west and north ends of the project parcel are essentially unchanged since the period of significance.

**Setting:** *Setting is the physical environment within and surrounding a property. Large-scale features, such as bodies of water, mountains, rock formations, and woodlands, have a very strong impact on the integrity of setting. Small-scale elements such as individual plants and trees, gateposts, fences, milestones, springs, ponds, and equipment also cumulatively contribute to historic setting.*

The setting retains some ranch-related features, such as the network of graveled roads and much of the surrounding landscape composed of grazing land. The east end of the Marre Ranch, however, underwent substantial alterations in 1969 when the ranch yard, located adjacent to San Luis Creek, with its associated outbuildings, was demolished and replaced by a resort hotel and golf course (see Figure 35 & 38 -41). Because of these modifications the east end of the rural landscape retains a low level of integrity of setting, while the west end, which has not been altered, has retained its integrity of setting. The project parcel appears to retain its integrity of setting for the horse-drawn railroad as it remains undeveloped.

**Materials:** *Materials within a rural property include the construction materials of buildings, outbuildings, roadways, fences, and other structures. The presence of native minerals, stone, and even soil can add substantially to a rural area's sense of time and place. These may be present in natural deposits or built construction.*

*Vegetation, as material, presents a complex problem. Plants do not remain static but change over time and have a predictable lifespan. While hardwoods and evergreens thrive for decades, most crops are seasonal and demand rotation. Plants and trees are subject to blights and disease and may be damaged by weather and climatic changes. Furthermore, the relationships among plant species vary over time due to differing growth patterns and lifespans, animal grazing behavior, and changes in soil conditions. Soil exhaustion, erosion, improper crop rotation, availability of water, and pollution may affect soil productivity and alter the succession of vegetation.*

*Original plant materials may enhance integrity, but their loss does not necessarily destroy it. Vegetation similar to historic species in scale, type, and visual effect will generally convey integrity of setting. Original or in-kind plantings, however, may be necessary for the eligibility of a property significant for specific cultivars, such as a farm noted for experiments in the grafting of fruit trees.*

A review of aerial photographs taken between 1940 and 2001 reveal the project parcel and the parcels to the north and west have largely retained the types of vegetation that characterized them during the period of significance (1930-1969). However, the parcels adjacent to the east end of the project parcel have been substantially altered through the replacement of grazing land and the ranch yard by a resort hotel and golf course. Therefore, with the exception of the east end of the project parcel, the rural landscape has retained its integrity of materials in regard to the occupancy of the Marre family, but not for the former Right-of-Way for the horse-drawn railroad, which has lost all of its original construction materials.

**Workmanship:** *Workmanship is exhibited in the ways people have fashioned their environment for functional and decorative purposes. It is seen in the ways buildings and fences are constructed, fields are plowed, and crops harvested. The workmanship evident in the carved gravestones of a rural cemetery endures for a long time. Although the workmanship in raising crops is seasonal, it does contribute to a property's historic integrity if it reflects traditional or historic practices.*

A review of aerial photographs taken between the 1940 and 2001, reveal that the project parcel and the parcels to the north, west, and south sides of the project parcel have largely



retained the vegetation and topography that characterized them during the period of significance (1930-1969). However, the parcel that borders the east end of the project parcel has been substantially altered through the replacement of grazing land and the ranch yard by a resort hotel and golf course, which have negatively impacted the resource's ability to convey its original character of workmanship. In addition, the former horse-drawn railroad line does not retain its integrity of workmanship due to the loss of its original rail bed and rails, as well as other features, such as the tunnel on the bluff edge.

**Feeling:** *Feeling, although intangible, is evoked by the presence of physical characteristics that reflect the historic scene. The cumulative effect of setting, design, materials, and workmanship creates the sense of past time and place. Alterations dating from the historic period add to integrity of feeling while later ones do not.*

A review of aerial photographs taken between the 1940s and the mid-2000s reveal that the project parcel and the parcels to the north, west and south have largely retained the vegetation, topography and character that characterized them during the period of significance (1930-1969). Therefore, because this portion of the ranch land remains essentially unaltered, the project parcel and the rural landscaping surrounding the north, west and south sides of the project property have retained their integrity of feeling. In addition, the Right-Of-Way for the former horse-drawn railroad line retains its integrity of feeling because a part of the route remains in place, even though its rail bed and tracks have been removed. However, the parcels that border the east end of the project parcel no longer retain their integrity of feeling because they have been substantially altered through the loss of grazing land and the ranch yard by the building of a resort hotel and golf course.

**Association:** *Association is the direct link between a property and the important events or persons that shaped it. Integrity of association requires a property to reflect this relationship. Continued use and occupation help maintain a property's historic integrity if traditional practices are carried on. Revived historic practices, traditional ceremonies or festivals, use of traditional methods in new construction, and continuing family ownership, although not historic, similarly reinforce a property's integrity by linking past and present. New technology, practices, and construction, however, often alter a property's ability to reflect historic associations.*

The project parcel retains sufficient integrity to convey its association with the Marre family during the period of significance (1930 and 1969), as well as its association with the horse-drawn railroad's Right-of Way, the remaining element of the horse-drawn railroad between 1873 and 1876.

### Overall Integrity

#### APN 076-174-009

As noted in the National Register guidelines, the final decision about integrity is based on the condition of the overall property and its ability to convey significance. An application of the integrity criteria reveals that the project parcel retains sufficient integrity to convey its association with the Marre Ranch, under Criteria B and C. While the remnants of the horse-drawn railroad Right-Of-Way retain their integrity of setting, feeling and association, the loss of

segments of the Right-Of-Way and all its rail bed and track have impacted the ability of the remnants of the line to convey its historical associations. However, since segments of the Right-O-Way appear to survive, the route of the line would appear to retain sufficient integrity to make it eligible for listing as a historic resource in the National Register of Historic Places under Criteria A, B and C.

#### APN 076-170-022

While the agricultural features and related agricultural buildings once associated with the Marre Ranch have been removed, nevertheless, the Marre House and its surroundings (excluding the former ranch yard), as well as the project parcel, have retained their overall integrity of setting. The Spanish Colonial Revival style house designed by Louis Marre and built in 1930 appears to have maintained its integrity of location, design, materials and craftsmanship (while the house could not be surveyed a review of aerial photographs and recent images indicates it has likely retained its overall integrity). Consequently, the house on APN 076-170-022 would appear to maintain sufficient integrity to convey those qualities that make it eligible for listing as a historic resource in the National Register of Historic Places under Criteria B and C.

#### Rural Landscape

As noted in the National Register guidelines, the final decision about integrity is based on the condition of the overall property and its ability to convey significance. While the ranching-related buildings that were critical to interpreting the historic use of the Marre Ranch as a working ranch/agricultural enterprise have been almost entirely removed, leaving only in place the Marre House built in 1930 and substantial portions of its ranch lands. Because of these changes, which alter the ability of the rural landscape to convey its status as a component of what was once a working ranch, the rural landscape on the project property does not meet any of the criteria necessary for listing in the National Register of Historic Places.

### **6.2 Application of the California Register of Historical Resources Criteria**

The California Register of Historical Resources (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 the California Environmental Quality Act (CEQA). All resources listed on or formally determined eligible for the National Register are automatically listed in the California Register. In addition, properties designated under municipal or county ordinances are also eligible for listing in the California Register.

The California Register criteria are modeled on the National Register criteria discussed above. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architecturally, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource, provided the lead agency's determination

is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

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

The California Register automatically includes the following:

- *California properties listed or formally determined eligible for listing in the National Register of Historic Places;*
- *California Registered Historical Landmarks from #0770 onward; and*
- *California Points of Historical Interest that have been evaluated by the Office of Historical Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion in the California Register.*

Other resources may be nominated for listing in the California Register based on the criteria stated above.

### **6.2.1 Identification of Historic Resources under the California Register of Historical Resources Criteria**

As discussed above, the California Register criteria are modeled after the Register of Historic Places Criteria. The project area was evaluated above under the National Register criteria in Section 6.1 of this report, Evaluation under National Register Criteria. Therefore, this section will briefly summarize the eligibility of the resources under each criterion.

#### *Evaluation under Criterion 1*

**Criterion 1)** *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

#### APN 076-174-009

The project property was once part of the Marre Ranch, which was originally associated with Rancho San Miguelito, a Mexican era land grant. During the occupancy of the Avila and Marre families, built improvements on the project parcel were limited to a horse-drawn railroad built by John Harford that was in operation between 1873 and 1876. After the line was dismantled, part of the former railroad Right-Of-Way appears to have been converted into an un-surfaced roadway. While the horse-drawn railroad line has lost its original tracks and portions of the right-of-way have been removed other sections, including a segment on the project parcel, appear to have remained in place. This rail line was the earliest railroad line in San Luis Obispo County and the only horse-drawn railroad in the region. Moreover, it has a direct association with John Harford a key figure in the establishment

of Port Harford as Luis Obispo's primary port. Therefore, the former railroad Right-Of-Way meets Criterion 1.

APN 076-170-022

The Marre House, located on this parcel, was built in 1930 for the Marre family and has no direct association with the Avila family. While the Marre family played a leading role in the local community, no significant historic events appear to have occurred on the property during their occupancy. Therefore, the parcel does not meet Criterion 1.

*Evaluation under Criterion 2*

**Criterion 2)** *Is associated with the lives of persons important in our past;*

APN 076-174-009

As noted above, part of the project parcel was once the location of a horse-drawn railroad, built by John Harford that was in operation between 1873 and 1876. This line was the earliest and only horse-drawn railroad line in San Luis Obispo County. The railroad was an integral element of a larger series of improvements, including a wharf, which greatly improved San Luis Obispo's transportation links to the rest of California. Consequently, the project parcel has a direct association with John Harford, a key figure in the establishment of Port Harford as Luis Obispo's primary port. Therefore, the Right-Of-Way of the former railroad line meets Criterion 2.

APN 076-170-022

Because, the Marre family played a leading role in the local community, and were among the most successful ranchers in San Luis Obispo County during the early to mid-20<sup>th</sup> century, the parcel meets Criterion 2.

*Evaluation under Criterion 3*

**Criterion 3)** *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*

APN 076-174-009

As noted above, part of the project parcel was the location of a horse-drawn railroad, built by John Harford that was in operation between 1873 and 1876. Remnants of this line appear to be confined to sections of the former Right-Of-Way with the track and rail-bed having been removed more than 100 years ago. Because of the loss of the rail bed and tracks the line has lost many of its character-defining features. However, portions of the rail line route still appear to have remained in place, retaining one of horse-drawn railroad's distinctive elements, the route extending up and over several hills and down several slopes. Therefore, the former railroad line meets Criterion 3.

#### APN 076-170-022

Designed by Louis Crawford, San Luis Obispo's leading early 20<sup>th</sup> century Period Revival architect, the Marre House represents his largest and most elaborate Spanish Colonial Revival residential commission. Therefore, the Marre House meets Criterion 3.

Evaluation under Criterion 4

**Criterion 4):** *Has yielded, or may be likely to yield, information important in prehistory or history.*

#### APN 076-174-009

The application of Criterion 4 to the project parcel is evaluated in a report prepared by Applied Earthworks.

#### APN 076-170-022

The application of Criterion 4 to this parcel is evaluated in a report prepared by Applied Earthworks.

### **6.2.2 Summary of Eligibility for Listing in the California Register of Historical Resources**

To summarize, remnants of the horse-drawn railway on APN 076-174-009 are eligible for listing in the California Register of Historical Resources under Criteria 1, 2, 3. The Marre House on APN 076-170-022 is eligible for listing in the California Register of Historical Resources under Criteria 2 & 3. As noted in the evaluation for listing in the California Register of Historical Resources, the rural landscape on the project parcel can no longer effectively convey its historic appearance or association with the early to mid-20<sup>th</sup> century history of ranching in Avila Beach due to the loss of its ranch yard and associated buildings, a vital and character-defining element that helped define the property as a working ranch. Therefore, project parcel is not eligible for listing as significant rural landscape at the state level.

### **6.3 California Environmental Quality Act (CEQA) Criteria for Evaluation**

Section 21084.1 of the Public Resources Code provides the framework for determining whether a property is an historic resource for CEQA purposes. Historic resources that are listed in or eligible for listing in the California Register of Historical Resources (California Register), that are per se significant other resources, that are officially designated on a local register, or that are found to be significant by the State Historic Preservation Officer (SHPO) under Section 5024.1 (j) of the Public Resources Code are presumed to be significant. According to CEQA, in determining potential impacts on historical resources under CEQA, projects are reviewed according to the Secretary of the Interior's Standards (Standards.) (The Standards are discussed in detail below). A "substantial adverse change" means "demolition, destruction, relocation, or alteration of the resource such that the significance of an historical resource would be materially impaired." The setting of a resource should also be taken into account in that it too may contribute to the significance of the resource, as impairment of the setting could affect the significance of a resource. Material impairment occurs when a project:



1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA Section 15064.5 defines historical resources as follows:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources Commission (State CEQA Guidelines Section 5024.1, Title 14 CCR, Section 4850 et seq.).

There are several ways in which a resource can be listed in the California Register, which are codified under Title 14 CCR, Section 4851:

- A resource can be listed in the California Register by the State Historical Resources Commission.
  - If a resource is listed in or determined eligible for listing in the National Register of Historic Places (National Register), it is automatically listed in the California Register.
  - If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the California Register.
- (2) A resource included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

The requirements set forth in PRC 5024.1(g) for historical resources surveys are:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- The survey has been or will be included in the State Historic Resources Inventory.
- The survey and the survey documentation were prepared in accordance with office [of Historic Preservation] procedures and requirements.

- *The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.*
- *If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.*

(3) *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.*

*Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).*

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

CEQA regulations identify the Secretary of the Interior's Standards as a measure to be used in determinations of whether or not a project of new development or rehabilitation adversely impacts an "historical resource." Section 15064.5(b)(3) states:

*Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.*

Section 15064.5(a)(4) of the CEQA Guidelines states:

*The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.*

### 6.3.1 Identification of Historical Resources under CEQA

#### Evaluation under CEQA Criterion 1

**Criterion 1:** *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources Commission (Public Resources Code Section 5024.1, Title 14 CCR, Section 4850 et seq.) (CEQA Guidelines 15064.5(1)).*

None of the resources within or adjacent to the project parcel are listed in the California Register of Historical Resources, nor have they been determined by the State Historical Resources Commission to be eligible for listing in the California Register of Historical Resources. Therefore, the project parcel does not meet Criterion 1.

#### Evaluation under CEQA Criterion 2

**Criterion 2:** *A resource included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant (CEQA Guidelines 15064.5(2)).*

Criterion 2 under CEQA is based upon an analysis of significance under the California Register of Historical Places. Such an analysis was performed and is provided in Section 6.2 of this report under the California Register of Historical Resources criteria. To summarize the findings, the former railroad Right-Of-Way on APN 076-171-009 and the Marre House on APN 076-174-022 meet Criterion 2.

#### Evaluation under CEQA Criterion 3

**Criterion 3:** *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).*

Provided the findings of this report are accepted by the lead agency, the former railroad Right-Of-Way on APN 076-171-009 and the Marre House, which appears to retain its integrity of design, on APN 076-174-022 meet Criterion 3.

### 6.4 Summary Statement of Significance

Table 3 (below) summarizes the findings of this report. The findings of this report determined that significant historic resources on the project parcel are confined to the potential route of

the horse-drawn railroad on APN 076-174-009. The report also determined that the Spanish Colonial Revival style house, located on APN 076-174-022, is eligible for listing as a significant historic resource at the State level, as well as in the National Register of Historic Places (at the local level) because it represents an intact and outstanding example of high style Spanish Colonial Revival style architecture

<b>Table 3 Potential Significant Historic Resources</b>					
<b>Address</b>	<b>Building, Structure or Feature and Date</b>	<b>Type</b>	<b>Eligible for listing on the California Register</b>	<b>Eligible for listing on the National Register</b>	<b>Notes</b>
<b>Project Parcel</b>			Criteria 1, 2 and 3	Criteria A and B	
<b>APN 076-171-009</b>					
	Right-of-Way for the horse-drawn railway		Yes	Yes	
	Rural/agricultural Landscape		No	No	
<b>Adjacent Parcels</b>					
<b>APN 076-174-022 &amp; 076-174-026</b>	Marre House parcel and its surroundings				
	Marre Ranch House	Spanish Colonial Revival	Yes, 3	Yes	
	Rural/agricultural Landscape	Vernacular landscape	No	No	

## 7.0 ASSESSMENT OF PROJECT IMPACTS

To assess the effects of the proposed project on the identified individual historic features within the project site, the definition of significant effects from CEQA Appendix G, Section 15064.5, was used in combination with the more specific language found in Section 106 of the National Preservation Act of 1966 (36 CFR §800 as amended). Specifically, § 800.5 (a) (1) states that an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

§ 800.5 (a) (2) states that adverse effects on historic properties include, but are not limited to:

- (i) *Physical destruction of or damage to all or part of the property;*
- (ii) *Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access,*

- that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;*
- (iii) Removal of the property from its historic location;*
  - (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;*
  - (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*
  - (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*
  - (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.*

Under CEQA, modifications or alterations to a designated historic resource must be evaluated to determine if they will result in an adverse impact to the resource. An adverse effect is defined by as an action that will diminish the integrity of those aspects of the property that make it eligible for the listing at the local or state level, or in the National Register of Historic Places.

The thresholds for significance under CEQA were identified in Section 6.3 of this report, Significant Historical Resources under CEQA. To reiterate, CEQA defines an adverse effect in the following manner: A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. To reiterate, CEQA defines material impairment of a historic resource as follows:

- A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;*
- B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
- C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA (State CEQA Guidelines Section 15064.5).*

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) shall be considered as mitigated to a level of less than significant. Therefore, in determining the impact of a project on an "historical resource,"



CEQA regulations require the application of the Secretary of the Interior's Standards to determine if the project results in a substantial adverse change to the resource or those physical characteristics or character-defining spaces and features that convey its historical significance.

## **7.1 Application of the Secretary of the Interior's Standards for Rehabilitation**

Evolving from the *Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards* that were developed in 1976, the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* were published in 1995 and codified as 36 CFR 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." The Secretary of the Interior's Standards for Rehabilitation are ten basic principles created to help preserve the distinctive character of an historic building and its site while allowing for reasonable change to meet new needs. The Standards apply to historic properties of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. These Standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

As discussed above, CEQA regulations identify the Secretary of the Interior's Standards as a measure to be used in determinations of whether or not a project or new development or a rehabilitation, adversely impacts an "historical resource." The Secretary of the Interior's Standards state:

1. *A property shall be used as its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
2. *The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, and spaces that characterize a property shall be avoided.*
3. *Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*
4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
5. *Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*
6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features will be substantiated by documentary, physical or pictorial evidence.*
7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Infill and redevelopment projects that could affect historic resources may be subject to review based on Standards 9 and 10 of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, which state:

9. *New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the integrity of the property and its environment.*
10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Therefore, in determining the impact of a project on an "historical resource," CEQA regulations require the application of the Secretary of the Interior's Standards to the question of whether the project results in a substantial adverse change to the resource and in particular those physical characteristics or character-defining spaces and features that convey its historical significance.

The CEQA Guidelines Section 15064.5(b)(3) state: *Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary's Standards, Weeks and Grimmer, 1995) shall be considered as mitigated to a level of less than a significant impact on the historic resource.*

While compliance with the Secretary's Standards indicates that a project may have a less than significant impact on an historical resource, the converse of this does not hold. Failure to comply with the Secretary's Standards is not, by definition, a significant impact under CEQA. CEQA recognizes that alterations that are not consistent with the Secretary's Standards may still not result in significant impacts on the historical resource. Therefore, the significance of project impacts on an historical resource can be evaluated by determining:

- Whether a project is in conformance with the Secretary's Standards (less-than-significant impact);
- Whether a project is in substantial conformance with the Secretary's Standards and does not result in material impairment (less-than-significant impact); or
- Whether a project is not in conformance with the Secretary's Standards and results in material impairment (significant impact).

The above criteria are important not only in determining whether the project would have a significant cultural resource impact but also in considering effective mitigation and alternatives.

## 7.2 Project Characteristics

The proposed project proposes construction of a resort style development of 50 detached hotel cottages and a main lodge and possibly an entry kiosk on the project parcel. Other proposed improvements include cut-in and fill-in, installation of utilities, new landscaping and alterations and paving of the existing road to transform it into an entry drive. Project plans are found in Appendix A of this report. The architectural style for the development is wood-sided vernacular type architecture inspired by the type of vernacular type wood-sided buildings once found on the Marre Ranch.

## 7.3 Determination of Impacts

APN 076-174-009

The current study finds that the former route of the horse-drawn railroad line that traversed a portion of the project parcel is potentially eligible for listing in the California Register of Historical Resources under Criterion 1, 2 and 3 and for listing in the National Register of Historic Places under Criteria B and C. The potential resource derives its importance from its status as one of the rare surviving elements of San Luis Obispo County's first and only horse-drawn railroad line, which played an important role in the establishment of Port Harford as the county's leading port. The project proposes a resort style development and open space on the property. While the proposed development envelope, for the most part, avoids new construction on what was the likely route of the railroad line, proposed improvements to the existing roadway, which appears to follow along part of its route, the original railroad line, has potential for impacting the east end of the former Right-Of-Way of the railroad which is a potential significant historic resource (the route of the 1873 horse-drawn railroad cannot be precisely determined, but appears to have followed a route close to the existing bluff edge, which if correct would be largely outside the area of direct impacts from the project). Therefore, the project has the potential for significant direct impacts to this resource. Consequently, implementation of the proposed project may materially alter in an adverse manner those physical characteristics of the resource that make it eligible for listing as a historic resource as defined in State CEQA Guidelines Section 15064.5 (b1-2).

Implementation of the mitigation measures outlined below would reduce project impacts to a less than significant level.

- 1) Photograph the property, including the likely route of the horse-drawn railroad prior to construction with large-format black-and-white photography, as well as produce a written report. The recordation shall be of sufficient detail to preserve a visual record of the building and shall meet the Historic American Buildings Survey ("HABS") / Historic American Engineering Record ("HAER") standards for documentation and photo-documentation of historic resources at a minimum Level 3 Recordation. This documentation shall be donated to a suitable repository, such as the San Luis Obispo County Historical Society or the library at California State University, San Luis Obispo.
- 2) The historian of record should consult with the project archaeologist to more clearly delineate the historic Right-Of-Way of the horse-drawn railroad to minimize impacts to remnants of the former horse-drawn railroad.

- 3) Design the access driveway to maintain a semi rural setting through appropriate paving and curbing types appropriate to the rural setting.
- 4) Commemoration of the railroad and its significance to the community's heritage shall be prepared and placed on-site. The commemoration shall be prepared by a county-approved architectural historian meeting the Professional Qualification Standards contained in the Secretary of the Interior's Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and with demonstrable experience preparing commemorative displays.

As noted in CEQA Guidelines Section 15064.5 (b)(3): "Generally a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historic resource" (Weeks and Grimmer: 1995). Provided the measures outlined above are implemented, the proposed project's impacts to the former route of the horse-drawn railroad's Right-of-Way would be reduced to a less than significant level.

APN 076-171-022

The current study finds that the Marre Ranch House (circa-1930) designed by Louis Crawford for Gaspar and Louie Marre is potentially eligible for listing in the California Register of Historical Resources under Criterion 3, and for listing in the National Register of Historic Places under Criterion C, at the local level. The house derives its importance from its status as an exemplar of the Spanish Colonial Revival style, which enjoyed widespread popularity in California's urban and rural areas between circa-1916 and circa-1940. The house, which appears, based on recent photographs, to have retained most of its character-defining details, is a rare example of high style Spanish Colonial Revival architecture in the Avila Beach area. The setting of the house is rural in character without extensive built improvements.

The Marre House, which is not located on the project parcel, is not proposed for alteration. Instead, impacts from the proposed project encompass alterations to its setting, including the construction of a planned resort development, landscaping and road and infrastructure improvements on a nearby parcel. The proposed project is located on a hillside which is not especially visible from Avila Beach Drive or Wild Cherry Canyon Road. However, because of the hillside's steeply sloping topography and height of the bluff top bordering the oceanfront, the location of the proposed resort development envelope will be sited down-slope from the historic house. However, since the project would transform a portion of the setting from undeveloped land which is rural in character, into a resort development, implementation of the project would result in visual impacts to the historic resources. This impact can be reduced to a less than significant level if the following measures are incorporated into the project:

- 1) Implement the proposed vernacular-inspired design for the lodge, and cottage inspired by the late 19<sup>th</sup> and early 20<sup>th</sup> century ranch buildings that once existed at the east end of the Marre Ranch near the mouth of San Luis Creek and coordinate

with the project historian to ensure the scale and massing of the development does not substantially impact the setting of the Marre House;

- 2) Engage the project historian and archaeologist to more clearly delineate the likely route of the horse-drawn railroad and minimize impacts on any remnants of the railroad, should they exist;
- 3) Design the access driveway to maintain the semi-rural setting through appropriate paving and curbing types appropriate to the rural setting;
- 4) Photo-document the subject site, particularly the likely route of the horse-drawn railroad and include in a documentation report to be archived at the San Luis Obispo County Historical Society or another suitable repository of historical records;
- 5) Request permission from the property owner and lease holder to photo-document the Marre House and setting and include in a documentation report to be archived at the San Luis Obispo County Historical Society or another suitable repository of historical records;
- 6) Commemorate the history of the Marre Ranch with a display (prepared by a County-approved historian) highlighting the Marre Ranch and horse-drawn railroad built by John Harford for incorporation into the proposed project

As noted in CEQA Guidelines Section 15064.5 (b)(3): "Generally a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historic resource" (Weeks and Grimmer: 1995). Provided the measures outlined above are implemented, the proposed project's impacts to setting of the Marre House would be reduced to a less than significant level.

#### Landscape Features (rural landscape)

This study finds that the rural landscape on the project parcel is not eligible for listing in the California Register of Historical Resources or the National Register of Historic Places because the setting of the project parcel has been substantially altered by the transformation of the parcels located to the east into a resort and golf course. The proposed project would alter the setting of the adjacent Marre House by transforming part of its viewshed from grazing land into a planned development. Implementation of the proposed project will alter the setting of the Marre House. However, since the new development is located down slope and several hundred feet from the Marre House this change would not have a substantial impact on potential historic resources provided the mitigation measures outlined above.

## **8.0 SUMMARY AND CONCLUSIONS**

A potential historic resource the likely location of the Right-Of-Way for a horse-drawn railroad built between 1871 and 1874 by John Harford has been identified within the project parcel



(APN 076-174-009). Provided the mitigation measures outlined above are implemented project impacts would be reduced to a less than significant level.

A potential historic resource Marre House designed by the architect Louis Crawford and built for the Marre family in circa-1930 has been identified on a nearby parcel (APN 076-170-022). Provided the measures outlined above in Section 7.3 of this report are implemented project impacts would be reduced to a less than significant level.

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# **APPENDIX A**

Project Plans  
&  
Statistics

<b>Main Building</b>	NET SQ. FT.	GROSS SQ. FT.
Main Level	8,696	10,240
Lower Level	20,323	20,985
<b>TOTAL</b>	<b>29,019</b>	<b>31,225</b>
Site Percentage (Main Level Only)	0.90%	1.06%
Site Percentage (Both Levels)	2.99%	3.22%

<b>Cottage "B"</b>	NET SQ. FT.	GROSS SQ. FT.
Building	460	517
Porches	-	138
<b>TOTAL</b>	<b>-</b>	<b>655</b>
Site Percentage (Building Only)	0.05%	0.05%
Site Percentage (Including Porches)	-	0.07%
<b>Total for All Cottage "B" Types</b>		
Quantity of Cottage Type	10	
Percentage of Cottage Type	20%	
Building	4,600	5,170
Porches	-	1,380
<b>TOTAL (Building and Porches)</b>	<b>-</b>	<b>6,550</b>
Site Percentage (Building Only)	0.47%	0.53%
Site Percentage (Including Porches)	-	0.68%

<b>Cottage "C"</b>	NET SQ. FT.	GROSS SQ. FT.
Building	510	593
Porches	-	163
<b>TOTAL</b>	<b>-</b>	<b>756</b>
Site Percentage (Building Only)	0.05%	0.06%
Site Percentage (Including Porches)	-	0.08%
<b>Total for All Cottage "C" Types</b>		
Quantity of Cottage Type	11	
Percentage of Cottage Type	22%	
Building	5,610	6,523
Porches	-	1,793
<b>TOTAL (Building and Porches)</b>	<b>-</b>	<b>8,316</b>
Site Percentage (Building Only)	0.58%	0.67%
Site Percentage (Including Porches)	-	0.86%

<b>Cottage "D"</b>	NET SQ. FT.	GROSS SQ. FT.
Building	477	547
Porches	-	175
<b>TOTAL</b>	<b>-</b>	<b>722</b>
Site Percentage (Building Only)	0.05%	0.06%
Site Percentage (Including Porches)	-	0.07%
<b>Total for All Cottage "D" Types</b>		
Quantity of Cottage Type	15	
Percentage of Cottage Type	30%	
Building	7,155	8,205
Porches	-	2,625
<b>TOTAL (Building and Porches)</b>	<b>-</b>	<b>10,830</b>
Site Percentage (Building Only)	0.74%	0.85%
Site Percentage (Including Porches)	-	1.12%

<b>Cottage "E"</b>	NET SQ. FT.	GROSS SQ. FT.
Building	516	590
Porches	-	218
<b>TOTAL</b>	<b>-</b>	<b>808</b>
Site Percentage (Building Only)	0.05%	0.06%
Site Percentage (Including Porches)	-	0.08%
<b>Total for All Cottage "E" Types</b>		
Quantity of Cottage Type	9	
Percentage of Cottage Type	18%	
Building	4,644	5,310
Porches	-	1,962
<b>TOTAL (Building and Porches)</b>	<b>-</b>	<b>7,272</b>
Site Percentage (Building Only)	0.48%	0.55%
Site Percentage (Including Porches)	-	0.75%

<b>Cottage "F"</b>	NET SQ. FT.	GROSS SQ. FT.
Building	833	933
Porches	-	538
<b>TOTAL</b>	<b>-</b>	<b>1,471</b>
Site Percentage (Building Only)	0.09%	0.10%
Site Percentage (Including Porches)	-	0.15%
<b>Total for All Cottage "F" Types</b>		
Quantity of Cottage Type	5	
Percentage of Cottage Type	10%	
Building	4,165	4,665
Porches	-	2,690
<b>TOTAL (Building and Porches)</b>	<b>-</b>	<b>7,355</b>
Site Percentage (Building Only)	0.43%	0.48%
Site Percentage (Including Porches)	-	0.76%

<b>Total All Building on Site</b>	NET SQ. FT.	GROSS SQ. FT.
TOTAL Main Levels	34,870	40,113
Site Percentage (Main Level Only)	0.90%	1.06%
TOTAL All Levels	55,193	61,098
Site Percentage (All Levels)	5.69%	6.30%

<b>Lot Size</b>	ACRES	SQ. FT.
	22.25	<b>969,212</b>

<b>Development Envelope Size</b>	ACRES	SQ. FT.
	5.98	260,658

<b>Average Slope</b>	PERCENTAGE OF SITE

<b>Proposed Parking</b>	
Main Building Lower Level-Valet Parking	43
Parking Lot and Site Parking	124
<b>Total</b>	<b>167</b>

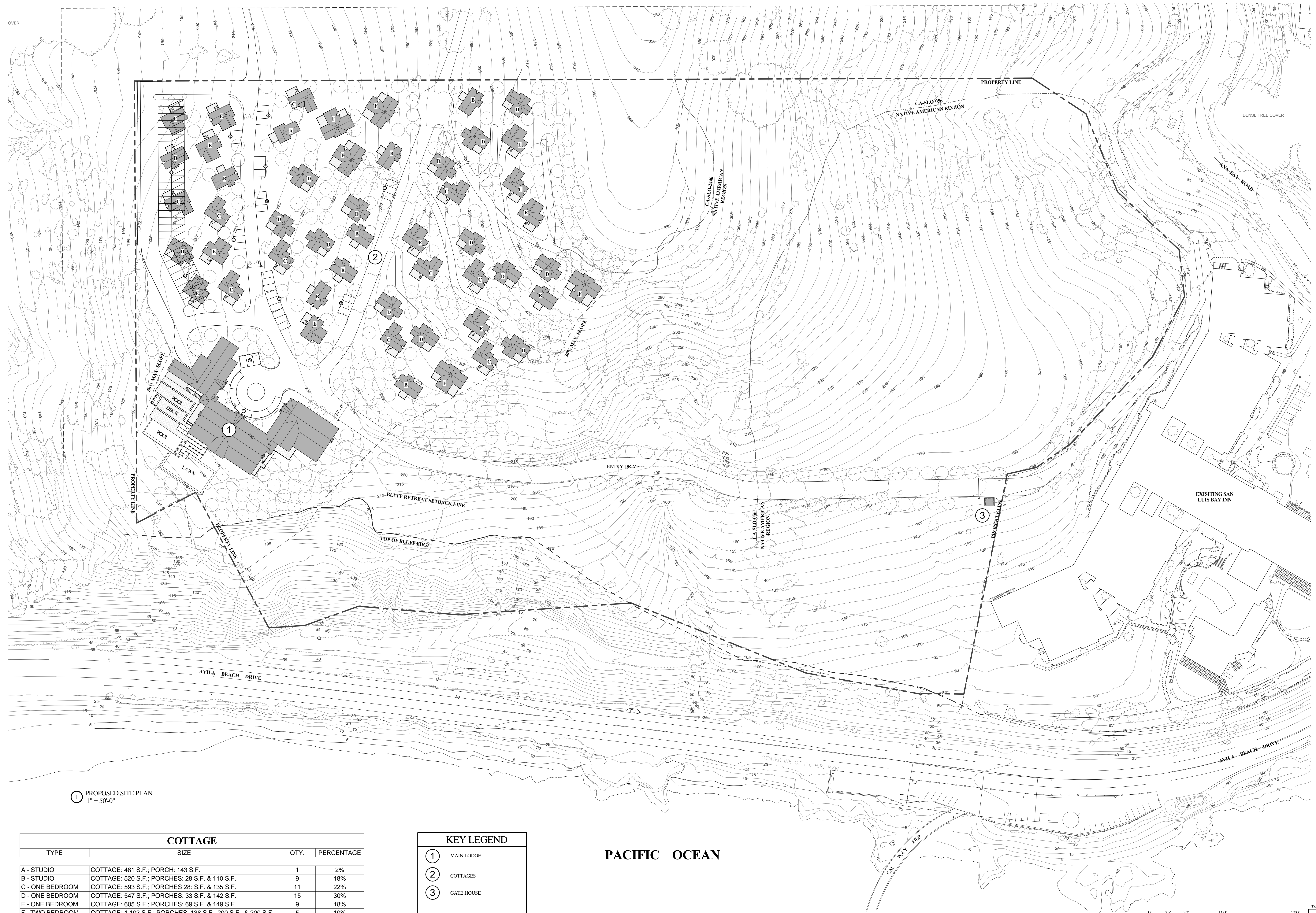
<b>Agency</b>	
Proposed Water Source	San Miguelito Mutual
Proposed Sewer Disposal	San Miguelito Mutual
Fire Agency	CalFire

<b>Total Landscaping</b>	NET AREA IN SQ. FT.

<b>Impervious</b>	AREA IN SQ. FT.
Bldg Footprint - Main Building	20,985.00
Bldg Footprint - Cottages	41,131.00
<b>TOTAL Bldgs Footprint</b>	<b>62,116.00</b>
Pool Deck	4,600.00
Roads	59,550.00
Cart Path	9,650.00
Pedestrian Path	8,500.00
<b>TOTAL Impervious Area</b>	<b>144,416.00</b>
Total Site Percentage	14.90%

<b>Earthwork</b>	Cut in (C. Y.)	Fill in (C. Y.)
Road	11,000	7,300
Main Building	5,700	2,100
<b>TOTAL Earthwork</b>	<b>16,700</b>	<b>9,400</b>
	Import (C. Y.)	Export (C. Y.)





1 PROPOSED SITE PLAN  
 1" = 50'-0"

COTTAGE			
TYPE	SIZE	QTY.	PERCENTAGE
A - STUDIO	COTTAGE: 481 S.F.; PORCH: 143 S.F.	1	2%
B - STUDIO	COTTAGE: 520 S.F.; PORCHES: 28 S.F. & 110 S.F.	9	18%
C - ONE BEDROOM	COTTAGE: 593 S.F.; PORCHES: 28 S.F. & 135 S.F.	11	22%
D - ONE BEDROOM	COTTAGE: 547 S.F.; PORCHES: 33 S.F. & 142 S.F.	15	30%
E - ONE BEDROOM	COTTAGE: 605 S.F.; PORCHES: 69 S.F. & 149 S.F.	9	18%
F - TWO BEDROOM	COTTAGE: 1,103 S.F.; PORCHES: 138 S.F., 200 S.F., & 200 S.F.	5	10%
GRAND TOTAL: 50			

KEY LEGEND	
1	MAIN LODGE
2	COTTAGES
3	GATE HOUSE

PACIFIC OCEAN

0' 25' 50' 100' 200'  
 SCALE: 1" = 50'-0"



ISSUE DATES	
A	DESCRIPTION

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**Appleton Partners LLP**  
**ARCHITECTS**  
 117 W. Micheltorens St.  
 Santa Barbara, CA 93101

805-965-0304  
 805-504-0815  
 FAX

OVERALL SITE PLAN

AVILA BEACH

SAN LUIS OBISPO COUNTY, CA

Date	08/30/2017
Scale	As indicated
Drawn	PR
Job Number	1505.00
Sheet	
A12	



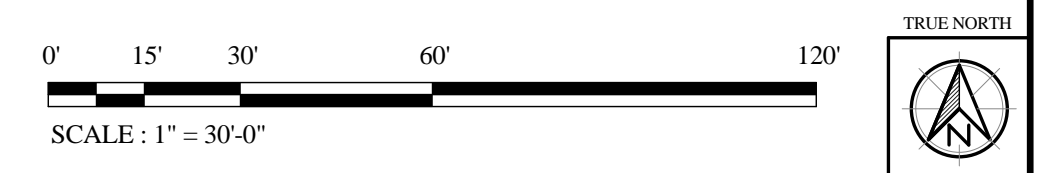


1 SITE PLAN - PARKING  
1" = 30'-0"



2 SITE PLAN - PARKING - LOWER LEVEL  
1" = 30'-0"

PARKING LEGEND	
[Symbol]	PARKING SPACE
[Symbol]	PARKING LIFT (2 SPACES)
PARKING TOTALS	
MAIN LODGE, UNDERGROUND	43 SPACES
MAIN LODGE, MOTORCOURT	8 SPACES
PARKING STRUCTURE, WEST	87 SPACES
DISPERSED AMONG COTTAGES	29 SPACES
<b>TOTAL</b>	<b>167 SPACES</b>



ISSUE DATES	
DATE	DESCRIPTION

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117 W. Micheltorens St.  
Santa Barbara, CA 93101  
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SITE PLAN - PARKING STUDY

AVILA BEACH  
SAN LUIS OBISPO COUNTY, CA

Date: 08/30/17  
Scale: As Indicated  
Drawn: PR  
Job Number: 1505.00  
Sheet:



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1 PROPOSED SITE PLAN  
1" = 50'-0"

COTTAGE			
TYPE	SIZE	QTY.	PERCENTAGE
A - STUDIO	COTTAGE: 481 S.F.; PORCH: 143 S.F.	1	2%
B - STUDIO	COTTAGE: 520 S.F.; PORCHES: 28 S.F. & 110 S.F.	9	18%
C - ONE BEDROOM	COTTAGE: 593 S.F.; PORCHES: 28 S.F. & 135 S.F.	11	22%
D - ONE BEDROOM	COTTAGE: 547 S.F.; PORCHES: 33 S.F. & 142 S.F.	15	30%
E - ONE BEDROOM	COTTAGE: 605 S.F.; PORCHES: 69 S.F. & 149 S.F.	9	18%
F - TWO BEDROOM	COTTAGE: 1,103 S.F.; PORCHES: 138 S.F., 200 S.F., & 200 S.F.	5	10%
GRAND TOTAL: 50			

KEY LEGEND	
①	MAIN LODGE
②	COTTAGES
③	GATE HOUSE
④	RECEIVING / STORAGE

PACIFIC OCEAN

SCALE: 1" = 50'-0"  
TRUE NORTH

7/17/2017 11:45:33 AM

ISSUE DATES	
A	DESCRIPTION

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Appleton Partners LLP  
ARCHITECTS  
117 W. Micheltorens St.  
Santa Barbara, CA 93101  
805-965-0304  
805-504-0815  
FAX

OVERALL SITE PLAN

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