



AIA / SANTA BARBARA DESIGN CHARRETTE 2020
STATE STREET CORRIDOR - TEAM A

Team Members:

Steve Aldana
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Jeff Shelton

Date: 09/24/20

RE:INVIGORATE
INVENT
IMAGINE
PURPOSE



AIA Santa Barbara

DOWNTOWN SANTA BARBARA
Design Charrette 2020



THE HISTORY

- For thousands of years the Chumash Native Americans called Santa Barbara and the Channel Islands home.
- The Spanish colonizers arrived in the 18th century.
- In 1821 Mexico achieved independence from Spain and California was a Mexican Territory.
- In 1850 California became the 31st state.
- 1872 Stearns Wharf provided transportation access.
- Railroad Service available from Los Angeles in 1887 to San Francisco in 1901.
- Santa Barbara became popular for its scenic allure and as a place to restore health.
- In 1925 an earthquake rocked Santa Barbara prompting a review of its diverse architecture. During the rebuilding effort, Spanish Colonial & Andalusian precedents were employed as the predominant style for all new buildings and renovations.



THE CHALLENGE

- After many cycles of development there are multiple commercial vacancies on State Street.
- With the COVID-19 pandemic, an ad hoc State Street has emerged with hopeful growth opportunities.
- Looking at the current success of the existing and new businesses at the Waterfront, the Funk Zone, and State Street, Santa Barbara is ready for renewal.
- Multiple commercial vacancies predominate on State Street while Santa Barbara has a significant shortage of affordable housing.
- Once the COVID pandemic ends, activities on State Street could expand to include music, live entertainment and play areas for children.

Looking to the Past, & Defining the Future:



THE VISION

- Enhance State Street as a pedestrian friendly promenade refined by distinct landscaped outdoor rooms.
- Strengthen the connection of State Street and the varied paseos, renewed landscape, changing art exhibits, fountains, historical markers, permanent market stands, and safe bike lanes off State Street with a renewed focus on the Civic Center at De La Guerra Plaza.
- Reduce dependency on cars, but improve transportation by providing express bus/shuttles services to the airport, UCSB, City College, Goleta, industrial and business areas, Carpinteria, and Ventura from the Transportation Center on Chapala Street.
- Close off State Street and several cross streets to encourage a more pedestrian friendly atmosphere. Creating areas of interest – historical, arts, dining, music, theater, and family fun.
- A new stormwater management system will support the expanded network of green spaces at all the pedestrian cross streets at Figueroa, Canon Perdido, Ortega and Haley Streets. Bicycle racks will also be available in these areas.
- Provide safe transit and trolley drop off areas at vehicular cross streets on Anapamu, Carrillo, Cota and Gutierrez Streets.



LUTAH MARIA RIGGS

The 1870s became a time of great growth and change in downtown Santa Barbara. This change was fueled in part by the journalist Charles Nordhoff, working for the *New York Tribune*, who visited Santa Barbara in 1872 and then wrote *California - A Book for Travelers and Settlers*, which promoted the benefits of the Santa Barbara climate.

With the construction of Stearns Wharf, it offered a new port for passenger ships and freighters. It also enabled building materials such as redwood to be shipped cheaply from northern California for new houses, which were modeled on Eastern and Midwestern architectural styles, such as Italianate, Eastlake and Queen Anne, rather than the earlier Hispanic adobe houses.

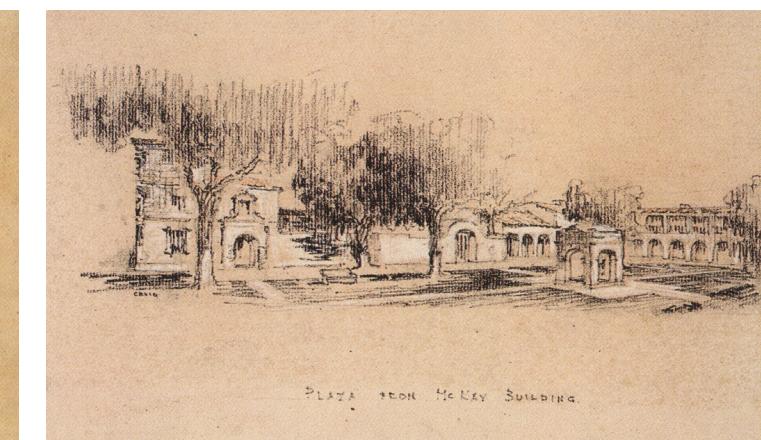
The population of Santa Barbara rapidly expanded, as Anglos settled and developed the downtown State Street area, from Gutierrez to De la Guerra Streets, with brick commercial buildings housing all the services a fledgling town needed, such as hotels, restaurants, grocery stores, billiard parlors, saloons, variety stores, livery stables, dry goods shops, millinery shops, a post office, liquor stores, drug stores, butcher shops, barber shops, cigar stores, and lumber yards.



JAMES OSBORNE CRAIG



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By the late 1800s, across the nation there were over 400 street railway companies, operating some 18,000 cars pulled by more than 100,000 mules, and over 3,000 miles of track. Fares totaled more than \$1 million annually. In 1874 the Arlington Hotel was the social and entertainment hub of Santa Barbara. By 1875, street railway and horse-drawn cars brought passengers from the hotel to Stearns Wharf. Operating hours started from 7:17 a.m. until 9:56 p.m. and cost a nickel per person and a dollar for a group. Mule cars also served as moving billboards and as advertising signs for local merchants and for local community events on State Street.

During this time, the famous cable-driven system on the hills of San Francisco designed by Andrew Halladie was constructed. In 1881, the German city of Berlin installed the first successful electric railway. Soon thereafter, the electric railway flourished in the States where engineer Leo Daft constructed a two-mile-long electric line in Baltimore. After Daft moved to the West Coast where he met Charles van Depoele, the trolley pole was invented to keep the electric wires overhead. Two years later down the West Coast, 200 electric rail lines were operational, with 1,262 miles of track. Development continued and by the 1890s, residents could leave their charming Victorian homes at night and adventure down the paved roads lit by a new power source that extended from Victoria Street all the way to Stearns Wharf. Weekly public events, parades, picnics, concerts, dancing, games, music, and other festivities enlivened the Boulevard. However, with the rising popularity of the automobile and the earthquake of 1925, the trolley system soon became obsolete.

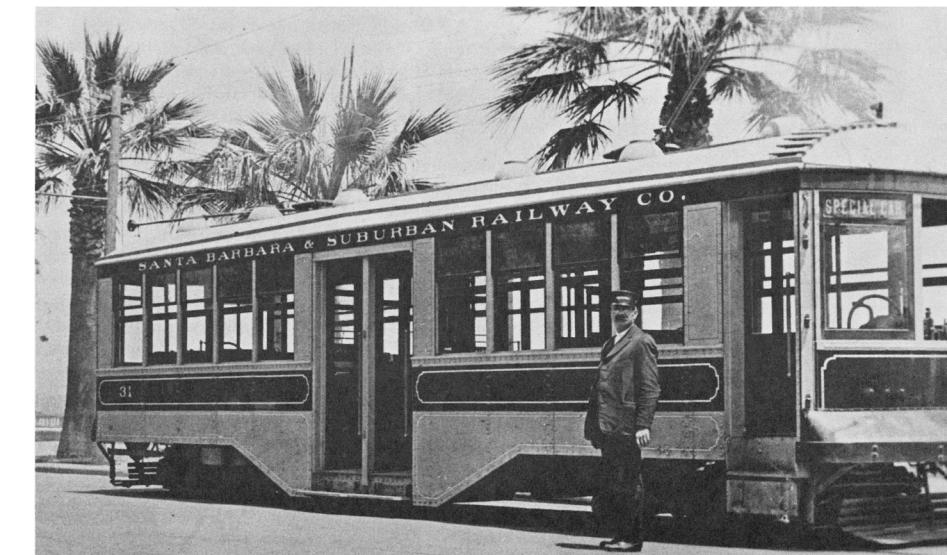
A paraphrased excerpt from the "Mule Car and Trolley - The Story of Santa Barbara Street Railway"



RIGHT:
Considered "Santa Barbara's Finest" was the street car, one of two in 1915.

BELOW:
Automobiles crowded the Oak Park car on a hectic State Street of the 1920s

LOWER LEFT:
Mule-pulling car dramatized the line's conversion to electric power.



How Transportation Changed Santa Barbara:

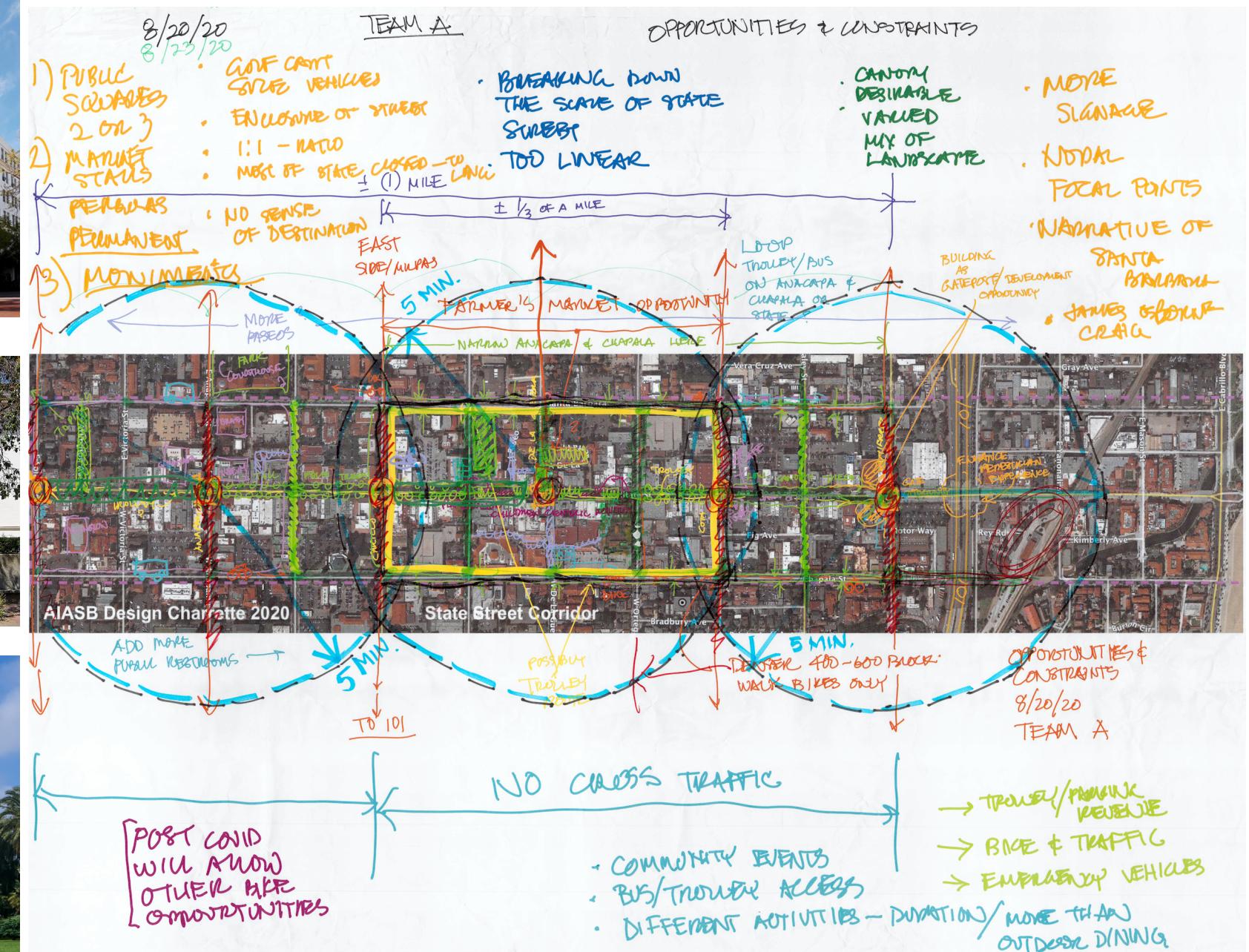
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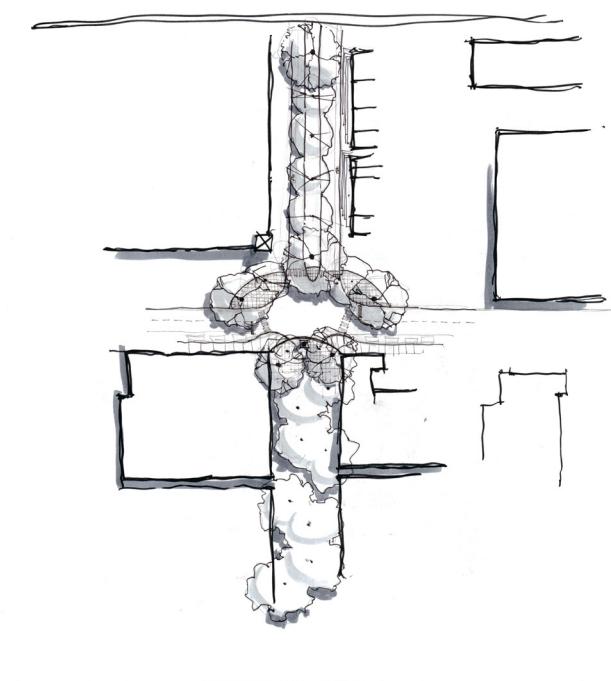
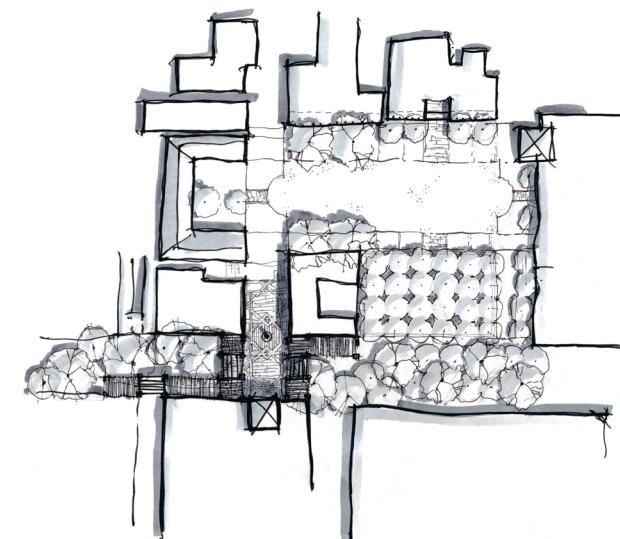
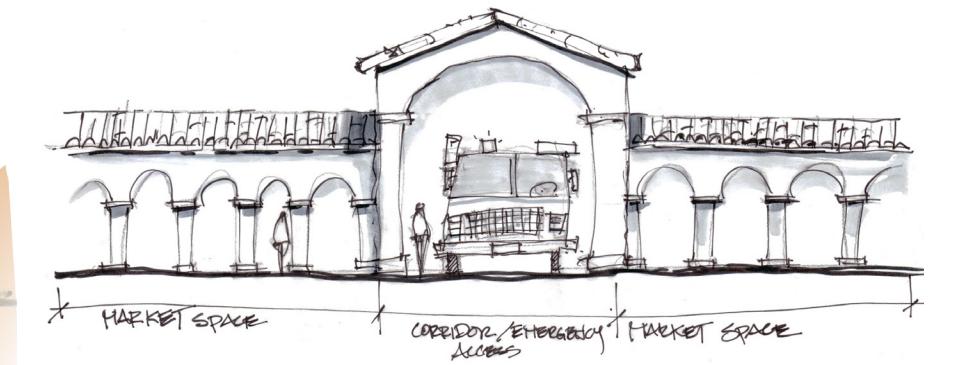
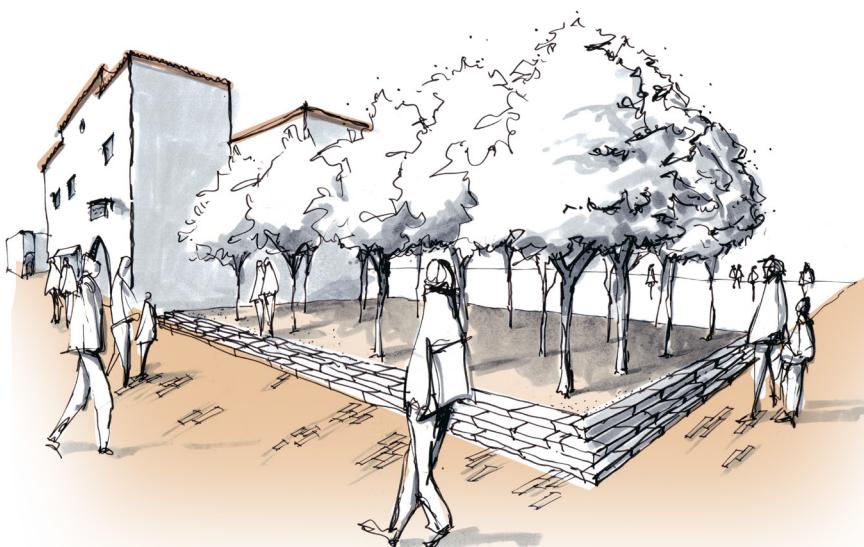


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DE LA GUERRA PLAZA

DOWNTOWN SANTA BARBARA
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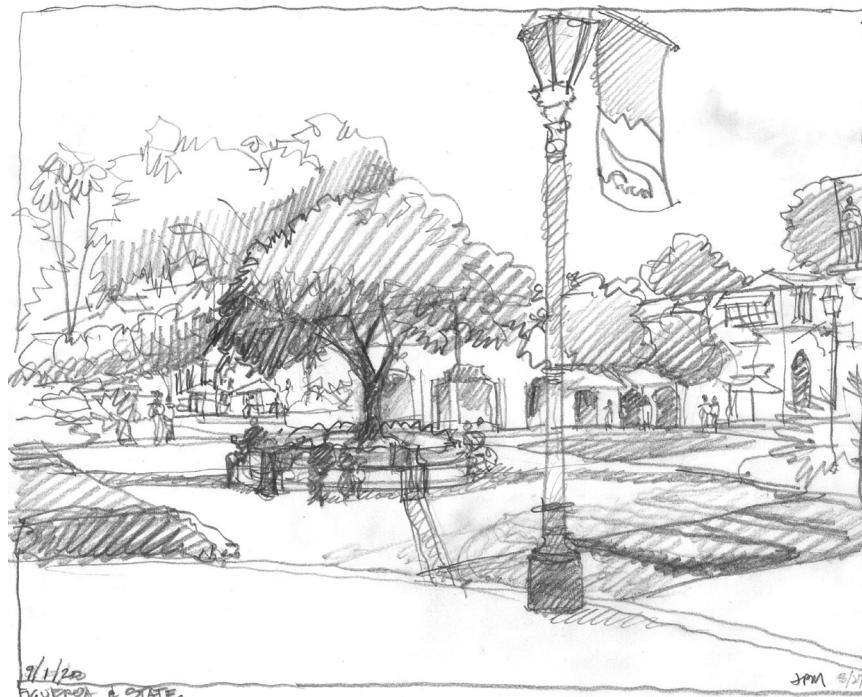
Preliminary Sketches:



ANAPAMU STREET LOOKING TOWARDS THE ART MUSEUM



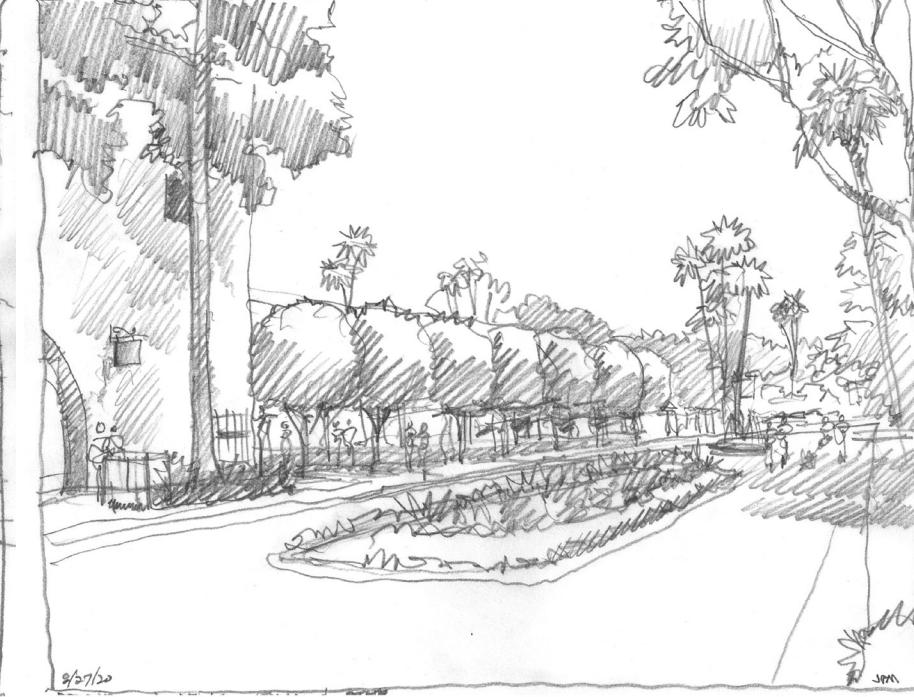
CARRILLO STREET LOOKING NORTH



FIGUEROA STREET LOOKING NORTH



DE LA GUERRA STREET & STATE STREET



NEW BOSQUE OF TREES ALONG STATE STREET
ACROSS FROM PASEO NUEVO

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DE LA GUERRA PLAZA

Casa de la Guerra off State Street was the early nineteenth century commercial hub during the Spanish Occupation. De La Guerra Plaza was designated as a public square in 1853, and has since served as Santa Barbara's civic center. It is the venue for political activism and events including "Old Spanish Days". Imagine the potential of combining the history of the Plaza, with a renewed pedestrian friendly vital live-work-play community.

Our proposal considers relocating and replacing several modest one-story shop fronts with an open park defined by a bosque of trees. This new grove of African Tulip trees will provide a canopy of shade to relax, play, eat, and visit while connecting the Plaza directly to State Street. With the expansion of residential development along State Street, outdoor spaces will become neighborhood focal points.

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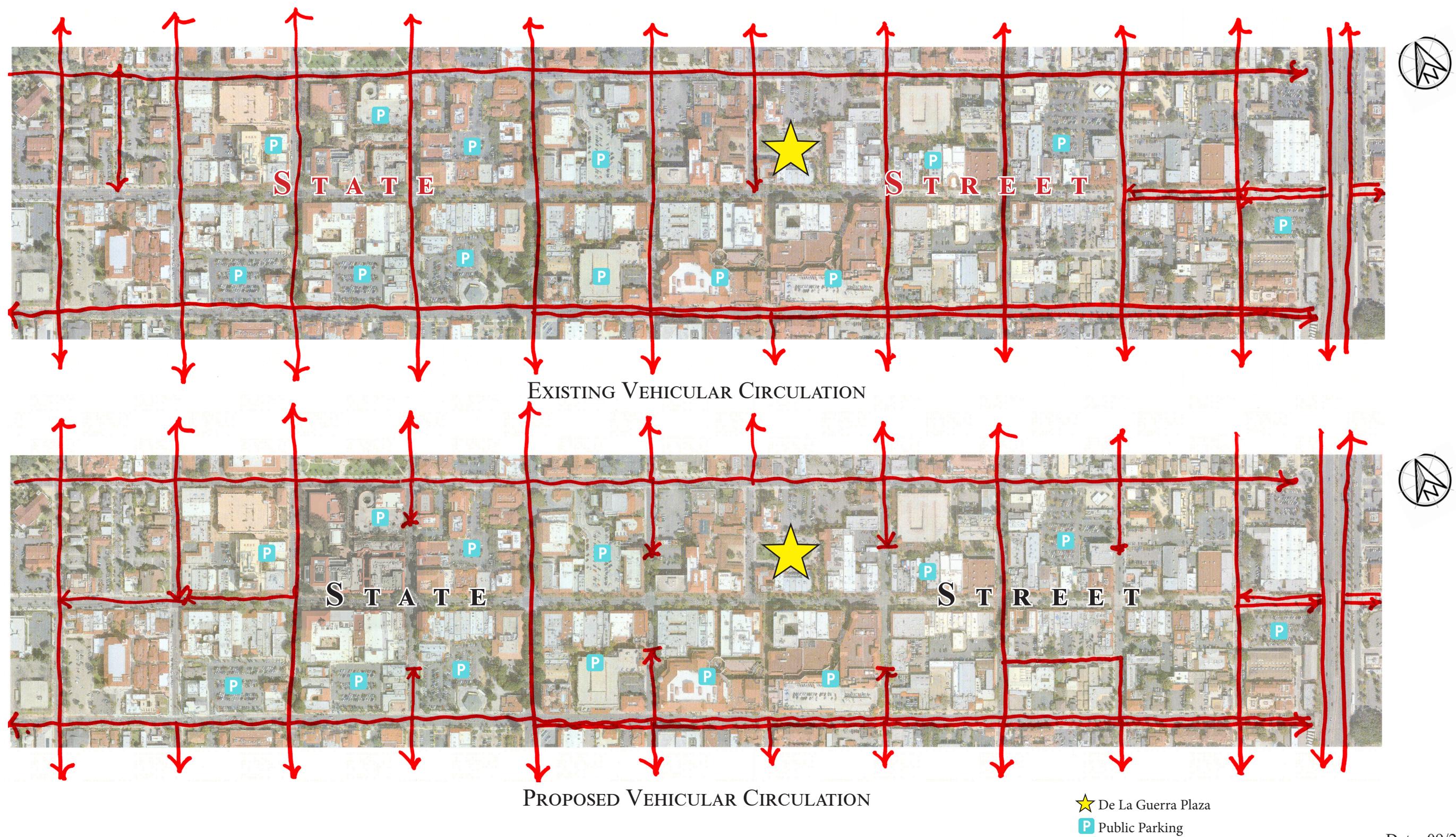


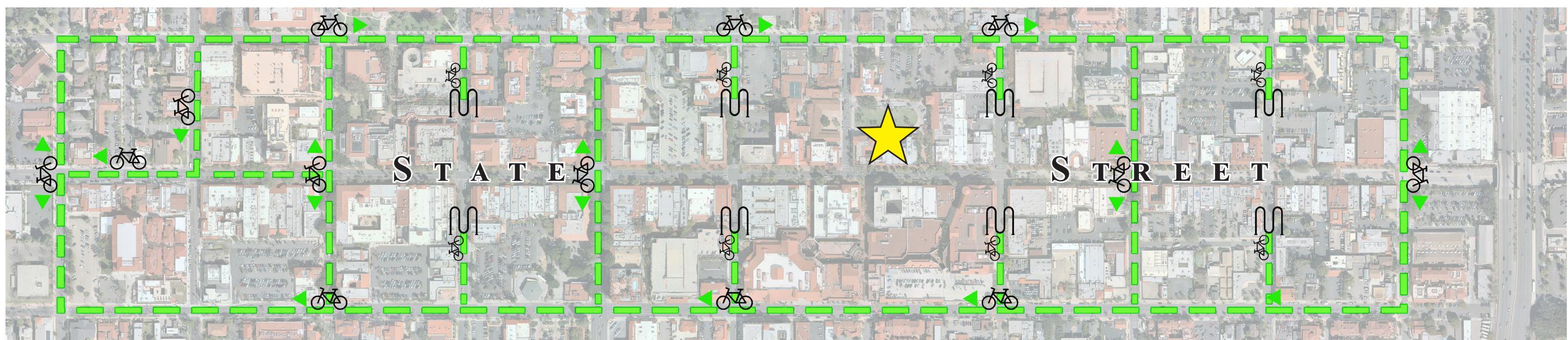
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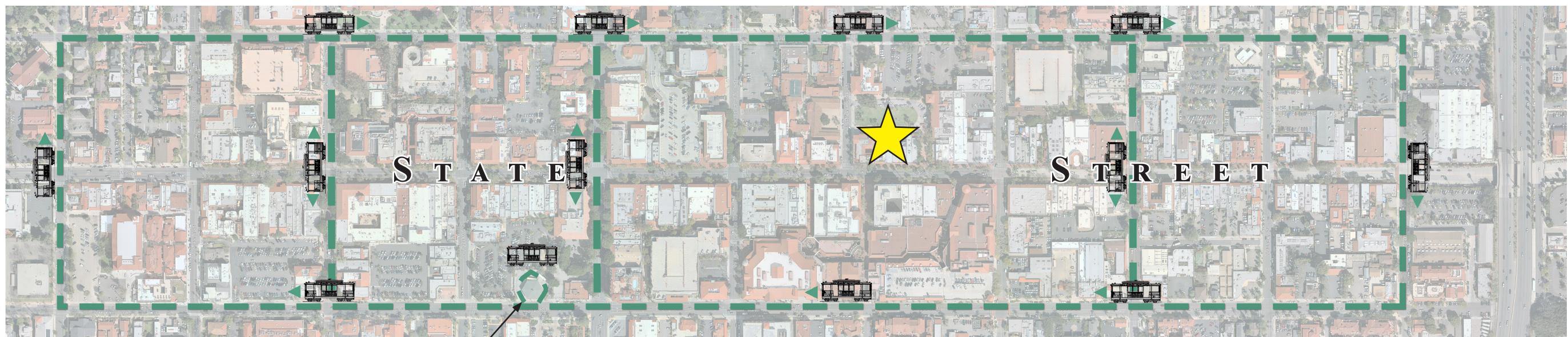
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BICYCLE ROUTES



Trolley Station

- ★ De La Guerra Plaza
- UU Bike Racks
- BIKE Bike Path
- TROL Trolley Stops

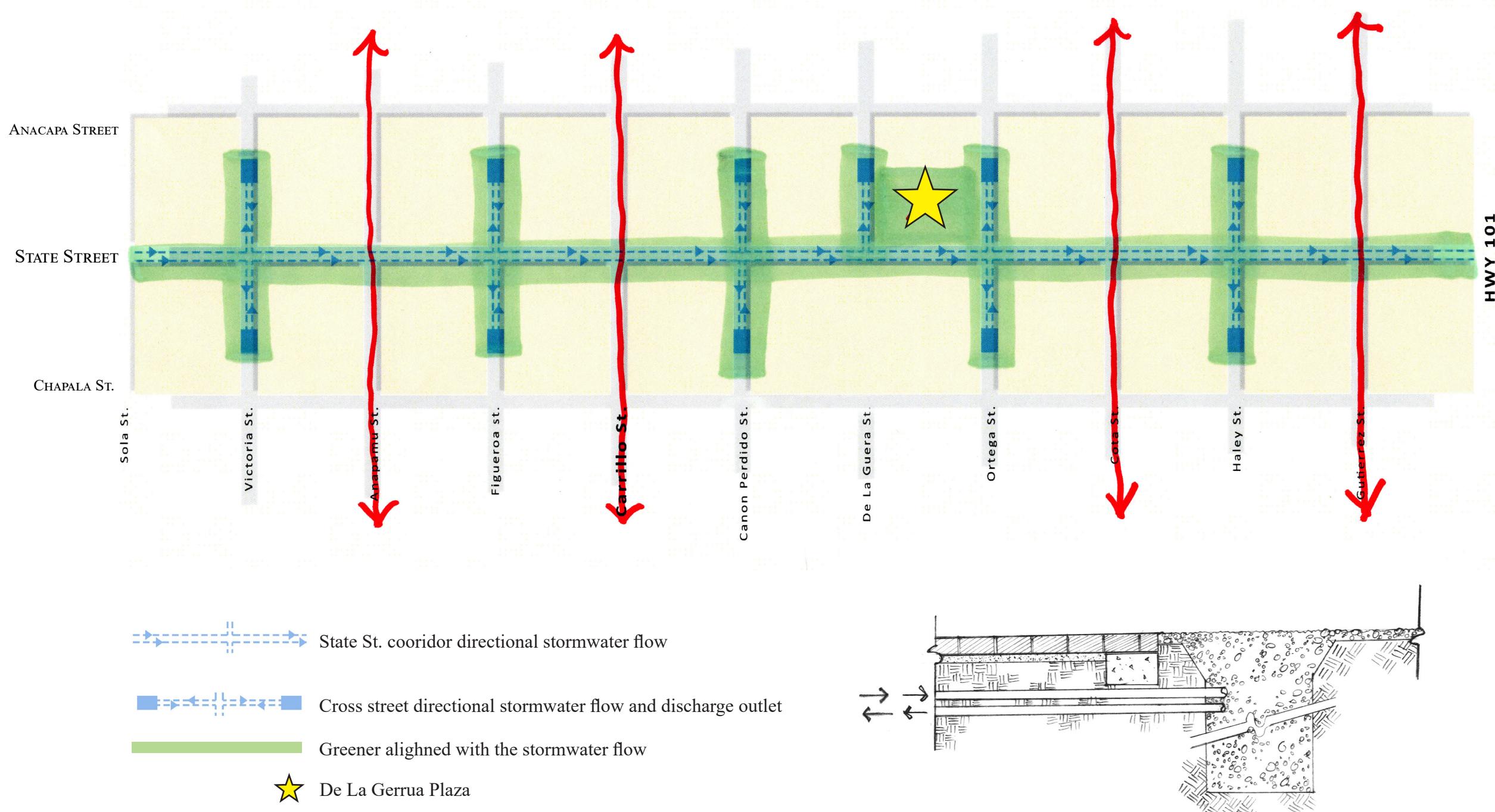
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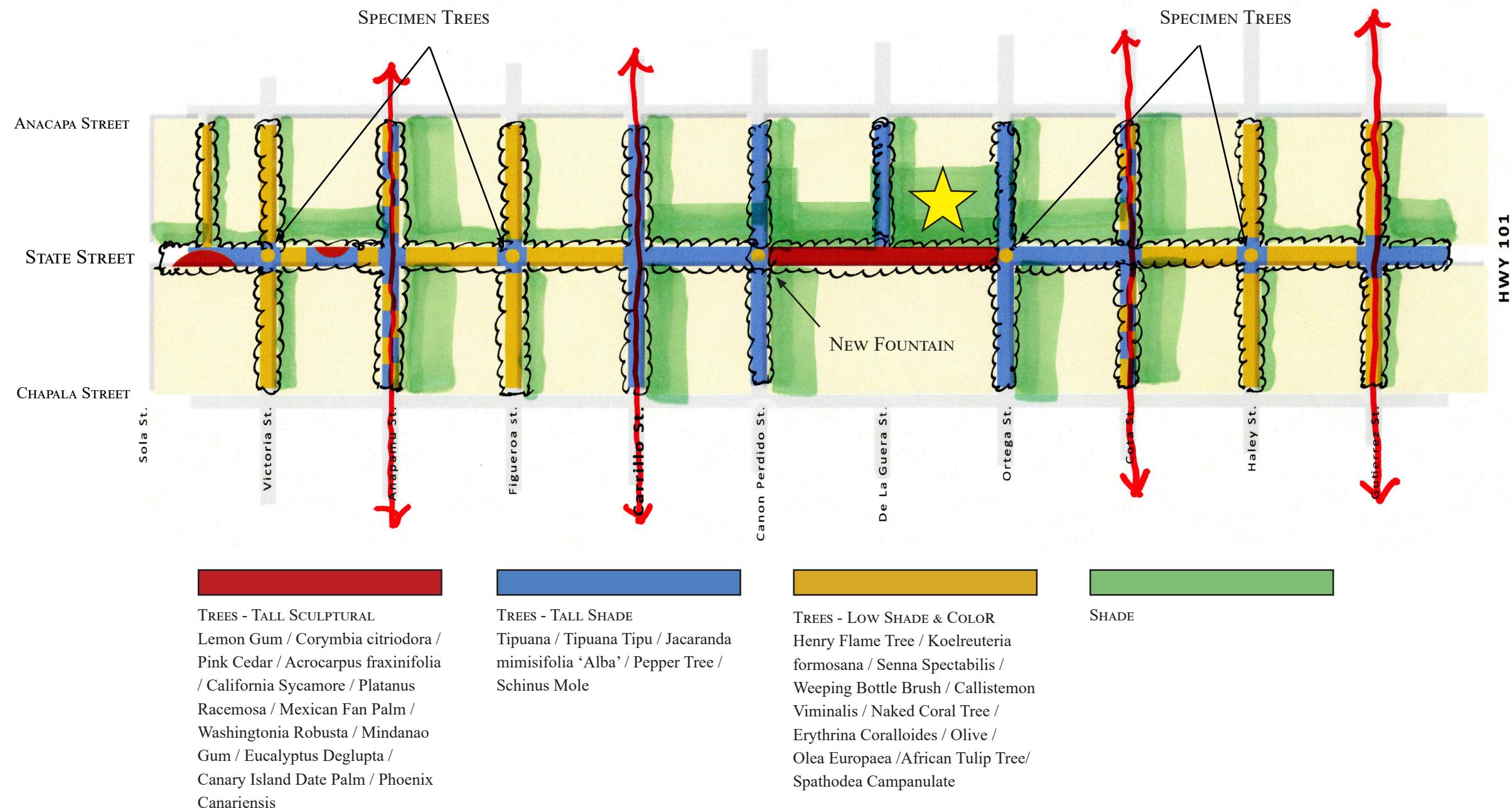
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★ De La Guerra Plaza

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SITE SECTION
ARLINGTON THEATER/ARTS DISTRICT

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SITE SECTION
GRANADA THEATER/ARTS DISTRICT



SITE SECTION
LA ARCADA PLAZA



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SITE SECTION
DE LA GUERRA PLAZA/CIVIC CENTER



SITE SECTION
OLD TOWN/NIGHT LIFE/BAR SCENE

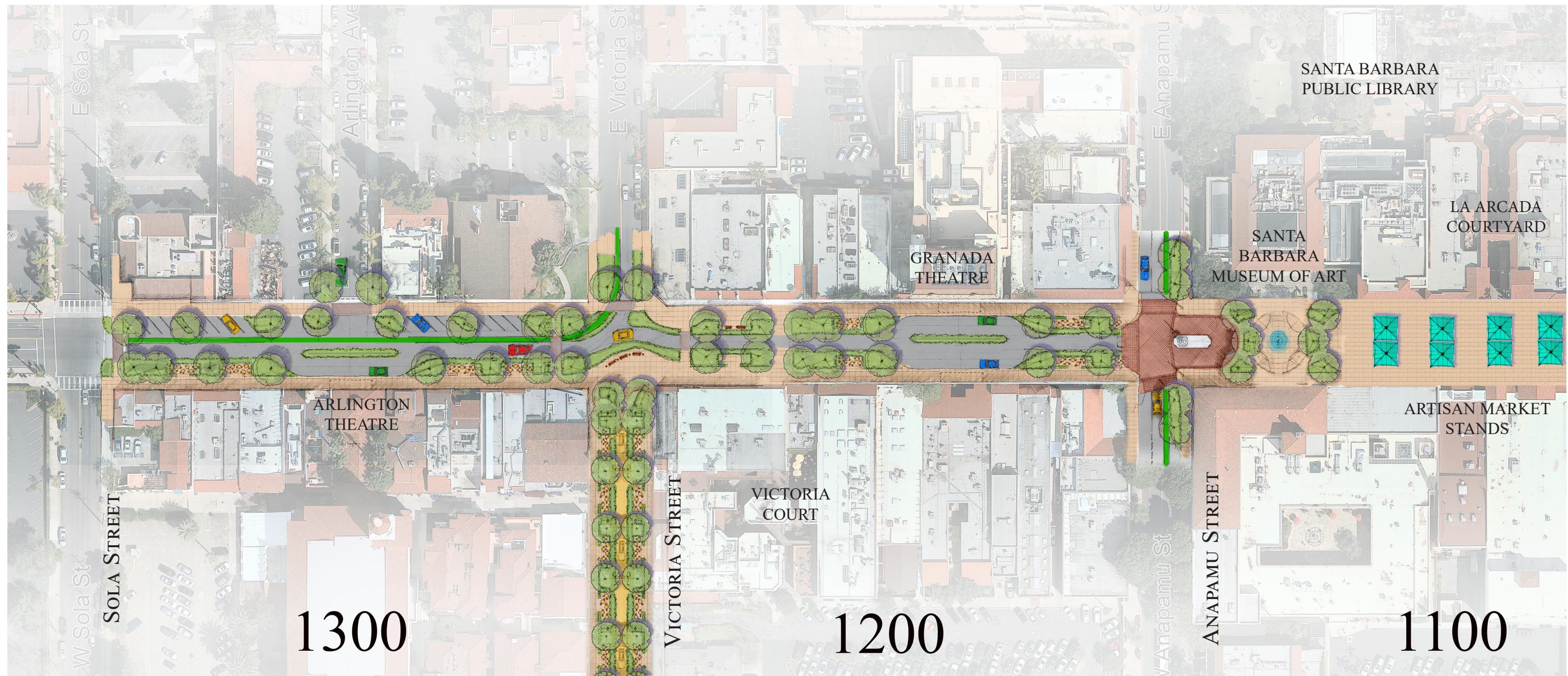
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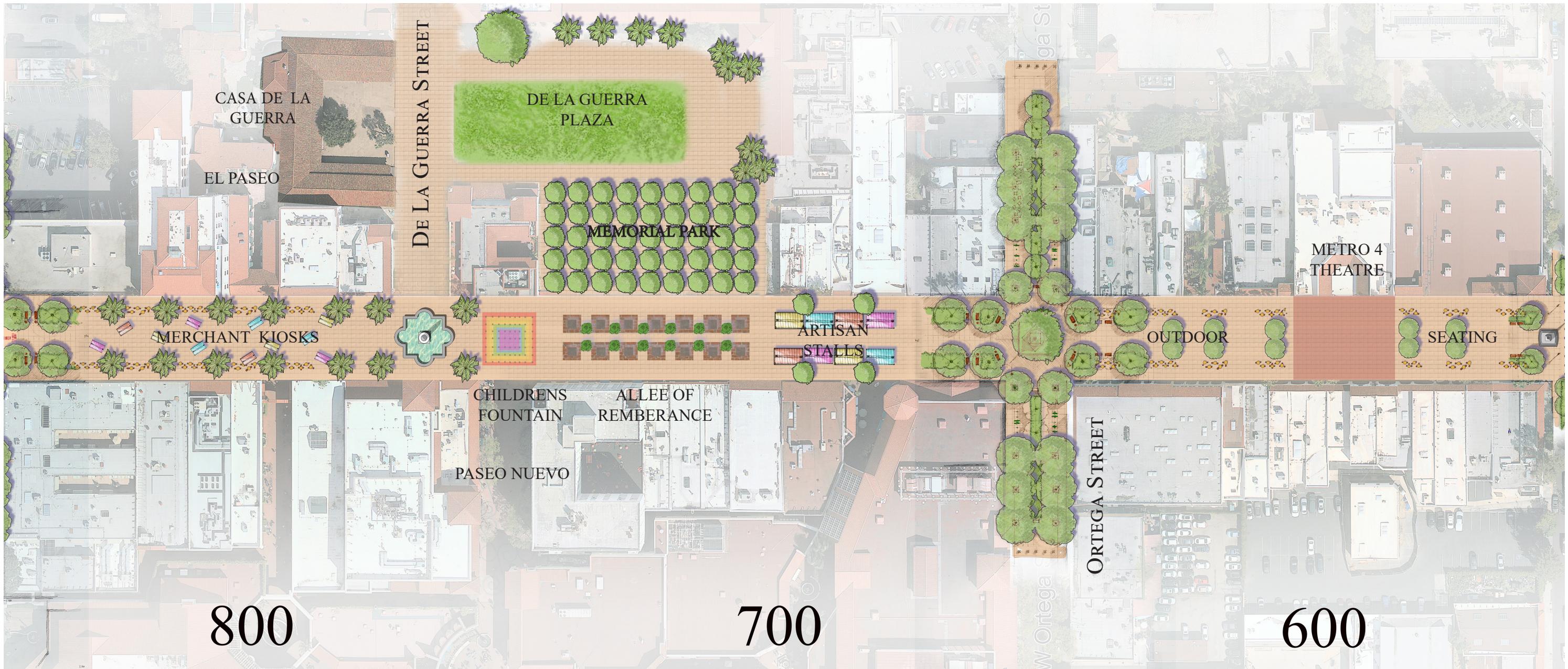
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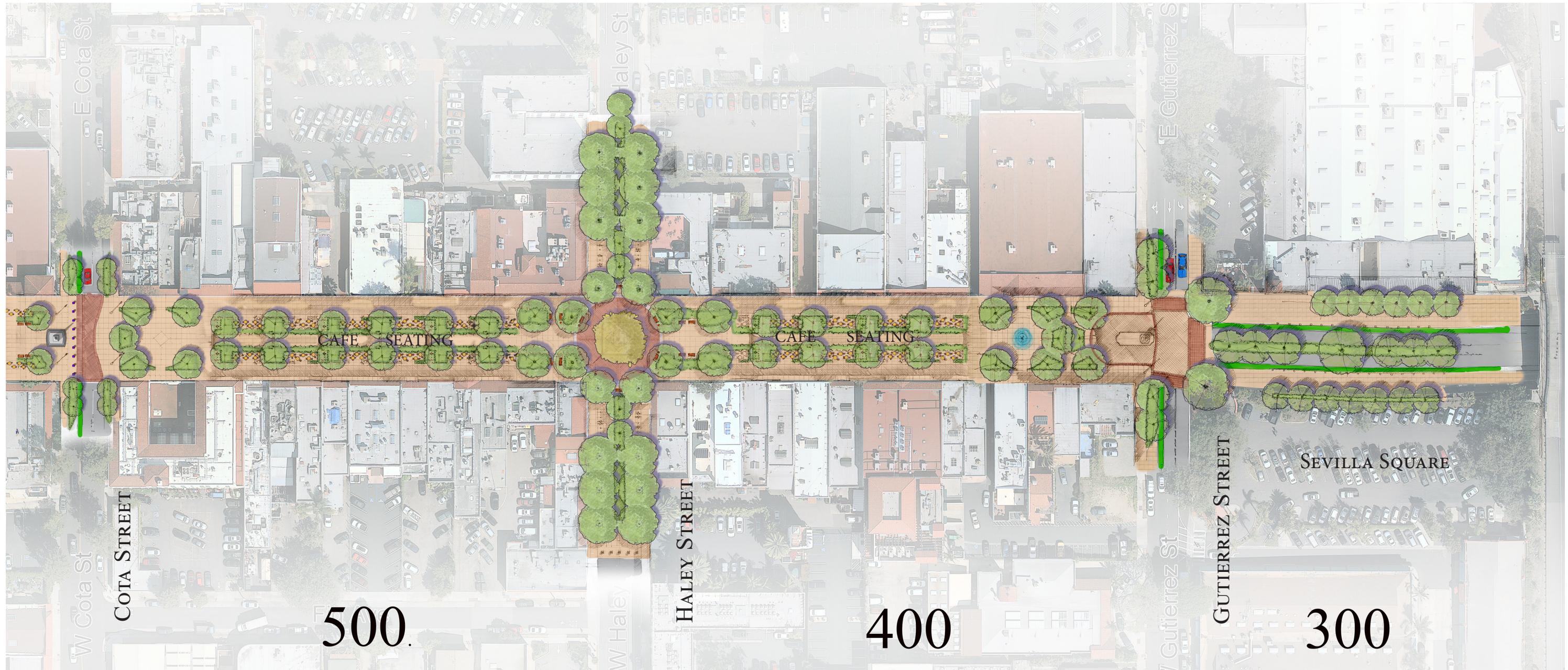
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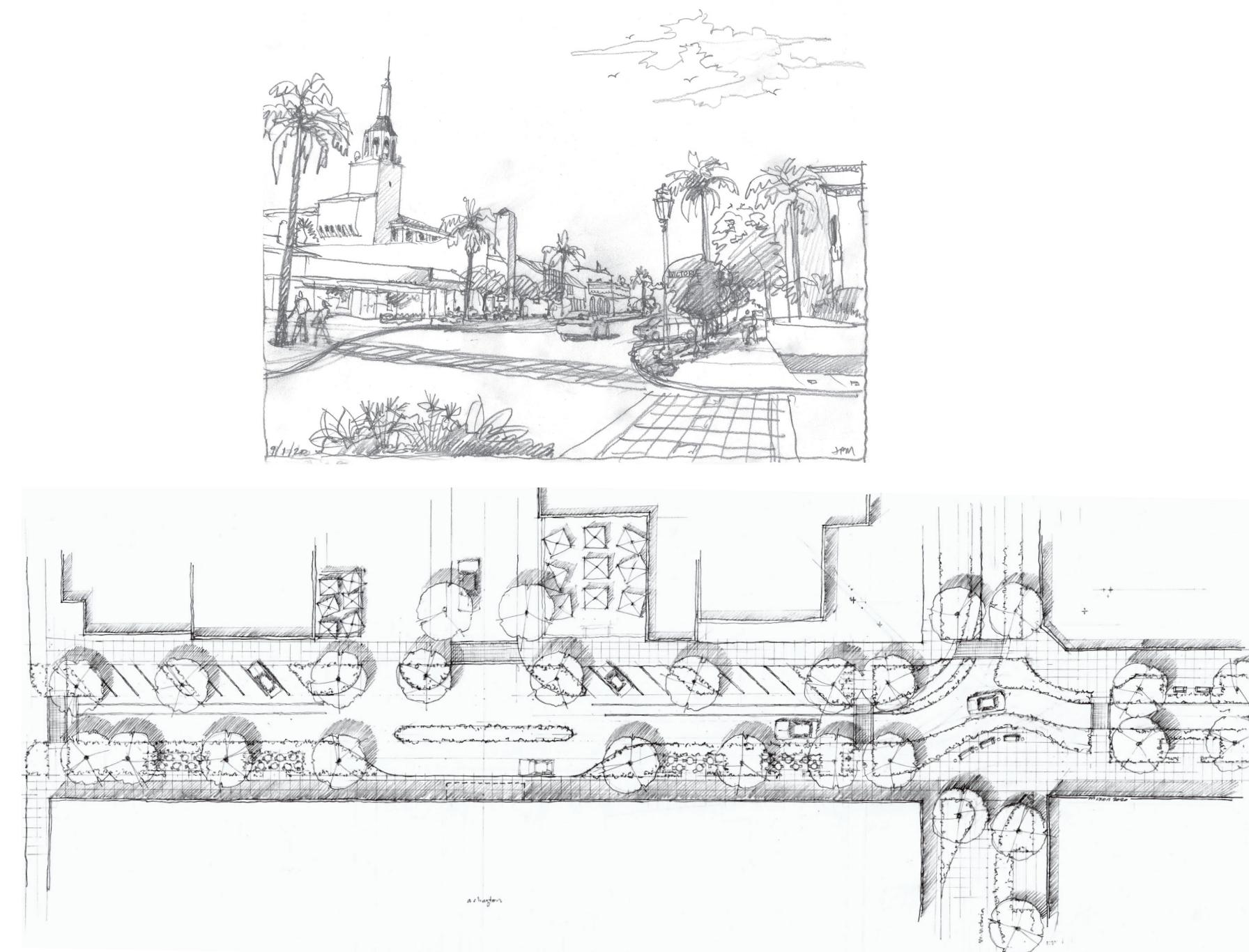
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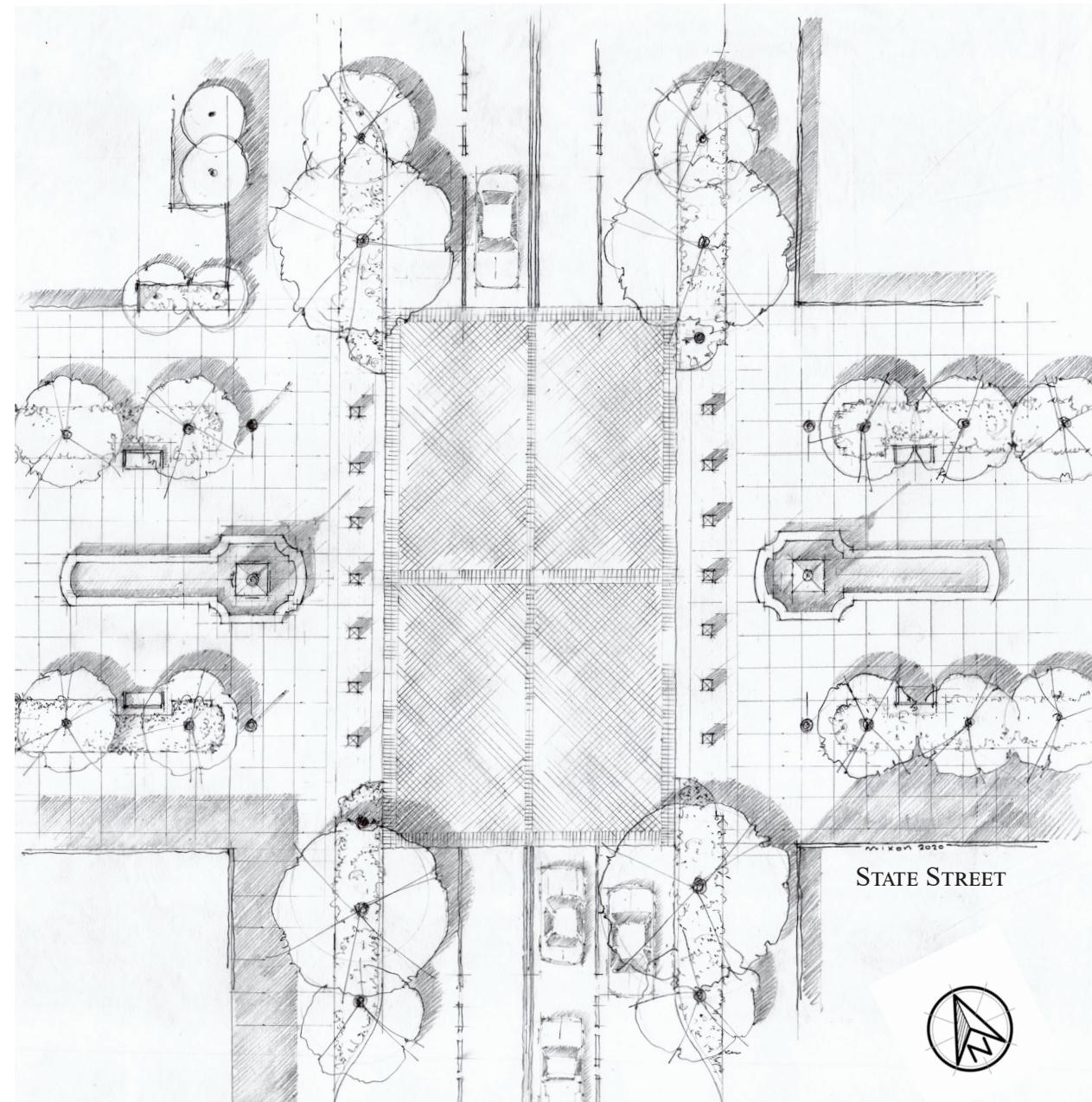


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ARLINGTON THEATER AT VICTORIA STREET



CARRILLO STREET INTERSECTION PLAN VIEW



CARRILLO STREET INTERSECTION LOOKING NORTH



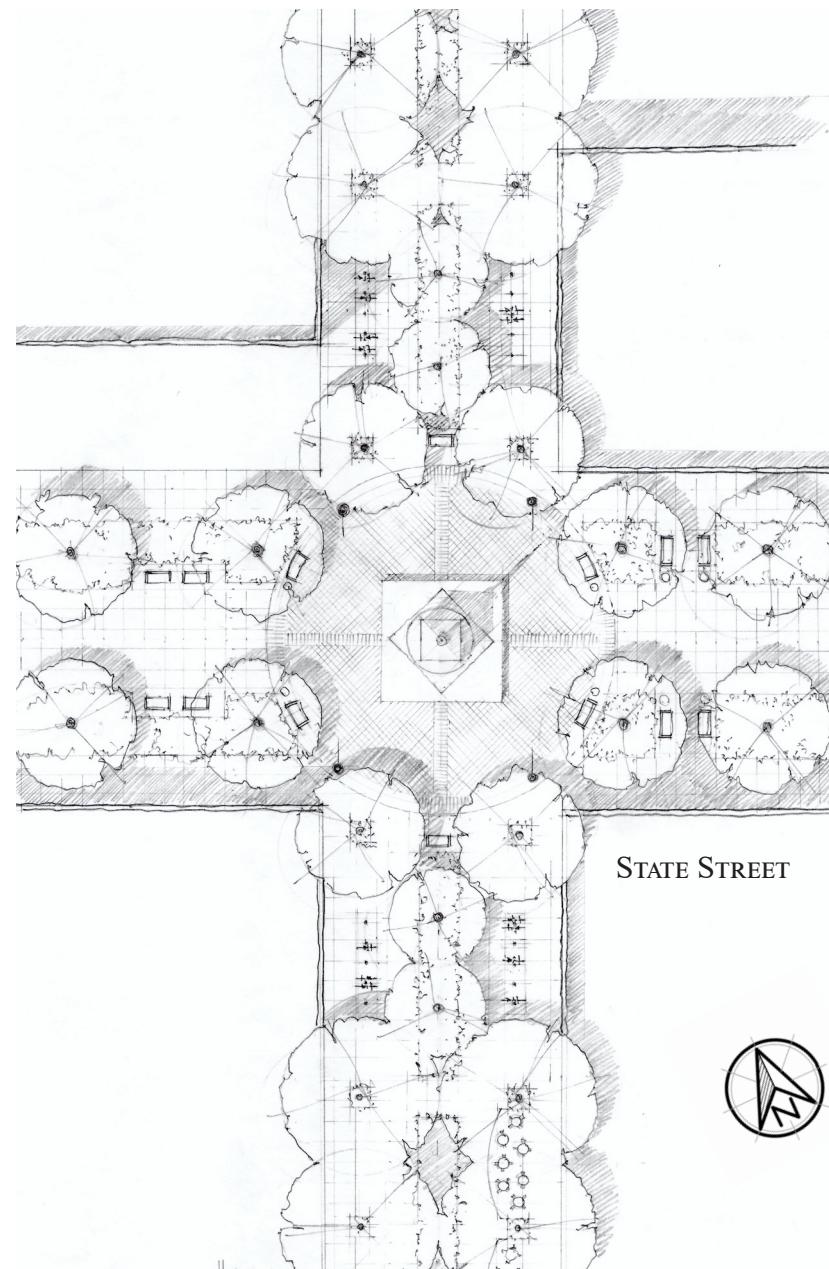
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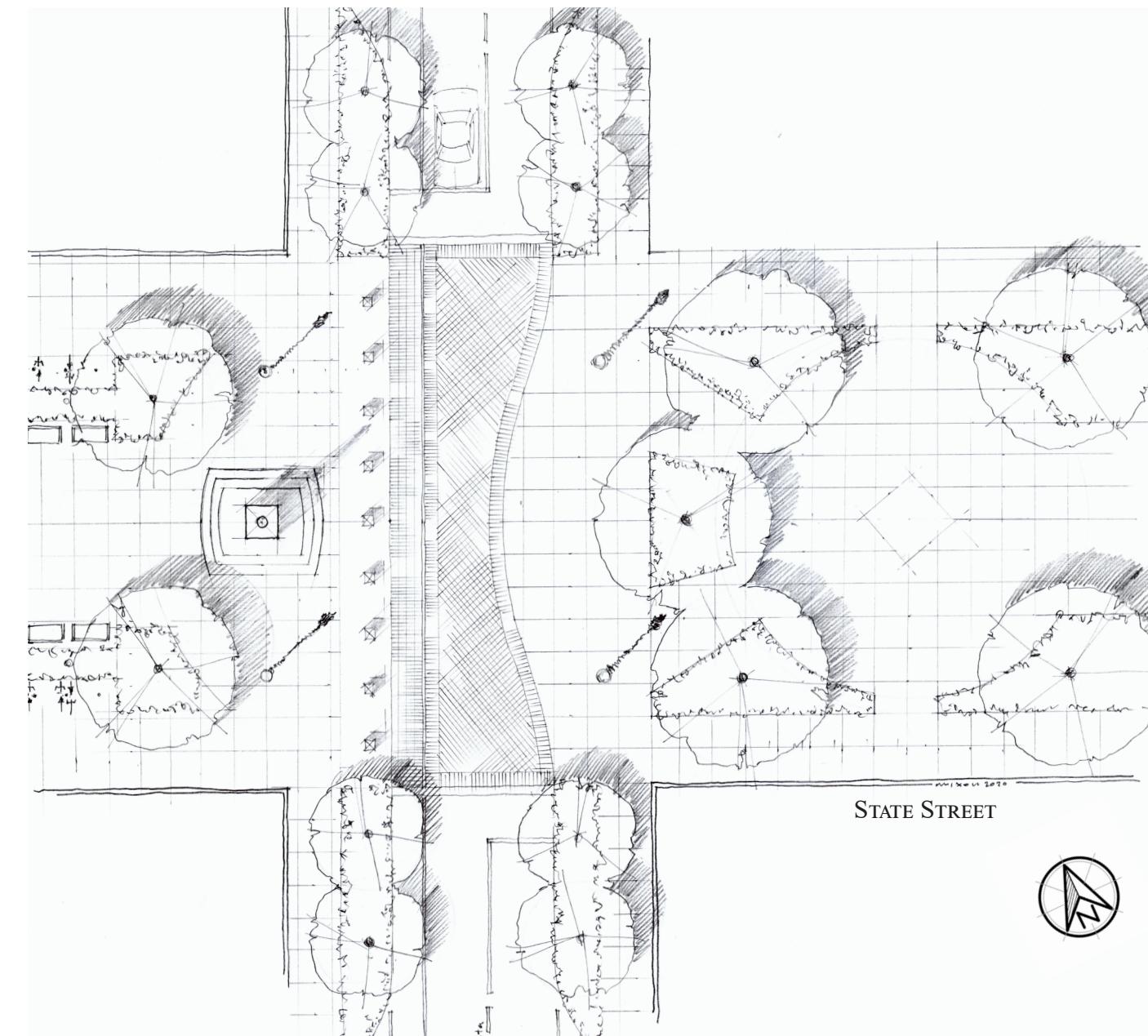
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CANON PERDIDO STREET INTERSECTION - PLAN VIEW

New Vehicular Intersection at Canon Perdido & Cota Streets:



COTA STREET INTERSECTION - PLAN VIEW

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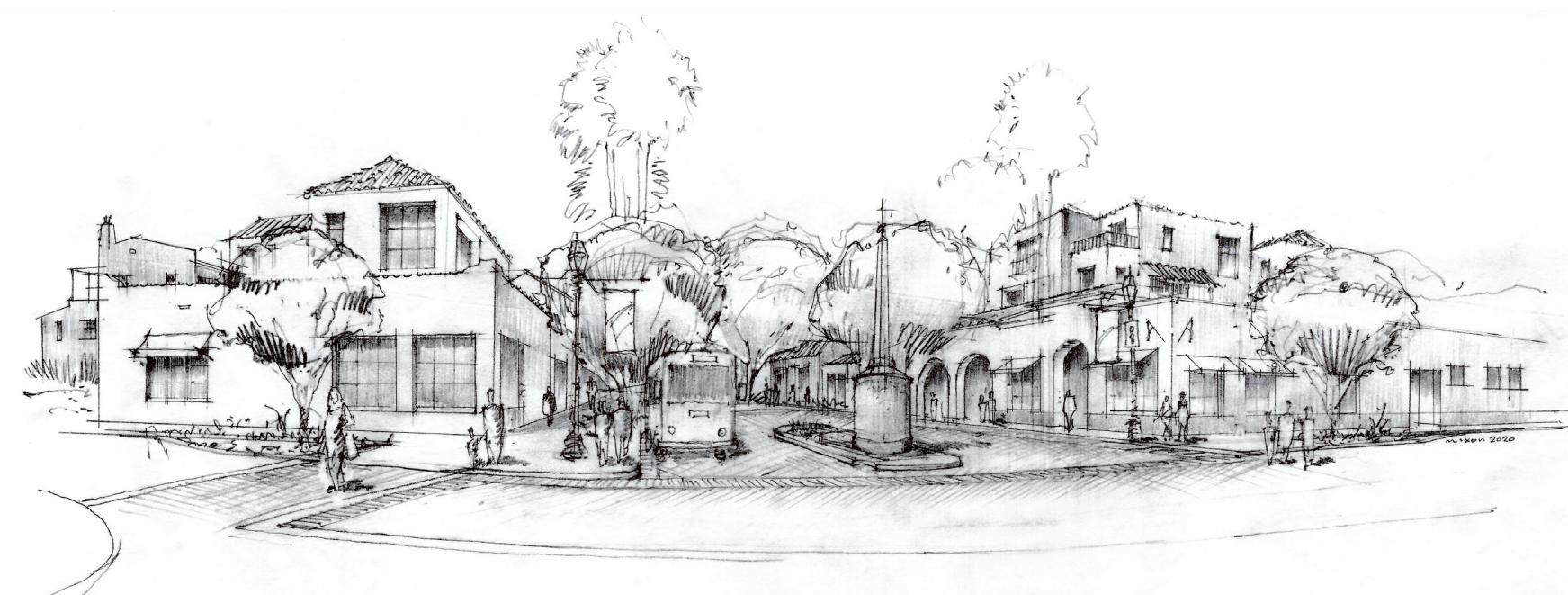


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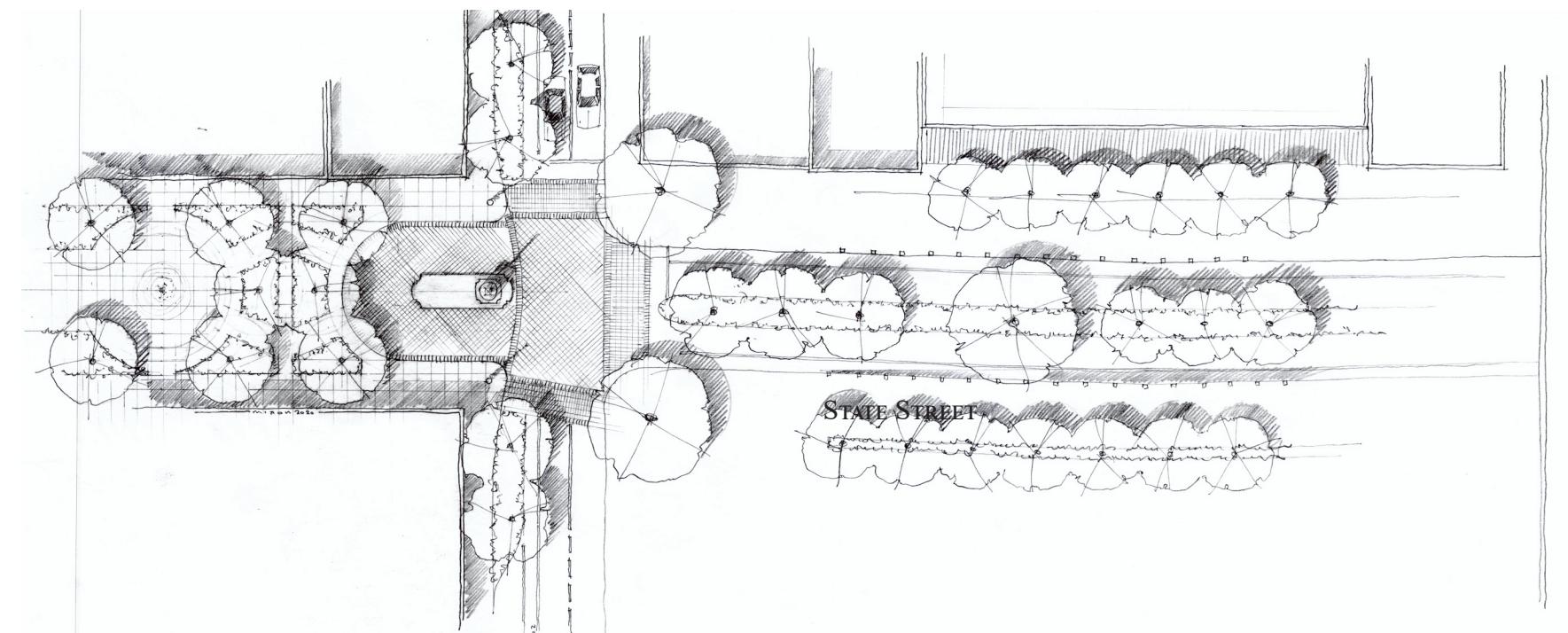
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New Vehicular Intersection at Gutierrez Street:



GUTIERREZ STREET INTERSECTION LOOKING NORTH



GUTIERREZ STREET INTERSECTION - PLAN VIEW

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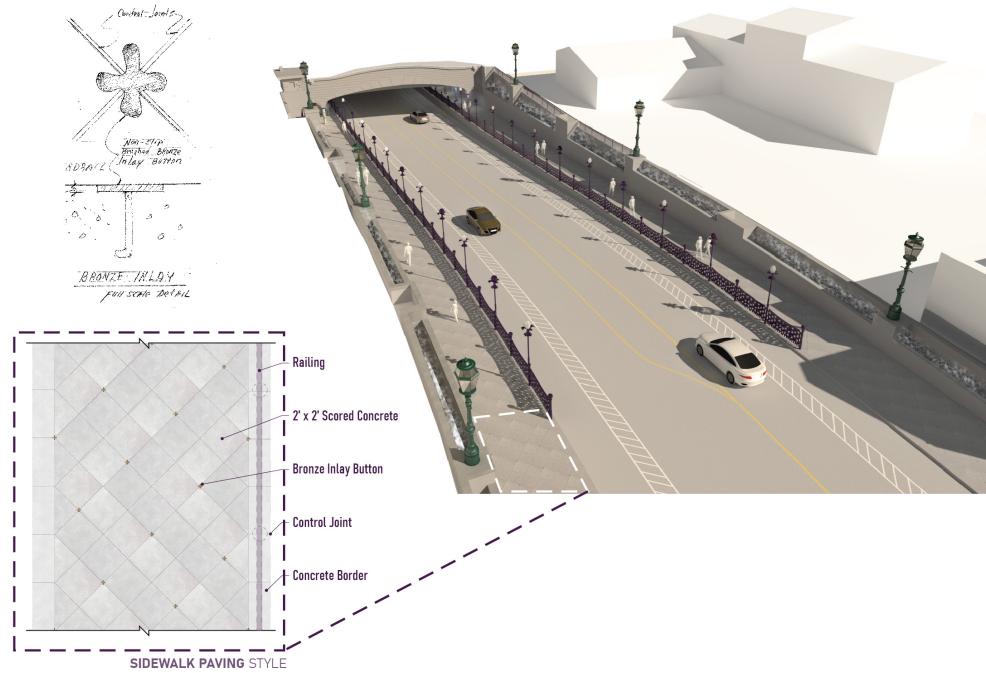
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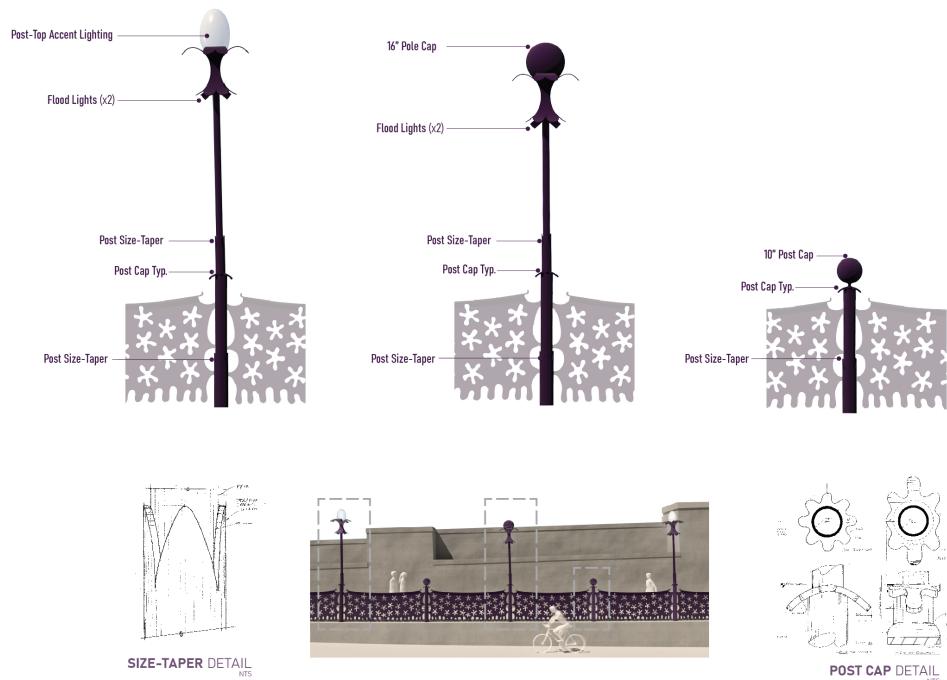
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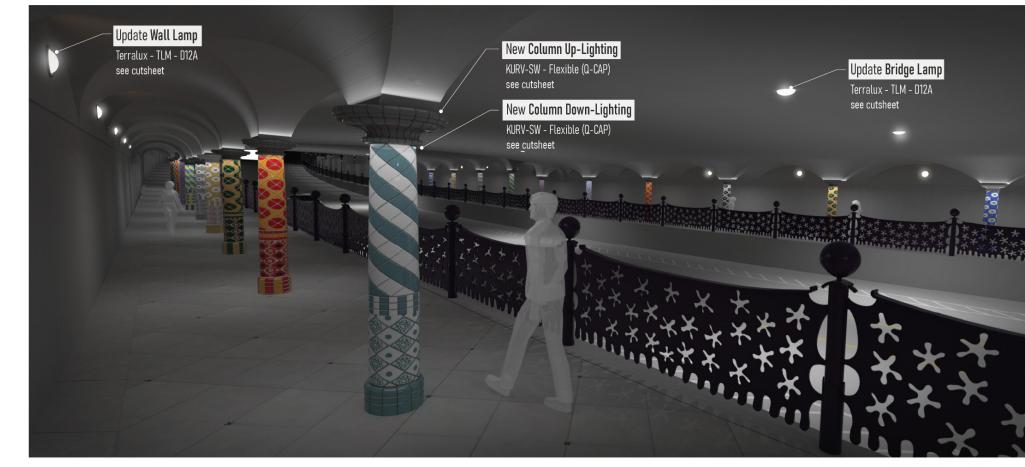
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STATE STREET UNDERCROSSING
ENGINEER: BENGAL ENGINEERING ARCHITECT: JEFF SHELTON LIGHTING DESIGNER: ANN KALE LANDSCAPE DESIGN: PHIL SUDING
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STATE STREET UNDERCROSSING
ENGINEER: BENGAL ENGINEERING ARCHITECT: JEFF SHELTON LIGHTING DESIGNER: ANN KALE LANDSCAPE DESIGN: PHIL SUDING
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STATE STREET UNDERCROSSING
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ENGINEER: BENGAL ENGINEERING
ARCHITECT: JEFF SHELTON
LIGHTING DESIGNER: ANN KALE
LANDSCAPE DESIGN: PHIL SUDING



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