

Extra

RESOLUTION NO. 80-037

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A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA DESIGNATING THE FORMER SOUTHERN PACIFIC RAILROAD STATION AT 209 STATE STREET AS A LANDMARK.

WHEREAS, on October 25, 1979, a resolution of intention to consider the designation of the former Southern Pacific Railroad Station at 209 State Street as a landmark was adopted by the Landmarks Committee; and

WHEREAS, on November 15, 1979, a categorical exemption was issued by the Environmental Analyst; and

WHEREAS, the Landmarks Committee held a public hearing commencing December 6, 1979, and ending on January 16, 1980, during which hearing comments were received on the proposed designation; and

WHEREAS, two written reports on the railroad station were received from the Committee's staff; and

WHEREAS, on January 16, 1980, the Landmarks Committee adopted Resolution 2-80 recommending to the City Council the designation of the former Southern Pacific Railroad Station as a City landmark; and

WHEREAS, Section 22.22.050 of the Santa Barbara Municipal Code states that the City Council may designate any property a landmark by adopting a resolution of designation within ninety (90) days following receipt of a recommendation from the Landmarks Committee;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Santa Barbara that:

- 1. The former Southern Pacific Railroad Station,

1 // /

2 shown on Exhibit "A" attached hereto and described as the station
3 building and an area having a twenty-foot perimeter extending
4 from the eaves of the building, the tracks being the exterior
5 boundary on the south side of the station but not included within
6 the landmark boundary, is designated as a City landmark.

7 2. In support of said decision, the City Council
8 makes the following findings with respect to said landmark
9 pursuant to Section 22.22.040 of the Santa Barbara Municipal
10 Code:

11 a. its character, interest and value is a
12 significant part of the heritage of the City, the State and the
13 Nation;

14 b. it exemplifies a particular architectural
15 style and way of life important to the City and the State;

16 c. it exemplifies the best remaining architec-
17 tural type in a neighborhood;

18 d. it embodies elements demonstrating outstand-
19 ing attention to architectural design, detail, materials and
20 craftsmanship;

21 e. it possesses a unique location and singular
22 physical characteristics representing an established and familiar
23 visual feature of a neighborhood.

24 Adopted April 8, 1980

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SOUTHERN PACIFIC PASSENGER DEPOT HISTORIC SITE

AT SANTA BARBARA, CALIFORNIA

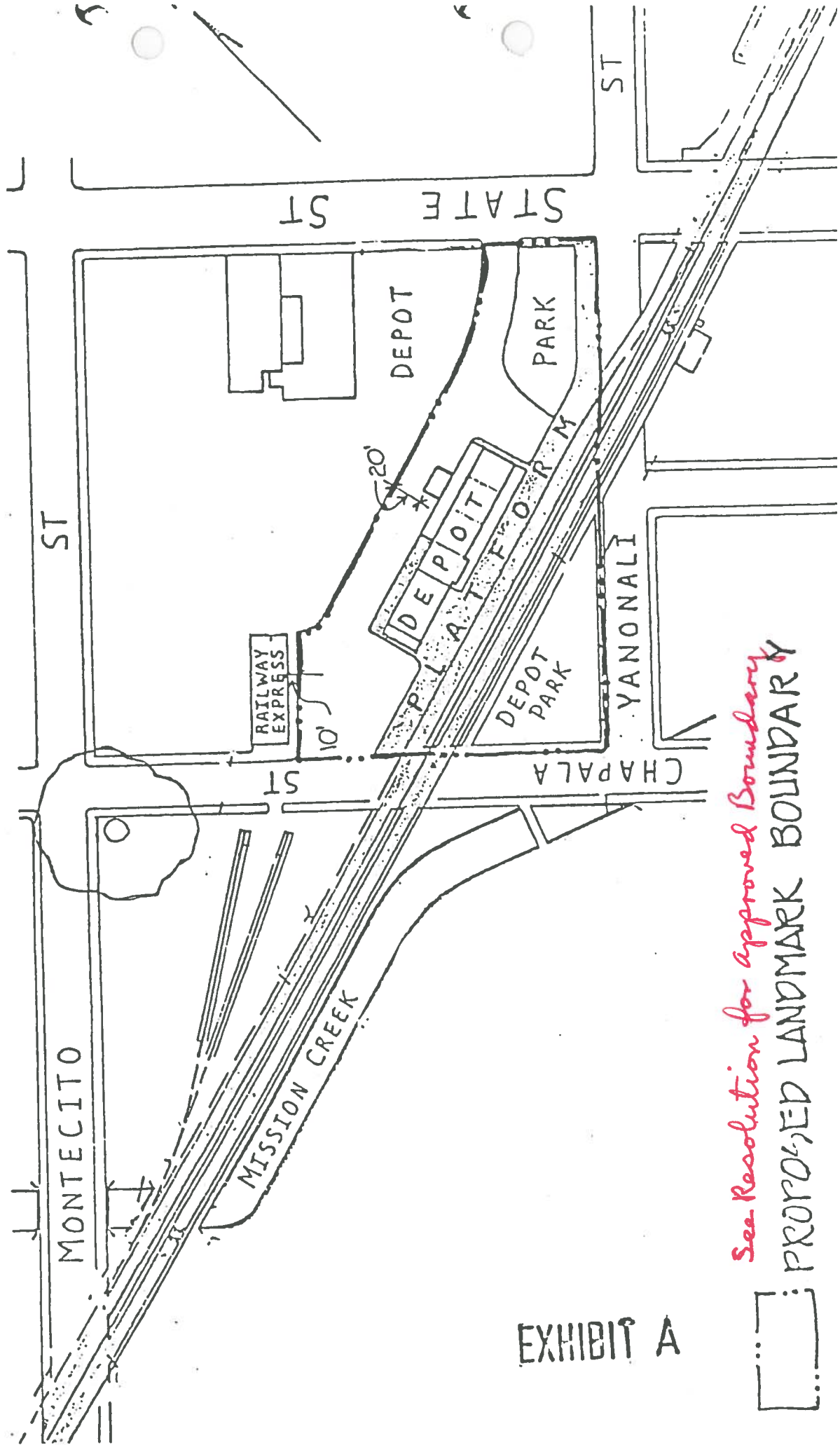


EXHIBIT A

See Resolution for Approved Boundary
PROPOSED LANDMARK BOUNDARY



LANDMARKS COMMITTEE

Staff Report

DATE: December 6, 1979

SUBJECT: Former Southern Pacific Railroad station
(now Amtrak station)

ADDRESS: 209 State Street

PROPOSED: Designation as a City Landmark, per Municipal
Code Chapter 22.22

RESOLUTION OF
INTENTION ADOPTED: October 25, 1979

ENVIRONMENTAL IMPACT
ASSESSMENT: Categorical exemption issued November 15, 1979

BACKGROUND: On February 19, 1976, the Advisory Landmarks Committee requested City Council to consider an ordinance amendment to designate the railroad station as a landmark, under the provisions of the previous Historic Structures ordinance. The matter was referred to the ordinance committee. However, in June of that year the City Attorney recommended to the A.L. Committee in executive session that the action not proceed because of pending Redevelopment Agency activity involving the property. Since that time, however, ownership has not changed.

Interest has remained high, on the part of members of the community and the Landmarks Committee, in designating the railroad station as a landmark. In late October, 1979, the Committee adopted a Resolution of Intention to consider recommending such a designation.

DISCUSSION: The passenger depot was constructed by the Southern Pacific Railroad in 1905. The architect, Francis Wilson, designed the building in the then-popular Mission Revival style. The contract was awarded to Carl Leonardt of Los Angeles. Construction was carried out between April and December, 1905.

The 1905 railroad station was Santa Barbara's third passenger depot, succeeding the Victoria Street Station and the Santa Barbara Station, both built in 1887. The latter depot was constructed at the end of the year, in the vicinity of Olive, Yanonali and Salsipuedes Streets. It was near the old racetrack.

RES. EXHIBIT

A small ticket-and-baggage shed was erected at Gutierrez and Chapala Streets in 1890, and local citizens squabbled for several years over the relative merits of the Victoria St. and Chapala St. facilities for service to in-town patrons.

On March 31, 1901, the first through public train from Los Angeles to San Francisco steamed through Santa Barbara. On April 2 the first train from San Francisco arrived. The events signaled the completion of the Coast Line, closing the railroad gap between Santa Barbara and Templeton. Rail excursions became popular.

Southern Pacific realigned its local tracks in 1905, building a new freight depot on lower Santa Barbara Street, and the passenger depot at Chapala and Yanonali Streets, with access to State Street.

Southern Pacific built its first Mission Revival style station in 1894 in Burlingame, and others followed. Santa Barbara already had several major buildings designed in this style, and local architect Francis Wilson produced a design that "will conform in general style to the Mission Architecture so appropriate and so popular in Southern California".

Lots in City Block 288 had been purchased by the railroad between September 1903 and February 1906. The Potter Hotel was located nearby on Burton's Mound, a convenient distance for patrons arriving by train.

Arcades extend along the front, rear, and west elevations of the depot, except for the front of the baggage room. A porte cochere protrudes from the rear (driveway) arcade. The central, waiting room, portion of the depot is two-storied. It has a tile roof.

For over five decades an attractive lawn area was located between the passenger depot and State Street, on either side on an access driveway. The area is now leased for auto dealerships and commercial parking.

The station has remained in passenger use for 74 years, although it is now operated by the federal government's railway passenger agency, AMTRAK.

Alterations have consisted of: interior counter work (1918), a new district office adjacent to the women's waiting room (1949), refinishing of the beamed ceilings and woodwork, replacement of a portion of the original flooring, and the recent removal of benches and installation of new antennae.

Moreton Bay Fig Tree Park is located across Chapala Street from the former REA building and westerly of the station.

Immediately adjacent to the station's driveway is a privately-leased parking area. The old Neal Hotel abuts the parking area and fronts on State Street. It is currently being remodeled into a night club-restaurant. In the early decades of the century the Neal served lunch to rail passengers when it was called the Southern Pacific Eating House.

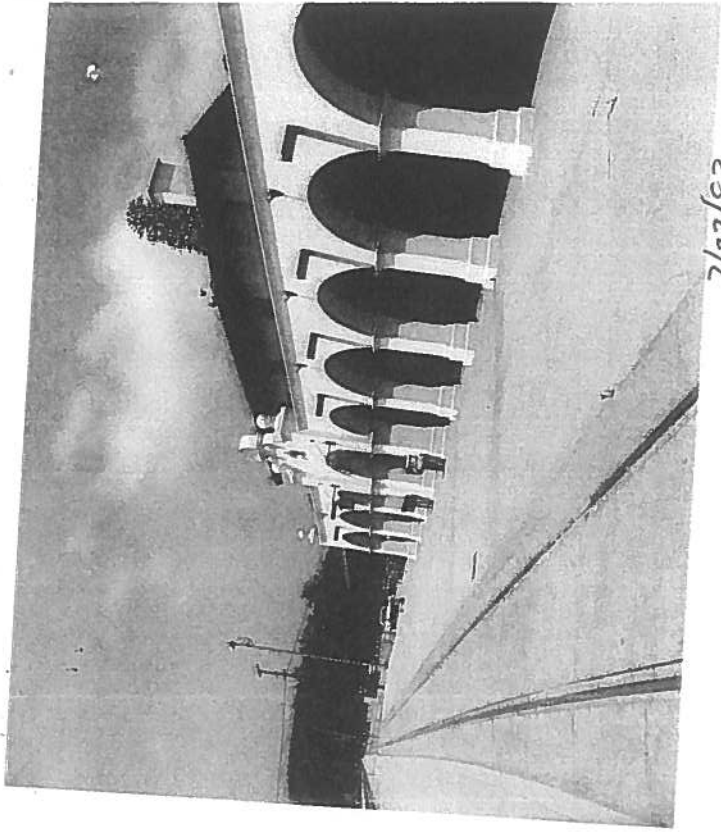
Across the tracks from the station is a triangular landscaped area, with Yanonali Street to the southeast of this area. The station, driveway, parking areas, former REA building, tracks and landscaped area are all on one parcel owned by Southern Pacific, No. 33-010-02.

The subject property is within the Central City Redevelopment Project area.

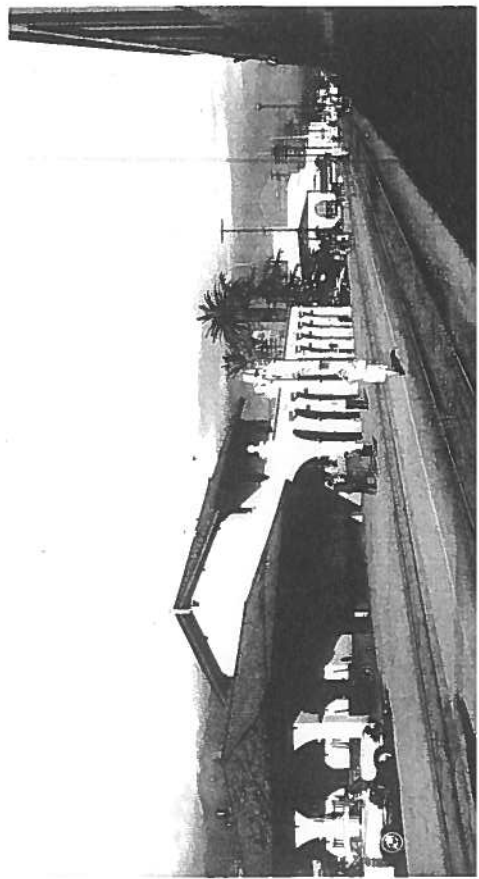
M.L. DAYS

Historical Sources:

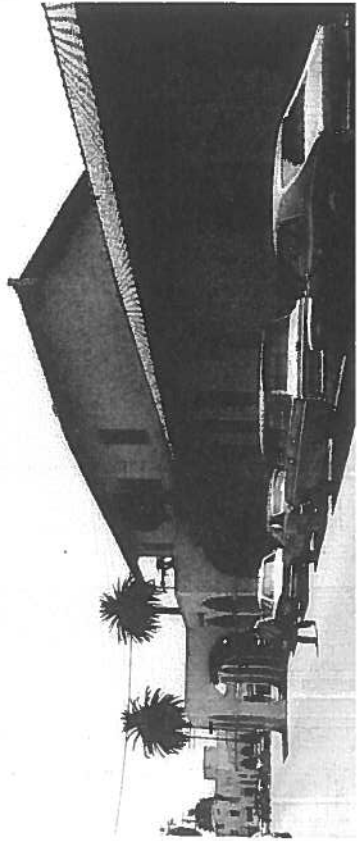
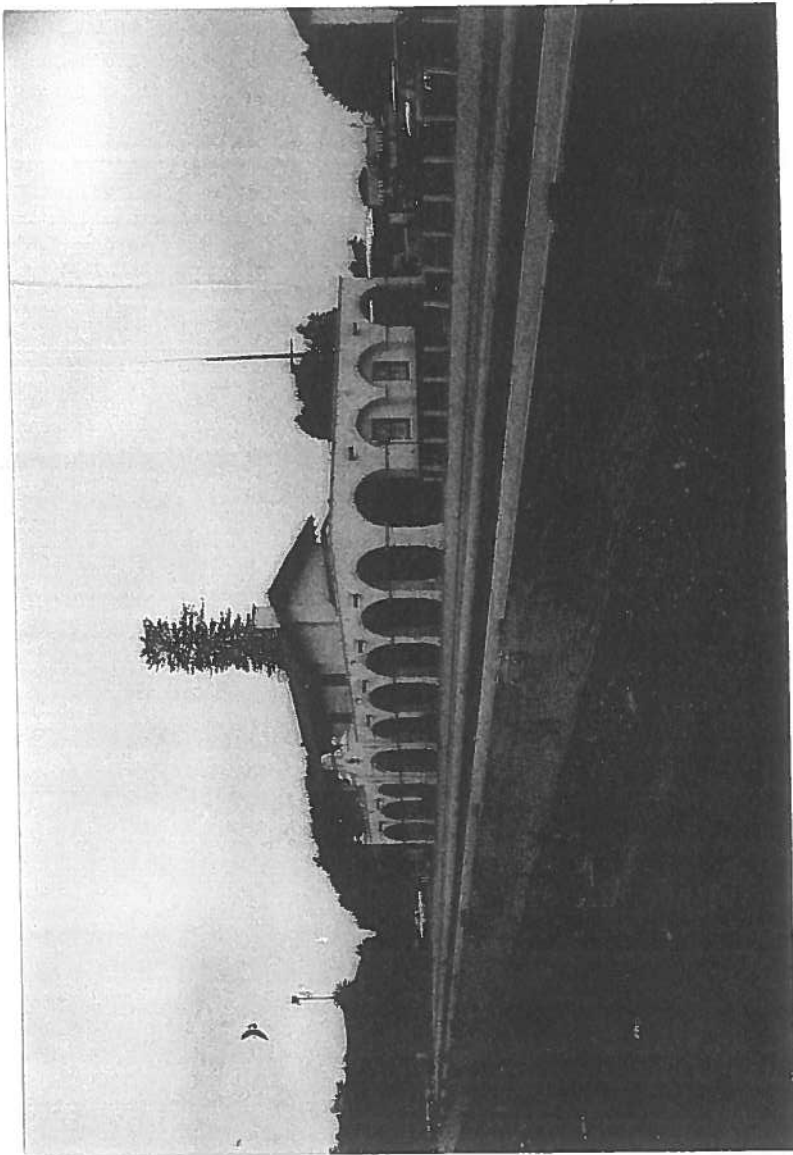
1. Planning Division records
2. "Southern Pacific Railroad Station 1905, Santa Barbara, Ca.", by Cindy Davis, History 195, Spring 1977, Dr. Pursell, UCSB
3. Isaac & Joy Bonilla



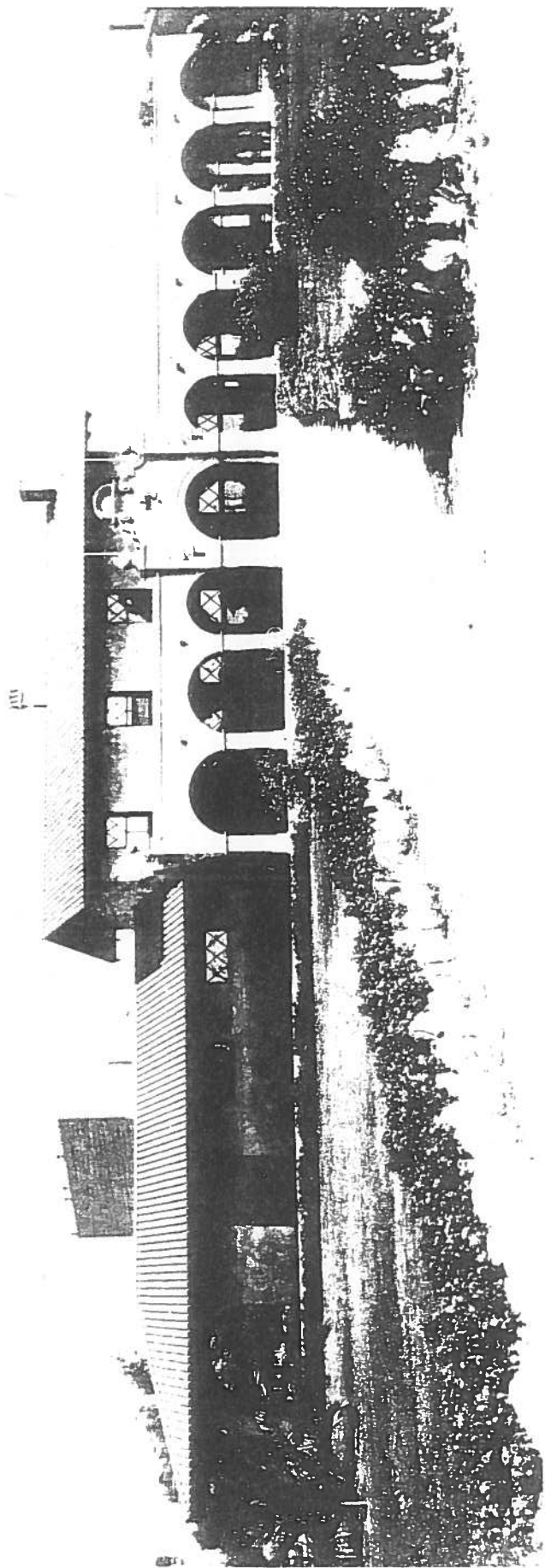
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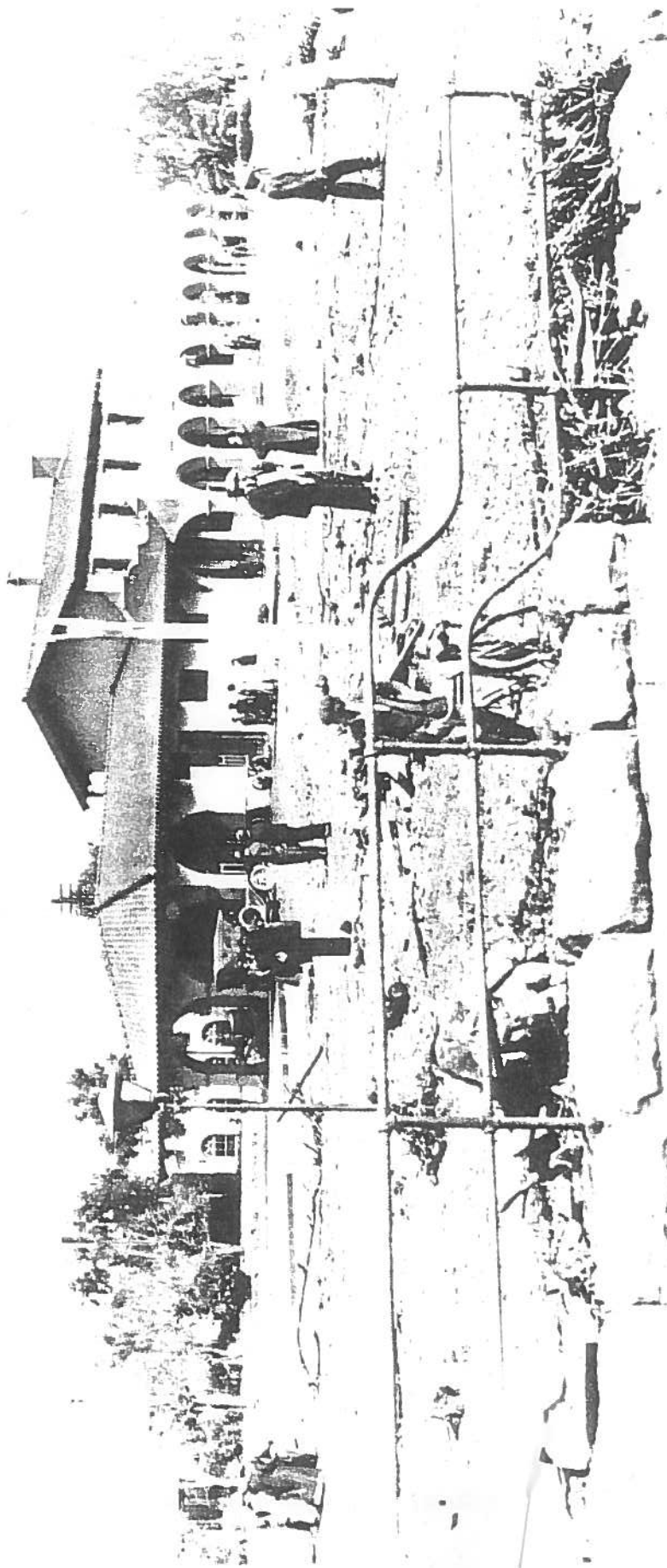


8/6/83



7/27/83







*archaeologically
sensitive

Designated City Historical Landmark
1980

HISTORICAL SURVEY INVENTORY

BASIC DATA

SPRR Property Passenger Depot of the Southern Pacific Railroad

HISTORICAL NAME: Santa Barbara INVENTORY NO. SB-163 a

ADDRESS: W. of State St. No. Yananoli St. ARCHITECT: UNKNOWN

A.P. NO: _____ ARCHITECT: Francis Wilson

OWNER: Southern Pacific Railroad BUILDER: UNKNOWN

YEAR BUILT: 1905 BUILDER: Carl Leonardt

33-075-12

CLASSIFICATION:

BUILDING DISTRICT _____ SITE _____ STRUCTURE _____ OTHER _____

Current owners: Redevelopment Agency of Santa Barbara

PO BOX 1990

Santa Barbara CA 93012

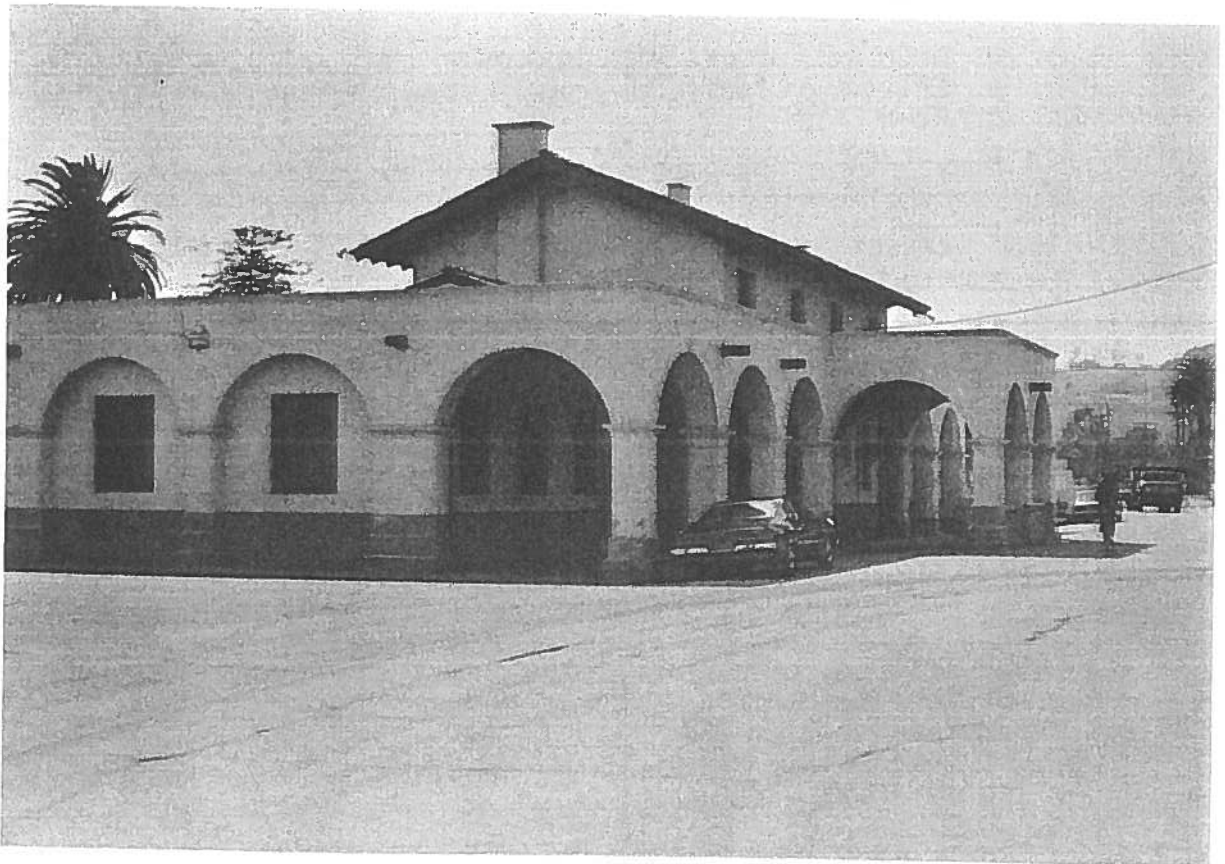
EXISTING SURVEYS: 93012

\$15,000 bldg. permit 6-26-1905

Southern Pacific Ry. Co.

2 story concrete bldg.

M. S. Days



SIGNIFICANCE

1. DETERMINATION OF SIGNIFICANCE
- BUILDING EXHIBITS NO ARCHITECTURAL OR HISTORICAL SIGNIFICANCE
(IGNORE REMAINDER OF FORM)
- BUILDING EXHIBITS THE FOLLOWING AREAS OF SIGNIFICANCE
(COMPLETE REMAINDER OF FORM)
- | | | |
|---|---|--|
| <input type="checkbox"/> ARCHEOLOGY - PREHISTORIC | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> PHILOSOPHY |
| <input type="checkbox"/> ARCHEOLOGY - HISTORIC | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> POLITICS/GOVERNMENT |
| <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> EXPLORATION/
SETTLEMENT | <input type="checkbox"/> RELIGION |
| <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> ART | <input type="checkbox"/> INVENTION | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> COMMERCE | <input type="checkbox"/> LANDSCAPE | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LAW | <input type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> OTHER(SPECIFY) |
| <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> MILITARY | |
| | <input type="checkbox"/> MUSIC | |
2. PERIOD BUILDING ACHIEVED SIGNIFICANCE
- | | | | |
|--------------------------------------|------------------------------------|------------------------------------|---|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> 1700-1799 | <input checked="" type="checkbox"/> 1900- |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> 1800-1899 | |
3. SPECIFIC DATES 1905
4. ARCHITECT Francis Wilson of Santa Barbara
5. BUILDER Unknown
6. PERIOD OF CONSTRUCTION AND/OR USE
1905
7. HISTORICALLY SIGNIFICANT EVENTS
- NONE Consult the records of the Santa Barbara Historical Society.
8. INDIVIDUALS SIGNIFICANTLY ASSOCIATED WITH THE PROPERTY
- NONE (Above)
9. INFORMATION PROPERTY HAS YIELDED
- NONE (Above)
10. INFORMATION PROPERTY MAY YIELD
- NONE (Above)