

*original document
with photographs*

HISTORIC PROPERTY CLEARANCE REPORT

for the
SANTA BARBARA RAILROAD STATION
209 State Street
Santa Barbara, California, 93101
Santa Barbara County
District 5

Prepared for the City of Santa Barbara
Redevelopment Agency

630 Garden Street
Santa Barbara, CA 93101

by

Preservation Planning Associates
519 Fig Avenue
Santa Barbara, CA 93101

April 1994

TABLE OF CONTENTS

Title Page	Cover
1. Summary of Findings	1
2. Description of Project	6
3. Area of Potential Effect (APE)	7
4. Resume of Survey	7
5. Resources Identified	10
6. Resource Significance	12
7. Effect Statement	14
8. Mitigation Plan	20
9. Attachments	22
Appendix A:	Architectural Inventory/Evaluation Forms: Depot, REA building, Signalman's Building, Landscaping, Rail Spurs, Mission Creek Diversion Channel
Appendix B:	Archaeological Report
	National Register Nomination Form: S.B. Train Depot
	City Landmark Nomination: Depot
	City Landmark Nomination: Moreton Bay Fig Tree
	Southern Pacific Passenger Depot Restoration Report

HISTORIC PROPERTY CLEARANCE REPORT
SANTA BARBARA RAILROAD STATION
209 State Street
Santa Barbara, California

1. SUMMARY OF FINDINGS

The proposed project would restore and rehabilitate the 1906 Santa Barbara Railroad Station and surrounding station grounds to an historic target date of c.1920, raising the loading platform, adding new parking spaces, and reconfiguring the circulation driveway to meet current and projected rail passenger needs. The restoration and rehabilitation work with related effects is summarized below.

Depot Building: The following proposed work would have no adverse effect on the historic resource: the removal of the 1949 in-fill from the original open arcade; the replacement of missing original windows; provision of accessible entrances and restrooms; reconstruction of the baggage port; re-configuration of the ticket counter to the 1918 plan; and the restoration of original colors, finishes; and materials.

Signalman's Building: The following proposed work will have a direct and a potential indirect adverse effect: replacement of existing windows on the south side with doors for conversion of building into a public restroom.

Landscaping and Sitework: The following proposed work will have an adverse effect: raising of the trackside loading platforms 8" per Cal-Trans requirement; the intrusion of the new parking lot into the historic Moreton Bay Fig Tree Park, a City of Santa Barbara Landmark.

The following proposed work will have no adverse effect: restoration of one of the original landscaped lawns and the partial restoration of two of the other lawn areas; restoration of a portion of the original driveway through the station; restoration of the iron pipe rail fence on Mission Creek; creation of formal parking spaces.

This study fulfills the requirements of the Advisory Council on Historic Preservation regulations (36 CFR 800) for implementing Section 106 of the National Historic

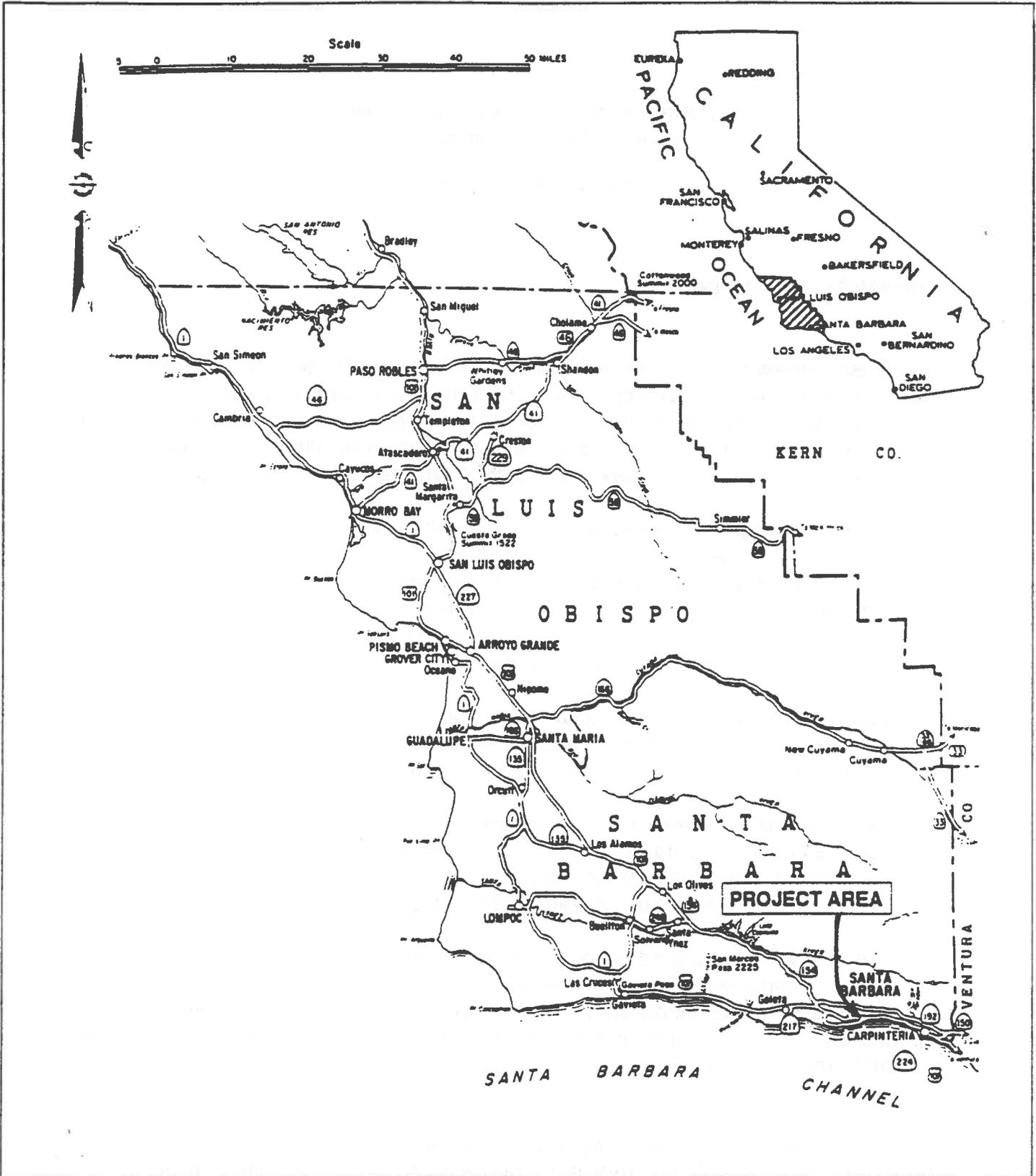


Figure 1
 PROJECT VICINITY MAP
 Santa Barbara County
 District 5

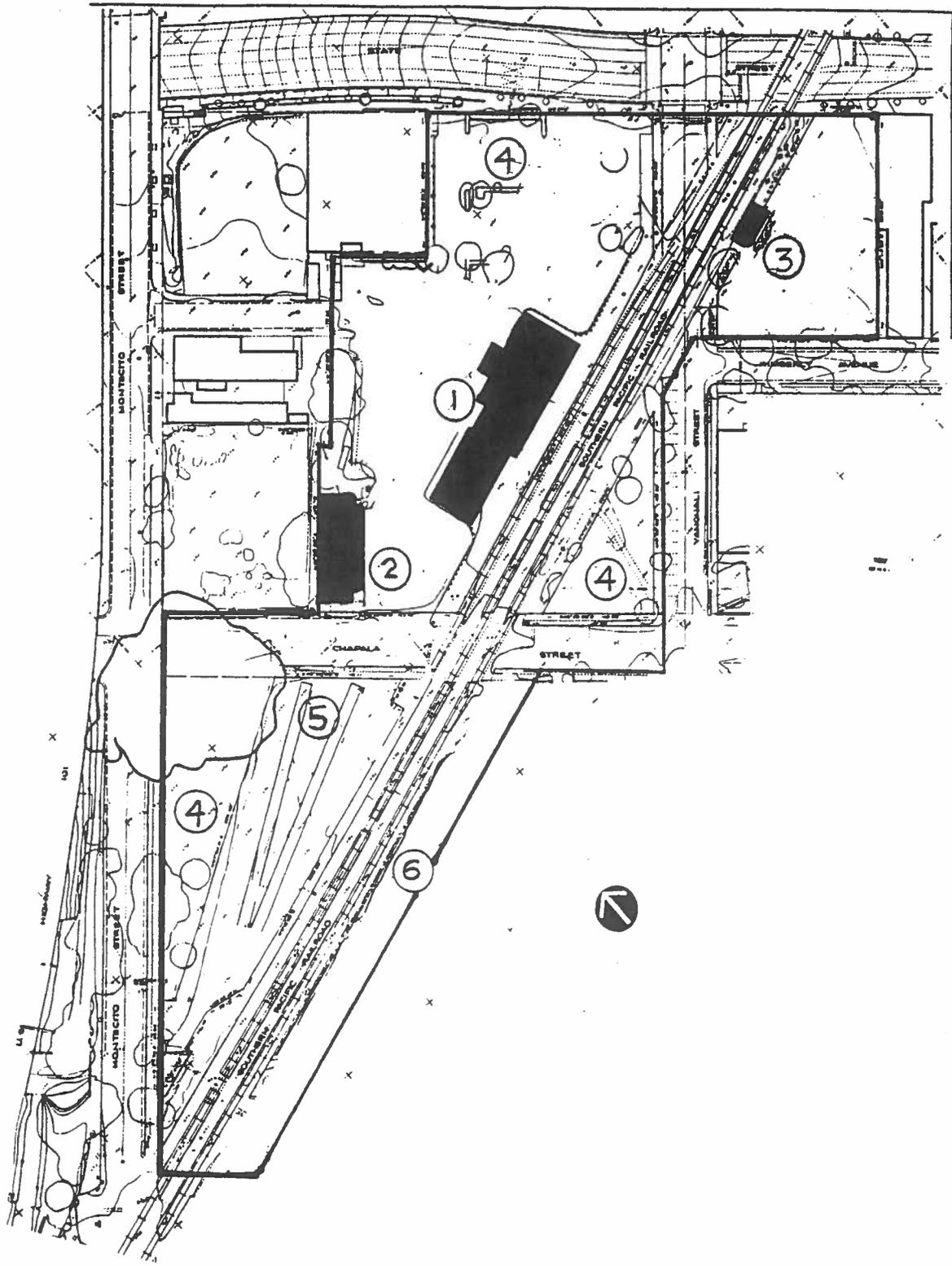


Figure 2
 AREA OF POTENTIAL EFFECT
 Santa Barbara Railroad Station Improvement Plan
 Santa Barbara County

Preservation Act. This Act requires federal agencies to take into consideration the potential effects of proposed projects on historic properties either listed on or declared eligible for listing on the National Register of Historic Places. In addition this report fulfills the City of Santa Barbara's Master Environmental Assessment(MEA) regulations for implementing the California Environmental Quality Act (CEQA), which requires governmental agencies to take into consideration the potential effects of proposed projects on properties of historic or cultural significance to a community (Appendix G [j]). The MEA establishes a process for determining the significance of impacts of proposed projects on the City's cultural resources.

The project defines the area of potential effect (APE) as including the Depot, Railway Express Building (Open Air Bicycles), the Signalman's building and the vacant lot to the south of it, a portion of the sandstone retaining wall for the Mission Creek diversion, the north and southbound tracks, a sidetrack, two spur line sidings for private cars, the triangular park south of the depot, the Moreton Bay fig tree park, the parking lot to the north of the depot, and a portion of Chapala Street (See Figure 2).

To determine the cultural significance of properties within the APE, archaeological and historical surveys were undertaken. The results are summarized below.

Archaeological Survey. In January of 1994 a records and literature search was conducted at the California Archaeological Inventory Information Center, University of California, Santa Barbara (UCSB) which identified thirty previous archaeological investigations that had been conducted within one-quarter mile of the project location. One archaeological site is located within the project area (SBA-1958), and fifteen sites are within one mile. Other sources consulted were: the Special Collections Library, UCSB; Map and Imagery Laboratory, UCSB; Santa Barbara Public Library; Santa Barbara Historical Society, Gledhill Library; and the Office of Community Development, City of Santa Barbara.

An archaeological field survey of the entire APE did not encounter any cultural material due to the extensive concrete and asphalt paving. It was noted that the triangular park directly across from the Depot has suffered a high degree of disturbance, and that the original ground surface was not visible anywhere on the APE.

Based on the presence of recorded site SBA-1958 and the additional background research, the archaeologist has recommended that when the areas of ground disturbance are identified, including any repair work to be carried out on the buildings, a subsurface survey be conducted to determine whether buried deposits exist.

Historical Survey. A study of historic resources within the APE was conducted through a literature search and numerous on-site visits. Archival research was done at the Gledhill Library at the Santa Barbara Historical Society, the U.C.S.B. Special Collections Library, Presidio Research Center at the Santa Barbara Trust for Historic Preservation, Santa Barbara Public Library, and City Building Permit Archives. Persons consulted included Isaac Bonilla, local historian and former "bag-smasher" at the station; Bo Golson and John Signor, conductors; Charles Holman, retired ticket master; Leo Mandeville, retired freight worker; Richard Hopper, Southern Pacific Architectural Bureau, San Francisco; Larry Squires, Southern Pacific Engineering and Drafting Archives, Los Angeles; Dale Rossi, granddaughter of station master James Sloan.

The Santa Barbara Railroad Depot (former Southern Pacific Railroad Station) and the Moreton Bay Fig Tree and Park are City of Santa Barbara Landmarks. The station, which includes, among other features, the depot building, the former REA building, the signalman's building, the private car spurs, the north and southbound tracks and platforms, the station siding, and the original landscaped lawn areas, was formally declared eligible for listing on the National Register of Historic Places (NRHP) in 1978 because of its association with Mission Revival train station architecture and its contribution to passenger and freight train travel in its heyday. It was not formally listed because the owner, Southern Pacific Transportation Company, objected.

2. DESCRIPTION OF PROJECT

The proposed project would restore the Santa Barbara Railroad Station and surrounding station grounds to an historic target date of c.1920, and would raise the loading platform, add new parking spaces, and reconfigure the circulation driveway to meet current and projected rail passenger needs. The proposed restoration and rehabilitation project includes the following.

Depot: Removal of the 1949 in-fill of the original open arcade; replacement of the original windows in the women's waiting room; removal of the c.1920 infill from the arched doorway opposite the porte-cochere; ramping of the floor in the vestibule for wheelchair accessibility; provision of a granite wedge for wheelchair accessibility to the ticket office on the track side of the depot; reconstruction of the baggage port door on the north side with the omission of the low baggage counter; replacement of the current c.1950 ticket window configuration with the configuration from 1918; partitioning of the baggage room for vending machines; reconfiguration of existing marble partitions in the bathrooms for wheelchair access; relocation of Southern Pacific Company's electronic equipment from the original station master's office and return of the room to its office use; the restoration of original colors, finishes, and materials.

Signalman's Building: replacement of existing windows on the south side with doors for conversion of building into a public restroom.

Landscaping and Site work: raising of the trackside loading platforms 8" per Cal-Trans requirements; restoration of one of the original landscaped lawn areas and the partial restoration of two of the other lawn areas; restoration of a portion of the original driveway through the station; restoration of the iron pipe rail fence on Mission Creek; creation of formal parking areas, including passenger loading and handicap spaces.

3. APE DEFINITION

The project defines the area of potential effect (APE) as including the Depot, Railway Express Building (Open Air Bicycles), the Signalman's building and the vacant lot to the south of it, the sandstone lined Mission Creek diversion, the north and southbound tracks, a sidetrack, two spur line sidings for private cars, the triangular landscaped lawn area south of the depot, the parking lot to the north of the depot, and a portion of Chapala Street (See Figure 2).

4. RESUME OF SURVEY

Literature and inventories consulted for the archaeological and historical surveys include the National Register of Historic Places computer listing, courtesy of Maryln Lortie of the Office of Historic Preservation; the California Inventory of Historic Resources 1976; California Historical Landmarks 1990; City of Santa Barbara MEA Technical Appendix 4D: City of Santa Barbara Landmarks; site records at the University of California, Santa Barbara, California Archaeological Inventory Information Center. Additional sources used include books, magazine and newspaper articles, local histories, city directories, fire insurance maps, photographic archives at the S.B. Historical Society, the Huntington Library, U.C.L.A. Special Collections, the California State Archives, Sacramento; architectural drawing archives at the Southern Pacific Architectural Bureau, San Francisco, and the Southern Pacific Engineering and Drafting Archives, Los Angeles. Individuals consulted included Issac Bonilla, local historian and former "bag-smasher" at the station; Miss Mary Louise Days, urban historian, City of Santa Barbara; Bo Golson and John Signor, conductors; Charles Holman, retired ticket master; Leo Mandeville, retired freight worker; Dale Rossi, granddaughter of former station master James Sloan.

These inventories indicated that the Depot (1980) and the Moreton Bay Fig tree (1982) are City of Santa Barbara Landmarks, and that the station was declared eligible for the NRHP in 1978. The California Archaeological Inventory Information

Center indicated that there are no NRHP eligible archaeological sites within the APE.

The following is a list of sources used for this report:

Books, Articles, Newspapers

"Among the Architects. Building Reports." The Architect and Engineer,
February 1906, 90.

Atkinson Scott. "Southern Pacific Train Depot." National Register of Historic
Places
Inventory - Nomination Form. 1980.

Conard, Rebecca and Christopher Nelson. Santa Barbara. A Guide to El Pueblo
Viejo.
Santa Barbara: Capra Press, 1986.

Davis, Cindy. "Southern Pacific Railroad Station." Unpublished paper,
U.C.S.B. 1977.

Ferro, Maximilian L. and Melissa L. Cook. Electric Wiring and Lighting in
Historic American Buildings. New Bedford: AFC, 1984.

Gebhard, David. "Architectural Imagery. The Mission and California." Harvard
Architectural Review, Spring 1980, 137-45.

Gray, Elmer. "Architecture in Southern California." The Architectural Record ,
XVII (January 1905), 1-17.

Holman, Charles. Unpublished reminiscences. n.d.

Jennings, Frederick. "Some California Railroad Stations." The Architect and Engineer,

(February 1917), 43-54.

The Painting and Decorating Contractors of America. Painting and Decorating Working Methods. New York: Theo Audel, 1922.

"Painting Cement." The Architect and Engineer of California,

VII (November 1906), 64.

"Railroads." Pamphlet file, Santa Barbara Public Library.

Romaine Trade Catalog Collection. U.C.S.B. Boxes of catalogs on Building Materials, Lighting, Railroad Supplies.

Santa Barbara Morning Press. April 21, April 22, June 28, July 22, October 12, October 28, November 17, November 23, December 31, 1905, January 2, January 6, 1906.

The Sherwin-Williams Company. The Home Painting Manual. Cleveland: The Sherwin-Williams Company, 1922.

"Station, Santa Barbara, Cal." Inland Architect and News Record.

February 1908. (Photograph)

Stickley, Gustav. Craftsman Homes. 1909, 2d ed; rpt. New York: Dover, 1979.

Stineman, Norman M. "Spanish Mission Architecture in Railway Passenger Stations." The Architect and Engineer, 62 (September 1920), 75-9.

Weitze, Karen J. California's Mission Revival. L.A.: Hennessey and Ingalls, 1984.

Photograph Sources

S.B. Historical Society, Gledhill Library
The Huntington Library
U.C.L.A. Special Collections
California State Archives
Southern Pacific Architectural Bureau, San Francisco
Southern Pacific Engineering and Drafting Archives, Los Angeles Southern Pacific
Conductors (Mr. Bo Golson; Mr. John Signor)
Miss Mary Louise Days
Mrs. Dale Rossi

Maps and Drawings

Sanborn Map 1907
Sanborn Map 1907 corrected to 1929.

S.B. Train Depot Plans

Elevation 1905
Floor plan 1905
Ticket office alteration plan 1918
Arcade infill plan 1949

Personal Communications

Mr. Issac Bonilla, Miss Mary Louise Days, Mr. Bo Golson, Mr. Charles Holman, Mr. Leo Mandeville, Mrs. Dale Rossi, Mr. James Hansen, Mr. Oswald da Ros, Mr. Vince Pownall, Mr. T.P. Rivera, Ms. Judy Sutcliffe

5. RESOURCES IDENTIFIED

Archaeological Sites. Prehistoric resources identified include SBA-1958, located on the corner of Chapala and Yanonali Streets. The site consists of a low density scatter of marine shellfish and chipped stone measuring approximately 45 x 25 meters. It was recorded in 1985 by M. Macko and N. Rhodes as part of a survey for the Proposed Mission Creek and Vicinity Flood Control Study.

Although no historic archaeological resources were encountered from the preliminary field investigation, an 1892 map indicated five dwellings, including one made of adobe, located within the project parcels. The site was cleared in 1905 for the construction of the depot, the REA building, tracks and spurs, and the Mission Creek realignment.

Buildings. The Santa Barbara Railroad Depot (former Southern Pacific Railroad Station) is a City of Santa Barbara Landmark (1980). All the buildings under discussion were determined eligible for the National Register of Historic Places in 1978.

Depot. The Santa Barbara Railroad Depot, built in 1905 by the local architect Francis Wilson, was declared significant for its association with Mission Revival train station architecture during the period from 1890 to 1915, and its contribution to passenger and freight train travel during its heyday, from 1905 to 1949.

Railway Express Building--REA (Open Air Bicycles). The REA building was determined eligible as a contributing building to the station's significance as a major freight and passenger enterprise. Built in 1906 just after the opening of the Depot, this building was originally designed for the Wells Fargo Express Company, and was used to move mail and freight between towns. It originally was only 60' long but was extended to 90' some time before the 1925 earthquake, possibly in 1918 when the American Railway Express Company took over from Wells Fargo at the Depot. In 1973 it was abandoned by Southern Pacific and now houses a bicycle shop (Sanborn Maps 1907, 1930; City Directories 1907-1930; aerial photograph 1925; NR nomination form).

Signalman's Building. This building, also known as the crew quarters, was determined eligible as a contributing building to the station's significance as a major freight and passenger enterprise. Built in 1910 by Southern Pacific, this building was used by the men who serviced the trains, and as an office. It held lockers, furniture, and a bathroom. It is currently vacant.

Other Structures.

Cut sandstone retaining walls along Mission Creek. The sandstone retaining walls on the site, although not specifically mentioned in the NRHP nomination form for the station, are eligible as a contributing feature to the station's significance as a major freight and passenger enterprise between 1905 and 1949. Built in 1905, as a channel to divert Mission Creek from the station site, these retaining walls are indicative of turn-of-the-century era engineering, use of materials, and methods of construction. The stone channel, topped with pipe railings, passes from the north diagonally to the east through the APE.

Private car spurs. Two private car spurs, which came off the siding track adjacent to the main line, were determined eligible as a contributing feature to the station's significance as a major freight and passenger enterprise between 1905 and 1949. They were used to park private rail cars while their owners vacationed in Santa Barbara, usually at the Mission Revival style Potter Hotel just south of the station. The area for these spurs was created by the diversion of Mission Creek, the infilling of the Mission Creek bed, and the use of land formerly housing the Hotel Potter stables. These spurs were designed for both private cars and excursion trains (News Press, May 21, 1905).

Other Historical Resources

Landscaping. Although not part of this project, the Moreton Bay Fig Tree and Park is a City of Santa Barbara Landmark (1982), and was part of the original Depot landscape plan. The three landscaped lawn areas surrounding the depot were determined eligible as features contributing to the station's significance as a major freight and passenger enterprise. Those to the north, east and south of the depot consisted of large lawns punctuated with date palms and edged with large granite stones and lantana hedges in the brilliant orange and yellow coloring which was the trademark of the Southern Pacific Company. Paths through the lawns led to the Mission Revival Neal Hotel to the north and the Potter Hotel to the southwest. To the west of the depot, across Chapala Street, was another expanse of lawn edged with granite stones, which contains a spectacularly large Moreton Bay fig tree dating to 1877 at this site.

In the 1960s the depot grounds were reconfigured, and the lawns to the north and east were removed to provide more parking for the station (Hurd aerial maps 1954-1967). Currently only the Moreton Bay fig tree park retains its lawn, while the area south of the tracks still retains most of its granite stone borders and one of its two original date palms. The three original date palms remain from the park area east of the Depot.

6. RESOURCE SIGNIFICANCE

The Santa Barbara Railroad Depot (Station) was declared eligible for the National Register of Historic Places (NRHP) for its association with Mission Revival train station architecture during the period from 1890 to 1915, and its contribution to passenger and freight train travel during its heyday. The NRHP nomination boundary includes the depot, the REA building, the signalmen's building (crew quarters), private car spurs, landscaped lawns, cut sandstone retaining walls along Mission Creek, the siding track, and the main tracks (Atkinson, Southern Pacific Train Depot, 1980). The depot building is a City of Santa Barbara Landmark.

Built in 1905, the depot in Santa Barbara was one of numerous Mission Revival train-related buildings designed in the first two decades of the twentieth century, as California railroads capitalized on the established link between the missions and tourism. Although attributed to the Southern Pacific's Architectural Bureau, which designed Mission Revival stations for Davis, Visalia, Modesto, Berkeley, San Francisco, and Porterville, the Santa Barbara station was designed by Francis W. Wilson, a noted Santa Barbara architect whose work included the Santa Barbara Public Library as well as a number of Montecito estates.

The new depot replaced its two predecessors - a passenger station located at the corner of Victoria and Rancheria Streets and a passenger and freight station on the lower east side - as part of a major realignment of the tracks, which originally came into town near Salsipuedes Street, ran west along Gutierrez Street, and then north on Rancheria Street out of town. Mission Creek was diverted through new retaining walls made of sandstone and the old creek bed filled in to provide an area for private cars and excursion trains adjacent to the Moreton Bay fig tree.

Asphaltum paving surrounded the immediate area around the depot. Low hedges of Lantana flowers bordered by granite stones surrounded the lawn areas. Macadam roadways led in from Chapala and State Streets to along the north side of the building, and broad sidewalks connected State Street and Chapala along the tracks. One path led conveniently from the depot to the restaurant of the new Mission Revival style Neal Hotel, which had been built by Neal Callahan expressly to cater to train passengers.

Opening its doors on January 1, 1906, the station provided many freight and passenger services during the period from 1906 to 1949. Considered the "most important local improvement of 1905" by the daily newspaper, the depot quickly became a community gathering place. Numerous trains traveled north and south daily. Jitneys from the local hotels pulled up to carry passengers and their bags away to their lodgings. An ice cart provided drinking water for the passengers. At one time or another special trains carrying United States Presidents, visiting European royalty, football fans, and circuses, stopped at the station. The local Red Cross chapter constructed a little Mission Revival copy of the depot next to the baggage room as a canteen to serve coffee and donuts to World War I soldiers passing through or returning home. Not only did everyone travel by train, they also came down to the depot to see what time it was, to mail a letter, greet arriving friends, to catch the local gossip, or to find out how to spell a word (Charles Holman, unpublished reminiscences, 1984).

Passenger travel expanded after World War I, and the ticket office was remodelled with a U-shaped ticket counter to handle the increased load. Train travel remained high until after World War II, at which point automobile travel lured away passengers, and trucks began handling mail and freight. In 1949 the east

passenger arcade was enclosed for a district Traffic Office and Roadmaster's office. At some point the east portion of the open baggage room was divided into sleeping quarters, bathrooms, and storage. Parking lots, a rental car agency, and a bicycle shop encroached on the station grounds. Amtrak took over the passenger business in the early 1970s, and passenger travel is once again becoming the focus of the station.

7. EFFECT STATEMENT

To assess the effects of the proposed project on the identified historic properties within the APE, the definition of significant effects from CEQA Appendix G (j) was used, coupled with the more specific language found in Section 106 of the National Historic Preservation Act of 1966. According to Appendix G (j) a project will normally have a significant effect if it will "disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group;..."

For the purpose of evaluating the effects of the project on the resource, the following definitions from Section 106 were used:

Criterion of Effect: (Section 800.9 [a])

"An undertaking has an effect on a historic property when the undertaking may alter characteristics of the property that may qualify the property for inclusion on the National Register. For the purpose of determining effect, alteration to features of a property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered."

Criteria of Adverse Effect: (Section 800.9 [b])

"an undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

- (1) Physical destruction, damage, or alteration of all or part of the property;
- (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;

- (3) Introduction of visual, audible, or atmospherical elements that are out of character with the property or alter its setting;
- (4) Neglect of a property resulting in its deterioration or destruction; and
- (5) Transfer, lease, or sale of the property."

Exceptions to the Criteria of Adverse Effect: (Section 800.9 [c])

"Effects of an undertaking that would otherwise be found to be adverse may be considered as being not adverse for the purpose of these regulations:

- (1) When the historic property is of value only for its potential contribution to archaeological, historical, or architectural research, and when such value can be substantially preserved through the conduct of appropriate research, and such research is conducted in accordance with applicable professional standards and guidelines;
- (2) When the undertaking is limited to the rehabilitation of buildings and structures and is conducted in a manner that preserves the historical and architectural value of affected property through conformance with the Secretary's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings;
- (3) When the undertaking is limited to the transfer, lease, or sale of a historic property, and adequate restrictions or conditions are included to ensure preservation of the property's significant historic features."

The proposed project would restore the Santa Barbara Railroad Depot and surrounding area to an historic target date of 1920 while accommodating changes for traffic and circulation for the purpose of expanded passenger service. This historic time period was chosen because it spans the years when the station maintained its Mission Revival style and setting although undergoing some minor but necessary changes. These changes include the addition of the metal letters spelling SANTA BARBARA on the track-side arcade to identify the station, the replacement of the asphaltum paving with concrete for a more durable surface, the reconfiguring of the ticket counter and office to accommodate increased passenger usage, the removal of the east chimney cap to allow the chimney to draw properly, and the completion and maturing of the original landscaping. The Signalman's Building was also added within this period. After the 1925 Earthquake the depot was re-coated with a pink stucco finish with dark green wood trim, a palette associated with the Spanish Colonial Revival fostered in Santa Barbara beginning in the 1920s.

Effects to specific components of the Santa Barbara Railroad Depot Improvement Project are evaluated below, referenced to the applicable Standard from the Secretary of the Interior's Guidelines:

Depot Building (See Sheet A1.1 and Restoration Report)

- A. *Removal of the 1949 infill at the east end of the Depot.* Because this removal will restore the original open arcaded waiting area, it will have no adverse effect. Standard 1.
- B. *Replacement of the original windows in the women's waiting room.* Because this replacement will restore the original fenestration that was infilled in 1949, it will have no adverse effect. Standard 1.
- C. *Removal of the c. 1920 infill from the arched doorway opposite the porte-cochere.* Because this removal will restore the original entry vestibule leading to the women's waiting room, it will have no adverse effect. Standard 1

Lowering of the granite threshold, ramping of the floor in the vestibule, and resetting of the original tile to provide wheelchair accessibility. Because this ramp will lower the granite threshold and alter the original floor elevation in the vestibule, it could have a potential effect. However, because the original tile will be re-laid, and because this solution to wheelchair accessibility will avoid exterior ramps that would introduce a visual element out of character with the Depot, this ramping will have no adverse effect. Standard 1.

(This ramping plan was reviewed and approved by the Disabled Advisory Committee on Access of Santa Barbara.)

- D. *Reconfiguring the existing ticket window wall to match the 1918 open design to allow the track-side ticket room door to be used as for wheelchair access into the main waiting room and ticket counter, and to allow Amtrak to carry on a more efficient operation and meet the increasing needs of travelers.* Because this reconfiguration uses the original counters that were recycled from the 1905 layout in 1918 and again in 1950, and because this reconfiguration falls within the target period of significance, the change will have no adverse effect. Standards 1 & 10.
- E. *Relocation of Southern Pacific Company's modern electronic equipment from the original station master's office.* Because this relocation will restore the room to its original use, this change will have no adverse effect. Standard 1.
- F. *Creation of a separate room for vending machines and lockers in the baggage room by installing new partitions.* This change will allow the removal of the vending machines and lockers from the waiting room and accommodate the needs of the traveler. Because the partitions, vending

machines, and lockers are removable, this change will have no adverse effect. Standards 1 & 10.

Removal of existing hollow core door and infill on north side and reconstruction of the original sliding baggage port door, similar to the baggage room doors to the west, with the omission of the original low baggage counter. Because it removes a modern door and recreates the original opening, with the exception of the baggage counter, this change will have no adverse effect. Standards 1, 9, & 10.

- G. *Addition of a 2" high granite wedge that meets the granite threshold on the ticket room door to provide wheelchair accessibility on the track-side of the Depot.* Because there will be no impact on the threshold, this change will have no adverse effect. Standard 1.

(This plan was reviewed and approved by the Disabled Advisory Committee on Access of Santa Barbara).

- H. *Reconfiguration of the original marble stall partitions in the women's restroom to provide wheelchair accessibility.* Accessible lavatories will replace the existing non-historic fixtures. Because this reconfiguration uses the existing materials, the change will have no adverse effect. Standards 1,6, & 10.

Reconstruct the men's restroom to provide wheelchair accessibility using materials compatible to the historic fabric found in the women's restroom. Because there are no existing historic fixtures or fabric in the men's room, this change will have no adverse effect. Standards 9 & 10.

(The plans for both the men's and women's restrooms were reviewed and approved by the Disabled Advisory Committee on Access of Santa Barbara.)

- I. *Restoration of the colors, materials, and finishes to both the interior and exterior to a target date of c. 1920, as outlined in the Restoration Plan 1986 (appended in Section 10).* Because these changes are intended to conform to the Secretary of the Interior's Standards, they will have no adverse effect. Standards 5,6, & 7.
- J. *Raising of the passenger loading platforms to 8" above the level of the tracks.* Although designed with the least visual disruption possible, this Cal-Trans required alteration to the passenger loading platforms, which extend to the south wall of the Depot, will change the character of the historic site, and remove over 90% of the historic concrete. This alteration will have an adverse effect. Standards 1 & 2.

REA Building

Seismic strengthening of the REA building and general cleaning of surfaces. Because the seismic work will take place within the attic area and will not require changes to the exterior or significant features of the interior, it will have no adverse effect. The proposed cleaning of the exterior of the REA building will have no effect.

Signalmen's Building (Sheet A4)

Convert existing windows on the south side into doorways, and restore but seal off the existing doors and windows on the north, west, and east sides. This will have a direct adverse effect by changing the fenestration. Its use as a public restroom open to potential vandalism could have a future indirect adverse effect on the historic interior wood fabric. Standards 1 & 2.

Landscaping (Sheet LS)

Restoration of the existing triangular lawn area south of the tracks, and restoration of a portion of two of the other lawn areas; replacement of missing exterior lamp posts; addition of lamp posts in parking area in the west end. Resetting the original granite stone borders and replacing the missing historical plant material in the triangular lawn area south of the depot, and in the lawn areas to the east and north will restore a major portion of the significant historical landscaping from the historic target period. The lawn area directly north of the Depot will include a parking lot. The lawn area east of the Depot that fronts State Street will include a parking lot in the north end next to the adjacent Neal Hotel building. Exterior lamp posts will be replicated, and compatible ones will be added in the parking area to the west. Although all of the original landscaping will not be restored because of parking requirements, the landscaping plan to restore some of the lawns and lawn areas will have no adverse effect. Standards 1,2,5, & 6.

Parking and Circulation (Sheet SP)

Paving around the historic spurs at the west end of the site for parking. Although the spurs will be preserved in situ, the proposed parking lot extends into the historic Moreton Bay Fig Tree and Park, a City Landmark, at the west end and may have a potential adverse effect. It is complimented

further because the actual park lawn and rock border along the south appears to extend beyond the legal lot line into the next parcel, so that the Landmark designation indicates the entire park but the assessor's parcel is somewhat less. Standards 1 & 2.

The paving of a parking lot directly north of the Depot, and the reconfiguring for a 28 space lot in the north-east corner of the site. Because the parking lots will be screened from State Street by the existing wall and from the Depot by the restored landscaping, the creation and delineation of these parking lots will have no adverse effect. Standards 1, 8, & 10.

Relocation of the original driveway entrance from State Street to the signalized intersection at Yanonali Street. Because this change will require the abandonment of the original State Street entrance, it would have an adverse effect. Standards 1 & 2.

Construction of two kiosks, one on Chapala Street and one on Yanonali Street to control access. Because the kiosks are small, are designed to be as inconspicuous as possible, and because they will not disrupt significant historic fabric, their presence will have no adverse effect. Standards 9 and 10.

8. MITIGATION PLAN

Signalman's Building

To mitigate the direct and indirect adverse effects to the Signalman's Building arising from the proposed conversion into a public restroom, a study should be conducted to explore alternative uses that would not require the alteration of the southside windows, and expose the building to the potential for abusive use. Although the new doorways could be reversed in the future and the windows replaced, a "reasonable effort" should be made to find a use that did not require such an alteration.

New Platforms

As it is a requirement of Cal-Trans that all loading platforms be raised 8" above the level of the tracks, the loss of the historic concrete and the alteration of the historic passenger loading area appears to be an unavoidable adverse effect and therefore cannot be mitigated.

Matching the color, texture, and patterns of the existing historic concrete will, however, reduce the level of the adverse effect.

New Driveway

The need for relocating the east driveway from State Street to Yanonali Street comes from the recent Highway 101 Crosstown Freeway work which converted State Street to an underpass causing south bound traffic to approach the Depot driveway while ascending from the underpass. The increase in traffic also makes it difficult to make a left hand turn onto State Street from the Depot driveway. It is further complicated by the new signalized intersection at State and Yanonali streets less than 100 feet south of the Depot driveway.

This adverse effect appears to be unavoidable and therefore cannot be mitigated.

West End Parking Lot

Since the Moreton Bay Fig Tree and Park is a City of Santa Barbara Landmark, any alteration would require "prior written approval" from the Historic Landmarks Commission, (22.22.080). Justification for such an alteration would have to be for the "purpose of restoration to its original appearance, or to substantially aid its preservation or enhancement", (22.22.080) (a) (1).

Documentation

Prior to any construction, the entire site including the interior and exterior of all buildings, will be documented using 2 1/4" x 2 1/4" black and white archival photographs keyed to site and building plans.

9. ATTACHMENTS

Architectural Inventory/Evaluation Forms:
Depot, REA building, Signalman's Building, Landscaping, Rail Spurs, Mission
Creek Diversion Channel

Archaeological Report

National Register Nomination Form: S.B. Train Depot

City Landmark Nomination: Depot

City Landmark Nomination: Moreton Bay Fig Tree

Southern Pacific Passenger Depot Restoration Report

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

MAP REFERENCE NO. 1

County - Route - Postmile:

LISTED
 APPEARS ELIGIBLE

DETERMINED ELIGIBLE
 APPEARS INELIGIBLE

IDENTIFICATION

1. **Common Name:** Amtrak Depot
2. **Historic Name:** Southern Pacific Passenger Depot
3. **Street or rural address:** 209 State Street
City: Santa Barbara **Zip Code:** 93101 **County:** Santa Barbara
4. **Parcel Number:** 33-010-02 **Present Owner:** Martin V. Smith, Trustee
c/o Richard V. Smith
Address: 300 Esplanade Drive **City:** Oxnard **Zip Code:** 93031
5. **Ownership is:** Public Private
6. **Present Use:** Passenger Depot **Original Use:** Passenger Depot

DESCRIPTION

- 7a. **Architectural Style:** California Mission Revival
7b. **Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:**

See National Register Nomination--Section 10



8. **Construction date** 1905
Estimated: **Factual:**
9. **Architect** Francis W. Wilsc
10. **Builder** Carl Leonardt
11. **Approx. property size**
Frontage: 212' **Depth:** 45
12. **Date(s) of enclosed photograph(s):**
January 1994

Depot con't

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

14.Alterations: See National Register Nomination--Section 10

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

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

Other:

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

18.Related features: Parks, Signalman's Building, REA Building, Private Car Spurs, Stone lined Mission Creek

SIGNIFICANCE

19.Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

See HPCR--Section 7

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

Architecture (1) Arts & Leisure ()
Economic/Industrial (2) Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22.Date form prepared: 1.27.94

By: Alexandra C. Cole and David Shelton

Organization: Preservation Planning Associates

Address: 519 Fig Avenue

City: Santa Barbara, CA

Zip Code: 93101

Phone: 805 962-1715

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

MAP REFERENCE NO. 2

County - Route - Postmile:

LISTED
 APPEARS ELIGIBLE

DETERMINED ELIGIBLE
 APPEARS INELIGIBLE

IDENTIFICATION

1. **Common Name:** REA Building
2. **Historic Name:** Wells Fargo Express Agency, Railroad Express Agency (REA)
3. **Street or rural address:** 224 Chapala Street
City: Santa Barbara **Zip Code:** 93101 **County:** Santa Barbara
4. **Parcel Number:** 33-010-02 **Present Owner:** Martin V. Smith, Trustee
c/o Richard V. Smith
Address: 300 Esplanade Drive **City:** Oxnard **Zip Code:** 93031
5. **Ownership is:** Public Private
6. **Present Use:** Bicycle Shop **Original Use:** Wells Fargo Express Agency freight office and warehouse

DESCRIPTION

- 7a. **Architectural Style:** Spanish Colonial Revival--vernacular
- 7b. **Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:**

See continuation sheet.



8. **Construction date** 1906
Estimated: **Factual**
9. **Architect** Unknown
10. **Builder** John Williams
11. **Approx. property size**
Frontage: 30' **Depth:** 90'
12. **Date(s) of enclosed photograph(s)**
January 1994

REA Building con't

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

14. Alterations: See continuation sheet.

15. Surroundings: (Check more than one if necessary) Open land () Scattered buildings () Densely built-up (X)

Residential (X) Industrial () Commercial (X) Other:

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

Other:

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

18. Related features: Parks, Depot, Signalman's Building, Private Car Spurs, Stone-lined Mission Creek

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

See HPCR--Section 7

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

Architecture (2) Arts & Leisure ()
Economic/Industrial (1) Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22. Date form prepared: 1.27.94

By: Alexandra C. Cole and David Shelton

Organization: Preservation Planning Associates

Address: 519 Fig Avenue

City: Santa Barbara, CA

Zip Code: 93101

Phone: 805 962-1715

CONTINUATION SHEET--Railway Express Agency (REA) Building

7b. DESCRIPTION

Constructed of unreinforced red brick, this rectangular building features a gable roof covered with pressed metal formed to look like Mission tiles, and an overhang which extends eight feet out from the eaves for seventy of the ninety foot long south elevation.

The symmetrical west gable end fronting Chapala Street features a central double wood door with single upper lights, flanked by large square, wood frame plate glass windows. Both the doorway and windows have transoms with multiple cross muntins. The windows and doorway are framed on the sides and top with a ten inch wide plaster molding. A round vent, with paired cross muntins, is recessed in the gable. A double fascia, resting on 6" x 6" lookouts, projects about a foot from the end wall.

A roof canopy extends about eight feet beyond the eave line providing weather protection for about seventy feet of the ninety foot long south facade. It is supported by a combination of single and paired 6" x 8" projecting beams which support a 6" x 8" purlin. The 1" x 3" T&G soffit is supported by 3" x 6" rafters which rest on the purlin. The two westerly projecting beams have corbeled knee braces.

The eight bays of the south facade are fenestrated with a pair and four individual double-hung wood sash windows with single lower light and paired cross muntin lights above. The westerly bay features single door with a triple, cross muntin transom. Two large sliding wood doors with raised vertical panels provide storage access through the fourth and seventh bays.

The symmetrical east end has a central arched 1/1 double-hung window in the gable flanked by a pair of double-hung wood sash windows with single lower light and paired cross muntin upper lights.

The north four bay facade is fenestrated with twelve light (2x6) horizontal, bottom hinged sash in the westerly three bays, and a 3/3 horizontal double-hung window in the easterly bay.

14. ALTERATIONS

Originally constructed for the Wells Fargo Express Agency in 1906, the REA building was only 60' long, and featured arched windows and doorway in the west facade. Sometime before 1925 it was extended an additional 30' and the windows and door were altered to their current configuration.

Signalman's Building con't

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

14.Alterations: See continuation sheet.

15.Surroundings: (Check more than one if necessary) Open land () Scattered buildings () Densely built-up (X)

Residential (X) Industrial () Commercial (X) Other:

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

Other:

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

18.Related features: Parks, Depot Building, REA Building, Private Car Spurs, Stone-lined Mission Creek

SIGNIFICANCE

19.Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

See HPCR--Section 7

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

Architecture (1) Arts & Leisure ()
Economic/Industrial (2) Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22.Date form prepared: 1.27.94

By: Alexandra C. Cole and David Shelton

Organization: Preservation Planning Associates

Address: 519 Fig Avenue

City: Santa Barbara, CA

Zip Code: 93101

Phone: 805 962-1715

CONTINUATION SHEET--Signalman's Building

7b. DESCRIPTION

Set parallel to and just south of the tracks, this one-story, rectangular building, constructed of unreinforced red brick, is capped with a hip roof of two-piece Mission tile, mortared along the ridge. The roof is constructed of 2" x 8" square-cut rafters on two foot centers with a two-foot eave.

All windows and doors have segmented arched openings, all with a matching lintel height. The doors are set to the inside face of the wall providing a deep reveal, while the windows are placed closer to the centers. Matching wood doors with paired recessed lower panels and upper single light, provide access from the north track-side through the center and easterly bays of the symmetrical three bay north facade. The westerly bay has a 3' x 3' vertically divided two light sash with bottom hinge.

The south facade has matching symmetrical bays with an identical 3' x 3' window in the westerly bay. Double hung wood windows with paired cross muntins above and vertically divided two light sash below fill the center and easterly bays, and the single central bay of the east facade. A wood door matching those facing the tracks provides access through the center of the west facade.

The exterior trowelled plaster, which meets a continuous wood molding just below the rafters, has a white paint finish over its original ochre pigmented finish coat.

The two room interior has a concrete floor at grade, walls clad with a stippled finish plaster, and a beaded T&G ceiling. The smaller of the two rooms, at the east end, is a restroom with stall partitions made of 3" T&G boards, a urinal, two basins, and the plumbing for the stool. The larger room to the west has modern, free standing metal lockers.

14. ALTERATIONS

All of the doors have been removed from their hinges and nailed back against the jambs, and covered with plywood on the exterior to prevent vandalism.

Landscape con't

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

14. **Alterations:** See continuation sheet.

15. **Surroundings:** (Check more than one if necessary) Open land () Scattered buildings () Densely built-up (X)
Residential (X) Industrial () Commercial (X) Other:

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

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

18. **Related features:** Depot Building, REA Building, Signalman's Building, Private Car
Spurs, Stone-lined Mission Creek

SIGNIFICANCE

19. **Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):**

See HPCR--Section 7

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

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

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22. **Date form prepared:** 1.27.94

By: Alexandra C. Cole and David Shelton
Organization: Preservation Planning Associates
Address: 519 Fig Avenue
City: Santa Barbara, CA
Zip Code: 93101
Phone: 805 962-1715

CONTINUATION SHEET--Depot Landscape

7b.DESCRPTION

Only the Fig Tree Park, not part of this project, retains its original appearance with granite stones lining the border, a lawn, and trees, although most of the Lantana is missing. The small lawn area south of the Depot across the tracks has its border of granite stones, many of which have been up-ended, one of the two date palms, and none of the original lawn or shrubs.

A portion of the lawn area east of the Depot has been paved over, and retains only its three date palms. One of these palms has propagated more than a dozen volunteers. Some parking curbs surround these clusters of palms.

The area north of the Depot is a large dirt and gravel lot used for random parking. A tall star pine, one of the original plantings, remains adjacent to the REA Building.

14.ALTERATIONS

The biggest alteration to the site has been the removal of the landscape planting to the east and north of the Depot building, and its replacement with asphalt or gravel, or simply nothing. This change not only removed the planting but replaced it with parking, severely altering the setting and backdrop for the Depot.

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

MAP REFERENCE NO. 5

County - Route - Postmile:

LISTED
 APPEARS ELIGIBLE

DETERMINED ELIGIBLE
 APPEARS INELIGIBLE

IDENTIFICATION

1. **Common Name:** Private Car Spurs
2. **Historic Name:** Private Car Spurs
3. **Street or rural address:** 209 State Street
City: Santa Barbara **Zip Code:** 93101 **County:** Santa Barbara
4. **Parcel Number:** 33-020-09 **Present Owner:** Martin V. Smith, Trustee
Address: 300 Esplanade Drive **City:** Oxnard c/o Richard V. Smith
Zip Code: 93031
5. **Ownership is:** Public Private
6. **Present Use:** Abandoned **Original Use:** Private Car Sidings

DESCRIPTION

- 7a. **Architectural Style:** Industrial
7b. **Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:**

See continuation sheet.



8. **Construction date** 1905
Estimated: **Factual:**
9. **Architect** Unknown
10. **Builder** Unknown
11. **Approx. property size**
Frontage: 116' **Depth:** 385'
12. **Date(s) of enclosed photograph(s):**x
January 1984

Spur Lines con't

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

14.Alterations: See continuation sheet.

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

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

Other:

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

18.Related features: Parks, Depot Building, REA Building, Signalman's Building, Stone-lined Mission Creek

SIGNIFICANCE

19.Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

See HPCR--Section 7

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

Architecture () Arts & Leisure ()
Economic/Industrial (2) Exploration/Settlement ()
Government () Military () Religion ()
Social/Education (1)

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22.Date form prepared: 1.27.94

By: Alexandra C. Cole and David Shelton

Organization: Preservation Planning Associates

Address: 519 Fig Avenue

City: Santa Barbara, CA

Zip Code: 93101

Phone: 805 962-1715

CONTINUATION SHEET--Private Car Spurs

7b. DESCRIPTION

A pair of spur lines, angling toward the east in the shape of a "Y", are now isolated in a triangular area between the main tracks and the Moreton Bay Fig Tree Park to the north. Originally connected to a siding that ran along the north bound track, the spur lines are set in concrete wells eighteen inches below the grade.

Small concrete boxes flush with grade and adjacent to track wells provided utility service to the private cars.

14. ALTERATIONS

It is not clear whether the connector track from the two spurs has been removed or is buried beneath the road base which covers the west end. The siding has been removed except for the portion in front of the Depot.

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

MAP REFERENCE NO. 6

County - Route - Postmile:

LISTED
 APPEARS ELIGIBLE

DETERMINED ELIGIBLE
 APPEARS INELIGIBLE

IDENTIFICATION

1. **Common Name:** Mission Creek Diversion
2. **Historic Name:** Mission Creek Diversion
3. **Street or rural address:** Montecito and Chapala Streets
- City:** Santa Barbara **Zip Code:** 93101 **County:** Santa Barbara
4. **Parcel Number:** 33-010-09 **Present Owner:** Martin V. Smith, Trustee
c/o Richard V. Smith
- Address:** 300 Esplanade Drive **City:** Oxnard **Zip Code:** 93031
5. **Ownership is:** Public Private
6. **Present Use:** Flood control **Original Use:** Flood control

DESCRIPTION

- 7a. **Architectural Style:** California Mission Revival
- 7b. **Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:**
See continuation sheet.



8. **Construction date** 1905
Estimated: **Factual:**
9. **Architect** Unknown
10. **Builder** Unknown
11. **Approx. property size**
Frontage: 500' **Depth:** 40'
12. **Date(s) of enclosed photograph(s):**
January 1994

Mission Creek con't

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

14.Alterations: See continuation sheet.

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

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

Other: Army Corp of Engineers Mission Creek Realignment Project

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

18.Related features: Parks, Depot Building, REA Building, Signalman's Building, Private Car Spurs

SIGNIFICANCE

19.Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

See HPCR--Section 7

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

Architecture (1) Arts & Leisure ()
Economic/Industrial (2) Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

See APE Map--Section 10

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

See HPCR--Section 5

22.Date form prepared: 1.27.94

By: Alexandra C. Cole and David Shelton

Organization: Preservation Planning Associates

Address: 519 Fig Avenue

City: Santa Barbara, CA

Zip Code: 93101

Phone: 805 962-1715

CONTINUATION SHEET--Mission Creek

7b. DESCRIPTION

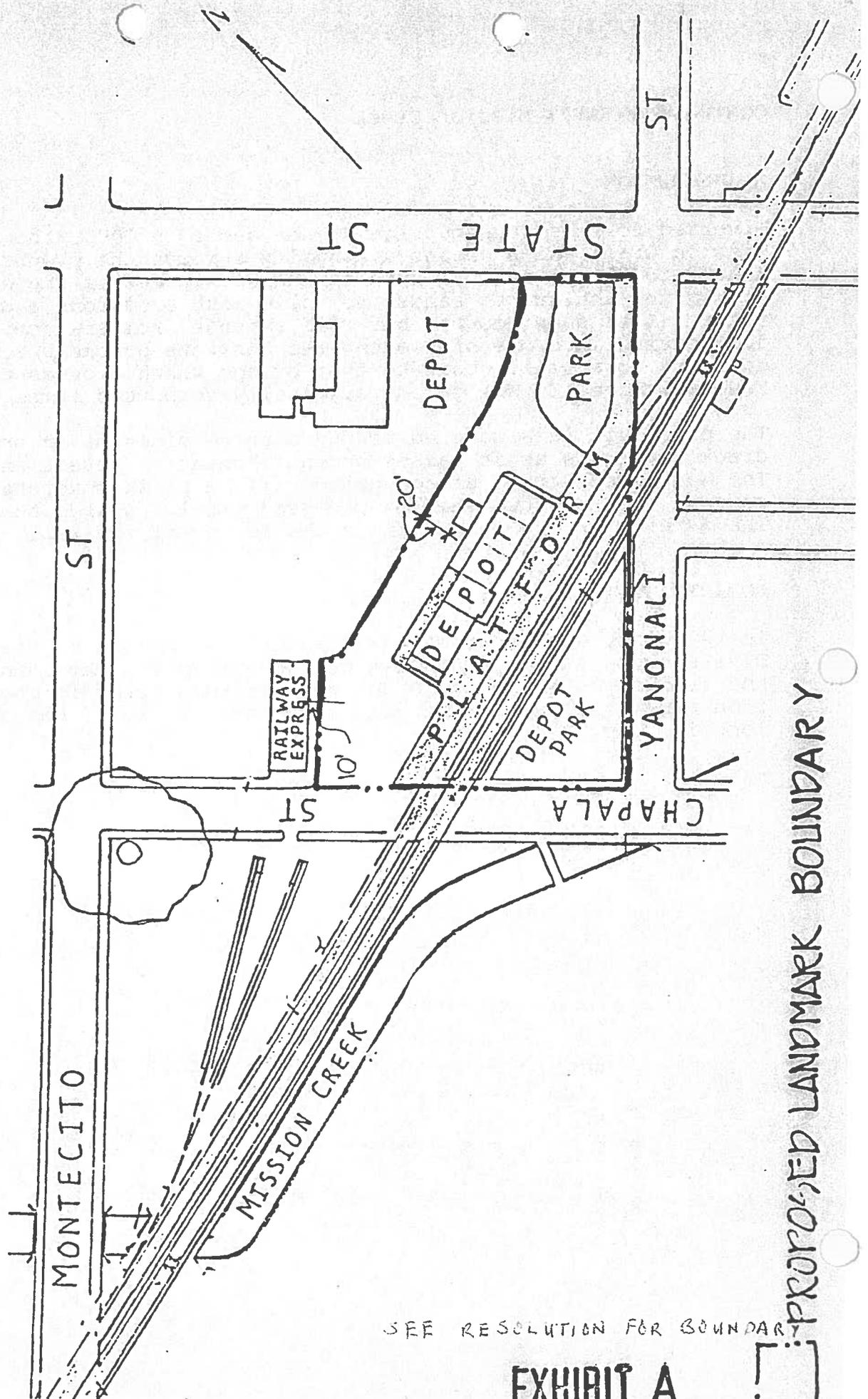
Diverted for the construction of the depot in 1905, the portion of Mission Creek which passes diagonally through the property from Montecito Street on the north to Chapala Street on the east is lined with giant ashlar cut sandstone walls with sandstone cap and a concrete floor. A 2" pipe, double-bar rail extends from the top of the wall terminating into one of two tapered concrete pylons which flank the entrance to a small concrete foot bridge which crosses the creek near Yanonali Street. The pylons originally supported lamps on top.

The pipe rail is also used to guard three sides of an opening where the creek daylights as it passes beneath Montecito Street and the tracks. The Montecito Street Bridge guard rail, a plain concrete wall with rounded ends and two shallow recessed panels, guards the forth side. The date "1915" is inscribed in the center of the wall.

14. ALTERATIONS

There do not appear to be any planned alterations to the Mission Creek Diversion, although vandalism and deterioration have had an effect on the resource. While the stone work appears to be in good condition, the iron pipe rail has severe oxidation, and the small concrete bridge has lost its caps.

SOUTHERN PACIFIC PASSENGER DEPOT HISTORIC SITE
AT SANTA BARBARA, CALIFORNIA



SEE RESOLUTION FOR BOUNDARY

EXHIBIT A

PROPOSED LANDMARK BOUNDARY