



**AIA**  
Santa Barbara

# State Street Design Charrette

Making State Street Work





# Table of Contents

# Event Description

<b>Description.....</b>	<b>1</b>
<b>Participants.....</b>	<b>2</b>
<b>State Street Map.....</b>	<b>3</b>
<b>Team 1.....</b>	<b>4</b>
<b>Team 2.....</b>	<b>6</b>
<b>Team 3.....</b>	<b>8</b>
<b>Team 4.....</b>	<b>10</b>
<b>Team 5.....</b>	<b>12</b>
<b>Team 6.....</b>	<b>14</b>
<b>Team 7.....</b>	<b>16</b>
<b>Team 8.....</b>	<b>18</b>
<b>Team 9.....</b>	<b>20</b>
<b>Recommendations.....</b>	<b>22</b>
<b>Landscape Architects.....</b>	<b>24</b>
<b>Sponsorship.....</b>	<b>25</b>

On October 21st, 9 teams made up of local architects, planners, and landscape architects explored the revitalization of State Street on three levels, large scale urban design of the spine, focused design of a four block quadrant, and specific design of an individual parcel. Teams presented their ideas after the design portion of the Charrette using hand drawn designs and Sketch Up models provided by OGEO Visualization.

A Prologue event was held on October 18th with a panel of experts in Housing, Transportation, Downtown, and Real Estate to discuss the various issues facing Santa Barbara and the possible solutions. These panelists included, Anthony Grumbine from the Historic Landmarks Commission, David Davis from the Metropolitan Transport District, Chuck Flacks from Central Coast Collaboration on Homelessness, Maggie Campbell from the Downtown Organization, Bob Tuler from Radius Group, Rob Dayton from the Santa Barbara Transportation, and Craig Minos from the Towbes Group and the Coastal Housing Coalition.

The teams ultimately all presented designs with similar themes of increased housing, integrated Paseos, and better transportation nodes. Teams discussed the importance of separating parking from housing, allowing new, smaller, residences to be built at higher densities up to 60 feet over parking lots and retail. Also discussed was partial State Street closure to cars. Heavily emphasized was an increased public/private partnership that would incentivize property owners to make important changes.

The event was reported on by the Noozhawk, the Santa Barbara Independent, and the Pacific Coast Times and was well attended by the public.

**Organization of this event and it's follow up is thanks to the AIA Charrette Committee:**

Detlev Peikert, Brian Cearnal, Ellen Bildsten, Cassandra Ensberg, Holly Nuovo, Alex Pujo, Paul Poirier  
Anthony Grumbine, George Constantinescu, Janet Shotwell, Dan Johnston, Ellen Kokinda, Chris Manson-Hing



# Participants

## Team 1 Cota-Gutierrez

Architects  
Brian Cearnal  
Erica Obertelli  
Robin Donaldson  
Arelhy Arroyo  
Landscape  
Bob Cunningham  
Planning  
Ken Marshall

## Team 2 Ortega-Haley

Architects  
Dawn Sherry  
Anthony Spann  
Michael Holliday  
Craig Goodman  
Planning  
Steve Welton

## Team 3 De La Guerra-Cota

Architects  
Keith Rivera  
Marcus Schiff  
Paul Rupp  
Jolie Wah  
Planning  
Sampada Lele

## Team 4 Canon Perdido-Ortega

Architects  
Daniel Johnston  
Siobhan Duran  
Barry Winick  
Planning  
Ellen Kokinda

## Team 5 Carrillo-De La Guerra

Architects  
Lisa Liles  
Alex Pujo  
Paul Poirier  
Valerie Froscher  
Planning  
Matt LaBrie  
Matthew Cameron

## Team 6 Figueroa-Canon Perdido

Architects  
Serena McClintick  
Ellen Bildsten  
Matthew Gries  
Mark Kirkhart  
Planning  
Eva Turenchalk  
Hillary Blackerby

## Team 7 Anapamu-Carrillo

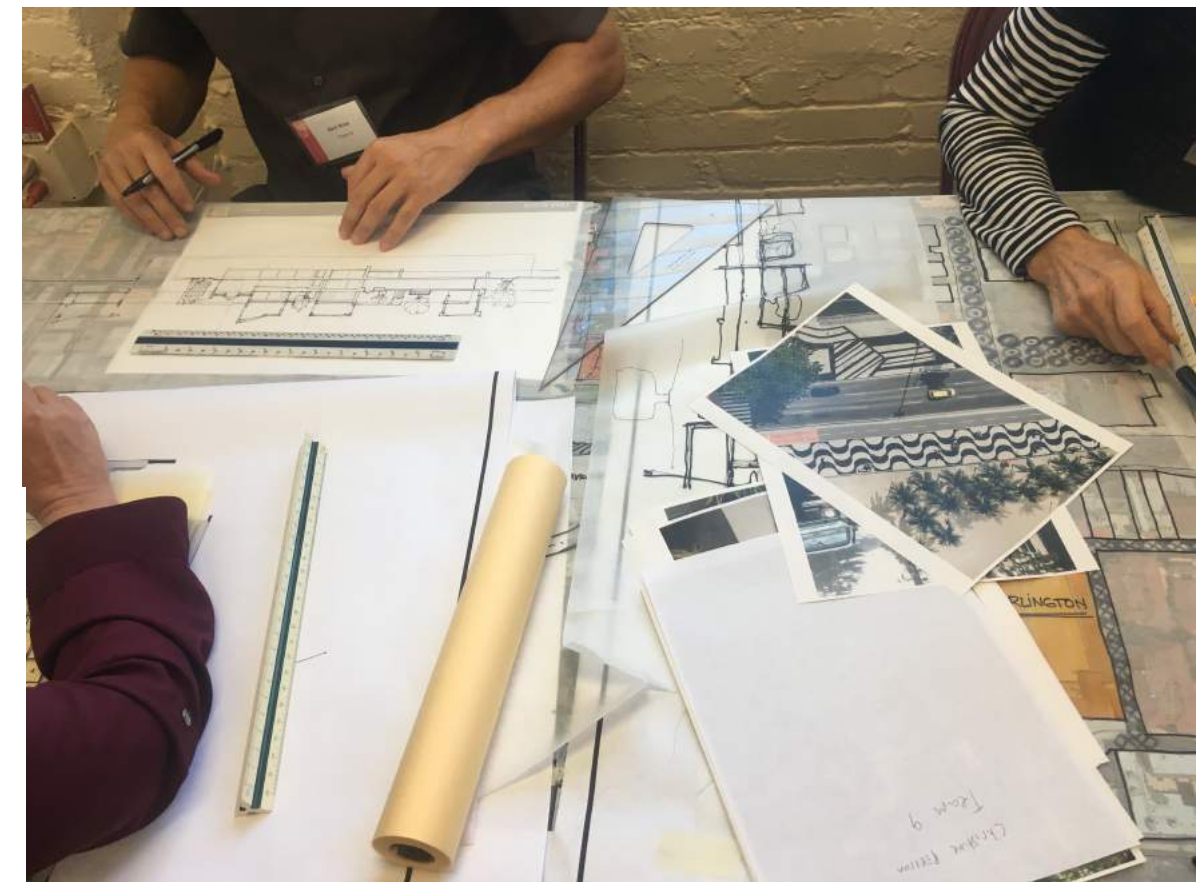
Architects  
Gabriel Zamora  
Anthony Grumbine  
Rachel Back  
Gordon Brewer  
Landscape  
Chris Gilliland  
Planning  
John Moyer

## Team 8 Victoria-Figueroa

Architects  
Detty Peikert  
Akiko Wade Davis  
Peter Hunt  
Joe Moticha  
Jeremy White  
Planning  
Matthew Hendren

## Team 9 Sola-Anapamu

Architects  
Chris Manson-Hing  
Cass Ensberg  
Christine Pierron  
Karl Kras  
Elizabeth Wentling  
Landscape  
Katie Klein





# State Street Map



Each team was assigned a quadrant along Lower State Street to explore.

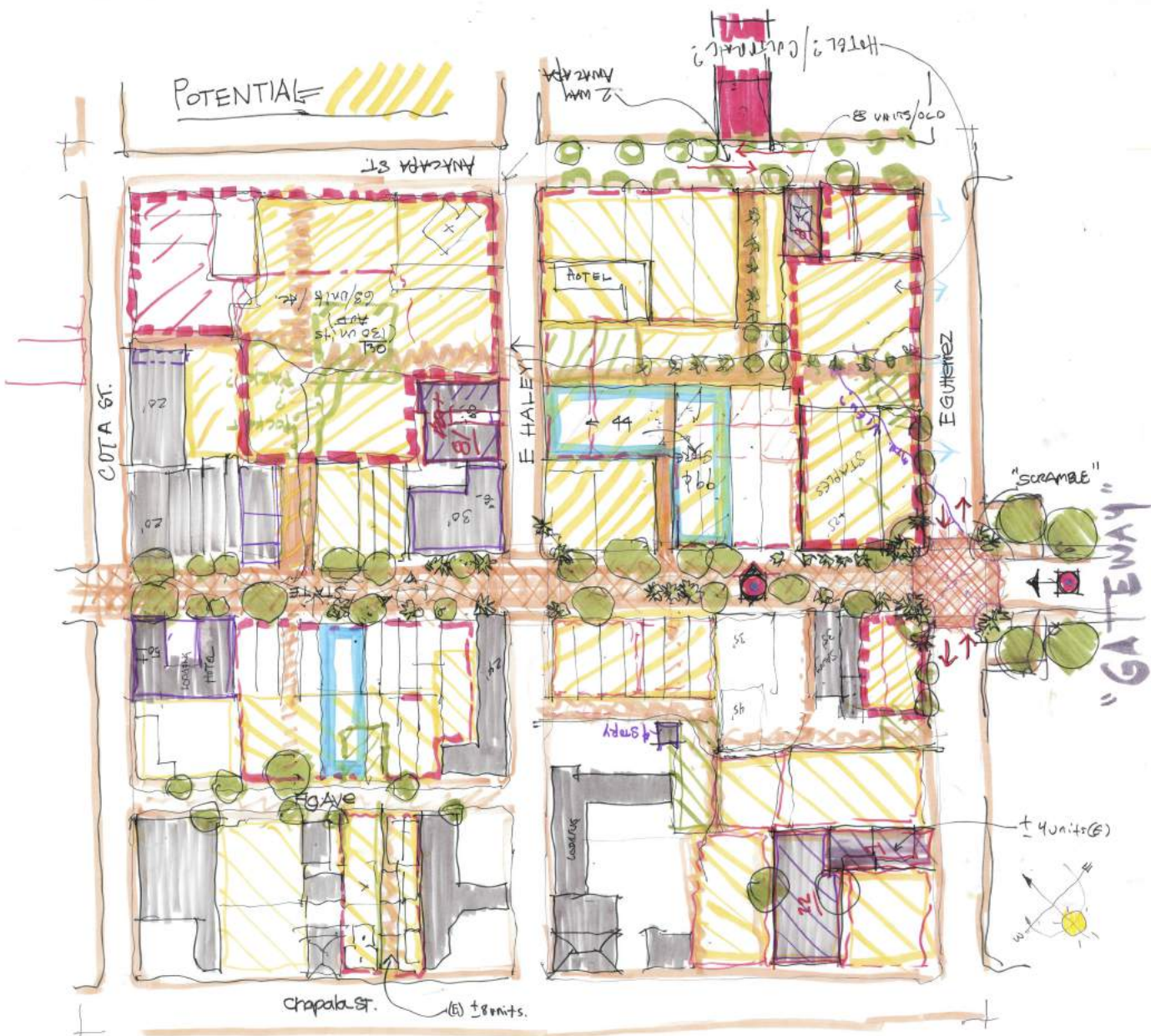
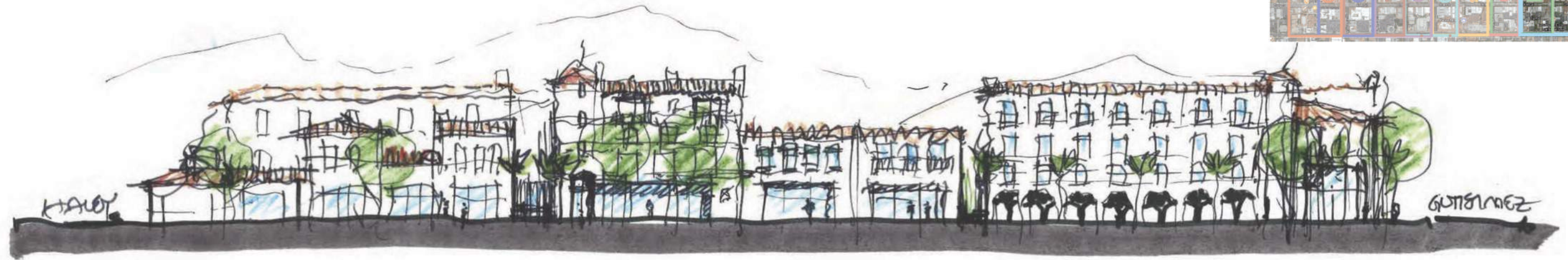
These quadrants began at Gutierrez and ended at Sola, overlapping at each block in order to provide different perspectives and design solutions to each area's specific problems, layout, and neighborhood identities.

Hugging State Street, each quadrant went one block in either direction, from Anacapa to Chapala.

Teams were tasked with 3 projects; the first to take an urban design view of both the entire spine of State Street from Sola to Sterns Wharf. The second to focus the urban design onto one single quadrant (highlighted here). And the Third Task to focus on a specific parcel or parcels that highlight both problems and solutions on lower State Street.

The following pages will show how the teams worked graphically through these tasks.





## Key Points

- 1) Need to provide development incentives such as reduced parking requirements, development fees, etc. in order to make residential development along the State St. corridor feasible and attractive to property owners.
- 2) Block by block, along the State St. corridor, encourage a balance of residential development with retail and office development.
- 3) Design of each block needs to encourage internal paseos, walkways and alley access ways to facilitate walkable and livable development options in the future.

Initially, our team reviewed the downtown State St. corridor and came to the conclusion that, eventually, closing State St. to everyday car traffic from Gutierrez to Carrillo would activate the pedestrian and retail life in this area. In the 4 blocks of State St. between Gutierrez and Cota, our study area, there is currently very minimal existing residential units in this 4 block area. We see opportunities to “stitch” residential development into this predominately commercial area. Most of the parcels in this area are significantly under developed and could provide significant housing, hospitality and office development opportunities without impacting any existing retail or historical buildings and resources. We identified the corner of Gutierrez and State St. as a “gateway” corner into the Lower State St. retail district. This corner could be developed in a way that signifies an important entry into a revitalized State St. These lower blocks could be developed in a way to encourage more cultural amenities such as contemporary art galleries, dance studios, and artist loft type housing where people live and work. The key to this area is getting more people living in this area and activating State St. morning and evenings. This can be facilitated by designing into the developments, Paseos, pocket parks, alley ways and other ways to facilitate mid-block pedestrian and traffic circulation. We prepared development Pro-Forma’s on 2 properties and determined that without governing policies that encourage significant relief from parking and development fees, the developments don’t pencil out. Since the existing land values are so high, we hope the City can work on a specific development overlay in this area to encourage development.



# Team 1



8.45 M COST  
1.5 M LAND  
10.0 M COST

CONDO  
13,000 SF @ 900/FT. = 11.7 M  
3,300 SF @ 800/FT. = 2.3 M = 14 M value?

RENT  
DIV. = 3,000 @ 3'/ft = 468 k/yr  
RET = 3,300 @ 4'/ft = 160 k/yr  
628 k/yr  
- 94  
534 k

PRO FORMA

2,500 SF  
5,200 SF  
5,200 SF  
PARKING  
7,800  
25 UNITS OF PARKING

RETAIL = 3,300 SF

500 BLOCK STATE ST.

± 13,000 SF RES.  
33,300 SF RETAIL  
16,300 SF  
+ 7,800 SF PARKING @ 350 = 16 UNITS  
24,100 SF = 845 M



STATE ST.  
HALEY COTA

HIGHER RENT OR FOR SALE

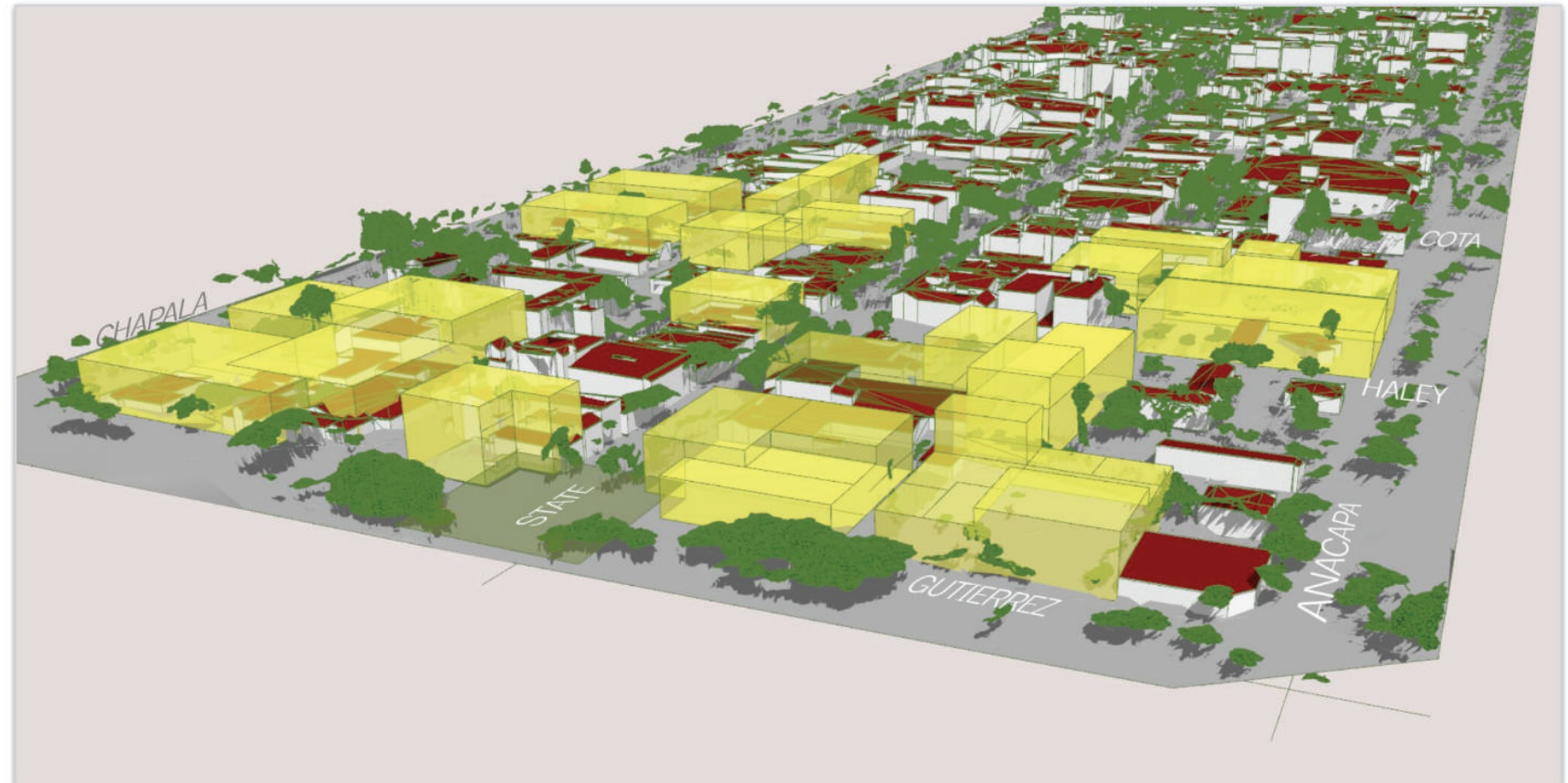
LOW/MIDDLE?  
INCOME LOW

70'  
90'  
230'

31,000 SF. = MIN 44+ units @ 65 units/acre.  
99¢ STORE

CASE STUDY

4 STORY FALDING HOTEL 81 UNITS.

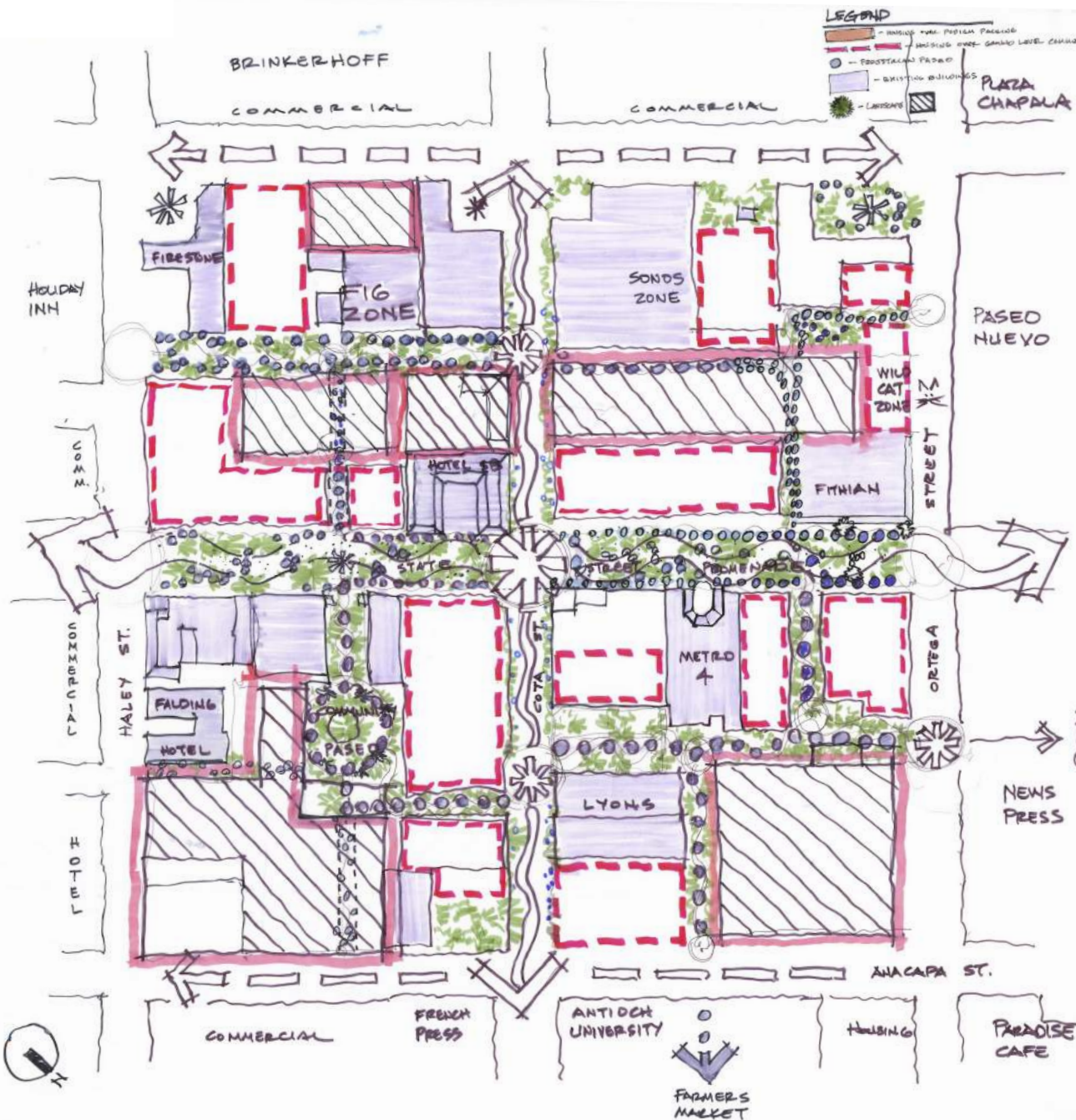






State Street Elevation

## Key Points



Block Plan

**1) Maintain and enhance ground level commercial uses along existing streets and create new Second Floor Office / Professional / Live-Work Housing with additional Third and Fourth Level Housing above and include reduced parking required in the downtown core.**

We recommend that every downtown parcel property be granted the opportunity to add a 3rd or 4th floor level of small scale “affordable by design” housing units. Eliminating mandatory parking requirements in the downtown core is an important consideration as well as allowing for the consolidating of parking pockets between 2 or 3 adjacent properties using Puzzle Parking systems.

**2) Create a continuous network of interlinking paseos and pedestrian oriented roadways to encourage human scale use, promote social interaction and encourage commercial business vitality**

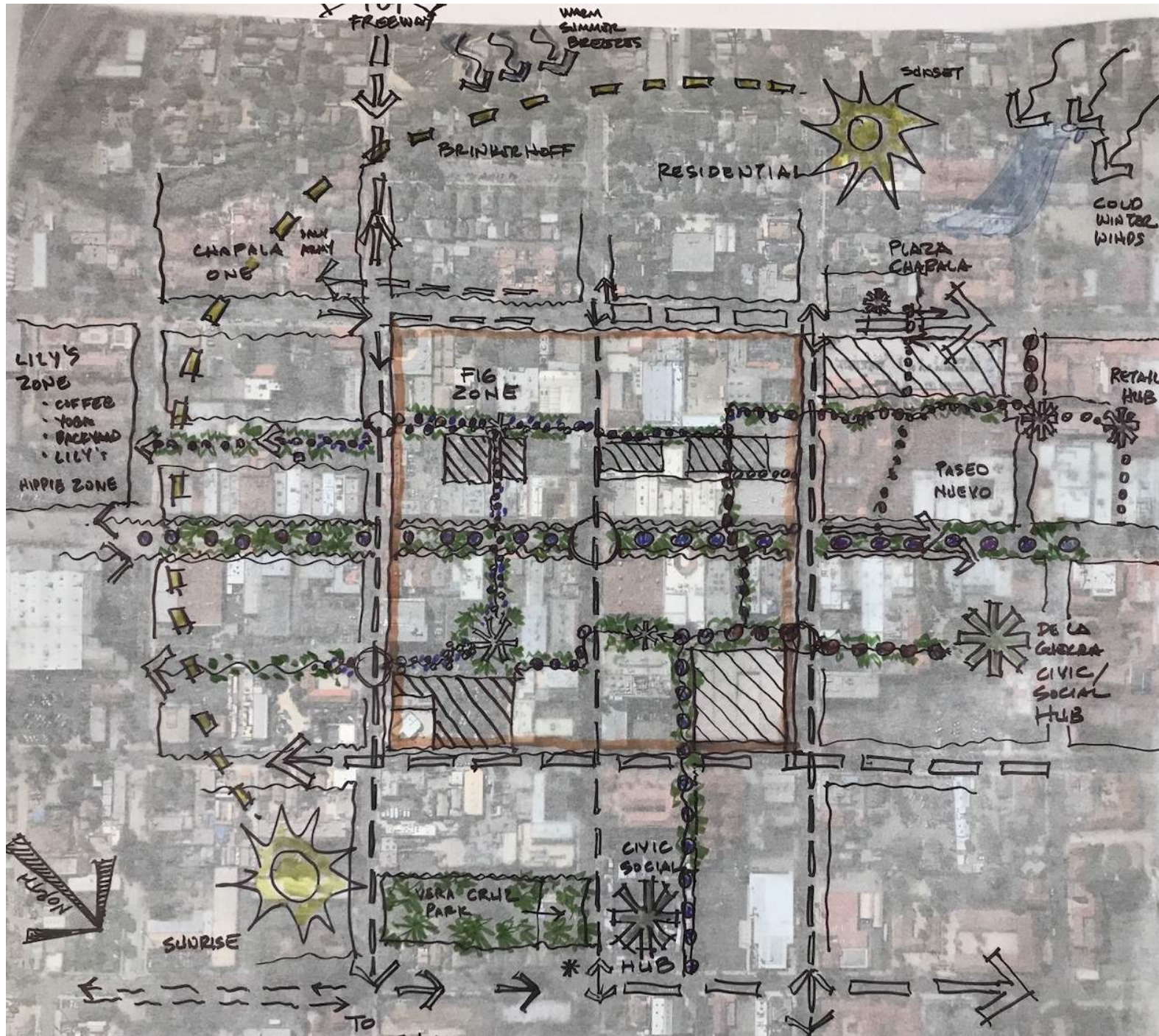
The individuality of the existing “neighborhoods” must be embraced and enhanced to create unique identities within paseos. This revitalization effort should utilize a creative yet cost effective palette of building architectural elements as well as unique and inspired lighting, signage, graphics, murals, storefronts, landscaping, street furniture and finished detailing.

**3) Work within the fabric of existing historical architecture in the downtown core to maintain and enhance buildings of historical significance and yet allow for neighborhood partnering to create Santa Barbara style additional housing above.**

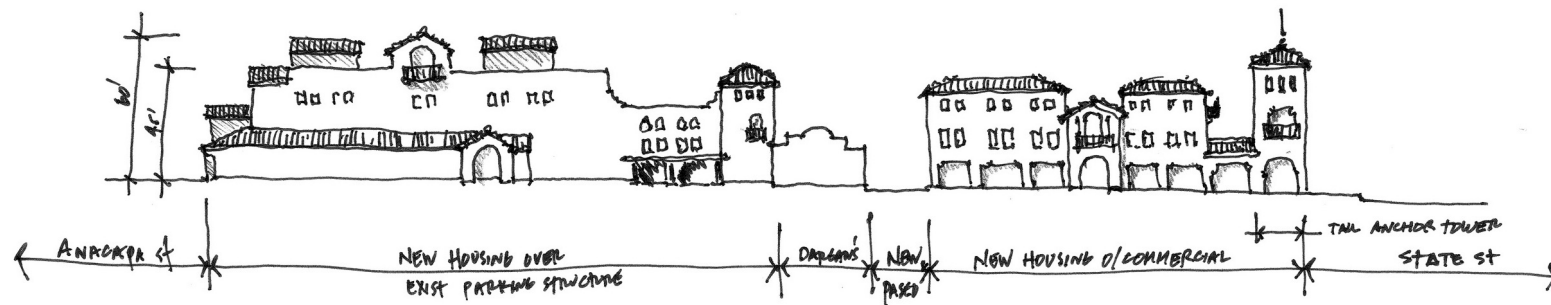
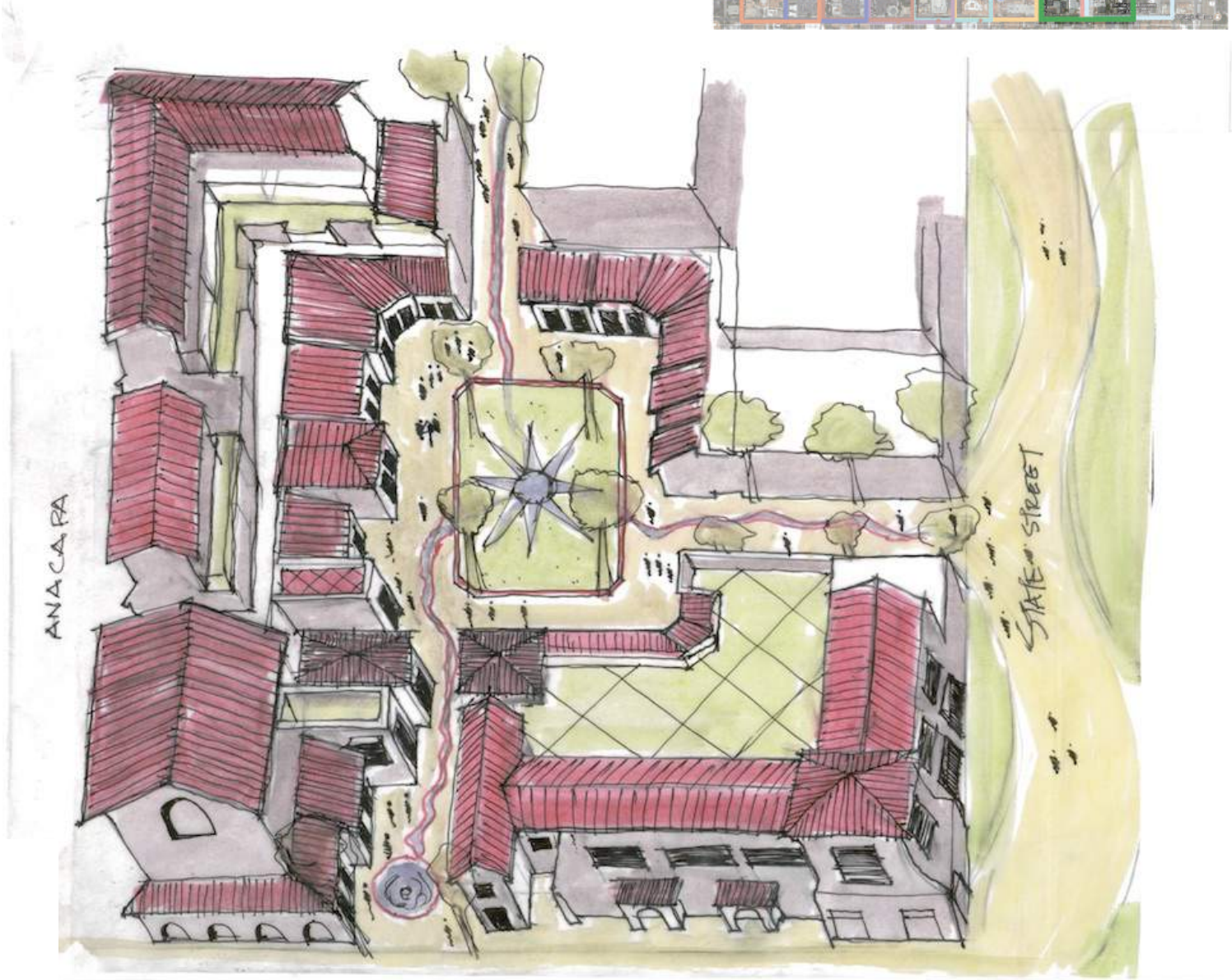
Working within the downtown fabric of historical Santa Barbara architecture is essential to maintain the identity of our unique community. Yet at the same time encouraging downtown property owners to add 2 to 3 levels of housing above would be a complete game changer for property owners, providing the economic incentive for the revitalization of the entire downtown. Our group proposes that the current “urgency zone” identified by the City be allowed to add new housing above existing street level commercial uses and that new second to fourth floor residential uses would provide the economic benefit to warrant the risk and effort of any significant development endeavor. Encouraging adjacent property owners to work together to achieve “highest and best use” promoting networks of buildings that allow for parking on one site with occupancy and housing on adjacent sites would provide the opportunity for neighbors to work together collaboratively.



## Block Context Plan



## Perspective Drawings



Ortega Street Elevation

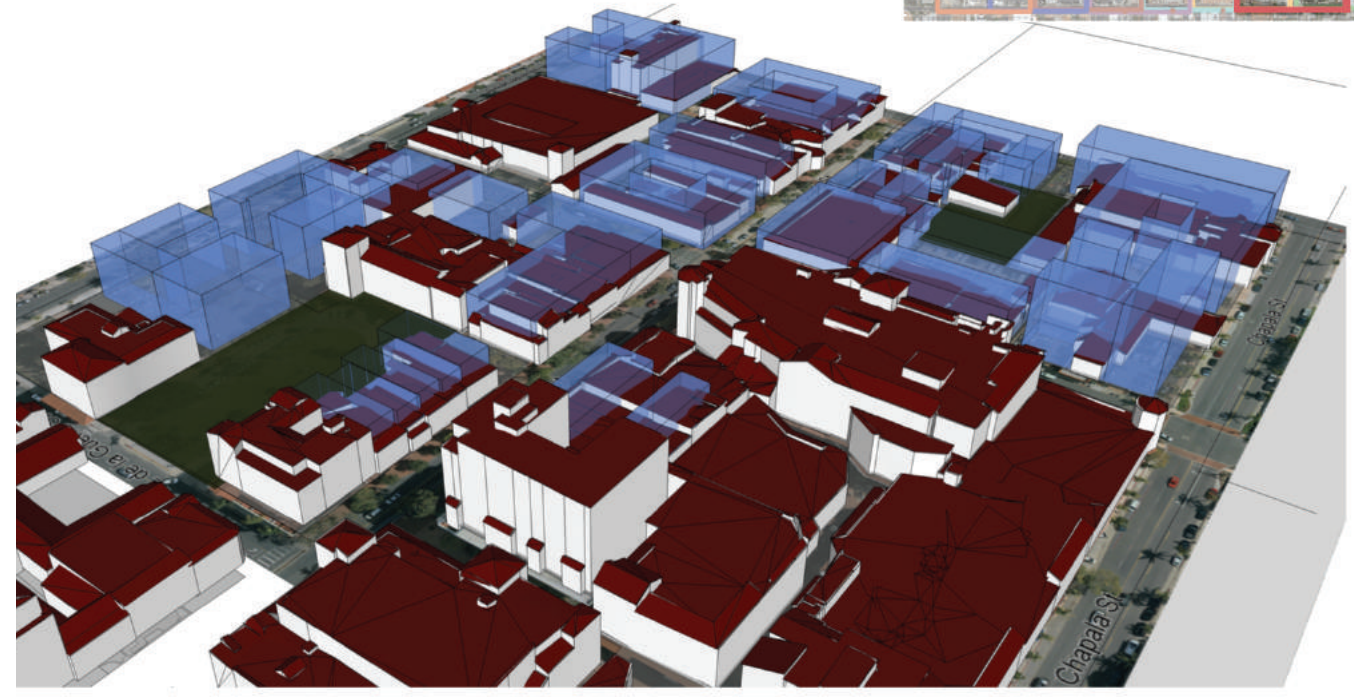
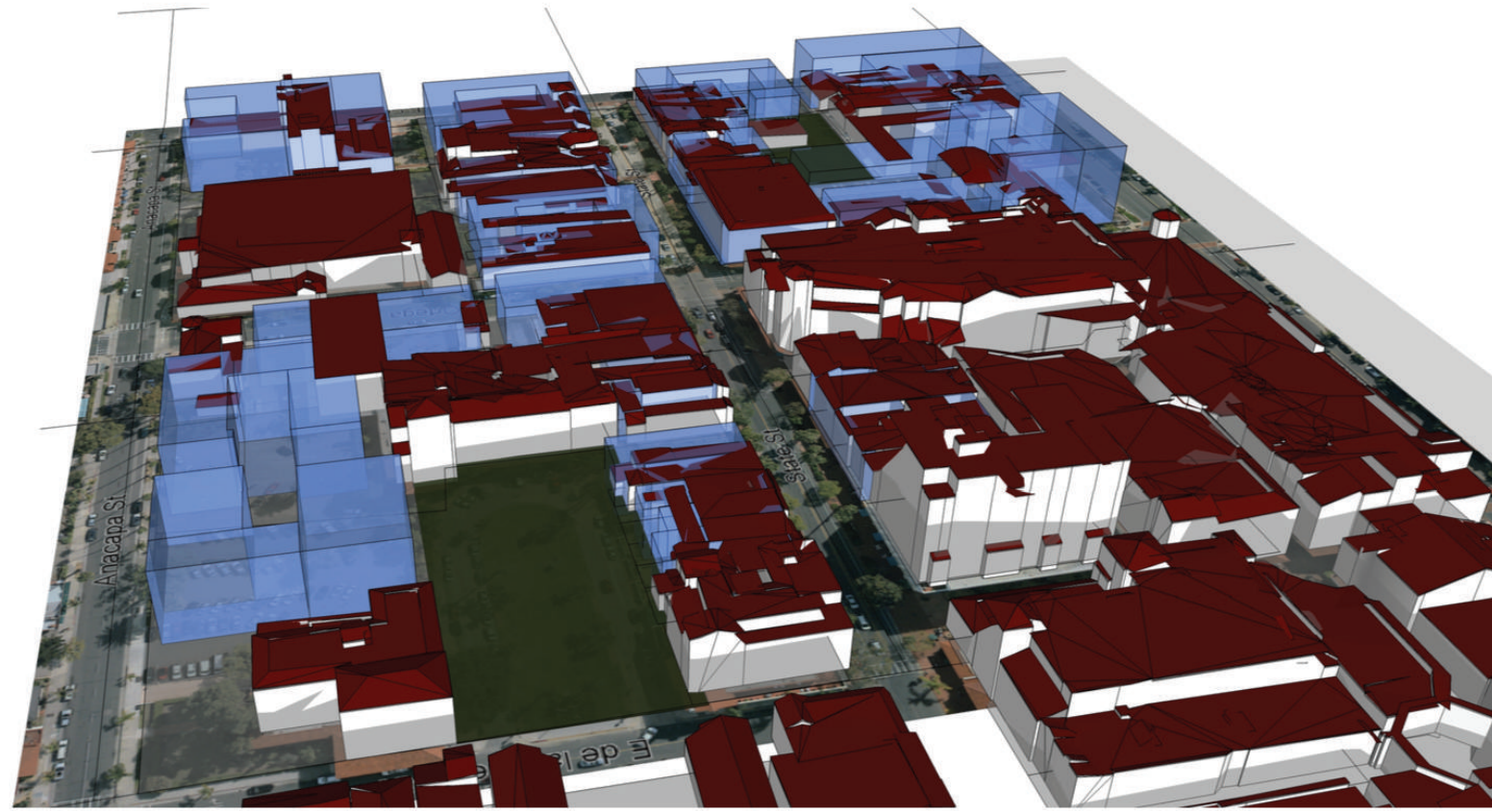




## Key Points

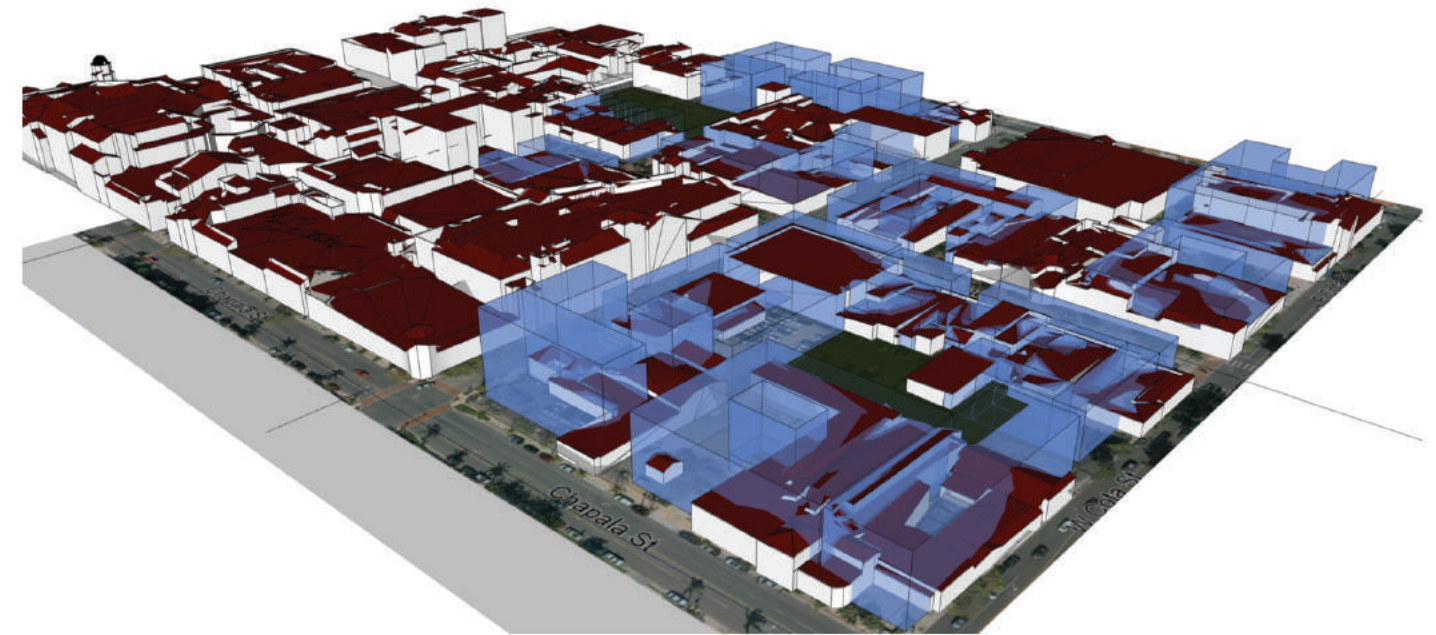
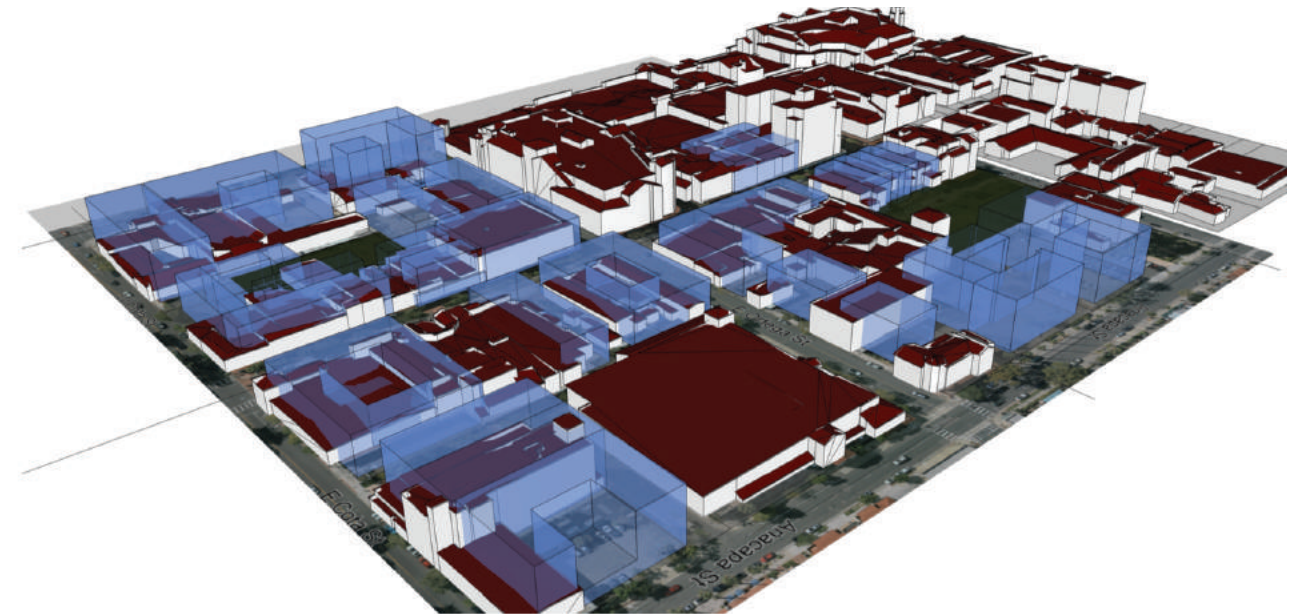
- 1) Insert higher residential densities along the periphery of State St., along Anacapa and Chapala, to allow State St. to retain a smaller Pedestrian Scale.
- 2) Utilize the numerous downtown surface parking lots and underutilized one story parcels for new downtown residential development to activate State St..
- 3) Insert mid-block open spaces to serve, and as a catalyst for, new downtown residential development. Connect these space to the existing Paseo system as an expansion of downtown Paseos.
- 4) Re-Hab and re-purpose existing larger multi-story buildings, such as Macys, to new uses including Hotel, or UCSB, CC education, uses that will add activity to downtown.





View Looking South East Across De La Guerra Street and State Street

View Looking South Across De La Guerra Street and State Street



View Looking North East Across Chapala Street and Cota Street

View Looking South West Across Anacapa At Cota Street





## Key Points

### 1) Reconfiguring Portion of Macy's toward State Street:

Reusing Macy's building as educational/institutional hub - UCSB/Westmont could have a downtown presence that would be active daytime and into the evening

Retail and restaurant uses along the first floor and increase the height one story

### 2) Residential Use:

Reclaim open-air parking lots for residential buildings along Anacapa Street (adjacent to City Hall) for the first floor of one of these residential buildings located adjacent to City Hall, we suggested that the first floor space could be a community-oriented space (senior center/cafe/nonprofit community space) - a more public/community use with supportive services as a possibility

### 3) Spine on State Street

Our team proposed to keep State Street open to car traffic for the time being, but suggested that car traffic could be limited at certain times during the day/evening.

The dream would be to have a light rail/tram train along State Street that extends all the way to the East Beach.

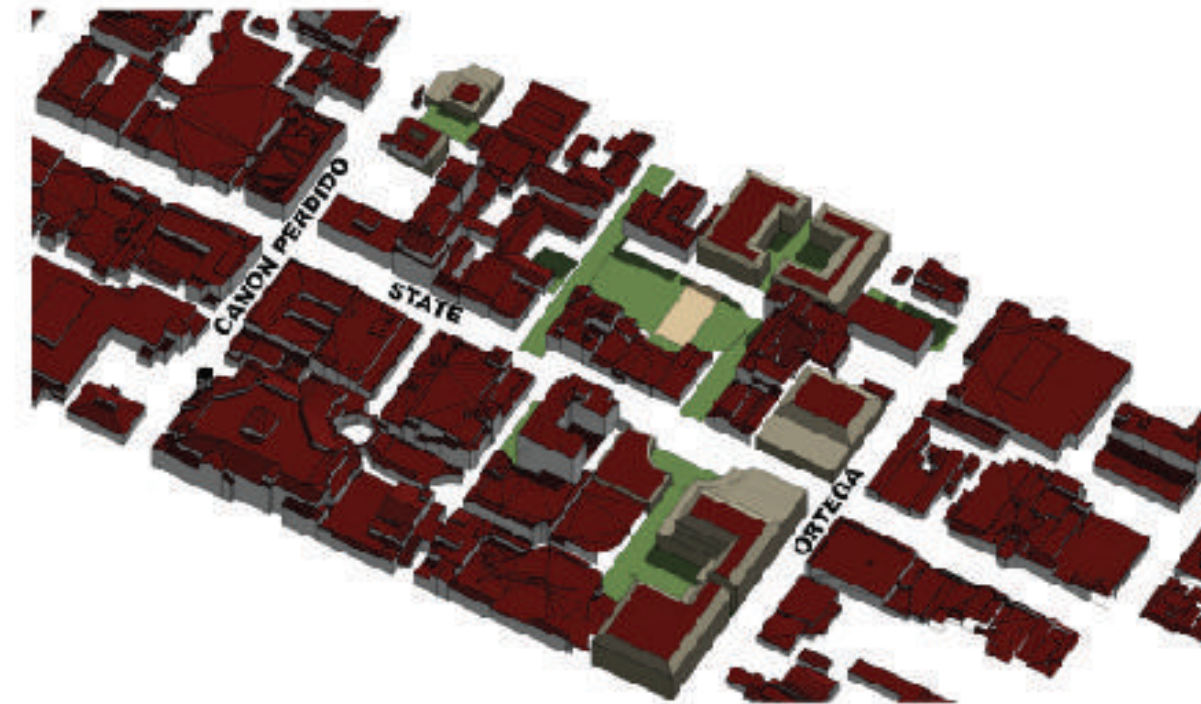
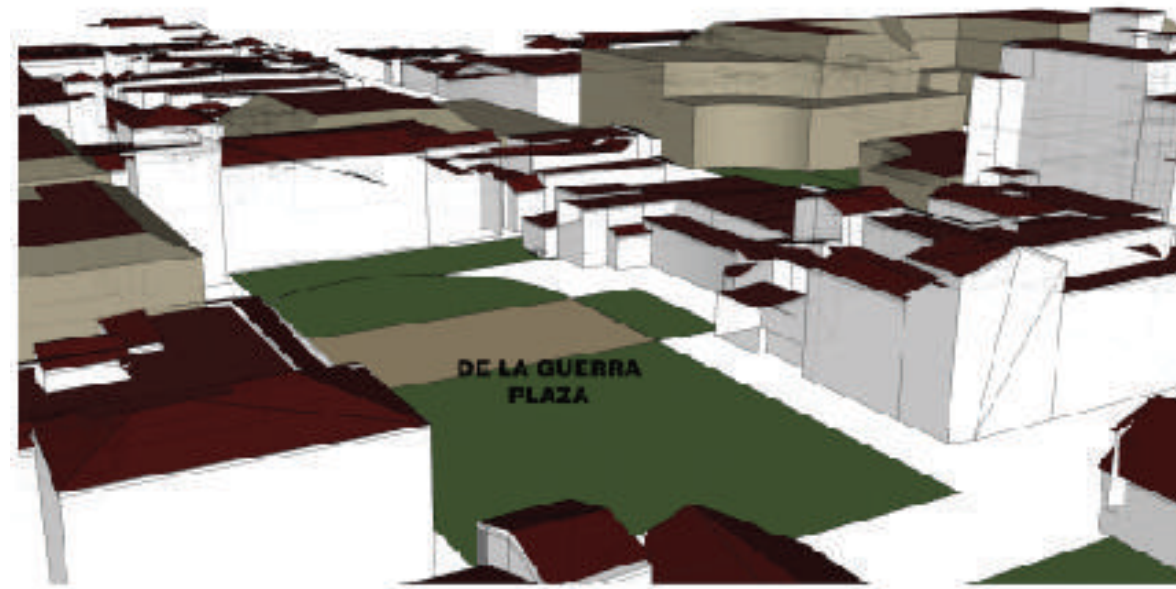
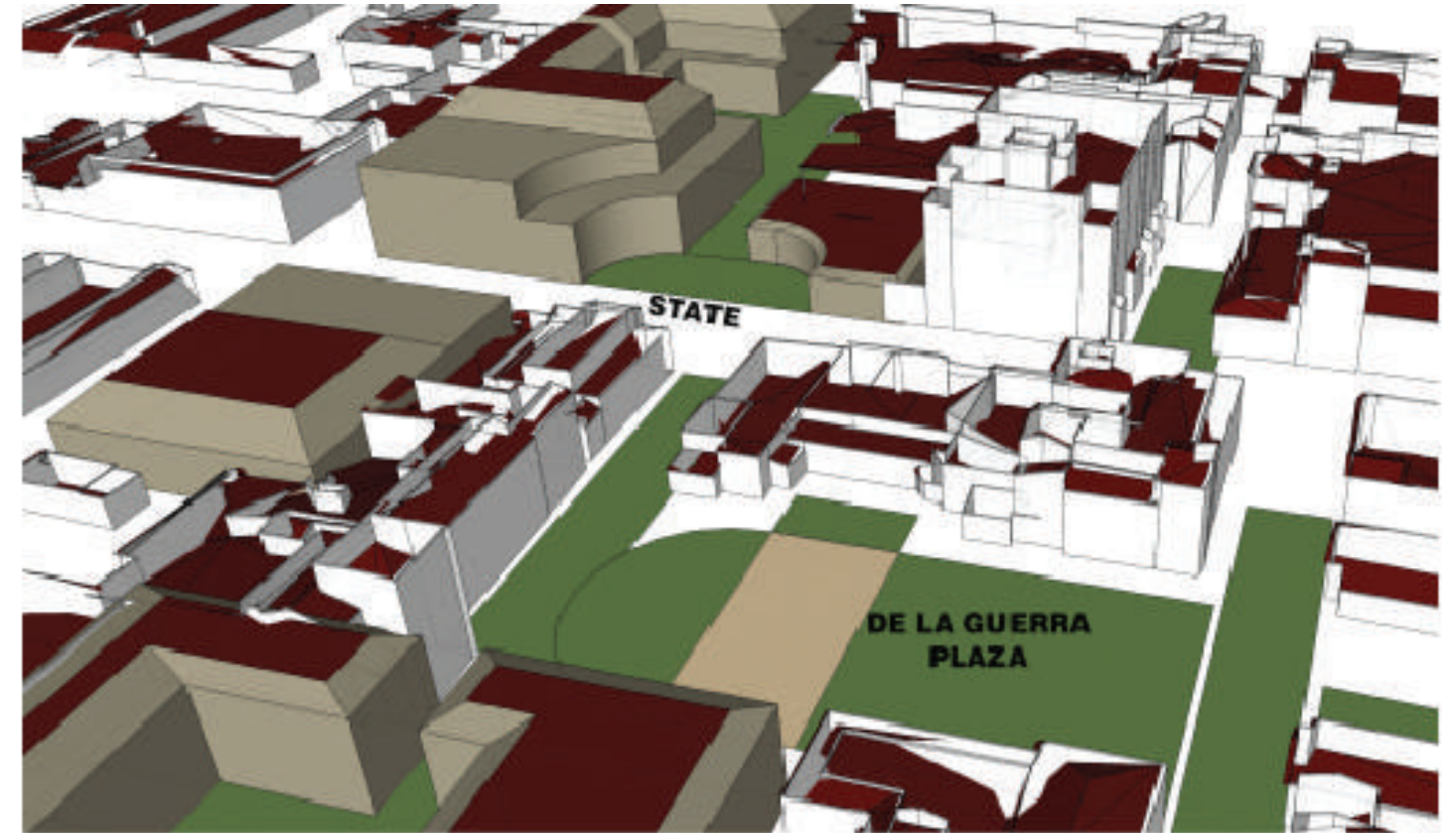
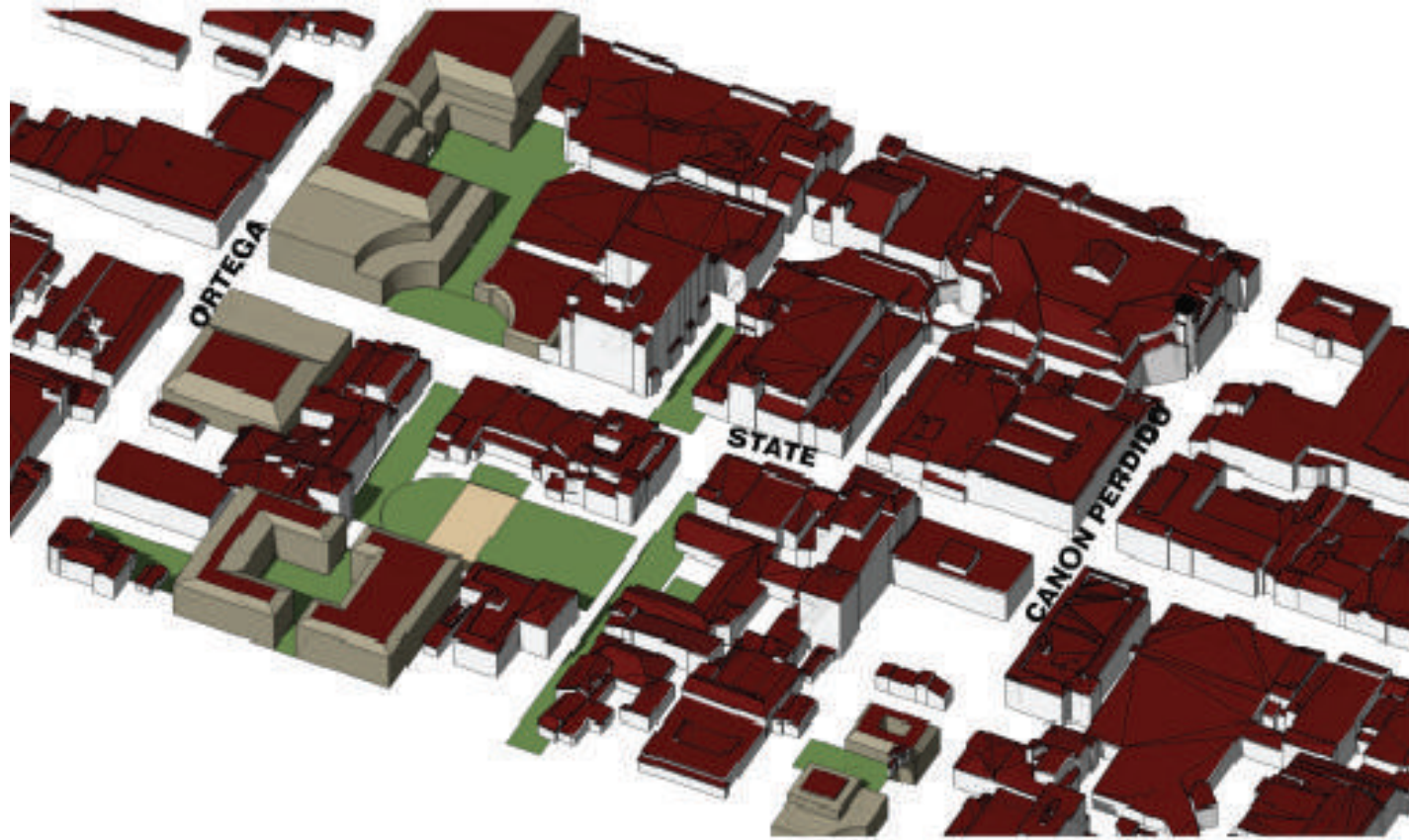
We also suggested a road diet for Chapala Street behind Paseo Nuevo and turn it into a one way street. To walk from the residential area south of Paseo Nuevo across Chapala Street is unpleasant given how wide the street. We aimed to narrow the street to make it more walkable and convert it to one way.

### 4) Connect Existing Open Spaces

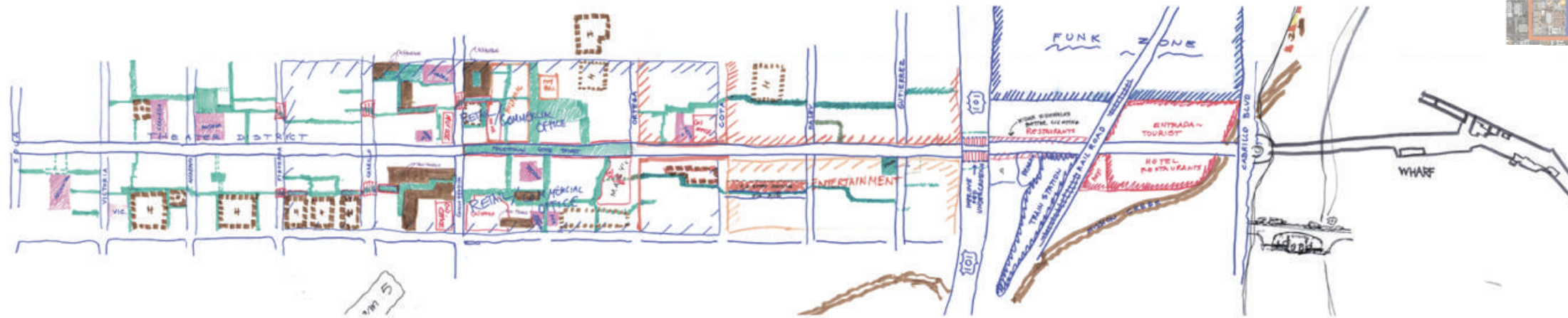
Close off De la Guerra Street to car traffic, to create a stronger relationship between Casa de la Guerra and De la Guerra Plaza. There are so many opportunities to activate the space with food carts, events - think Bryant Park in NYC in front of the NYC Public Library.





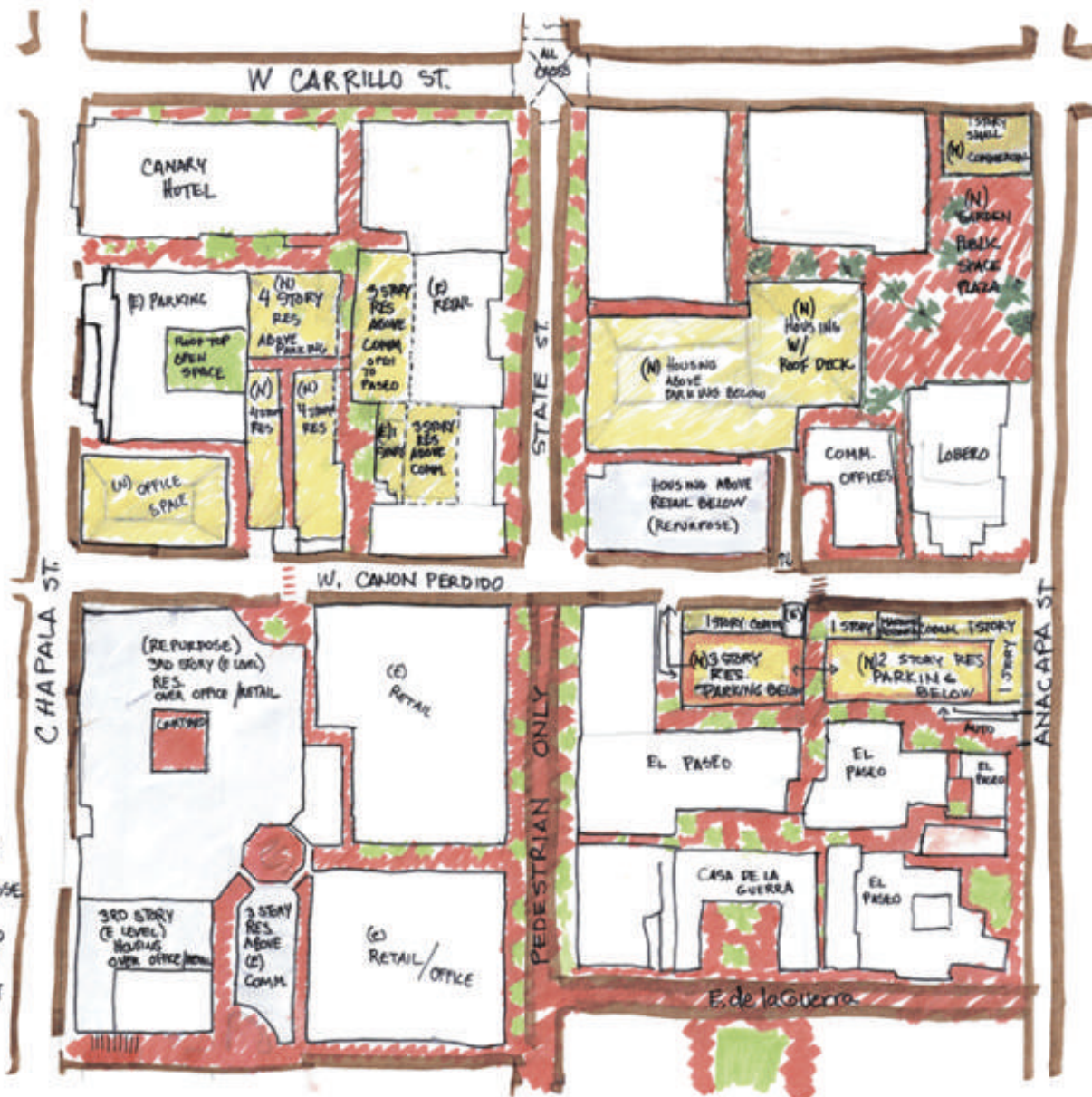






## Key Points

- 1) Close a 2-block portion of State Street to automobile traffic between Ortega and Canon Perdido, including the first block of East De La Guerra, to create a pedestrian superblock connecting Paseo Nuevo to the Old Paseo, De La Guerra Plaza and Storke Placity. If the State Street closure is successful, extend to additional blocks in phases
- 2) Revitalize, expand and activate the historic paseo system by adding housing above existing retail spaces. Examples: New housing over existing retail in the center of Paseo Nuevo at Nancy's plaza; new housing and commercial spaces on the paseo between Nordstrom's and the Canary Hotel
- 3) Develop the corner of Carrillo and Anacapa by replacing the drive-through bank with a one-story community space ("Lobero Pavilion"; a plaza connecting to the back of the Lobero Theater ("Lober Plaza"); and a new 3- and 4- story single-room-occupancy (SRO) building facing this plaza. Remove existing ramps for the parking structure (Lot 9) off Anacapa Street and provide access from Canon Perdido only.
- 4) Develop the corner of Canon Perdido and Anacapa using a portion of the existing private parking lot serving Old Paseo with a 1- and 2- story mixed-use development. Develop the current parking lot for Bank of America with a 3-story residential building. Retain the existing Madam Rosinka's structure and the narrow 2- story building next to it.



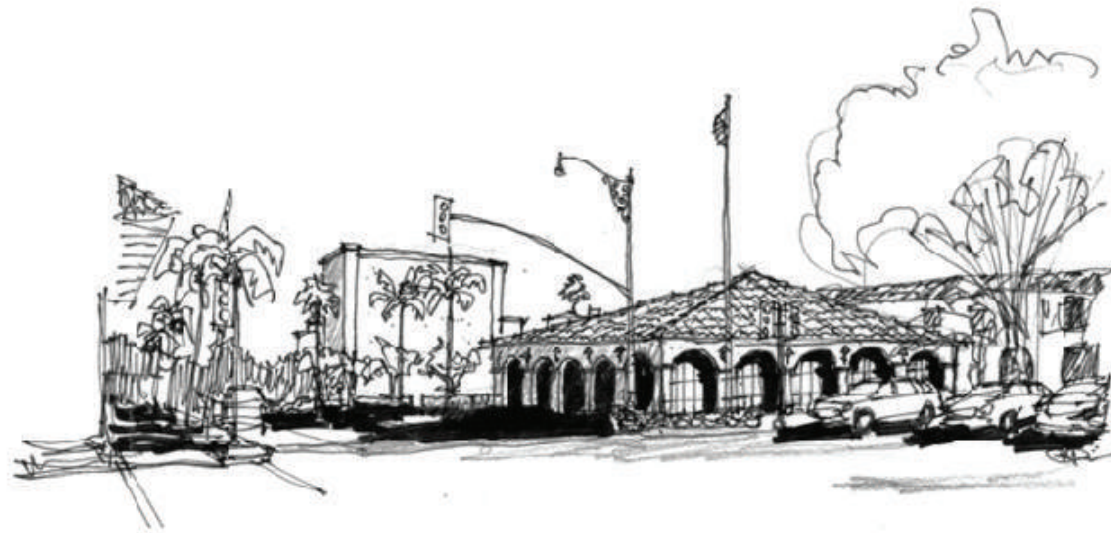




Anacapa at Canon Perdido



Housing at Paseo Nuevo



Anacapa at Carrillo



Lobero Plaza



Lobero Theater

New Lobero SRO Housing  
Plaza Gates  
Lobero Plaza Elevation

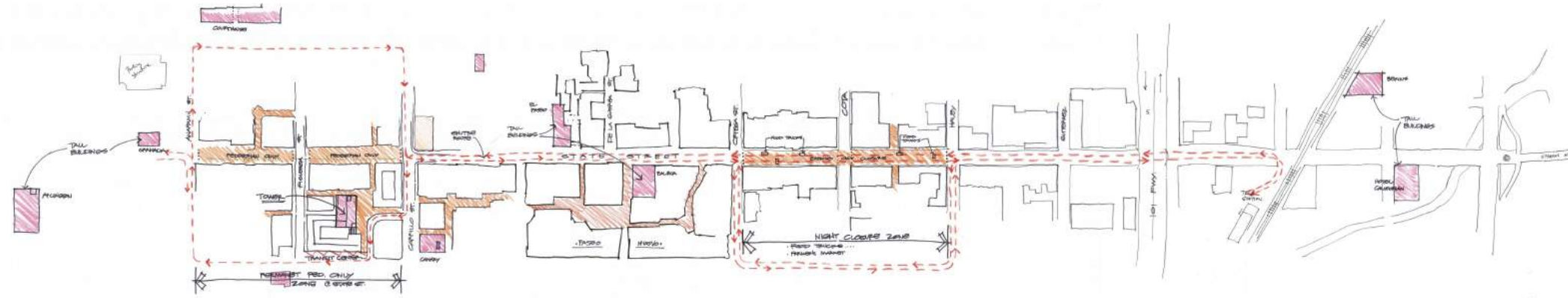
New Lobero Plaza Pavilion



Carrillo at Anacapa







## Key Points

**1) State Street pedestrian-only zones...** permanent closure of State Street for 2 blocks from Carrillo to Anapamu and divert transit and traffic along Anacapa and Chapala for easy loop. Night-time closure of two blocks of nightclubs from Haley to Ortega for after-hours food trucks and reason to cross from the Funk Zone to the other side of the IOI underpass.

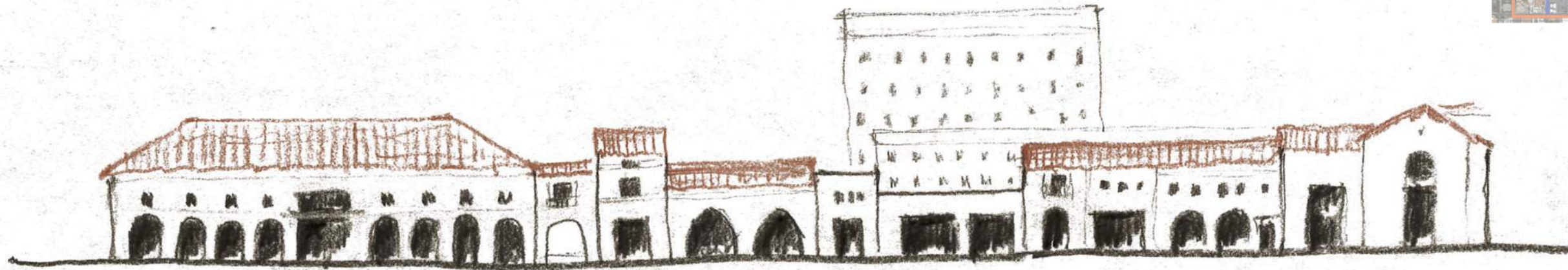
**2) Alternate Transportation/ Transit Center...** revitalization and functional improvements of bus routes to avoid the Carrillo/ Chapala corner and bus parking/ loading in a sawtooth configuration along Chapala St, including provisions for ride-share vehicles, bicycle sharing and walking guides for more integrated means of mobility. Shuttles to offer frequent service from Stearns wharf to the Train station to Transit center for connections to alternative transportation all around town for visitors and locals alike.

**3) Housing...** at the center of blocks, multi-story, some live/ work with no outdoor living space or additional parking for more urban living model than elsewhere in Santa Barbara. Creates no change of scale immediately along State St but a backdrop of taller buildings for housing and activity around-the-clock. Integration of paseos to explore these mid-block areas. Incentives created for property owners along State Street to allow public passage on the ground level to mid-block paseos in exchange for bonus density on upper levels. Policies enacted to develop City-owned property through public/ private partnerships

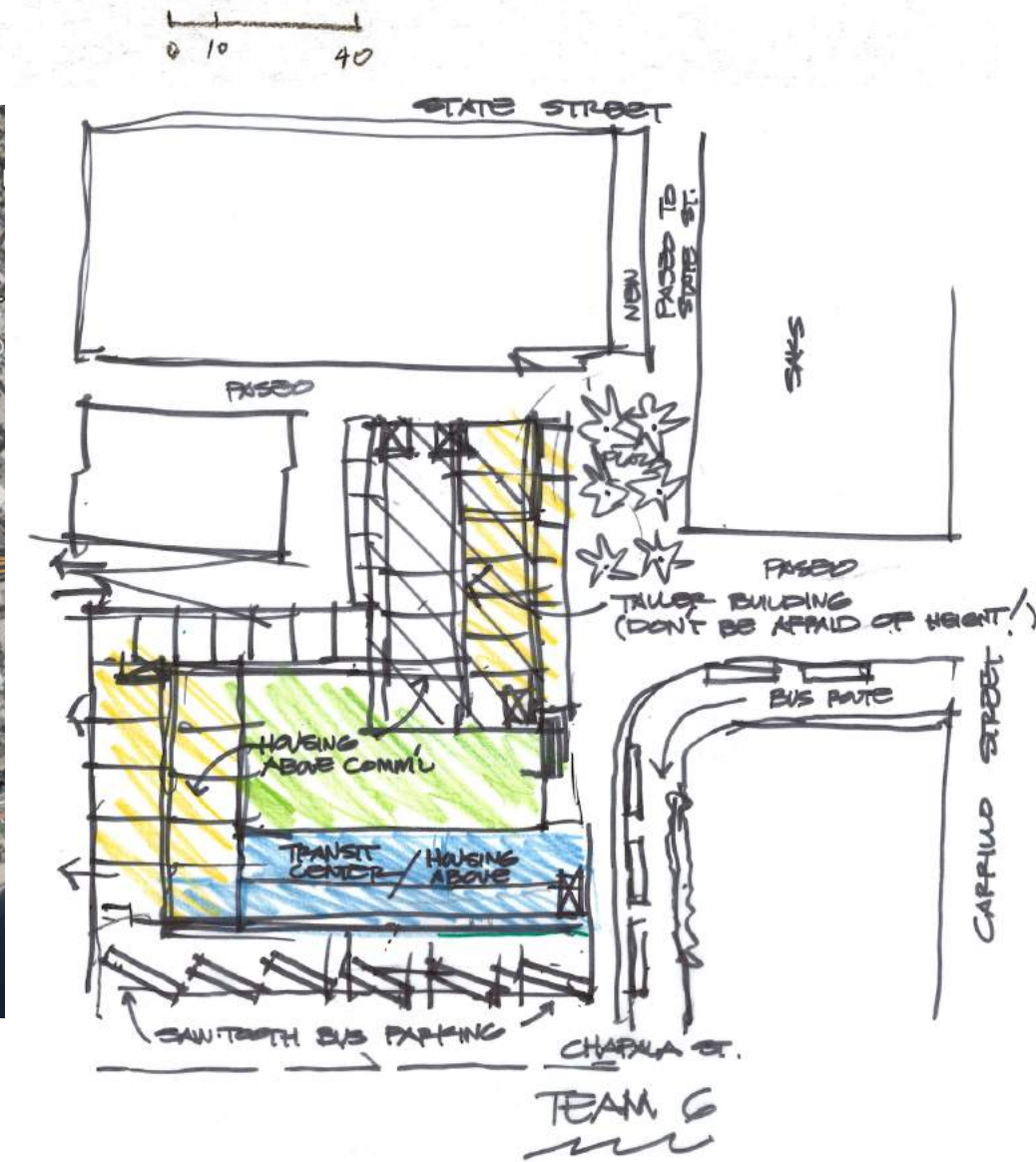
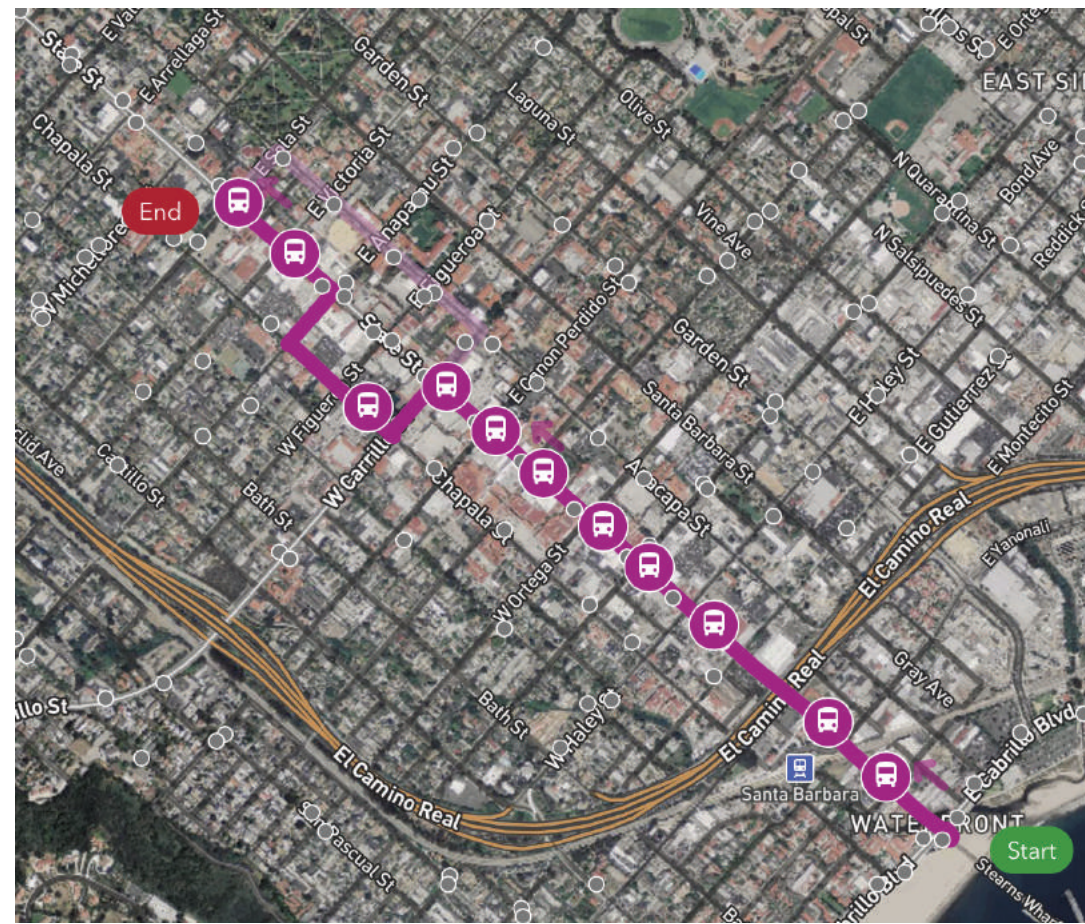
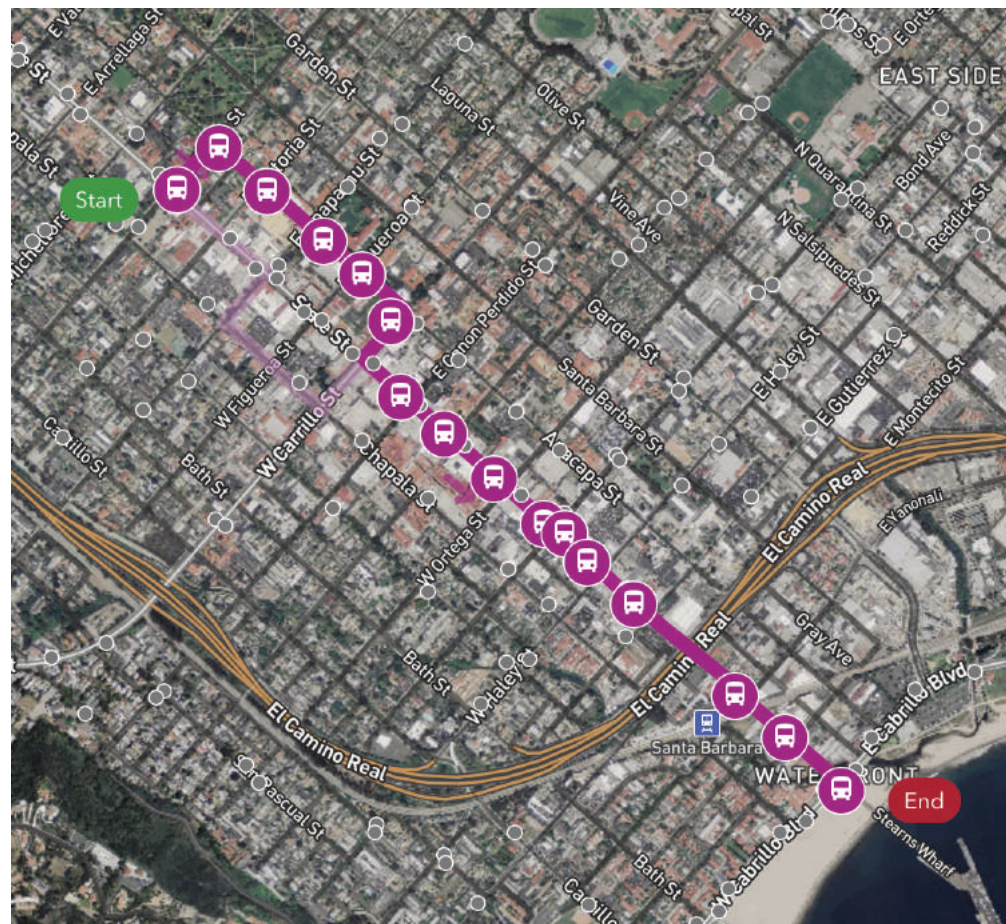
Our proposal looks at new development on the block between West Carrillo St. and West Figueroa St. (between State Street and Chapala St.), and permanent pedestrian only closure of 2 blocks of State Street, from Carrillo St. to Anapamu St. The development prioritizes a major expansion and upgrade of the Transit Center, including a bike sharing service and a downtown information center. Surrounding the Transit Center, there is a tall mixed-use "high rise", combining 4+ stories of car-free housing served by a general store, retail and live/work units on the ground level. The development connects to a re-imagined pedestrian center of State Street by way of a new paseo which cuts directly through to State from the interior commercial court. We propose State Street be permanently closed to automobile and bike traffic, allowing it to be transformed into a vibrant and expansive cultural space, dedicated to local merchants and pedestrian activities. As a whole, what are now ill-defined blocks of State Street will become a central place; a meaningful, and fully accessible pedestrian center within downtown Santa Barbara.



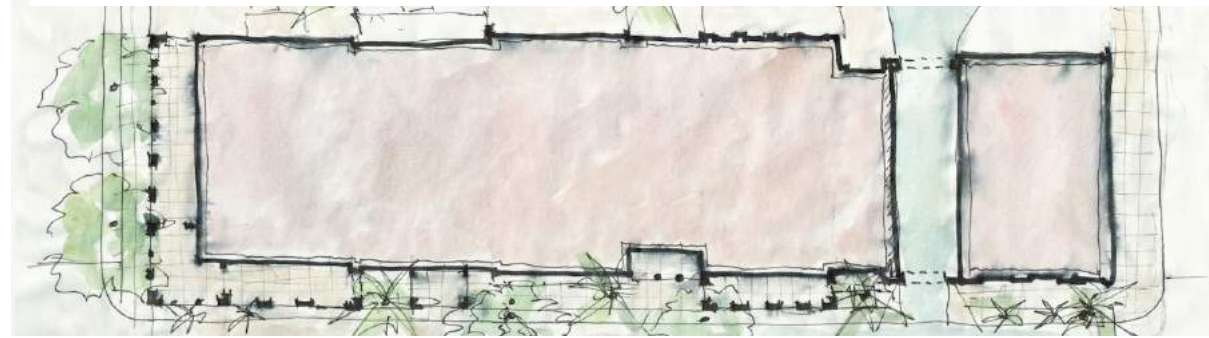




STATE ST. ELEVATION





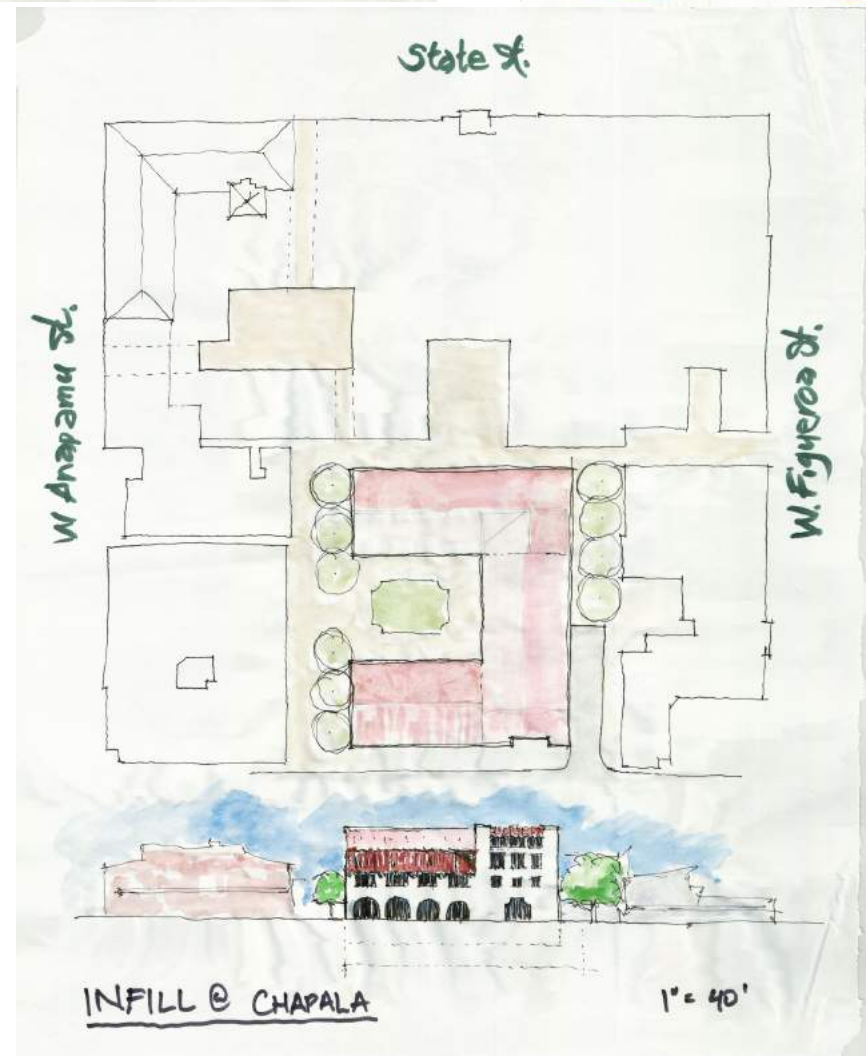


## Key Points

- 1) Paseo system with green-space plazas/courtyards, similar to historic El Paseo, San Marcos courtyard and De La Guerra Plaza
- 2) State Street turned into trolley/shuttle + bicycle + pedestrian, having entrance marked with tower + archway
- 3) State Street historic facades (on mid-block rectangular buildings) kept, with larger 3-4 story housing/office above and set back.

The four-block design was approached with an understanding of the principles of a Santa Barbara style paseo/courtyard system, a car-free circulation system along a portion of State Street, and proper density along the core of Santa Barbara (State Street) as opposed to densifying the outskirts of the City grid. The Transit Station on Chapala was a particularly unique chance to strengthen and improve a non-car transit route, while placing portions of parking underground and building density above and around a new green-space courtyard. This method allows for open-space for the public, and especially for the residential component of the infill buildings. As well, ideas of rehabbing existing large retail spaces is explored through the opening of the existing Sacks building via an internal two story courtyard with surrounding loggia. Historic building fronts on State Street are preserved, while additional size and density is added by stepping back 3-4 story buildings.

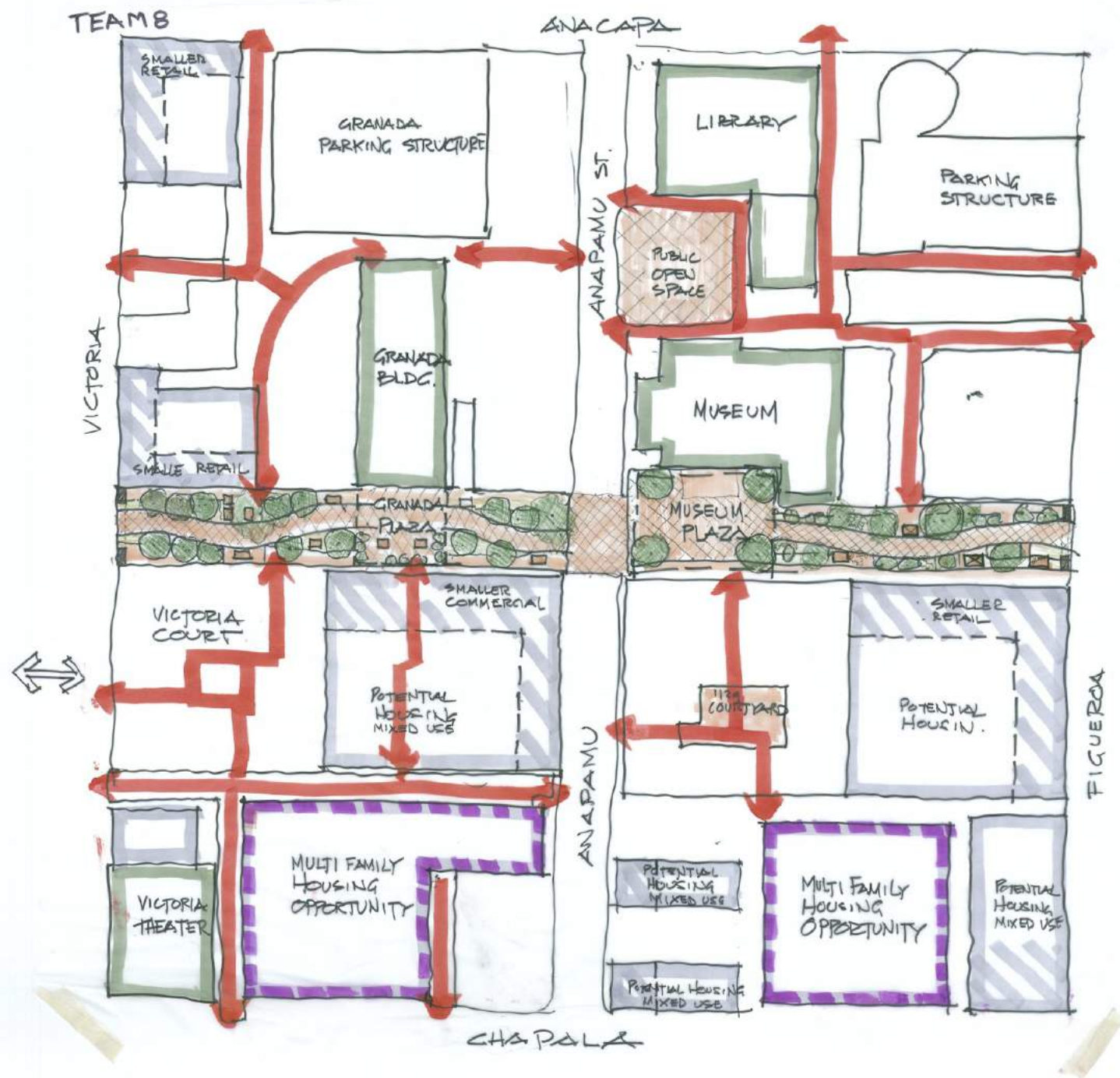




- - - EXISTING PAVED
- - - NEW PAVED
- EXISTING PARKING STRUCTURE
- HISTORICAL STRUCTURE
- EXISTING STRUCTURE (REMAIN)
- EXISTING - ADD HOUSING ABOVE
- NEW STRUCTURE - HOUSING
- NEW PARK / ROOFTOP GARDEN







## Key Points

### 1) State Street Pedestrian Malls

Identify discreet districts along the State Street corridor, Arts District, City Center, Old Town and strengthen the unique character of each district. Consider incremental closure of State Street starting with City Center State and De La Guerra. Maintain access for service, emergency vehicles, parades, etc. Additionally, we advocate for temporary closures on other parts of State Street such as in the Arts District Victoria to Figueroa, creating space for public events and gatherings on the street in front of the Art Museum and the Granada Theater.

### 2) Downtown Housing

Create incentives for housing in the State Street corridor. People living downtown will create long term sustainability and vitality in our urban core. Public parking lots and open spaces could be developed with larger scale housing/mixed use developments while accommodating existing parking needs in more compact configurations (robotic automated parking). Existing smaller scale buildings could accommodate housing above and behind future smaller scale retail street frontage.

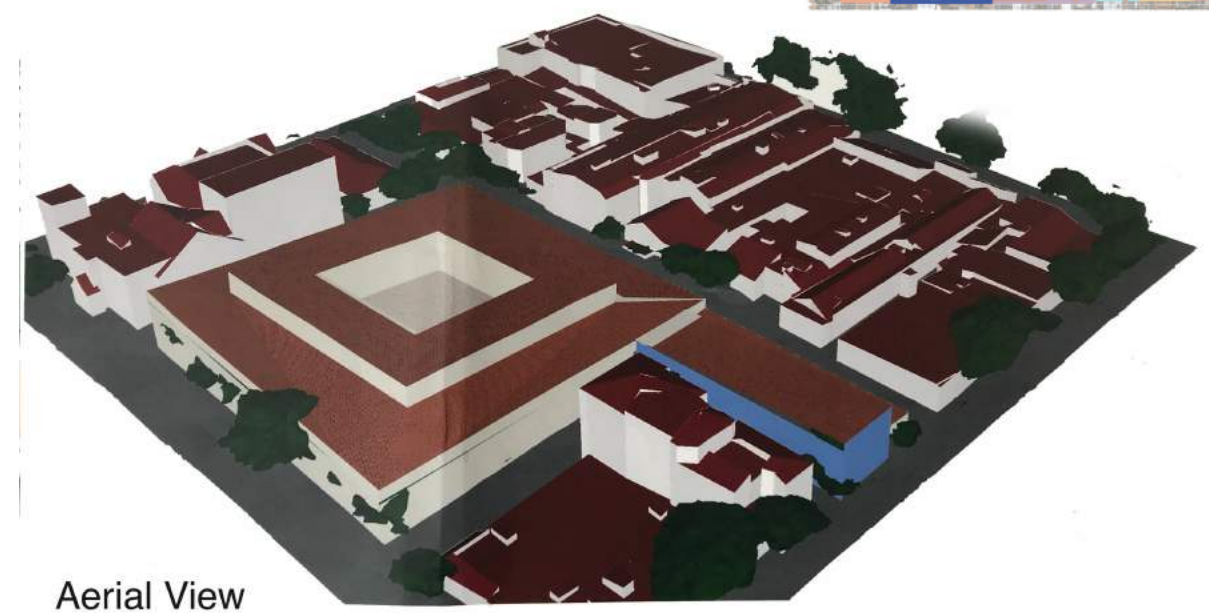
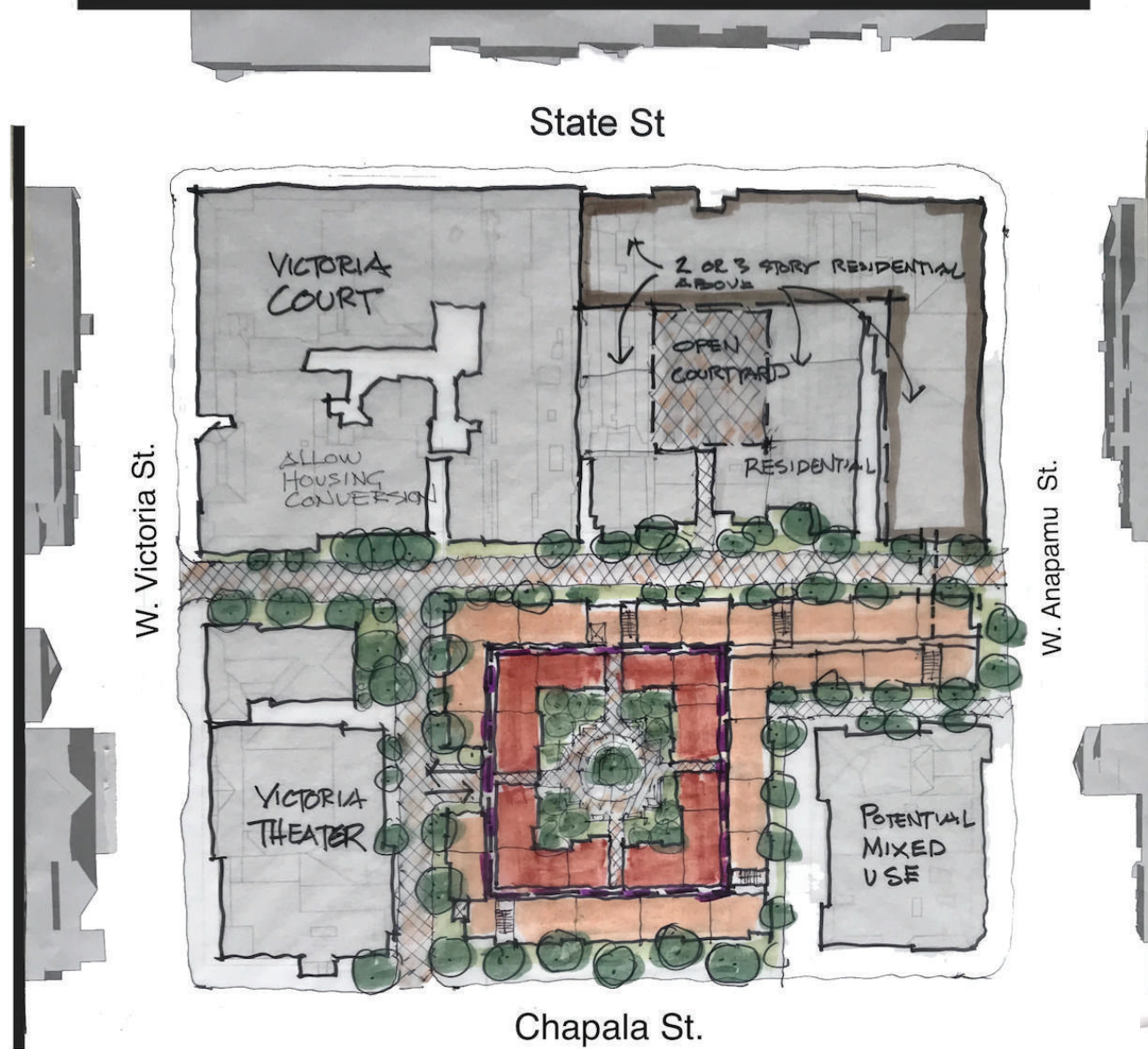
### 3) Historic Paseo System

Paseos enhance the pedestrian experience of our downtown adding character and vitality while, connecting people to parking, housing, and retail services. Strengthen, enhance and create new additions to the mid-block paseo system. Paseos can be enhanced with public art, murals, paving materials, lighting signage. Map existing paseos for public awareness

### Additional Recommendations:

- A) Consider developing a Downtown Specific Plan to create incentives, development standards and design guidelines to address City's goals and the unique character of the area.
- B) Consider private public partnership that include the City, housing authority, non-profit housing developers and private developers to develop housing on and over the grade level open city parking lots.





Aerial View  
Chapala Victoria  
Team 8

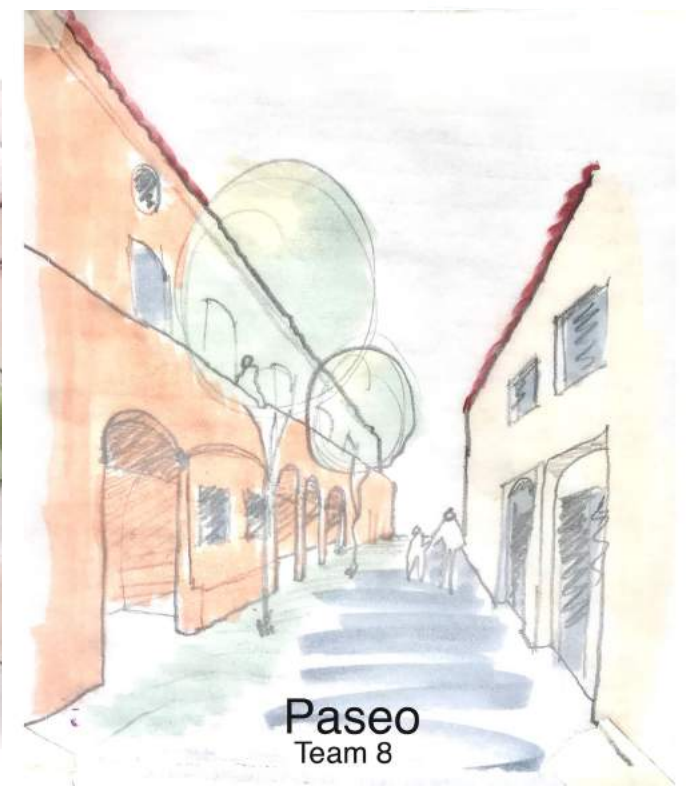


Cross Section

Block:  
State Street, Victoria  
Chapala, Anapamu

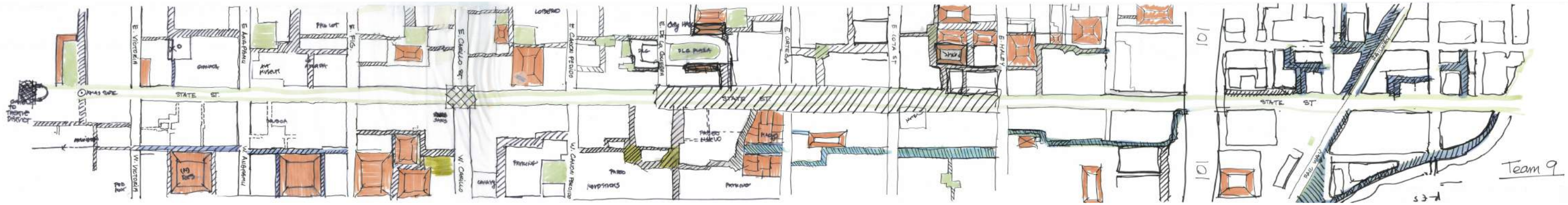


State Street  
Team 8



Paseo  
Team 8





## Key Points

### 1) State Street Zone:

Enhance the entrance and character through design elements such as a monumental gate at Sola St identifying the end of State Street and the entrance to the Theater District.

### 2) Paseo System:

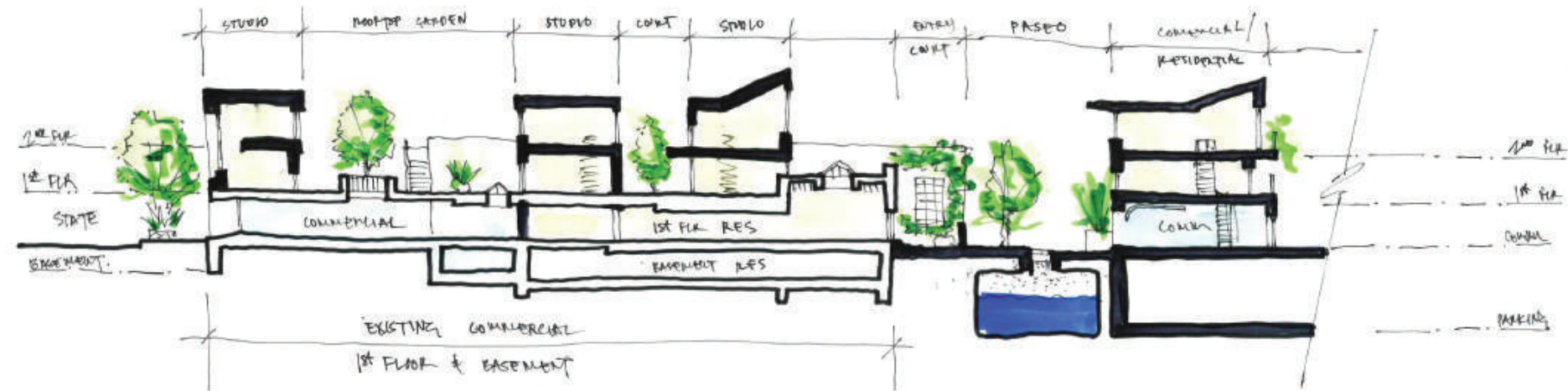
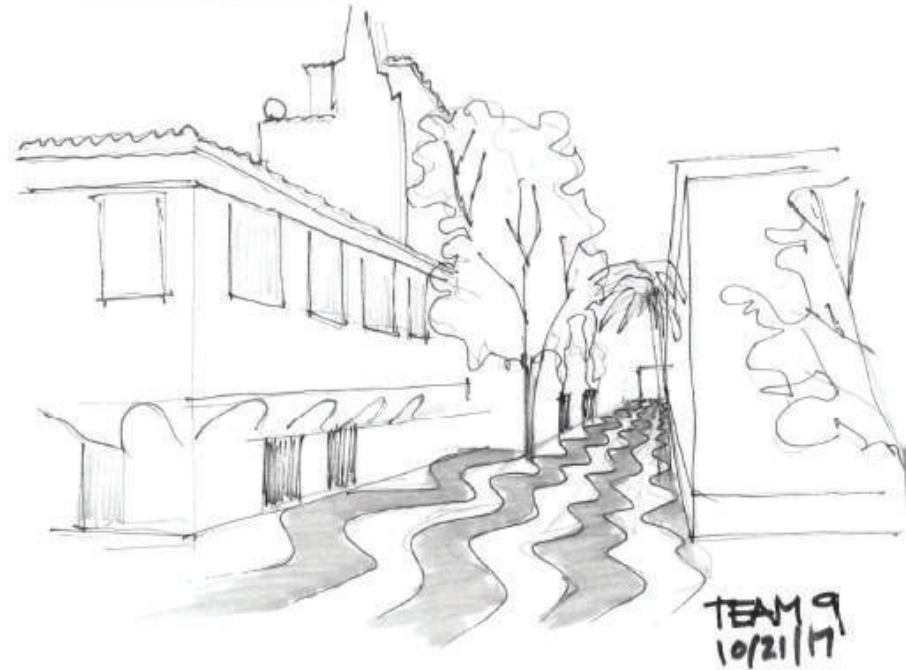
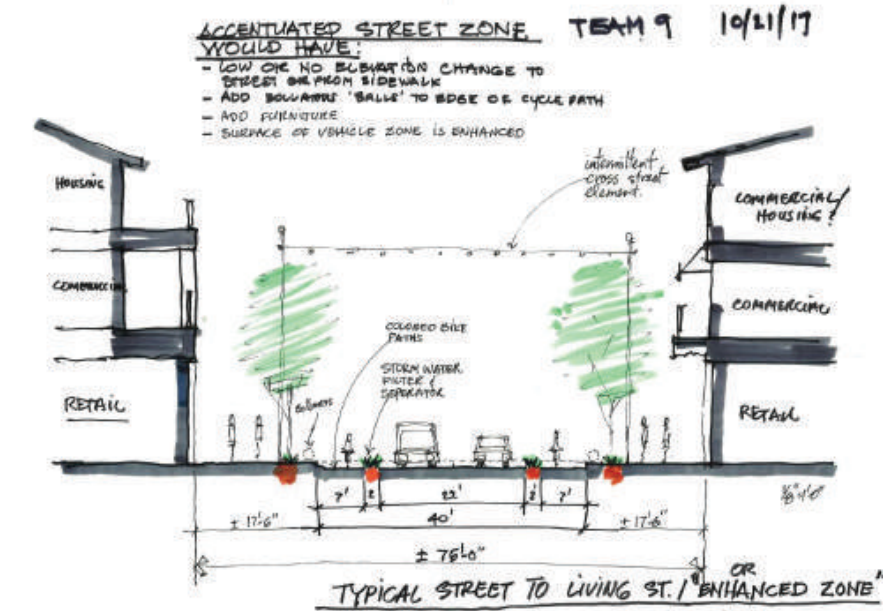
Enhance and expand Santa Barbara's trademark paseo system. Develop them as new mid-block links for new mixed use/residential. Develop unique and artistic identities for each using artful paving, color, etc.

### 3) Close Arlington Ave:

Close Arlington Ave. to vehicles to create a new grand plaza fronting the Arlington Theater. Reimagine the parking lot adjacent to the Granada Theater as an arts plaza - a location for buskers and other artists and a connection from the parking garage to the theater and State St.









# Consensus Findings

Below are themes discussed and addressed by each team.

## - Districts

State Street represents a series of districts and experiences as you travel up from Cabrillo Boulevard to Sola Street. These districts and their “themes” should be identified (e.g. Old Town/Night Life, Civic Center, Arts & Theater District, etc.) and strengthened to help create unique qualities and activities within and between each.

## - Paseos

The historic paseo system, parallel and perpendicular to State Street, should be revitalized, enhanced, and expanded to connect districts and act as a key circulation element within the CBD

## - Housing

For our Downtown to be a vital place, new housing must be added in and around the State Street corridor. It should be located above and behind retail spaces facing State Street and over the top of existing surface parking lots.

New housing must be at a density to incentivize it’s development and it must be a sustainable blend of housing opportunities serving all income groups but focused on the active workforce

## - Conditional State Street Closures

De La Guerra Street from State to Anacapa, including the De La Guerra Plaza loop, should be closed to traffic and a true Civic Plaza created.

Closing Sections of State Street to automobile traffic should be considered over time. With increased housing will come more activity, which will justify consideration of blocks that could become a permanent pedestrian promenade, serving to further enliven State Street.





# Recommendations

The following are actionable items on which we recommend the city move forward with in order to improve the quality and vitality of Lower State Street

## 1) Increase Allowable Density on State Street Corridor

Immediately allow the Priority Housing Overlay in the “Doughnut Hole” in order to create the incentives necessary to get housing built.

Zoning Standards, particularly parking and private open space, for new housing in the CBD must be updated.

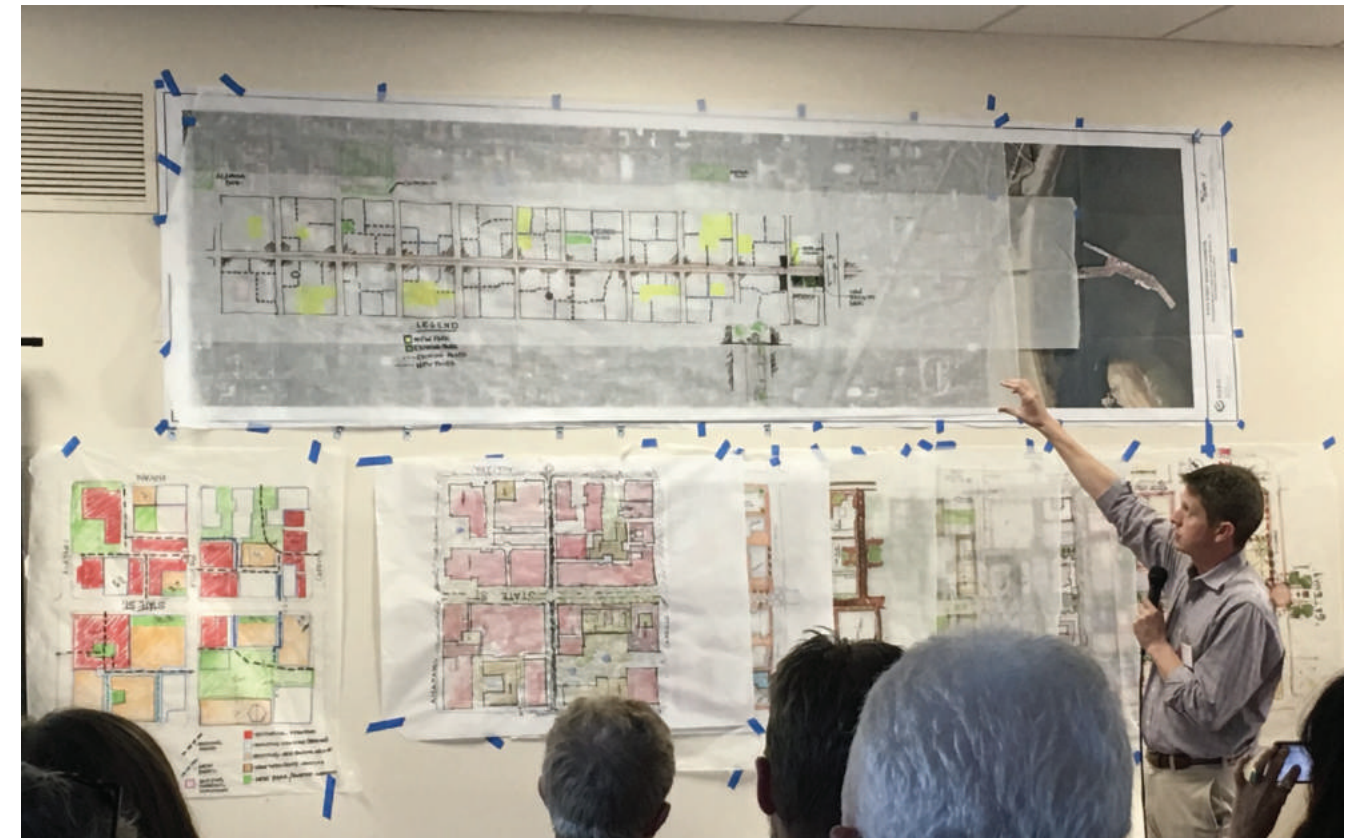
Stormwater compliance within the Downtown should be done collectively and not parcel by parcel

## 2) Downtown Residential Parking

Direct Staff to develop specific policy relative to allowing residential parking in the downtown lots and potentially reducing the parking requirements for new units built Downtown

## 3) State Street Task Force

City Council should appoint a State Street Task Force made up of Council Members, Planning Commissioners, Architects and Stakeholders (including residents, developers, property owners etc.) to focus on specific detailed recommendations for Downtown. These Recommendations should lead to a New Downtown Specific Plan and Zoning Ordinance Amendments





## Key Points

Directly following the Charrette, a group of Landscape Architects who participated in teams during the design process decided to come together in the true charrette fashion and develop a “Landscape Architect’s Master Plan” for Santa Barbara. Their letter follows on this page:

We greatly appreciate being included in the recent AIA Design Charrette, and some of the ideas below evolved from great ideas by all 9 teams. We thank you, and we present this brief 3-point long-term plan for revitalizing downtown Santa Barbara, by the Landscape Architects present during the Design Charrette in October...

### 1. CREATE MASTER PLAN FOR CITY PARK/PLAZA/PASEO NETWORK

Some City parking lots within and adjacent to the State Street corridor are prime locations for new parks, not more buildings. Housing can be placed atop existing one story retail, which is omnipresent, and within existing repurposed structures. Many parking lots already have tree canopies established, which is a good start for a park. If we are serious about rehabilitating State Street to make it more pedestrian-oriented, and less vehicle-centered, and we want to make Santa Barbara actually look like the 'birthplace of the environmental movement', then we need a comprehensive park/plaza/paseo system downtown. There are currently ZERO parks within the Charrette study area. On-street parking on the OO blocks of cross streets could also be reconsidered as street-side paseos, and specific one block streets could be closed to traffic to increase pedestrian-only zones (i.e. Arlington Ave., De la Guerra, etc.). Paseos throughout the downtown corridor do not currently align, but they should. Paseos, with a unified paving scheme to identify themselves, would connect to each other, and the paseo network would connect the new parks and plazas to State Street and surrounding housing. This will enable tourists and locals alike to 'walk around' and discover new nooks and crannies downtown, instead of just up and down State Street (this would also be a good opportunity to establish new local businesses that can't afford State Street rent pricing). The non-linear Funk Zone is a testament to the circular versus linear logic, as are countless cities throughout the world. The linearity of State Street would be perforated with additional paseos, plazas, and parks. Some possible park locations to consider include City Lot 3, adjacent to the MTD hub (to include playground), Lot 5 between Anapamu and Victoria, the parking lot across from the Post Office and Lobero, Lot 11, Lot 12, and others. There will be those naysayers that equate parks with the problem of homelessness, but if housing surrounds the parks, residents will take ownership of their beloved parks. What would New York, or any city, be without its parks?

### 2. PLAZA SANTA BARBARA - EXTEND DE LA GUERRA PLAZA TO STATE STREET

This new and completely reimagined plaza would be the unmistakable heart of Santa Barbara, and therefore be renamed Plaza Santa Barbara. The De la Guerra building may need to be preserved, but if the one-story retail buildings between it and the mid-block pocket park were removed, and State Street was closed to non-essential vehicles between Ortega and Carrillo, this European-style central plaza would connect an all-pedestrian network including Paseo Nuevo, El Paseo, City Hall, Casa de la Guerra, whatever the News Press building is repurposed to include, and State Street of course. Plaza Santa Barbara would also be a prime location for a permanent farmers market, various flex spaces, and City events. All 4 sides of the existing De la Guerra Building could face the Plaza. Imagine walking out of City Hall into a big open plaza bustling with people, and devoid of cars, with a broad view of State Street. It's a good place to start reimagining downtown as a pedestrian-oriented place. Yes, there would be a big fountain in the middle, and trees, and art.

### 3. INCORPORATE NEW HOUSING AND 'LINK THE M'S' WITH LIGHT RAIL

Santa Barbara had a trolley system in the late 1800's and early 1900's, and it's time to bring it back, with a modern easy on/off light rail system up and down State Street, and new lines back and forth to the M's - Montecito, Milpas, the Mesa, the Mission, middle and upper State, etc. This will greatly reduce automobile traffic to and from downtown, help alleviate parking issues, increase the vitality of our downtown, and make the City as a whole more walkable and accessible. Additional housing within the State Street corridor will also greatly benefit the City in myriad ways, as our AIA colleagues and many others have pointed out. There are many obstacles to reimagining Downtown Santa Barbara to include these three proposals, as well as others that Design Charrette participants have suggested: involvement of property owners, governmental bureaucracy, political will, funding, etc., but these are longterm solutions and we have to start somewhere.

We, the undersigned, feel that in partnership with the unmatched talent of the Santa Barbara design community, and the City itself, can revitalize not only the State Street corridor, but all of the adjacent communities and specialspaces that make up Santa Barbara.

Sincerely,

Bob Cunningham (LA #1269), Christopher A. Gilliland (LA #4597), and Katie Klein (LA #6253)  
Santa Barbara Landscape Architects







**MAKING STATE STREET WORK  
THANKS TO OUR SPONSORS!**

