

Excerpts from the Upper State Street Area Design Guidelines for 3885, 3887 State St. (MST2013-00411)

Site Planning & Building Setbacks

Goals:

- Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.
- Ease and safety of ingress and egress shall be given careful consideration.

Guidelines:

1. Site Plan Variations. “Strip mall” style site plan layouts are not acceptable. Design site plan layouts that achieve multiple goals (eg. activity nodes, pedestrian-oriented environment, transit facility needs, mountain views preservation, creek enhancement).
2. Building Dimensions and Spacing. To ensure appropriate spacing of structures and a pedestrian-friendly streetscape, buildings which span from property line to property line along their State Street frontage are discouraged. Applicants are encouraged to provide appropriate relief between adjacent structures, especially those over one-story in height.

Exceptions should be considered only where predominant existing sub-area conditions may suggest otherwise and will be at the discretion of the Architectural Board of Review. Rear yard setbacks of structures and upper floor massing should be respectful of adjacent residential uses. Buildings should not loom over smaller residential neighbors nor compromise the privacy of their exterior spaces.

3. Setback Measurement. Building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way.
4. Front Setback Modification Considerations. The Santa Barbara Municipal Code allows for modifications to some zoning standards where certain discretionary findings can be made. In addition, for the Upper State Street Area, examples of appropriate improvements on lots in the Upper State Street Area which could support justification for an approval of a modification include the following:
 - a. The setback is for a one-story structure or the first story of a multiple-story structure in the Eastern or Central sub-areas.
 - b. The existing setting is a small lot, ample sidewalks, and a historical development pattern with minimal setbacks. Generally, this pattern only exists in the Upper State Street Area on the north side of State Street in the East and Central sub-areas.
 - c. Mountain views are preserved.
 - d. All traffic and parking needs are met.

- e. The development is a minor addition or remodel, not an entire lot redevelopment / entire new building.
- f. The project is compatible with current and potential future transit lane possibilities.
- g. The proposal is compatible with the setbacks and character of existing development in its surrounding sub-area and block.
- h. Particular site circumstances and constraints (such as lot size and depth, site layout and location of parking) contribute to the need for a front setback modification request.
- i. Benefits for the community at large are provided in quantity and quality beyond customary requirements such as:
 - View opportunities or easements.
 - Usable open space.
 - Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
 - Pedestrian amenities.
 - Improved circulation and connectivity.
 - Environmental sustainability demonstrated through a LEEDs, five star Built Green or equivalent rating.
 - Forms of affordable housing in this predominantly commercial transit corridor which help create a sense of place and promote pedestrian activity and human scale along Upper State Street.
 - Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and improvements.
 - Bus pockets (right-of-way agreements).
 - Bus signage system elements (for automated bus schedule/arrival signs) to be provided at time this service is to be installed.

Parking Improvements

Goal: Develop parking policies and management strategies that help reduce Upper State Street congestion.

Guidelines:

6. Rear Parking. In general, parking at the rear of buildings creates a pleasant streetscape, can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Per Guideline 17, parking to the side or front of a building can be appropriate where there are special view considerations. Other exceptions to this guideline in the East and Central sub-areas are considered for remodels, new buildings on small lots, and building addition projects when the proposed alternative layout:

- Provides setbacks and building orientations compatible with existing adjacent development setbacks and building orientations.
 - Respects surrounding business patterns and uses.
 - Improves circulation within the project's block.
8. Alternative Vehicle Stations. Consider accommodation for alternative vehicles such as electrical vehicle charging stations.
 9. Parking lot lighting. Parking lot lighting shall be integrated with trees. It is preferred that pole lighting be limited to twelve (12) to fourteen (14) feet in height. Trees should be in scale with pole-mounted light fixtures.

Corridor Identity & Character

Goal: Preserve and enhance the unique character of Upper State Street and its sub-areas and sub-neighborhoods.

Guidelines:

11. Key Characteristics. The Upper State Street corridor, sub-areas, and sub-neighborhoods have key characteristics that define their character and sense of place. Proposals should be within a range of architectural styles and materials appropriate within each sub-area. Inclusion of more contemporary styles and natural materials such as sandstone, stucco, and tile is encouraged in the Upper State Street corridor.
12. Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks and view corridors should be incorporated. Potential locations for significant activity nodes include: La Cumbre and State Street, and Las Positas/San Roque and State Street.
13. Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas.
14. Neighborhood Compatibility. Development proposals should be compatible with their surrounding sub-area and sub-neighborhood. For commercial developments adjacent to residential uses, separation and buffering between residential and commercial development and landscaping are especially important.

Public Streetscape

Goal: Improve the public streetscape and adjacent pedestrian connections.

Guidelines:

15. **Development Design.** Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street such as: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. to support pedestrian use and facilitate use of mass transit.
16. **Parking Placement.** Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground which include substantial open space and provide for views. Parking lots behind or on the side of buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed to the side of or in the front of buildings if necessary to preserve or provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the automobile parking to be provided.
17. **Landscaping.** Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to screen automobiles and provide shade.
18. **Paseo Connections.** Where there are opportunities, establish paseo connections between retail areas and residential neighborhoods; consider public safety and maintenance issues in determining locations and design.
19. **Street Trees.** Street tree choices shall be consistent with the *Street Tree Master Plan* and be appropriate with respect to pedestrian safety, sidewalk maintenance, shade and aesthetic considerations.
20. **Sidewalk Standards.** Non-conforming sidewalks are to be replaced consistent with *Pedestrian Master Plan* standards.
23. **Front Setback Use.** The use of land within the front yard along State Street should be carefully considered to promote a pedestrian friendly streetscape. Public amenities such as landscaping, patios, fountains, outdoor dining and gathering spaces where public vistas can be enjoyed and street furniture, including refuse receptacles, bicycle parking and news racks are encouraged.

Mountain Views

Goal: Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place. Protect or establish intermittent and recurring mountain view corridors and viewing locations.

Guidelines:

24. **Three-Story Buildings.** A typically acceptable building size, mass, bulk, scale and height in the Upper State Street area is a two-story development. When structures are proposed to be over two-stories, the following

development features would contribute to achieving a size, mass, bulk, and scale which is compatible with development in the Upper State Street Area. This guideline is intended to help with interpretation of Compatibility Analysis Criteria #3 listed in Chapter 5 on page 5-4.

- a. View opportunities or easements.
 - b. Usable open space.
 - c. Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
 - d. Pedestrian amenities.
 - e. Improved circulation and connectivity.
 - f. Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and future transit improvements and right of way needs.
 - g. Removal of parking lot barrier between separate properties
25. **View.** Protect and/or create mountain views when siting new buildings, parking, and streetscapes. See Guideline 17 regarding parking placement strategies to protect views.
26. **Viewing Locations.** Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views.
29. **Landscaping and Trees.** Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them.

Open Areas

Goal: Maintain, enhance and create open space wherever feasible.

Guidelines:

30. **Open Spaces and Parks.** Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate, for example, passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheaters. Bear in mind the beneficial health impact of landscaped open spaces on air quality in the Upper State Street Area.
31. **Relationship to Nearby Uses.** Open spaces and parks should be located in relationship to other compatible and supportive activities and land uses such as retail, offices, entertainment venues and transit routes.
32. **Underground Parking and Open Space Opportunities.** More opportunities for greater ground level open space can be created with projects featuring underground parking structures, since surface level parking is often

reduced or eliminated. Projects with underground parking should explore opportunities to create additional open space on the ground level.

33. **Plaza Elements.** Incorporate elements as a part of new development which establish street presence and a sense of open space such as plazas, paseos, pedestrian resting areas and bulb-outs for bus waiting areas.
34. **Seating.** New public spaces should provide as many seating opportunities as possible. Wherever possible provide seating adjacent to bus stops.
35. **Pedestrian Mobility.** For new developments, plazas, courtyards, fences and widened sidewalks should be strategically placed in accordance with an overall open space plan to enhance pedestrian mobility.

Neighborhood Compatibility, Building Size & Height

Goal: Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and sub-areas, and proportional to parcel size.

Guidelines:

40. **Compatibility Analysis.** Carefully consider the required Compatibility Analysis Criteria listed in Chapter 22.68 of the *Santa Barbara Municipal Code* to ensure that development is compatible within the context of the block, neighborhood, and sub-area.
41. **Height Compatibility.** Scale, proportion, and character of existing development within the surrounding sub-area should be evaluated to consider the appropriate height. Building height should be in scale and proportion with their setbacks should be compatible with adjacent buildings and should have human scale.

Architectural Guidelines

Goal: Achieve high appropriate quality aesthetically pleasing architecture within the Upper State Street Area.

Guidelines:

42. **Architectural Elements.** Architectural features which help to soften and humanize a building are recommended. These include arches, columns, trellises, deeply recessed windows and doors, moldings and built up planters.
43. **Architectural Style.** All styles of architecture must be compatible with their respective neighborhood and must also enhance Santa Barbara's distinctive architecture by designs which are in the context of the ambiance and charm which exemplifies Santa Barbara. (See Neighborhood Compatibility section, above.)

44. **Color in Architecture.** Light colors typical of those found in Mediterranean buildings is preferred. This includes pastels and mottled color combinations.
45. **Entrances.** Entries should be generously proportioned and visually transparent to encourage connections to the public realm. Main entrances should address the street. Secondary entrances may be located to connect to parking.
46. **Exterior Finishes.** The use of plaster as an exterior material is encouraged. Additional quality materials such as wood, masonry or tile may also be used. An appropriate mix of materials may be employed to add variation and articulation to architectural forms and styles. Excessively reflective or mirrored exterior materials shall be avoided.

Glazing and fenestration should be used in a manner which is consistent with the proposed building's architectural style. Larger glazing areas should be articulated to provide scale to openings. Glass which is excessively tinted or mirrored shall be avoided.
47. **Building Facades.** The facade of a building, particularly at street level has a direct effect on its relationship to the public realm. Its qualities of openness, detailing, setbacks and ornamentation contribute to how welcoming a presence it presents to the passerby.
48. **Street Facades.** To encourage a more pedestrian-friendly streetscape, street facades shall contain storefronts, windows, entries and other scale-giving architectural elements. Facades shall strive to create a visual and physical connection between a building's interior activities and the pedestrian streetscape to create visual interest for pedestrians.

Expanses of blank walls, excessive grade changes, large, raised planters and other physical and visual obstacles between the pedestrian and a building's contents isolate the pedestrian and therefore should be avoided.
50. **Roofs.** Sloping tile roofs are preferred. Conventional roof forms are most acceptable. Properly treated flat roofs are acceptable particularly when used in conjunction with other roof forms or traditionally treated parapets or wall elements.

Landscaping

Goal: Encourage the generous planting of landscaping as part of development proposals and encourage skyline trees where appropriate. Ensure landscaping is compatible with the natural environment.

Guidelines:

51. **Mature skyline and canopy trees bordering State Street should be preserved and protected. Removal of trees could be considered where views can be enhanced or created.**

52. Where planting space permits and views would not be impeded, encourage the planting of large skyline trees such as *Platanus racemosa* (California Sycamore) and canopy trees bordering State Street. Select trees that are visually compatible with the existing street trees.
53. Landscape design should identify entrances to buildings and parking lots, direct traffic and pedestrian flow, and screen objectionable views (i.e. trash enclosures, backflow preventers, etc.).
55. Use flush tree grates around tree trunks and steel reinforced paving around planters in sidewalk areas. Root barriers should be installed where buttressing root species are planted.
56. Tree planting design should not be compromised by lighting requirements; however, adequate lighting for safety at night is to be provided.
57. Encourage foundation planting where planting does not obscure window displays.
58. Appropriate design techniques such as the following should be incorporated to make a proposed development compatible with the existing environment:
 - a. Preserve and incorporate existing natural and landscaping features and mature trees into new development;
 - b. Select landscaping elements that are appropriate to the site and complement the area's overall character; and
59. Use landscaping elements that complement the characteristics of nearby developments.

Mid-Block Congestion and Safety Improvements

Goal: Reduce access points to Upper State Street that conflict with through travel.

Guidelines:

61. Access Management. Development projects should incorporate the following access management techniques:
 - a. Achieve uniform spacing of driveways along the street as much as possible.
 - b. Require complete on-site circulation including safe pedestrian paths.
 - c. Ensure design of adequate driveway throat length to avoid a conflict with the flow of off-site traffic and provide adequate corner clearance.
 - d. Orient lots, buildings, and access points to side streets when feasible.

Pedestrian/Bicycle Facility Improvements

Guidelines:

62. **Pedestrian Connections.** Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped. (See *Figure 8* for locations for cross-street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity.) Establish long-term operation and maintenance agreements to assure paseos' availability for public use.
63. **Bicycle Parking.** Provide quality bicycle parking for both the public and employees, consistent with the *Bicycle Master Plan*.

Other Applicable Guidelines and City Documents

Architectural Board of Review Guidelines

Outdoor Lighting and Streetlight Design Guidelines

Sign Review Guidelines

Standards for Parking Design

Storm Water Management Program

Upper State Street Study (USSS), March 2007

Urban Design Guidelines

Design Review Compatibility Analysis

Each project is unique in its program, artistic expression, form, and setting; however, the architect will also need to consider, as essential to any design, the necessity to achieve “compatibility” with Santa Barbara design as it has been developed over time. In order for the ABR or HLC to approve a project, the *Santa Barbara Municipal Code* mandates compatibility with required architectural styles and requires that a compatibility analyses be completed and the following review criteria be considered by the ABR or HLC (Sections 22.68.045B and 22.22.145).

1. Compliance with City Charter and Municipal Code; Consistency with Design Guidelines. Does the project fully comply with all applicable City Charter and Municipal Code requirements? Is the project's design consistent with design guidelines applicable to the location of the project within the city?

(Additional guidance for compatibility analysis in the Upper State Street Area: Is the project consistent with the Upper State Street Area Design Guidelines? Is the project consistent with the Architectural Board of Review Guidelines as well as other applicable guidelines listed in this Chapter? Is the project consistent with principles of sound community planning?)

2. Compatible with Architectural Character of City and Neighborhood. Is the design of the project compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project?
3. Appropriate size, mass, bulk, height, and scale. Is the size, mass, bulk, height, and scale of the project appropriate for its location and its neighborhood?
4. Sensitivity to Adjacent Landmarks and Historic Resources. Is the design of the project appropriately sensitive to adjacent Federal, State, or City Landmarks or other nearby designated historic resources, including City Structures of Merit, sites, or natural features?
5. Public Views of the Ocean and Mountains. Does the design of the project respond appropriately to established scenic public vistas?

(Additional guidance for compatibility analysis in the Upper State Street Area: Does the project preserve public vistas or minimize its blockage of public scenic views of the mountains? Does the project provide opportunities for the public to view the mountains?)
6. Use of Open Space and Landscaping. Does the project include an appropriate amount of open space and landscaping?