



ARCHITECTURAL AND URBAN DESIGN GUIDELINES FOR THE AIRPORT

**Adopted by the
Santa Barbara City Council
September 1, 1998**

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I. INTRODUCTION

A. Background:

The Local Coastal Plan (LCP) for the Airport and Goleta Slough was approved in 1982. It contains Policy E-1 which states that the City shall establish an architectural theme for future development. Airport Design Guidelines were adopted as part of the Implementation of the LCP in 1992. These guidelines are intended to provide the theme and establish criteria by which all proposed developments can be measured. These guidelines are suggestions which, if followed, will encourage consistency between existing, rehabilitated and new development.

In October 1997, the City Council adopted the Airport Industrial Area Specific Plan that sets forth Policies and Actions for the 225-acre industrial area that straddles Hollister Avenue (See Map, Figure 1). This Plan sets forth certain policies and actions related to both urban design and architecture. Action DG1.1 calls for the adoption of updated guidelines by the City Council.

B. Purpose:

The Municipal Airport is a major gateway to the Santa Barbara area; it should provide a notable, favorable and long-lasting impression on its visitors and users. In order to realize this something special, something "Santa Barbara," a strong, unifying theme needs to be established for the entire Airport property, including guidelines for urban design developed as part of the Airport Industrial Area Specific Plan. The theme should recognize the existing architecture in the surrounding unincorporated commercial areas.

These guidelines are presented in two parts. The first section is the General Project Guidelines, which contains policies and parameters affecting the entire Airport. The second section outlines specific criteria for development in the individual design areas established at the Airport. Two distinct design areas have been identified based on locations, existing uses and existing development. The first area includes the Airline Terminal and the area surrounding it. The second area includes the rest of the Airport property. In addition, the second area has been divided into 4 sub-areas for purposes of creating unified color schemes for these areas. All of these areas are shown on the attached map.

Finally, these guidelines are intended to aid developers, designers and planners in making architectural decisions in conformance with the policies of the City of Santa Barbara and the Municipal Airport. In addition, they will provide the base upon which cohesive and creative solutions can be built.

C. Definitions

1. Major Addition/Remodel - Major additions and remodels are defined as those that exceed 50 percent of the replacement value as defined by appropriate Division of Land Use Controls staff.

2. Santa Barbara Regional Architecture – Architecture which uses scale, detailing, color, building materials and landscaping associated with a Hispanic/Mediterranean theme. Examples of recent construction which exemplify this approach to Airport area development include the Aircraft Rescue and Firefighting Building on Cyril Hartley Place, the Calle Real Shopping Center on Calle Real east of Fairview Avenue, the recently completed Air Traffic Control Tower and the Camino Real Marketplace at the intersection of Storke Road and Hollister Avenue.

D. Goals/Objectives:

1. Establish and enforce Airport cohesiveness/unity through:
 - a. Enhancing views from major streets in the Airport area.
 - b. Emphasizing and identifying Fairview and Hollister Avenues, access from Ward Memorial Drive and the Airline Terminal area as entrances to the Airport.
 - c. Making existing and new architecture compatible.
2. Encourage quality construction and renovation.
3. Develop and maintain quality lease space.
4. Promote aesthetically pleasing development in the Airport area.
5. Retain the existing historic character of the Airline Terminal and develop vehicular approaches to the Airline Terminal as major entry identification elements.

II. AREAWIDE GUIDELINES:

A. New Development:

All new development and major remodels on the Santa Barbara Municipal Airport property shall have their roots in Hispanic/Mediterranean architecture. This does not mean "El Pueblo Viejo" Spanish throughout, but it does encourage the use of scale, detailing, color, building materials and landscaping associated with a Hispanic/Mediterranean theme. However, all future development may relate to significant existing, immediately adjacent structures with special attention to new construction and recent remodels. In addition, buildings that have specific functions that require certain dimensions (e.g., hangars, utility buildings) and have little visibility from major streets (Hollister and Fairview Avenues, William Moffett Place and James Fowler Road) may reflect their function.

B. Historic Buildings:

Existing buildings which are eligible for designation as Structures of Merit or Landmarks and which are proposed to be reused, should retain their existing character rather than be converted to a new architectural style in order to preserve some of the legacy of that important era of Santa Barbara's history.

C. Landscaping:

1. Landscaping shall serve as a significant unifying element.
2. Major entry announcements at the Airline Terminal and along Hollister Avenue should be achieved with skyline trees. Landscaping should be used to complement

the entrance to the Airport, both in the immediate area of the Airline Terminal and along James Fowler Road and William Moffett Place. Landscaping and tree heights may be restricted within the Airport Approach Zones.

3. Landscaping should be generally formal, compatible with existing on-site landscape and the neighborhood and complement the project's design and architecture.
4. Landscaping shall be simple and accent the walls as a sculptural element or color accent.
5. To the maximum extent feasible, storage, utility and parking areas shall be screened with fences, solid walls or landscaping along public rights-of-way.
6. Use landscaping in parking areas and along roadways to mitigate building mass from adjacent access roads.
7. Parking areas should incorporate canopy trees. However, tree height must not conflict with parking lot lighting or Federal Aviation Regulations.
8. The pedestrian environment shall be enhanced with suitable ground cover and low to medium shrubs.
9. All new landscaping shall be of the drought tolerant, low water using and low maintenance type with an emphasis on California native plant materials; irrigation systems are encouraged where appropriate. This requirement may be altered to the degree necessary for use of reclaimed water.
10. A buffer strip, a minimum of 100 feet in width, shall be maintained in a natural condition on the periphery of all wetland communities and creeks. Native vegetation shall be planted and maintained in this setback wherever feasible.
11. Promote a pedestrian friendly atmosphere by providing landscaping and pedestrian connections to surrounding areas, where appropriate.

D. Corridors and Views:

1. Major approach corridors, including Hollister and Fairview Avenues, William Moffett Place and James Fowler Road, shall be designed to emphasize the entrance to the Airport while respecting mountain views.
2. All buildings shall have a minimum 20-foot setback from the right-of-way measured from the curb face of major streets (Hollister and Fairview Avenues, James Fowler Road, William Moffett Place and the first blocks north of Hollister Avenue for David Love Place and Frederic Lopez Road). Extensive landscaping, as well as sidewalks, should be developed within this setback. All other streets shall have a minimum 10-foot setback from the curb face with sidewalks and landscaping as appropriate.
3. Existing important views of the ocean and mountains shall be protected and enhanced.

E. Building Design:

1. Entrances and Pedestrian Amenities: All commercial and industrial uses should have their primary entrance oriented to the street. Whenever possible, building entrances for pedestrians and other pedestrian-scaled amenities should be spaced

frequently in order to maintain pedestrian scale, friendliness and convenience. All new entrances on existing buildings should have an architectural identification.

2. Exterior Building Orientation:
 - a. Depending on the land use and energy efficiency requirements, clear, untinted glass should be used to allow for maximum visual interaction between exterior public areas and the activities within. The ground level should avoid excessive areas of blank walls through the use of appropriate fenestration, texture and other architectural elements. The use of awnings is encouraged to provide shelter and shade along storefronts.
 - b. Commercial and industrial buildings should, to the extent feasible, orient lobbies and other public areas to the street. Depending on the use, windows and building entries that provide visual interest and a connection between the street and activities within are encouraged.
3. Loading and Service Areas:
 - a. Loading and service areas for industrial and commercial buildings should generally be located behind buildings, visually screened from public roadways.
 - b. In locating service and storage areas, primary consideration should be given to the adjoining land uses. In general, service and loading areas should be located away from recreation and open space uses.
 - c. If site conditions do not permit locations away from any of these uses, design features such as walls and landscape buffers should be utilized to conceal the areas from predominant view.
 - d. Provide areas for recycling of materials as part of service areas.
4. Outdoor Storage Areas: Outdoor storage of materials should be minimized to the extent practical south of Francis Botello Road. If materials are stored outside in this area, they should be screened from adjoining properties and public rights-of-way with masonry screen walls and adjacent landscaping to the extent feasible. North of Francis Botello Road, open yard uses may use chain link fencing in appropriate colors so long as there is landscape screening (i.e., vines, ground cover, trees) between the fence and the roadway.

F. Color:

1. Purpose/Objective:
 - a. To assist developers and designers by providing a color palette for both new buildings as well as the repainting of existing buildings.
 - b. To expedite the design review process by providing a pre-approved color palette for buildings in each specific project area. See Attachments 1, Map Showing Airport Areas, and 2, Airport Color Guideline Matrix.
2. Introduction to Color Concepts:
 - a. Color should be used as a major unifying element for the Airport property, not only the colors themselves, but through their use and application.

- b. Walls and the major portion of a building's body should be painted shades of white or light neutral (lightest intensity).
 - c. Accent, doors, windows and trim should contrast with the body color.
 - d. Flat, dark paint should be used for all decorative ironwork and fixtures.
 3. Definition of Color Areas: The following color areas, if applicable, shall be indicated on each building:
 - a. Body area
 - b. Secondary body area
 - c. Trim
 - d. Accent
 - e. Secondary architectural feature
 - G. Roofs:** Roof colors should be a unifying element within building groups.
 - H. Parking:**
 1. All Municipal Airport property shall adhere to the City of Santa Barbara Parking Design Standards.
 2. Surface parking for commercial and industrial buildings should be oriented away from major streets and screened from predominant view by buildings, landscaping and/or low architectural walls.
 - I. Paving:**
 1. A predominance of asphalt exists on the developed portion of Airport property and every effort shall be made to reduce its impact.
 2. Asphalt concrete in pedestrian areas should be divided into smaller units with different material edging, banding and trim.
 3. Road widths should be normally held to the minimum necessary for safety and access.
 4. Public hard surfaced areas, including driveways and parking areas, should be unit masonry, tile or concrete.
 5. Decomposed granite or natural colored gravel is encouraged, especially in landscaped areas.
 6. Encourage the use of permeable surfaces to reduce runoff where feasible.
 - J. Utilities:**
 1. All trash and equipment enclosures shall be planned as an integral part of the individual projects. Their detailing and the materials used should reflect the project's overall design. Utility meters, enclosures and building screens should be located outside the required setback areas.
 2. Rooftop equipment shall be screened from view and painted out to match the final roof color.
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3. To the maximum extent possible, roof vent pipes should be combined and enclosed in elements such as parapets and pilasters.

K. Screening:

1. Screening shall relate to the adjacent project's design character.
2. Screen all material storage areas from major streets.
3. All screening and walls immediately adjacent to the Airline Terminal shall be stucco.

L. Fencing

1. All security chainlink fences should be landscaped where not otherwise prohibited by environmental or FAA concerns or of an appropriate color.
2. All non-security fencing shall be landscaped and, where feasible, shall be made of materials consistent with Santa Barbara Regional Architecture.

M. Lighting: Lighting design standards are not applicable in the Airport Operations Area. In other areas:

1. Lighting in storage and parking areas should be designed to avoid impacting adjacent properties by being directed to the ground with the source shielded.
2. Pole lighting, generally, should be a maximum of fifteen feet high. Encourage the use of low level lighting to reduce the need for pole lighting.
3. Lighting poles shall be of a dark color.
4. In all instances, lighting shall reflect the architectural intent of the project building specifically and the overall Airport theme generally.
5. Lighting, to the greatest extent possible, shall be directed away from the Goleta Slough and other sensitive habitat areas.
6. Lighting in the immediate vicinity of the Airline Terminal and associated parking shall be designed in styles acceptable under the El Pueblo Viejo District Design Guidelines and Federal Aviation Regulations.

N. Signage: All signage shall conform to the size and location requirements of the City of Santa Barbara Sign Ordinance. (Aircraft informational signs in restricted areas are exempt from said ordinance.)

III. GUIDELINES FOR SPECIFIC PROJECT AREAS: (See attached map)

A. Airline Terminal Area:

1. General Description: This area is dominated by the Spanish Colonial Revival style Airline Terminal and associated long and short term parking. Several one story, wood-framed stucco commercial buildings exist south of the Airline Terminal. A large wooden, vaulted WWII hangar is also present.

2. Specific Guidelines:
 - a. Architecture:
 - (1) New development and remodels immediately adjacent to the Airline Terminal shall relate strongly to the Airline Terminal, including any associated parking lots and structures. Use El Pueblo Viejo Guidelines
 - (2) As other development radiates farther away from the Airline Terminal, its architecture may move away from strict El Pueblo Viejo Guidelines toward the established Santa Barbara Regional Architecture defined above.
 - b. Signs in the Airline Terminal Area: Signs in the Airline Terminal Area are not necessarily limited to El Pueblo Viejo standards in recognition of the area's use as a major regional transportation center. All signs shall be designed to maximize visibility to the traveling public while remaining generally compatible with the goals of El Pueblo Viejo. All signs shall be lighted to enhance their visibility at night. Signs should be illuminated with indirect lighting.

B. All Other Areas of the Airport:

1. General Description: The other areas of the Airport are divided into four general areas (see map, Attachment 1). These include:
 - a. East Ramp Commercial: Five large metal aircraft maintenance hangars dominate this area. A contemporary single-story commercial building exists adjacent to these hangars. In addition, the two original Airport hangars are located in the northeastern corner of this area.
 - b. North Ramp East: Three major one-story, renovated buildings dominate the site; the offices for a Fixed Base Operator, which are constructed of wood; a Bar and Restaurant, constructed of wood and plaster; and the Aircraft Rescue and Firefighting Station, constructed of plaster. Existing also are large, vaulted metal and wood hangars and several one-story wood and metal WWII era commercial buildings. Some of the WWII era buildings have been remodeled and upgraded; others are substantially unchanged.
 - c. North Ramp West: The Hispanic FAA Flight Service Building and a contemporary Control Tower dominate the site. By mid-1998, this Control Tower will be demolished. It has been replaced by a taller tower that has some roots in Santa Barbara Regional architecture. Large vaulted metal and wood hangars and several WWII era wood and metal bungalows also are present.
 - d. North Side Industrial/Commercial: Several wood, metal, concrete block and stucco one-story buildings dominate the site. There are also two newer buildings. One, the Southern California Edison building on David Love Place, has its roots in the Hispanic/Mediterranean tradition. The second, a two story building immediately north of Southern California Edison, is a more typical contemporary industrial building. Open storage/stockpile chain link fence-enclosed lots are also scattered throughout the site.

2. Specific Guidelines:
 - a. Architecture:
 - (1) In the areas described in II.B above, all development, new additions and major remodels, should have its roots in Hispanic/Mediterranean Architecture, and should relate to existing immediately adjacent structures.
 - (2) Any changes to the two original hangars (located near San Pedro Creek and Hollister Avenue) must meet both City Landmark and National Register of Historic Places (U.S. Secretary of the Interior) standards for restoration and enhancement of historic structures.
 - (3) Employ the use of simple forms to create architectural statements.
 - (4) The use of decorative elements and colors is recommended to provide accent and soften buildings' mass.
 - b. Landscaping: Continue to enhance major entrances to the Airport area, as follows:
 - (1) Landscaping shall be provided along Hollister Avenue to create an entrance to the Airport area. Canopy trees and extensive landscaping should be used both in the central median and along the street edges.
 - (2) The area between Norman Firestone Road and Hollister Avenue should be developed as a "green corridor" with both shrubs and significant skyline trees in order to enhance Hollister Avenue as an entrance to the Airport. However, the first priority in this area is to maintain and protect existing wetlands and the Airport drainage system.
 - (3) More emphasis should be placed on landscaping close to Hollister Avenue than to areas north of Francis Botello Road where open yard uses will be located. As noted in the Specific Plan, street trees would be denser along Hollister Avenue and the first blocks of David Love Place and Frederic Lopez Road north of Hollister Avenue than would occur further north. Setbacks along Hollister Avenue and the first blocks of David Love Place and Frederic Lopez Road are also required to be greater than is the case further north. These setback areas are intended to be used for both sidewalks (when required) and landscaping.
 - (4) There should be an emphasis on California native plant materials.

IV. Other Applicable Guidelines and Ordinances

- A. Zoning Ordinance
- B. Airport Industrial Area Specific Plan
- C. Architectural Board of Review Guidelines
- D. Parking Design Standards
- E. Water Conservation Landscape Design Guidelines
- F. Sign Ordinance and Guidelines

- G. Outdoor Lighting Ordinance and Guidelines (except as concerns Airport Operations)
- H. Santa Barbara Paver Surfaces and Transitions Guidelines

Attachments:

1. Map of Airport, showing Airport Areas
2. Airport Color Guideline Matrix

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