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CALIFORNIA COASTAL COMMISSION

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RECORD PACKET CO

March 25, 1999

TO: Commissioners and Interested Persons

FROM: Chuck Damm, Senior Deputy Director
Gary Timm, District Manager
Mark H. Capelli, Coastal Program Analyst

RE: **CITY OF SANTA BARBARA LOCAL COASTAL PROGRAM (LCP) Amendment 3-98 Public Hearing and Action at the California Coastal Commission Hearing of April 13-16, 1999 at the Queen Mary, Long Beach**

Background

The City of Santa Barbara submitted Local Coastal Program (LCP) Amendment 3-98 on December 22, 1998 consisting of two parts: Part "A" consists of an amendment to the City's certified Local Coastal Program Land Use Plan and Implementation Ordinance revising the Harbor Master Plan Design Guidelines in the City's Local Coastal Program. Part "B" consists of amendments to the City's certified Local Coastal Program Implementation Ordinance incorporating Architectural and Urban Design Guidelines for the Airport segment of the City Local Coastal Program.

The submittal was deemed complete and filed on January 22, 1999. The Commission extended the 90-day time limit on the City of Santa Barbara's Local Coastal Program Amendment 3-98 for a period not to exceed one year at the Commission's March 1999 meeting.

This staff report and recommendation deals with both Parts A and B.

Amendment Proposal and Staff Recommendation

The proposed amendment would revise and incorporate architectural design guidelines in the City's Local Coastal Program to guide development in the Harbor and Airport Planning Areas. The Land Use Plan changes pertain only the Harbor Master Plan and involve only textual changes to the narrative portion of the Land Use Plan, they do not entail any policy or development standards. The Implementation Ordinance changes

include changes to the existing of Harbor Master Plan Urban Design Guidelines and incorporation of new Architectural Guidelines for the Airport Planning Area.

The staff is recommending approval of the proposed amendments as submitted by the County of Santa Barbara.

Additional Information

For further information about the amendment request, this report, or the amendment process, contact Mark H. Capelli at the South Central Coast Area Office, 89 South California Street, Ventura, CA (805) 641-0142.

Exhibits

1. General Location Map
2. Resolution No. 98-083 (Harbor Master Plan Design Guidelines)
3. Harbor Master Plan LUP textual Changes
4. Harbor Master Plan Design Guidelines
5. Resolution No. 98-115 (Airport Architectural and Urban Design Guidelines)
6. Architectural and Urban Design Guidelines for the Airport

I. STAFF RECOMMENDATION

Land Use Plan Amendment (Harbor Master Plan)

Motion I

I move that the Commission certify Amendment 3-98-A to the City of Santa Barbara Local Coastal Program LUP as submitted.

Staff recommends a YES vote on Motion I and adoption of the following resolution of certification and related findings. An affirmative vote of a majority of the appointed Commissioner's is needed to pass the motion.

Resolution I

The Commission hereby certifies Land Use Plan amendment 3-98-A of the Local Coastal Program of the City of Santa Barbara and finds for the reasons discussed below that the amendment meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic goals specified in Section 30001.5 of the Coastal Act, and that the certification of the amendment meets the requirements of Section 21080.5(d)(2)(I) of the California Environmental Quality Act, as there are no further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse effects to the environment.

Implementation Ordinances Amendment (Harbor Master Plan and Airport Segment)

Motion II

I move that the Commission reject Implementation Ordinance Amendment 3-98-A and 3-98-B to the City of Santa Barbara LCP as submitted.

Staff recommends a NO vote on the motion and adoption of the following resolution of certification and related findings.

Resolution II

The Commission hereby certifies Amendment 3-98-A and 3-98-B to the Implementation Ordinance of the City of Santa Barbara Local Coastal Program Implementation Ordinances on the grounds that the amendment to the Local Coastal Program Implementation Ordinance, as submitted, conforms to and is adequate to carry out the provisions of the certified Local Coastal Program Land Use Plan. There are no feasible alternatives available which would substantially lessen any significant effects which the approval of the Implementation Ordinance amendment may have on the environment.

II. RECOMMENDED FINDINGS

1. Standard of Review

The standard of review for an amendment to the certified Local Coastal Program Land Use Plan is the Chapter 3 policies of the Coastal Act. The Coastal Act requires that an affirmative vote of a majority of the appointed Commissioner's is needed to adopt a Land Use Plan amendment.

The standard of review for an amendment to the certified Local Coastal Program Implementation Ordinance is whether the ordinance conforms with and is adequate to carry out the provisions of the certified Local Coastal Program Land Use Plan (PRC Section 30513(a)). In addition, procedural elements of the Local Coastal Program Implementation Ordinance must conform to the applicable provisions of the California Coastal Act and the applicable provisions of the Commission's Administrative Regulations. The Coastal Act provides that the Commission may only reject the proposed Implementation Ordinance amendment if a majority of the Commissioners present finds that it does not conform with and is inadequate to carry out the provisions of the certified Local Coastal Program Land Use Plan.

2. Proposal

The proposed ordinance amendment would incorporate architectural guidelines for the Harbor and Airport planning areas of the City of Santa Barbara into the City of Santa Barbara certified Local Coastal Program. Only the Harbor Master Plan architectural guidelines require an amendment to the Land Use Plan portion of the City's certified

Local Coastal Program. The architectural guidelines for the Airport Planning Area do not require any amendment to the City's certified Local Coastal Program Land Use Plan.

3. Findings for Resolution I (Land Use Plan Amendment)

The amendment request would make minor changes to the Aesthetics and Design Section (Section F) of the Harbor Master Plan. These changes include up-dating the text to reflect current conditions in the Harbor Area, including deleting dated or superseded material, reflecting recently permitted developments, the status of the proposed Harbor Master Plan Design Guidelines within the coastal permitting review process, and re-numbering sections to reflect the proposed changes to the Implementation Ordinances discussed below. None of the proposed changes alters the existing land use designations for the Harbor Planning Area, or modifies the coastal policies (or the interpretation of these policies) contained in the City's of Santa Barbara's certified Local Coastal Program Land Use Plan or any related development of the City's LCP Implementation Plan. (See Exhibit 3.)

PRC Section 30251 provides that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character

The Land Use Plan portion of the City's Local Coastal Program Harbor Master Plan includes several policies and actions establishing a design theme for the Harbor Planning Area (including the Harbor and Sterns Wharf).

Specifically, LCP Policy 7.2 requires that the City:

Establish a design for both the Harbor Wharf structures which reflect a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor.

Additionally, the Harbor Master Plan contains a Policy VIS-2 which specifies that:

The architectural theme for the Harbor shall be the Santa Barbara regional style of architecture that reflects a Mediterranean influence while retaining

the variety and diversity of the architecture in the Harbor area. Retain the exiting Coastal Marine architectural theme for the Wharf.

The related Action VIS-2.1 requires the development of design guidelines to implement these basic policies. The City has previously developed and the Commission as certified Design Guidelines as part of revisions to the Harbor Master Plan. The proposed amendments to the Land Use Plan do not modify these policies and actions, but make only narrative textual changes to ensure consistency of the narrative text in the Local Coastal Program Land Use Plan with the proposed revised Harbor Master Plan Design Guidelines. Further, the amendments to the Land Use Plan, do not themselves establish any development standards, or interpretations of these standards, or the related provisions of the Implementation Ordinances. The principal effect of the Guidelines is to ensure that architectural issues will be addressed within a broad framework during the Coastal Development Permitting process.

The Commission therefore finds that the proposed amendment as submitted is consistent with and adequate to carry out the provisions of PRC Section 30251.

4. Findings for Resolution I (Implementation Ordinances)

a. Harbor Master Plan Design Guidelines

As noted above, the City's Local Coastal Program Land Use Plan includes several policies and actions establishing a design theme for the Harbor Planning Area (LCP Policy 7.2, Harbor Master Plan Policy VIS-2, and related Action VIS-2.1) and requires the development of design guidelines to implement these basic policies.

The City has previously developed and the Commission as certified Design Guidelines as part of revisions to the Harbor Master Plan. The proposed amendment to the Harbor Master Plan Design Guidelines shortens and reorganizes the Guidelines, and clarifies the basic goals. (See Exhibit 3.)

The revised Harbor Master Plan Design Guidelines goals are as follows:

- a. Provide for visual compatibility throughout the area;
- b. Recognize that maintaining a prosperous working harbor is a high priority and the architecture should be conducive to the activities of a working harbor;
- c. Gradually transition to the Mediterranean/Hispanic style of architecture in the Harbor Master Plan area and retain and promote the Historic Maritime style where appropriate; and
- d. Retain a variety and diversity of architecture and the character and ambiance in the styles called for in these Guidelines

The goals and the other organizational and clarifying changes do not alter the basic intent and character of the Guidelines and are consistent with the original LCP and Harbor

Master Plan Policies. Further, the revised Guidelines do not change the allowable height limits, setbacks, or other basic architectural requirements.

The Commission therefore finds that the proposed amendment as submitted is consistent with and adequate to carry out the relevant provisions of the City of Santa Barbara's certified Local Coastal Program.

b. Airport Architectural and Urban Design Guidelines

The City's Local Coastal Program Land Use Plan contains a number of policies pertaining to the control of architectural features within the Airport Planning Area.

Policy E-1 provides that:

Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.

Actions

The City shall adopt and implement a landscaping beautification plan for the Airport.

The City shall investigate using local college and university work-study programs as a source of help for a planting or landscaping program.

The City shall investigate funding of street signing and tree planning programs.

The City shall establish an architectural theme for future airport development.

The regular repair and maintenance program directed at roofing and painting existing airport buildings shall be continued.

Additionally, the Airport Industrial Specific Plan which has been incorporated into the City Local Coastal Program, also includes policies regarding the architectural quality of the Santa Barbara Airport Planning Area, including the following:

Vision Policy V9: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

Visual Quality Policy VQ1: Improve the visual quality of the environment and buildings in the Specific Plan area.

Actions:

VQ1.1: Develop and implement development standards and design guidelines for the Specific Plan area.

VQ1.2: Implement undergrounding of utilities for the Specific Plan area.

Urban Design Guidelines Policy DG1: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

Action:

DC1.1: The City Council shall, by resolution, adopt urban design guidelines for the Airport Industrial Specific Plan area.

The proposed Airport Architectural and Urban Design Guidelines are intended to carry out the above LCP Policies and Actions by establishing basic principles for architectural development in the Airport Planning Area. These include enhancing views from major streets within the Airport area, ensuring compatibility between architectural styles, developing and maintaining open space areas, and retained the existing historic character of the Airline Terminal.

The Guidelines encourage the use and development of the Hispanic Mediterranean architectural theme, provide for the identification and protection of structure of historic merit, and emphasize the use of landscaping to enhance, screen, and unify architectural features within the Airport Planning Area. The Guidelines reflect the 100-foot minimum buffer between all wetland and creeks, and the use of native vegetation in these setback areas. The Guidelines also provide more specific guidance regarding issues such as corridor views, building design, color, rooflines, parking, paving, utilities, screening, fencing, lighting, and signage. Finally, the Guidelines provide site-specific guidance for specific areas including the Airline Terminal Area.

The Guidelines do not alter existing height or setback requirements contained in the City's Land Use Plan or Implementation Ordinances. Nor do they modify existing resource protection, coastal hazards, or public access policies. The goals, objectives, and more specific guiding principals and standards are consistent with the original LCP and Airport Specific Plan Policies and Actions. The principal effect of the Guidelines is to ensure that architectural issues will be addressed within a broad framework during the Coastal Permitting process.

The Commission therefore finds that the proposed amendment as submitted is consistent with and adequate to carry out the relevant provisions of the City of Santa Barbara's certified Local Coastal Program.

5. LCP/CEQA

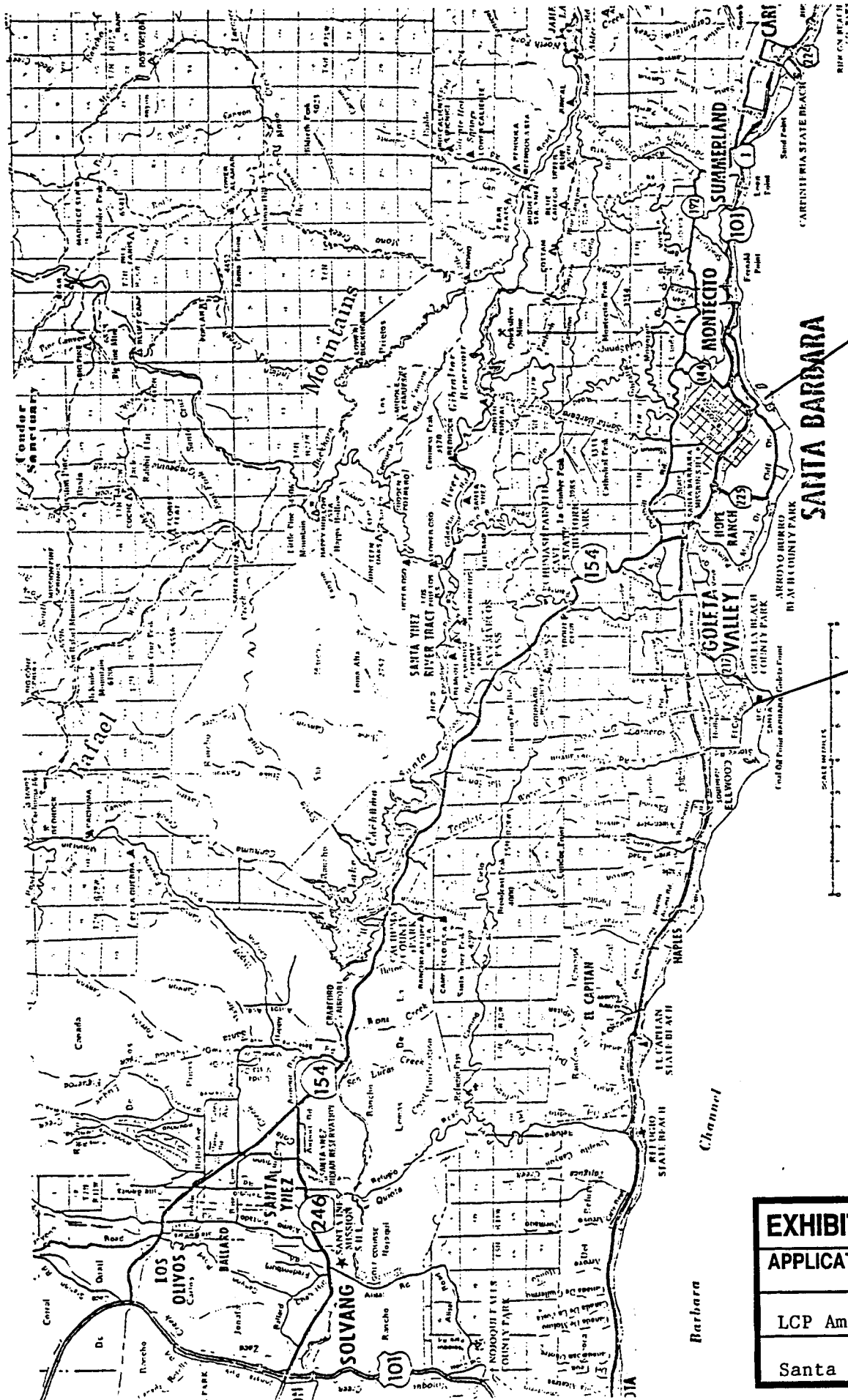
The proposed amendment is to the City of Santa Barbara's certified Local Coastal Program Land Use Plan and Implementation Ordinance. The Commission originally certified the City of Santa Barbara's Local Coastal Program Land Use Plan Implementation Ordinance in 1986.

Following Section 21080.9 of the California Environmental Quality Act (CEQA), the Coastal Commission is the lead agency responsible for reviewing the Local Coastal Program for compliance with CEQA. The Secretary of Resources Agency has determined that the Commission's program of reviewing and certifying Local Coastal Programs qualified for certification under Section 21080.5 of CEQA.

In addition to making the finding that the Local Coastal Program amendment is in full compliance with CEQA, the Commission must also make a finding that the least environmentally damaging feasible alternative has been chosen. Section 21080.5(d)(2)(A) of CEQA and Section 13540(f) of the Coastal Commission's Administrative Regulations require that the Commission cannot approve or adopt a Local Coastal Program amendment "if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effects which the activity may have on the environment."

As discussed in the findings above, the proposed amendment to the City of Santa Barbara's Local Coastal Program Land Use Plan and Implementation Ordinance will not result in any substantive change to any of the existing Land Use Plan or Coastal Zoning designations on any parcels, or alter the application of any existing Local Coastal Program policies governing development within the City's portion of the Coastal Zone.

The amendment as proposed is therefore consistent with the provisions of the California Environmental Quality Act and the California Coastal Act.



Harbor Planning Area

Airport Planning Area

EXHIBIT NO. 1

APPLICATION NO.

LCP Amendment 3-98

Santa Barbara City

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SANTA BARBARA REVISING THE HARBOR MASTER
PLAN DESIGN GUIDELINES AND A LOCAL COASTAL
PLAN AMENDMENT

Page 1 of 2

WHEREAS, in June of 1982, the California Coastal Commission certified the Land Use Plan of the City of Santa Barbara; and

WHEREAS, Section 30514 of the Coastal Act provides that all amendments to a certified local coastal plan shall be processed in accordance with Sections 30512 and 30513 of the Coastal Act; and

WHEREAS, on September 5, 1995, the City Council adopted the revised Harbor Master Plan and Local Coastal Plan Amendment; and

WHEREAS, the Planning Commission held a noticed public hearing on May 14, 1998, regarding the proposed amendment to revised the Harbor Master Plan Design Guidelines and recommended approval to the City Council; and

WHEREAS, the City Council held a noticed public hearing on July 7, 1998, where they considered recommendations from staff, Planning Commission, Architectural Board of Review, and Harbor Commission, and received public input regarding the proposed amendment;

NOW, THEREFORE BE IT RESOLVED that the City Council:

Approves the revisions to the Harbor Master Plan Design Guidelines and approves the Local Coastal Plan Amendment, finding:

1. That the Harbor Master Plan Design Guidelines and Local Coastal Plan Amendment are appropriate and will be carried out in accordance with the Coastal Act pursuant to Section 30510 (a) of the Act; and

2. That the proposed revisions to the Harbor Master Plan Design Guidelines and the Local Coastal Plan Amendment are prepared in accordance with the City's Coastal Land Use Plan; and

ATTACHMENT 4-1

3. That the revised Harbor Master Plan Design Guidelines and the Local Coastal Plan Amendment will take effect automatically upon approval by the California Coastal Commission. No additional action is required.

Adopted July 7, 1998

**Proposed Changes to Harbor Master Plan Text
relating to revised Design Guidelines
July 23, 1998**

EXHIBIT NO. 3
APPLICATION NO.
LCP Amendment 3-98
Santa Barbara City

F. AESTHETICS AND DESIGN [p. 107]

1. Existing Policies and Guidelines

Page 1 of 6

As discussed in the "Background" Section of this report, there are many policies in the Coastal Act, Local Coastal Plan and General Plan relating to aesthetics and design. The essence of the policies is that the scenic character of the coastline must be protected and enhanced. Cabrillo Boulevard is a potential Scenic Highway and the view of the shore, Harbor and Wharf from this boulevard is an important consideration. The policies suggest that any new project must "fit in" to this special setting and not present a look or feeling of congestion. According to a 1988 UCSB study, Stearns Wharf is the #1 tourist attraction in the area and the view of the shoreline and Harbor from that vantage point must also be carefully considered.

~~2. Existing Architectural Guidelines~~

The City's Local Coastal Plan (LCP) gives some guidance with respect to architectural themes in the study area. An action of Policy 7.2 states that the following should be considered in developing the Harbor Master Plan:

Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor.

Since the adoption of the Local Coastal Plan in 1981, ~~the City's Architectural Board of Review (ABR) has been discussing the~~ there has been much discussion of appropriate architectural styles in the Harbor area. without resolving the question. The architectural style of the Wharf was determined to be "Historic Maritime" when the new buildings on the Wharf were designed and built in the early 1980s.

The existing ABR Guidelines have goals and policies which generally pertain to the study area. These goals are:

To improve the general quality of the environment and promote conservation of natural and manmade resources of the City;

To promote visual relief throughout the community by preservation of scenic ocean and mountain vistas, creation of open space and variation of styles of architecture; and

ATTACHMENT H-4
107

To encourage the placement of secure bike racks and promote pedestrian access between commercial centers.

Most of the study area is just outside the El Pueblo Viejo Landmark District which runs along Cabrillo Boulevard and up State and Garden Streets into the Central Business District of the City (see the discussion of the district in the "Background" Section of the report).

23. Existing Buildings and Styles

Within the Harbor Master Plan study area, there are two distinct areas with various types of facilities: Stearns Wharf and the Harbor. These two elements are loosely connected by the Cabrillo Boulevard corridor and the sand of West Beach.

Buildings on Stearns Wharf were constructed in the early 1980s in an architectural style which is reflective of wharf and waterfront construction and styles of the turn of the century. The use of architectural techniques and materials that are typical of fishing operations and other wharf uses is evident in the restaurants and commercial buildings located there. Roofs are of wood shingles, siding of various wood configurations and windows with small paned lights contribute to this wharf style architecture.

The Harbor area consists of many styles of architecture. This variety is due, in part, to the span of several decades in which these buildings were constructed as well as a variety of ownership and uses. The most significant structure is the Naval Reserve Building which is 17,500 square feet in size. The architectural character of this building is stylized hispanic with a definite sense of governmental use. This building was originally owned by the City and was deeded to the Navy during World War II. The City acquired the building in 1994, the same year that the building was placed on the National Register of Historic Places.

Other commercial buildings in the Harbor are one and two story and generally wood sided structures of a utilitarian nature. The Santa Barbara Yacht Club is a two story pole frame wood sided building. Other buildings are of a flat roofed, concrete masonry construction style typical of the 1970s. The Harbor area has no distinct architectural theme at this time.

34. Purpose of the Design Guidelines

One of the goals of the Harbor Master Plan is to decide on a design theme for the study area in general and the Harbor Commercial area in particular. The following is an overview of the goals that the Design Guidelines ~~should~~ include as they relate to the Harbor Master Plan study area. The HMP Design Guidelines ~~will were be~~ incorporated into the existing ABR Guidelines and adopted by resolution of the City Council ~~at the same time as the adoption of the final Harbor Master Plan.~~ The Design Guidelines ~~that have been adopted~~ approved by the Architectural Board of Review, City Council and Coastal Commission, ~~are included in Appendix I.~~

~~As the Design Guidelines relate to all the recommendations of the Harbor Master Plan throughout the study area, in this section they are discussed in a general way and from an area-wide perspective rather than in terms of how the proposed Guidelines relate to each recommendation.~~

The purpose of the Harbor Master Plan Guidelines is to establish policies and design themes for the Harbor and Stearns Wharf area the Guidelines will ~~to~~ aid designers, planners and City Staff in making decisions relative to architectural and related development in the Harbor Master Plan study area.

For the purposes of the Guidelines ~~this discussion~~, the study area is divided into two ~~geographic three general~~ areas, all both of which should be tied together visually:

- Harbor Commercial Area - This includes the area between the marinas on the east, and Loma Alta Drive on the west, including the Rock Groin, the ocean on the south and Shoreline Drive on the north. ~~Possible Changes suggested~~ include public improvements in the vicinity of the Breakwater Restaurant, an addition to the Chandlery Building and the construction of a new Harbor Maintenance Building in the Harbor Maintenance Yard. The Harbor Commercial Area is further divided into three subareas: (1) Projects on land (most of the Harbor area); (2) Projects over water (the marinas and the seaward portion of the Rock Groin); and (3) Projects in the tidal zone, or partially on land and partially in the tidal zone (the landward portion of the Rock Groin and the Santa Barbara Yacht Club area).
- ~~Rock Groin - Suggested changes in the rock groin area include the creation of a Small Boat Quiet Area off West Beach, dredging of part of West Beach and the relocation of government boats and the Harbormaster to the rock groin.~~
- Stearns Wharf - This includes the entire Wharf, the State Street/Cabrillo Boulevard intersection and portions of Palm Park. The addition of a second access to the Wharf, public seating and restrooms are the new structures that are proposed in this area.

Within ~~these three~~ architectural areas outlined above, there are five basic elements that need to be addressed: ~~architecture architectural design, site design, landscaping, street furniture,~~ signage and lighting. The following discussion focuses on the architectural design aspect of the Guidelines. The other four elements are addressed in the Design Guidelines.

~~4.6.~~ Architectural Goals of the Guidelines [moved before "5. Architectural Design Themes"]

The overall goal of the Design Guidelines for the Harbor and Stearns Wharf is to provide for visual compatibility throughout the area while retaining the working harbor character of the area. While different architectural styles occur in various locations, landscaping, lighting,

signage, colors, etc., can be used to tie the area together visually. The goals of the Guidelines for specific areas are:

- a. Provide for visual compatibility throughout the area;
- b. Recognize that maintaining a prosperous working harbor is a high priority and the architecture should be conducive to the activities of a working harbor;
- c. Gradually transition to the Mediterranean/Hispanic Style of architecture in the Harbor Master Plan area and to retain and promote the Historic Maritime Style where appropriate; and
- d. Retain a variety and diversity of architecture and the character and ambiance in the styles called for in these Guidelines.

- ~~1. Stearns Wharf The architectural style for new structures and other improvements on the Wharf shall be in keeping with the Coastal Marine style that has been established.~~
- ~~2. West Beach/Rock Groin/Los Baños Area The architectural style in this area should reflect the "Santa Barbara style" of architecture consistent with simpler utilitarian buildings in El Pueblo Viejo District.~~
- ~~3. Harbor Commercial Area The Design Guidelines are intended to recognize and promote the charm and variety of architectural styles that exist in the Harbor Commercial Area while allowing for the gradual transition to traditional Santa Barbara architectural styles. Much of this charm is because it is a working harbor with a mixture of commercial fishing and other ocean dependent activities as well as ocean related and visitor serving uses. The Guidelines strive to maintain and create a variety of character within the Waterfront through the use of building massing, detailing, color, landscaping and signage to preserve the vitality of the waterfront for the visitor and user. New buildings in the area and major remodels (defined as a remodel that exceeds in cost 50% of the valuation of the existing building as defined by the Uniform Building Code) shall be in the traditional Santa Barbara style of architecture, particularly those that face east toward the Harbor.~~

The Design Guidelines, included in Appendix I, were adopted by Resolution of the Council at the same time as the adoption of the Harbor Master Plan, then they were revised and re-adopted in July 1998.

5. Architectural Design Themes [moved after "4. Architectural Goals"]

The establishment of a design theme for the Harbor Master Plan study area is a difficult one since there is not a common architectural theme established in the area. The Harbor Commercial area is a mixture of many architectural styles ranging from stylized Mediterranean

character (Naval Reserve Building) to split-faced concrete block to light wood frame wood sided buildings. In discussions with the City Council, ABR, Planning Commission and Harbor Commission, all ~~three~~ four groups like the variety and diversity of architecture in the area and wish to retain ~~that character and ambiance, that mix of styles, although they~~ After much discussion among the four groups, there was general agreement that the area should slowly transition to the Mediterranean/Hispanic "Santa Barbara regional" style of architecture found throughout the region. The Monterey Revival style may also be used for major new projects or additions in the Harbor area. This style is specifically allowed as it can serve as a transition between the Historic Maritime architecture found on the Wharf and more traditional Mediterranean/Hispanic architecture. For projects located in the tidal zone or partially on land and over water, Historic Maritime may also be appropriate. These styles are further defined in the Design Guidelines (Appendix I).

The ~~Coastal Marine~~ Historic Maritime architecture of the Wharf is the most clearly defined as a result of the more recent development on the Wharf. There is unanimity that this style should be retained on the Wharf.

~~In seven meetings with the Architectural Board of Review, mixed comments were made with respect to the architectural theme for the study area. The ABR generally supported Mediterranean architecture in the Harbor area and the retention of the Coastal Marine style for the Wharf. Ultimately ABR, in consultation with the Planning and Harbor Commissions, decided that diversity and variety are to be encouraged, while slowly transitioning to the Santa Barbara regional style of architecture that reflects a Mediterranean influence.~~

~~The need for a sign program for businesses as well as directional signs for pedestrians and vehicles is included in the Guidelines.~~

~~Given the existing mix of styles in the Harbor Commercial Area and the architectural compatibility on the Wharf, the following design concepts are proposed:~~

~~a. Harbor Commercial Area~~

~~The Naval Reserve Building dominates this area and is generally Mediterranean in style, therefore any remodelling or additions to this building should be in the same style. Any new construction or major remodels in the Harbor area should be developed in the traditional Santa Barbara style of architecture, particularly those that face east toward the Harbor. Small additions should be compatible with the existing architectural style of the building.~~

~~b. Stearns Wharf Area~~

~~The architectural character of the Wharf was established during its redevelopment in the early 1980s. The Coastal Marine Seacoast Style should be continued for any additional construction on the Wharf. A variety of roof shapes, window sizes and placement and siding materials should be encouraged.~~

~~c. Rock Groin Area~~

~~New construction in this area (a new Harbormaster's office, small deli and restroom, etc.) should be of Mediterranean style because of the proximity to Cabrillo Boulevard and the Mediterranean style of the buildings in the vicinity. The architectural design of the rock groin should include a variety of roof shapes, window configurations and facades so as to create the sense of smaller individual buildings. The one large building "project" feeling on the groin is to be avoided. The overall intent in this area is to create a complex which is Mediterranean in style which complements the Naval Reserve Building and the Harbor Commercial area.~~

HARBOR MASTER PLAN DESIGN GUIDELINES

~~Planning Commission Recommendations~~

Adopted by the City Council

May 14, July 7, 1998

EXHIBIT NO. 4

APPLICATION NO.

LCP Amendment 3-98

Santa Barbara City

I. INTRODUCTION

A. Background

The restoration of Stearns Wharf in the 1970s established a "Historic Maritime" architectural character for the Wharf. The character of the Harbor is that it is a working harbor with a mixture of commercial fishing and other ocean dependent activities as well as ocean related and visitor serving uses. However, the Harbor area has historically lacked a notable, consistent architectural character.

The City's Local Coastal Plan includes a policy relating to the aesthetics of the area:

"Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor."

Waterfront Area Design Guidelines were developed as a result of the Local Coastal Plan. However, those guidelines do not specifically address the Wharf nor Harbor area. The Local Coastal Plan also required the preparation of a master plan for the Wharf and Harbor area. The Harbor Master Plan was adopted in June of 1996 and included the following policy:

"Policy VIS-2 - The architectural theme for the Harbor shall be the Santa Barbara Regional Style of architecture that reflects a Mediterranean influence while retaining the variety and diversity of the architecture in the Harbor area. Retain the existing Coastal Marine architectural style for the Wharf."

The Harbor Master Plan recognizes that the Wharf plays a major visitor-serving role in Santa Barbara. The Harbor Master Plan's goal for the Harbor is that it "shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups." These are both important considerations in designing and reviewing projects in the area.

The Guidelines are an expansion of the Waterfront Area Design Guidelines addressing the Harbor Commercial and Stearns Wharf area, and related development. These Guidelines were originally adopted as part of the Harbor Master Plan and have been ~~revised~~ revised in ~~early~~ 1998 to clarify their use.

B. Purpose of these Guidelines

Harbor Master Plan Design Guidelines**May 14, July 7, 1998****Planning Commission Recommendations Adopted by the City Council**

The purpose of the Harbor Master Plan Design Guidelines is to implement policies and design themes for the Harbor Master Plan Area. In addition, these Guidelines are intended to recognize, preserve, and promote the vitality of the Harbor Commercial and Stearns Wharf areas.

These Guidelines, in conjunction with other relevant guidelines and ordinances, provide direction to applicants, designers, City Staff, the Architectural Board of Review, other approval agencies, and the public as a whole, and serve as a guide for decision makers to make findings during the review process. They are not meant to discourage unique and inventive design solutions. Although failure to meet the Guidelines can form a basis for denial of a project, non-compliance with the Guidelines shall not be grounds to invalidate any action taken by an approving agency, nor shall such non-compliance constitute a cause of action against the City, or its officers, employees, or agents concerning any matter.

C. Definitions

1. **Projects on land** - New or existing buildings or structures that are not on sandy beach or over water (e.g. the Harbor Commercial area, parking areas, Los Baños Pool, etc.).

2. ~~Projects in the tidal zone~~ - ~~New or existing buildings or structures that are on or extend over the tidal zone, i.e. the mean high tide line (e.g. the Santa Barbara Yacht Club).~~

3. ~~Projects over water~~ - New or existing buildings or structures that are floating or over water by means such as pilings (e.g. all portions of Stearns Wharf, Marinas, portions of the Rock Groin area, etc.).

3. Projects in the tidal zone, or partially on land and partially in the tidal zone - New or existing buildings or structures that are on or extend over the tidal zone, i.e. the mean high tide line (e.g. the Santa Barbara Yacht Club).

4. **Harbor Master Plan Area** - Area subject to these Guidelines and shown on the attached map.

5. **Historic Maritime Style** - This style of architecture is reflective of wharf and waterfront construction of the turn of the century. In general, the reconstruction of Stearns Wharf demonstrated appropriate architectural techniques and materials of this style. For purposes of these Guidelines, "Coastal Marine" and other similar nomenclature used in other documents shall mean "Historic Maritime".

6. **Major Addition/Remodel** - An addition equal to or greater than 2,000 square feet, or proposed work which exceeds 50% of the replacement value of the existing building as defined by appropriate Building & Safety Division Staff.

7. **Mediterranean/Hispanic Style** - Architecture which is compatible with the Hispanic tradition as it developed in Santa Barbara, with emphasis on the early 19th century "California Adobe" and "Monterey Revival" Styles, and the "Spanish Colonial Revival" Style of the period from 1915 to

Harbor Master Plan Design Guidelines
Planning Commission Recommendations Adopted by the City Council

May 14, July 7, 1998

1930. For purposes of these Guidelines, "Santa Barbara regional architecture" and other similar nomenclature used in other documents shall mean "Mediterranean/Hispanic".

8. **Minor Addition/Remodel** - An addition less than 2,000 square feet, and proposed work which does not exceed 50% of the replacement value of the existing building as defined by appropriate Building & Safety Division Staff.

9. **Monterey Revival Style** - A component of Mediterranean/Hispanic Style. As used in these Guidelines, it refers to a version of the California Adobe Style that evolved in the 1920s and 1930s based on buildings from the Colonial Period. This style includes the introduction of wood framing practices, and is characterized by simple masonry buildings with wood sided additions or second stories.

D. Goals and Objectives

The architectural goals and objectives for the entire Harbor Master Plan Area are to:

1. Provide for visual compatibility throughout the area;
2. Recognize that maintaining a prosperous working harbor is a high priority and the architecture should be conducive to the activities of a working harbor;
3. Gradually transition to the Mediterranean/Hispanic Style of architecture in the Harbor Master Plan Area and to retain and promote the Historic Maritime Style where appropriate; and
4. ~~Recognize the existing~~ Retain a variety and diversity of the existing architecture and retain ~~that~~ the character and ambience in the styles called for in these Guidelines.

II. APPLICATION AND GENERAL ARCHITECTURAL STYLES

These Guidelines apply to all projects within the Harbor Master Plan Area as described below. Appropriate architectural styles for various locations are also described:

A. For projects on land, the architectural style for new construction and major additions/remodels should be Mediterranean/Hispanic.

B. For projects over water the architectural style for new construction and major additions/remodels may be Historic Maritime. Where appropriate, such projects may alternatively be Mediterranean/Hispanic Style assuming these solutions include appropriate and compatible solutions for the base of the structure.

C. For projects in the tidal zone, or partially on land and partially in the tidal zone, the architectural style for new construction and major additions/remodels may be Monterey Revival Style or Historic Maritime. Where appropriate, such projects may alternatively be other forms of Mediterranean/Hispanic Style assuming these solutions include appropriate and compatible solutions for the base of the structure.

Harbor Master Plan Design Guidelines**May 14, July 7, 1998****Planning Commission Recommendations Adopted by the City Council**

D. Minor additions/remodels in the Harbor Master Plan Area shall be compatible with, and enhance, the existing architectural style of the building. At the applicant's option, such projects may also comply with the Guidelines for major additions/remodels.

III. DESIGN GUIDELINES

A. Architecture - Architectural design shall employ variety in massing, roof shapes, window configurations, and color to create the sense of smaller individual buildings and should evoke the feeling that the buildings were built at different times and by different designers. All new construction shall be of high quality, traditional, and may be simple in its design. Consideration should be given to the activities of a working harbor in the design, details, and selection of materials and finishes.

1. **Massing** - Volumes, which compose a building, should be broken up subtly into smaller units so as to relate to the pedestrian scale of the area.

2. **Roofs** - Roof forms should primarily relate to building forms and make a positive contribution to the roofscape of the area. Towers, chimneys, and projecting architectural elements may be appropriate. Traditional roof and roof edge detailing shall be used.

Where Mediterranean/Hispanic Style architecture is used, two-piece barrel tile roofing is preferred.

Where Monterey Revival or Historic Maritime Style architecture is used, wood roofing and appropriate imitations of wood roofing may be used.

For Historic Maritime buildings, standing seam copper or galvanized steel, corrugated galvanized steel, asphalt roofing shingles, or tern roofing may be appropriate.

For small additions/remodels, the roof materials should be compatible with the existing roofing.

3. **Walls** - For Mediterranean/Hispanic architectural solutions, buildings should be designed so that their surfaces convey a visual suggestion of masonry construction. Wall materials should be predominately smooth steel trowelled plaster. Small areas of sandstone may be appropriate. The surfaces should be articulated with deep recessed openings, and by judicious use of such traditional features as wood or wrought iron balconies, wrought iron light fixtures, simple moldings and cornices, wood beams, awnings, and decorative tile.

For Historic Maritime buildings, walls should generally be of wood siding such as bevel siding, board-and-batten, wood shingles, and similar materials.

For Monterey Revival solutions, either or both of the above may be appropriate.

Harbor Master Plan Design Guidelines

May 14, July 7, 1998

Planning Commission Recommendations Adopted by the City Council

4. **Doors and Windows** - Placement, proportions, size, and overall area of openings shall be appropriate to the architectural style and scale of the building. Door and window materials should be either wood or painted metal and they should generally have small paned lites. Some feature openings with large panes may be appropriate. Trims such as moldings and shutters should be appropriate to the style of architecture.

5. **Utilities and Equipment Screening** - Utilities and equipment shall be discretely located and visually minimized with screening appropriate to the architecture. Rooftop equipment shall be screened from ground level. Where visible from above, rooftop equipment shall be screened and/or painted out to match the roof color. To the maximum extent possible, vent pipes should be combined and carried in chimneys or similar architectural elements.

6. **Colors** - Colors for major building masses should be subdued and reflect a sense of age and weathering. Colors should not be bright, glary, or harsh, but need not be off-whites. Accent colors for trim and small areas of color, such as awnings and tile, should be complementary to the building color. Varying accent colors should be used to create variety between buildings.

B. Site Design - Pedestrian activities are encouraged wherever possible. Seating areas should be created to accommodate the casual user of the area. Freestanding benches and seating with tables are encouraged but should not impede pedestrian circulation. Trash receptacles should be provided at reasonable locations to encourage disposal of litter. Recycling containers are encouraged.

1. **Parking Areas** - Where possible, large expanses of asphalt paving in parking areas should be divided into smaller units with a different material. Parking areas shall be screened from public view by low walls and/or landscaping. Other than on the Wharf, buildings, walls, and other structures within parking areas, should be Mediterranean/Hispanic Style in design. On the Wharf, buildings, walls, and other structures within parking areas, should be Historic Maritime Style in design. The existing copper kiosks are considered consistent with the architectural styles called for in these Guidelines and are encouraged.

2. **Service Areas** - Screen all material storage and service areas from public view with walls and/or landscaping. Screening should be compatible with the appropriate architectural style.

3. **Hardscape** - Pedestrian walkways and plazas shall be compatible with the appropriate architectural style as called for in these Guidelines. Tile paving, stone, brick, colored and scored or textured concrete, or other traditional materials may be used. Pedestrian ways on sandy beach or in the tidal zone may be of "boardwalk" design.

4. **Accessory Elements** - Trash enclosures, receptacles, seating, railings, bollards, safety and traffic or pedestrian control features, and other accessory elements shall be designed to be compatible with the appropriate architectural style as called for in these Guidelines. Built-in seating areas, which are vandal resistant, should be incorporated into construction wherever

Harbor Master Plan Design Guidelines**May 14, July 7, 1998****Planning Commission Recommendations Adopted by the City Council**

possible. Where possible, receptacles and containers should be incorporated into walls and other structures to minimize visual distractions.

C. Landscaping - Landscaping should serve as a significant unifying element throughout the Harbor Master Plan area. It should complement and enhance existing and proposed structures and parking and existing landscaping. It may be simple and serve as color accents or sculptural elements. Palms are encouraged. Irrigation systems shall be provided for planted areas.

Parking areas should incorporate canopy trees such as Monterey Cypress, California Sycamore, and other types of trees compatible with the project area.

Pedestrian areas should be enhanced with suitable ground cover, low to medium shrubs, and canopy trees for shade.

To the maximum extent possible, storage, utility elements, and parking areas should be screened with landscaping along public circulation ways.

D. Signage - Signage shall be in scale with the pedestrian character of the Harbor Master Plan Area. Signage within the Harbor Master Plan Area shall conform to the approved area specific sign program.

E. Lighting - Lighting can provide a unifying element in the nighttime appearance of the Harbor Master Plan Area. It is the goal of these Guidelines to promote lighting with uniform color quality, characteristic of the light as was historically provided by incandescent lighting. Lighting design in the Harbor Master Plan Area should be carefully considered to minimize glare and in consideration of views from the adjacent motels, hotels, restaurants, and by pedestrians, motorists, and boaters. Lighting and light fixtures should be designed for pedestrian scale and public safety. Lighting shall conform to the approved area specific lighting program.

IV. OTHER APPLICABLE GUIDELINES and ORDINANCES

1. Zoning Ordinance
2. Architectural Board of Review Guidelines
3. Parking Design Standards
4. Water Conservation Landscape Design Standards
5. Sign Ordinance and Guidelines
6. Outdoor Lighting Ordinance and Guidelines
7. Santa Barbara Paver Surfaces and Transitions Guidelines
8. Others as adopted and relevant

Project North



LOS BAÑOS

Utilitarian Buildings

WEST BEACH

PARKING

SLIPS

ROCK GROIN

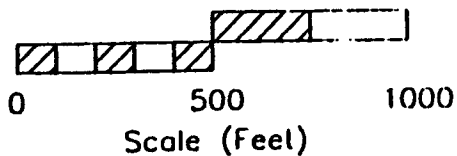
NAVY PIER

SLIPS

HARBOR COMMERCIAL AREA

STEARNS WHARF

Approx Water Line: 1989



HMP
BOUNDARY

REVISIONS

Harbor Master Plan Design Guidelines Subareas

Scale: 1"=400'	Prepared by: D. Myerson, Facilities Manager Santa Barbara Harbor	Checked by: T. Matlovich 0000 026
Date: 01/14/98	City of Santa Barbara Waterfront Department	Sheet: 1 of 1

3. That the Airport Architectural and Urban Design Guidelines and the Local Coastal Program Amendment will take effect automatically upon approval by the California Coastal Commission. No additional action is required.

Adopted: September 1, 1998

RESOLUTION NO. 98-115

A RESOLUTION OF THE COUNCIL OF THE CITY
SANTA BARBARA APPROVING AN AMENDMENT TO THE
LOCAL COASTAL PROGRAM ADOPTING THE AIRPORT
ARCHITECTURAL AND URBAN DESIGN GUIDELINES

Page 1 of 2

WHEREAS, in June of 1982, the California Coastal Commission certified the Land Use Plan of the City of Santa Barbara; and

WHEREAS, Section 30514 of the Coastal Act provides that all amendments to a certified local coastal plan shall be processed in accordance with Sections 30512 and 30513 of the Coastal Act; and

WHEREAS, on October 7, 1997, the City Council adopted the revised Airport Industrial Area Plan and Local Coastal Plan Amendments which called for City Council to adopt architectural and urban design guidelines; and

WHEREAS, the Planning Commission held a noticed public hearing on July 30, 1998, regarding the proposed amendment to the Airport Architectural and Urban Design Guidelines and recommended approval to the City Council; and

WHEREAS, the City Council held a noticed public hearing on September 1, 1998, where they considered recommendations from staff, Planning Commission, Architectural Board of Review, and Airport Commission, and received public input regarding the proposed amendment;

NOW, THEREFORE BE IT RESOLVED that the City Council:

Approves the Airport Architectural and Urban Design Guidelines (Exhibit 1) and approves the Local Coastal Program Amendment, finding:

1. That the Airport Architectural and Urban Design Guidelines and Local Coastal Program Amendment are appropriate and will be carried out in accordance with the Coastal Act pursuant to Section 30510 (a) of the Act; and

2. That the proposed Airport Architectural and Urban Design Guidelines and the Local Coastal Program Amendment are prepared in accordance with the City's Coastal Land Use Plan; and

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 War 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. Accents, 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.
- 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 Refighting 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.

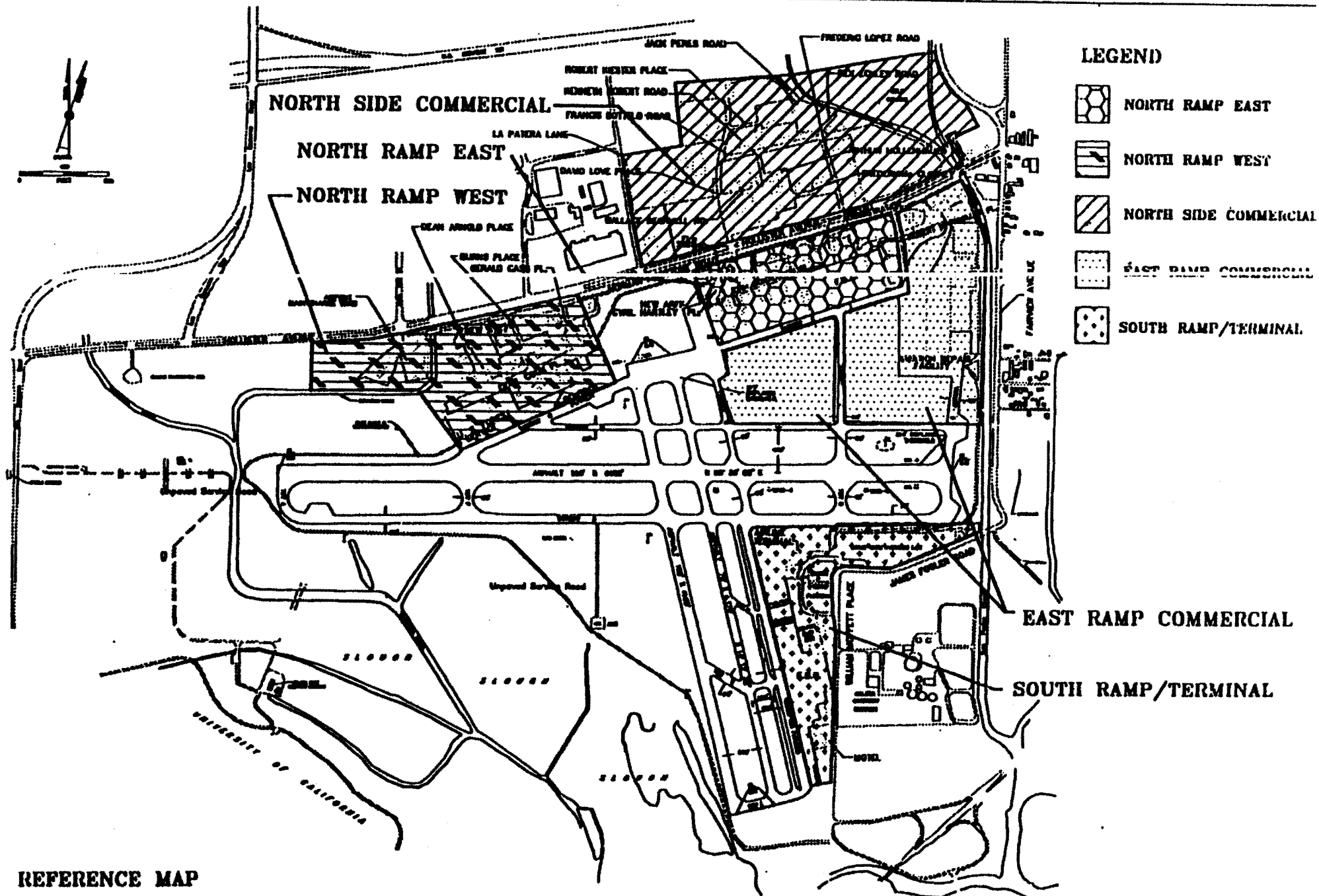
IV. Other Applicable Guidelines and Ordinances

- 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

[JA...UHAIR\DESIGN.GDL]



DISTRICT	GUIDELINE DESCRIPTION	GUIDELINE COLOR CONCEPT	SUGGESTED COLORS												
			ROOFS & PORCHES	WALLS		TRIM	ACCENT WINDOW/DOOR	SECONDARY FEATURES				PAVING	MISC.		
				PRIMARY	SECOND.			IRONWORK	WALLS	FENCES	LIGHTS			GATES	
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FIVE NORTH SIDE COMMERCIAL	DESIGN OFFICE BUILDING	TRADITIONAL COLORS OF PUEBLO VILLAGO DRUMHART.	TERRA COTTA	CV043 V 8711 V	8736 V 8736 M 8744 D 8755 D 8755 M	8736 A 8736 N 8744 B 8755 B 8755 M	8736 A 8736 N 8744 B 8755 B 8755 M	CV043 V 8711 V	CV043 V 8711 V	CV043 V 8711 V	8736 N 8736 M 8744 D 8755 D 8755 M	8736 N 8736 M 8744 D 8755 D 8755 M	TERRA COTTA	WOOD PANELS 8711 V	

*NOTE: ALL COLORS LISTED ARE FRAZER BRAND OR EQUAL MATCH.

			
CITY OF SANTA BARBARA MUNICIPAL AIRPORT AIRPORT COLOR GUIDELINE MATRIX PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION		DATE: _____ BY: _____ FOR: _____ PROJECT: _____ SHEET: _____ OF _____	

ARCHITECTURAL AND URBAN DESIGN GUIDELINES FOR THE AIRPORT

(Adopted by City council on September 1, 1998)

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.

EXHIBIT NO. 6
APPLICATION NO.
LCP Amendment 3-98
Santa Barbara City