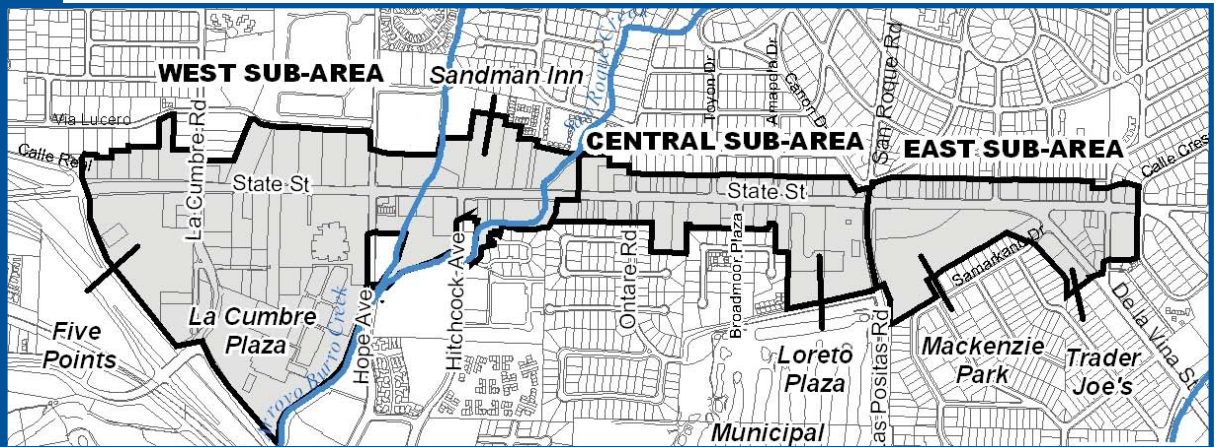




City of Santa Barbara

Upper State Street Area Design Guidelines



September, 2009

City of Santa Barbara

**UPPER STATE STREET AREA DESIGN GUIDELINES
SEPTEMBER 2009
ACKNOWLEDGEMENTS**

Please also see the acknowledgements page in the 2007 USSS Upper State Street Study (USSS) because the bulk of the content of the 2009 Guidelines was derived from the 2007 USSS.

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Highway 101 and State Street Intersection

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La Cumbre Road / State Street Intersection

I. INTRODUCTION / BACKGROUND

Introduction

These design guidelines for Upper State Street, the area depicted in *Figure 1*, encourage designs which will be compatible with their surroundings, facilitate connectivity, manage traffic, and enhance Santa Barbara's distinctive built environment. The Upper State Street Area is a special and distinct area of the City where commercial corridor development patterns have developed adjacent to unique neighborhoods. The area has a variety of architectural styles, and there is a community desire for it to possess its own identity within the context of Santa Barbara's character.

These guidelines were developed to carry forward the results of the City Council's *2007 Upper State Street Study (USSS)* recommendations and to help implement the goals and objectives outlined in the Study. The purpose of these guidelines is to provide additional direction for how property owners, both public and private, can make improvements to their properties to collectively improve the visual character and circulation of the Upper State Street Area. Chapter 5 of these USS Guidelines lists compatibility analyses criteria which the Architectural Board of Review must consider prior to project approvals. Projects consistent with these guidelines are also most likely to be consistent with the compatibility criteria. When applied, these guidelines will help to ensure against fragmented or incompatible development and will help prevent uncoordinated design decisions.

The original *Upper State Street Area Design Guidelines* were adopted in 1992 to work with the existing S-D-2 (*Special District Zone*) development standards. The guidelines provided general direction for development design of architectural style and elements, color, exterior finishes, roofs, site planning, building heights, lighting, landscaping, and neighborhood compatibility. These August 2009 Guidelines serve as a new edition of the 1992 Guidelines, with new emphasis on design and streetscape development, working in conjunction with the intent of the S-D-2 overlay zone to ensure appropriateness of development and to mitigate traffic impacts where possible.

In April 2006, in recognition of community concerns about development proposals in the Upper State Street Area, the Santa Barbara City Council directed staff of the Planning and Transportation Divisions to undertake a study of the Upper State Street commercial corridor between Highway 101 and Calle Crespis, working with the public, city commissions and consultant teams.

The purpose of the USSS, March 2007, was to identify changes that could improve traffic circulation and urban design in the study area. Issues addressed in the Study included area character and openness, landscaping and “streetscape” design, scenic views, open space and creeks, building heights and setback distances from the street, vehicle traffic, circulation and parking, and pedestrian and bicycle safety and connectivity in the area.

City Council specified that the USSS effort be focused on roadway improvements and amendments to development and design standards that could occur within the existing City policy framework. Larger citywide policy issues such as land use changes, housing density and affordability, commercial growth, regional traffic, and environmental sustainability were not addressed in the study and are not addressed in these guidelines. They will be studied as part of the City General Plan update (“Plan Santa Barbara”) process.

The USSS recommended the development of form-based Design Guidelines. Budget constraints have delayed that process. These guidelines communicate the design recommendations which were the result of the Upper State Street Study and public review process.

Applicability of the Guidelines

The Guidelines shall be applied to projects that involve the construction or exterior alterations of non-residential, multi-family, mixed-use buildings or structures within the subject area. Infrastructure improvements that require review and approval by the city (including, but not limited to, street furniture, lighting, transit facilities, pedestrian facilities, and bicycle facilities) must also comply with these guidelines. Near-term and long-term transportation projects planned by the City of Santa Barbara are contained within the March 2007 USSS. Although City transportation and other public improvement projects are subject to these guidelines, these guidelines mainly address development projects on individual properties.

How to Interpret Photograph Examples

Throughout these guidelines, example photographs are provided to illustrate specific guidelines. Please note that the example photographs should only be considered good examples of the particular feature that is being highlighted in the example. In some cases, even though there may be a desirable feature in the example worth noting, there can be other aspects to the project which are inconsistent with other guidelines in this document. For example, a site layout might be appropriate to achieve some design goals, but pedestrian connections or

appropriate architectural design may be lacking in the project. Therefore, photograph illustrations should only be viewed as good examples of the specific guideline being illustrated, but not as an overall acceptable project example. Photograph captions in these guidelines often note which guideline the example is illustrating.

Background

Historical Development Patterns

Upper State Street Area parcels were gradually annexed from the county to the city over the last 40 years, and development standards have also evolved in a gradual fashion. Consequently, there is no one consistent development pattern along the corridor. Various land use groupings exist, such as regional shopping centers, large free-standing “campus-like” office buildings, motels, drive-through restaurants, 1960s strip commercial developments, and small, attached 1920s storefronts.

City Development Policies

Today, City General Plan policies for land use, housing, and circulation guide development within the city. These policies limit commercial development and encourage residential, as well as mixed residential/commercial uses, bus transit, bicycle use, and a pedestrian-friendly environment. The 1989 citizen-approved “Measure E” controls the amount of non-residential growth. The city *Zoning Ordinance* and *Upper State Street Area Design Guidelines* serve as the primary tools to implement the *General Plan* policies in this area through development review.

Zoning Development Standards

The *S-D-2 Special District Zone* was adopted for Upper State Street in 1979 to address deteriorating traffic conditions and the rapid rate of development occurring within the corridor. Since that time, most of the identified traffic improvements have been constructed, the associated traffic mitigation fees repealed, and Measure E adopted to regulate commercial growth.

The S-D-2 development standards, such as requirements for the amount of parking, building height limitations, and building setback distances from the street, remain in effect today. In applying S-D-2 provisions to individual development projects over the last 25 years, modifications to the setback and parking standards have been granted in some instances.

Traffic Conditions

Traffic and circulation patterns are also largely a product of historical development. The street network never evolved as the type of “grid” pattern that naturally lends itself to many walking destinations and alternative routes for the automobile. At one time State Street, then known as Hollister Avenue, was Highway 101. For locals, it was primarily a means to “get out Goleta way.” Since the 1920s, the traffic levels have ebbed and flowed as a result of increased commercial activity, more cars per household, increase in commuter traffic, and the widening of Highway 101 and associated interchange improvements.

Today, traffic conditions in the study area are, for the most part, better than the city standard for congestion levels during peak travel times, with the exception of two intersections: Las Positas Road at State Street and Las Positas Road at Calle Real. Other intersections approaching the city congestion level standard are the State Street intersections with La Cumbre Road, Hope Avenue, and Hitchcock Way. Much of the community’s perception of congested traffic along this corridor relates to both “peak hour” and non “peak hour” mid-block stopping, starting, and slowing, attributable to operational “friction” from multiple driveways, bus stops, and closely spaced intersections and traffic signals.

Transit, Bicycle, and Pedestrian Facilities

Alternative transportation is available in the Upper State Street Area. Bus transit service runs every 10 minutes in the peak-hour. Both sides of State Street have striped, on-street bike lanes. Sidewalks exist in most areas of the corridor; however, walking along Upper State Street is generally not “pedestrian-friendly.” The city’s Circulation Element recognizes the “streetscape” (including the street, medians, sidewalks, and building setback area from the street) as a key to successful community design.

Pedestrian Master Plan

The city *Pedestrian Master Plan* (2006) sets out policies and programs to improve the pedestrian system citywide, and includes design guidance for sidewalk corridors, street corners, crosswalks, transit stops, paseos, and urban trails.



Example of a pedestrian connection downtown.

Introduction to Areas and Neighborhoods

The boundaries where these guidelines apply is the 1.5 mile long area encompassing commercially zoned parcels along Upper State Street from the Highway 101 northbound on-ramp at Calle Real on the west to Calle Crespis and De la Vina Street on the east. (See *Figure 1*.)

Upper State Street developed as an automobile oriented area. There is a community desire to improve pedestrian, public transit, and bicycle access through the area, while maintaining city standards for vehicle traffic flow. It has wide streets, large parking areas fronting on the street, and large shopping centers and strip commercial developments. All of these elements present special design problems which can be mitigated by appropriate planning, architecture and landscaping, while being sensitive both to the business interests and the quality of architecture and landscaping which Santa Barbara wishes to encourage.

Upper State Street is one of the City of Santa Barbara's main transportation and commercial corridors. It provides a transportation link to downtown Santa Barbara and to the Goleta Valley. It connects to Highway 101 at Calle Real at the State Street on-ramp, and via cross streets at La Cumbre Road, Hope Avenue, Hitchcock Way and Las Positas Road. State Street is lined with office buildings, banks, motels, retail and service shops, restaurants and shopping centers. Mackenzie Park and the Army Reserve site provide open space in the East Sub-Area. Arroyo Burro and San Roque Creeks cross underneath State Street. Expansive mountain views to the north are visible, especially when traveling eastward. In addition to being accessible and convenient by car and transit, the corridor is also an integral part of the adjacent neighborhoods in a city that values a strong sense of place and community.

Upper State Street Study Sub-Areas

Three sub-areas were identified for the USSS to assist in making recommendations about the corridor (see *Figure 1*):

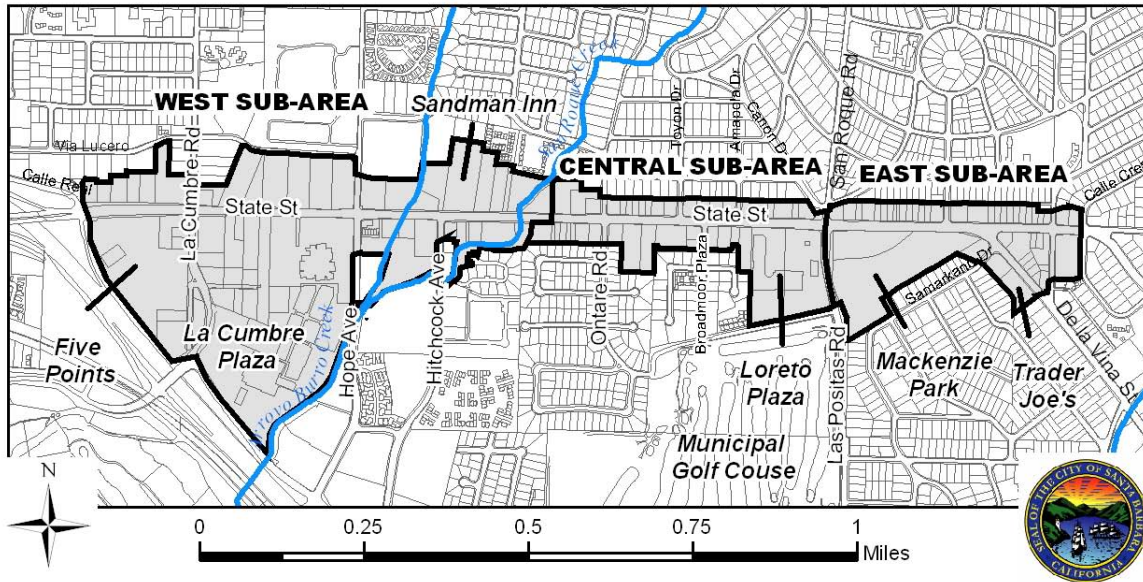


Figure 1 – Upper State Street Area

West Sub-Area (Highway 101 to San Roque Creek just east of Hitchcock Way). Two regional shopping centers (Five Points Center and La Cumbre Plaza) and generally larger parcels and developments.

Central Sub-Area (San Roque Creek to Las Positas Road). Largely strip commercial development on both sides, and the Loreto Plaza shopping center.

East Sub-Area (Las Positas Road to Calle Crespis). Mackenzie Park on the south and smaller historic storefronts on the north.

Surrounding Neighborhoods

The General Plan and other planning studies have identified neighborhoods adjacent to the State Street commercial corridor as follows (see *Figure 2*). The area north of State Street includes the Hope, San Roque, and East San Roque neighborhoods. South of State Street are Hitchcock, and Samarkand neighborhoods. Although Upper State Street is a commercial corridor, adjacent residentially zoned neighborhoods must be sensitively developed. Potential noise, odors, shading and parking activity effects need to be considered for projects immediately adjacent to the residentially zoned neighborhoods depicted in *Figure 2*.

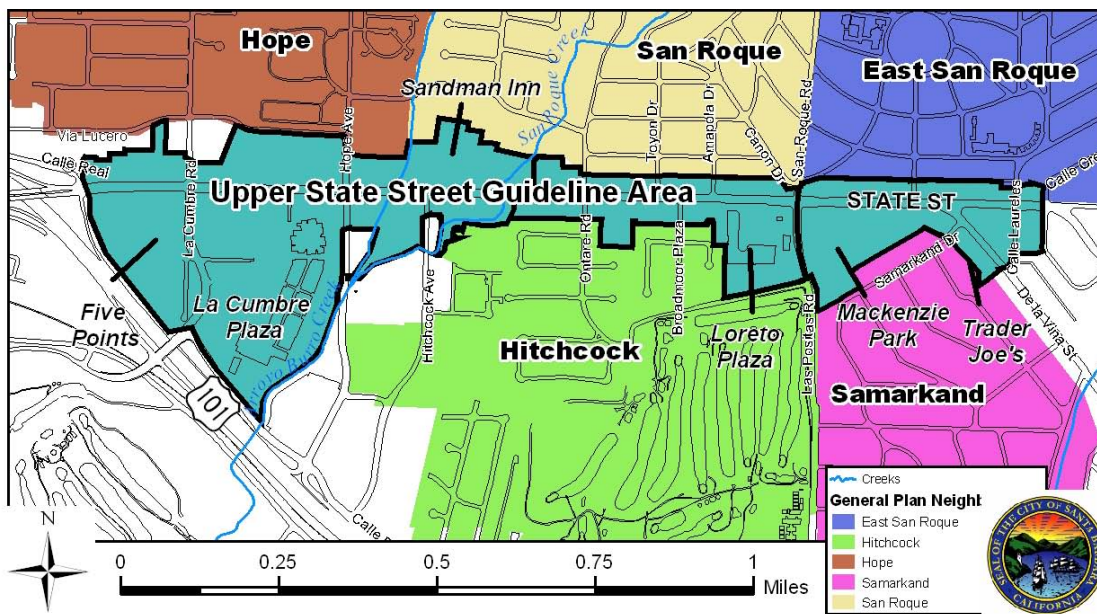


Figure 2 – Surrounding General Plan Designated Neighborhoods

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State Street and Hitchcock Way Intersection

II. SITE PLANNING, BUILDING SETBACKS & PARKING

Site planning, building setbacks and parking are an important component in developing a cohesive and integrated development project design. Site design incorporates all aspects of a site, including building placement, landscaping, pedestrian and bicycle circulation, connection to transit, paving, driveway access and parking facilities. Site planning involves a careful analysis of the opportunities and constraints of a site. Site planning is also influenced by the patterns set by existing land uses and structures. When all aspects of site development are addressed, a unified setting will emerge.

Site Planning & Building Setbacks

Existing Conditions

The S-D-2 overlay zone has been established to control density and related traffic in the Upper State Street Area and requires that any proposed new buildings have a 10-foot or 20-foot front yard setback, depending on the height of the building. Currently, there is a large variation in setbacks from State Street by sub-area, dependent in large part on the sizes and widths of individual parcels.



This is an example of a building that provides a generous amount of landscaping at the front of a building and includes parking located to the side and rear.

The S-D-2 overlay zone also establishes building height limits of three stories (45') and not exceeding the total floor area of a two story building (30') which could be constructed on the lot in compliance with all applicable regulations. When the ordinance establishing the zone was adopted in 1979, most projects in the Upper State Street area had surface parking.

Discussion

The size and treatment of building setbacks can go a long way in meeting the goals of improving the Upper State Street Area design character and public streetscape and maintaining scenic views. Building setback areas from the street should provide the following to enhance the pedestrian experience and aesthetics of the built environment:

- character-defining and active space
- view corridors
- landscaping
- street furniture

If a building is proposed as two or three-stories, the entire building requires a 20-foot setback. Single story buildings require a 10-foot setback. On a case-by-case basis, the option of allowing the first story to have a 10-foot setback (consistent with the city one-story building standard) and then “stepping back” the second and third stories to the required 20-foot setback standard could be considered through the modification process.

Sidewalk dimensions are another consideration. New dedications of between five and seven feet of property adjacent to the public right-of-way are necessary to meet current sidewalk/parkway standards as defined in the *Pedestrian Master Plan*. Thus, a 10-foot setback for the first story portion could be found sufficient, given that the typical new sidewalk would be considerably greater (eight feet of pavement and a four-foot wide planter).

In some locations of the Central and East sub-areas, existing buildings do not comply with the S-D-2 Zone District required 20-foot front yard setback. Some buildings with “legal non-conforming” status are at the edge of the sidewalk. While it is the goal of these guidelines to maintain the S-D-2 20-foot front yard setbacks, some design exceptions may be suitable to achieve compatible development.



Example of existing front setback pattern in the Eastern Sub-Area.

In the Central and East sub-areas, it may be desirable for new developments to be compatible with adjacent existing non-conforming development patterns to maintain consistency with adjacent development. For some locations in the Central and East sub-areas, specific parking design issues and other site constraints may make it infeasible for parking to be relocated to the rear of a lot without impacting parking circulation or connectivity patterns. Guideline 4 lists special considerations which should be given to modification requests to the required front yard setback in the

Upper State Street Area. Similar consideration for exceptions to the preferred rear parking lot site layout pattern is also described in Guideline 7.

During workshops held to complete the USSS, a variable setback approach was discussed for modifications. A recommendation was made that, where setback modifications are considered, a variable setback approach for multiple properties within a block based on structural volume could be considered. A future update to the Upper State Street Area Design Guidelines may further explore this idea.

Goals:

- Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.
- The planning and design of the site should take into account that parking is preferred behind or beneath the building rather than fronting on the street unless there are special view considerations. Alternative parking layouts may be appropriate to preserve or create view corridors.
- Ease and safety of ingress and egress shall be given careful consideration.

Guidelines:

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

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

3. Setback Measurement. Building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way.

-
4. Front Setback Modification Considerations. The Santa Barbara Municipal Code allows for modifications to some zoning standards where certain discretionary findings can be made. In addition, for the Upper State Street Area, examples of appropriate improvements on lots in the Upper State Street Area which could support justification for an approval of a modification include the following:
- a. The setback is for a one-story structure or the first story of a multiple-story structure in the Eastern or Central sub-areas.
 - b. The existing setting is a small lot, ample sidewalks, and a historical development pattern with minimal setbacks. Generally, this pattern only exists in the Upper State Street Area on the north side of State Street in the East and Central sub-areas.
 - c. Mountain views are preserved.
 - d. All traffic and parking needs are met.
 - e. The development is a minor addition or remodel, not an entire lot redevelopment / entire new building.
 - f. The project is compatible with current and potential future transit lane possibilities.
 - g. The proposal is compatible with the setbacks and character of existing development in its surrounding sub-area and block.
 - h. Particular site circumstances and constraints (such as lot size and depth, site layout and location of parking) contribute to the need for a front setback modification request.
 - i. Benefits for the community at large are provided in quantity and quality beyond customary requirements such as:
 - View opportunities or easements.
 - Usable open space.
 - Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
 - Pedestrian amenities.
 - Improved circulation and connectivity.
 - Environmental sustainability demonstrated through a LEEDs, five star Built Green or equivalent rating.
 - Forms of affordable housing in this predominantly commercial transit corridor which help create a sense of place and promote pedestrian activity and human scale along Upper State Street.
 - Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and improvements.
 - Bus pockets (right-of-way agreements).
 - Bus signage system elements (for automated bus schedule/arrival signs) to be provided at time this service is to be installed.

Parking Improvements

Existing Conditions

Parking in the Upper State Street corridor has been primarily provided as surface parking lots in conjunction with privately-owned commercial developments and shopping centers. Some on-street parking is provided in the eastern portion of the corridor, and along some cross streets. The USSS characterized the amount of parking to be generally adequate for the East and West sub-areas, with a few locations experiencing constrained parking during peak periods. Parking-constrained locations in the corridor were found to be related mainly to parking activities, especially at mixed-use commercial sites with busy restaurants. The Central Sub-Area and some smaller commercial sites on the eastern end of the corridor were found to be constrained.

Discussion

The availability of parking has a direct influence on trip-making decisions. If parking is constrained at peak times, people may alter the time they make a trip or avoid a vehicle trip altogether. This may affect businesses in the corridor unless viable alternative travel modes are available. Therefore, maintaining a complementary transit system to provide shoppers travel mode choices is a primary goal for the Upper State Street Area. Providing adequate and efficient parking designs without creating excessive parking areas is the desired approach for site development. Efficient site layouts that maximize parking and integrate landscaping while minimizing expansive paved areas provide increased benefits to the environment such as reduction in drainage runoff.

Parking design and location play a major role in the urban landscape of Upper State Street. Aesthetic design and landscaping are essential because parking affects the streetscape when it is visible from roadways. Additionally, parking is one of the first experiences that drivers have when arriving at a destination. Appropriately designed parking lot lighting is important for safety, streetscape aesthetics and preservation of visibility of stars in the night sky. All development, including parking lots and structures are subject to the *City's Outdoor Lighting and Street Light Design Guidelines* which address these topics in detail.

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

Guidelines:

5. Parking Guidance. Reference the City of Santa Barbara's *Standards for Parking Design* and *Architectural Board of Review Guidelines* to assist in determining appropriate parking layout design for redevelopment, addressing factors including size and depth of lot, scenic view considerations

on the north and south sides of the street, avoiding or removing barriers between parking lots, consideration for minimizing driveway curb cuts and proximity to connecting side streets and alleys. Also see Guidelines 60 and 61 which discuss parking lot access design to avoid mid-block street congestion.



This parking lot design allows direct circulation in the rear parking lot between two different commercial business buildings on Upper State Street.

6. Rear Parking. In general, parking at the rear of buildings creates a pleasant streetscape, can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Per Guideline 17, parking to the side or front of a building can be appropriate where there are special view considerations. Other exceptions to this guideline in the East and Central sub-areas are considered for remodels, new buildings on small lots, and building addition projects when the proposed alternative layout:
 - Provides setbacks and building orientations compatible with existing adjacent development setbacks and building orientations.
 - Respects surrounding business patterns and uses.
 - Improves circulation within the project's block.
7. Maximize Underground Parking. Maximize underground parking in order to create attractive, high quality projects above ground which include usable open space and views.
8. Alternative Vehicle Stations. Consider accommodation for alternative vehicles such as electrical vehicle charging stations.
9. Parking lot lighting. Parking lot lighting shall be integrated with trees. It is preferred that pole lighting be limited to twelve (12) to fourteen (14) feet in height. Trees should be in scale with pole-mounted light fixtures.
10. Lighting adjacent to State Street. Parking lots adjacent to portions of State Street that have street lighting should consider whether additional parking lot lighting is necessary.

Example #1 of Parking to the Rear of a Building

State Street and La Cumbre



View from State Street of entrance to rear parking lot for commercial complex on State Street and La Cumbre.



Interior view of rear parking lot in commercial complex on State Street and La Cumbre.

**Example #2 Parking to the Rear of a Building
State Street and Hope Avenue**



View from State Street of commercial building at State Street and Hope Avenue.



View of entrance to rear parking lot from Hope Avenue.

**Example #3 Parking to the Rear of a Building:
State Street and Calle Laureles**



View from State Street of retail complex at State Street and Calle Laureles.



View of entrance to rear parking lot from State Street.

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State Street and Hitchcock Way Intersection

III. DESIGN ELEMENTS

Urban design - how buildings and public spaces are arranged, designed and accessed - affects the entire built environment of an area. Among the key elements that make up the urban design character of Upper State Street are: the public streetscape, open space, creeks, scenic views, size and treatment of building setbacks from the street, and building sizes - both height and massing. *Figure 7* at the end of this chapter is a summary diagram depicting locations for urban design goals.

Corridor Identity & Character

Existing Conditions

Upper State Street is a four-lane commercial thoroughfare well served by transit, with banks, offices, stores, a regional shopping center to the west, smaller shops to the east and residential neighborhoods to the immediate north and south. The corridor also has magnificent views of the Santa Ynez Mountains to the north, a City park and convenient access by car that serves a local South Coast clientele. The auto-oriented convenience affects the pedestrian character, and tends to create a disincentive to walk, stroll or participate in other outdoor sidewalk activity.

The three sub-areas within the Upper State Street corridor (see *Figure 1*) also have distinct characteristics that spill over into the adjacent neighborhoods. Local shops often help to define the adjacent neighborhoods.

The West Sub-Area (*Highway 101 to San Roque Creek just east of Hitchcock Way*) is developed with larger two- and three-story buildings, many of which meet the S-D-2 zone ten- to twenty-foot front yard building setback requirements. The Central Sub-Area (*San Roque Creek to Las Positas Road*) has two distinct development and setback patterns on either side of the street. The north side is developed with buildings right up to the sidewalk and parking typically behind or along the side of buildings. The south side is a series of linear “strip” style shopping plazas and motels with two rows of off-street parking between the sidewalk and the buildings. The East Sub-Area (*Las Positas Road to Calle Laureles*) is, for the most part, developed along the north side with small individual

storefronts oriented directly to the street and built to the sidewalk and MacKenzie Park on the south side of the street.

There is variation in the existing development pattern throughout the corridor and in each sub-area, including widths of sidewalks, size of building setbacks, etc. Examples of existing street sections within each of the sub-areas are provided in *Figure 3 - West Sub-Area*, *Figure 4 - Central Sub-Area*, and *Figure 5 - East Sub-Area*. *Figure 6* is an example of an application of existing standards and guidelines. The Upper State Street Area has its own sense of identity and new development should respect its context.

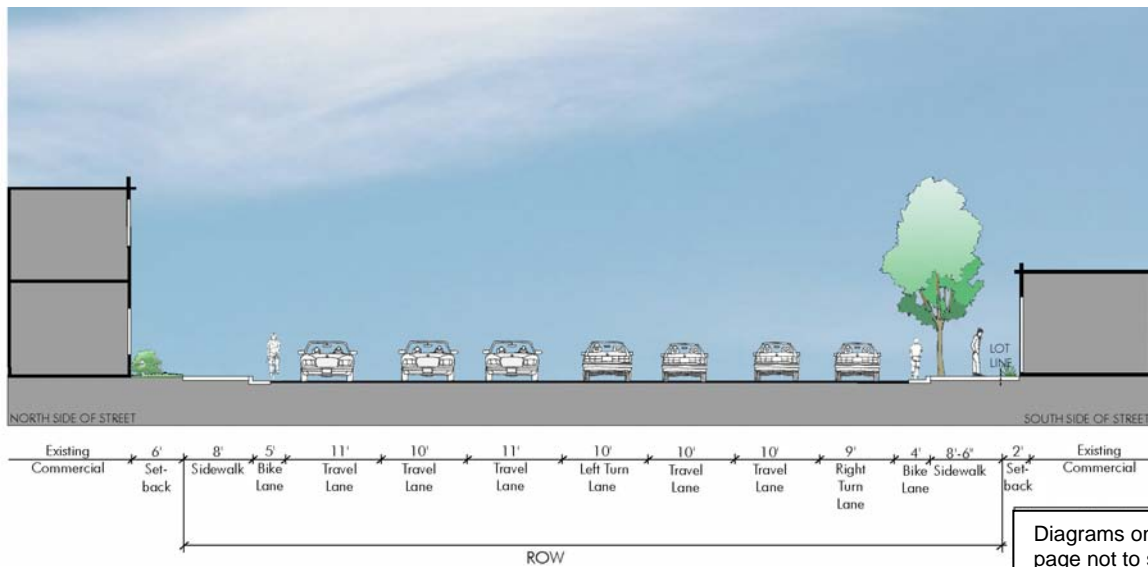


Figure 3 – West Sub-Area Existing Conditions

Diagrams on this page not to scale; street right-of-way width varies throughout corridor.

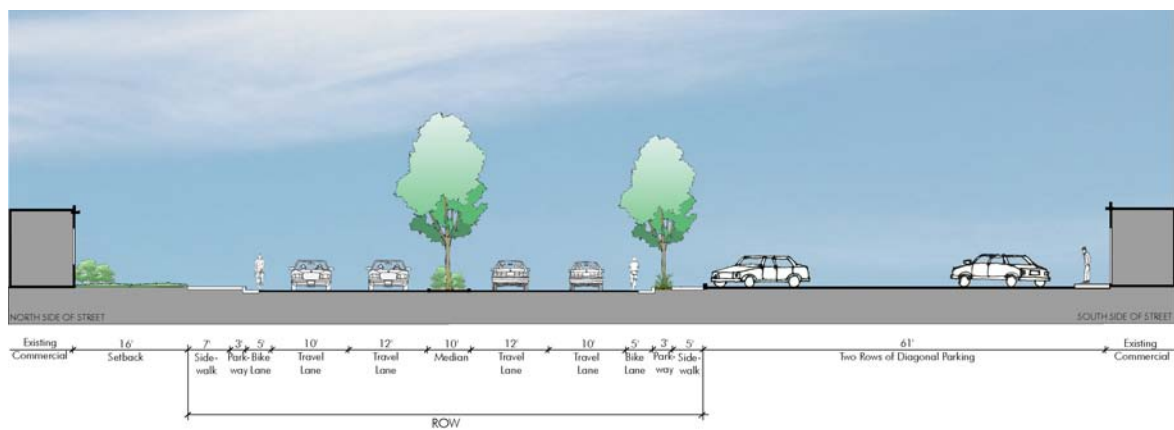
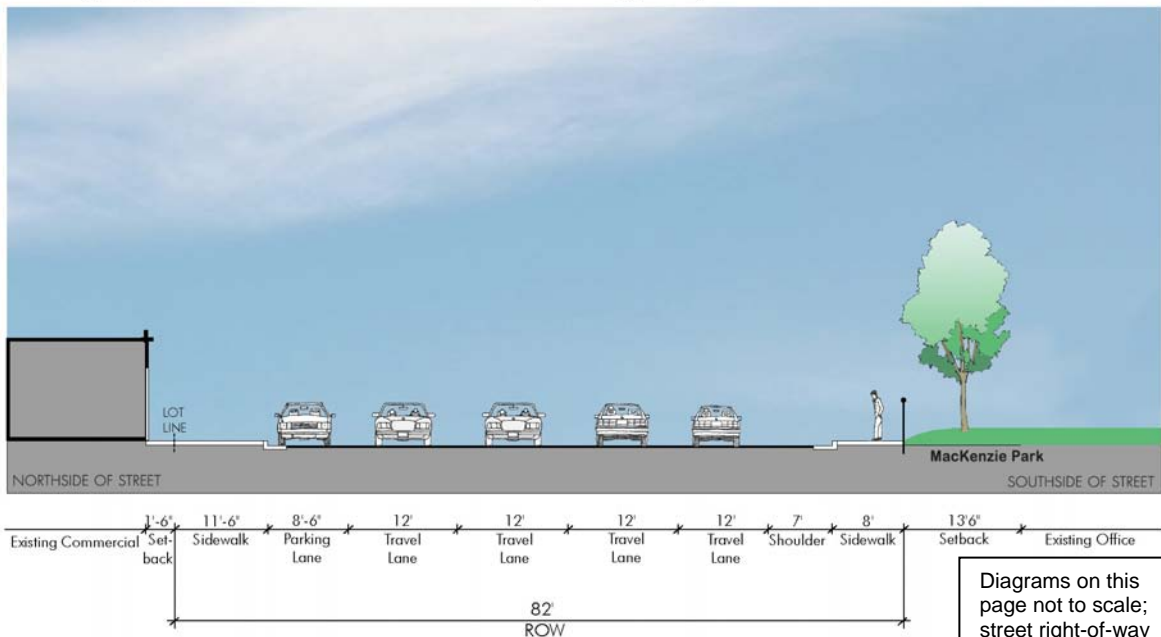


Figure 4 – Central Sub-Area Existing Conditions

Existing Upper State Street: East Subarea (Looking East)



Diagrams on this page not to scale; street right-of-way width varies throughout corridor.

Figure 5 – East Sub-Area Existing Conditions

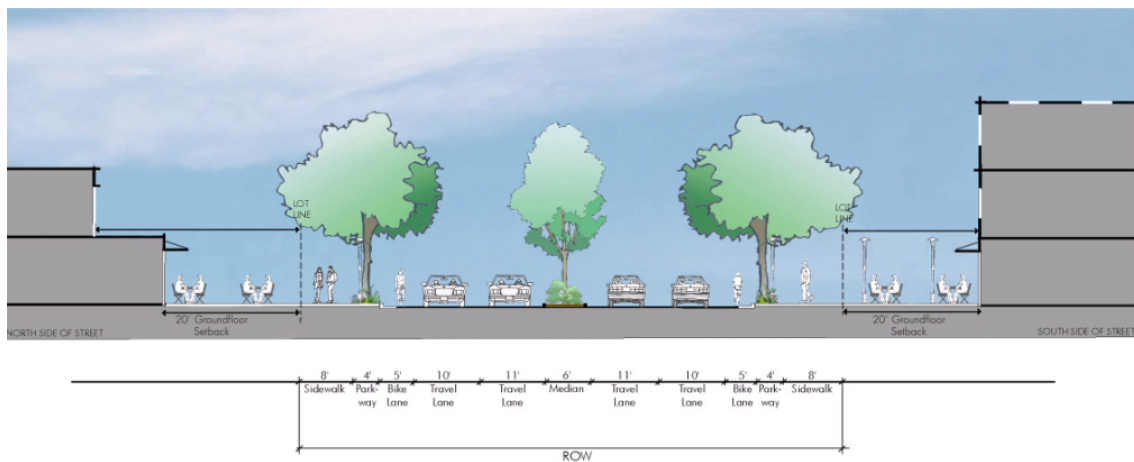


Figure 6 – Example of the Application of Existing Standards and Guidelines

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

Guidelines:

11. Key Characteristics. The Upper State Street corridor, sub-areas, and sub-neighborhoods have key characteristics that define their character and sense of place. Proposals should be within a range of architectural styles and materials appropriate within each sub-area. Inclusion of more contemporary styles and natural materials such as sandstone, stucco, and tile is encouraged in the Upper State Street corridor.



Commercial business outdoor gathering space at the intersection of State and De La Vina streets.

12. Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks and view corridors should be incorporated. Potential locations for significant activity nodes include: La Cumbre and State Street, and Las Positas/San Roque and State Street.
13. Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas.
14. Neighborhood Compatibility. Development proposals should be compatible with their surrounding sub-area and sub-neighborhood. For commercial developments adjacent to residential uses, separation and buffering between residential and commercial development and landscaping are especially important.

Public Streetscape

Existing Conditions

The public streetscape is the open physical area of roadways and building setbacks from the street, which extends from one building front face across the street to the other building front face. It includes both public and private land to which the public generally has access. The character of the public streetscape

defines whether an area is pedestrian-friendly and greatly affects the general look, feel and character of a street.

The streetscape area provides for vehicle and pedestrian travel, open space, landscaping and aesthetics, and in some cases, parking. Included in the public streetscape are the public street right-of-way areas containing roadway medians, street travel lanes, bike lanes and bus pull-out areas, curb and gutter, parkway landscaping and trees between the road and sidewalks. Also included within the streetscape area is the space where buildings are setback from the street on private property that may contain landscaping, walkways, plazas, open space, parking, signs, utilities, and street furniture.

There is tremendous variation in the public streetscape along Upper State Street, ranging from areas with lush landscaping, well-maintained sidewalks, and medians with large shade trees, to areas with little landscaping, narrow and obstructed sidewalks, many driveways, and no shade trees.

Discussion

Creating a public streetscape that is comfortable for walking, strolling, bicycling, waiting for the bus or sitting and relaxing increases the livability of an area. The *City Pedestrian Master Plan* clearly articulates many good reasons for improving the streetscape. For years, the benefits of a pedestrian-friendly public streetscape have been heralded, not only for the comfort and convenience of the individual pedestrian, but also in terms



Example of landscaping along a pedestrian pathway.

of community benefits to commercial economics, alternative transportation, energy savings and carbon reduction, and visual aesthetics. Recently, a correlation has also been strengthened by the public health community that links health with walking.

It is important to improve the public streetscape, consistent with the community's input, growing public health awareness, and the city's recently adopted *Pedestrian Master Plan*. All future site development should be designed within the context of adjacent buildings, open space, creeks, and adjoining neighborhoods to encourage safe, comfortable and inviting pedestrian places and connections. As sites redevelop or additions are made to existing development, site plans are reviewed by staff and decision-makers for conformance with existing landscape requirements, *Pedestrian Master Plan* provisions, and these guidelines.

Goal: Improve the public streetscape and adjacent pedestrian connections.

Guidelines:

15. Development Design. Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street such as: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. to support pedestrian use and facilitate use of mass transit.
16. Parking Placement. Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground which include substantial open space and provide for views. Parking lots behind or on the side of buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed to the side of or in the front of buildings if necessary to preserve or provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the automobile parking to be provided.

The landscaping between the parking lot and the sidewalk provides a visual buffer, enhancing the pedestrian experience.
17. Landscaping. Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to screen automobiles and provide shade.
18. Pedestrian Buffers. Buffer pedestrian facilities from automobiles, particularly in locations where parking lines commercial development and cars overhang the sidewalk.
19. Paseo Connections. Where there are opportunities, establish paseo connections between retail areas and residential neighborhoods; consider public safety and maintenance issues in determining locations and design.
20. Street Trees. Street tree choices shall be consistent with the *Street Tree Master Plan* and be appropriate with respect to pedestrian safety, sidewalk maintenance, shade and aesthetic considerations.
21. Sidewalk Standards. Non-conforming sidewalks are to be replaced consistent with *Pedestrian Master Plan* standards.
22. Sidewalk In-Fill. When there are opportunities, install missing sidewalk gaps.

23. **Front Setback Use.** The use of land within the front yard along State Street should be carefully considered to promote a pedestrian friendly streetscape. Public amenities such as landscaping, patios, fountains, outdoor dining and gathering spaces where public vistas can be enjoyed and street furniture, including refuse receptacles, bicycle parking and news racks are encouraged.

Mountain Views

Existing Conditions

The Upper State Street Area is distinguished by scenic views of the Santa Ynez mountain range to the north, an important community asset. Generally, the views of the mountains are seen while traveling eastbound on State Street, with the most expansive views occurring at street intersections. Building setbacks, parking lots and creeks also provide opportunities for views. On the north side of the street, parking lots and driveways located in the front and along the sides of buildings provide mountain view corridors. On the south side of the street, surface parking lots at the major shopping centers offer unobstructed mountain views as you enter and exit buildings or parking lots. MacKenzie Park also provides an opportunity for unobstructed views as one looks up Calle Palo Colorado.



The majority of this development on the north side of State Street is set back from the street, allowing for mountain views across the site.

There are many older one-story buildings, particularly in the Central and East sub-areas, that could be redeveloped as two- or three-story buildings over time. The height limits allowed in the S-D-2 zone are three stories not exceeding 45 feet, and not exceeding the total floor area of a two-story building (30 feet) that could be constructed on the lot in compliance with all applicable regulations. Underground parking allows for more lot coverage. The S-D-2 regulations were developed in response to traffic congestion in this area. S-D-2 regulations help ensure appropriateness of development and mitigate traffic impacts where possible.

Discussion

It is important to maintain and find opportunities for view corridors when redevelopment occurs in this area. Given the variation in parcel sizes and depths in the area, a more flexible design approach is recommended, working within existing height limit standards to allow for the creation of view corridors on a case-

by-case basis. Buildings should be appropriately sited and designed to explicitly frame existing views of the mountains or create new view corridors.

One solution to maintain views discussed during the Upper State Street Study workshops is for the first story of a building to maintain a 10-foot building setback while any second and third stories maintain a 20-foot building setback. Application of this practice on a case-by-case basis could help to provide mountain views on some sites. In the S-D-2 zone, allowing a third story is related to the size of a two-story building, as described above. When this standard was written, it did not account for projects with underground parking, and assumed that the size of development would be more limited because of site area taken up by parking and setbacks. As such, on sites where underground parking is proposed, a three-story building could in fact be more feasible, not less feasible.



Because there is a high probability that the city will see three-story building proposals, additional scrutiny will be given for those buildings on the north side due to the potential for loss of mountain views, as well as neighborhood compatibility concerns. (Also see Building Size guidelines).

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

Guidelines:

24. Three-Story Buildings. A typically acceptable building size, mass, bulk, scale and height in the Upper State Street area is a two-story development. When structures are proposed to be over two-stories, the following development features would contribute to achieving a size, mass, bulk, and scale which is compatible with development in the Upper State Street Area. This guideline is intended to help with interpretation of Compatibility Analysis Criteria #3 listed in Chapter 5 on page 5-4.

- a. View opportunities or easements.
- b. Usable open space.
- c. Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
- d. Pedestrian amenities.
- e. Improved circulation and connectivity.

- f. Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and future transit improvements and right of way needs.
 - g. Removal of parking lot barrier between separate properties
25. View. Protect and/or create mountain views when siting new buildings, parking, and streetscapes. See Guideline 17 regarding parking placement strategies to protect views.
26. Viewing Locations. Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views.
27. Step Buildings. Consider stepping upper stories back as one design solution to create view corridors.
28. Intersection Views. Protect views at corners that intersect with State Street.
29. Landscaping and Trees. Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them.

Open Areas

Existing Conditions

The amount of open areas varies along the corridor. Large intersections with expansive views of the mountains give an overall sense of openness. In addition to MacKenzie Park, open areas include the area within the 20-foot required front setbacks where the setbacks have been implemented, landscaping along parking areas, spaces between buildings and the creek corridors. Some of the larger buildings along the West Sub-Area limit this feeling of openness. Landscaping and green spaces vary within the built environment. Some sites have landscaping between the sidewalk and structures, and others do not. Generally, as one travels the western end of the corridor, the large amount of street paving, the expansive front parking and landscaped areas, and deep building setbacks, give the area a “campus” office park feel. In the East Sub-Area, MacKenzie Park is the significant open space.

Discussion

Open spaces help promote physical activity, improve water and air quality, maintain view corridors, provide relaxation, and enhance overall vitality and visual aesthetics. This is an area where private development should incrementally create more open space as sites redevelop. There may also be opportunities over time for the city, either alone or in partnership, to improve or augment existing open green spaces and to pursue acquiring the Army Reserve site for additional public open space.



View of MacKenzie Park from Upper State Street. The Park is a substantial open space in the Upper State Street Area.

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

Guidelines:

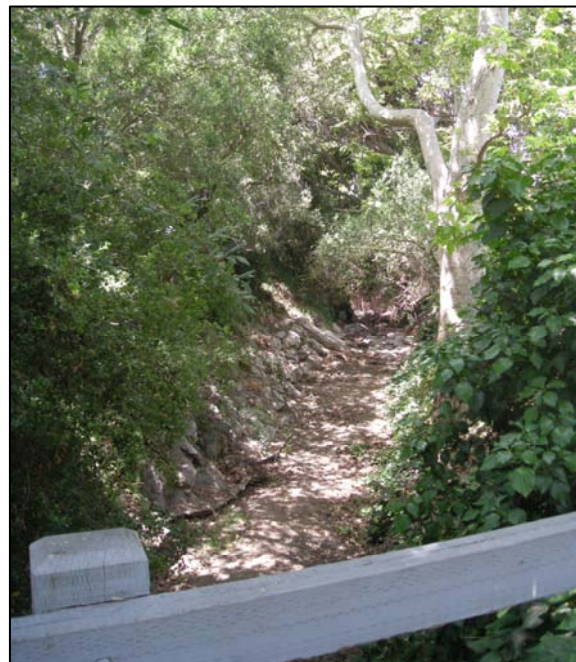
30. Open Spaces and Parks. Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate,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

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

Creeks

Existing Conditions

Both Arroyo Burro and San Roque Creeks cross underneath State Street between Hope Avenue and Ontare Road. A public trail is located adjacent to San Roque Creek and stretches from State Street (just west of 3643 State Street) to Hitchcock Way (just north of the medical clinic across from the YMCA parking lot). The trail area is generally clean and well maintained due to private efforts by neighbors, however, periodically, issues of transient use of the area have arisen. Signage would help create public awareness of the corridor and promote general use.



View of San Roque Creek from San Remo, looking towards the Upper State Street Area.

Generally, the creeks do not have a strong street presence as buildings have historically been developed adjacent to and in front of the creeks, placing the creeks out of sight, behind development, or they have been separated from public access by parking lots. The creeks are generally incised channels in this area due to urban encroachment over the years. Because the creek channels are restricted by development, they tend to downcut in order to accommodate large flows.

Discussion

Creating more creek identity and siting developments to take advantage of the creek environment would benefit the Upper State Street Area. Improving creek environments goes hand-in-hand with creating open and green spaces.

Goal: Protect and enhance San Roque and Arroyo Burro Creeks.

Guidelines:

36. Creek Protection. Restore creek areas, reduce impervious surfaces, increase creek buffers and building setbacks from creeks; implement the use of water quality best management practices, native plantings, and integrated pest management near creeks.



View across San Roque Creek from the YMCA parking lot. A retail commercial development is on an adjacent lot across the creek.

37. Development Orientation. Orient development to face the creeks as well as toward State Street within the commercial/mixed use corridor to better incorporate creeks as part of the landscape and public open space. Examples include outdoor dining areas oriented towards creeks, residential open spaces or balconies facing creeks, trail connections, and landscaped creek buffers.

38. Creekside Paths. Establish creekside pedestrian paths within the commercial corridor where appropriate to improve circulation, increase connectivity between the commercial corridor and residential areas and to increase public awareness of creeks.

39. Street Presence. Establish better street presence of creek locations on State Street to increase public awareness of creeks and provide points of orientation and identity along State Street. For example, include pocket parks and signage to delineate creek and trail locations.



Example of creek restoration and pedestrian path adjacent to creek.

Neighborhood Compatibility, Building Size & Height

Existing Conditions

Upper State Street has a mix of one- to three-story buildings with a wide variation in size, mass, bulk, and scale. This variation affects how each building appears from passing cars as well as by pedestrians, and can affect views of the mountains, depending on where a structure is located or how much of the site is built out or up. The size and massing of buildings generally relate to the size of their respective parcels. The West Sub-Area has some of the larger buildings while the East Sub-Area has smaller one-story buildings, particularly along the north side where parcels are very small.

Discussion

Compatibility of architectural style with the surrounding neighborhood and siting buildings so that their height, mass, and setback are in scale with adjacent buildings is important. As projects redevelop over time in this area, building mass and scale needs to be carefully considered relative to the overall character of Upper State Street, as well as how the buildings fit into the context of the immediate block, sub-area and surrounding neighborhoods. Open space, landscaping and streetscape improvements are to soften the massing of buildings.

Because every project is unique in its setting and form, the design review boards exercise discretion when evaluating whether a proposed development will be compatible with the existing environment in recognition of Santa Barbara's distinctive architectural character, the overall neighborhood, and adjacent developments. Architects and designers must demonstrate thoughtful planning and consideration as to the degree of compatibility that their proposed projects exhibit. Chapter 22.68 of the *Santa Barbara Municipal Code* requires that development shall be compatible and that an analysis of specific criteria be utilized at concept reviews. Floor to Lot Area Ratio (FAR) is one metric measure for evaluating development projects. City hearing bodies may require FAR statistics for proposed projects of existing buildings in the immediate neighborhood.

In 2007 Santa Barbara's City Council recommended that form-based development concepts and analysis be incorporated into the *Upper State Street Area Design Guidelines* as they can be helpful in guiding and evaluating projects. Although funding was not available to pursue form-based guidelines for this document at the time of publication in 2009, a future version of the *Upper State Street Area Design Guidelines* may incorporate form-based guidelines.

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

Guidelines:

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

Architectural Guidelines**Existing Conditions**

Santa Barbara's distinctive architecture is a regional style with a Mediterranean influence. It reflects the city's historic past and complements its setting in the natural environment. The use of simple building materials, generous landscaping, human scale and soft colors creates a comfortable and harmonious ambiance in the city. Because all commercial projects within the Upper State Street Area require architectural review, it is the purpose and goal of these guidelines to direct the Architectural Board of Review, architects, designers, and applicants toward preliminary concepts which are sensitive to and compatible with the distinctive character of Santa Barbara's built environment.

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



San Roque Plaza pedestrian arcade connects businesses in this retail shopping center.

Guidelines:

42. Architectural Elements. Architectural features which help to soften and humanize a building are recommended. These include arches, columns, trellises, deeply recessed windows and doors, moldings and built up planters.
43. Architectural Style. All styles of architecture must be compatible with their respective neighborhood and must also enhance Santa Barbara's distinctive architecture by designs which are in the context of the ambiance and charm which exemplifies Santa Barbara. (See Neighborhood Compatibility section, above.)
44. Color in Architecture. Light colors typical of those found in Mediterranean buildings is preferred. This includes pastels and mottled color combinations.
45. Entrances. Entries should be generously proportioned and visually transparent to encourage connections to the public realm. Main entrances should address the street. Secondary entrances may be located to connect to parking.
46. Exterior Finishes. The use of plaster as an exterior material is encouraged. Additional quality materials such as wood, masonry or tile may also be used. An appropriate mix of materials may be employed to add variation and articulation to architectural forms and styles. Excessively reflective or mirrored exterior materials shall be avoided.

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

Expanses of blank walls, excessive grade changes, large, raised planters and other physical and visual obstacles between the pedestrian and a building's contents isolate the pedestrian and therefore should be avoided.
49. Ground-Lit Signage is encouraged so as to integrate with the rest of the exterior lighting of the building.

50. **Roofs.** Sloping tile roofs are preferred. Conventional roof forms are most acceptable. Properly treated flat roofs are acceptable particularly when used in conjunction with other roof forms or traditionally treated parapets or wall elements.

Landscaping

Existing Conditions

The Upper State Street Area has landscaping and trees which provide a sense of natural beauty and openness, encourage continuity between developments, and enhance the overall cityscape. A variety of landscaping elements (including distinctive and native tree species) can break up the monotony of paved and built surfaces, screen undesirable views, provide essential shade and oxygen, provide habitats for a variety of species, lessen reflected heat, and capture airborne particulate pollutants and exhaust. Landscaping elements contribute greatly to a cleaner environment and healthier, more livable neighborhoods. *Figures 7 and 8* are maps adopted by City Council to represent preferred future development and green space patterns.



Parking lot landscaping provides greenery and visual texture for an Upper State Street office building.

Discussion

Trees make significant contributions to the visual qualities of streets and other public open spaces. They also make measurable contributions to improving environmental conditions by providing shade and wind protection, and improve air quality. The health benefits of landscaping can encourage pedestrian and bicycle activities.

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

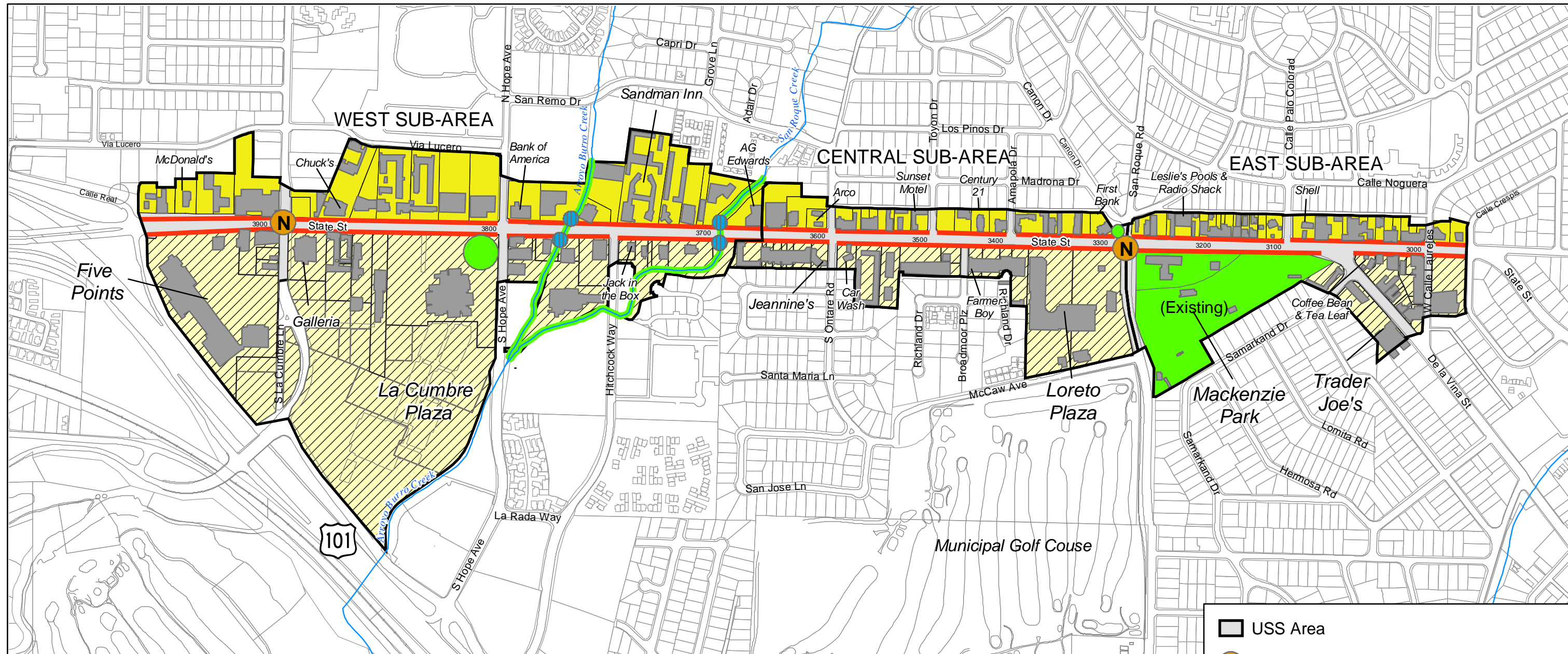
Guidelines:

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



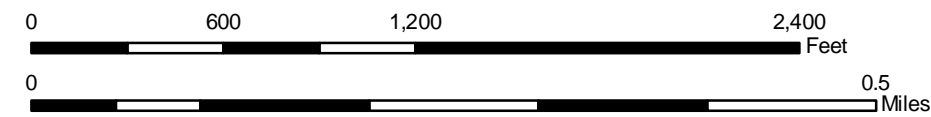
Parking lot landscaping at San Roque Plaza provides visual relief between the parking lot and the pedestrian arcade and adds visual interest.

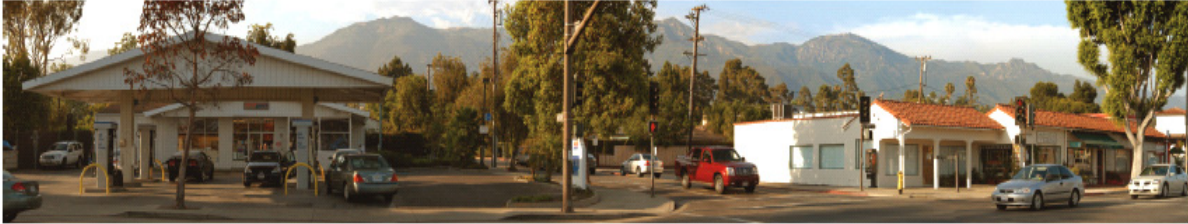
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Urban Design Recommendations

- USS Area
- N Activity Nodes
- Creek awareness areas along State St.
- ~ Creeks
- Open Space, Park, Plaza & Creek Corridor Improvements
- View corridors to be provided with redevelopment
- Viewing locations to be provided with redevelopment
- Streetscape improvements





Ontare Road and State Street Intersection

IV. TRANSPORTATION

Vehicle traffic, circulation and safety, including transit, pedestrian and bicycle circulation and connectivity, and vehicle parking are all inter-related elements of the Upper State Street Area transportation system. The guidelines below work in conjunction with other elements of planning for the purpose of improving the quality of life for the use, travel, and experience in this public space. The needed improvements summarized in this chapter are focused in areas where public-private partnership opportunities for improvements exist. Near-term transportation improvements are depicted on *Figure 8*. Details about proposed near-term transportation improvements and potential long-term transportation projects are included in the Upper State Street Study, March 2007. Although City transportation and other public improvement projects are subject to these guidelines, these guidelines mainly address development projects on individual private properties.

Mid-Block Congestion and Safety Improvements

Existing Conditions

The existing development pattern and circulation network in the Upper State Street corridor has multiple driveways, bus stops, and frequent spacing of intersections, traffic signals, and crosswalks which causes mid-block operational “friction” that contributes to both traffic congestion and traffic safety issues.

Discussion

In addition to intersection congestion, traffic congestion in the Upper State Street Area is also attributable to mid-block stopping, starting, and slowing. This is a big component of the public perception of traffic congestion in the area.

Besides delaying vehicle progression, roadway friction associated with numerous driveways and frequent intersections also contributes to the potential for conflicts between vehicles, and between vehicles and buses, bicyclists, and pedestrians at driveways, crosswalks, and intersections and during vehicle left turns. Implementing the following goal and guidelines will reduce mid-block friction and improve the traffic flow between signals.

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

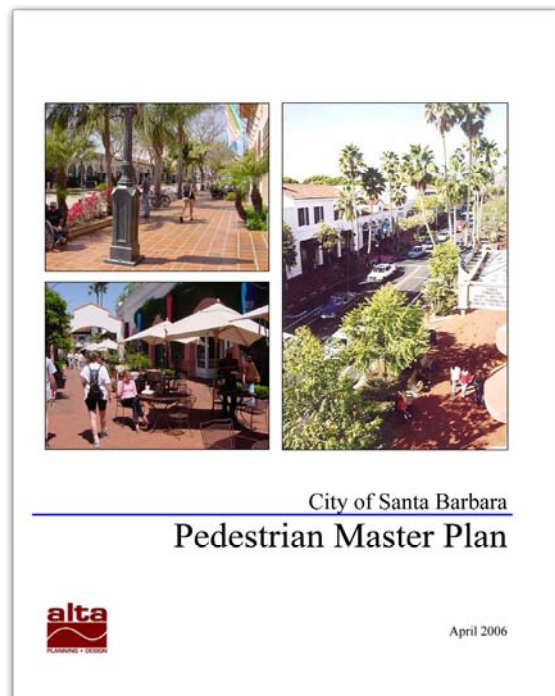
Guidelines:

60. Shared Driveway Access and Parking at Existing Development. Explore opportunities for shared access and parking to reduce the number of driveways to Upper State Street and attempt to pool parking supplies for more efficient use of space and parking capacities. Wherever possible, remove existing barriers between parking lots and do not construct new barriers between parking lots.
61. Access Management. Development projects should incorporate the following access management techniques:
 - a. Achieve uniform spacing of driveways along the street as much as possible.
 - b. Require complete on-site circulation including safe pedestrian paths.
 - c. Ensure design of adequate driveway throat length to avoid a conflict with the flow of off-site traffic and provide adequate corner clearance.
 - d. Orient lots, buildings, and access points to side streets when feasible.

Pedestrian/Bicycle Facility Improvements

Existing Conditions

Facilities for pedestrians and cyclists are present in the Upper State Street corridor, including sidewalks in most areas, and striped on-road bike lanes along both sides of State Street. There is also an off-street public trail adjacent to San Roque Creek from State Street west of Ontare Road to Hitchcock Way south of State Street. Because of the commercial nature of the street and the heavy transit use, sidewalks are well-used. The Upper State Street corridor serves as a major bicycle corridor and route to and from Downtown and the adjacent residential communities. In addition, Via Lucero and San Remo Streets provide a preferred bicycle route parallel to State Street.



Discussion

Some existing pedestrian facilities are not “pedestrian friendly,” including sidewalks with inconsistent or inadequate widths, materials, or maintenance conditions, lack of a pedestrian buffer from the busy street, and sidewalk obstructions such as poles, signs and utility boxes. The *Pedestrian Master Plan* identifies standards for Upper State Street including a standard furnishing zone (parkway), throughway (sidewalk widths), and frontage zone (space between sidewalk and buildings).

Pedestrian routes across commercial sites from parking areas to buildings are not separated from auto traffic in many areas. Intersection crossings for pedestrians should also be enhanced to make the experience feel more inviting and safe. Some bus stop facilities with bus pockets out of the traffic lanes intrude into the sidewalk space. The availability and quality of private bicycle parking needs to be improved throughout the corridor.



Example of a pedestrian connection between buildings downtown.

To meet standards of sound community planning, the existing circulation network should be improved. Projects should provide better connections for both pedestrians and vehicles between adjacent commercial properties within the corridor, and between the commercial corridor and surrounding neighborhoods.

Goal: Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels and between the commercial corridor and surrounding neighborhoods. Implement streetscape improvements and pedestrian and bicycle connections through private projects.

Guidelines:

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

63. **Bicycle Parking.** Provide quality bicycle parking for both the public and employees, consistent with the *Bicycle Master Plan*.
64. **Bicycle Connections.** Where bicycle paths are near proposed major development, opportunities to connect the parcel to the paths should be pursued.



Example of sheltered bicycle parking downtown.

Transit Facility Improvements

Existing Conditions

Upper State Street serves an important role as a major transit corridor, connecting Goleta and Santa Barbara with multiple transit lines. Lines 6 and 11 using Upper State Street are the second most traveled Metropolitan Transit District (MTD) bus routes. MTD recently improved the frequency of service on lines serving the corridor, with an existing peak-hour service rate of buses traveling every 10 minutes.



Upper State Street Area Metropolitan Transit District (MTD) bus stop.

Discussion

MTD ridership through the Upper State Street corridor has important implications for traffic congestion. Lines 6 and 11 are the backbone routes connecting the commercial districts of the South Coast between Santa Barbara and Goleta. MTD carries 5,000 riders on an average weekday and nearly 1.3 million passengers annually on these lines. MTD bus service plays a significant role in preserving the vehicle capacity of the street by reducing the number of vehicle trips on the street. Improvements to bus stops, bus turn-outs, and rider information can help reduce through-traffic friction and provide incentives to increase bus ridership. The City is also interested in reserving space along Upper State Street for current and potential future transit expansion needs and possibilities.

City Council is studying the implementation of a dedicated transit lane.

Goal: Improve transit facilities and service, and encourage increased ridership.

Guidelines:

65. Relocate Bus Stops. Relocating bus stops situated on the near side of traffic signals to the far side of traffic signals benefits the flow of vehicle through traffic. Also, as part of the land development projects and as MTD funding permits, bus stops can be moved off of sidewalks to improve pedestrian circulation. For example, as part of any major development, property owners should work with MTD to relocate the bus stop westbound at 1635 State Street.
66. Additional Bus Turnout Pockets. Bus turnout pockets are currently located along a number of blocks of State Street in both the eastward and westward directions. Bus pockets reduce the amount of lane changing by vehicles attempting to pass stopped buses, and thereby improve through traffic flow and safety. As part of any major development, property owners should work with MTD to develop additional bus turnout pockets at the following locations:
- State Street/Ontare Road. The eastbound bus stop on the south side of State Street at Ontare Road has limited right-of-way to develop a bus turnout pocket and would need an additional 12 feet of right-of-way across the frontage of the car wash, and existing access drives for the car wash and hotel would need to be modified.
 - State Street/Toyon Drive. A stand-alone westbound bus turnout pocket should be developed on the north side of State Street. Alternatively, a right-turn lane for westbound State Street traffic turning right at Toyon Drive could be added with enough room to also be used as a bus stop.

Public-Private Partnership Improvement Projects

Major site redevelopment often presents opportunities for public-private partnerships in implementing transportation improvements.

Goal: Implement quality, appropriate transportation improvements in a timely manner.

Guideline:

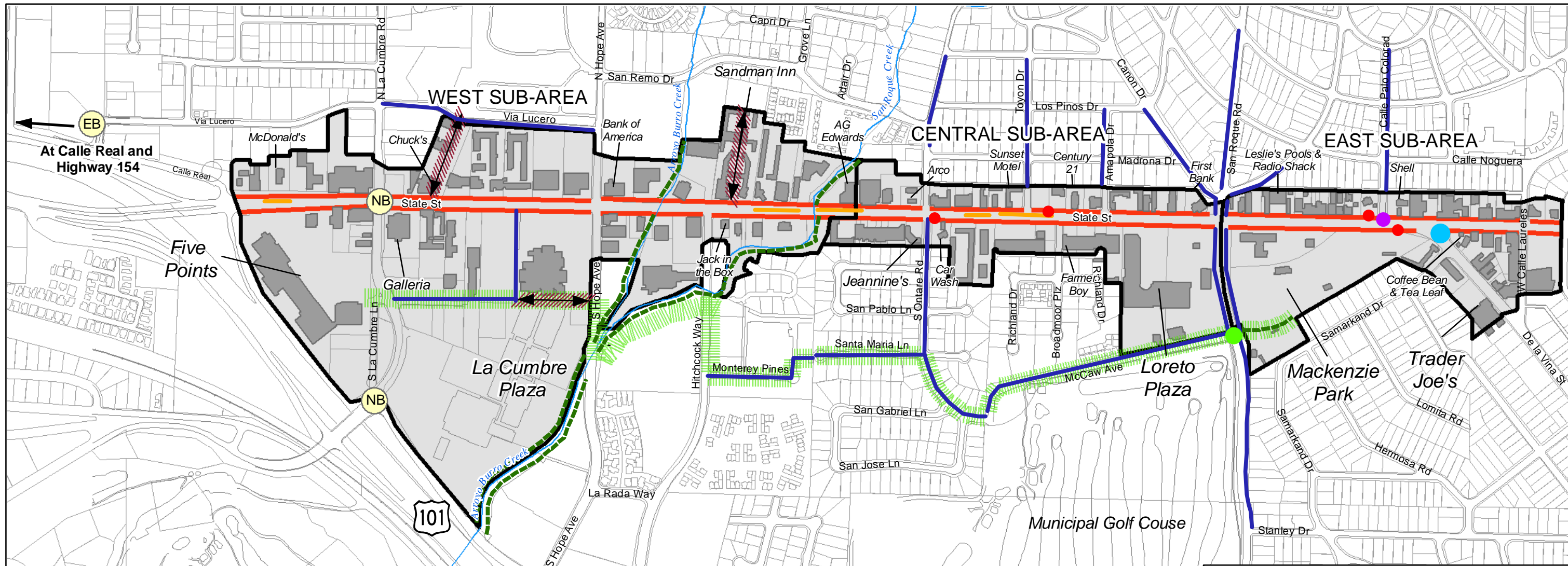
67. Additional public-private partnership transportation improvement projects. In addition to public-private partnership projects described in this chapter, incorporate other public-private partnership transportation improvement projects as described in the Upper State Street Study Area to the maximum extent feasible in private development projects.

Public-private partnership transportation improvement projects described in the Upper State Street Study include the following:

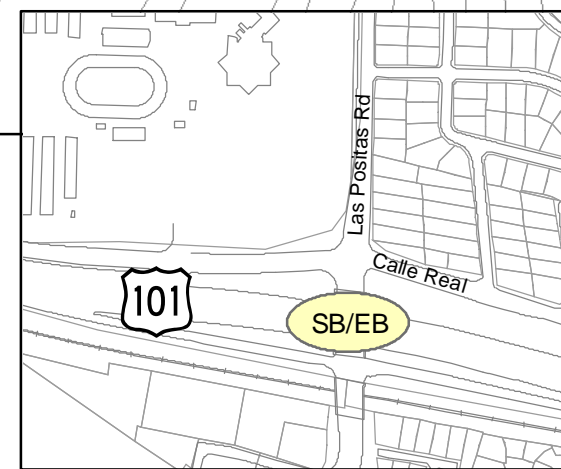
- a. Signal Phasing Modifications
- b. Traffic Signal at McCaw/Las Positas
- c. Traffic Volume Monitoring
- d. Intelligent Transportation System (ITS)
- e. Additional Raised Medians
- f. Pedestrian/Bike Routes
- g. Relocation of State Street/Calle Palo Colorado Crosswalk
- h. Reconfiguration of State Street/De la Vina Street Intersection
- i. Transit Facility Improvements

Upper State Street Guidelines

Transportation Improvements



Transportation Improvements



- USS Area
- New medians
- Signal phasing modifications - direction noted (EB= Eastbound, NB =Northbound, SB = southbound)
- Crosswalk improvements
- Relocated bus stops
- New signal
- Intersection improvements
- On-street pedestrian improvements/connections
- Off-street pedestrian trails
- Paseos and sidewalks connections within block
- Pedestrian/Bike Trail
- Streetscape improvements





State Street and Hope Avenue Intersection

V. OTHER GUIDELINES & REGULATIONS

This chapter lists other regulations and guidelines in place at the time of the adoption of these guidelines in 2009. Projects must comply with applicable regulations and guidelines listed in this chapter for project approvals.

General Plan Policies

All private development projects must be consistent with City of Santa Barbara *General Plan* goals and policies. City staff presents policy consistency analyses in staff reports for projects which undergo Planning Commission review and Planning Commission makes project approval decisions partly based on *General Plan* consistency.

Other Applicable Guidelines and City Documents

The following documents may also be applicable to projects in the Upper State Street Area. The documents are generally available online at www.santabarbaraca.gov/guidelines or can be obtained at the Planning and Zoning or Public Works Counters.

Architectural Board of Review Guidelines

Part I, “Architectural Design,” and Part II, “Landscape Design,” strive to ensure the maintenance of high design standards in development and construction and to assist in public understanding of the Architectural Board of Review’s (ABR) goals, policies, and policy implementation. Part II, “Landscape Design Guidelines” contains pertinent information regarding landscape plan designs for ABR and Historic Landmarks Commission (HLC) projects. Applicants are advised to review these companion guidelines.

Outdoor Lighting and Streetlight Design Guidelines

The goal of these guidelines is to promote a high quality standard of lighting for buildings, site lighting, streets, and pedestrian areas within commercial and residential areas of Santa Barbara. The guidelines promote efficiency in the

specification of outdoor lighting levels and establish design standards for streetlight poles and fixture types in the public right-of-way.

Outdoor Vending Machine Design Guidelines

These guidelines are intended to maintain the aesthetic and historic nature of commercial districts or neighborhoods by requiring appropriate design standards for the siting and appearance of outdoor vending machines. The guidelines assist design review boards when reviewing a proposed installation's location, materials, colors, details, signage, lighting and landscaping. Projects involving the installation of new outdoor vending machines are required to obtain approvals by the Sign Committee and/or the HLC and must comply with these guidelines.

Sign Review Guidelines

A sign is one the most prevalent forms of mass communication media and has a strong impact on the environment. These guidelines are intended to assist the public with the Sign Committee review process by clarifying sign permit application and permit criteria and procedures. Projects which propose new signage or the alteration of existing signs must comply with these guidelines and require separate review by the Sign Committee.

Single Family Residential Design Guidelines

These guidelines serve as a guide for homeowners, architects, designers, developers, and builders who are designing new single-family homes or changing existing single-family residences. They are intended to promote designs which are compatible with the surrounding neighborhood in size and design, preserve visual resources, and promote sustainability. Projects involving additions or alterations to single-family projects may require compliance with these guidelines if determined to be subject to the *Neighborhood Preservation Ordinance*.

Solar Design Guidelines

The City of Santa Barbara supports the use of solar energy as an environmentally superior alternative to the use of fossil fuels. These guidelines were prepared as part of the City's participation in the Federal government's "Million Solar Roofs Program," which has a goal of one million solar panel installations on American roofs by 2010. The guidelines focus on public education, voluntary use of solar energy, and a city-sponsored recognition program. Projects involving solar design features are strongly encouraged to comply with these guidelines.

Standards for Parking Design

The purpose of these standards is to provide for convenient off-street parking in order to reduce use of on-street parking. The design standards are part of the *City of Santa Barbara Municipal Code* (Section 28.90.045) and list minimum dimensions and other criteria for the design of all parking facilities in the City.

Storm Water Management Program

The *Storm Water Management Program* (SWMP) was prepared by the City of Santa Barbara in response to an order by the State Water Resources Control Board. Project plans are routed to the Creeks Division if the project appears to be subject to Tier 3 SWMP requirements. Projects subject to “Tier 2” or “Tier 3” of the SWMP are required to capture and treat runoff through best management practice(s) (BMPs) listed in the Storm Water BMP Guidance Manual. Appropriate BMPs must be chosen and incorporated into plans prior to final approval. The *Storm Water BMP Guidance Manual* is located at www.sbcreeks.org/SWMP. The City recommends redirecting roof runoff to landscaping and implementing natural filtration devices such as swale-like landscaping, rain gardens, other bioretention designs or permeable paving that allows infiltration of storm water into the soil for water quality treatment. These types of passive/natural capture and filtration design options are recommended, as opposed to mechanical/underground options, which pose maintenance problems and oftentimes do not treat runoff as efficiently.

Upper State Street Study (USSS), March 2007

This study identified changes that could improve traffic circulation and urban design in the study area. Issues addressed in the study include area character and openness, landscaping and "streetscape" design, scenic views, open space and creeks, building heights and setback distances from the street, vehicle traffic, circulation and parking, and pedestrian and bicycle safety and connectivity in the area. When near-term or long-term transportation improvements are being carefully considered, it is important to refer to the Upper State Street Study, as much of the transportation information in the USSS has not been repeated in the 2009 Upper State Street Area Design Guidelines.

Urban Design Guidelines

This document applies specifically to the City’s urban grid and would not be applicable in the Upper State Street Area. However, certain chapters effectively describe key general design concepts which could apply to development in the Upper State Street Area.

Interim Wireless Communication Facilities/Antennas Design Guidelines

The intent of these guidelines is to maintain the aesthetic and historic nature of commercial districts and/or neighborhoods with appropriate siting of cellular antennas and towers. The purpose is also to require all wireless communication facilities to minimize visual impacts by providing for installations that are carefully designed, screened with landscaping, or camouflaged to maintain the aesthetic quality of the surrounding area. Projects involving wireless antennas or towers must demonstrate compliance with these guidelines to adequately minimize potential visual impacts.

Design Review Compatibility Analysis

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

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

(Additional guidance for compatibility analysis in the Upper State Street Area: Is the project consistent with the Upper State Street Area Design Guidelines? Is the project consistent with the Architectural Board of Review Guidelines as well as other applicable guidelines listed in this Chapter? Is the project consistent with principles of sound community planning?)
2. Compatible with Architectural Character of City and Neighborhood. Is the design of the project compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project?
3. Appropriate size, mass, bulk, height, and scale. Is the size, mass, bulk, height, and scale of the project appropriate for its location and its neighborhood?
4. Sensitivity to Adjacent Landmarks and Historic Resources. Is the design of the project appropriately sensitive to adjacent Federal, State, or City Landmarks or other nearby designated historic resources, including City Structures of Merit, sites, or natural features?

5. Public Views of the Ocean and Mountains. Does the design of the project respond appropriately to established scenic public vistas?

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

Modification Approvals

Modification to the required zoning standards may be granted by either the Planning Commission or Staff Hearing Officer, consistent with *Santa Barbara Municipal Code 28.92.110*. For Upper State Street Area projects proposing front setback modifications to development standards, such projects should only be approved if consistent with Guideline 4, with the inclusion of benefits for the community at large, provided in quantity and quality beyond customary requirements.