City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE:	January 5, 2006
AGENDA DATE:	January 12, 2006
TO:	Planning Commission
FROM:	Planning Division, (805) 564-5470 John Ledbetter, AICP, Principal Planner Liz Limón, Project Planner
SUBJECT:	**Santa Barbara 2030 (SB 2030)** **View and View Corridor Policies & Issues**
RECOMMENDATION:	That the Planning Commission review and discuss existing view and view corridor policies and issues for SB 2030.

DISCUSSION:

Background

As the Santa Barbara 2030 Conditions, Trends and Issues (CTI) process was concluding in September 2005, Citizens Planning Association and the League of Women Voters expressed disappointment that view preservation and visual resources had not been included. They made compelling arguments that a CTI–type report should be done for views as soon as possible. Exhibit A is a copy of the CPA letter.

One of the primary benefits of the Phase I CTI process was a scoping of the issues for further discussion during Phases II and III. As such, the CTI Reports compiled existing information and policies, discussed trends and issues and/or constraints and opportunities and then posed questions for future discussion.

Based upon comments from the public, Planning Commission and City Council, views and visual resources are expected to be key topics during the Santa Barbara 2030 process. In preparation for the Phase II public participation process, Staff has prepared this CTI-like issue paper on views and visual resources. The paper and discussion with the public and Planning Commission, will help clarify what additional information and preparation needs to be done to facilitate the upcoming community discussions and decisions regarding future growth in the City.

The purpose of this report is to provide information about existing policies and guidelines related to views and view corridors. The report also begins to identify issues and questions for discussion during the public participation process of Santa Barbara 2030.

Existing Plans and Policies

Conservation Element (1979)

The Conservation Element describes visual resources in two ways. First are those "*areas possessing aesthetic qualities attributable to natural or structural amenities.*" Second are those "*places from which scenic areas can be viewed.*" Exhibit B is a copy of the Conservation Element's visual resources discussion. It describes an inventory of visual resources including:

- Creeks
- Hillsides
- Shoreline
- Specimen and Street Trees
- Open Space

This is followed by a discussion of the threats to visual resources. This discussion is summarized by the following statement: *"Unfortunately, the City's visual and aesthetic resources are most vulnerable to the pressures of increased land development and population growth."*

The Conservation Element Visual Resource goals, policies and implementation strategies were specifically formulated to *"conserve and protect the creeks, trees, hillsides, and shoreline."* (Exhibit B, pages 51-53). The Conservation Element also included specific direction regarding issues that should be addressed in the City's Local Coastal Program.

Local Coastal Program (1981)

The 1981 Local Coastal Program (LCP) introduction regarding visual quality provides the policy context of the Coastal Act. It states that:

> *"The City of Santa Barbara is situated within a natural basin, protected by close-in foothills. With mountains as a backdrop and the Pacific Ocean at its front door, Santa Barbara reposes in a setting of exceptional charm. Of equal significance are the distant visual resources of the Santa Barbara Channel observable from that setting."*
>
> *The Coastal Act manifests concern for:*
>
> 1. *Upgrading of deteriorated areas;*
> 2. *Neighborhood compatibility of new development;*
> 3. *Altering of natural land forms; and*
> 4. *New development blocking public vistas.*

The Coastal Act Policy related to visual quality states:

Section 30251. 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 of the setting."

The LCP Visual Quality section also describes local resources and issues as well as a "definitive cataloging" of visual resources (Exhibit C, page 129). This was completed by mapping "view potential from station points located along main transportation corridors within the Coastal Zone." The focus of the analysis was on views to, from and along the ocean. Exhibit C is a copy of the LCP visual resources discussion. This section of the LCP includes a re-statement of the Conservation and Scenic Highways Elements goals, policies and implementation actions, as well as new LCP visual resources policies and actions specific to the Coastal Zone.

Open Space Element (1972)

The stated purpose of the Open Space Element is: *..to protect the character of Santa Barbara... by conserving and providing significant open and natural landforms through and around the community."* The Open Space Element acknowledges that there are many overlaps between open space and other community features that share the goal of *"conserving the Santa Barbara character."* The element addresses only open space of *"Citywide significance."* These are described in the following categories: Ocean, mountains, major hillsides, creeks, shoreline, major parks and the freeway. This is followed by implementation strategies for each category. Exhibit D is a copy of the Open Space Element.

Scenic Highways Element (1974)

The Scenic Highways Element addresses the *"development, establishment, and protection of scenic highways."* The purpose of the scenic highway designation is: *"...the protection and enhancement of the natural scenic resources of the highway corridor, and the assurance that the highway incorporates not only safety, utility and economy, but also beauty."* The Scenic Highways Element identifies one State scenic highway – State Route 154 – and local scenic routes, including Cabrillo Boulevard, Sycamore Canyon Road, and part of Shoreline Drive. Exhibit E is a copy of the Scenic Highways Element.

Other Policy Documents

As stated in the Conservation Element, many, if not most, of the City's policies and guidelines all contribute to the preservation of Santa Barbara's character beauty. Exhibit F contains a list of other policy documents and guidelines that contribute to the protection of views and visual resources.

Implementation of the City's design guidelines often requires the design review boards or Planning Commission to make findings for approval. These findings vary based on a project's location within the City. The findings generally include neighborhood compatibility as well as size, bulk and scale. In many cases, in response to concerns about views and effects on visual resources, projects develop at building heights less than the maximum heights allowed by zoning. One tool that may be used to assess size, bulk and scale is a comparative analysis of similar buildings. Commissioner William Mahan, AIA has prepared such a study entitled: *"A Comparative Analysis of Three Story Buildings for Downtown Santa Barbara with Respect to Size, Mass, Bulk, and Scale."* Exhibit G provides a copy of this study.

Downtown / Waterfront Santa Barbara – A Tradition in Progress (1998)

In 1997, the City convened a Downtown / Waterfront Stakeholder Committee to converse and agree upon a 20-year Vision for Santa Barbara's Downtown and Waterfront areas. The stakeholder's work culminated in a Final Report and Recommendations (Vision Report) that was presented to the City Council in February 1998. While never officially adopted by Council or incorporated in the General Plan, the report is often referenced as a guide for policy development and project review.

The Vision Report presents an overall Vision Statement followed by a series of themes and action steps. All were adopted unanimously by the Stakeholders in the Fall of 1997. The stakeholders then divided into six work groups and developed over 200 Implementing Options, most of which were supported by the entire Stakeholder group. Exhibit H is a list of the Themes, Action Steps and Implementing Options regarding views / view corridors. A small percentage of Implementing Options were supported by a majority of stakeholders but with dissenters. Several of these involved views as noted by an asterisk and bold text in Exhibit H.

EXISTING METHODOLOGY FOR ASSESSING VIEW IMPACTS

All projects requiring discretionary review are assessed for substantial public view impacts during the development / environmental review process. Projects that have the potential to cause a significant impact to public views are subject to the most rigorous review (consistent with CEQA and the Coastal Act). Planning Commission review of larger projects often requires a policy consistency analysis including the policies described in this report.

For major projects with a potential for significant public view impacts, development review includes a description of the existing visual resources and views experienced from public places within the vicinity of the project. It also provides criteria for identifying important public scenic views potentially affected by the project. Definitions of important terms are often provided.

Exhibit I is an excerpt for the *Entrada de Santa Barbara Final EIR.* This EIR contains an excellent definition of terms and provides the most extensive visual assessment of a project completed to date. A similar analytic approach has been applied to many projects through the City's development / environmental review process.

While other approaches to visual resource impact analysis have been used by the City over time, the La Entrada EIR approach was notable in its ability to explain, to an appropriate degree, the project's visual resource impacts and policy consistency. Other successful analyses include the Waterfront Park and Hotel Project EIR and the Park Plaza Specific Plan EIR, both of which dealt primarily with protecting mountain views from the Waterfront. The Fiesta Park EIR was much less successful in its attempt to quantify visual resources impacts numerically and policy consistency using a rating system. However, in all of these documents, it was clear that determining what a significant impact on a visual resource is different for each viewer. This area of assessment tends to be subjective and very much "in the eye of the beholder."

ISSUES / QUESTIONS FOR DISCUSSION

On January 12, 2006, Staff would like the Planning Commission to review and discuss the following list of issues and questions related to views and visual resources within the context of the upcoming SB 2030 discussions about future growth and development in the City.

- Are our existing view and view corridor policies sufficient?
- Is the current design, development and environmental review process working to protect views?
- Do we have the all the tools and information that we need?
- Are there new concerns that haven't been identified?
- Development has historically not been built to zoning height maximums, although more projects recently have been proposed and approved, especially in Downtown, that do approach the maximum heights allowed. If this trend continues, how will this affect the character of the City?
- The Housing and Circulation Elements call for more urban and dense development in the Downtown area and along transportation corridors. These corridors are also the most heavily used public areas. An emerging conflict could be that higher densities along major corridors are also often areas that include significant public views and gathering places. How will we balance the need for increased higher density housing and public view preservation?

  View preservation versus development trade-offs in the Waterfront along Cabrillo Boulevard are simpler in that the south side of the street is public parkland and the north side regulated by setback and building height requirements. Outside of the Coastal Zone, major corridors in commercial zones allow buildings to develop without front yard setbacks on both sides of the street. Often this is a key component to creating a pedestrian friendly streetscape, e.g. w/ wider sidewalks, and transit-oriented design. Is there a way to achieve pedestrian friendly streetscapes and public view preservation on major transportation corridors?

- What is an important public view / public vista? As viewed from where? The Conservation Element describes scenic view corridors as those "*including the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.*"

NEXT STEPS - SB 2030 PROCESS

As stated in the Conservation Element, views and visual quality issues are essential elements contributing to the character and beauty of Santa Barbara. As such, these issues will be key considerations during the SB 2030 discussions about future growth and development in the City.

View issues are probably the most subjective and contentious of issues in the city. Furthermore, views and feelings of openness are often at the core of concerns about the size, bulk and scale of residential development being proposed in and adjacent to commercial areas throughout the City, including the Downtown, Waterfront, Outer State Street and the Coast Village Road areas of the City. There is a growing concern about the effect of incremental view blockage in these areas. The upcoming SB 2030 discussions of urban design and changes to the R-3 / R-4 development standards will likely also involve discussions of views and visual resources.

There may always be controversy and conflicting opinions about views. However, if we can achieve some level of agreement on definitions of major public views, view corridors, important visual resources, public gathering places / viewing areas that would be a major achievement. To begin this effort, staff recommends preparing a digital photo inventory as a starting point.

RECOMMENDATION – Digital Photo Inventory

In preparation for the SB 2030 discussions, Staff is recommending that a digital photo inventory of key transportation corridors and public gathering places be completed. Consistent with the Conservation Element and LCP, the locational focus (viewing <u>from</u> areas) will be along major corridors with commercial or R-3/R-4 zoning, from public gathering places and at major gateways in the City. The topical focus will be on views of the shoreline, foothills and mountains.

This digital photo inventory will provide a visual baseline for the upcoming SB 2030 discussions on future growth and development. The inventory could be used during Phase II discussions via display boards and slide shows. Staff is not recommending defining or identifying any specific view corridors at this time.

Staff has developed an outline of areas to be considered for photo-documentation. The focus would be on points within these corridors where there are important public views, public parks or major gateways to the City. Within these areas, staff may also conduct a more in-depth analysis of the potential for change / redevelopment given existing land use and zoning policies. It is likely that this will be done as part of the larger effort to assess the maximum potential (buildout) for new residential units in commercial zones.

The following is a list of corridors and areas to be surveyed for inclusion in the digital photo inventory. Again, we are not expecting to inventory entire corridors but will focus on areas where significant public views exist. Staff looks forward to the Planning Commission's input on this list at the meeting on January 12, 2006.

Waterfront Area

- Cabrillo Boulevard: Highway 101 to Shoreline Drive
- Shoreline Drive: Castillo Street to Cliff Drive
- Garden Street: Cabrillo Boulevard to Highway 101
- Montecito Street: Castillo Street to Santa Barbara Street

North / South Street Corridors with Commercial or Multi-family Zoning

- State Street: Cabrillo Boulevard to Padre Street (Note: State Street from Padre to Alamar Avenue is residential R-2 zone)
- State Street: Alamar Avenue to Highway 154
- Anacapa Street: Cabrillo Boulevard to Valerio Street
- Santa Barbara Street: Cabrillo Boulevard to Sola Street
- Garden Street: Highway 101 to Constance Avenue (Garden Street above Valerio is zoned low-density but is included because of views of the Mission and public parks).
- Chapala Street: Cabrillo Boulevard to Padre Street
- De la Vina Street: Highway 101 to State Street

East / West Streets in Grid

- Haley Street: Highway 101 to Milpas Street
- Gutierrez Street: Highway 101 to Milpas Street
- Carrillo Street: Meigs Road to Olive Street
- Micheltorena Street: San Andres Street to Garden Street
- Mission Street: Modoc Road to Alameda Pardre Serra
- Anapamu Street: De la Vina Street to Milpas Street

Outer State Street

- Hope Avenue: Highway 101 to San Remo Drive
- Las Positas Road: Cliff Drive to State Street

- San Roque Road: State Street to Foothill Road
- La Cumbre Road: Highway 101 to Via Lucero

Milpas Street

- Cabrillo Boulevard to Anapamu Street

Other Areas

- Foothill Road: – Mission Street to Highway 154
- Highway 101: Olive Mill Road to Highway 154
- Gateways: Coast Village Road at Olive Mill Road
- Gateways: Coast Village Road at Hot Springs Road

Exhibits

A. CPA letter
B. Conservation Element - Visual Resources
C. Local Coastal Program – Visual Quality
D. Open Space Element
E. Scenic Highways Element
F. List of Other City Policy Documents & Guidelines
G. *"A Comparative Analysis of Three Story Buildings"* by William Mahan
H. Downtown /Waterfront Vision Report – Views / View Corridors
I. Entrada de Santa Barbara Final EIR View Analysis Excerpt

DISTRIBUTED TO: DATE: 9-7-05
PLANNING COMMISSION (7)
SR. PLANNER, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S)
AGENT PC SEC, ENTERED AS INT
PARTY ON DATE:
BY:

CLAUDIA MADSEN

RECEIVED
SEP 9 8 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

September 8, 2005

Re: GENERAL PLAN UPDATE 2030

Mayor Blum and Members of the City Council and Planning Commission:

Our community has a desire to **keep Santa Barbara unique by preserving sweeping views of the mountains and ocean.** In fact, our General Plan is dedicated to the preservation of beauty so that Santa Barbara may continue her historic role as a **refuge from the commonplace.**

At a time when our scenic views are threatened by supersized structures, the General Plan Update **fails to even mention visual resources** in the Phase I report on resources identified for public discussion. According to staff, visual resources won't be identified until the public speaks up in Phase II.

Well, the public has already spoken loud and clear. View preservation is one of Santa Barbara's core values. Those values are reflected in the Visual Resource Policies of the Conservation Element and the Downtown-Waterfront Vision. Now, it's time for the General Plan Update to identify visual resource issues in the Resources Chart.

I urge you to take the following actions now before it's too late:

1. Direct staff to **include visual resources in the General Plan Update Resources Chart** with a description of public scenic views to be preserved in accord with City policies.

2. Update the Land Use Element to include the Downtown-Waterfront Vision produced by 100 civic leaders at the request of the City Council.

Thank you for your consideration.

Sincerely,

Claudia Madsen

Claudia Madsen

EXHIBIT A

Exhibit B

Conservation Element Excerpts – Visual Resources
Pages 9 – 13 and 51 - 53

(Pages 9 – 13)
VISUAL RESOURCES

Introduction

The aesthetic qualities of the City of Santa Barbara vary as widely as the nature of the topography and the land uses. The manner in which the City's visual resources are perceived is two-fold: first, those areas possessing aesthetic qualities attributable to natural or structural amenities; and second, those places from which scenic areas can be viewed. The close proximity of beach and mountain land forms offer a unique visual setting for Santa Barbara. The City, nestled amid mountain backdrops and surrounding foothills, contrasts with the ocean's expanse to create a unique visual quality unparalleled in California.

Natural land areas possessing aesthetic attributes include the creeks and their riparian environment, hillsides and their native vegetation, the shoreline and its related amenities, and the remaining open space within the City. When considered in conjunction with the natural surroundings, the architectural character also becomes an important visual resource which contributes to the quality of life in Santa Barbara. These and other cultural resources are discussed in the previous section.

On one hand, it is important that land areas which are high in scenic value be conserved. On the other hand, it is just these scenic values which attract both tourism and residential development in areas of high visual sensitivity. Hillside developments provide vistas for residents who inhabit those structures. Yet, residential developments render hillsides less natural as topography and vegetation are modified. The ocean becomes increasingly harder to see from more and more locations as low-lying buildings are replaced by taller ones. The General Plan serves not only to identify these visual resources, but also to recommend policies that will conserve and enhance those resources for all segments of the population.

Inventory of Resources

CREEKS

Mission, Arroyo Burro, San Roque, and Sycamore creeks constitute the major creek systems within the City. The creeks which provide drainage from the mountains and hills to the sea are largely natural in appearance and thus contribute significantly to the aesthetic quality of the City. In addition, they function as an important ecological resources while providing connecting linear open space links from the hillsides to the shoreline. The creeks also provide the potential for aesthetic enhancement of recreational, residential, and commercial areas.

Due to its central location with the City's creek network, Mission Creek is a predominant natural feature which bisects the City. As open space, the creekside environment of Mission and other creeks contributes to meeting the spatial and spiritual needs of the community residents by offering visual relief from the built environment. The Scenic Resources map indicates the extent and location of these riparian/creekside open space resources.

The absence of creek management in the past has resulted in alteration of creek environments through practices such as concrete channelization, defoliation of riparian vegetation, and dumping of debris into creeks. These actions and some creekside construction activities severely detract from the creek's visual value and indirectly contribute to degradation of the coastal environment as well.

HILLSIDES

Major hillside topography does much to accentuate the visual contrast of Santa Barbara. Foothill open space provides a transition zone between residential development and the natural mountain areas. The Scenic Resources map includes delineation of hillsides which have a slope of 30% or greater. Due to the steepness of these slopes, they are especially prominent in the overall community landscape and provide a significant visual resource, as reflected in the City's Slope Density Ordinance. The natural character of the hillsides is aesthetically attractive in and of itself, with the real beauty of these hillsides lying in the scenic vistas they provide for residents and tourists alike. The areas of higher elevation provide views of both the ocean and the mountains.

The higher elevations also provide a visual resource to hillside residents of surrounding valleys and the ocean. For example, the Riviera provides views of the ocean and the Channel Islands. The Foothill neighborhood in the northeastern portion of the City also provides dramatic views of the Santa Ynez Mountains and the ocean. The Mesa area possesses magnificent scenic vistas of the City and its environs. The steep, wooded hillside of the Mesa's north slopes provides a visual backdrop for much of the City's downtown area while also providing for a 350-degree panoramic view. However, hillside development also creates scars on the landform which require many years to revegetate. This condition most affects those residents who view the hills from lower elevations.

SHORELINE

The shoreline, harbor, and waterfront areas are key aesthetic assets which provide diverse recreational opportunities and passive enjoyment of the sea, sand, and scenic views. From the beaches, views of the ocean and the islands, with sailboats in the harbor, are the dominant visual elements. Cabrillo Boulevard, a designated scenic highway, has views of not only the ocean and Palm Park, but also of the Bird Refuge, Child's Estate, Montecito foothills, and the Santa Ynez Mountains. (See the Scenic Highways Element for a further description of Cabrillo Boulevard. Other scenic routes include parts of Sycamore Canyon Road, Stanwood Drive, Mission Ridge Road, and Mountain Drive.) The importance of the harbor and the shoreline as scenic resources cannot be overestimated, as the City's location at the juncture of land and sea is fundamental to the

charm and character of the community. The significance of this resource is reflected by the designation of "unique visual sensitivity" on the Scenic Resources map.

Scenic corridors providing views of the hills and mountains, as seen from the beach and Cabrillo Boulevard, are valuable resources. Despite the presence of a substantial number of tourist-oriented developments on the inland side of Cabrillo Boulevard, view corridors continue to exist. If development is allowed in these remaining open areas without proper height, set back, and design limitations, the visual corridors could be blocked and inland views impaired, thereby causing a decline in the aesthetic amenities of the shoreline. Palm Park and the beachfront are particularly sensitive to such "filling in" of view corridors.

SPECIMEN AND STREET TREES

The presence of trees throughout the City is invaluable in the preservation of the rustic, visually pleasing appearance of Santa Barbara. Widely distributed along many streets, the trees provide needed greenery and shade while concealing some buildings and unsightly utility lines and poles.

While it is not feasible to map all the trees in the community which contribute to this general visual resource, the Scenic Resources map does indicate the outstanding Stone Pine street trees *(Pinus pinea)* along Anapamu Street, as well as those historic and specimen trees protected by City ordinance. The Stone Pines which line the 300-800 blocks of East Anapamu Street are a prime example of the outstanding contribution that trees can make to the appearance of a neighborhood, and from higher elevations form a striking green belt in the heart of the City.

When integrated into landscaping plans for commercial and residential uses, trees make for more attractive development. Although there appears to be adequate tree coverage throughout the City, additional new trees and preservation of existing tree cover is needed to maintain and enhance this visual resource. According to the City Arborist, those areas most in need of additional street trees are the business/commercial districts and the major thoroughfares. Santa Barbara Beautiful is the primary, privately sponsored organization that aids in planting new street trees throughout the City. This street tree planting program provides trees through donation of funds by members of the public. Currently, the goal is to add 5,500 trees to the City. This type of promotion for new tree plantings is a significant step toward preserving and enhancing Santa Barbara's scenic quality.

In response to the need for the protection of trees from removal during construction, Chapter 15.24 of the Municipal Code, "Preservation of Trees," of the Tree Ordinance, was instated. Under this ordinance, it is "unlawful to cut down or otherwise destroy or authorize the destruction or cutting down of any tree that has been designated as an historic or specimen tree by the City Council..." (See Appendix B for a list of trees which currently receive protection under this ordinance.) The presence of trees is perhaps taken for granted, but if the tree population were allowed to diminish in an uncontrolled manner, their absence would undoubtedly be noticed, and Santa Barbara would be deprived of a valuable aesthetic amenity. Continued protection and enhancement of trees is an important consideration in maintaining the visual resources of the City.

OPEN SPACE

The Open Space Element (adopted in 1972) provides for the protection of "significant open and natural landforms through and around the community." This Element includes the ocean, the mountains, and the major hillsides as categories of open space. The Wilcox Property, major creeks, the shoreline, Montecito Golf Course, Andree Clark Bird Refuge, Clark Estate, and Child's Estate are included as significant areas of open space and/or visual features. These areas are indicated on the Scenic Resources map as is the "Kim Nursery" property on the westside. The Kim property, visible from the foothills and many downtown locations, is presently being developed for residential use, but some parts are to remain relatively undisturbed.

City Parks also provide significant open space within the community. Although they are not all indicated on the Scenic Resources map, the parks are valuable visual amenities and are considered as such, as well as recreational resources.

The Goleta Slough is a significant ecological resource and also provides open space. Infringement on the open character of this wetland is not compatible with maintenance of this habitat. Protective policies and regulations which ensure the continued preservation of the Slough as open space will be forthcoming in the City's Local Coastal Program. Further discussion of the Goleta Slough is found in the Biological Resources section.

Threats to Visual Resources

Vigorous planning and management of our visual resources is essential in order to prevent the eventual degradation of these resources which contribute substantially to the aesthetic, environmental, and economic well-being of the City.

Threats to the creekside environment are not as evident as those to other visual resources. There is presently a lack of local policy which recognizes the value of the creekside environment from a visual resources perspective. While creek setbacks are currently being proposed by the City and the County, there are no standards with regard to the appearance, design, or site layout of new development adjacent to or within the riparian environment. Presently, concrete retaining walls and artificial filling are the primary structural improvements for creekside development. As remaining vacant land along Mission Creek, for example, is developed, creekside vegetation, topography, and access are reduced or eliminated from the visual environment. This trend will continue until objectives, policies, and implementing regulations are adopted which recognize the major creeks within the City as visual amenities which provide opportunities for restoration and enhancement of urban resources.

The same type of unchecked development that has resulted in the degradation and artificial channeling of once natural, free-flowing streams and creeks, has also had a direct effect on the hillside regions of the City. Areas such as the Eucalyptus Hill neighborhood have been the site of conversion of natural hillsides into building sites. The extensive cutting and grading of hillsides that accompany residential development can cause irreversible environmental damage, thus

diminishing the aesthetic character of the City. Development has also impaired scenic vistas from open, publicly accessible sites on the hills themselves. Natural constraints to development such as excessive steepness of slopes have been overcome by environmentally damaging engineering practices throughout the hillside areas. In response to this trend, a Slope Density Ordinance was incorporated into the City's land use controls in 1975. The intent of this ordinance was to prevent the unnecessary scarring of hillsides through regulation of density on various slopes. However, this ordinance has not been effective, as is evidenced by major scarring on the north facing slopes of the Mesa Hills and other areas of the City. It is therefore suggested that the location of development in the hillside areas should be controlled in a manner which guarantees the preservation of the natural characteristics of the terrain and vegetation, even if revised ordinances prohibit development in certain areas altogether.

The conservation of the harbor, shoreline open space, and natural features that contribute to the beachfront character should be a major focus of the City's future planning policy. The Local Coastal Program, for example, is presently refining the City's policies in this regard. Sand build-up at the harbor entrance has forced closure of the harbor in the past, and constant dredging is required to keep it open. The harbor itself is threatened by potentially serious damage from southeasterly storms. Because future development in the shoreline area could enhance or damage existing aesthetic qualities, great care and thoughtfulness must precede major alterations within the coastal zone.

Unfortunately, the City's visual and aesthetic resources are most vulnerable to the pressures of increased land development and population growth. Through the years, the need for protection of these remaining amenities has become a vital concern of those wishing to maintain the essence of Santa Barbara's character and beauty. In response to this need, goals, policies, and implementation strategies have been formulated to conserve and protect the creeks, trees, hillsides, and shoreline, and are contained in the final chapter of this document.

(Pages 51 – 53)
Goals, Policies and Implementation Strategies Excerpt
VISUAL RESOURCES

Goals

- Restore where feasible, maintain, enhance, and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.

- Prevent the scarring of hillside areas by inappropriate development.

- Protect and enhance the scenic character of the City.

- Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

- Protect significant open space areas from the type of development which would degrade the City's visual resources.

Policies

1.0 Development adjacent to creeks shall not degrade the creeks or their riparian environments.

2.0 Development on hillsides shall not significantly modify the natural topography and vegetation.

3.0 New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

4.0 Trees enhance the general appearance of the City's landscape and should be preserved and protected.

5.0 Significant open space areas should be protected to preserve the City's visual resources from degradation.

6.0 Ridgeline development which can be viewed from large areas of the community or by significant numbers of residents of the community shall be discouraged.

Implementation Strategies

1.0 Development adjacent to creeks shall not degrade the creeks or their riparian environments.

1.1 Setbacks, as required by the Federal Flood Insurance Program, should be enforced (see Drainage and Flooding section).

1.2 Examine undeveloped parcels having creek frontage for possible purchase and retention as open space.

1.3 Developments which require retaining walls or other topographic modifications of the creekside environment should not be permitted unless consistent with sound flood control management and soil conservation techniques.

1.4 Develop a creek beautification ordinance.

2.0 Development on hillsides shall not significantly modify the natural topography and vegetation.

2.1 Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted. The Slope Density Ordinance and Grading Ordinance should be so amended.

2.2 Performance Bonds should be required to ensure achievement of revegetation of graded areas.

2.3 Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides.

2.4 All development on hillsides should be required to landscape the downslope side so as to hide or break up large surface area views of structures facing down slope.

2.5 Height restriction ordinances should be changed to allow for "step-down" development design on hillsides to hide or break up large surface area views of structures facing down slope.

3.0 New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

3.1 In the absence of Local Coastal Program policies, develop a design overlay zone to limit building heights.

3.2 The northerly side of Cabrillo Boulevard from Castillo Street to Los Patos Way should be designated a special design review district. Restrictions should be developed for this district which establish setbacks and height limitations formulated to ensure the preservation of views and view corridors from the beach toward the mountains.

3.3 When the Local Coastal Program is finalized, this element should be revised, as needed, to preserve and enhance the harbor, shoreline, and other coastal resources.

4.0 Trees enhance the general appearance of the City's landscape and should be preserved and protected.

4.1 Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.

4.2 All feasible options should be exhausted prior to the removal of trees.

4.3 Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.

4.4 Private efforts to increase the number of street trees throughout the City should be encouraged.

5.0 Significant open space areas should be protected to preserve the City's visual resources from degradation.

5.1 The City should consider purchase or the obtainment of development rights of significant open space where no other means can be found to protect visual resources from degradation.

5.2 Parks and other public lands which provide panoramic views or scenic vistas, especially those at higher elevations, shall be protected and maintained for the enjoyment by the public.

6.0 Ridgeline development which can be viewed from large areas of the community or by significant numbers of residents of the community shall be discouraged.

6.1 Develop a comprehensive analysis of the ridgeline areas of the City to review zoning and development regulations related to protecting the visual qualities of the community.

Exhibit C
Local Coastal Plan Excerpt – Visual Quality Chapter
Pages 128 – 145

LCP Visual Quality Chapter (beginning on page 128)

INTRODUCTION

The City of Santa Barbara is situated within a natural basin, protected by close-in foothills. With mountains as a backdrop and the Pacific Ocean at its front door, Santa Barbara reposes in a setting of exceptional charm. Of equal significance are the distant visual resources of the Santa Barbara Channel observable from that setting.

The Coastal Act manifests concern for:

(1) Upgrading of deteriorated areas;

(2) Neighborhood compatibility of new development;

(3) Altering of natural land forms; and

(4) New development blocking public vistas.

The Coastal Act Policy related to visual quality states:

Section 30251.

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 of its setting.

LOCAL RESOURCES AND ISSUES

A good many sections of the coastal zone are especially attractive and well planned, or are headed in that direction. The upper hillside area in Component One, Shoreline Park, almost all of Component Six, the Montecito Country Club, and the Coast Village are such areas.

Some other parts of the zone are in degraded condition, however. The creek environments are generally unkempt and badly treated. Component Four presents a picture of uncoordinated planning, poorly maintained premises, and non ocean-oriented uses. The inappropriate C-M zoning has allowed for the development of an aesthetically unappealing neighborhood. Component Five for the most part exhibits a barren and unattractive area. The current M-1 zoning would permit a variety of manufacturing uses, such as for the production of cement materials and electrical equipment (both C-M and M-1 permit building heights up to sixty feet). The view of this general area from U. S. 101 is in sharp contrast to the overall Santa Barbara viewscape.

There are additional areas in need of maintenance and visual improvements: the Harbor and Stearns Wharf, parking areas, the Municipal Airport grounds, and the Goleta Slough.

Definitive cataloging of visual resources is represented by the map titled "Visual Resources in the Coastal Zone" which accompanies this report. This map delineates the view potential from station points located along the main transportation corridors within the coastal zone. Each "cone of view" gives both the foregoing (within a radius of 300 feet) and a background (to the horizon) view.

The cone of view also rates each view as being plus (+) for desirable, minus (-) for undesirable and zero (0) for neutral. A (+) view can be either natural land forms, such as the mountains, foothills, ocean, lagoon and plant materials, or manmade such as significant buildings, harbor, and boulevards. A (-) view can either be an impairment of the background scene by foreground features, such as utility lines, or a foreground scene that is not maintained, or inappropriate. These include such examples as littered creeks, inappropriate buildings, and utility poles. An (0) view has neither desirable nor undesirable attributes but can be (+) of (-) depending upon a shift of point-of-view or an improvement or degrading of conditions. For example, a view that is desirable may have a minor view impairment, such as a utility pole, but by changing the observer's position or by eliminating the pole, the view becomes improved.

The observer, standing at a given station point, has a potential 360° view of both the foreground and background. Conditions in the foreground, such as plant materials, buildings and land features, may block all or portions of the background. In addition, desirable background scenes may become undesirable due to foreground conditions such as numerous utility lines and signs.

Of particular importance to Santa Barbara's visual quality is how the unique appearance of Highway 101 relates to the City's overall character. In particular, the segment of Highway 101 within the Coastal Zone (which stretches from Olive Mill Road to the Castillo Street interchange) provides a distinctive visual gateway to the community with its lush, established landscaping, unobstructed views of the mountains and ocean, and unique highway structures. The attractive appearance of the highway in this area has resulted to some degree from construction of the highway many years ago to serve the established communities of Santa Barbara and Montecito rather than the communities growing around an existing highway (which has often been the norm in many parts of Southern California). The vast amount of landscaping and the human-scale character of the highway's bridges, walls, and interchanges set Highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is itself unique.

Critical to maintaining the character of this outstanding community gateway is the preservation of established mature landscaping as well as skyline and specimen trees. The established plantings impart a sense of "old growth grace" which cannot be easily or quickly replaced. Where removal of vegetation is found by the City to be unavoidable and in the best public interest either due to construction of highway improvements or to maintenance, it is imperative that revegetation follow immediately and be continuously maintained to allow effective and timely regrowth. Plant types, species, and sizes selected for revegetation should reflect the lush character of the dominant historic landscaping, and the placement of these plantings should convey the feeling of lushness while still providing some openings that allow vistas and limited views of the mountains and ocean.

Another important aspect of Highway 101's appearance is the "idiosyncratic" character of many of the bridges, interchanges and walls. Unlike many highways, the structures along Highway 101 in Santa Barbara are not characterized by massive gray concrete diamond interchanges or imposing concrete block sound walls. Instead, the appearance of highway structures is softened by landscaping and by the use of wood and other materials and the structures are often small and somewhat peculiar in design (e.g., left-hand exits). Unfortunately, these highway designs of a different era do not always match current highway traffic volumes and travel patterns. As a result, replacement of many of these structures or construction of additional highway improvements may be necessary. Nevertheless, new structures and improvements

should strive to capture the human-scale qualities of the original structures which currently contribute to the overall character of the highway. In addition, the design of new structures and sound walls should take into account important views of the ocean, mountains, and City. If possible, the use of sound walls should be minimized by retrofitting existing buildings with sound-proofing material or by using new sound-control technology as it becomes available.

In summation, the local issues concerning visual resources within the coastal zone pertain to:

(1) Potential view blockage by new development;

(2) Inappropriate and poorly maintained development;

(3) Upgrading of unattractive areas; and

(4) Preservation of the visual gateway created by Highway 101.

EXISTING PLANS AND POLICIES

The City of Santa Barbara has long prided itself on the unique visual qualities of its shoreline and has adopted many goals, policies, ordinances and regulations for its preservation and enhancement. The following is a brief overview of those most relevant to the protection of visual quality.

Conservation Element

Goals

Restore where feasible, maintain, enhance and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.

Prevent the scarring of hillside areas by inappropriate development.

Protect and enhance the scenic character of the City.

Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Protect significant open space areas from the type of development which would degrade the City's visual resources.

Policies and Implementing Actions

1. Development adjacent to creeks shall not degrade the creeks or their riparian environments.

   - Setbacks, as required by the Federal Flood Insurance program, should be enforced (see Drainage and Flooding section).
   - Examine undeveloped parcels having creek frontage for possible purchase and retention as open space.
   - Developments which require retaining walls or other topographic modifications of the creekside environment should not be permitted

unless consistent with sound flood control management and soil conservation techniques.

- Develop a creek beautification ordinance.

2. Development on hillsides shall not significantly modify the natural topography and vegetation.

   - Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted. The Slope Density Ordinance and Grading Ordinance should also be amended.
   - Performance bonds should be required to ensure achievement of revegetation of graded areas.
   - Use of native or naturalized and fire retardant vegetation should be encouraged for landscaping on major cut and fill slopes where development occurs on hillsides.
   - All development on hillsides should be required to landscape the down slope side so as to hide or break up large surface area views of structures facing down slope.
   - Height restriction ordinances should be changed to allow for "step-down" development design on hillsides to hide or break up large surface area views of structures facing down slope.

3. New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

   - In the absence of Local Coastal Program policies, develop a design overlay zone to limit building heights.
   - The northerly side of Cabrillo Boulevard from Castillo Street to Los Patos Way should be designated a special design review district. Restrictions should be developed for this district which establishes setbacks and height limitations formulated to insure the preservation of views and view corridors from the beach toward the mountains.
   - When the Local Coastal Program is finalized, this element should be revised, as needed to preserve and enhance the Harbor, shoreline, and other coastal resources.

4. Trees enhance the general appearance of the City's landscape and should be preserved and protected.

   - Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.
   - All feasible options should be exhausted prior to the removal of trees.

- Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.
- Private efforts to increase the number of street trees throughout the City should be encouraged.

5. Significant open space areas should be protected to preserve the City's visual resources from degradation.
   - The City should consider purchase or the obtainment of development rights of significant open space where no other means can be found to protect visual resources from degradation.
   - Parks and other public lands which provide panoramic views or scenic vistas, especially those at higher elevations, shall be protected and maintained for the enjoyment by the public.
6. Ridgeline development which can be viewed from large areas of the community or by significant numbers of residents of the community shall be discouraged.
   - Develop a comprehensive analysis of the ridgeline areas of the City to review zoning and development regulations related to protecting the visual qualities of the community.

SCENIC HIGHWAYS ELEMENT

Two major streets within the coastal zone are designated for their visual qualities within the adopted scenic Highway Element. These are Cabrillo Boulevard and Shoreline Drive. The Element includes a descriptive analysis of the views along these scenic corridors. The following is a discussion of the issues and recommended actions for each of these areas:

Cabrillo Boulevard from 101 to Castillo Street

Land Use Controls
Along with other points of interest in the City, Cabrillo Boulevard is a major tourist attraction and should be preserved for visitors and residents as an urban scenic highway.

Land use regulations consistent with the policies of the General Plan should be in effect over the entire corridor. There are two areas on Cabrillo Boulevard, however, which are not in conformance at the present time. The first is an area north of Cabrillo Boulevard from Chapala Street to approximately Santa Barbara Street, designated in the General Plan for hotel and related commerce, which is presently zoned for commercial and manufacturing uses. Under the C-1 and C-M zoning, inappropriate land uses such as auto repair or retail and wholesale service activities could occur. The second is an adjacent area, also north of Cabrillo Boulevard, from Santa Barbara to Punta Gorda Street, designated in the General Plan for hotel and residential development. It is presently zoned M-1 for manufacturing uses and should be rezoned to enable proper development to take place. These areas are within the Central City Redevelopment Project study area and may be rezoned upon specific land use recommendations resulting from the study.

Although there are height restrictions for hotel and motel development, setback requirements are minimal. Because the second area is a prime site for some type of hotel facility, it is recommended that appropriate setback requirements be established, and that a height-setback relationship be created in such a manner that any future development does not obstruct views of scenic resources or infringe on the open quality of the corridor. In addition to setbacks, it is recommended that building separations be required to provide significant open spaces and to control the intensity of development. Excellence in landscape, architectural, and construction designs should be encouraged for this hotel site, as well as for the proposed redevelopment of Stearns Wharf. Both facilities must be considered visually important elements within the highway corridor, and should therefore be in keeping with the cityscape and skyline. Along with any other commercial development of Cabrillo Boulevard, these facilities should reflect the density, tempo, and activities of the population.

The size, height, number and type of on-premise restaurant, motel and other commercial advertising signs allowed on Cabrillo Boulevard should be the minimum necessary for identification. Both on-premise and off-site signs should be strictly controlled by the Architectural Board of Review or the Historic Landmarks Commission in the scenic highway corridor. Their design and location should relate to the surrounding environment. The Architectural Board of Review's and Historic Landmarks Commission's control over building colors should be expanded to cover repaintings not only within the scenic highway corridor but throughout the entire City.

The public right-of-way should be landscaped, where appropriate. Mission Creek, passing under Cabrillo Boulevard near State Street, is presently an eyesore. The creek should be improved and landscaped.

Planning, Design, and Maintenance Standards

The essence of Cabrillo Boulevard as a scenic drive is its proximity and exposure to the shoreline. The City is considering enhancing the shoreline through the expansion of Palm Park in order to provide recreational features such as bikeways, walkways, picnic areas and parking areas within uncrowded, generous spaces. The park is heavily used on the weekends, and additional space is necessary to reduce the density.

In order to accomplish this expansion, it has been suggested that the beach area beyond Palm Park be widened. Methods to expand oceanward, to the south, should therefore be investigated. Such an expansion could also be accomplished by widening the Park northward. This latter type of expansion requires the realignment of Cabrillo Boulevard.[1] The designation of a scenic highway is based on that which can be seen by the traveler in relation to the corridor adjacent to the highway. Therefore, adequate standards for the planning, location, and design of the Cabrillo Boulevard realignment, if that occurs, should be applied in order to take advantage of the best scenic values within the corridor.

Toward this end, planning and design for Cabrillo Boulevard should provide for roadside parking areas and lookouts wherever scenic vistas are warranted. Parking areas on the ocean side should be designed and treated in such a way as to preserve the view of the shoreline from the highway. A good example of such design can be found in Shoreline Park, where lots are depressed and landscaped so that their impact on the scenic vista is minimized. On-street parking should be prohibited on Cabrillo Boulevard east of State Street. West of State Street, to Castillo Street, on-street parking should be removed on the ocean side of Cabrillo. The varied needs of parkers in the area between State Street and the Harbor presently

1 It should be noted that the City Council in 1977 went on record as not supporting the realignment of Cabrillo Boulevard northward. This intent was reaffirmed by the Council in early 1979.

conflict and need to be studied as part of an overall shoreline plan already recommended in the General Plan.

Night views from Cabrillo Boulevard are also treasured as scenic resources by residents and visitors alike, and should be protected. If Cabrillo Boulevard is realigned, the street lighting installed should be more traditional. Lighting standards in keeping with the image of the City should replace those existing, which now lend a "freeway" feeling to the drive.

Actions

- Rezone areas not in conformance with the General Plan.
- Establish appropriate setback requirements for development on Cabrillo Boulevard.
- Create a height-setback relationship for development.
- Require building separations for development.
- Consider either realigning Cabrillo Boulevard, or widening East Beach in order to allow for the expansion of Palm Park (see footnote on preceding page).
- Prohibit on-street parking on Cabrillo Boulevard, east of State Street.
- Remove on-street parking on the ocean side of Cabrillo Boulevard, west of State Street.
- Landscape the public right-of-way.
- Improve Mission Creek at Cabrillo Boulevard.
- Control building colors on Cabrillo Boulevard.
- Control on-premise and off-site outdoor advertising signs on Cabrillo Boulevard.
- Utilize traditional lighting standards.

Shoreline Drive, from Castillo Street to the end of Shoreline Park

Land Use Controls

Beginning at Castillo Street, Shoreline Drive curves past the harbor to the south. Existing parking areas on the north side of Shoreline Drive in the vicinity of City College should be landscaped so that they do not detract from the view.

Passing by City College, Shoreline Drive rises onto the Mesa offering another beautiful panorama of the Santa Barbara Channel beyond the lawns of Shoreline Park. The speed limit in this area of Shoreline Drive at the present time is 30 miles per hour. Although average daily traffic counts demonstrate that 30 miles per hour is an appropriate speed, the scenic aspects of the route may require a slower speed limit in order for drivers and pedestrians to properly enjoy another of Santa Barbara's scenic resources in safety.

Actions

- Landscape properly the existing parking areas on the north side of Shoreline Drive in the vicinity of City College.
- Consider the scenic aspects of Shoreline Drive as well as the average daily traffic in determining the appropriate speed for the route.

Building Heights

The City's General Plan includes specific language regarding the control of building heights (p. 114):

The General Plan therefore strongly recommends that the maximum building heights expressed by the current zoning ordinance be maintained and, if anything, reduced in certain areas, such as El Pueblo Viejo. Building heights are so important to the nature of urban development that the City should consider being even more positive than simply maintaining zoning ordinances establishing the desired maximum height limit. Placing the maximum building height limits into the Charter should also be considered by the electorate.

In 1972, such a Charter Amendment was adopted. Building Heights Charter amendment, Section 1506 regulates the maximum building height allowed in the City. Under this provision, no building can exceed:

- 30 feet for single and two-family residential;
- 45 feet for three-family or more, and Hotel/Motel; and
- 60 feet for industrial, manufacturing and other commercial.

STREET TREE MASTER PLAN

Developed pursuant to Section 15.20.050 of the Municipal Code, the following outlines the goals and objectives of the Street Tree Master Plan:

The goal of the Street Tree Master Plan is to preserve and enhance Santa Barbara's image, character, and aesthetic beauty through a well planned and established street tree system which is efficiently and uniformly well managed.

In an effort to achieve this goal, the following objectives have been established:

(1) To establish a street tree planting and replacement program for the purpose of planting all designated locations with trees best suited for each site and for the replacement of diseased, declining, and undesirable trees.

(2) To develop a systematic street tree maintenance program based on the requirements and characteristics for each tree species and designed to provide maximum efficiency through programmed preventive maintenance scheduling and optimum allocations of personnel and equipment.

(3) To establish a method for documenting all tree maintenance functions performed by the Parks Division for use in evaluating work performance and productivity, preparing and substantiating accurate and realistic budget requests, and protecting the City in liability claims involving alleged negligence in maintenance.

(4) To increase public awareness of the valuable contribution street trees make to Santa Barbara and to acquaint residents with the laws and regulations governing street tree planting, maintenance, and preservation.

LANDSCAPING AND PLANTING

Vegetation removal is governed by Chapter 22.10 of the municipal Code which controls "the removal of vegetation from hillside areas of the City of Santa Barbara and areas designated as open space in the Open Space Element of the General Plan in order to prevent erosion damage, denuding, flood hazards, soil loss, and other dangers created by or increased by improper clearing activities." The Division of Land Use Controls has the authority to enforce this law, and can therefore regulate the indiscriminate removal of

vegetation which could cause adverse effects. Areas designated as open space in the Open Space Element[2] of the General Plan are subject to limited development only, and are protected under this ordinance.

Section 28.87.200 (5) deals with the approval of planting and landscaping plans by the appropriate city official. Such plans may be disapproved if:

> "Any or all of the proposed plant materials, as affected by normal growth, will probably block view, sunlight or fresh air flow otherwise available at a window or other opening in the walls of a building on the property or of a building on adjacent property. "

This would restrict the planting of a dense row of trees or other vegetation which would block public views.

REDEVELOPMENT

Chapter 22.52 of the City's Municipal Code gives the Redevelopment Agency the power and the authority to enact Section 33000 (et seq.) of the California Health and Safety Code. The Municipal Code states that there are certain "blighted areas" within the City, and that because of this, there is a need for the Redevelopment Agency to act pursuant to Section 33110. The purpose of the Redevelopment Plan is:

(1) To encourage harmonious, environmentally compatible and economically efficient land uses throughout the Project Area, thereby achieving functional, economic and visual order;

(2) To coordinate such land uses and the accompanying standards, controls and regulations with those land uses which lie outside the Redevelopment Project boundary; and

(3) To create an attractive and pleasant environment within the Project area.

GRADING

Chapter 22.06 ("Grading") controls excavation, grading and earthwork construction, including fills and embankments. This provision serves to protect hillside areas from indiscriminate grading activities. This chapter also requires that cut slopes be no steeper than 2:1 (two horizontal to one vertical unit of distance).

ZONING ORDINANCE

Chapter 28.10 of the Municipal code establishes the various zone classifications and zone boundaries within the City and the uses permitted in these zones. Zoning is essentially a means of insuring that the land uses of the community are properly situated in relation to one another and regulates and restricts building height, bulk, density and open space, all directly affecting a project's visual impact on and off the site.

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2 Creeks, major hillsides, shoreline, major parks.

SIGN ORDINANCE

The Sign Ordinance[3] (Chapters 22.70, .72, .74, .78, .80 of the Municipal Code) sets forth detailed regulations for the height, size, erection and maintenance of signs and advertising structures throughout the City. Regarding the need to preserve the natural beauty, distinctive architecture, and historic character of the City, the Sign Ordinance maintains that these signs and advertising structures must be compatible with the surrounding area in terms of size, height, location, style and color.

HISTORIC STRUCTURES ORDINANCE

Chapter 22.22 of the Municipal Code, also referred to as the Historic Structures Ordinance, directs that structures, natural features, sites, and areas having historic and aesthetic value shall be preserved and protected. In addition, this policy emphasizes enhancing the visual character of the City by encouraging and regulating the compatibility of architectural styles within Landmark Districts reflecting unique and established architectural tradition (Section 22.22.010). Sections 22.22.040 and 22.22.050 of the Municipal Code designate the criteria and procedure for the designation of landmarks.

In November 1993, the electorate amended the City Charter to add Section 817 which incorporates the powers and duties of the Historic Landmarks Commission within the Charter and amend the powers and duties of the Architectural Board of Review to exclude its review of projects within areas under the jurisdiction of the Historic Landmarks Commission. Until that time, projects in landmark districts required review by both the Architectural Board of Review and the Landmarks Committee. With the adoption of the Charter Amendment and the subsequent amendment of the Municipal Code to incorporate these changes, projects in landmark districts no longer require double review and are subject only to Historic Landmarks Commission review and approval.

GENERAL POLICY EVALUATION

In recent years the existing City review bodies and implementing ordinances have achieved a degree of visual quality for most development in the City. However, in the coastal zone, large vacant parcels in Components 2, 4, and 5 which are undeveloped or inappropriately developed warrant additional considerations.

Visual Resources	Existing Conditions	Local Policy	Local Land Use	Local Zoning
Protect Coastal scenic and visual qualities	–	–	–	•

In addition, both Mission and Sycamore Creeks are visually as well as environmentally degraded and present controls have been ineffectual in improving their condition. In general, the existing regulations designed to insure the protection of visual and scenic resources appear adequate to meet the intent of the Coastal Act. However, more specific policies and actions need to be developed to carry out the actions already recommended in the General Plan and address the following two issues:

(1) Protection and enhancement of public views where they now exist within the coastal zone.

3 The City is currently in the process of rewriting the Sign Ordinance.

(2) Enhancement of the visual quality of the Waterfront Area.

LCP POLICIES

Policy 9.1

The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

(1) Acquisition of land for parks and open space;

(2) Requiring view easements or corridors in new developments;

(3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;

(4) Developing a system to evaluate view impairment of new development in the review process.

Actions

- Explore Federal, State, and local funding sources for park and open space acquisition.
- Delineate view corridor locations on new construction/ development plans by additional building limits, building orientation, and setback requirements.
- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project's height, setback, and clustering of buildings.

Policy 9.2

A special design district in the waterfront area, excluding the area mentioned in Policy 9.4, shall have area-wide architecture design standards developed by the Architectural Board of Review for their use in their design review of new development.

Actions

- Form a task force consisting of area businesspersons, property owners, and concerned citizens to develop design guidelines.
- Provide City staff as support for the task force.
- Create a holding pond of the central drainage channel and landscape with native plant material.

Policy 9.3

All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.

Action

- The City will work with the utility companies to hasten the undergrounding of utilities in the coastal zone.

Policy 9.4

Expand El Pueblo Viejo Landmark District to include the property fronting on the following streets: Castillo Street, from U.S. 101 to Cabrillo Boulevard; and the proposed Garden Street extension from U.S. 101 to Cabrillo Boulevard, and Cabrillo Boulevard.

Action

- Amend existing El Pueblo Viejo ordinance to include the streets described above.

Policy 9.5

All parking facilities shall be screened from public view in a method suggested in the City's Scenic Highways Element of the General Plan.

Action

- Adopt a City parking/landscaping ordinance to reflect the above policy.

Policy 9.6

In order to protect and maximize the open space and visual character of the Wilcox Property and the Clark Estate, these areas shall be developed in a cluster type development, or other suitable design mechanism which would accomplish the purpose of this policy.

Policy 9.7

In order to protect the visual, historic, and/or architectural character of the Clark Estate, a significant coastal resource, and notwithstanding any other policy contained in this Plan, a revetment may be permitted along the beach frontage at the Clark Estate if the City determines that it is necessary to, and will accomplish the intent of, protecting the visual, historic, and/or architectural character of the property, and that there are no alternatives that are less environmentally and aesthetically damaging.

Policy 9.8

The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.

Actions

- Create a local scenic highway designation and designate Highway 101 as a local scenic highway.
- Amend the Scenic Highways Element of the General Plan to include Highway 101 as a potential State Scenic Highway.
- Apply to Caltrans for a State Scenic Highway designation for Highway 101 within the Coastal zone and work to encourage its designation.
- Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed

development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.

- Amend the Sign Ordinance to provide special sign regulations within the Highway 101 Special Design District (excluding the highway right-of-way). In particular, the use of backs of buildings as billboards should be prohibited.

Policy 9.9

The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.

Policy 9.10

The City shall work with the County, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of new highway improvements and landscaping.

Policy 9.11

Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.

Policy 9.12

When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

The landscape plan shall address the following elements:

(1) To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)

(2) When tree removal cannot be prevented, replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.

(3) The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.

(4) The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes reclaimed water when available.

(5) The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.

Actions

- Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.
- If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.

Policy 9.13

Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).

Action

- Support efforts by private organizations to provide tree planting or other landscaping anywhere along Highway 101, and particularly in the section between Castillo Street and Hot Springs/Cabrillo Blvd. through the Adopt-a-Highway program or through other similar programs or efforts.

Policy 9.14

New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.

Policy 9.15

In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.

Action

- Form a joint subcommittee of the Architectural Board of Review and Historic Landmarks Commission to: 1) establish criteria of what constitutes an "exemplary highway structure"; 2) identify and inventory exemplary highway structures worthy of special consideration; and 3) establish design criteria for these structures during reconstruction and renovation. Amend the Municipal Code and Coastal Zoning Ordinance to require Historic Landmarks Commission review of changes to or replacement of identified highway structures as a condition of a Coastal Development Permit.

Policy 9.16

The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.

Policy 9.17

Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.

Action

- The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework or other artwork to improve the appearance of existing or future highway structures where needed.

Policy 9.18

The amount of lighting provided along the highway shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen from nearby residences and recreational areas.

Action

- When reviewing proposed improvements to Highway 101, the Architectural Board of Review shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.

Exhibit D
Open Space Element
Pages 101 – 106 of the Land Use Element

OPEN SPACE ELEMENT

The parks and recreation element of the General Plan dealt with the provisions of parks and recreation facilities within the community for the leisure use and enjoyment of the people. The open space element of the General Plan is concerned primarily with conserving, providing, and improving, as appropriate, land and water spaces significant in the Santa Barbara landscape.

For purposes of this element, an open space has, or is proposed to have, the following characteristics:

1. Essentially open. The open space can contain a limited amount of development, provided the land maintains the characteristic of being predominately open.
2. Natural. Some open spaces (e.g. Mesa bluffs and beaches) are completely natural and are proposed to be conserved in that form. Other open spaces (e.g. the freeway) are completely altered and contain significant improvements. As an open space, however, it is proposed that natural characteristics be created in such a space in order to reduce the adverse impacts of the development and activities in the space.
3. Significance. An open space is significant to the entire City or to a major portion of it.

Goal

The purpose of this open space element and the goal that it seeks to attain is elemental. It is to protect the character of Santa Barbara, as defined in the section of this report on principles and goals, by conserving and providing significant open and natural landforms through and around the community.

There are many overlaps between open space and other community features which share the goal of conserving the Santa Barbara character. The protection of mature trees on private property, the landscaping of major developments, the policies on architectural and sign control, and many other subjects in the General Plan serve a function parallel with that of open space. Only those segments of open space meeting the criteria of Citywide significance are discussed here.

Neighborhood parks and other smaller scale public open spaces are identified in the "Parks and Recreation" section but are, however, shown on the Open Space map.

Categories of Open Space

The open space segments fall into several categories because of the differences in their nature, manner of usage, maintenance, and methods of implementation. The "Ocean" and "Mountain" categories are perhaps so obvious as to be taken for granted and escape specific notice. To overlook them, however, would be a mistake, for they could be significantly compromised.

OCEAN

As an open space, the ocean has a profound effect on Santa Barbara and on all coastal communities. Much of Santa Barbara's activities are oriented to it. It has already been partially despoiled by oil exploration, drilling, and extraction.

It must be firmly resolved and all possible actions taken by the City to gain the reversion of the ocean to its original state and to limit uses of the ocean to those natural to it (such as fishing and boating).

As an open space category the ocean extends from the horizon into the surf and to the harbor. From there inshore, the surf, beach and quiet water areas are covered in the Shoreline category.

MOUNTAINS

On the inland side of Santa Barbara is the coastal range of mountains which is the major Santa Barbara landform. The presence of this mountain open space contributes greatly to establishing the character of Santa Barbara and is one of Santa Barbara's most important open space resources. Most of the steeper portions of the mountains which have a direct visual relationship to Santa Barbara are already in the national forest and are protected. Some steep lands, however, are privately owned. The City should encourage the Forest Service to acquire such privately owned lands for inclusion in the Los Padres National Forest.

MAJOR HILLSIDES

There are two areas within and adjacent to the City which have relatively steep topography and which are, for the most part, privately owned and contain or are subject to limited development.

The larger of the major hillside areas is in the foothills, generally in the Lauro Canyon Reservoir, upper Mission Canyon, Las Canoas Road, Mountain Drive, and Sycamore Canyon areas. There is a scattering of low-density residential development and one spot of inappropriate small-lot, single-family development (Conejo Road). The majority of the land, however, is vacant and natural and the overall effect is one of undeveloped foothill open space. As such, it is a valuable asset to the open space inventory of Santa Barbara. It can function as a transition between the residential areas of the community and the mountains. Suitable controls must be instituted to restrict the density and manner of future development in a way that would leave these foothills essentially open and unscarred.

The other Major Hillside area is the north slope of the Mesa Hills, extending from the City College at Cabrillo Boulevard westerly between the Westside and the Mesa Hills, through the Las Positas Valley and into Hope Ranch. The form and function of this open space is somewhat different from the foothill areas. While quite narrow in horizontal projection (see the Open Space map), the impact on the community as a whole is quite pronounced. The slopes involved are steep and, in some cases essentially undevelopable. The natural landform and vegetation is mostly undisturbed and forms the southerly side of the bowl into which the City of Santa Barbara has grown. The dominance of this open space as one looks across the community from the north is (because of the steep slopes) larger in scale than would be apparent from the map. As with the foothills, it should not be necessary to acquire this open space to preserve it, for much of it is practically undevelopable. It is necessary, however, to provide certain development controls so that the density is held down to an appropriate level. Also, the location of development should be controlled in a manner that will preserve the natural characteristics of the terrain and the native vegetation.

There are steep hillsides in other sections of the City which are not part of the two Major Hillside areas but which, in their natural forms, contribute to the City's open space resource. Controls should be adopted to protect the natural characteristics of all steep hillsides in the City. A good example of this is the north slope of the "Wilcox" property, southerly of Cliff Drive at Las Positas Road, which is covered with oak trees and is an important open space in the southerly portion of the Las Positas Valley. This slope can be preserved by controls which would limit development to the level land on top. The City should retain the development rights on the slopes.

CREEKS

The major drainage channels which pass through the City are San Roque, Arroyo Burro, Mission Canyon, and Sycamore Creeks. These drainage channels should remain in their natural state, providing recreation facilities as proposed in the Parks and Recreation section as well as open space corridors through the

community. It is recognized that certain maintenance, clearing, and alignment work may have to be done in order to minimize flood damage. However, all such flood control work should be done in a manner that will maintain the natural qualities of the creek open space. Further artificial channelization and/or lining, in any form, must not occur.

Implementation of the creek open space category involves the City's establishment of firm policies to preserve these channels in their natural state. These policies must be enforced by the City, the County Flood Control District, and the Army Corps of Engineers. The acquisition of rights-of-way for trails, while important to the recreation system, is not essential to the protection of these corridors for open space purposes. Special regulations for development adjacent to the major creeks should be enacted to prevent construction in creek open space areas and to protect development from known flood hazards. While much of the land adjacent to these creeks is already developed, most will be redeveloped. New construction should respect the creeks as important community open spaces.

SHORELINE

The Shoreline consists of the surf, the harbor, harbor facilities, beaches, bluffs, and adjacent park areas. The shoreline complex is an actively used open space, but is also important visually to the community. The protection and development of the shoreline area is covered in the Harbor and Shoreline section. The preservation of the shoreline as an open space will require care in the types of improvements that are allowed to be sure that the natural qualities are not destroyed or obscured. The Harbor and Shoreline discussion notes that excessive development for one particular group of users could easily deprive the community as a whole of the shoreline as an open space.

MAJOR PARKS

This category contains the major park and other park-like public and quasi-public open spaces in the community.

1. Montecito Golf Course, Bird Refuge, Santa Barbara Cemetery, Clark Estate and A Child's Estate. Efforts are underway, and should continue, to acquire an option or first right of refusal for the City to acquire Montecito Country Club so that it can be preserved as major park open space. The complex of which this is a part forms a beautiful entrance to the City from the south as well as containing important recreational facilities. The Clark Estate is shown as a part of this major park open space, although it would not be necessary to acquire the entire property. The northerly and westerly slopes of the Clark Estate should be acquired, leaving the upper portion of the property for private development.
2. Las Positas Park. This is one of the largest park properties in the City. It is also included in the Open Space plan because of its relationship to the Mesa Hills and Arroyo Burro Creek.
3. Municipal Golf Course and MacKenzie Park.
4. The Old Mission lands, Museum of Natural History, Mission Park and Rocky Nook Park. No further action is needed to protect this open space complex, save for the retention of Mission Creek, which runs through it, in its natural state.
5. San Roque Park, Lauro Reservoir. This is included as a major park complex because of its relation to San Roque Creek and to the foothill areas.
6. Skofield Park, Rattlesnake Canyon. Both of these properties represent "acquisitions of opportunity." They were offered to the City by an organization in one case and an

individual in the other at a time and under terms which made it feasible for the City to acquire the property.

7. Botanic Garden. This is the smallest of the individual open spaces, but is significant because of the uniqueness of the gardens themselves and because of its relationship to both Mission Creek and the Foothill areas. The Botanic Garden is maintained by a non-profit corporation and is well protected.

FREEWAY

The freeway is classified as an open space because, in addition to its being indeed open and of such scale as to be significant, it must be developed in a manner that will qualify it as open space in order that the adverse impact of the traffic through the corridor of the community will be minimized. In other words, the freeway must be so developed that it runs through an open space corridor within the community rather than simply running through the community itself.

While a freeway does not fit the traditional mold of an "open space," it is obvious that the freeway has a significant impact on the community both in terms of area (300-400 acres) and activity (traffic, noise, air pollution, etc.). The challenge offered by including the freeway as an open space is to create a natural characteristic in the freeway corridor which will dominate the space and minimize the adverse impacts of the freeway development and activity.

To accomplish this, the City must exercise every available power and persuasion to cause the State Division of Highways to recognize that this manner of freeway development is the only one consistent with the character and quality of the City of Santa Barbara, as set forth in the principles and goals adopted by the City and included in this report.

Implementation

OCEAN

1. Continue efforts to prohibit new oil exploration, drilling, and production in the channel and to cause the termination of existing leases and the removal of platform structures. Permit the continuation of drilling or production only as proved necessary for remedial purposes.
2. Establish and enforce a high water-quality standard.
3. Prohibit the use of the channel as a shipping lane for oil tankers and other vessels which present a potential threat of pollution from accidents or other causes.

MOUNTAINS

1. Examine the County zoning of those privately owned lands in the mountain areas to see if existing regulations are adequate to preserve and protect the mountain lands for open space purposes. If inadequate regulations are found, request that the County amend its ordinances accordingly. Complete by January 1, 1974.
2. Examine possible programs of water importation, grass seeding, reforestation and other programs to protect and enhance the watershed and scenic functions of the mountains. Complete study before January 1, 1974. Present findings to appropriate agencies and encourage their implementation of the recommendations developed.
3. Encourage Forest Service to acquire privately owned steep lands for inclusion in Las Padres National Forest.

MAJOR HILLSIDES

1. Adopt zoning, subdivision, building, and grading regulations for the Major Hillside areas by July 1, 1973.
2. Adopt suitable controls similar to those above for other hillside lands by July 1, 1973.

SHORELINE

1. Determine need for access to the shoreline. Acquire necessary rights-of-way by January 1, 1975.
2. Improve all access routes to the shoreline by July 1, 1977.
3. Prohibit the installation of any improvements which would change the nature of the tidal beaches at the base of the Mesa bluff.
4. Examine methods of preventing cliff erosion and institute any programs found to be effective.
5. Delineate all public beach areas and dedicate them for public open space and recreation purposes by July 1, 1973.

MAJOR PARKS

1. Adopt a firm policy of not allowing public park lands to be used for other than park, recreation, and open space purposes.
2. Acquire first right of refusal, development rights, or other appropriate agreements for the Montecito Country Club and the northerly and westerly slopes of the Clark Estate.

FREEWAY

1. Design and adopt standards for landscaping of the freeway by January 1, 1974. This process has already begun with the work currently underway by the crosstown freeway design committee, which includes representatives of the Division of Highways.
2. Work with the Division of Highways to implement the adopted standards.

CREEKS

1. Design and adopt standards for creek development by January 1, 1974. Work with those agencies involved with the creek areas to assure that all creek developments will comply with the adopted standards.
2. Adopt zoning regulations and other development controls necessary to protect the Creek Open Spaces from development encroachment and to protect adjacent development from flood hazards by July 1, 1973.

GENERAL

1. Adopt an effective tree preservation ordinance for the entire City, with emphasis upon preservation of trees in the various open space areas, by July 1, 1973.
2. Initiate a charter amendment to protect public park lands against inappropriate uses.

Exhibit E
Scenic Highways Element
Pages 115 – 124 of the Land Use Element

SCENIC HIGHWAYS ELEMENT

The Scenic Highways element of the General Plan is concerned with the development, establishment, and protection of scenic highways.

The California scenic highway program was created in 1963 by the State legislature through Senate Bill 1467. This legislation establishes the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with the adjacent scenic corridor, require special conservation treatment.

Official scenic highways are so designated by the State Scenic Highways Advisory Committee after land use controls have been adopted by the local jurisdiction to protect the scenic appearance of the highway corridor, and after specific planning, design, and maintenance standards have been established by the State Department of Transportation to ensure the scenic appearance of the highway. Highways eligible for such designation are listed in the Scenic Highways Master Plan found in the California Government Code. In formulating the list, the Committee used the following standards in its evaluation of state highways:

1. The scenic corridor through which the highway passes should have consistent scenic, historic, or aesthetic value during all seasons.
2. Consideration should be given those highways or routes which are:
    a. State or jurisdictional entry routes.
    b. Predominately used for recreation or vacation travel.
    c. Utilized for one-day sightseeing, or study trips.
    d. Part of an integrated or semi-integrated, scenic route system that traverses varied scenic corridors for longer trips.
    e. Typical of varied scenic factors available within the jurisdiction.
    f. Through areas of extraordinary scenic value.
3. If possible, all principal landscape and topographical-type areas should be represented in the system.
4. Routes of historic significance which connect places of interest should be considered even though the route is of marginal scenic value.

At present, the City of Santa Barbara has two of its five State highways included in the eligible Scenic Highways Master Plan; U.S. Highway 101 and State Highway 154, known as San Marcos Pass Road. State Highway 154 is the only officially designated scenic highway, adopted November 12, 1968, by the County Board of Supervisors.

Goal

The scenic highways element is the initial step leading toward official designation. The purpose of the scenic highway designation is the protection and enhancement of the natural scenic resources of the highway corridor, and the assurance that the highway incorporates not only safety, utility and economy, but also beauty.

The standards for achieving official designation of eligible scenic highways require that local government agencies take such planning actions as may be necessary to protect and enhance the scenic appearance of the highway corridor, including, but not limited to the following controls:

a. The regulation of lane use which may include intensity of development.

b. Specific land and site planning.

c. Prohibition of offsite outdoor advertising.

Additional optional measures may also be included in scenic highway planning:

a. Citizens Advisory Committee.

b. Setback and height regulations.

c. Subdivision regulations.

d. Location of overhead utilities.

e. Management policies.

f. Maintenance provisions.

g. Grading ordinance.

h. Urban and rural programs.

i. Coordination and cooperation with adjacent jurisdictions.

Potential State Scenic Highways

Two highway routes within the City, one urban and one semi-rural, have potential for the state scenic highway program. However, because each is a secondary state highway, neither is presently listed on the Master Plan of eligible State highways. Because both routes meet the standards of the State Scenic Highways Advisory Committee for eligible State highways, eligibility can be established by requesting that the Committee consider and include both in the Master Plan. A description of these routes, with a discussion of land use controls, and planning, design, and maintenance standards follows:

CABRILLO BOULEVARD (225) FROM 101 TO CASTILLO STREET

Description

East Cabrillo Boulevard begins at the 101 Freeway near the Montecito border. The road curves past the Bird Refuge and Child's Estate on the north, and the Santa Barbara Cemetery and Clark Estate on the south. A separated bikeway parallels the boulevard, winding around the Bird Refuge. At Niños Drive, Cabrillo widens to ninety feet. On the north side are the East Beach condominium complex, the Mar Monte Hotel, and other similar hotel and motel developments. On the south, Cabrillo Boulevard borders East Beach, Palm Park, and the Santa Barbara Channel. The expansive view of the beach and water through the tall palm trees looks west toward Stearns Wharf and the harbor. This panorama is one of Santa Barbara's most treasured scenic resources.

At Punta Gorda Street, Cabrillo Boulevard passes the Southern Pacific Round House, a building of historic value which may be preserved. Beyond the Round House to Santa Barbara Street, the Boulevard offers a continuing view of the Channel to the south. Shrubbery screens an undeveloped area to the north along this portion, creating a naturally landscaped effect until the more developed portion of Cabrillo begins. At Santa

Barbara Street, the Chart House Restaurant on the north initiates the urbanized area of Cabrillo. Both the Chart House and another restaurant, the España, are of special interest because they contribute to the attractive urban scene. On the south, Stearns Wharf extends out from the shoreline opposite State Street. Cabrillo Boulevard's intersection with State Street is the center of the tourist vicinity, which continues on with restaurants and motels on the northern side until Castillo Street. West Beach and the Harbor are visible to the south, providing a scene of sailboats and docks, as Cabrillo Boulevard ends.

Land Use Controls

Along with other points of interest in the City, Cabrillo Boulevard is a major tourist attraction and should be preserved for visitors and residents as an urban scenic highway.

Land use regulations consistent with the policies of the General Plan should be in effect over the entire corridor. There are two areas on Cabrillo Boulevard, however, which are not in conformance at the present time. The first is an area north of Cabrillo Boulevard from Chapala Street to approximately Santa Barbara Street, designated in the General Plan for hotel and related commerce, which is presently zoned for commercial and manufacturing uses. Under the C-2 and C-M zoning, inappropriate land uses such as auto repair or retail and wholesale service activities could occur. The second is an adjacent area, also north of Cabrillo Boulevard, from Santa Barbara to Punta Gorda Street, designated in the General Plan for hotel and residential development. It is presently zoned M-1 for manufacturing uses and should be rezoned to enable proper development to take place. These areas are within the Central City Redevelopment Project study area and may be rezoned upon specific land use recommendations resulting from the study.

Although there are height restrictions for hotel and motel development, setback requirements are minimal. Because the second area is a prime site for some type of hotel facility, it is recommended that appropriate setback requirements be established, and that a height-setback relationship be created in such a manner that any future development does not obstruct views of scenic resources or infringe on the open quality of the corridor. In addition to setbacks, it is recommended that building separations be required to provide significant open spaces and to control the intensity of development. Excellence in landscape, architectural, and construction designs should be encouraged for this hotel site, as well as for the proposed redevelopment of Stearns Wharf. Both facilities must be considered visually important elements within the highway corridor, and should therefore be in keeping with the cityscape and skyline. Along with any other commercial development on Cabrillo Boulevard, these facilities should reflect the density, tempo, and activities of the population.

The size, height, number and type of on-premise restaurant, motel and other commercial advertising signs allowed on Cabrillo Boulevard should be the minimum necessary for identification. Both on-premise and off-site signs should be strictly controlled by the Architectural Board of Review in the scenic highway corridor. Their design and location should relate to the surrounding environment. The Architectural Board of Review's control over building colors should be expanded to cover repaintings not only within the scenic highway corridor, but throughout the entire City.

The public right-of-way should be landscaped, where appropriate. Mission Creek, passing under Cabrillo Boulevard near State Street, is presently an eyesore. The creek should be improved and landscaped.

Planning, Design, and Maintenance Standards

The essence of Cabrillo Boulevard as a scenic drive is its proximity and exposure to the shoreline. The City is considering enhancing the shoreline through the expansion of Palm Park in order to provide recreational features such as bikeways, walkways, picnic areas, and parking areas within uncrowded, generous spaces. The park is heavily used on the weekends, and additional space is necessary to reduce the density.

In order to accomplish this expansion, it has been suggested that the beach area beyond Palm Park be widened. Methods to expand oceanward, to the south, should therefore be investigated. Such an expansion could also be accomplished by widening the Park northward. This latter type of expansion requires the realignment of Cabrillo Boulevard. The designation of a scenic highway is based on that which can be seen by the traveler in relation to the corridor adjacent to the highway. Therefore, adequate standards for the planning, location, and design of the Cabrillo Boulevard realignment, if that occurs, should be applied in order to take advantage of the best scenic values within the corridor.

Toward this end, planning and design for Cabrillo Boulevard should provide for roadside parking areas and lookouts wherever scenic vistas are warranted. Parking areas on the ocean side would be designed and treated in such a way as to preserve the view of the shoreline from the highway. A good example of such design can be found in Shoreline Park, where lots are depressed and landscaped so that their impact on the scenic vista is minimized. On-street parking should be prohibited on Cabrillo Boulevard east of State Street. West of State Street to Castillo Street, on-street parking should be removed on the ocean side of Cabrillo. The varied needs of parkers in the area between State Street and the Harbor presently conflict, and need to be studied as part of an overall shoreline plan already recommended in the General Plan.

Night views from Cabrillo Boulevard are also treasured as scenic resources by residents and visitors alike, and should be protected. If Cabrillo Boulevard is realigned, the street lighting installed should be more traditional. Lighting standards in keeping with the image of the City should replace those existing, which now lend a "freeway" feeling to the drive.

Finally, Senate Bill 1467 states that the Department of Transportation shall give special attention to the highway's visual appearance. Therefore, in addition to improved planning and design standards, a scenic highway designation ensures that Cabrillo Boulevard will receive a superior maintenance program.

SYCAMORE CANYON ROAD

Sycamore Canyon Road (144) from Alameda Padre Serra to Stanwood Drive (192). Stanwood Drive to Mission Ridge Road (192) where it intersects with Mountain Drive. Mountain Drive (leaving 192 which continues on Foothill Road) to the Old Mission on Los Olivos Street.

Description

Sycamore Canyon Road begins heading north at Alameda Padre Serra, curving through a residential area that slopes up on either side of the canyon. In the far distance is a view of the Santa Ynez Mountains. Further into Sycamore Canyon, the landscape becomes more natural, revealing open grassy hillsides. Eucalyptus, evergreen, and sycamore trees border the road. Adjacent, to the west, is Sycamore Creek which is often hidden by dense shrubbery.

Turning left on Stanwood Drive, the road is bounded by dense, natural vegetation as it twists and winds slowly upward through the canyon. Rock outcroppings appear and residences can occasionally be seen. At the top of a rise, Stanwood Drive opens onto rocky fields where horses graze. Beyond is a beautiful broad span of the Santa Ynez Mountains.

On Mission Ridge Road, going west, the foothills dotted with houses are visible below the mountains. Sheffield Reservoir lies just off the road to the north. Further on Mission Ridge Road, residences can be seen closer to the roadway. Mountain Drive, with dense vegetation to one side and an old stone wall to the other, snakes down toward the Santa Barbara Mission. In the foreground, the towers of St. Anthony can be seen. Turning onto Los Olivos Street, the historic Mission appears on the right while open lawns spread before the Mission on the left.

Land Use Controls

In contrast to the potential urban scenic highway described above, the combination of Sycamore Canyon Road, Stanwood Drive, Mission Ridge Road, and Mountain Drive runs primarily through rural residential areas of extraordinary scenic value, which should be protected and enhanced for the residents of Santa Barbara as a semi-rural scenic highway. In addition, this route has historic significance because it passes by preserved remnants of an Indian water system and terminates at the Santa Barbara Mission.

Existing land use regulations are consistent with the policies of the General Plan, and are now in effect over this entire corridor. A portion of this potential scenic highway is within the designated hillside open space described in the open space element of the General Plan, and most of the adjacent lands have been appropriately rezoned to the lowest residential density allowable at the present time. However, more restrictive measures are necessary to preserve the scenic qualities of this highway corridor. For example, the City presently has a subdivision ordinance, but more specific land development control is desirable. Site plan and architectural control should be established in regard to the construction of single-family dwellings and specific subdivision design standards should be developed. In addition, it is necessary to establish a method for the control of the removal of trees on public property in rural areas, particularly within the scenic highway corridors. In order to achieve such control, it is recommended that a tree preservation ordinance be adopted. At the present time, public sentiment for tree preservation bespeaks a need for an ordinance which would provide protection throughout the City. Through creation of such mechanisms, the natural beauty of the hillsides through which the scenic highway corridor passes will be protected and preserved.

Improper grading has occurred in the past within this scenic highway corridor. An example of its effects is visible from Sycamore Canyon Road, below the Conejo Road subdivision, where debris is crumbling down the steep slope of the hillside to Sycamore Creek. This situation should be remedied. A grading plan is now required as part of the subdivision ordinance, and as a result of the recent council action, must now be approved by the Architectural Board of Review as well as the Director of Public Works. The Architectural Board of Review, acting as a grading review board, and the newly adopted grading ordinance (June 25, 1974) are concerned with the development of single-family lots as well as subdivisions. Both will help prevent any type of improper residential development of these hillsides.

The setback requirements for the low-density residential zones found in these designated hillside open spaces is presently set at 35 feet. In order not to obstruct important scenic views of the hillsides and the mountains beyond, it is recommended that setback requirements be regulated through the previously mentioned site plan and review.

Finally, the most blighting influence on this potential scenic highway is the overhead wiring which abounds throughout the route. The General Plan recommends an increased tempo for underground conversions with an ultimate goal of complete underground utilities for Santa Barbara within this century. By resolution of the City Council in 1967, the entire City is subject to the undergrounding of new construction. In addition, the State requires generally that any wiring installed after December 1972, visible from a scenic highway, must be placed underground. There is no State requirement to underground utilities installed before 1972, but the State has determined that utility companies must set aside funds and formulate a program of utility conversion. The priority of areas in need of conversion is determined by each local jurisdiction in cooperation with the public utility involved. Although there are many areas of Santa Barbara in need of conversion, the removal of the overhead wires presently found in this highway corridor through a conversion program would greatly enhance this scenic route for the enjoyment of all the residents of Santa Barbara. When a scenic highway designation has been acquired for this route, the Council may decide to request that the overhead utilities be undergrounded.

Planning, Design, and Maintenance Standards

The essence of this highway as a scenic route is its exposure to quiet hillsides, mountainous terrain, natural vegetation, and beautiful views available in Santa Barbara's foothills. Through improved planning, design, and maintenance, this exposure can be protected.

Many residents enjoy these roads not only for automobile driving, but also for hiking, riding bicycles, and riding horses. The highway right-of-way is narrow at several locations along the route and ample room is not now available for all the present uses. Because the Department of Transportation is required to consider the concept of a "complete highway" in its planning and design for a scenic highway, it must incorporate plans for safety, economy, and utility, as well as beauty. Therefore, the needs of bicyclists and equestrians will be considered by the DOT and the location of bikeways and riding trails will be an important element in the design standards created for this scenic route.

The combination of Sycamore Canyon Road, Stanwood Drive, Mission Ridge Road, and Mountain Drive should not be considered an expedient route to get from one place in the City to another. The scenic quality of this drive results in part from the slow and winding terrain that the highway corridor traverses. Major changes in the present route alignment could detract from this scenic quality. The designation of this route as a scenic highway can protect the qualities of the route against inappropriate realignment, widening, or improvement.

Potential City Scenic Routes

Instead of acquiring a State scenic highway designation for a particular road, Santa Barbara can create a city scenic route designation which would protect the appearance of any selected highway corridor or street corridor through adopted land use controls. In regard to a State highway, however, it should be noted that such a city designation would have little impact on the highway within the corridor, or on the planning, design, and maintenance standards of the State Department of Transportation. At the present time, only one scenic city street should appropriately be considered for this program. In the future, it may be determined that there are other streets that might also benefit.

SHORELINE DRIVE FROM CASTILLO STREET TO THE END OF SHORELINE PARK

Shoreline Drive, when considered in combination with Cabrillo Boulevard, meets State Standards for a scenic highway designation. However, because of the fear that increased traffic might result from a State designation, it is recommended instead that Shoreline Drive be preserved and enhanced through a City scenic route designation.

Land Use Controls

Beginning at Castillo Street, Shoreline Drive curves past the harbor to the south. Two parcels of land adjacent to Shoreline Drive and west of the City Plunge are now vacant. Both need to be properly landscaped to minimize the visual impact of the expanded harbor parking now being proposed in the current Harbor Improvement Plan. In addition, existing parking areas on the north side of Shoreline Drive in the vicinity of City College should also be landscaped so that they do not detract from the view.

Passing by City College, Shoreline Drive rises onto the Mesa offering another beautiful panorama of the Santa Barbara Channel beyond the lawns of Shoreline Park. The speed limit in this area of Shoreline Drive at the present time is 30 miles per hour. Although average daily traffic counts demonstrate that 30 miles per hour is an appropriate speed, the scenic aspects of the route may require a slower speed limit in order for drivers and pedestrians to properly enjoy another of Santa Barbara's scenic resources in safety.

Relationship to Other Elements

OPEN SPACE ELEMENT

The Scenic Highways element relates directly to the Open Space Element because the proposed scenic corridors traverse significant natural and urban open space areas. The proposed Cabrillo Boulevard route borders the Santa Barbara shoreline, which is an actively used open space consisting of the harbor, harbor facilities, beaches, and adjacent park areas. The corridor of this urban route encompasses all of these open spaces. As earlier stated, the intent of the Scenic Highways element is to protect and enhance the natural scenic resources within the corridor.

The proposed Sycamore Canyon Road, Stanwood Drive, Mission Ridge Road, and Mountain Drive route traverses the largest major hillside open space, consisting of Sycamore Canyon, Mountain Drive, and Mission Canyon. The newly acquired Parma Park is part of this open space area. In addition, Sycamore Creek, lying parallel to the proposed scenic route, provides one of Santa Barbara's open space corridors through the community. It is the policy of the City to maintain these hillside areas and creek channels in their natural state. Through the regulation of land use and through specific land and site planning, the scenic highways element offers an opportunity to augment protection for Santa Barbara's natural and urban open space areas.

CIRCULATION ELEMENT

The scenic highways element relates directly to the circulation element because the scenic routes proposed are State highways and City streets, and are therefore part of the select system of arterial and collector streets which comprise the City's circulation system. Santa Barbara's circulation system should be attractive as well as functional, and those routes adopted as scenic highways will be assured of incorporating beauty as well as safety, utility, and economy.

RECREATION ELEMENT

Inasmuch as scenic highways provide major access to Santa Barbara's urban and rural space where recreation can take place, there is a relationship between the scenic highways element and the recreation element. The scenic highways corridors incorporate active forms of recreation such as hiking, biking, and riding trails, and passive forms of recreation found in the modular parks. A leisurely drive through one of Santa Barbara's scenic corridors will provide a good deal of recreation for residents and visitors alike.

Goals for Potential State Scenic Highways

CABRILLO BOULEVARD (225)

1. Rezone areas not in conformance with the General Plan.
2. Establish appropriate setback requirements for development on Cabrillo Boulevard.
3. Create a height-setback relationship for development.
4. Require building separations for development.
5. Consider either realigning Cabrillo Boulevard, or widening East Beach in order to allow for the expansion of Palm Park.
6. Prohibit on-street parking on Cabrillo Boulevard, east of State Street.
7. Remove on-street parking on the ocean side of Cabrillo Boulevard, west of State Street.
8. Landscape the public right-of-way.

9. Improve Mission Creek at Cabrillo Boulevard.
10. Control building colors on Cabrillo Boulevard.
11. Control on-premise and off-site outdoor advertising signs on Cabrillo Boulevard.
12. Utilize traditional lighting standards.

SYCAMORE CANYON ROAD (144), STANWOOD DRIVE (192), MISSION RIDGE ROAD (192), MOUNTAIN DRIVE

1. Establish site plan and architectural control in relation to the construction of single-family dwellings.
2. Develop specific subdivision design standards.
3. Write a tree preservation ordinance.
4. Remedy the grading problem caused by the Conejo Road Subdivision.
5. Regulate setback requirements in order that development will not obstruct important views.
6. Maintain an Underground Utilities Advisory Committee.
7. Establish biking, hiking, and horse trails where appropriate.

Goals for Potential City Scenic Routes

SHORELINE DRIVE

1. Landscape properly the vacant parcels of land west of the City Plunge, to minimize the visual impact of expanded harbor parking.
2. Landscape properly the existing parking areas on the north side of Shoreline Drive in the vicinity of City College.
3. Consider the scenic aspects of Shoreline Drive as well as the average daily traffic in determining the appropriate speed for the route.

Procedure to Acquire a State Scenic Highways Designation

1. Letter directed to the State Scenic Highways Advisory Committee for consideration of each highway to be placed on the State's Scenic Highway System Master Plan of eligibility.
2. Adoption of each potential scenic highway by the State legislature and placement on the Master Plan.
3. City Council initiate corridor studies (Corridor Survey and Highway Facility Study) leading to official designation. The Department of Transportation will conduct corridor studies in cooperation and coordination with the local government staff.
4. The City shall prepare a specific local Scenic Highway Corridor Protection Plan and Implementation Program for each highway, based on the State's Corridor Survey and Facility Study.
5. The corridor boundaries, the local Scenic Highway Corridor Protection Plan, and the Implementation Program shall be adopted by the Planning Commission and City Council.

6. Upon adoption of the boundaries, the plan, and the program, the City shall make application to the District Director of Transportation for official designation.

7. Designated State Scenic Highways shall be marked with the official "poppy sign", and shall be indicated on State maps and other publications.

8. Designated City Scenic Routes shall remain unmarked and unadvertised.

Exhibit F
Other City Policy Documents & Guidelines

The City has an extensive array of design guidelines that provide guidance and set parameters for building and design for most development types in most areas of the City. These include:

- Airport and Goleta Slough LCP
- Airport Design Guidelines
- Architectural Board of Review (ABR)
- Brinkerhoff Avenue Landmark District
- Riviera Campus Historic District
- Chapala Street Streetscape Design Guidelines
- El Pueblo Viejo Landmark District Guidelines
- Haley/Milpas Design Manual
- Harbor Master Plan & Design Guidelines
- Highway 101 Design Guidelines
- Outdoor Lighting Design Guidelines
- Outdoor Vending Machine Guidelines
- Sign Review Guidelines
- Single-Family Design Guidelines (NPO)\
- Solar Guidelines (??)
- State Street Landscaping Guidelines
- Upper State Street Area Design Guidelines
- Urban Design Guidelines
- Waterfront Area Design Guidelines
- Wireless Communication Facilities / Antenna Design Guidelines
- View Dispute Resolution Process (Municipal Code Chapter 22.76)

A COMPARATIVE ANALYSIS
OF

THREE STORY BUILDINGS

for
DOWNTOWN SANTA BARBARA
WITH RESPECT TO

SIZE, MASS, BULK AND SCALE

By
William Mahan, AIAE
2005

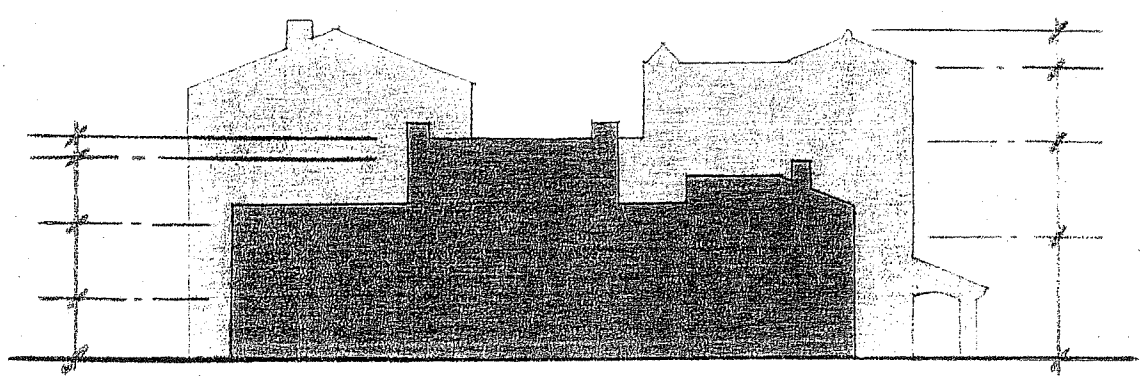


EXHIBIT G

Acknowledgement

The buildings compared in this study were all designed by Santa Barbara architects, except the Bothin Building. Drawings were generously provided to me, and without them this study would not have been possible.

Eight buildings are compared for height, length, elevations, perspective (photographic), floor to floor heights and scale of architectural elements. Those drawings provided, which were not dimensioned, have been scaled.

The architects of the buildings are as follows:

1. 727 Garden Street	Edwards & Pitman
2. 801 Garden Street	Berkus Design Studio
3. 2323 DeLaVina Street	Sharpe, Mahan & Associates
4. The Bothin Building	Lionel Pries ('25-26)& Cernal Arch.
5. 1123 Chapala Street	Sharpe, Mahan & Associates
6. 1111 Chapala Street	Lenvik & Minor
7. 1021 Anacapa Street	Cernal Architects, Inc.
8. Chapala Lofts, Chapala & Gutierrez	Berkus Design Studio

The section of the Cathedral of Florence is from A History of Architecture on the Comparative Method, by Sir Bannister Fletcher.

Introduction

The purpose of this study is to understand what elements contribute to the height and size of 3 story buildings and to define and understand the meaning of *size, mass, bulk and scale*. Furthermore, this study will generate visual and comparative tools which the reviewing boards and commissions can use to evaluate proposed new designs. These tools will include Setback Evaluation Analysis, Vertical Envelope Analysis, Elevation Area Analysis and Perspective Analysis, and will be discussed in greater length starting on page 30.

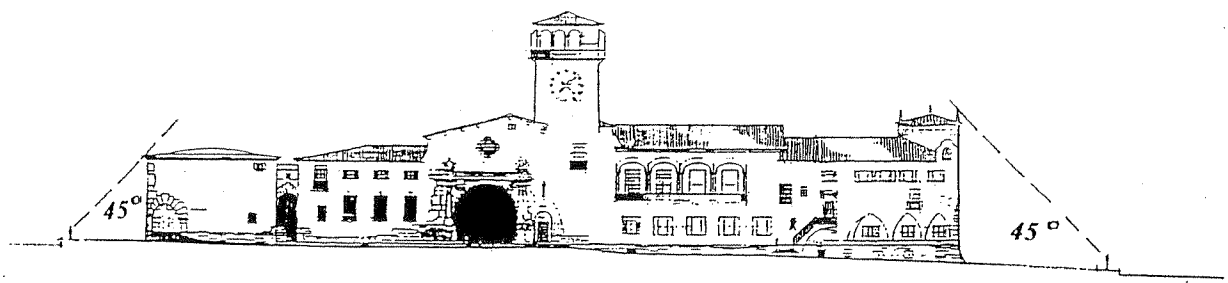
Because of land costs and a shortage of building area, it is believed that 3 story structures will be increasingly popular, and therefore it is important to establish some methods of comparison. The *size, mass, bulk and scale* of buildings is determined by the architect, but what elements cause them to be as they are and how are they interrelated? It is believed that an understanding of how these elements work will assist the design reviewers in evaluating the architectural proposals before them.

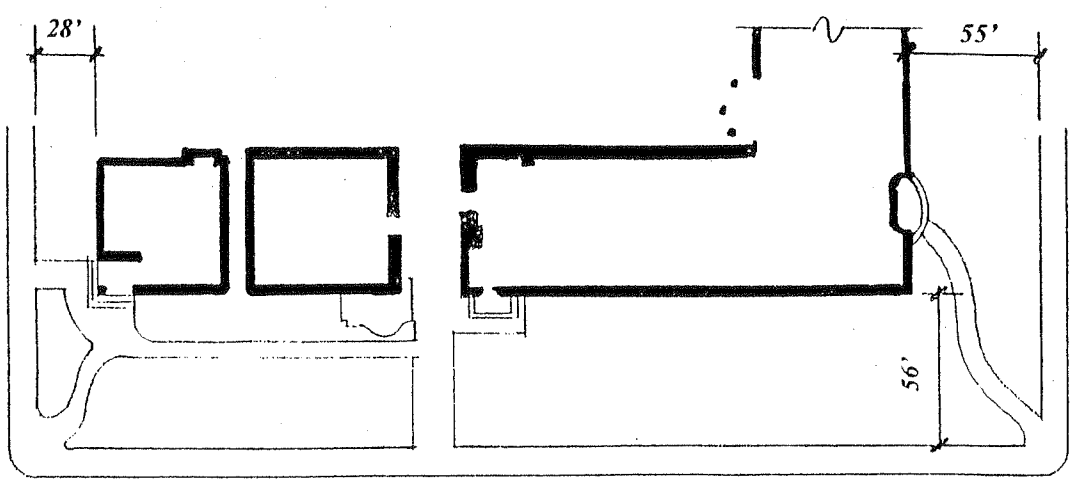
In measuring the eight buildings in this study some dimensions are scaled and some finished floor elevations or sidewalk elevations are averaged. It is not the purpose of this report to judge each building exactly, but rather to establish a general spectrum from small to large, and to try to understand what makes that happen. Heights of ridges, etc. given are for the elevation shown. Other parts of the building could be higher but are not considered in this study.

Size

The eight buildings listed previously are shown in elevation at 1/32 scale on pages 5 through 8, to form a spectrum of *size*. They are also shown on page 3 at 1"=50' and compared to the Courthouse. They are organized in ascending order of their ridge heights from 36' to 57' and the Courthouse highest ridge which is also 57'. They are all 3 story buildings, but the highest ridge varies by 21' from the lowest ridge, a difference of 158%. Why is there such a difference in their heights? That question is what this study attempts to explore.

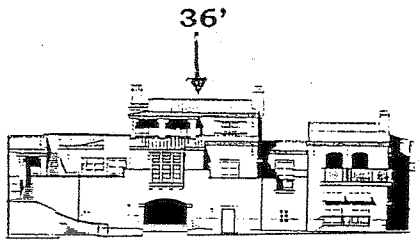
The apparent size of a building can be greatly mitigated by providing yard setbacks, as is amply demonstrated by the Santa Barbara Courthouse. Its apparent length and height are successfully reduced by its generous setbacks as shown below. Notice how a viewer's line of sight never exceeds 45 degrees. This view of the Courthouse is successful because of its setback from the property line, but its façade is essentially vertical. Another successful approach is step-backs in the building façade. As shown on page 14 a series of step-backs in the architectural elements function to reduce the building's size as seen from the street.



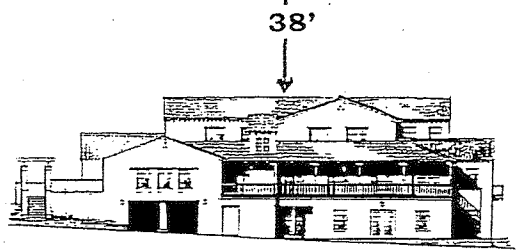


ANACAPA STREET

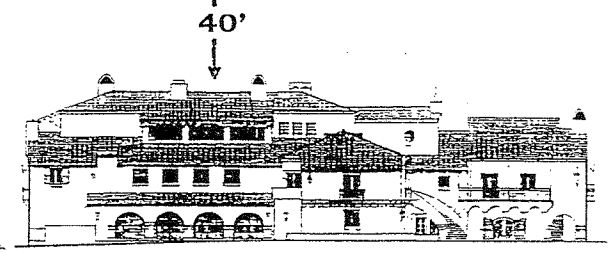
Avg. Fin. Fl. to Highest Ridge



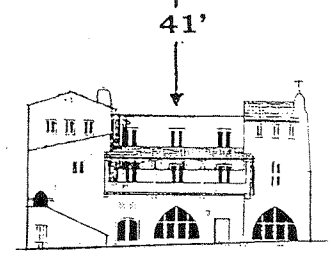
727 Garden Street



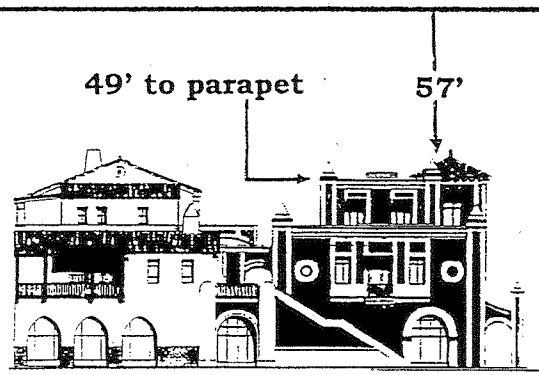
801 Garden Street
De La Guerra St. Elevation



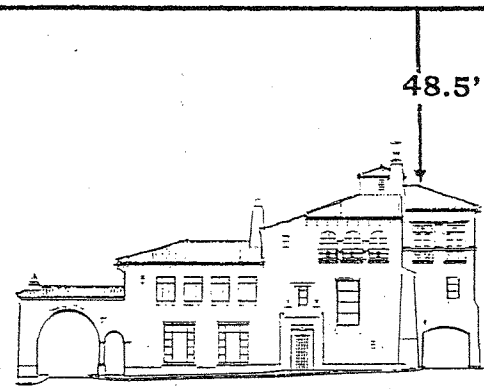
2323 De La Vina Street



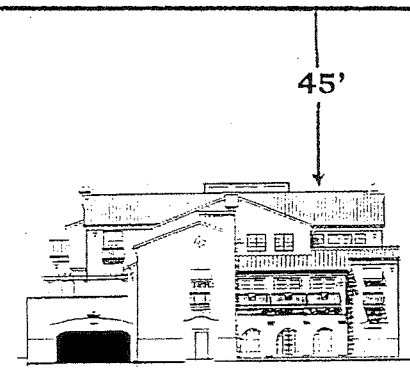
Bothin Building
De La Guerra Plaza
Elevation



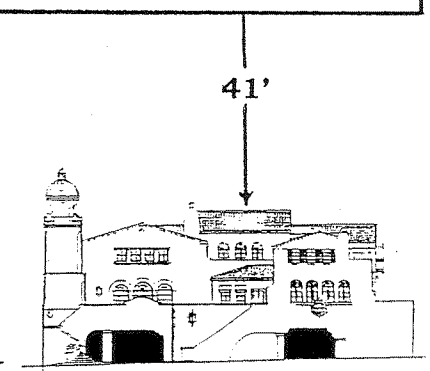
Chapala Lofts
Gutierrez Street Elevation



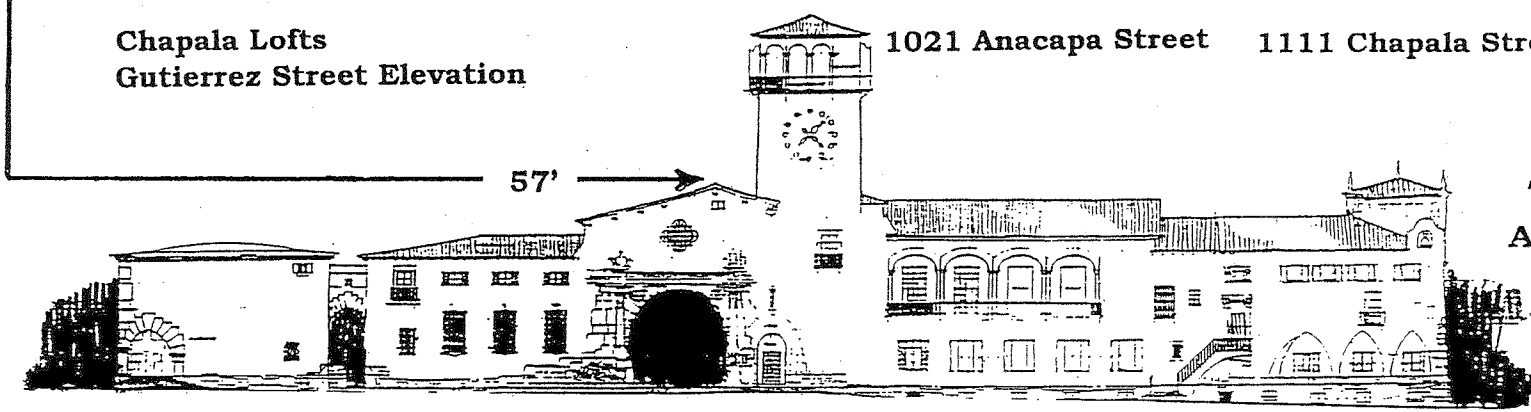
1021 Anacapa Street



1111 Chapala Street



1123 Chapala Street



Santa Barbara Courthouse

Three Story Buildings
A Comparative Analysis

Scale 1" = 50'

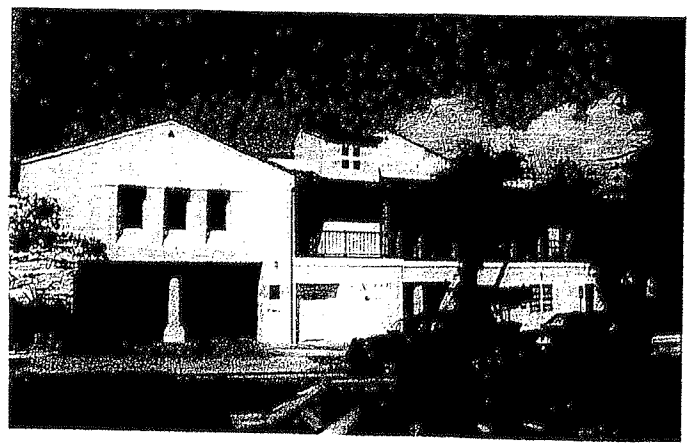
Fig. 1

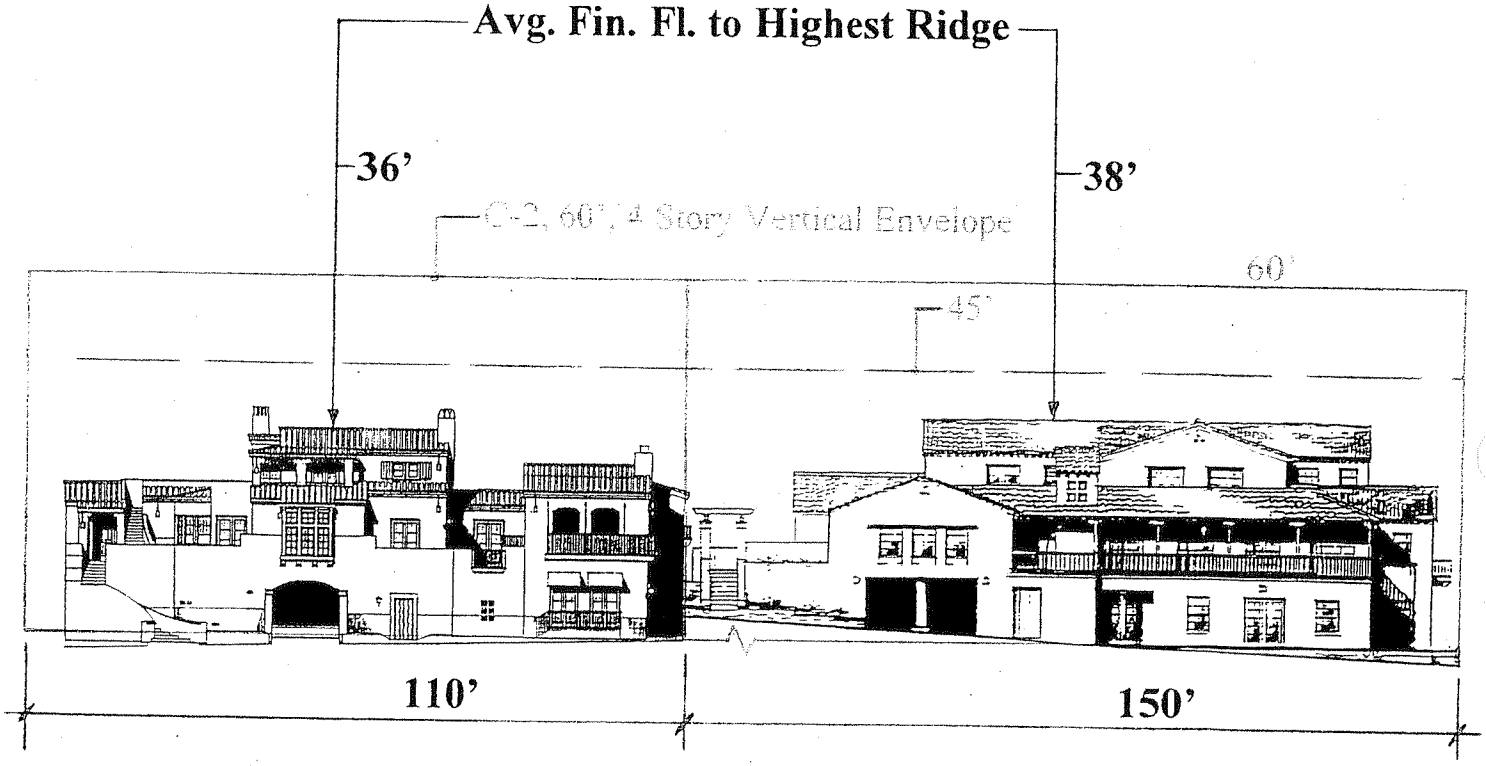
On pages 5 through 8 these eight elevations are shown at approx. 1"= 32' scale. The average finished first floor to the highest ridge is given as well as the length of the buildable envelope facing the sidewalk. Where the finished floors vary and their elevations are complex, the average sidewalk elevation was scaled. Some buildings are broken up in an attempt to shorten their visual length, such as 2323 DeLaVina and some buildings are divided into two distinct architectural styles, such as the Chapala Lofts, shown on pages 13 and 18 respectively. These two examples demonstrate that visual length, as well as actual length, is important when evaluating size.

Generally, it must be recognized that length is site specific. There is no correlation between ascending heights and corresponding lengths of buildings. However, length does contribute to *mass and bulk* as will be discussed later.

Pages 5 through 8 also give the fl. to fl. dimensions of the 1st and 2nd floors and their total height, as well as the highest plate and the highest ridge, and also the EAR calculation described below. Also shown in yellow is the height of the major eave, which usually is similar to the highest plate. It should be observed that the buildings with parking on the 1st floor have the lowest 1st fl. to fl. heights which contributes to their being at the low end of the spectrum. Commercial use seems to result in more height than office use. Residential use cannot be evaluated in this study because only two of the samples have residential use and they position themselves at opposite ends of the spectrum. However, fl. to fl. height of residential space is very discretionary so these two examples demonstrate the degree of discretion that the architect has in determining the final height of a building with residential function.

Also illustrated on pages 5 through 8 are the areas of the Vertical Building Envelopes shown by the red lines. The ratio of the area of the elevation to the area of the Vertical Building Envelope is the Elevation Area Ratio (EAR). Expressed as a percentage it represents the degree to which the building façade fills up its buildable space. The EAR percentage is a tool which will be discussed later starting on page 30. The dashed line represents the 45' high envelope which is the maximum height for 3 story buildings in the C-O and R-3 zones. Although 3 story buildings can legally be 60' tall in the C-2 zone the eight examples shown in this study vary from 36' to 57', which illustrates the wide variation above and below the 45' mark. When a 3 story building exceeds 45' (in the C-2 zone) it should be carefully considered by the reviewing boards and commissions for its qualities of neighborhood compatibility and human scale.





727 Garden Street

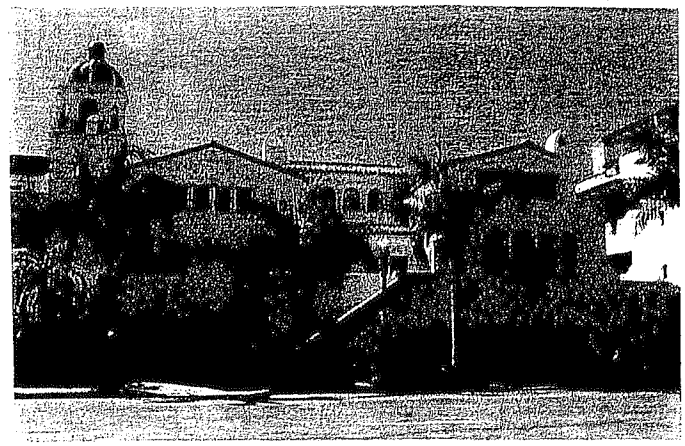
1st fl to fl=12.5′
2nd fl to fl=11′
Highest Plate=31′
Highest Ridge=36′
Façade area=3060 sf
EAR=3060/(60X110)=0.46

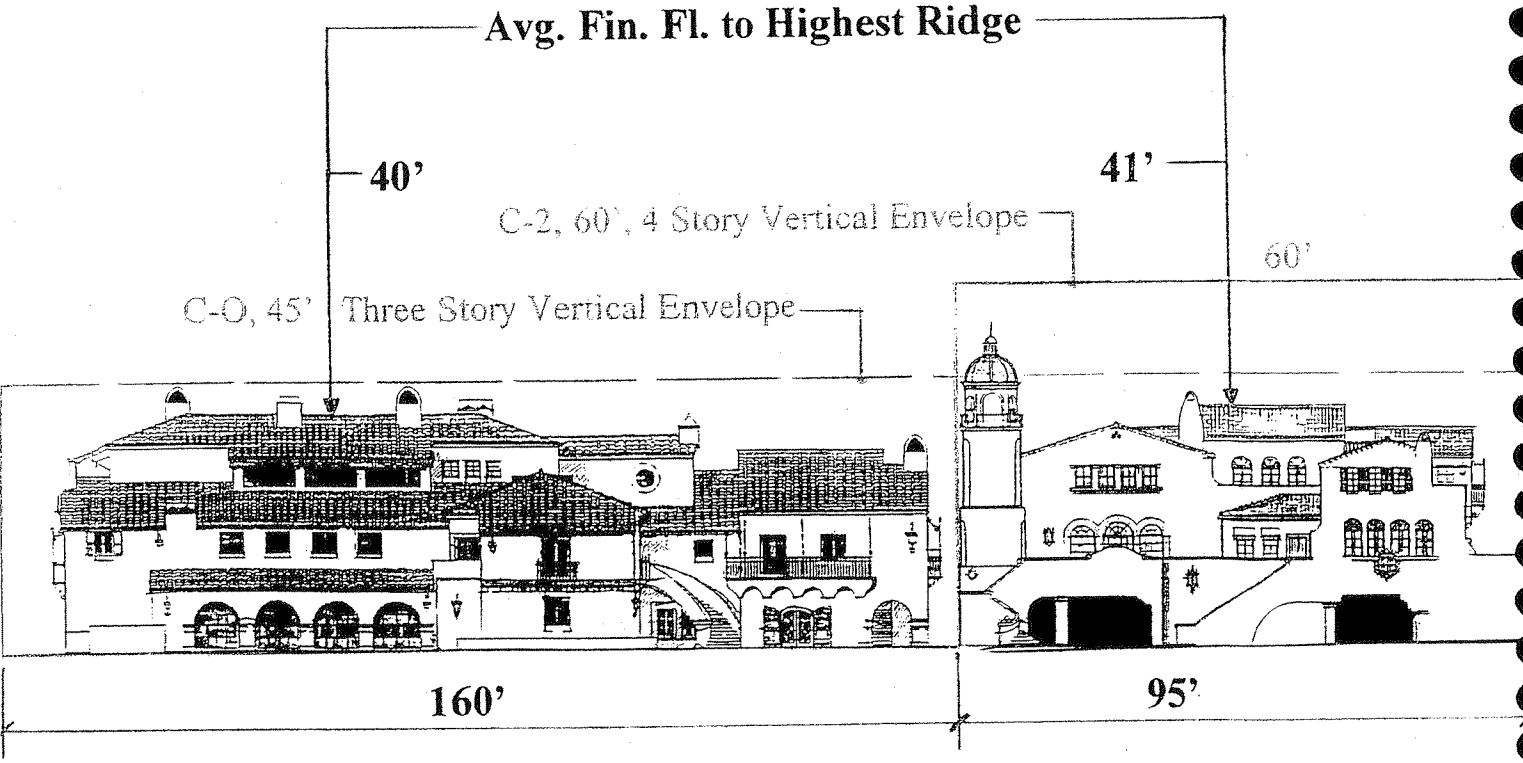
801 Garden Street

1st fl to fl=12.5′
2nd fl to fl=11.5′
Highest Plate=32′
Highest Ridge=38′
Façade area=3011 sf
EAR=3011/(60x150)=0.33

Three Story Buildings
A Comparative Analysis

Scale 1″=32′





2323 De La Vina Street

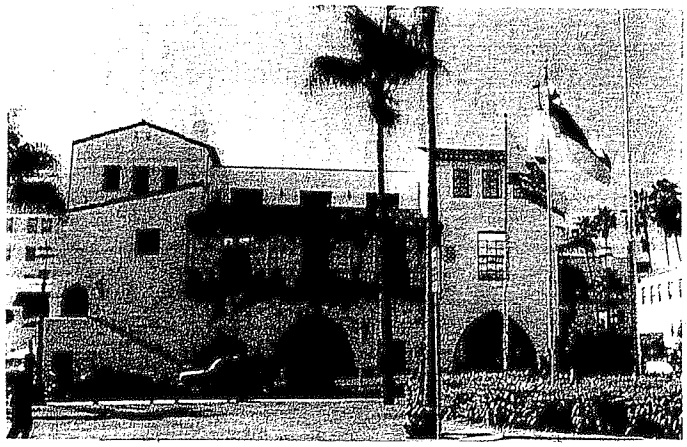
1st fl to fl=12'
2nd fl to fl=12'
Highest Plate=33'
Highest Ridge=40'
Façade area=5149 sf
EAR=5149/(60X160)=0.54
(adj. for C-O,5149/(45x160)=0.71)

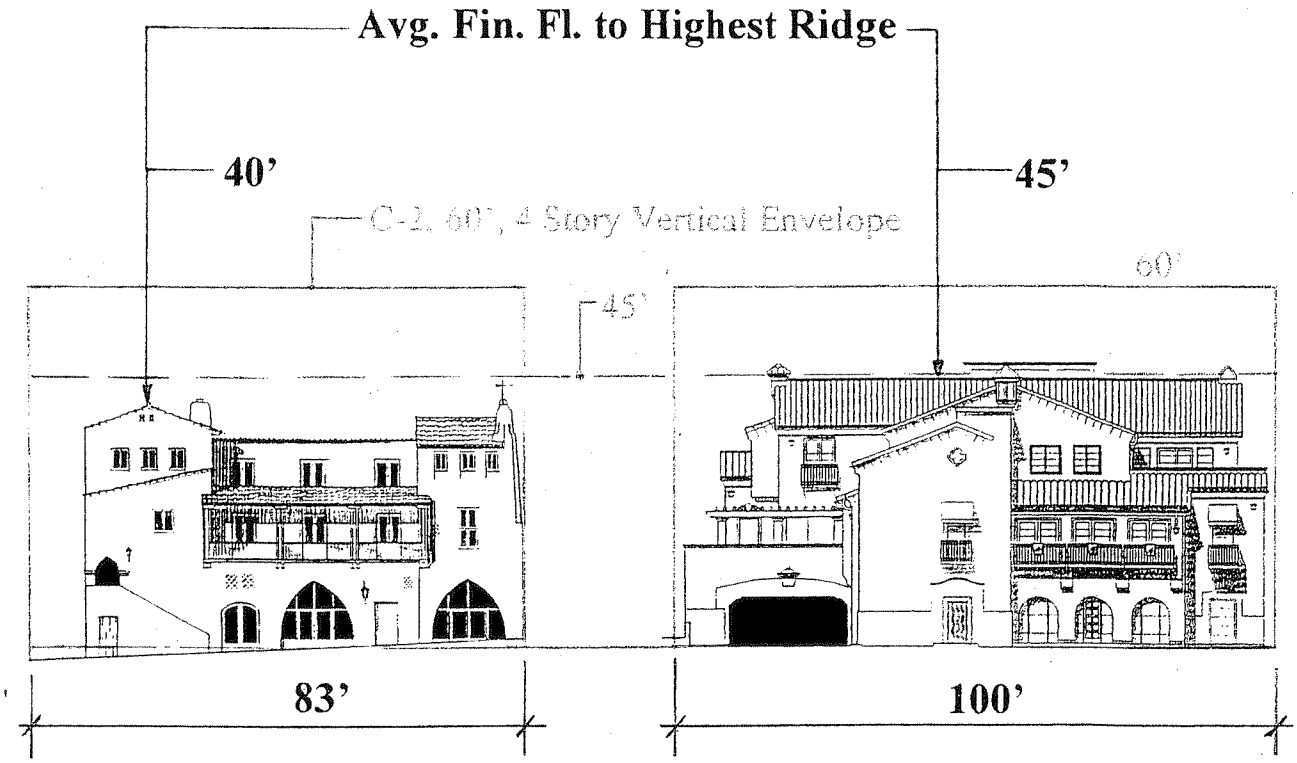
1123 Chapala Street

1st fl to fl=11.5'
2nd fl to fl=12'
Highest Plate=34'
Highest Ridge=41'
Façade area=3293 sf
EAR=3293/(60x95)=0.58

Three Story Buildings
A Comparative Analysis

Scale 1"=32'





Bothin Building, 1926
(De La Guerra Plaza Elevation)

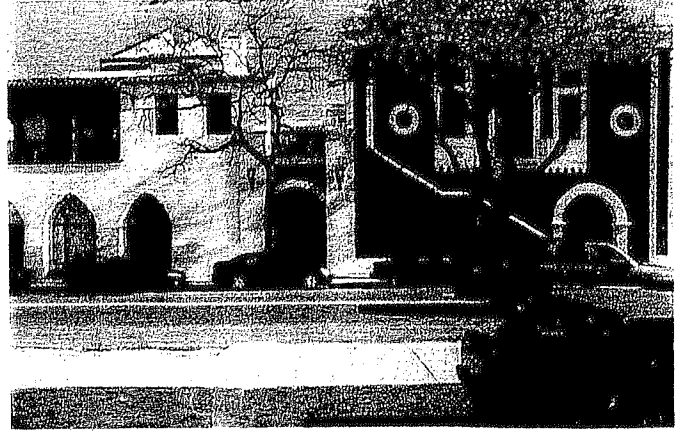
1st fl to fl=10'
2nd fl to fl=15'
Highest Plate=32'
Highest Ridge=41'
Façade area=2599 sf
EAR=2599/(60X83)=0.52

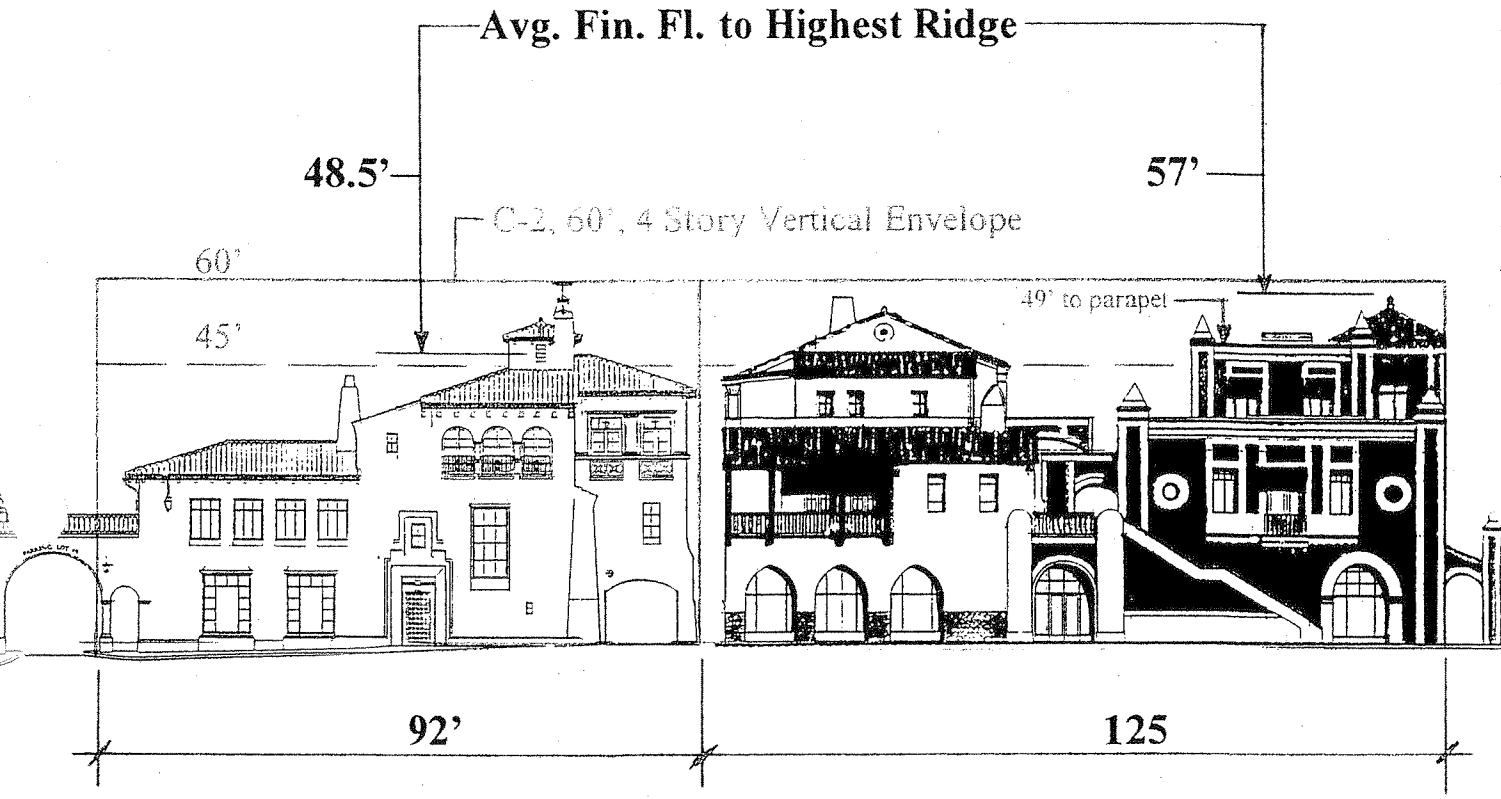
1123 Chapala Street

1st fl to fl=13.5'
2nd fl to fl=13.5'
Highest Plate=36'
Highest Ridge=45'
Façade area=4073 sf
EAR=4073/(60x100)=0.68

Three Story Buildings
A Comparative Analysis

Scale 1"=32'





2323 De La Vina Street

1st fl to fl=14'
2nd fl to fl=14'
Highest Plate=40'
Highest Ridge=48.5'
Façade area=3624 sf
EAR=3624/(60X92)=0.59

1123 Chapala Street

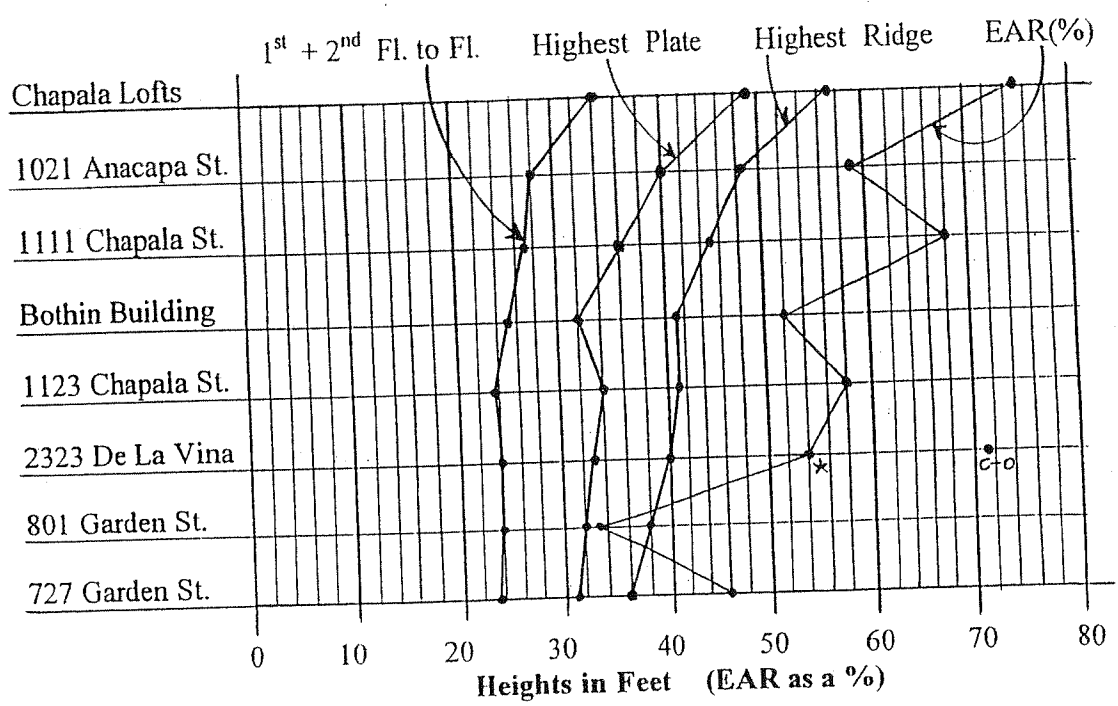
1st fl to fl=18'
2nd fl to fl=16'
Highest Plate=49'
Highest Ridge=57'
Façade area=5666 sf
EAR=5666/(60x125)=0.76

Three Story Buildings
A Comparative Analysis

Scale 1"=32'

On pages 5 through 8 the major eave is shown in yellow. In the elevation drawings on these pages the highest ridge dominates. But in actuality as shown on pages 11 through 18 the major eave may often appear to be the highest element, and in some instances a major gable, such as seen at 1123 Chapala Street on page 14, essentially obscures the highest ridge. Models and perspective drawings as discussed beginning on page 30 are better at evaluating apparent height, rather than elevations, which only show measured heights.

Graph 1 below shows the relationship between 1st and 2nd fl. to fl. heights, highest plate and highest ridge. The correlation between the fl. to fl. heights and the plate and ridge heights demonstrates how these dimensions are related. However, it should be observed that the designer has considerable discretion in the result of the final heights. Notice how the first four lowest fl. to fl. totals are all about the same; 23.5'; 24' and 23.5'. However, the highest plate and ridge for those four examples increase from 31' through 36' to 34' through 41', respectively. Decisions on the height of the 3rd floor plate and the pitch of the roof matter dramatically. Also The EAR is given for each building. If a proposed new 3 story building's EAR and dimensions are inserted into the graph, the reviewing boards and commissions will understand where it fits in the spectrum of small to large. It is not suggested that small is good and large is bad, because variety is important, but the decision makers should know how a building compares with similar buildings and how it relates in terms of compatibility with its neighbors.



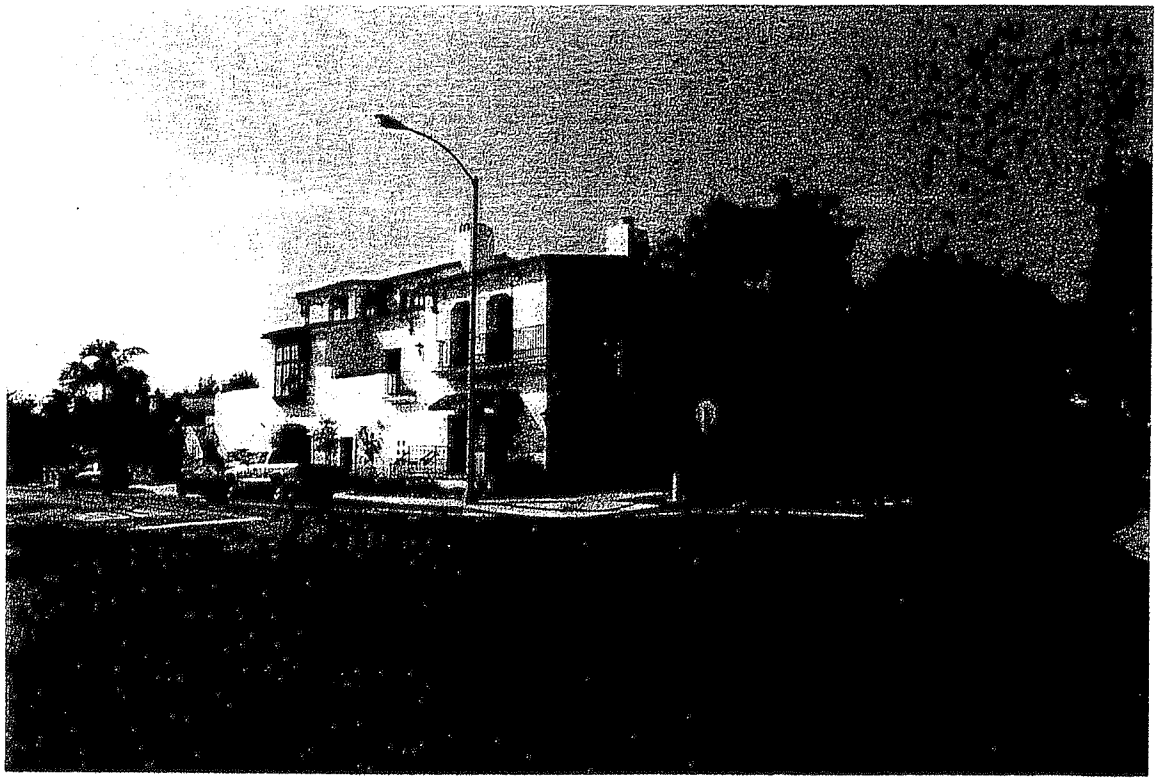
Graph 1

Fl. to Fl., Plate Hights, Ridge Hights and EAR%

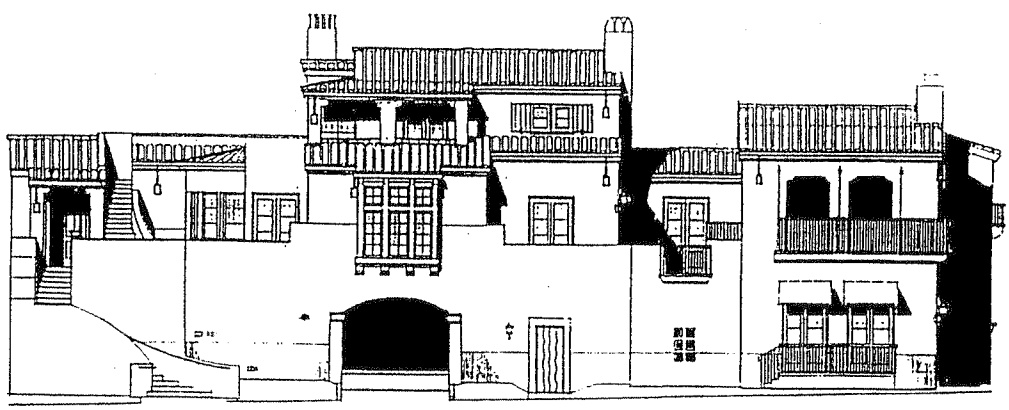
* EAR adjusted for a C-2 Zone

On page 14 the elevation of 1123 Chapala is color coded to display the step-backs from the property line of the different elements of the elevation. One should take note that the highest ridge of 41' is on a section of building that sets back 28'. A visual tool such as color coding will help the reviewers better perceive the various step-backs of an elevation drawing.

In conclusion, *size* is defined by plate and ridge heights, which are driven by fl. to fl. totals that range widely based on function and discretion. *Size* is also a function of length and this dimension is more site specific, but it can be altered visually by breakup or sectioning with different styles. *Size,* as determined by an EAR is another tool to be used. Step- backs are very effective in reducing the apparent *size* of a building, and providing open balconies on the third story at the corners will give the design a two and three story look. So it is clear that a building cannot properly be evaluated by quantitative analysis alone. It must also be reviewed as a three dimensional piece of architecture and compared with like buildings so that it is understood where it fits into the spectrum of *size* , and how its fl. to fl., plate and ridge heights compare in Graph 1. Finally, the building needs to be compatible in its neighborhood.



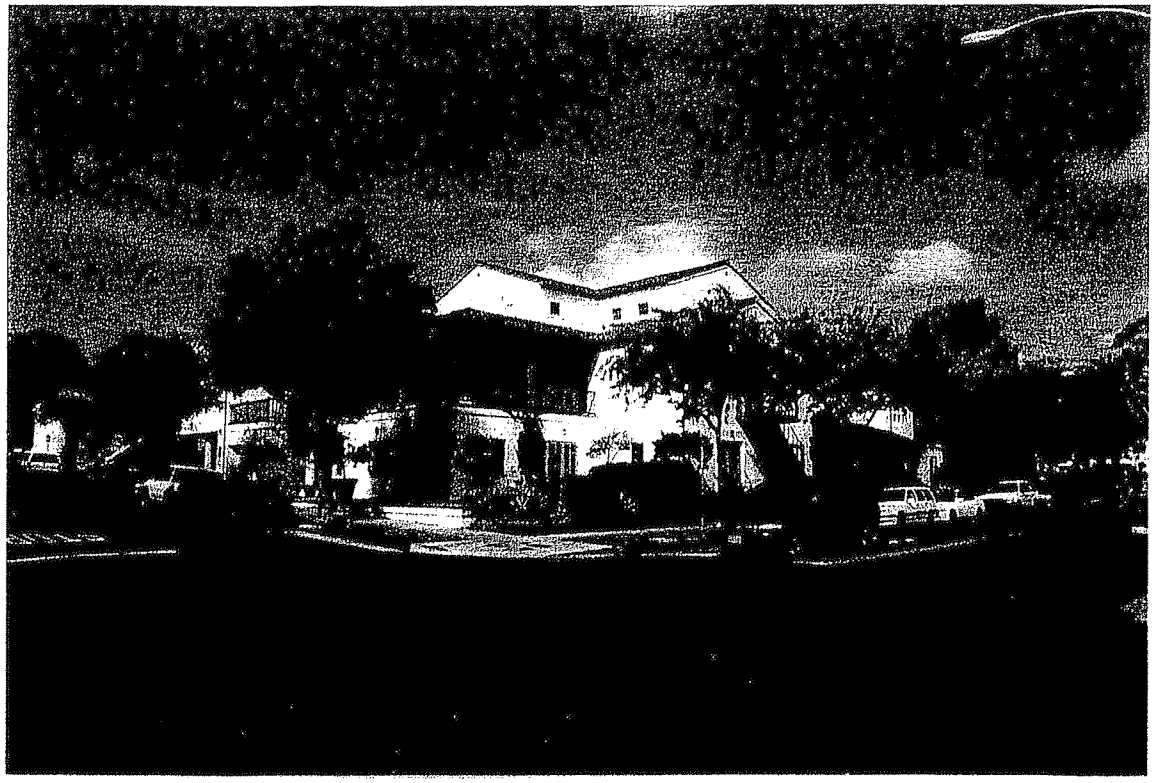
The highest ridge and the three story mass is effectively blocked by the two story mass on the corner. This building is a beautiful example of a two and three story composition.



727 Garden

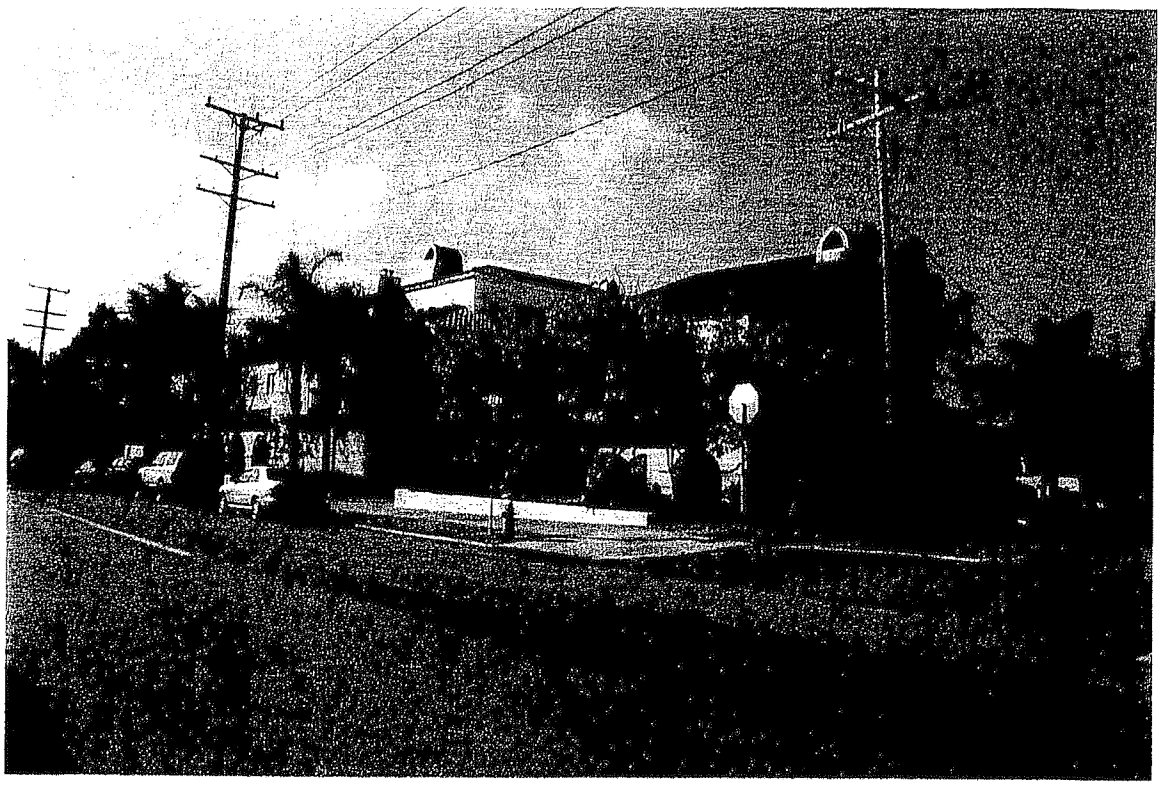
Garden Street Elevation

Scale 1"=20'

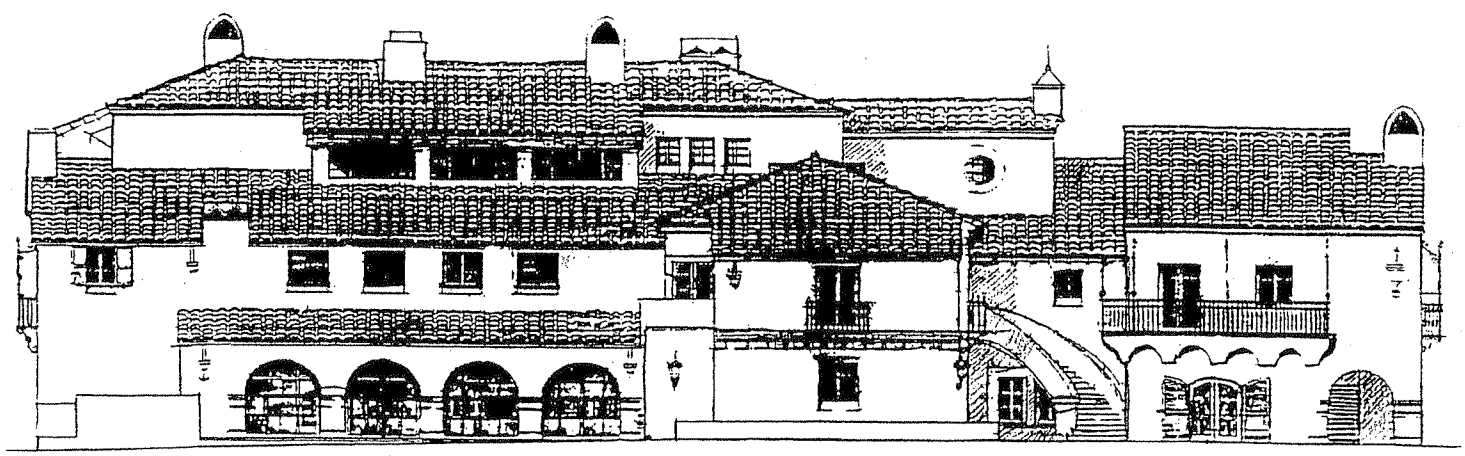


The long ridge is screened by the double gables and the trees help to soften the composition. The step-back at the corner and the Monterey Style balcony help to give this design human scale.

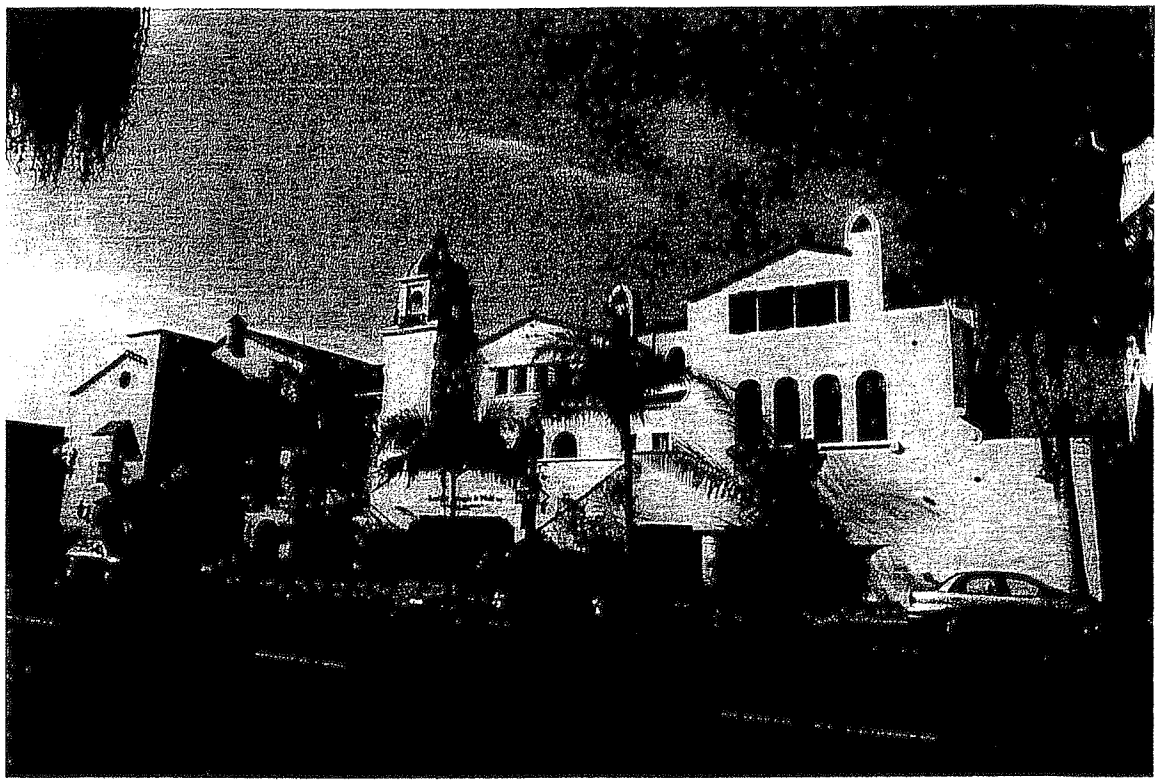
801 Garden
De La Guerra Street Elevation
Scale 1"=20'



The three story element is screened by the two story element and the trees help to break up the masses. This building is almost a half of a block long, but the two story element on the corner is set back 28' from the De La Vina sidewalk, and separated from the main three story mass by a 16' wide patio which visually separates the two elements of the building.



2323 De La Vina
De La Vina Street Elevation
Scale 1"=20'



The highest ridge is screened by the lower three story gabled element. Notice how the three story gable in the photo appears much larger than it does in the elevation drawing. The stepped corner balconies help to soften the three story element shown in red.

STEP-BACKS FROM P/L

2.0′	☐
7.0′	☐
11.5′	☐
17.0′	☐
21.0′	☐
28.0′	☐

1123 Chapala

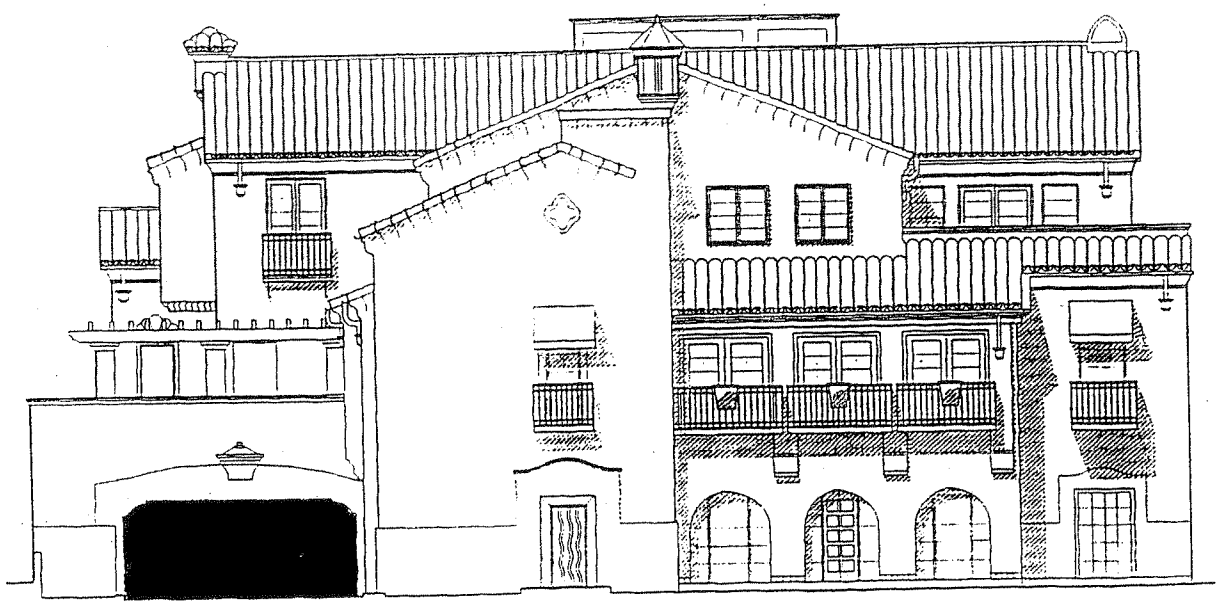
Chapala Street Elevation

Scale 1"=20'

There is some photographic distortion, but the three story mass looms. Once again, however, the major eave rather than the highest ridge dominates. The elevation demonstrates a pleasing composition, and the Monterey Style balcony works well to break up the massing. This building benefits by borrowing open space from De La Guerra Plaza

Bothin Building 1926
De La Guerra Plaza Elevation
Scale 1"=20'

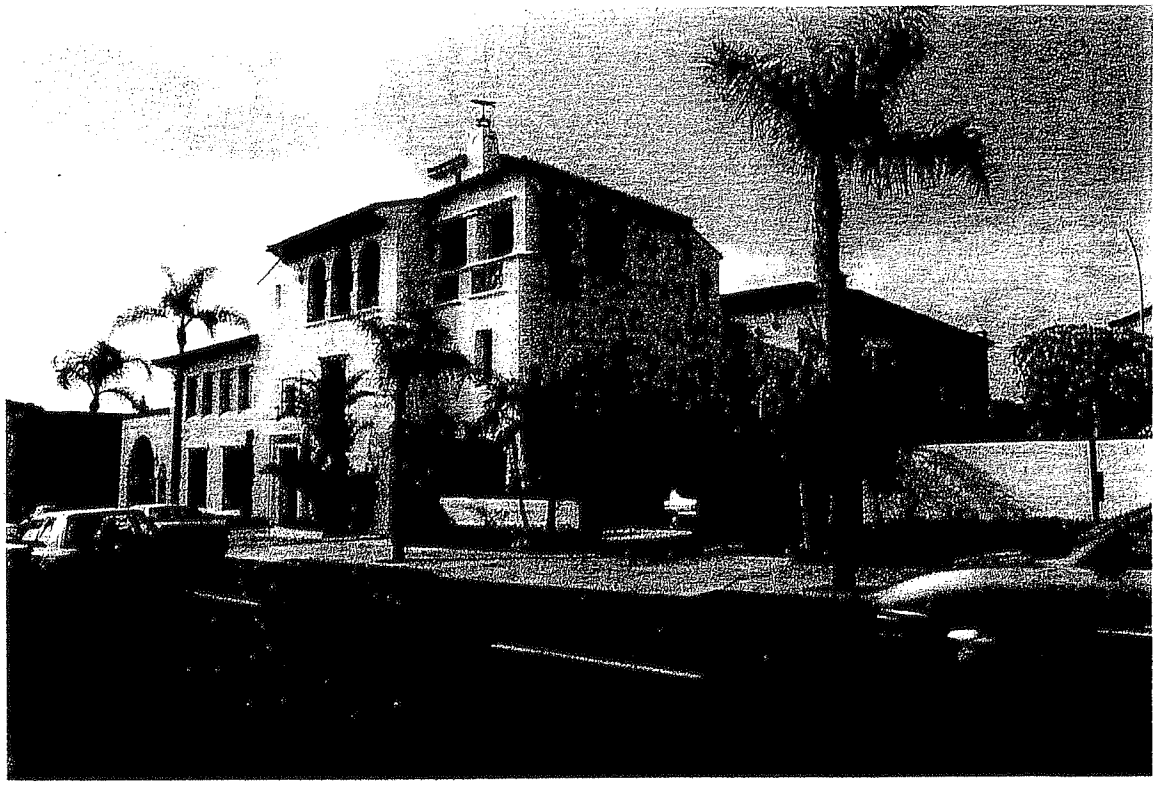
Notice how the elevator tower is the highest mass in the photo, but hardly noticeable in the elevation drawing. The highest ridge is barely apparent as it is screened by the forward elements. This building is a good example of how elevation drawings are less reliable than perspectives and models.



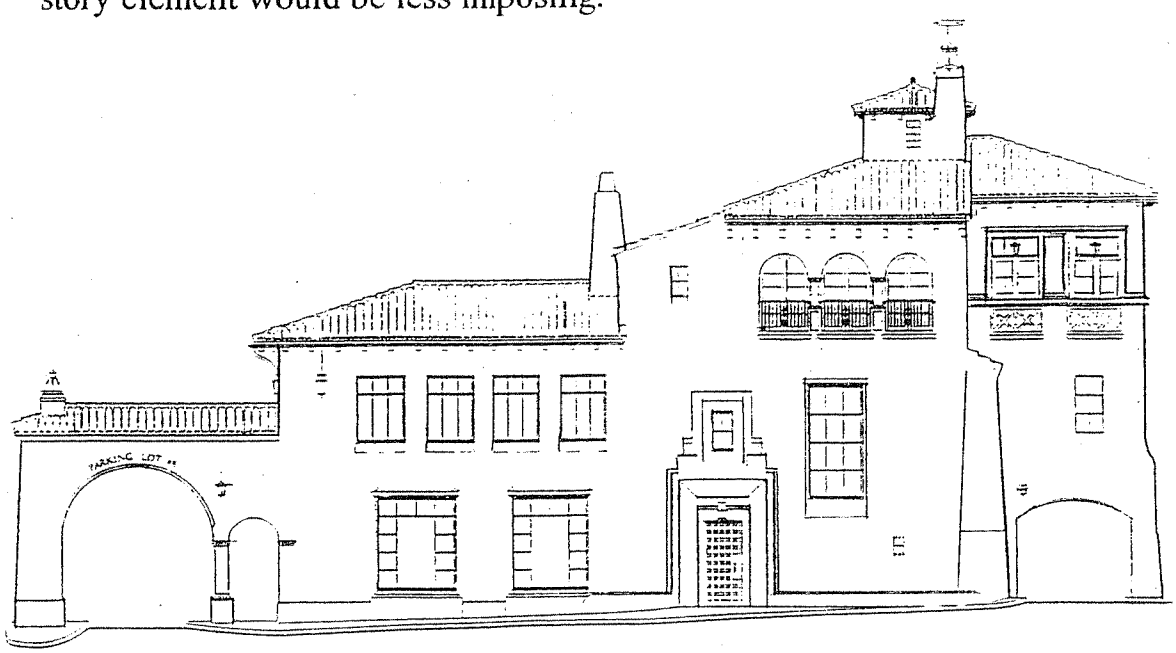
1111 Chapala

Chapala Street Elevation

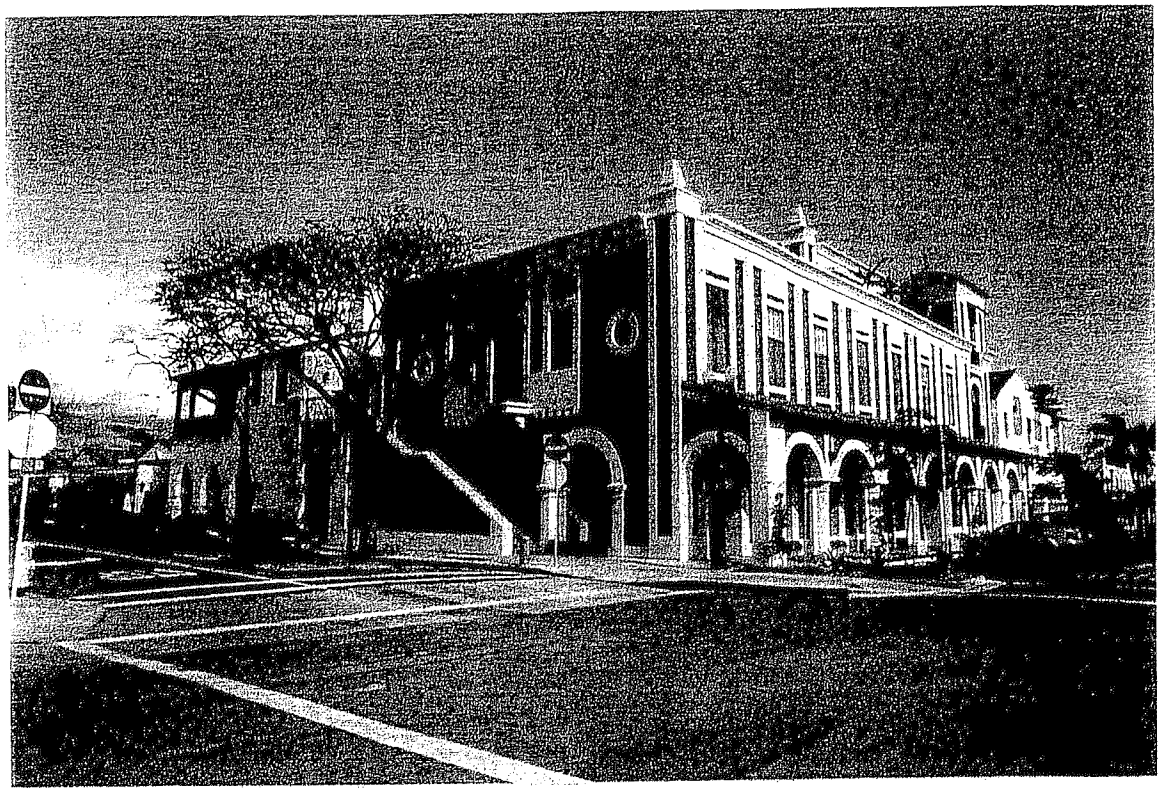
Scale 1"=20'



The highest ridge is screened by the highest plate and major eave. Stepped masses are more effective from across the street and down Anacapa, looking up street. So this massing works better for the pedestrian than the driver. If the porch on the third story were not roofed over the massing of this three story element would be less imposing.



1021 Anacapa
Anacapa Street Elevation
Scale 1"=20'



The highest ridge is less important with flat roofs, where highest plate or parapet govern. Trees help, and the total mass is broken up with two different architectural styles. The arcade, which is built over the public sidewalk helps to reduce the apparent height of the façade.

Chapala Lofts
Gutierrez Street Elevation
Scale 1"=20'

Mass and Bulk

In considering the architectural qualities of mass and bulk it will be helpful to try to define these two terms more clearly.

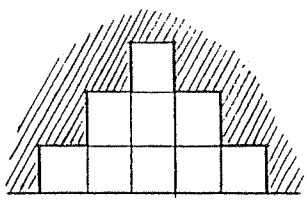


Fig. A

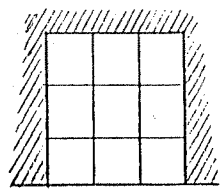


Fig. B

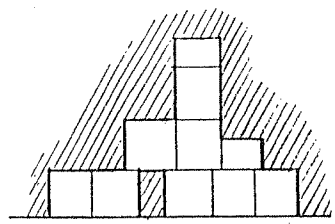


Fig. C

Mass is a quantitative term and represents the amount of something. For example, the area of the 9 squares in Figures A, B and C, or the length and height of the elements of a building elevation represent its *mass*. The analytical eye will observe that the *mass* (area) of Figure A, B and C are the same.

Bulk, on the other hand is the qualitative term and represents the composition of the *mass*. For example, the 9 squares in Figure B appear bulkier than Figure A even though Figure A is wider, and bulkier than Figure C even though Figure C is both higher and wider than Figure B. Using our Courthouse, a similar example is shown in Fig. 2 and Fig. 3 below. Assume that the *mass* (area) of the tower approximately equals that which it would take to fill in the grand archway. The *mass* of Fig. 2 would be equal to the *mass* of Fig. 3. However, the *mass* of Fig. 2 seems to possess a less bulky composition. Whether the *mass* of the Courthouse is too great or not is not the issue. The issue is that the composition shown in Fig. 2 is more acceptable than Fig. 3 because it appears less *bulky*. Although the Courthouse is a massive building, it is graced with beautiful composition and generous setbacks.

If a building's functions require a *mass* equaling the dimensional heights illustrated in the upper portions of the curves shown in Graph 1 on page 9, it will be important for the design review boards and commissions to carefully consider the composition of that *mass* and the appropriateness of ample setbacks.

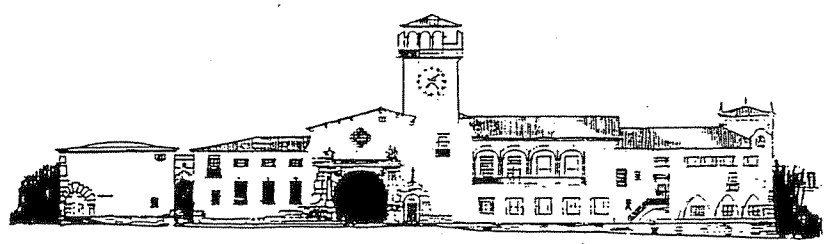


Fig. 2

Fig. 3

A Comparative Analysis of Bulk
The Courthouse w. and w/o. the Grand Arch and Tower

Scale

In architectural design, *scale* is the proportions of a building or its parts, with reference to a definite unit of measure.[1] For the architecture of Santa Barbara and especially the Pueblo Viejo the definite unit of measure is the height of a human being. This is why we use the term "human scale."

Of course, there are exceptions to this in our city because architecture has a number of function and ideals to express. For example, the grand archway of our Courthouse expresses with its grand scale the power of "government of the people". And the grand scale of the Arlington Theater expresses the glamour and influence of the 1920 movie industry with a building that proclaims "the sky's the limit". But generally, Santa Barbara is a city of buildings whose *scale* is decidedly human and possessed of great charm, as is best exemplified by our El Paseo.

The problem is that the architectural elements of a building such as doors, windows, archways, towers, etc. must be properly proportional to fit the architecture as a whole. And, as a building gets bigger, so must its elements. When this happens they tend to lose their human scale

Look at the proportions of the windows and arches of the Cathedral of Florence on page 21 in comparison with the windows and arches of our Courthouse. Even though we recognize the Courthouse as one of our largest buildings, its elements seem small by comparison. Because buildings in Santa Barbara are getting larger, we must be concerned about which existing buildings we accept as standards for comparing *size, mass, bulk and scale.* If our goal is to retain the human scale in our architecture we must struggle to reduce the *size* of larger buildings. *Size* determines *mass.* Composition determines *bulk.* Architecture with a given *mass* must be composed of elements that are to scale with that *size* and *mass.* Whether or not those elements are human in *scale* will be dependent on the *size* and *mass* of the elements that compose the architecture.

Following, on pages 22 through 29, are vignettes of our eight SCALE STUDY examples with an average height man shown. One can compare his height (5'-8") with the size of the architectural elements which the building possesses.

In conclusion, it can be seen from these pages that there is a reasonable range of *size* (ie.fl. to fl., plate and ridge heights) which accommodate door and window sizes (and corresponding other architectural elements) which are closely related to the human height, and thus will be human in scale. But, buildings of greater *size* and corresponding *mass* and *scale* require elements of greater size. These greater sizes depart proportionately from human scale, and consequently from the charm and character that has epitomized the architecture of Santa Barbara, which we all admire and seek to sustain.

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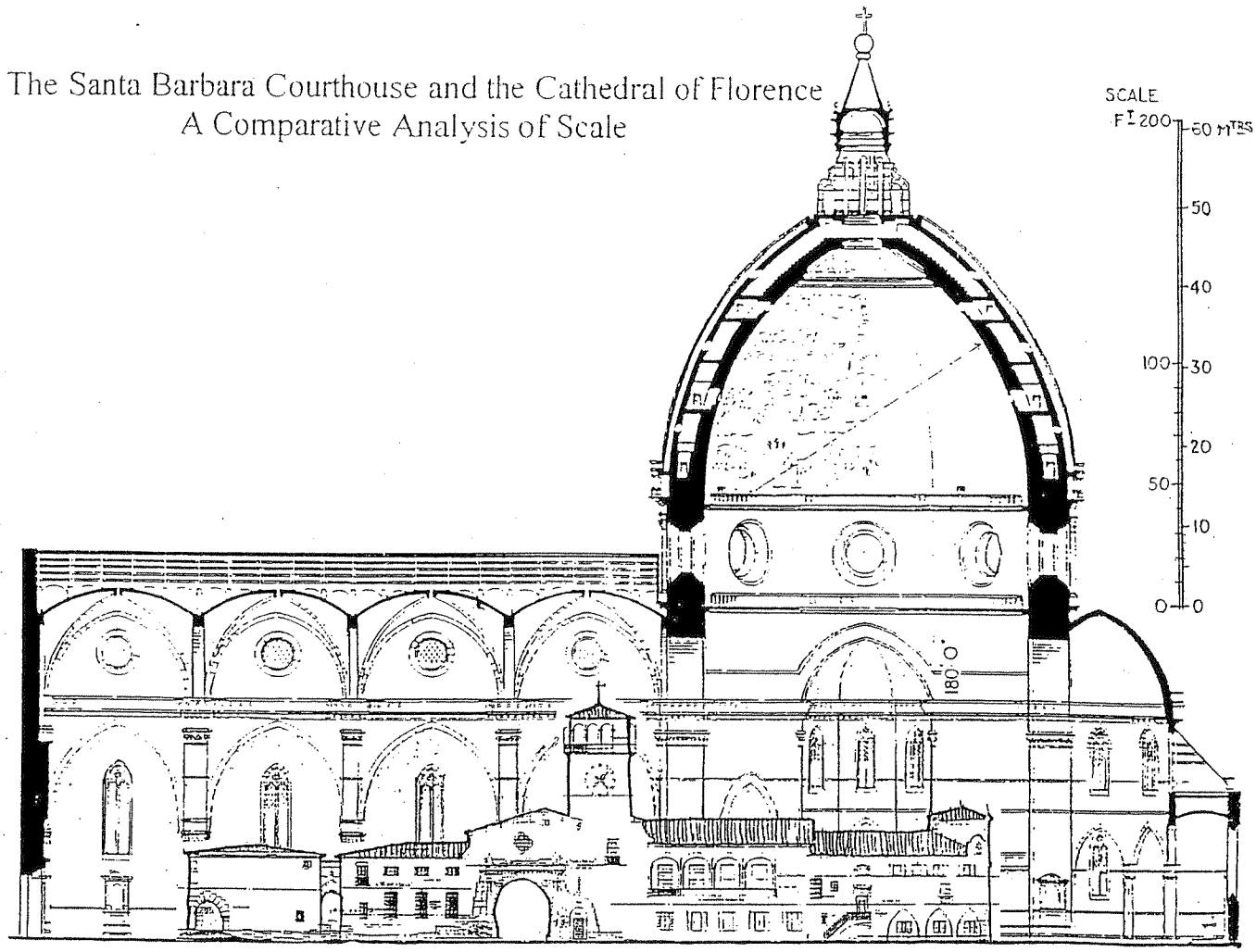
[1] Paraphrased from Sturgis' Dictionary of Architecture.

The Santa Barbara Courthouse and the Cathedral of Florence
A Comparative Analysis of Scale



This Elevation of the Courthouse
and the
Section through the Cathedral
are shown at the same scale

Scale Study

5'-8" man compared with 7' high door at grade and
8' high french doors at the upper balcony.

727 Garden Street
1/8"=1'-0"

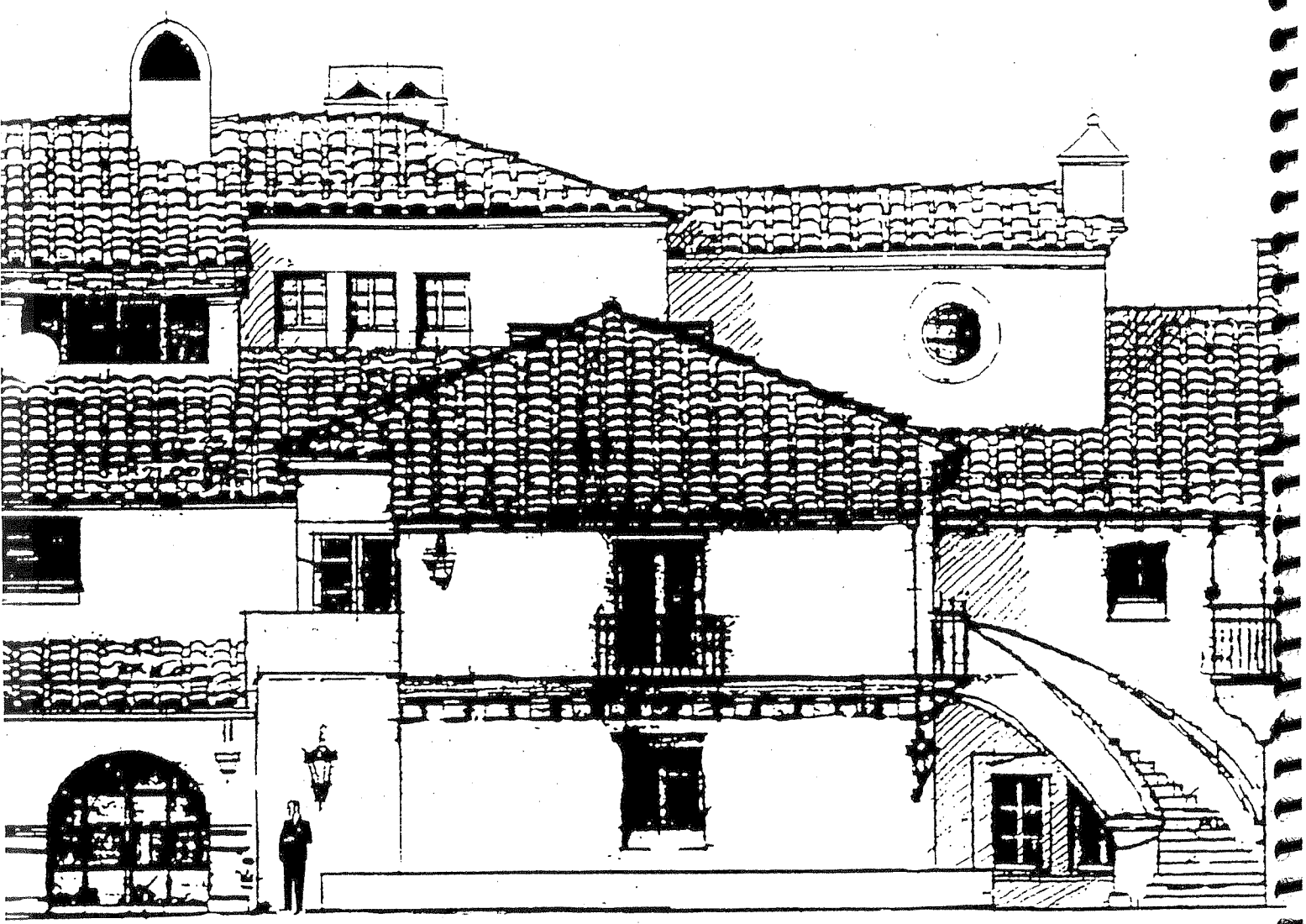
Scale Study

5'-8" man compared with 8' high doors on the terrace
and the 9'-6" high balcony above.

801 Garden Street
De LA Guerra St. Elevation
1/8"=1'-0"

Scale Study

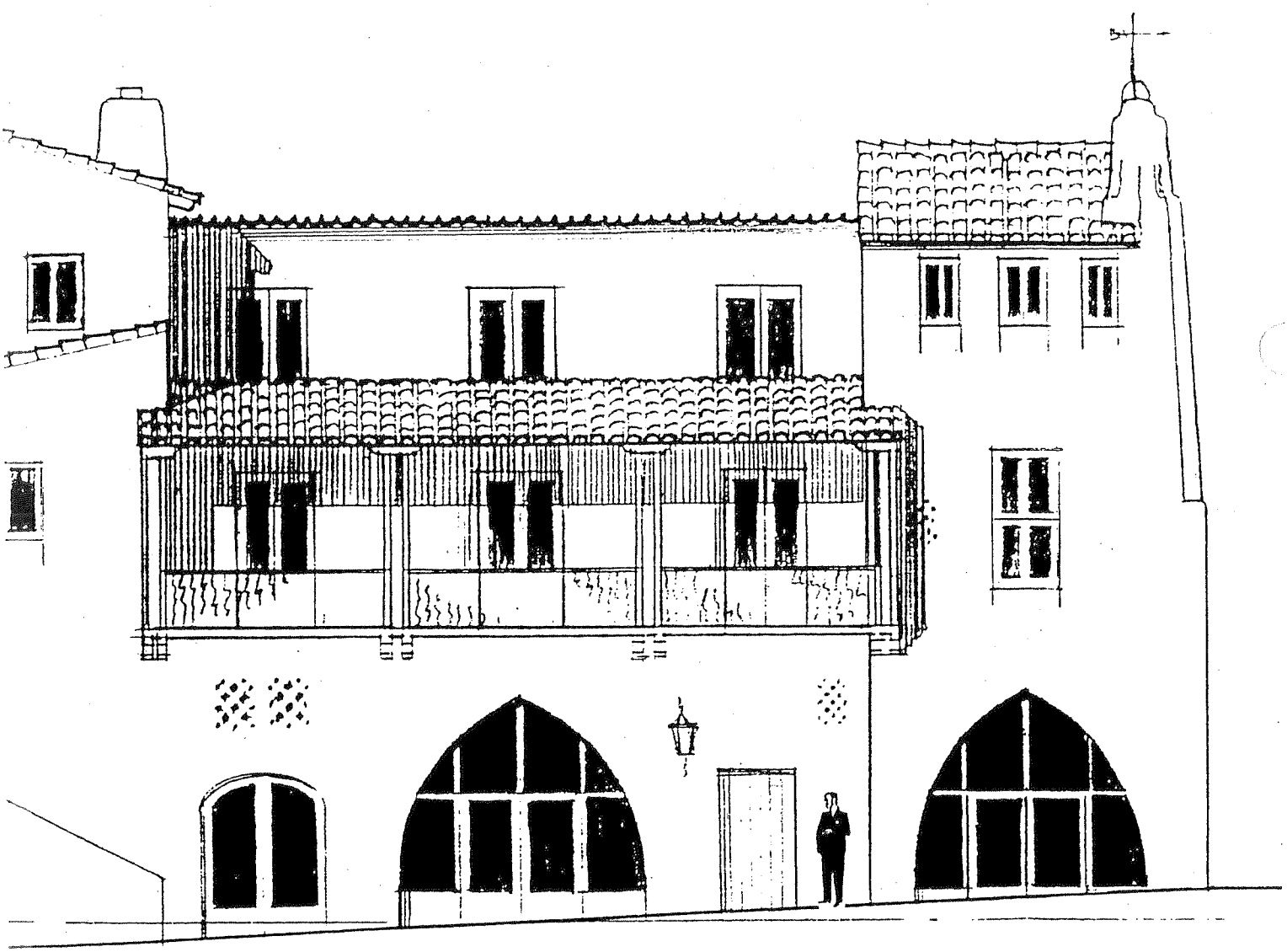
5'-8" man compared with 8'-6" high arch
and 7' high french doors at the balcony above



2323 De La Vina Street
1/8"=1'-0"

Scale Study

5'-8" man compared with 7' high door
at grade and the 11' high arches.



Bothin Building 1926
De La Guerra Plaza Elevation

1/8"=1'-0"

Scale Study

5'-8" man compares with 8'-6" high garage opening and the 10' high tri-arches above.

1123 Chapala Street

1/8"=1'-0"

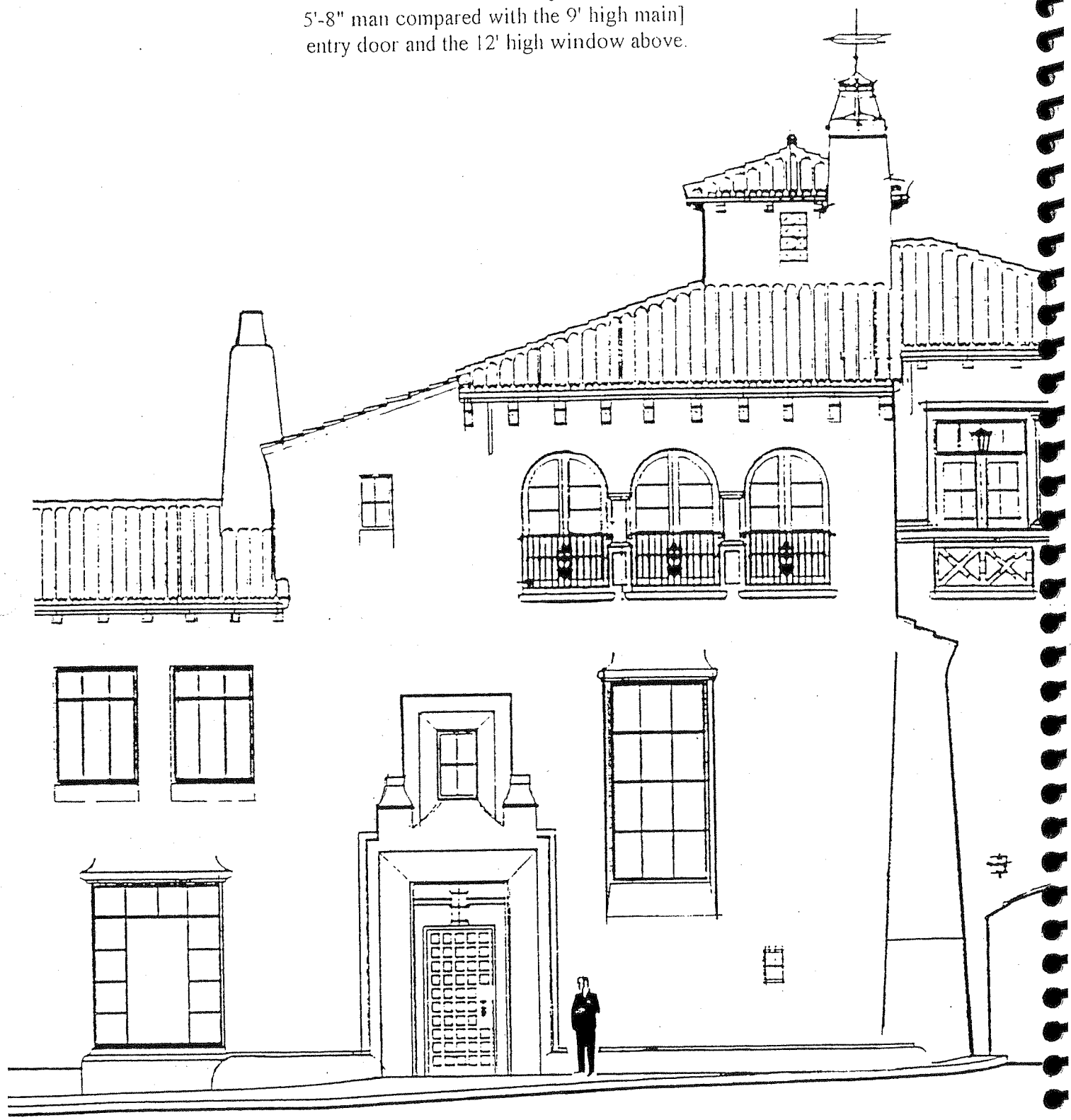
Scale Study

5'-8" man compared with a 7' high "river of life" door
and the 8' arches.

1111 Chapala Street
1/8"=1'-0"

Scale Study

5'-8" man compared with the 9' high main] entry door and the 12' high window above.



1021 Anacapa Street
18/"=1'-0"

Scale Study

5'-8" man compared with the 13'-6"
archway flanked by 22' high pilasters

Chapala Lofts
Gutierrez Street Elevation
1/8"=1'-0"

Tools

1. **Graph Analysis**

A graph similar to Graph 1. shown on page 9 will be helpful in assisting the design reviewers and the public in evaluating the size of the proposed building in relationship to other existing buildings and to its vertical envelope. The proposed design's fl. to fl., plate and ridge heights and its EAR should be calculated and inserted into the graph, so that they can be compared with the existing statistics from this study, or statistics from neighboring buildings.

2. **Step-back Evaluation Analysis**

Color coding elevations similar to the one shown on page 14 will be helpful in assisting design reviewers and the public in evaluating the architectural offsets and step-backs of the proposed project. The purpose of this analysis is to better understand the degree to which the elements of the design are stepped back from one another. These step-backs are not readily apparent in a typical elevation drawing. The *bulk* of a building is greatly mitigated by adequate architectural step-backs, as viewed from the public street. This analysis tool is especially important when evaluating larger buildings, where *size, bulk, mass* and *scale* are issues of concern.

3. **Vertical Envelope Analysis**

The Vertical Envelope is defined as the area resulting from multiplying the height from average finished grade to the height limit (45 or 60 feet depending on the zone) and the length of the site on which the architectural elevation is drawn, as shown on pages 5 through 8. The area of the building elevation is calculated and divided by the Vertical Envelope area. This calculation produces a ratio or percentage of the buildings area to the Vertical Envelope area. This quantity is known as the Elevation Area Ratio (EAR), and one below 0.40 is low while one above 0.60 is high.

The purpose of calculating an EAR is to better understand to what degree a design is filling up its buildable space. It is recognized that excessive *bulk* occurs when a design tends to fill its available Vertical Envelope. It should be noted that the 45' height limit was intended for three story buildings, and the 60' height limit was intended for four story buildings. When a three story building in the 60' height zone exceeds a 45' height, concern by the design reviewers is warranted. The reasons for this additional height should be carefully analyzed and understood, in relation to *size, bulk* and compatibility to the neighboring buildings.

The EARs for the eight buildings examined in this study are shown on pages 5 through 8. The calculations of the façade areas do not include the areas of chimneys, towers and other architectural amenities, and were scaled from the 1/32" drawings.

4. **Perspective Analysis and Streetscape Elevations**

As demonstrated by the photographs with their respective drawn elevations, shown on pages 11 through 18, the photographs are much more telling and truthful in representing readily visible composition of a proposed project. Of course, photographs cannot be taken

of a building that has not yet been built. But, models can be photographed or perspectives can be drawn, both of which are superior to elevation drawings, which do not represent a building as we actually see it.

Photos of models and perspective drawings are tools necessary so that the design reviewers can visually experience the building accurately. These pictures should illustrate the building as it would be seen as viewed from eye level and across the street. If people and autos are shown in the photos or renderings they should be in scale with the building, so as not to distort the true *size, bulk* and *scale* of the building being represented. The *size* of a building will appear smaller when oversized cars and people are placed in front of it.

It is also a very helpful tool to provide a streetscape elevation, in which the proposed project is shown in elevation between its neighboring buildings. Furthermore, it is helpful to see these streetscape elevations with and without trees.

In conclusion, the four tools described above and the definitions and analysis used in this report should be helpful in assisting design reviewers and the public in better visualizing and evaluating proposed architecture. It should also help architects and their clients by providing a review process that is clearly defined and equally administered for all.

Glossary

Bulk The qualitative readily visible composition and perceived shape of the structure's volume, ie. the design of its architectural composition, shape and scale.

Elements 1. Portions of a building which appear separated from other portions of the same building. 2. The elements of a facade, ie. the doors, windows, arches, details, etc.

Elevation The flat scale drawing of the facade of a building.

Finish Floor The plane of the floor or average of floor planes from which a vertical measurement is taken.

Floor to Floor A vertical measurement of the distance from one floor to the next floor above.

Highest Plate 1. The top of a wall or parapet shown in an elevation drawing. 2.The top of the wall on which the lower portion of a sloping roof rests.

Highest Ridge The highest horizontal edge of a roof shown on an elevation drawing or seen in perspective.

Human Scale The aspect of architecture in which its elements are in proportion to the height of an average human. (See **Scale**)

Major Eave The highest eave shown on an elevation drawing or seen in perspective.

Mass The quantitative characteristics of a building, ie. the measure of its height, length, openness and solidity. (See **Volume**)

Massing The arrangement of the elements that make up a building's bulk.

Neighborhood Compatibility See the Architectural Board of Review's Guidelines and the Single Family Residential Design Guidelines.

Perspective A picture or drawing of a building that shows it as it appears to the eye.

Pitch The slope of a roof as expressed by the ratio of the vertical height in feet to 12' of horizontal length, ie. 4 to 12, 8 to 12, etc.

Scale The proportions of a building or its elements, with reference to a definite unit of measure. (See **Human Scale**)

Size The length and height of a building, or elements of a building, measured from its elevation, and excluding towers, chimneys and other architectural appendages.

Vertical Building Envelope The vertical height set by the Zoning Ordinance, nominally, 45' for three story buildings and 60' for four story buildings times the width of the site.

Volume A building's quantitative measurement of height, width and depth.

Exhibit H

Downtown / Waterfront Vision Report Excerpt

Themes, Action Step and Implementing Options Regarding Views / View Corridors

Theme I.A. The beautiful vistas and sweeping views of the ocean and mountains are maintained.

Action Step 1: Retain and enforce current limits and policies for maximum heights of buildings in the Downtown / Waterfront.

Implementing Option: *(a)* Develop guidelines to ensure varied building heights and avoid creating canyon effects in the Downtown / Waterfront.*

Action Step 2: Follow existing guidelines or develop new guidelines and new zoning to ensure that views, view corridors and vistas are maintained.

Implementing Options: (a) Create an inventory of key view corridors from the Downtown area looking seaward, from the Waterfront area looking inland, and from the Downtown- Waterfront looking outward. Critical view corridors shall include Cabrillo Boulevard and others to be identified.* **(Key view corridors – This option was recommended by consent. A minority of Group 5 felt this should specifically include looking up State Street from Cabrillo Boulevard.)**

(b) Use overlay zones for critical corridors where lower height limits and greater setback requirements are needed to ensure preservation of views.

c) Develop a comprehensive indexed reference of existing Design Guidelines and Policies for use in the review of proposed projects in the Downtown / Waterfront.

(d) Continue to require analyses and accurate elevation visuals for all projects in critical view corridors and for projects which will have an impact on views.

(e) Require discretionary review bodies to make findings that new or remodeled development meets City guidelines and policies relating to the preservation of views.* **(Preservation of Views – This option was recommended by consent. Two members of Group 5 felt that this should include all City guidelines and policies**

(f) Amend the General Plan to prohibit major construction on the ocean side of Cabrillo Boulevard / Shoreline Drive from Shoreline

Park to the Bird Refuge except as provided for in the present Harbor Master Plan. Permit small, low-profile, incidental structures, such as restrooms and minor additions.* **(New Development on ocean side of Cabrillo – This option was recommended by consent. Six of the 16 members of Group 5 felt that the issue was important enough to warrant a Charter Amendment.)**

(g) Support and strengthen those measures and controls needed to enhance and improve air quality.

(h) Screen the industrial area with adequate indigenous vegetation.

Action Step 3: Maintain the General Plan policy that "new development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."

Action Step 4: Review setback and height rules in critical view corridors for consistency with the Vision.

Implementing Options: (a) Increase the setback and lower the height limits along Cabrillo Boulevard to reduce the visual impacts of potential buildings.

(b) Identify view corridors on or near State Street where lower height limits and increased setbacks should be considered.

Theme III C: The Waterfront has plentiful active and passive open space.

Action Step 2: Provide an open and beautiful ambiance in the Waterfront area.

Implementing Option: (f) Maintain vistas from Cabrillo Boulevard to the mountains.

Action Step 3: Assert stringent controls for future development in the Waterfront area.

Implementing Options: (a) Preserve the overall intent of the Local Coastal Plan policies with regard to existing intensity of development and development patterns, while allowing for amendments to address flexibility of uses (e.g., balanced housing for all income levels, ocean-related and /or neighborhood-serving uses in the HRC-2 zone).

(b) When reviewing new development and redevelopment, minimize the effect of the development on the existing ambiance (e.g., views, scale, density, height, setbacks) of Cabrillo Boulevard.

c) Establish development standards relating to height and scale and protection of view corridors, through such methods as graduated height limits and other means.

(d) Encourage small scale development in the Waterfront area in terms of:

1. Architectural scale; and
2. Providing openness and access.

Exhibit I

Entrada de Santa Barbara Final EIR View Analysis Excerpt

The Certified Final Environmental Impact Report (EIR) for the Entrada de Santa Barbara project contains the most thorough and recent assessment of views / visual resources (July 2001). The Public View Analysis section of the EIR describes the existing visual resources and views experienced from public places within the vicinity of the project (Lower State Street). It also provides criteria for identifying important public scenic views potentially affected by the Entrada project.

The EIR starts with a definition of important terms that are related, but slightly different. From page 4-1 of the EIR:

- *Views*. Anything that can be seen.
- *Public Views*. Views experienced from public places.
- *Visual Resources*. Items (such as natural features, trees, landscaping, or buildings) within a view.
- *Important visual resources*. Items within a view deemed important as described in sections 4.2 and 4.3 of the EIR (see discussion below).
- *View Corridor*. A view almost completely framed on both sides by existing development (including landscaping), large enough to provide a sense of contrast between the urban area in the foreground and important visual resources in the background.
- *Important public scenic views*. Public views that contain important visual resources, have scenic qualities, and are visible from heavily visited viewing areas (described below). Important public scenic views include view corridors containing important visual resources, with scenic qualities, from heavily visited viewing areas.
- *Viewpoint*. The vantage point or location from which a view is experienced.
- *Visual context*. The visual resources that are associated with and comprise a particular physical setting. The visual context changes from one location to another. The basis of the visual context stems from both the existing physical setting and the aesthetic expectations as described in existing plans and policies.

The EIR then describes the existing setting including visual resources and views experienced from public places in the Entrada project vicinity. The EIR states: *"This discussion is limited to views and visual resources that can be experienced from public areas since impacts to views from private settings are not subject to CEQA consideration, and private view concerns are not addressed in the City of Santa Barbara's relevant General Plan and Local Coastal Plan policies."* (Page 4-1)

Extensive photo documentation is provided of the existing setting and views. This is followed by a review of existing *"public view plans and policies."*

Analytic Methodology

Section 4.3 describes the EIR's Analytic Methodology for evaluating the project's impacts on public views. It is described as a two-step process.

Step One: Assessing the Importance of Public Views / View Corridors

Step one assesses the importance of public views / view corridors using three interrelated criteria:

- The view / view corridor includes one or more important visual resources; and
- The view / view corridor has scenic quality; and
- The view / view corridor is experienced from a heavily visited public viewpoint.

1. The View / View Corridor Includes One or More Important Visual Resources

   In general, for the Waterfront area, important visual resources are identified in City policies to include:

   - Santa Ynez Mountains (foothills and ridge lines);
   - Shoreline (ocean, beach, harbor);
   - Open space (natural or landscaped); and
   - Historic buildings.

   Views / view corridors specifically identified as important by adopted City or state plans, policies or regulations, include:

   - Desirable views as identified on the LCP Visual Resources Map;
   - Views from Stearns Wharf, Chase Palm Park, and East Beach;
   - The contrast between the sweeping views of the coastline and the sweeping views of the Santa Ynez Mountains; and
   - View / view corridors of the ocean, harbor, and Santa Ynez Mountains from State Street, Garden Street, Cabrillo Boulevard and Castillo Street.

2. The View / View Corridor Has Scenic Qualities

   The following variables have been identified by national planning organizations and in City policies for use in describing view qualities:

   - *Magnitude*. How expressive or abundant is the view? Is the view continuous throughout several view corridors (e.g., the ridge line of the Santa Ynez Mountains)?

- *Intactness*. To what extent has the natural view been disturbed or compromised (e.g., hillside scarring from grading)? Are there constructed materials that impose an artificial view into the backdrop of the natural setting, such as existing structures, overhead utilities, telephone poles, etc.?
- *Distinctiveness*. How unique or representative of the region is the view?

3. The View / View Corridor is Experienced From a Heavily Visited Public Viewpoint

In general, the importance of a view / view corridor is heightened when it is more accessible by virtue of its location or association with a heavily visited public area. Public viewing locations are those which have a large number of viewers and a considerable duration of view and may include the following:

- Public gathering areas (parks, visitor or tourist center)
- Major Public Transportation Corridor
- Areas of Extensive Pedestrian / Bicycle Use

Step Two: Project Impact Analysis

The EIR determined that the project would have a significant adverse impact to an important public scenic view if it would:

- Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City, or if it would alter or obstruct existing public viewsheds from or across the project site, including scenic features associated with designated scenic highways (Cabrillo Boulevard) by:
    - Substantially degrading an important public scenic view;
    - Substantially blocking an important public scenic view corridor; or
    - Substantially impairing the visual context of the Waterfront area.

Visual context is described as the visual resources that are associated with and comprise a particular physical setting. The visual context changes from one location to another and its roots can be found both in the existing physical setting and the expectations for the location as identified in existing plans and policies.

The project impact analysis for Entrada project included extensive photo simulations and view angle analysis. To assess the view impacts of the project, 19 different viewpoints were analyzed. Each of the 19 viewpoints were taken through the two-step method described above. A copy of the EIR photo simulation and analysis is available for review in the City Planning Division.

The EIR concludes that the project will result in an adverse, but not significant impact on public views. The EIR states that, in the City's review of the permit applications required for the project, the City:

"may choose to further address any public view effects associated with the Entrada project. This could be accomplished through the imposition of additional project changes through conditions of approval related to the Entrada project's overall size, its architectural design, its setback from public streets, or related to the project's overall bulk and scale. "(page 4-115).