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1. Introduction

Purpose and Applicability of the Design Guidelines
The Los Alamos Bell Street Design Guidelines and form based code serve to guide property development within the Bell Street Design Control Overlay to preserve and enhance the area’s rural western form and character. Upon implementation, the Los Alamos Design Guidelines are expected to provide a distinctive physical environment that both residents and visitors will appreciate.

The Los Alamos Bell Street Design Guidelines seek to provide design guidance to those proposing new construction, and those altering or renovating an existing building within the Overlay. In the event the existing building does not already comply with the Design Guidelines, only the portions being altered are subject to the Design Guidelines and CBAR Design Review. Building renovations should take into account the Design Guidelines to the extent feasible. Portions of the existing building that do not comply with the Design Guidelines and are not being renovated, will be considered “Existing-Nonconforming” and will not be subject to new requirements of these guidelines.

The Purpose and Objectives of these Design Guidelines:
• To preserve, protect, and enhance the existing areas of historical, commercial or social interest;
• To encourage high standards in site, architectural, and landscape design;
• To promote neighborhood compatibility;
• To promote sustainable design practices;
• To provide the tools needed for staff, the County’s Board of Architectural Review, other decision-makers, and the community to properly evaluate development proposals;
• To provide reasonable, practical and objective guidance to assist landowners, developers and designers to identify the key design characteristics and components that define neighborhood character when designing new or renovated buildings.

Design Guidelines Organization
The organization of Chapters 1 - 8 follows a consistent format: an introductory paragraph that describes the topic, numbered Design Guidelines, and descriptive sketches, graphics or photographs. This document also includes graphical representations of the form based code requirements in Los Alamos and corresponding Design Standards as they relate to topics covered in the Design Guidelines.

The Design Guidelines are flexible and advisory in nature, whereas the form based code and related Design Standards are regulatory. The form based code is implemented through the Community Mixed Use - Los Alamos (CM-LA) zone district in the Santa Barbara County Land Use Development Code (LUDC). Compliance with both the numbered Design Guidelines herein and form based code Design Standards the CM-LA zone district will expedite the development review process.
Map of Area Subject to Design Guidelines and Legal Authority
The Design Control Overlay is applied to the Community Mixed Use-Los Alamos (CM-LA) zone district and to key parcels along Bell Street (State Route 135) and at the Highway 101 gateway (see Figure 1) where, because of unique visual resources and/or neighborhood characteristics, plans for new or altered structures require Design Review by the County’s Central Board of Architectural Review (CBAR). The intent of Design Review is to ensure well-designed development, and to protect the scenic qualities, property values, and neighborhood character of Los Alamos. The Design Guidelines will guide projects subject to Design Review.

Design Guidelines are adopted by the County Board of Supervisors by resolution and referenced in the County’s LUDC.\footnote{Santa Barbara County LUDC, Section 35.100.010} The LUDC constitutes Chapter 35-1 of the Santa Barbara County Code and Zoning which is applicable to the unincorporated areas of the County. Design Guidelines supplement other County ordinances, including zoning regulations and certain overlay zones, which apply additional standards to selected areas.

Basic Design Principles
The following principles highlight the most important concepts for preserving and enhancing the community. These principles are the foundation for the guidelines and standards developed later in this section.

1. **Human Scale**: Design for the human scale in order to create a sense of community that draws from the existing Los Alamos historic character and is visually interesting and physically comfortable for pedestrians.

2. **Community Focus**: Design to create an identifiable mixed use core that is the focus of the surrounding residential neighborhood and provides a social gathering place.

3. **Historic Design Reference**: Provide guidance to owners, architects, and designers in the utilization of historic character as the means of providing a unique and harmonious physical environment.

4. **Horizontal and Vertical Mixed use**: Design for a mix of residential and commercial land uses in order to vitalize the community and encourage increased utilization and investment in downtown Los Alamos.

5. **Application of the Western Theme**: Recognize that while the “western” theme has been accepted as the best historic architectural style for Los Alamos to maintain design continuity, the design review process should encourage reasonable architectural expression of each building within modern technical requirements.
Map of Area Subject to Design Guidelines

Figure 1 – Overlays Map
**Form Based Code**

Following a nationwide trend away from conventional use-based zoning codes, the Los Alamos Community Plan adopted a form based code. The CM-LA zone district incorporates form based codes. Unlike conventional zoning, form based codes focus less on use, and more on building type, form, and context. The intent of the form based code is to support a mixed use, pedestrian-friendly public area while recognizing that uses change over time while the structure remains. It defines the building forms which create or enhance a desired urban fabric and establishes development standards appropriate for an area. The code provides certainty in the permitting process of appropriate size, bulk, and scale within the zone. The result will be a vibrant mix of uses along Bell Street, with retail on the ground floor fronting Bell Street with housing above and behind. Allowable uses, standards, and required permit type can be found in the Santa Barbara County LUDC.

**Special Problems Area**

The community of Los Alamos is designated as a “Special Problems Area” due to wastewater disposal and flooding issues. When the community became sewerized, wastewater disposal became less of a concern in Los Alamos. All new proposed projects are reviewed by the Special Problems Committee (SPC). The SPC is made up of members from Public Works Flood Control and Transportation Divisions, Planning and Development/Grading, Environmental Health, and the Fire Department. In order to obtain a land use and/or grading permit within a Special Problems Area, project plans are submitted to the SPC for review. The SPC may impose any and all reasonable conditions to prevent or mitigate present or anticipated problems that may result from the project. The SPC can also prohibit construction if the committee unanimously agrees that there is no other feasible method to prevent serious risk of substantial damage to property, public or private, or of injury to persons.

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2 Santa Barbara County LUDC, Section 35.28.080
**Overlay Designations**

The County applies overlay zones that specify land use standards to designated areas. Two overlay zones apply to the Bell Street area:

- **The Design Control Overlay** authorizes the Central Board of Architectural Review (CBAR) to provide design review for most new or altered structures within the Los Alamos Bell Street commercial core zone.\(^3\)

- **The Flood Hazard Overlay** alerts planners, property owners and developers to flood hazards within the 100-year floodplain as determined by the Federal Emergency Management Agency (FEMA). Portions of the Bell Street commercial core are mapped as 100-year flood plain. Special building requirements apply to floodplain areas. These include raising the finished floor elevation to meet FEMA requirements, constructing buildings with materials resistant to flood damage, and that enclosed areas subject to flooding allow the entry and exit of floodwater.\(^4\) (See Figure 2.)

**Note:** The Affordable Housing (AH) Overlay shown on Figure 1 applies to parcels located outside the Bell Street area and provides additional residential density to qualifying projects. See LUDC Section 35.28.030 for information.

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3 Santa Barbara County LUDC, Section 35.28.080
4 Santa Barbara County LUDC, Section 35.30.080
Review Process
The Review Process refers to the procedures needed to obtain a Land Use Permit (LUP) from the County of Santa Barbara. Commercial development proposals in Los Alamos require applicants obtain a LUP to ensure compliance with County building codes and development standards, promote quality design, and ensure development is compatible with site conditions. The Review Process Flow Chart in Figure 3 illustrates the required steps that occur as a project proceeds from concept review to final approval. **It is important to note that these procedures may change at any time and applicants should always verify current practices with the County Planning and Development Department:**

The following optional step in the design review process is recommended:

- An informal conference with a staff planner (Planner consult or Pre-application Assessment) to discuss the project including any special elements or features that may generate questions. These special features may include overlay, or “designation” areas that require stricter standards, possible zoning issues, and the paperwork needed to complete the application. This conference requires payment of a fee, but is intended to advise applicants of information pertinent to the development of their property that they may not be aware of.

The required steps of project design review are illustrated in Figure 3 and include the following:

- Submission to the Central Board of Architectural Review (CBAR) for “Conceptual Review.” This is an informal discussion of the project design. Applicants are recommended to initiate this review as early in the design process as possible. The advice and comments received enable design modifications at an early stage, and should assist applicants to avoid unnecessary time and costs, and to design projects consistent with these design guidelines and development standards.

- Submission to the County’s Planning & Development (P&D) department. An assigned planner reviews the plans for compliance with the Los Alamos Community Plan and other County requirements, arranges for review by the County Special Problems Committee (SPC), and schedules CBAR review.

- The SPC will evaluate the project to determine whether it poses any significant risk to the interests protected by the constituent agencies.

- The CBAR conducts a Preliminary Review, consisting of substantive project analysis, then a Final Review to verify conformance. Design review application shall be approved or conditionally approved only if the CBAR makes specific findings regarding project design.⁵

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⁵ Santa Barbara County LUDC, Section 35.82.070 (F)
Figure 3 – Review Process Flow Chart

Note:
(1) See LUJC Section 35.102 for information on the appeal process.
• CBAR actions may be appealed within 10 calendar days. The appeal may be filed by the applicant if the project was denied, or by an “aggrieved party” if the project is approved by the CBAR. Appeals can also be filed on LUP decisions within 10 calendar days following the date of the decision. In either case, an application form and fee is required to submit an appeal. The appeal on the CBAR or LUP decision is made before the County Planning Commission for approval or denial. (See Figure 3 – Flow Chart.)

• Submission to P&D for a Building Permit, and County Fire for a Fire Protection Certificate. Approval of a building Permit is the final step prior to construction. The Building and Safety Division ensures that the project complies with codes and standards for design, materials, construction, use, and occupancy of all buildings. At this time, the County Fire Department will review final project design to issuing a Fire Protection Certificate. The Fire Protection Certificate indicates that the project, as designed, will not present an undue fire risk to Los Alamos. The Fire Department may impose conditions or require the plans be re-submitted with corrections prior to the issuance of the Fire Protection Certificate.

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Santa Barbara County LUDC, Section 35.102.020 (A)
Los Alamos Community History and Character

Los Alamos is a small rural community located within a scenic natural setting with a strong historical character especially along the Bell Street. Community residents have expressed the desire for future development, particularly within the town’s commercial core, to incorporate elements of the historical western style architecture present in Los Alamos. The Los Alamos Bell Street Design Guidelines were developed in response to this desire.

The Los Alamos plat was officially recorded with the County of Santa Barbara on February 1, 1879 after founders John Bell and J.B. Shaw subdivided a portion of their landholdings and create the townsite. The town was laid out in a typical frontier grid pattern with twenty four blocks of twenty four lots each. Originally, Main Street was intended as the town’s primary east-west thoroughfare. Bell Street, however, superseded Main Street as the commercial arterial, perhaps because buildings existed on the street prior to the establishment of the town.

In time, the town became the commercial center for the surrounding Los Alamos Valley which supported agricultural operations. Farmers typically raised wheat, barley, flax, hemp, and beans, and in response to increased grain cultivation, a flour mill was constructed in the 1870s. In the 1880s, a number of Swiss dairy farmers settled in the area and established a creamery on the edge of town. The coming of the Pacific Coast Railway, which also occurred in the 1880s, had two important effects on the town of Los Alamos. First, the town, and especially the Union Hotel, served as a popular rest stop. Second, it allowed farmers to ship their grain and livestock directly to Port Hartford (now known as Port San Luis in the town of Avila Beach, CA).

By 1891, the town of Los Alamos had grown to a population of 600. In addition to a large number of residences, the town included a freight depot and stock yard, a lumber yard, a church, two livery and feed stables, two hotels, several general merchandise stores, a liquor store and saloon, two Chinese laundries, a public hall, a flour mill, and an abandoned brewery. In 1902, a major earthquake struck Los Alamos and the surrounding valley. While many chimneys were toppled and structures jolted from their foundations, no lives were lost. Also in the early 1900s, the discovery of oil in the Los Alamos Valley stimulated further growth.

During the early years of the twentieth century, the town continued to provide services to travelers. Although Los Alamos was bypassed by the Southern Pacific Railroad (the main north-south rail link between San Diego and San Francisco), it began to capture automobile traffic. The primary north-south automobile route (which later became US 101) was completed through Los Alamos around 1910. During the 1920s, the Los Alamos Chamber of Commerce worked to improve street lighting and telephone service, procure a dump site, and develop a tourist camping facility.

In 1936, the Pacific Coast Railroad abandoned its line to Los Alamos, leaving the town without passenger or freight service. The line was reportedly closed due to competition from other railroads, lack of goods produced for shipment,
economic hardship brought on by the Depression, and the introduction of other modes of transportation, notably buses, automobiles, and trucks.

Today, Bell Street is characterized by a scattering of predominantly one-story buildings interrupted by vacant lots. It is primarily auto oriented, and on weekdays, experiences commercial truck traffic utilizing State Route 135 to traverse the region. On weekends, the area receives greater tourist traffic including automobiles, bicyclists, and pedestrians. Pedestrian activity is concentrated in the two block area between Helena and St. Joseph Streets which include the Union Hotel and the community park. Most of this pedestrian activity occurs on the southern side of the street between the Union Hotel and General Store.

Bell Street has lost the physical continuity of facades usually associated with historic downtown streetscapes. Some early buildings were lost to demolition. Most of the remaining buildings on Bell Street have retained a considerable degree of their architectural integrity. The most significant cluster of buildings associated with the historic periods of Los Alamos commercial development are located between St. Joseph and Helena Streets.

A variety of architectural styles can be found in the Bell Street. False front, flat or gable-roofed, wood frame structures with wood facades predominate. A renovation of the Union Hotel, which emphasized strong western character and the installation of boardwalks gave Los Alamos a character that is more western than any other style. Craftsman and Victorian styles on surrounding streets are historically common and are considered complementary to the western style predominant on Bell Street.

Some other existing structures are historically relevant, yet do not represent the western architectural vernacular. One example is the old gas station on Bell Street, which was built in Art Deco style, and shows elements of a movement within Art Deco termed, “Streamline Moderne.” This movement which was common during the 1920s and 1930s, emphasized curving forms, long horizontal lines and sometimes nautical elements, such as porthole windows. Other architectural styles found along Bell Street include the old General Store, built in Victorian style.

While these guidelines generally promote the western style for future development, existing architecture should not be redesigned if the building represents other historic styles that complements the western style and represent an historically accurate transition from frontier town to what it is today. These buildings may be renovated in the original architectural style, provided that quality materials are used, and the proposed renovations complement the existing surroundings.

Within the community, there is consensus that the architectural character of new projects should reflect the traditional structures and buildings associated with Los Alamos’ historic western past. This should not be construed as a rigid
call for replication of the western false front. Rather, the community desires to see the town continue to reinforce its informal, rural character with architecture that reflects the traditional qualities associated with the concept of a “rural western town” with commercial, social and retail activity focused along the primary street of the commercial core. These traditional qualities include a varied but unified character with store fronts located directly on the street and amenities and designs that attract and capture pedestrian interest (e.g. decorative lamp posts, benches, shade trees).

This general definition of design character will require clear direction to applicants and understanding of design components on the part of those involved in the architectural review process. The following sections identify community design goals, provide design guidelines, and design standards for site planning, architecture, streetscape components, parking, and signage.
2. Site Planning and Structure Placement

Existing Urban Form
Many historical western towns were established before the advent of the automobile or the adoption of zoning ordinances. Buildings were not traditionally set back from the front property line. Instead, buildings often abutted the front property line so that they could serve pedestrian and bicycle traffic. While automobiles and their associated front yard parking lots are common features in today’s built environment, residents of Los Alamos would like the Bell Street frontage to reflect an earlier time in history when buildings were placed on the front property line and parking lots did not disrupt the flow of pedestrian traffic or delay access to store entrances (see Figure 4).

Overall Concept - Bell Street Lot Types
In 2007, the County of Santa Barbara analyzed existing physical conditions as well as economic and regulatory constraints in downtown Los Alamos, identified six lot types, and developed related building programs that would fit within existing lots. Factors analyzed included existing land use, identification of vacant and under-utilized lots, existing building locations and massing, existing lot sizes, and configurations for infill along the Bell Street corridor (see Figures 5-7, Page 17).

The building programs were identified to provide a conceptual basis for the development of a form based code. Three of the six lot types serve as design examples for those intending to develop legal lots that are similarly configured. These lot types are provided on the following pages as examples of the development potential in the CM-LA zone, and represent corner, through, and street frontage lot configurations. (Note existing legal lots that do not have rear or side street access are exempt from residential parking requirements.)

The building programs are intended to convey the appropriate placement of development to facilitate a consistent logical form and only apply to new development. It should also be noted that the concepts identified are flexible, in that they can easily be altered to change the number of residential units by modifying unit sizes, or by altering building heights within the standards set in the form based code. The amount of commercial space versus residential space may also be shifted to accommodate different uses and configurations, and respond to fluctuating market conditions. These building programs are referenced in the Santa Barbara County LUDC.
Bell Street Lot Types
The following is a sample of each of the six lot types occurring along Bell Street in Los Alamos. Corner, through, and street frontage lot types are each shown on the following pages to illustrate potential designs for those lot locations.
CORNOR LOT TYPE
Conceptual Lot Plan

FIRST FLOOR PLAN
SCALE 1:30

Corner Lot Configuration
Lot Dimensions
Lot Width: 90'
Lot Depth: 180'

Example
Residential: 3 Units
1-3 Bd Townhouse @ 1,800 sf
2-2 Bd Apartments @ 805 sf
Total: 3,410 sf

Commercial:
2 Commercial Spaces @ 3,300 sf each
Total: 6,600 sf

Parking:
Total Required: 6 Spaces (On Site)
Landscape Area:
0 sf
THROUGH LOT TYPE
Conceptual Lot Plan

Through Lot Configuration
Lot Dimensions
Lot Width: 50'
Lot Depth: 185'

Example
Residential: 4 Units
3- 2 Bd Townhouse @ 1,300 sf
Total : 3,900 sf
Commercial:
Commercial Space @ 3,000 sf (50’ X 60’)
Parking:
Total Required: 4 Spaces (On Site)
Landscape Area:
1,645 sf
BELL STREET FRONTAGE LOT TYPE

Conceptual Lot Plan

Street Frontage Lot Configuration
Lot Dimensions
- Lot Width: 45'
- Lot Depth: 80'

Example
Residential: 2 Units
- 1-2 Bd House @ 1,320 sf
- Total: 1,320 sf
Commercial:
- 1 Commercial Space @ 1,035 sf
Parking:
- Total Required: 0 Spaces (On Site)
- 4 Spaces (On Street)
Landscape Area:
- 805 sf
Figure 5 – Existing Bell Street mixed-use zone (orange denotes historic buildings).

Figure 6 – Potential Infill (blue buildings indicate new construction on vacant lots).

Figure 7 – Snapshot of potential future Historic Core (blue buildings indicate new construction. Existing buildings are replaced with new, more dense buildings, and historic buildings remain).

Note: The models above represent the potential relationship between existing buildings and infill development. Buildings shown as “historic” are not exact as the modeling is not a literal rendering.
The Form-Based Approach

The Los Alamos Form-Based Code integrates both build-to-lines and setback areas to define a traditional downtown form while adding flexible areas that accommodate creativity and allow for a range of functional spaces. The setbacks and build-to-line standards define where buildings shall be located and detail flexible areas where optional pedestrian walkways, driveways, and on-site parking may occur. The building setbacks described below are illustrated in Figure 9 on the following pages.

Front Setbacks

For parcels in the Design Control Overlay that have lot lines abutting Bell Street, new structures with commercial uses should be built with a setback of zero feet from the front property line. The entire structure does not need to be built to the property line, and may be set back to enhance the pedestrian character. Examples of such enhancements include setbacks for front forecourts (patios and courtyards) that provide outdoor eating areas or enhance pedestrian access to retail commercial areas or to create a colonnade (see Figures 8 and reference frontage types in Chapter 7). Uses with street frontage not on Bell Street will have a setback of 5’ - 15’.

Side Setbacks

For parcels that have a lot line abutting Bell Street, new structures should be built to the width of the lot except to allow for forecourts. Exceptions may be granted for side yards that enhance the pedestrian circulation to provide access to commercial parking areas. Buildings with a lot line not abutting Bell Street are not required to have a side setback, but if one is provided it may be up to 10’. Exceptions may be made in order to accommodate an easement to allow for vehicle access to onsite residential parking and trash collection. On lots where the width is adequate, a mid-lot vehicle access easement could be accommodated.
Design Standards for Build-To Lines and Setbacks

Buildings shall be placed within the shaded area shown. Measurements are taken from Front Line:

**BUILDING FRONT LINE ABUTTING BELL STREET**

a. Bell Street setback: 0’
b. Secondary street setback: 0’
c. Side setback: 0’. Exceptions may be allowed by the review authority for side setbacks that provide access to commercial parking and enhance pedestrian circulation. However, in no case shall the distance between buildings on the subject lot and adjacent lot abutting Bell Street exceed 10’.
d. Rear building rear build-to line: 80’ maximum from edge of lot front line.

**BUILDING FRONT LINE NOT ABUTTING BELL STREET**

1. Through street setback: Minimum 5’, not to exceed 15’.
2. Rear setback when not adjacent to street: None required. However if provided shall be a maximum of 10’.
3. Secondary street setback: none required. However if provided shall be a maximum of 10’.
4. Side setback: None required. However, if allowed by the review authority, shall not exceed 10’, unless additional setback area is needed to accommodate a driveway, in which case, the maximum setback shall be equivalent to the minimum required driveway width.
5. Rear build-to line: 60’ max from the edge of the lot front line.

**ARCHITECTURAL ENCROACHMENTS**

- Architectural features and signs may intrude into road right of ways in compliance with the following, provided that an encroachment permit is first obtained from either Caltrans or the County Public Works Department.
- Balconies, fire escapes, unenclosed porches, and shop front awnings may intrude a maximum of six feet into all right-of-ways and setback areas identified in Figure 9 (Setbacks and Build-to Lines for Structures).
- Awnings shall be a minimum of 8 feet high above the sidewalk. Above the ground floor, bay windows, chimneys, cantilevered rooms, and eaves may intrude a maximum of three feet into right-of-ways and all setback areas identified in Figure 9.
- Colonnades when installed as part of a gallery for retail uses shall be no less than 10 feet deep and overlap the whole width of the sidewalk to within two feet of the curb. The colonnade shall be no less than 12 feet clear in height.
- Signs (See LUDC Section 35.38 Sign Standards and the Bell Street Design Guidelines).
- The architectural feature or sign is in compliance with the Bell Street Design Guidelines and Chapter 10 (Building Regulations) of the County Code.
Orientation of Buildings
Buildings and related site development should be oriented to maximize the placement of facades, and invite pedestrian movement along the Bell Street frontage. On lots with one street frontage, the primary mass of buildings should be placed parallel to the street (see Figure 10).

Avoid orienting corner buildings with their primary mass at an angle to the corner. Corner buildings should be designed to enhance the character and pedestrian activities of the entire intersection, taking into consideration the contribution of all other existing corner buildings in the vicinity.

Setbacks and Building Orientation Guidelines

2.1 Buildings should be oriented toward Bell Street and the building should be built to at least 75% of the build-to line.

2.2 Building orientation should encourage pedestrian movement and activity by providing uncluttered, open access and building appearance.

2.3 Corner buildings may be oriented toward the intersection, but primary massing should face Bell Street.

2.4 Rear lot residential components may have side and rear setbacks.

2.5 Bell Street development should emphasize commercial uses to attract pedestrians, while accommodating vertical mixed use.
**Street Frontage**
Where there are gaps in the street facade, new buildings should be designed to fill the open areas to form a more continuous whole (see Figures 11 and 12).

Where construction of the whole building frontage is not desirable, a forecourt with a suitable wall or fence may be built.

![Figure 11 – Modern photo of Breckenridge, CO shows compatible infill in historic area](image1)

![Figure 12 – Example of appropriate width for infill building and facade](image2)
Layout of Entries and Widened Sidewalks
On the ground floor, there may be recesses provided for entries or widened sidewalks for display or eating areas (see Figure 13). Entry doors for commercial establishments shall be located at intervals no greater than 50 feet along Bell Street.

Frontage, Layout, and Entry Guidelines

2.6 New buildings should be constructed to maintain frontage continuity in the pedestrian corridor.

2.7 Entries or widened paved areas to the rear of sidewalks should be a minimum of 12’ in depth.

2.8 Porches, covered walkways, and roofs are allowed to project between the property line and the public right-of-way with a Caltrans encroachment permit.

2.9 Structural columns or posts could be located within public property.

2.10 Tree and vegetation removal should be minimized and mature trees should be preserved, especially in the frontage area.

Figure 13 – Recessed entry with detailed painted wood trim adds visual interest (note the stepped entry should be accompanied by a ramp in order to comply with ADA accessibility standards)
**Trees and Landscaping**
Existing trees define the transition into Los Alamos and contribute to the small town rural character. Landscaping along the public corridor should enhance the overall character of the Bell Street area. Large canopy trees should be planted every 50' with tree grates. Canopy trees should be used when possible to provide shade for pedestrians and to screen parking and utility areas. Plants should be spaced according to their size at maturity, allowing for plant maturation without crowding or root damage. The plant's mature height potential should be considered to avoid unnecessary pruning and hedging, especially under windows and eaves, and along property lines. For phased projects on through lots where the first phase of development occurs on Bell Street, and an exception is granted for temporary onsite parking encroachment into parking setbacks, the setback area along the rear or secondary property line shall be maintained in landscaping until such time as additional floor area devoted to residential or commercial development is approved on the lot.

Other landscape enhancements such as stone pavers, planters, benches, and pots are desirable around pedestrian traffic areas and storefronts (see Figure 15).

![Figure 14](image1.png)
*Figure 14 – Example of landscaping used to mitigate continuous street facade*

![Figure 15](image2.png)
*Figure 15 – Landscape enhancements can include benches and potted plants*

**Trees and Landscaping Guidelines**

2.11 Buildings should have a minimum of one street tree for each 50' of frontage.

2.12 In locations where trees/plants will be susceptible to injury by pedestrian or motor traffic, they should be protected by tree grates.

2.13 Vines or planters are encouraged where a wall is built to fill gaps between structures.

2.14 Large canopy trees endorsed by the Los Alamos Beautification Committee and Caltrans should be used.

2.15 Drought-resistant landscaping is highly encouraged.
**ADA Accessibility**

Disabled Access Ramps and Railings: While accessibility standards are dictated by state and national codes, every attempt should be made to ensure that design of these essential features is compatible with the intent of these design guidelines.

**Disabled Access Guidelines**

2.16 Ramps should be integrated into the site design while minimizing impacts to the building facade.

2.17 Guardrails should complement the architectural style of the building while conforming to building code requirements.
**Parking**

The historic development pattern in Los Alamos featured buildings developed at the back edge of the sidewalk, with no setback, and parking located on Bell Street or a side street. The parking concept for the Bell Street corridor is to provide onsite parking for residential uses only. Parking will be accessed from the side or rear streets and located in the center of the lot. Parking areas located adjacent to each other should be designed to allow for shared use, through traffic, and shared parking. When the Bell Street corridor is built out, the building forms shall occupy the outer edges of the lots creating an inner connected core of parking that is visually screened from public streets.

Only residential parking shall be required onsite and will be located at the rear of buildings, and on side and rear streets if necessary. All access to onsite parking shall be from the side and rear streets, not Bell Street. All commercial parking will be located on the street (see Figure 16). In the event the front main building is developed and the rear of the lot remains vacant, the remaining developable portion of the lot may be temporarily paved for parking or landscaped and maintained until developed. The setback area along the rear or secondary street property line shall be maintained in landscaping.

### Parking Guidelines

2.18 Parking lots should not be constructed along the Bell Street frontage.

2.19 Parking lots should be generally provided in the inner core of the developed lots for residential use.

2.20 Commercial parking and access driveways are placed at side streets and rear streets.

2.21 Parking lots should be appropriately illuminated and landscaped.

Figure 16 – Conceptual diagram with continuous facade along a block, some angled parking in front with parking lot in rear of buildings
Design Standard for Parking
Off-street parking is allowed only within the shaded area as shown, unless garaged.

PARKING SETBACKS FROM LOT FRONT LINE
a. Bell Street setback: 50’ minimum.
b. Secondary street setback: 5’ minimum.
c. Side setback adjacent to existing parking area: None.
d. Side setback adjacent to non-parking area: 5’ minimum.
e. Rear setback - Through Lot: 35’ minimum from rear lot line opposite of the lot frontage.
e.1. However, exceptions may be approved by the review authority for phased developments on a through lot where the first phase of development occurs fronting Bell Street. Onsite parking may intrude into the thorough or secondary street parking setbacks up to the maximum allowable building setback. The setback area along the rear or secondary street property line shall be maintained in landscaping subject to review by the applicable Board of Architectural Review. Onsite parking encroachment is temporary until such time as additional floor area devoted to residential or commercial development is developed on the lot.
f. Rear setback - not a Through Lot: 0’, not to exceed 5’ from adjacent lot.

PARKING REQUIREMENTS
Residential
- Minimum one (1) parking space per residential unit.
- Off-street parking spaces are not required for lots with two (2) or fewer units.

Non-Residential
- Number of parking spaces are required in compliance to LUDC Section 35.36.060.
- Off-street parking is allowed, but not required.
Trash, Service, and Loading Areas
Where off-street loading, solid waste removal, or vehicle servicing is necessary, an off-street area should be designated to ensure removal of these functions from major streets. Such areas should be serviced from a secondary or through street.

Trash and Service Area Guidelines

2.22 Trash and recycling bins should not be visible from Bell Street.

2.23 Service and loading areas should be serviced from the rear of the building, an alley, or a side street while mitigating odor and visual impacts to residential areas.

2.24 Trash container enclosures should be a minimum 6' high and be of the same or complementary materials as the main structure. Special attention shall be given to door and enclosure hardware.

2.25 Trash enclosures are strongly encouraged to be an extension of the main building (see Figure 18).

2.26 Public utility structures such as gas or electrical meters should be located in the rear of the buildings whenever possible and integrated into the architecture when feasible.

Figure 18 – Trash enclosures are integrated into the building's design
3. Building Massing and Form

Overall Concept
The community embraces the concept of an authentic western town and supports western style architecture for the Bell Street area, however, it is not desirable for the western theme to result in an exaggerated style resembling a theme park atmosphere or “manufactured” environment.

The western design style tended to minimize large, spacious entry courtyards or grand entry statements which are often associated with other architectural styles. Western scale was geared toward the pedestrian (“human scale environment”) and the immediate environment of the adjacent sidewalk.

Building Mass, Bulk and Scale
Size of a structure is determined by the two-dimensional measurement of the length and width combined (i.e., square feet). Bulk is the qualitative visual perception of the composition and shape of a structure’s massing. Bulk is affected by variations in height, setbacks, and stepbacks of second stories. Scale is the proportional relationship of a structure and its architectural elements and details to itself, other structures, or human beings. The following elements are used to determine mass:

- The volume of the building;
- Whether the building shapes and facades are simple or broken into more varied forms;
- The relationship between a structure and the size of adjacent structures;
- The building site and its relationship to other structures and streets.

Simple forms and long blank walls often appear larger and more massive, while structures with more variety in their forms appear smaller and often more interesting. Walls with spaces and corners are encouraged as they create shadows and architectural interest.

Building Mass, Bulk and Scale Guidelines

3.1 A new or remodeled structure should be compatible with neighboring structures in terms of size, bulk, and scale.

3.2 Design techniques that appropriately represent the apparent size, bulk, and mass of buildings should be used to preserve the historic western vernacular.

3.3 The appearance of bulk and mass may set up a false sense of height and importance, and while traditionally associated with the western style, should be avoided.
**Design Standard for Building Areas**

**Building Type** - The following Building Types shall apply to the front buildings in the CM-LA zone. In the case of a through lot extending from Bell Street, the Bell Street frontage is the primary frontage:

**Rear Yard** - A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is an urban building type as the continuous facade steadily defines the public thoroughfare. The location of the rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse, duplex, or triplex. For commercial, the rear yard can accommodate substantial parking. Parking shall be required in the rear of the lot.

**Side Yard** - A building that occupies one side of the lot with the setback to the other side. A shallow front setback is permitted on secondary streets to accommodate residential development, while no setback shall be provided for the portion of the building facing Bell Street. The side yard shall be designed so as to allow access to the interior of the lots for pedestrians or parking.
Facade Articulation
The front facade should be in scale and character of the western architectural style, with proportions that emphasize the vertical. Long horizontal expanses in the same plane should be avoided. Areas immediately adjacent to the sidewalk should be pedestrian-oriented with windows, entries and display areas. Canopies or galleries may be used to shield windows from the sun and add an authentic western appearance.

Multi-Stories
Two-story buildings and second story additions should be designed and sited to be compatible with, and have minimal impact on, existing one-story buildings. Single-story buildings are acceptable along Bell Street provided the minimum plate height is achieved. A well-designed second or third story can have minimal impact on neighboring one-story structures if the second or third story is recessed. Special design consideration is required for multi-story projects immediately adjacent to existing historic structures.

Facade Articulation and Multi-Story Guidelines
3.4 Building facades should complement surrounding facades.
3.5 Facades should display the western architectural style.
3.6 Long continuous horizontal planes should be avoided on the front and rear of buildings.
3.7 Kick plates on building frontage walls and doors are encouraged.
3.8 Second-story additions should be compatible with existing and surrounding structures.
3.9 Second and third stories may be recessed, appropriately ornamented and articulated, and have a smaller footprint than first stories.
3.10 For projects that are adjacent to historic buildings, close attention should be paid to structure placement, visual relationship and compatibility (refer to Chapter 7 for more information on historic buildings).

Santa Barbara County LUDC, Chapter 35.30 et seq.
Design Standard for Building Frontage

Frontages for building within the Bell Street Corridor zoned CM-LA shall have one of the following:

Frontage Types - Buildings Facing Bell Street

**Shopfront:** Shopfronts are facades placed at or close to the right-of-way line with the entrance at the sidewalk grade. This type is conventional for retail frontage and is commonly equipped with awnings. Recessed entryways are required with a shopfront.

**Gallery:** Galleries are shopfronts with an attached colonnade that projects over the sidewalk and encroaches into the public right-of-way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it. The colonnade shall be no less than 10 feet deep and overlap the whole width of the sidewalk to within 2 feet of the curb. The colonnade shall be no less than 12 feet clear in height.

**Forecourt:** The main facade of the building is at or near the frontage line and a small percentage of it is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial zones. The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort. This frontage type should be used sparingly and should not be repeated within a block. A short wall, hedge, or fence (32” to 42” in height) could be placed along the undefined edge. The depth of the forecourt shall be no more than 20 feet and be no wider than 50% of the building width.

Note: Figures not to scale.
Frontage Types - Buildings Not Facing Bell Street

**Common Yard:** The main facade of the building has a large setback from the frontage line. The resulting front yard can be defined or undefined at the frontage line. This edge is typically defined by a fence or hedge within a traditional neighborhood or left undefined within more rural areas or subdivisions. Large common yards are typical for larger homes within historic neighborhoods. A front porch is optional.

**Stoop:** The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop should be elevated a minimum of 24 inches above the sidewalk to ensure privacy within the building. The stairs from the stoop may lead directly to the sidewalk or may be side loaded. The minimum width and depth of the stoop should be 5 feet. This type is appropriate for residential uses with small setbacks.

**Porch:** The main facade of the building has a small setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge. The porch can encroach into the setback to the point that the porch extends to the frontage line. A minimum depth of 6 feet clear is required within the development standards to ensure usability. On downslope lots the setback is typically minimized to improve the developability of the lot and on upslope lots it is maximized to reduce visual impact of the building on the streetscape.

Note: Figures not to scale.
**Proportions**

Tall single-story or standard two-story structures should be provided, as a minimum, to generate the feeling of a community main street.


Building Proportion Guidelines

3.11 In the case of single-story elements, a false front or high parapet should be provided (see Figure 22) for a minimum plate height of 12’. Subtle variation in parapet height is encouraged from building to building to give variety and reflect traditional patterns of development.

3.12 Buildings should be designed with a series of 25 to 30’ bays to maintain the rhythmic vertical proportions typical of the western style (see Figure 23).

3.13 Three-story structures may have either a recessed or full height facade compatible with the western design theme.

3.14 Two-story buildings should have a full height facade with the second story generally at the front property line. The maximum building height allowed for structures fronting Bell Street is 35’ (see Figure 24); the maximum height allowed for structures in the rear of the lots containing only residential uses is 35’ (see Figure 25).

3.15 Infill buildings should fill the entire street frontage opening.
Figure 24 – Diagram of mixed use single and multi-story plate height

Figure 25 – Diagram of rear residential single and multi-story plate height
Roof and Parapet Design
Visible roof shapes are to be compatible with the western style. Typically these roofs are of a shed or a single gable type with the ridgeline running perpendicular to the street and terminating at the false front or parapet of the building (see Figure 26).

Sloped or pitched roofs are preferred over flat roofs. Roofs of varied pitches can be used, but should be proportionate to the building size and scale. Roof pitch may vary in keeping with the western style. Where flat roof construction is used, parapets and enhanced elevations should be used to screen rooftop mechanical equipment, provide visual interest, and break up the monotony of linear rooflines. Roof equipment should be hidden behind vertical building elements.

The roofline or parapet at the top of the structure should avoid running in a continuous plane for more than 50' without offsetting or jogging the roof plane. The rooflines of larger buildings, especially those with greater setbacks, may exceed this amount but should be offset to break up the roofline to the greatest extent practical. Overhanging or exposed rafter tails, dentils, and bracing joist contribute to the rustic, natural character of western architecture and should be used where appropriate. Gutters, where used, should be considered an integral part of the building design and treated with appropriate architectural details (see Figure 27).
Roof Materials
Visible roof materials should be compatible with those typically used in the western style and include composition shingle or shake (as permitted with fire resistive treatment), slate or flat concrete tile, or corrugated or standing seam metal. Materials that do not fit the western style such as Spanish style tile or high gloss metal should be avoided. Roofs and side and rear elevations of the structure, while less important than the street facade in the western design vernacular, still require design attention. This is required to ensure that these components are compatible with the overall architectural character of the structure and that the various utilitarian aspects of the building do not detract from the overall desired effect.

Roof Design and Material Guidelines
3.16 Simple roof forms are encouraged along Bell Street.
3.17 Elaborate compound forms such as those associated with the Victorian vernacular are allowed on rear and secondary streets if compatible with adjacent residential structures.
3.18 Gutters and downspouts on the exterior of the building should be integrated into the western themed design.
3.19 Roof materials should be compatible with those typically used in the western style such as shingle, shake, concrete, or seam metal (see Figure 28).
3.20 Spanish tiles, high gloss, or modern-looking roof materials are discouraged.

Figure 28 – Roof with colored standing seam
4. **Architectural Features**

Architectural detailing should be constructed of materials and/or painted to complement the facade. The joining and accenting of details of various materials form a major component of an architectural style. A mix of complementary finish textures is encouraged to provide visual interest and variety. In the old western towns, typical architectural features would include:

- Pilasters and reveals in masonry construction
- False parapets
- Expansive vertical and horizontal window panes
- Cornices and corbels along parapets usually of wood but sometimes formed of metal, or now painted resins
- Accent base and capitals on posts and columns
- Chamfered corners on posts and columns
- Multiple layers of trim and moldings (often accented with different colors)
- Rounded edges on pilasters and columns
- Shaped runners and turned wood spindles in hand rails

![Figure 29 – Cornice and molding detail treatment to a western style parapet](image1)

![Figure 30 – Wood falsefront store with two recessed entries, cornice and corbels and transom windows above the entries](image2)
Building Entrances
In line with the western architectural style, a sense of entry was historically important and merited a space to step away from the sidewalk and provide a transition from the outside to the inside of a commercial establishment. Entries were often treated with extra trim, accent colors, more elaborate hardware, window signage, and a change in material from the sidewalk or boardwalk (see Figure 31).

Building entrances and windows are essential elements that physically connect outdoor and indoor activity for pedestrians, making walking a more enjoyable and interesting experience. Provide building entrances where appropriate, taking into consideration the location of the building, present and potential future uses of the building, pedestrian circulation routes, and the character of surrounding developments.

Figure 31 – Example of a historic boardwalk built in front of the Union Hotel

Pedestrian Space
Courtyards and plazas should be encouraged as components of new public and private developments to enhance the pedestrian experience in Los Alamos and provide connections to surrounding areas. The presence or absence of complementary pedestrian spaces in surrounding blocks should be considered when determining the appropriate location of a courtyard or plaza. The optimal placement of such a space will take advantage of proximity to, or create views of, landmark buildings or natural features.

Building Entrance Guidelines

4.1 Detail such as trim, color and hardware on buildings fronting Bell Street are encouraged but should be compatible with adjacent structures.

4.2 Street entrances should be as prominent as or more prominent than other entrances, and are encouraged to remain open for pedestrian use.

4.3 On Bell Street, entries to shops or lobbies should be spaced at a maximum of 50’ apart.

4.4 A change of pavement material from the existing sidewalk material is encouraged. For brick masonry buildings the transitional pavement should be alternative yet compatible materials such as natural stone, stained or stamped concrete.

4.5 Windows placed at pedestrian height are encouraged in order to provide interest for pedestrians on the street.

4.6 Corner buildings are encouraged to exhibit a strong visual and functional connection with the sidewalks of adjacent streets. This can be accomplished by placing entrances on each abutting street frontage or placing an entrance on the corner itself.
Garages and Driveways
Residential garages and carports should be designed to be architecturally consistent with the main structure and compatible with the existing neighborhood. While covered parking areas are not required under the current Land Use Development Code, these structures, when well-designed and placed, enhance a property's value and functionality.

Driveways should complement the structure while maximizing the amount of landscaping and minimizing the amount of non-permeable paving material. Use of permeable or semi-permeable hardscape materials in driveway construction can facilitate adequate parking while decreasing excess storm water runoff (see Figure 35). Consequently, there is a balance between minimizing hardscape and providing adequate near-site parking. Standards for new private roads and driveways, developed by the Santa Barbara County Fire Department, must be observed.

Pedestrian Space Guidelines

4.7 Use decorative paving materials that are reviewed and approved by the Central Board of Architectural Review (CBAR) to attract pedestrians into interior courtyards.

4.8 Design buildings with several doors and windows if large enough that open into the pedestrian space to foster pedestrian activity.

4.9 Provide appropriate pedestrian space within courtyards and plazas, taking into consideration the level of use, surrounding land uses, and existing amenities.

4.10 Courtyard designs on the south side of Bell Street are encouraged to allow for an appropriate amount of sun and shade.

4.11 Incorporate focal points into the design of courtyards and plazas and include sculptures, fountains, public art, architectural elements, or trees.

4.12 The ground floor street-facing building facade may be set back up to 15' from the build-to line for a courtyard or patio. If this occurs, a wall between 32" and 40" in height designed in accordance with these Design Guidelines may be placed. This wall counts toward the total percent of the building facade required to be built to the build-to line (see Figure 9 in Chapter 2).

4.13 Pedestrian-friendly areas may be created using landscaping elements or architectural devices (e.g., galleries, breezeways and forecourts). (See Figures 32 - 34.) Credit for lost commercial space due to incorporation of such pedestrian space may be provided in other areas on site.
Figure 32 – Shaded seating areas in front of Café Quackenbush in Los Alamos (example of a forecourt)

Figure 33 – Example of a covered porch used to enhance pedestrian activity and seating (Los Olivos, CA)

Figure 34 – Example of a pedestrian-friendly landscaped forecourt (Santa Ynez, CA)
Curb Cuts
No curb cuts are permitted on Bell Street / State Highway 135 (maintained by Caltrans). The width of paved driveways as well as curb cuts on surrounding streets (maintained by the County) should be as narrow as possible, and should not be wider than the predominant pattern of the neighborhood.

Prior to the issuance of any Land Use Permit for buildings or structures, all plans for new or altered buildings and structures will be reviewed by the Public Works Department for frontage improvement conditions. As a condition to the issuance of a Land Use Permit, the owner or owner’s agent should dedicate rights-of-way and engineer and construct street pavement, curbs, gutters, and sidewalks on the street frontage of the property that are determined by the County Department of Public Works to be reasonably related to the proposed use of the property. Road Division Encroachment Permits are required whenever any activity is being performed within the County road right-of-way.8

Utility Panels
Satellite dishes, communications equipment, and other rooftop equipment should be located out of view from public streets and neighboring properties. Visible equipment should be constructed of non-reflective material and screened to the greatest extent feasible. Design and locate building equipment and utility areas so that they do not dominate the appearance of the site or interfere with pedestrian or vehicular circulation.

8 Santa Barbara County Code, Chapter 28, Article 1
Garage, Driveway, and Curb Guidelines

4.14 Covered parking areas should be consistent with or complementary to the main structure or surrounding architecture.

4.15 Garage doors should be designed to minimize the apparent width of the opening. Single garage doors are preferred to double doors.

4.16 Driveways should complement the adjacent structures, preserve surrounding landscaping, and should be covered with permeable or semi-permeable materials.

Utility Panel Guidelines

4.17 Incorporate building equipment into the design of the building by placing utilities in wall or roof recesses to reduce visibility from public areas (see Figure 52).

4.18 Exposed and surface-mounted utilities are not desirable.
5. **Building Details**

**Building Materials**
Materials should be similar to or visually recall the materials available in the period between 1880 and 1930. The following materials should not be used in building design: heavy stucco, modern use of glazed tiles, contemporary rock work, and tilt-up concrete. The use of construction materials along the street facade should be compatible with the western character identified as the Los Alamos architectural style.

**Encouraged Building Materials Guidelines**

5.1 Vertical wood board and batten (see Figure 36). Plywood with individually nailed on battens may also be allowed if the completed character of the facade recalls the old western style.

5.2 Horizontal wood siding with a reveal (drop siding). Other siding materials which replicate this character may also be used.

5.3 Brick masonry (rusticated stone may also be allowed by the BAR if it is in keeping with historic uses and the architectural character of the building).

5.4 Steel trowelled smooth finished concrete plaster (as differentiated from the textured or hand trowelled stucco finishes associated with various Spanish revival styles) in conjunction with other building materials so that the overall appearance of the building is western in nature.

5.5 For wood structures or steel trowelled plaster, textured and colored concrete or tile pavers may be appropriate depending on the architectural design of the building.

5.6 Corrugated tin or galvanized steel are encouraged (see Figure 37).
Discouraged Building Materials Guidelines

5.7 Modern aluminum
5.8 Spanish revival style stucco and arches
5.9 Scored plywood
5.10 Adobe or slumpstone block
5.11 Simulated finishes (while simulated materials are generally discouraged, artificial stone or veneer of high quality is allowed)
5.12 Exposed concrete block (concrete masonry units)

Figure 37 – Building with vertical board and batten exterior and appropriate use of corrugated metal roof compatible with the western style
**Side and Rear Wall Considerations**
Wall material and design should be integrated with overall architectural character. Wall surfaces should be articulated (e.g. board and batten, engaged pilasters, multilevel trim, cornices, built-up fascias, use of frieze boards).

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**Side and Rear Wall Guidelines**

5.13 Exposed walls and architectural features should be covered and finished with materials that are compatible with the front facade and adjacent buildings.

5.14 Any visible pipes, ducts or visible metal work such as gutters should be colored.

5.15 Side and rear walls should be extended where feasible to conceal equipment or loading areas.

5.16 Exterior utility panels should be placed within enclosures or hidden from general public view.

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**Windows**
Most western-style development is associated with an era before the automobile—the scale of the windows, displays, entries as well as the architectural detail and signage was proportioned for viewing and use by the pedestrian. All these features, therefore, were smaller and often more elaborate. Sturdy wood frames have been used in some vernacular commercial architecture along Bell Street and are desirable for new infill construction.

The proper placement and design of windows should be used to create visual interest and contribute to the stylistic coherence of development along Bell Street. The placement of windows and doors along the street frontage is one of the best methods of creating visual interest in a building (see Figure 38).
Windows should be placed a minimum of 12” from the corner of a building. Built-up sills and trim should be used to create surface relief and texture. Storefront windows at the street level can be used to allow pedestrians to see into the structure and individuals inside the building to view the street, improving visual surveillance and security of the surrounding area (see Figure 39).

Windows that are deeply recessed into thick exterior wall surfaces provide protection from intense sunlight and offer insulation against wind and cold weather. Recessed windows are an important element of all architectural styles and are encouraged. In general, storefront windows on the ground floor should be larger in size and encompass a larger portion of the facade surface area. Above the pedestrian level, windows and large areas of glass should be recessed in shadow or otherwise contrast with the building facade and provide visual interest and some privacy for residents. Particularly in residential sections and second and third stories, large glazed areas should be divided into smaller parts using mullions to express individual windows or groupings of windows.

Figure 38 – Example of classic wood detailing and trim with multiple glass panes placed at the pedestrian level

Figure 39 – Paned storefront windows occupy most of the facade space
Window Guidelines

5.17 Windows should occupy most of the frontage wall surface yet maintain consistent proportions with other openings on the block.

5.18 Windows should be recessed and related in operating type, proportion, and trim.

5.19 Utilize multiple panes of glass rather than single large sheets. Consider use of transom windows (small windows above larger storefront windows and doors).

5.20 Provide accent trim and framing for wood installations. If other materials are used, the overall character should replicate or recall wood-type installations.

5.21 Use of flat arches (as opposed to semi-circular arches) is encouraged in masonry facades. Wood frames are to be inset to the rear of the wall in these conditions.

5.22 A goal of at least 70% fenestration is encouraged for all first floor buildings fronting Bell Street.

5.23 Window placement should be at least 12” from the corner of the building.

5.24 Avoid placing windows with direct views into private residential spaces (see Figure 40).

5.25 Darkened or mirrored glass is discouraged.
**Awnings**

Awnings along a row of contiguous structures should be of the same form and location on the building. Awning colors should be complementary and consistent in scale and style with the building (see Figure 41). A minimum 8' clearance between the ground or walkway and the awning overhang should be maintained.

Non-reflective awning materials, including canvas, treated canvas, matte finish vinyl and fabrics are encouraged. Plexiglass, metal, glossy vinyl, illuminated, and backlit awnings are discouraged.

Signs on awnings should be limited to the awning’s valance or end panels of angled, curved, or box awnings. Sign lettering and designs should be printed directly on the awning and consistent with the requirements of the Land Use Development Code (LUDC).

**Doors**

Doors should generally be solid or opaque around their perimeter with one or more glass panels in the center. Multiple panels or panes of glass within the door are encouraged. Slab doors without articulation, or modern tempered glass doors with or without perimeter frames are discouraged. Kick plates on main traffic doors and building facades serve to enhance building frontage design and protect doors and building walls from surface damage. Historic style kick plates, preferably constructed of brass or other metal fastened to the bottom of a door or frontage panel are encouraged.
Awning and Door Guidelines

5.26 Awnings should provide shade, complement the building, and can include printed signage.

5.27 A minimum of 8’ should be maintained between the ground and the lowest point of the awning.

5.28 Doors with inset glass panels, kickplates, or other western design elements are encouraged (see Figures 42 and 43).

5.29 Automated doors used for main entries to businesses are discouraged.
**Color Selection**

Color selections for traditional western towns tended to be the natural colors of wood and masonry. If painted, the colors were often whitewashes or muted colors of locally available pigments such as deep barn reds, browns, tans, and some muted blues and greens. Strong accent colors and those often associated with the brighter Mediterranean climates were the exception. If the walls were steel trowelled plaster, the colors tended to be muted creams, off whites with accents of green or dark reds (see Figure 44).

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**Color Selection Guidelines**

5.30 Select colors for the wall surfaces to either recall natural materials or the colors identified above. The use of natural materials such as brick masonry is encouraged.

5.31 Avoid bright, artificial, or metallic colors often associated with modern buildings or some stucco structures.

5.32 Select trim to be more of an accent color utilizing muted blues, greens or yellows, or appropriate shades of white. Avoid bright or iridescent reds, pinks, oranges, yellows, and greens.

5.33 Awnings and trim may be an accent color as identified in Figure 41.

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*Figure 44 – Historic western colors of creams and tans with accents of muted blue and burnt red (Virginia City, NV)*
**Public Art**

Public art (sculptures, murals, mosaics, etc.) serves to enhance and revitalize public spaces and make them more welcoming. Any public art proposed by the applicant and incorporated on site should be integrated into the total architectural design and should relate to the history of Los Alamos (see Figure 45). The County’s Parks Department provides oversight and administers public art activities through the County Arts Commission.

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**Public Art Guidelines**

5.34 Public art in Los Alamos should reflect the community’s history and general aesthetic.

5.35 Use of public art should be considered in areas with expansive blank walls abutting public spaces (see Figures 46 and 47).

5.36 Public art proposals are subject to the review and approval of the County Parks Department’s County Art Commission.
Outdoor Lighting
The rural community of Los Alamos enjoys a night sky that is relatively free from glow emanating from overlighting in the commercial area. In order to retain the rural and historic character of the town, all lighting must be fully shielded. Lighting should be subtle, energy efficient and compatible with the area while providing for adequate safety and security in the evening.

Lighting is an important design element that both enhances the major architectural features of the structures and augments the character and safety of the community, thereby increasing the potential for extended beneficial use of the pedestrian area in the evening hours. Lighting defines the evening and nighttime character of the community almost as much as the architectural features during the day. Outdoor lighting, when used appropriately, should enhance the building design and surrounding pedestrian areas.

Lighting on Structures
Lighting fixtures placed on buildings should be designed to enhance the building character and pedestrian safety, especially at entries. Major architectural elements on the facade may be accented with downlighting that is in keeping with the light-sensitive character of the town. Sensored security lighting is discouraged unless it is fully shielded and directed away from the street and adjacent residential uses. Lighting should not spill off-site or impact neighbors.

Lighting of Pedestrian Areas
Pathways and courtyards around buildings should be lit to provide for evening safety and ambiance. Lighting in these areas should be fully shielded and in keeping with the western theme. The use of bollard or other modern style lighting is discouraged.

Lighting Fixtures
Fully shielded vintage lighting fixtures or replicas should be used when the lighting is visible from the sidewalk or street. Lighting fixtures should be of a style and size compatible with the building and adjacent area. Fixtures should complement the building’s architecture and the historic character of the town. Fixtures such as gooseneck lamps and other shielded lights over entries and signs are appropriate for Los Alamos, while modern cans or general high intensity floodlight fixtures are not.
**Lighting Impact**
Lighting should be fully shielded to minimize the impact of lighting on adjacent sites. The actual lighting element should not cause glare, high contrast, or be visible. The amount of outdoor lighting used should only be what is reasonable and necessary for pedestrian safety and security.

**Parking Lot Lighting**
Lighting fixtures for parking lots should not exceed 16’ in height from grade and should have an architectural character compatible with the western style. The lighting elements should not be visible or cause “light spill” onto adjacent properties. High intensity lighting on modern poles with exposed elements (such as cobra heads) are not permitted.

**Lighting Guidelines**

5.37 Lighting fixtures shall be fully shielded, provide for pedestrian safety, and be an attractive element of building design (see Figure 48).

5.38 Lighting should not spill over into adjacent sites or roadways or impact the rural night sky.

5.39 Energy efficient, low glare lighting is encouraged; high intensity lighting (e.g. sodium halide) is not allowed.

5.40 Lighting fixtures for parking lots should not exceed 16’ in height from grade, be fully shielded, and be in keeping with the rural character of Los Alamos. All applications which include a parking lot will provide cut sheets and photometric plan of the lighting proposed.

5.41 Attention should be given to lighting at all building entryways for pedestrian safety and building security.

5.42 Lighting fixtures should be compatible with architectural style and materials of the structure.

5.43 Lighting should be controlled during non-business hours to protect the night sky and save energy.

*Figure 48 – Shielded light fixture compatible with the western style and building design and color*
Screening, Fencing, and Walls

Walls and fences are important components of urban design and perform numerous functions. They help delineate the boundaries of outdoor spaces and provide effective noise buffering and visual screening effects, as well as enhanced security. Walls and fences can serve as wind barriers to protect landscaping treatments, and can create and enhance a sense of privacy. Screening, fencing and walls should be designed in the same style, form, and color as the connected buildings. Chain link, metal, plastic or vinyl fencing materials are not appropriate.

Items such as antenna dishes, solar panels, heating and air conditioning and roof equipment should be screened so as not to be visible from adjacent streets, residential areas or alleys. Mechanical equipment or other utility hardware on roof, ground, or buildings should be screened from public view with materials harmonious with the building, or they should be so located as not to be visible from any public ways (see Figures 49 - 51).
Screening, Fencing, and Wall Guidelines

5.44 Walls and fences should be consistent in material, design and height.

5.45 Fence height in the design control overlay should not typically exceed 6’ and should be located at the side or rear of buildings.

5.46 Fences along Bell Street are discouraged.

5.47 Fences fronting Bell Street should not exceed a height of 4’.

5.48 Walls and fences should serve as unifying design elements along public streets and pedestrian corridors.

5.49 Wall and fence materials should consist of wood, stone, or masonry construction (see Figure 52).

5.50 Walls and fences should be built in styles found in western style architecture.
6. Signs
Sign Character and Guidelines
In addition to these Guidelines, signs are subject to the requirements of the County’s Chapter 35, Article I, Sign Ordinance. The intent of the sign section of the design guidelines is to supplement the County’s sign ordinance by specifying points related to the design of signs, specifically as this relates to the architectural style of the building to which the sign belongs, placement and proportion of signs, and aesthetics such as color and lettering style. It is not the intent of the design guidelines to dictate or duplicate what is allowed or prohibited as the guidelines are not regulatory and as opposed to standards which reside in other regulatory County documents such as the sign ordinance and the LUDC.

A unified treatment of commercial signs is important to maintain and enhance the appeal and integrity of the Bell Street area. “Unified treatment” does not necessarily mean that all signs must have the same style of lettering. Rather, the lettering should have similar stylistic traits and the signs should be placed in a manner that complements the architectural style of the buildings. Signs should also be compatible with the signs of adjoining premises.

The sign guidelines are intended for business identification as well as to augment the expression of the local history. Signs should be designed as an integral part of the structure they serve and relate in lettering style and form below.

Sign Lighting
Signs should be lit only with shielded lights using high quality fixtures appropriate to the architecture of the building. Exposed standard spot and flood light bulbs should be avoided. Light supports should complement the design of the sign and building facade. Lighting should be directed toward the sign with no light spill beyond the sign face. In keeping with the old western theme, all sign lighting must be external. No interior illuminated cabinet or flashing signs are permitted.

Gooseneck light fixtures are a common means of providing down lighting on signs and storefronts and are appropriate to the historic character of Los Alamos (see Figure 53).

Figure 53 – Example of gooseneck fixtures
Sign Color and Lettering Style

Sign styles and colors should be in character with the architecture of the related building. Signs that are painted on wood or similar material are preferred. Materials that appear modern such as plastic or metal should be avoided.

Lettering style should be consistent with historical western styles; typically signs of this era were hand painted and therefore tended to use lettering styles that lent themselves to this medium. Most of the styles were characterized by serifs. Old English and Colonial styles should not be used. Such styles as Helvetica or Arial would have not have been utilized. Examples of appropriate typefaces or styles are shown in Figures 54 and 55.

Slab serif (a.k.a. “Egyptian”) typefaces usually have little if any contrast between thick and thin lines. Serifs tend to be as thick as the vertical lines themselves and usually have no bracket. Slab serif fonts have a bold, rectangular appearance and sometimes have fixed widths meaning that all characters occupy the same amount of horizontal space. Many of the slab serif display types of the early nineteenth century were created to attract attention in newspapers and advertising. Examples of slab serif typefaces include the font styles Claredon, Rockwell and Bookman.
**Sign Types**
Signs should typically be attached to the facade of the building with particular attention paid to quality and style. Freestanding signs should be of a human scale and constructed of high quality materials. Signs on windows are permitted, but should cover a minimal percentage of the window and should be used in lieu of, not in addition to, signs on building elevations. Portable signs are not permitted because they can detract from the historical and architectural character of the area.

**Sign Location**
Signs should be located flat to the building or hanging under a canopy (see Figures 58 and 59). Signs hung from porches should not extend past the front of the porch and should provide minimum vertical clearance of 8’. Signs in the style of the historic period painted directly on the building are encouraged.

Directional signs giving guidance to parking lots, bus stops, bicycle paths, or similar uses should be mounted on lampposts or buildings and clustered where possible to avoid clutter in the public right-of-way. These signs should meet County standards for sign size and be compatible in style with the above design guidelines.
Sign Guidelines

6.1 Signs should be constructed of high quality materials and are encouraged to have borders, trim, and be recessed into their frames. They should be painted on walls of the structure or on wood or other durable material that avoids a shiny or modern appearance.

6.2 Exterior wall and building signs for single-story buildings should be installed in the area above the first floor windows and below the roof.

6.3 Building signs for multi-story buildings should be installed in the area above the first floor windows and below the second floor window line.

6.4 Lettering style and colors should be consistent with the historical character of Los Alamos and the rural western style.

6.5 In keeping with the old western theme, signs should be externally lit, fully shielded using high quality fixtures appropriate to the architecture of the building.

6.6 All signs, including those with corporate logos, should be in line with the scale and proportion, architectural style and character of the attached or adjacent building.
7. Special Guidelines for Alterations to Buildings of Potential Historic or Architectural Merit

Why do we have these special guidelines?
The purpose of County’s Historic Landmark Advisory Commission (HLAC) is to promote the economic welfare and prosperity of the County by preserving and protecting those places, sites, buildings, structures, works of art and other objects having a special historic or aesthetic character or interest, for the use, education and view of the general public and to remind the citizens of this County and visitors from elsewhere of the background of the County.9

Alterations to structures of historical significance are also subject to the California Environmental Quality Act of 1970 (CEQA). The County of Santa Barbara determines if a proposed project has the potential to “significantly affect” the environment and is thus subject to CEQA. A list of significance criteria for evaluation of historical resources can be found in the Santa Barbara County Environmental Thresholds and Guidelines Manual and CEQA Section 15064.5. The guidelines define “significant effect” as “a substantial adverse impact on the environment”, and “environment” as the physical conditions which exist in the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, objects of historical or aesthetic significance.”10

The County will evaluate the historical significance of the structure and ultimately make a determination as to whether the structure meets the definition of a historical resource as defined in CEQA Guidelines Section 15064.5. If it is determined that an important archaeological or historical site may be significantly impacted by a project, and the project is not deemed categorically or statutorily exempt from CEQA, the County will prompt preparation of an Initial Study (IS) to initiate the CEQA process. This will result in a Negative Declaration (ND), Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR).11

The Union Hotel and California Garage on Bell Street has been designated a Landmark and is subject to the oversight and regulations of the County’s Historic Landmark Advisory Commission. The Union Hotel, built of wood in 1880, served as a lodging place for Wells Fargo stagecoach passengers until it burned down in 1886. Rebuilt of 18-inch Indian adobe, it reopened in the early 1990s as the Los Alamos Hotel. An old drawing depicted the hotel as it appeared in 1884 was the inspiration to restore the building’s facade to its original Old West appearance. Accordingly, 12 barns, all 50-100 years old, were dismantled and their weathered planks were used to give an authentic look to a new exterior (See Figure 60).

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9 Santa Barbara County Code, Chapter 18A
10 CEQA, Public Resources Section § 5382
11 Santa Barbara County Environmental Thresholds and Guidelines Manual, Chapter 8
HLAC Building Guidelines for County Designated Historic Buildings and Landmarks

7.1 Demolition, removal or destruction, partially or entirely, may be prohibited unless consent in writing is first obtained from the County Historical Landmark Advisory Commission.

7.2 Any construction affecting a structure deemed historically significant by the County is subject to the California Environmental Quality Act (CEQA).

7.3 Alterations, repairs, additions, or changes, other than normal maintenance and repair work should not be made unless and until all plans have been reviewed and approved or modified by the County Historical Landmark Advisory Commission and reasonable conditions imposed as deemed necessary.

7.4 All such work should be done under the direction of the County Historical Landmark Advisory Commission. Decisions of the County Historical Landmark Advisory Commission may be appealed to the County Board of Supervisors.

7.5 There are no restrictions on sale of Landmarks. Designation as a Landmark does not establish a requirement that the place, site, building, structure, or object be open to the public.
What makes a property eligible for Place of Historic Merit or Landmark status?
The building or site must be located within the unincorporated area of Santa Barbara County and meet one or more of the following criteria:

- It exemplifies or reflects a special element of the County's history;
- It is identified with a significant historical person or event;
- It demonstrates a distinctive style, type, period or method of construction/craftsmanship;
- It represents the work of a notable builder, designer or architect;
- It contributes to the significance of an historic area;
- It has unique physical characteristics representing an established and familiar visual feature;
- It embodies elements of architectural or craftsmanship that represent significant achievement or innovation;
- It reflects significant geographical patterns associated with different eras of settlement and growth; or,
- It is one of the few remaining examples of its type possessing distinguishing architectural or historical characteristics.

What are the benefits of Place of Historic Merit and Landmark designations?

- Permit alternatives to regular building codes to facilitate preservation;
- Property tax basis flexibility “permit use” vs. “highest and best use”;
- Eligibility for rehabilitation loan financing;
- ADA funding may be available;
- Most importantly: The preservation and protection of buildings, places, sites, and objects reflecting Santa Barbara County's unique cultural heritage.

What is the difference between a Place of Historic Merit and a Landmark?

- Designation as a Place of Historic Merit officially recognizes the building or site as having historic, aesthetic or cultural value;
- A Place of Historic Merit is not protected by restrictions as to demolition, removal, alteration or use;
- Designation as a Landmark recognizes the building or site at a higher level of historic, aesthetic or cultural significance;
- A designated Landmark is preserved and protected by conditions restricting its demolition, removal, alteration or use;
- Plans for alterations to Landmarks are reviewed by the Historic Landmarks Advisory Commission for approval.

Further Information and Assistance
Contact the County Planning and Development Department, HLAC Secretary, located at 123 E. Anapamu Street, Santa Barbara. Call the office at (805) 568-2084 for further information on the County Landmark Program. A complete list of County Landmarks is available at http://sbcountyplanning.org/boards/hlac/index.cfm
8. Supplemental

County Board of Architectural Review Checklist

1. SITE PLANNING AND STRUCTURE PLACEMENT
New or renovated structures should be located, designed and constructed to retain and blend with the existing community and surrounding area.
- Site layout and orientation is designed in relationship to the qualities of the property.
- Setbacks and recessed entries follow the appropriate code for the inner or outer core.
- New buildings are designed to fill open areas to form a more continuous street frontage.
- Tree and vegetation removal is minimized and mature trees are preserved.
- Supporting columns or posts are located within private property.
- Disabled access ramps and railings minimize disruption to the street facade.
- Parking, service and loading areas are located in the rear of the building.

2. BUILDING MASS, SCALE AND FORM
- The mass, height, and size of the structure, its architectural style, building materials, and landscaping are all elements that define the character of a building and contribute to the collective appearance of the area.
- Mass, bulk, scale, and style are appropriate to the site, compatible with the adjacent structures and preserve the human scale.
- Building width and height guidelines are maintained.
- Context-appropriate facade articulation is used.
- Main entries are obvious from the street, wide enough for several people to access and not blocked.
- Building design and detailing is compatible with the western architectural style.
- Additional roof forms are compatible with the primary roof form.
- Exterior materials and colors complement and improve the neighborhood and are compatible with the surroundings.
3. ARCHITECTURAL FEATURES
Use architectural style and design features that accommodate any constraints of the site, that complement the structures in the vicinity, and that are consistent with the character of the Bell Street area.

- Architectural details are compatible with the design, materials, and colors of the main structure.
- Building entrance is oriented towards Bell Street.
- Doors and windows are used generously to encourage pedestrian activity and interest and foster commercial activity.
- Residential garages and driveways complement the corresponding structure.
- Driveways are constructed of permeable or semi-permeable hardscape surfaces.
- Fences and walls are avoided at the front property line.
- Rooflines do not take up an expansive continuous plane.
- Sloped or pitched roofs are used instead of flat roofs.
- Roof equipment and utility panels are hidden.

4. BUILDING DETAILS
- Approved building materials are used.
- Windows and doors are used in a manner that enhances visual interest along Bell Street.
- Darker, locally occurring colors are used.
- A minimum 8’ clearance is used for awnings.
- Doors are inset with detailing and do not consist of one flat plane.
- Low energy, low intensity, full cut-off lighting is used.
- Entries and parking areas are lit to provide visual appeal and safety.
- Lighting impact on adjacent sites is minimized.
- Screening, fencing and walls fit with the building appearance and surrounding area.

5. SIGNAGE
- Signs are compatible with other signs in the area and are proportionate to buildings.
- Signs meet appropriate clearances, lettering styles and placement requirements.
- Modern or illuminated signs are not used.
- Signs do not cover up windows or architectural features.
Notification Requirements

Project noticing to adjacent parcels. The noticing of a pending project to owners of adjacent parcels occurs before the CBAR Preliminary Review hearing. The “Notice of Pending Land Use Permit and CBAR Review” is provided to all property owners either adjacent or within 300’ of the project site at least 15 days prior to the CBAR hearing. The applicant is responsible for posting the notice on the project site in a conspicuous location prior to the CBAR hearing. Note that CBAR Conceptual Review prior to submittal of a Land Use Permit application does not require noticing.

The County Board of Supervisors has directed that mailed notice be provided to neighbors early in the Land Use Permit process to provide for earlier input and to facilitate resolution of issues. All applicants for a Land Use Permit must mail notices to adjacent property owners as outlined in Sections 35-106 of Section 35-1 (Chapter 35 - County Land Use & Development Code) of the County of Santa Barbara Code. For Land Use Permits and applications for Design Review (see sections 35.106.050 and 35.106.060 for respective noticing requirements) notice should be given by the Department in compliance with Government Code Sections 65090-65096 for all projects that require a noticed public hearing or notice of review authority action.

Note – Board of Architectural Review Conceptual Review of projects prior to submittal of LUP application does not require noticing. (Conceptual Review is optional, but highly recommended.)

The specifics of these requirements can be found at http://www.sbcountyplanning.org/forms/index.cfm
Green Building Design Overview

Developers and property owners should consider “green” building measures that are energy-efficient, healthy, and durable, bearing in mind cost considerations. Green building is a whole systems approach to the design, construction, and operation of buildings, which emphasizes resource and energy efficiency, use of renewable energy resources and building materials, and increased healthy living environments for inhabitants. This approach benefits both builders and homeowners by reducing resource consumption, increasing livability, and saving money in the operation and maintenance of buildings.

Examples of Green Building:
- Durable construction materials such as cement fiber siding;
- Green materials including recycled-content carpet, cellulose insulation, engineered lumber, certified wood, natural floor coverings, and recycled-content interior finishes;
- Low and no Volatile Organic Compound (VOC) paint and finishes;
- Natural ventilation and daylighting strategies in the design and placement of the buildings;
- Energy and water efficient appliances and fixtures, lighting, and windows that meet or exceed state energy performance standards;
- Waste recycling during construction;
- Design and site units so as to take full advantage of natural heating and cooling, sun and wind exposure, and solar energy opportunities; and
- Solar energy alternatives allowing for electrical and/or heat generation.

Innovative Building Review Program (IBRP) for energy efficiency targets and incentives:

The County’s Innovative Building Review Program (IBRP) advises developers on how to make their projects more energy efficient. The advice is in the form of suggestions which can benefit the construction and operation of development in a number of ways, including energy efficiency and marketability. The IBRP is made up of local professionals including contractors, architects, engineers, energy consultants, and government officials. These professionals have a vast amount of knowledge and interest in innovative, energy-efficient developments.

The IBRP provides a number of incentives to participants that reach one of three target levels. One is an expedited review of the development’s plan check through the Building & Safety Division. Another is a 50% reduction on the energy plan-check fee. Other incentives are available depending on the target level the project development reaches. To reach a target, the project must exceed Title 24 (California Energy Efficiency Standards) by 20 - 40%, depending on which target level and incentives are available for the project, and include additional energy-efficient features outside the purview of Title 24 (e.g., recycled building materials, drought-tolerant or native plants, alternative energy systems). The program provides an Energy-Efficient Menu list of a number of energy-efficient features that a developer can
choose from. Each feature is assigned a number of points. The point total and the percentage improvement upon Title 24 are used to determine the target achieved. The Energy-Efficient Menu also lists the three target levels and the associated incentives.

For more information, please call (805)568-2000 or visit http://www.sbcountyplanning.org/projects
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Glossary

The glossary contained in these design guidelines is provided for reference and intended to assist the architects, designers, public, and County Staff. Some terms contained within this glossary are also contained in the Santa Barbara County Land Use and Development Code (LUDC). These terms are indicated with “(LUDC)” and may also be found in the LUDC, Section 35.11, Glossary. In other cases, the term may be from other sections within the LUDC. These are noted by the “(LUDC)” and a footnote to denote the LUDC section. It is important to note that Section 35.11 of the LUDC contains numerous terms that provide further clarification. Unfortunately, not all terms can be included in this document.

In the event there is a discrepancy between the a term found in this glossary and one found in the LUDC, the most recent, adopted by the Board of Supervisors and certified by the California Coastal Commission will take precedence. In the event LUDC terminology that is included in this glossary is changed, the Planning and Development Department must update the terminology within document accordingly, subject to proper public notification and adoption procedures.

**Arcade**: A range of arches supported by piers or columns. A passageway, of which one side is a range of arches supporting a roof.

**Arch**: A structural element designed to support the weight above an opening. A true arch consists of wedge-shaped stones or bricks that make a curved bridge spanning an opening.

**Articulated**: Changes in building surfaces through the use and manipulation of alternating planes, windows, arches, moldings, cornices, rooflines and other architectural elements having joints or segments which add additional depth or height to a structure.

**Board-and-batten**: Vertical plane siding with joints covered by narrow wood strips.

**Bulk**: The qualitative, readily visible composition and perceived shape of a structure’s volume. Bulk is affected by variations in height, setbacks, and stepbacks of upper stories.

**Casement**: A window with the sashes opening outward on vertical hinges.

**Casing**: Decorative trim encasing a window or door opening.

**Central County Board of Architectural Review (CBAR)**: A five member board committee appointed by the 3rd District Supervisor, with all members approved by the Board of Supervisors. Three members are licensed architects who must
reside in the County but not necessarily in the district of the appointing supervisor or within the boundaries of the CBAR. The two remaining members must reside within the boundaries of the CBAR and must be “skilled in reading and interpreting architectural drawings and able to judge the effects of a proposed building, structure, or sign upon the desirability, property values, and development of the surrounding area.” One of these members may be the 3rd district Planning Commissioner.

**Column**: A vertical round shaft that supports, or appears to support, a load.

**Conceptual Review**: Initial level of review of a project by the Central Board of Architectural Review (CBAR) when it is still in the early stages of design development. This allows the applicant and the CBAR an opportunity to informally discuss a project that will be subsequently be submitted to the County for formal review approval.

**Consent Agenda**: Expedites review of minor projects, minor changes to approved preliminary plans, or projects that have been reviewed and approved by the CBAR.

**Corbel**: A projection of successive level of masonry beyond the wall surface producing a bracket form.

**Cornice**: The projecting member at the top of a wall or roof trim.

**Courtyard**: A court adjacent to or within a building, especially one enclosed on all sides.

**Development**: Defined in County Code, Chapter 35, LUDC: A change made by a person to unimproved or improved real property, including the placement, the moving, construction, reconstruction, enlarging, demolition, or alteration of buildings or structures, landscaping improvements, mining excavation, or drilling operations. Agricultural improvements as defined are not considered as development within this Development Code.

**Development Plan**: Allows for discretionary review of projects allowed by right within their respective zoning districts which, because of type, scale, or location require comprehensive review.\(^{12}\)

**Driveway**: A private right-of-way which affords vehicular access from a public or private street as defined herein to abutting or adjacent property which is not and, under existing subdivision and zoning regulations, cannot be divided into more than four separate lots or parcels.

**Double Hung**: A window in which both the upper and lower sash are independently operable in vertical movement within the same frame.

\(^{12}\) Santa Barbara County LUDC, Section 35.82.080
**Dwelling**: A room or group of rooms with interior access between all habitable rooms, including permanent provisions for living, sleeping, eating, cooking, bathing, and sanitary facilities, constituting a separate and independent housekeeping unit, occupied or intended for occupancy by a family on a non-transient basis and having not more than one kitchen. Boarding or rooming houses, dormitories, and hotels are not dwellings.

**Eave**: The edge of a roof that projects over the outside wall.

**Facade**: That portion of any exterior elevation of a building extending from grade to the eaves or the top of the parapet wall and the entire width of the building elevation.

**False Front**: A facade falsifying the size or importance of a building.

**Fenstration**: The design, placement, and proportion of windows and doors in a building.

**Final Review**: CBAR review of completed working drawings excluding electrical, plumbing, mechanical and structural drawings unless components of these plans would affect the exterior of the buildings. The final plans will be approved only if they are in substantial conformance with the plans given preliminary approval.

**Floodlight**: A light fixture that produces up to one thousand eight hundred (1,800) lumens and is designed to flood a well-defined area with light.

**Flush**: Being even with or in the same plane or line as.

**Fluting**: A decoration consisting of long, rounded grooves in columns or casings.

**Footprint**: A popular term for the shape of an area within the perimeter of a floor plan.

**Forecourt**: A courtyard before the entrance of a building or group of buildings.

**Form based code**: A method of regulating development to achieve a specific urban form. Form based codes create a predictable public realm by controlling physical form primarily, with a lesser focus on land use, through city or county regulations.

**Full Cut-off Fixtures**: A luminaire designed and installed where no light is emitted at or above a horizontal plane running through the lowest point on the luminaire.
**Frame**: The part of an encasement of an opening supporting a door or window. Also, a method of building construction employing a skeletal system of several repetitive structural components, as in wood-frame or steel-frame, or the work of constructing such a system.

**Gable Roof**: A ridged roof forming a gable at each end. A roof with a single peak.

**Gable**: The upper (usually triangular shaped) terminal part of a wall under the eave of a pitched roof.

**Gallery**: A roofed Promenade, especially one extending inside or outside along the exterior wall of a building.

**Gambrel Roof**: A roof with two slopes on each of two sides, the lower steeper than the upper.

**Glare**: Stray light striking the eye that may result in (a) nuisance or annoyance glare such as light shining into a window; (b) discomfort glare such as bright light causing squinting of the eyes; (c) disabling glare such as bright light reducing the ability of the eyes to see into shadows; or (d) reduction of visual performance.

**Glazing**: Glass set in windows, skylights or doors.

**Height Limit**: The maximum allowed height of a structure as established by an imaginary surface located at the allowed number of feet above and parallel to the existing grade.

**Human Scale**: The size or proportion of a building element or space, or an article of furniture, relative to the structural or functional dimensions of the human body.

**Kick Plate**: A protective metal fastened to the bottom of a door to resist blows and scratches.

**Landmark**: Any place, site, building, structure, or object having historical, aesthetic or other special character or interest and designated as a Landmark under the provisions of County Code Chapter 18A.

**Land Use and Development Code (LUDC)**: Chapter 35 of County Code. The LUDC carries out the policies of the Santa Barbara County Comprehensive Plan and Local Coastal Program.

**Land Use Permit (LUP)**: A permit required before using any land or structure or commencing any work to erect, move, alter, enlarge or rebuild any building or structure in the unincorporated area of the County of Santa Barbara. Exemptions
from these permits are found in the applicable Ordinance.\textsuperscript{13}

**Lights:** A medium for admitting light, as one compartment of a window or window sash.

**Massing:** The arrangement of the building’s bulk, including relative openness and solidity.

**Mezzanine:** A low or partial story between two main stories of a building, especially one that projects as a balcony and forms a composition with the story beneath it.

**Outdoor Lighting:** Temporary or permanent outdoor lighting that is installed, located, or used in such a manner to cause light rays to shine outdoors. Indoor lights that are intended to light something outside are considered outdoor lighting for the purpose of these guidelines.

**Parapet:** A low wall at the edge of a roof, porch or terrace.

**Pitch:** The degree of slope or inclination, as in steepness of a roof.

**Plate Height:** The distance between the finished floor and where the wall intersects with the lower portion of the floor joists of the story above, or if there is no intervening story, the lower portion of the structural roof members.

**Porch:** An exterior appendage to a building forming a covered approach or vestibule to a doorway.

**Raised Panel:** In wood millwork, a door, cabinet or furniture with beveled panels inset in flat wooden frames. Doors will usually have several raised panels, as opposed to slab or flat panel doors that may have only one panel per door.

**Renovation:** The introduction of new elements to a building to replace old worn parts.

**Restoration:** To employ treatments aimed at returning a building to its original appearance and condition.

**Rehabilitation:** To take corrective measures to make a building usable or livable again.

**Scale:** Building elements and details as they proportionally relate to each other and to humans.

**Stoop:** A raised platform approached by steps, and sometimes having a roof, at the entrance of a house.

\textsuperscript{13} Santa Barbara County LU\textsuperscript{DC}, Section 35.82.100
**Streetscape**: The visual appearance of the neighborhood as seen from the street.

**Street Frontage**: The portion of a property abutting a public or private street.

**Structural Alteration**: A change in the supporting members of a structure, including bearing walls, column beams, girders, or trusses, or in the dimensions, support members, or configuration of the roof.

**Substantially Visible**: An object is considered substantially visible if it stands out as a conspicuous feature of the landscape when viewed with the naked eye.

**Transom**: A window opening over a door.

**Volume**: A building’s quantitative three-dimensional measurement of the building’s height, width, and depth combined.

**Zoning Ordinance**: An ordinance authorized by California Government Code §65850, located in the County of Santa Barbara Land Use Development Code, Article 35.2.

**References**


County of Santa Barbara, Old Town Orcutt Design Guidelines, July 2006.

County of Santa Barbara, Mission Canyon Residential Design Guidelines, August 2008.


Lindon City, Utah, Commercial Design Guidelines, August 2006.

City of Los Gatos, California, Commercial Design Guidelines, June 2005.

Form Based Codes: Completing, Adopting and Administering the Code, Paul Crawford, August 2006.