Ocean Road Pattern Book

University of California, Santa Barbara
Ocean Road
University of California, Santa Barbara

Design Guidelines for a Mixed-Use Development

Prepared by
URBAN DESIGN ASSOCIATES

Master Plan Team
HOUSING AND RESIDENTIAL SERVICES
University of California, Santa Barbara

CAMPUSS DESIGN AND FACILITIES
University of California, Santa Barbara

URBAN DESIGN ASSOCIATES
Pittsburgh, Pennsylvania
SECTION A

Introduction
Campus Housing Study

INTRODUCTION

Overview

THE UNIVERSITY OF CALIFORNIA Santa Barbara has developed a Campus Housing Study in order to provide a vision for the future development and use of University owned properties, many of which have been under-utilized in the past. The Study was developed in order to respond to the University’s most pressing problem: the need for affordable housing for faculty and staff, and to expand the stock of housing for students, especially students with families. This Pattern Book has been prepared to serve as a means of assisting the campus developers and architects in implementing the vision called for in the Campus Housing Study.

The properties owned by the University are located in an area rich with environmental resources which must be protected and supported by the way in which the land is developed. Therefore, the plan creates a series of public open spaces and conservation areas which will not only permanently preserve these precious resources, but also serve to provide a framework for a series of interconnected neighborhoods.

As a result, the development is concentrated in a series of neighborhoods with a diverse mix of housing types in order to accommodate a mix of faculty, staff, graduate students, students with families, and undergraduate students. These will be designed to create a strong sense of community and will be linked by bikeways, pedestrian paths, transit, and small scale streets to each other, to the Main Campus, and to the adjacent Isla Vista community. The open space network will provide a rich range of amenities, will be the front door of these neighborhoods, and will provide access to region wide recreational and environmental activities.

Under-utilized property along Ocean Road at the western edge of the Main Campus, will be developed with a mix of staff, faculty, and graduate student housing to provide an improved interface with the adjacent community of Isla Vista. On the west, there is the new public open space running along the Goleta Slough. It is lined with neighborhoods and links the Main Campus and Ocean Road (visible on the aerial sketch) to the Goleta Slough to the west. It will serve as a dramatic new address in the region and will serve as the front door to the series of new campus neighborhoods as well as the larger community.
The study has identified eight different development areas which will have the capacity to provide 3,000 to 3,800 units of new housing. They include properties within the Main Campus and a series of existing development sites to the north and west of Isla Vista.

To create a sense of community identity, the larger sites will be developed with an interconnected pattern of streets lined with a variety of housing types. The areas closest to the campus, such as the current Storke Family Housing Site, will have more apartments and condominiums, in order to house more singles and couples, while those farther away and closest to elementary and high schools will have more townhouses and single-family houses.

Ocean Road will become a special address lined with mixed-use buildings, townhouses, and apartments to create a dynamic neighborhood and improve the relationship between the campus and Isla Vista.

The two areas which will be developed in the early phases of the program are the development of the properties along Ocean Road and the redevelopment of the current Storke Family Housing Site. The development along Ocean Road is the subject of this Pattern Book.
Building An Urban Street

Ocean Road Along the western edge of the campus was originally built as a four-lane divided road with a buffer area filled with eucalyptus trees between it and the edge of Isla Vista. The campus housing plan calls for it to be rebuilt as a two-lane street with wide sidewalks and bicycle lanes. It also calls for connecting it to the streets of Isla Vista, with either streets or pedestrian lanes. As a result of this reconfiguration, it is possible to create a series of development parcels.

The Study illustrates the development of 541 units of housing of various types including loft apartments, condominiums, stacked townhouses, apartment buildings, townhouses and a potential guest hotel. The buildings will create a unified facade along the length of Ocean Road with active public uses on the ground floor in key locations and residential scale porches and gardens in others. The buildings are planned to provide a finished end for the blocks of Isla Vista. They also serve to create a series of gateways into both Isla Vista and the Main Campus.

The majority of the parking for the units will be accommodated in three garages on the east side of the street. Most units are within a three minute walk of a garage. The garages are lined with residential buildings or campus serving uses with a combination of loft style apartments, apartments, and hotel accommodation. Some of the buildings have one level of concealed ground-floor parking.
The Ocean Road edge of the campus is a no-man’s land with the road itself serving as a barrier between the campus and Isla Vista. This is most evident at the Pardall intersection, where the raised roadway has an underpass for cyclists.

The Study transforms Ocean Road into an urban street lined with new buildings that create an active urban environment and connect the campus to the Isla Vista community. The proposed buildings on the west side of the street are taller and include a landmark clock tower at Pardall Mall. A similar gateway is created at the northern end of the development at El Colegio.

The street is currently empty and desolate. The proposed development will create a new address with a diverse collection of building and housing types. Townhouses and small apartment buildings will have small gardens along the street, while taller apartments and lofts will have active public uses on the ground floor with wider sidewalks. The architectural character of these buildings will further enliven the space by reflecting the diversity of architecture in Santa Barbara County. It includes buildings in the Santa Barbara Spanish Colonial Style and others in the UCSB Contextual Style. The parking garages will be completely hidden from view by the facades of the residential buildings which wrap around them.

The most dramatic change will be at the intersection of the Pardall Corridor. The present barrier-like tunnel and overpass will be replaced with a dynamic urban environment connecting the campus to downtown Isla Vista.
THE STUDY CALLS FOR creating a framework of streets and pedestrian routes along Ocean Road that will support a great deal of activity and which will provide a series of gateways into Isla Vista. It includes wide sidewalks, planting areas, separate bicycle lanes, and various traffic-calming techniques, including the design of cross walks. Streets and pedestrian ways connecting Ocean Road to Isla Vista will be designed as residential scale spaces except for Pardall which connects to the Isla Vista business district.

The majority of the parking is provided in large parking structures on the east side of Ocean Road. Some of the building types include parking on site, but most do not.

This framework will create a series of lots along the Ocean Road frontage which can accommodate an inventory of different building types to create the urban character of Ocean Road and to provide an effective transition to the residential scale of Isla Vista.

A. Gateway
This building has one level of surface parking within its footprint. The ground floor is designed for campus serving uses. The building's construction type will permit 5 1/2 stories along Ocean Road.

B. Courtyard
Parking is on grade but hidden from public view by townhouses which front Ocean Road. A raised courtyard with a grand stair connecting to Ocean Road is built above the parking level.

C&D. L-Shape and Rotunda
This building has ground floor townhouses that front Ocean Road and connect to an internal courtyard. Parking for these buildings is accommodated in the parking garages on the east side of Ocean Road.

e. Parking Garage with Liner
These parking garages are primarily lined with residential units which conceal the parking structure from public view. Parking in these garages is designed to accommodate residential units along Ocean Road as well as increased capacity for the campus community.

Inventory of Building Types

INTRODUCTION
During the planning process, a comprehensive market study identified a range of potential buyers and renters for housing among faculty and staff as well as the unmet needs of student housing. Various unit types were analyzed for their appropriateness for different segments of these markets.

Unit plans were developed that could serve more than one market type. For example, the two bedroom apartment unit can be a four student suite, an apartment for two unrelated single persons, a faculty member who needs a study, or a couple with a child. The size and arrangement of rooms are comparable to small market rate units serving these populations.

The unit types are also based on standards established by the Housing and Residential Services Department of the University.

By using a limited number of different unit configurations, it is possible to standardize construction methods, especially those components such as bathrooms and kitchens, which are both expensive and capable of being mass produced.

The units can then be used in various combinations to create the basic building types illustrated on the previous page which then fit into the blocks defined by the framework of streets and open spaces.
The goal of the study is to create a series of neighborhoods, rather than either housing projects or typical suburban sub-divisions. To achieve this, the architectural character of the buildings must have the diversity of styles as well as building types that would be found in a traditional neighborhood. There also must be a sense of order and harmony among them.

The builders of traditional American neighborhoods achieved this by using Architectural Pattern Books, which defined the essential characteristics of each architectural style and patterns for windows, doors, and special features, as well as the basic massing and forms of houses. Therefore, this Pattern Book includes Architectural Patterns for the new development in three different architectural styles to be used by the architects of buildings to create unique environments.

The patterns are derived from an analysis of existing architectural patterns in Santa Barbara County and the UCSB Campus, that identified three themes for the entire program, two of which will be appropriate for Ocean Road.

Spanish Revival

The most recognizable of the Santa Barbara styles, Spanish Revival, has set the image of the City of Santa Barbara and can be found throughout the County. Santa Barbara’s Spanish Revival is an extremely robust interpretation of the style, and has a number of different variations ranging from flamboyant and romantic to simple and severe.

UCSB Contextual

The developments will be an integral part of the campus and its image. The campus has been developed with predominantly modernist architecture but modified to respond to various local conditions. Some recent developments, especially Manzanita Village on the main campus, have defined a modernism that is contextual in that it reflects various aspects of the Santa Barbara Spanish Revival, but with modernist planning and detailing.

These Architectural Patterns should be used to articulate the building types and create a dynamic and congenial urban environment.
Step One: Select Sites and Building Types
The Plan creates a series of blocks within which there are lots for development. Each of these is bounded by a combination of streets and shared open space. Identify your site in the Ocean Road Lot Matrix, Section B, page B-10.

Step Two: Determine Building Placement on Lot
The Lot Type diagrams illustrate the zone within which buildings can be built, identify required setbacks, and define open space requirements.

Step Three: Determine General Massing
Using the footprint provided for the building, select and locate the building type and determine the height and general massing.

Step Four: Determine Height Variations
The massing will vary, depending on the site's location and on the configuration of units. The units set the basic framework for determining further facade articulation.

Step Five: Create Urban Facades
The overall massing is articulated with appropriate roof forms and elements along street facades to create an urban scale. Refer to Architectural Patterns, Section C, for eave and roof details.

Step Six: Compose Windows
Place window openings in relationship to the buildings articulated massing by following the window composition patterns.

Step Seven: Select Window Types
Select appropriate window and doors from the Architectural Patterns, Section C.

Step Eight: Add Special Elements
Add elements such as canopies, box windows, chimneys and trellises from the Architectural Patterns, Section C.

Step Nine: Select Materials and Colors
The Materials & Colors page describes the appropriate materials and colors for each architectural style.

The Pattern Book will guide the design of buildings in the development of the new Ocean Road Neighborhood. It has three principal sections: The Overview which describes the goals and methods of the Pattern Book; Community Patterns which defines the way in which buildings are sited and the character of public space which they are expected to create; and Architectural Patterns which establish the architectural vocabularies and elements to be used.

How To Use This Pattern Book

I N T R O D U C T I O N
Community Patterns
Overview

Building an Urban Street

The Community Patterns section defines those patterns which are essential to creating the character and quality of urban space called for in the Campus Housing Study. The proposed development along Ocean Road will establish a new relationship between the campus and Isla Vista. To succeed in its role of stabilizing this area, Ocean Road must become a dynamic and lively address. The elements described in this section include:

Lot and Building Types: Along Ocean Road there are several different lot types, each of which can support one or more building types.

Building Heights and Urban Articulation: The overall form of the street calls for a range of height and scale of buildings in order to create appropriate connections to both the Main Campus and Isla Vista.

Site Design Criteria for Lot Types: Each lot type has criteria for the placement of building types and the configuration of those building types. Some lots are proposed for all residential buildings, others will have a mix of residential and public uses, and still others have parking facilities on site.

Lot and Development Matrix: The recommended inventory of building types and the summarized development results.

Assembly of an Urban Street: This collection of urban buildings along Ocean Road are configured to create a lively urban address. In a series of three dimensional diagrams, this page illustrates the way in which building placement, combined with architectural elements, can achieve that character.
Lot Type A: Special Gateway
Lot Type B: Gateway
Lot Type C: L-Shape, Rotunda
Lot Type D: Courtyard
Lot Type E: Parking Garage
Gateway
Gateway
Gateway
L-Shape
Rotunda
Courtyard
North Garage
Parrall Garage
South Garage
Lot Type E: Parking Garage
© 2006 UWA DESIGN ASSOCIATES
Building Heights & Urban Articulation

© 2006 URBAN DESIGN ASSOCIATES

The buildings along Ocean Road should vary in height and form to respond to the scale of uses around them and to create a diverse urban street. The tallest buildings will be located at the two principle entry points between Isla Vista and the Main Campus: the intersection of El Colegio and Ocean Road, and at the Pardall Corridor. Buildings along Ocean Road will vary from 4 to 6 stories. Side wings located along the east and west streets step down to 3 stories to harmonize with the scale of buildings in Isla Vista. The block long facades along Ocean View Avenue are further articulated with a series of changes in plane and color. These create the image of a sequence of smaller, attached buildings along the street.

### Section AA

- **Isla Vista**
- **Ocean Road**
- **UCSB Campus**

### Section BB

- **Pacifc Ocean**
- **Pardall Corridor**
- **Campus Entrance**

### Elevation B

**3 Stories**
**4 Stories**
**4 to 5 Stories**
**5 to 6 Stories**

**Community Patterns**
Street Cross Sections

A Typical Ocean Road Looking North

B Typical Side Street Looking Toward the UCSB Campus

C Pardall Corridor Looking Toward the UCSB Campus
Lot Type A – Specifications

Lot Size (approximate)
- Width: 180 feet
- Depth: 100 feet

Lot Setbacks
- Front: No minimum setback
- Side: No minimum setback
- Rear: 5 feet (minimum)

Facade Zones
All zones: 5 feet (100% of the front facade of the building to be located anywhere within the Front Facade Zone; see lot matrix for specific lot requirements)

Encroachments
No encroachments are permitted

Entrances
- Building entrances must be located on Ocean Road, or corner of Ocean Road and Side Street or Pedestrian Passage

Notes
The following items are not permitted on the Front Facade:
- Parking Garage Access
- Utility Meters
- Service Access
- Garbage Access

Parking
This site can accommodate up to 24 parking spaces

Lot Type A – Special Gateway

COMMUNITY PATTERNS
Lot Type B – Specifications

Lot Size (approximate)
- Width: 175–185 feet wide
- Depth: 100 feet

Lot Setbacks
- Front: No minimum setback
- Side: No minimum setback
- Rear: 5 feet (minimum)

Facade Zones
All zones: 5 feet (100% of the front facade of the building to be located anywhere within the Front Facade Zone; see lot matrix for specific lot requirements)

Encroachments
No encroachments are permitted

Entrances
- Building entrances must be located on Ocean Road, or corner of Ocean Road and Side Street/Pedestrian Passage
- Flex Space must face Ocean Road or Pardall Road/Mall

Notes
The following items are not permitted on the Front Facade:
- Parking Garage Access
- Utility Meters
- Service Access
- Garbage Access

‘Clock Tower’ element is required on Lot No. 7 at Ocean and Pardall Roads.

Recommendations
- Outdoor seating spaces along Ocean Road at Pardall Road
- This site can accommodate up to 24 parking spaces

Lot Type B – Gateway
Lot Type C – Specifications

Lot Size (approximate)
- Width: 175–185 feet wide
- Depth: 100 feet

Lot Setbacks
- Front: 5 feet (minimum)
- Side: 5 feet (minimum)
- Rear: 5 feet (minimum)

Facade Zones
All zones: 10 feet (100% of the front facade of the building to be located anywhere within the Front Facade Zone; see lot matrix for specific lot requirements)

Encroachments
Permitted to extend to property line:
- Pergolas
- Staircases
- Terraces
Permitted to extend 3 feet into the lot setback:
- Bay Windows
- Balconies

Entrances
Building entrance(s) must be located on Ocean Road, or corner of Ocean Road and Side Street

Recommendations
Individual front doors to ground floor dwelling units facing the street are encouraged

Lot Type C – L-Shape & Rotunda

COMMUNITY PATTERNS
Lot Type D – Specifications

Lot Size (approximate)
- Width: 180–195 feet wide
- Depth: 100 feet

Lot Setbacks
- Front: 5 feet (minimum)
- Side: 5 feet (minimum)
- Rear: 5 feet (minimum)

Facade Zones
All zones: 10 feet (80% of the front facade of the building to be located anywhere within the Front Facade Zone)

Encroachments
Permitted to extend to property line:
- Pergolas
- Staircases
- Terraces
Permitted to extend 3 feet into the lot setback:
- Bay Windows
- Balconies

Entrances
Primary entrance(s) to the building courtyard must be accessed from Ocean Road through open stair(s)

Notes
The following items are not permitted on the Front Facade:
- Parking Garage Access
- Utility Meters
- Service Access
- Garbage Access

Required courtyard over ground floor parking

Recommendations
- Courtyard should be semi-public
- Secondary entrances on side streets or pedestrian passages are recommended

Parking
This site can accommodate up to 21 parking spaces

Lot Type D – Courtyard

COMMUNITY PATTERNS
Lot Type E – Specifications

Lot Size (approximate)
Lot 13
- Width: 200 feet
- Depth: 297 feet

Lot Setbacks
- Front (Ocean Rd.): 5 feet (minimum)
- Side: No minimum setback
- Rear: No minimum setback

Facade Zones
All zones: 5 feet (100% of the interior facade shall be located anywhere within the facade zones; see lot matrix for specific lot requirements).

Encroachments
No encroachments are permitted on Ocean Road. Balconies, bay windows, and stairs may encroach up to 6 feet into the UCSB campus. Pergolas may encroach up to 12 feet into the UCSB campus.

Entrances
- A minimum of one pedestrian entrance shall be located on Ocean Road
- Automobile entrances are to be set back a minimum 10 feet from the front facade zone

Notes
The following items are not permitted on the Ocean Road facade:
- Parking Garage Access
- Utility Meters
- Service Access
- Garbage Access

Recommendations
Individual ground floor units should open to Ocean Road and the UCSB campus

Parking
This garage can accommodate up to 560 spaces with 80 spaces on each of 7 levels (5 above ground, 2 below)

*Lot widths must not violate corridors dictated in the UCSB Campus Master Plan

Lot Type E (Lot 13) – Parking Garage
Lot Type E – Specifications

Lot Size (approximate)
- Width: 255 feet
- Depth: 293 feet

Lot Setbacks
- Front (Ocean Rd.): 5 feet (minimum)
- Side: No minimum setback
- Rear: No minimum setback

Facade Zones
All zones: 5 feet (100% of the liner facade shall be located anywhere within the Facade Zones; see lot matrix for specific lot requirements)

Encroachments
- No encroachments are permitted on Ocean Road
- Balconies, bay windows, and stairs may encroach up to 6 feet into the UCSB campus
- Pergolas may encroach up to 12 feet into the UCSB campus

Entrances
- A minimum of one (1) pedestrian entrance shall be located on Ocean Road
- Automobile entrances are to be set back a minimum 10 feet from the front facade zone

Notes
The following items are not permitted on the Ocean Road facade:
- Parking Garage Access
- Utility Meters
- Service Access
- Garbage Access

Recommendations
- Individual ground floor units should open to Ocean Road and the UCSB campus
- Parking
  - This garage can accommodate up to 660 spaces with 110 spaces on each of 6 levels (5 above ground, 1 below)

*Lot widths must not violate corridors dictated in the UCSB Campus Master Plan

Lot Type E (Lot 14) – Parking Garage
Assembly of an Urban Street

COMMUNITY PATTERNS

This sequence of aerial diagrams illustrates each of the key community patterns and how the role architectural patterns (as described in the next section) work together to create an urban street.

1. Building facades must be set back from the sidewalk as defined in the Lot Diagrams.
2. Parking structures must be in the center of the block, concealed from the street.
3. Courtyards and open space are located in the center of blocks.
4. Basic massing of the buildings is defined by setbacks, garages, and courtyards.
5. The basic massing is further articulated with changes of plane to provide appropriate scale and to create a series of urban blocks.
6. Scale elements are added to reduce building mass.
7. Special elements are added to complete the building composition.

© 1996 URBAN DESIGN ASSOCIATES
## Ocean Road Lot Matrix

<table>
<thead>
<tr>
<th>Lot Number</th>
<th>Lot Type</th>
<th>Lot Width</th>
<th>Lot Depth</th>
<th>Minimum Setback</th>
<th>North-Side Setback</th>
<th>South-Side Setback</th>
<th>Style</th>
<th>Number of Units</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A</td>
<td>180’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>44</td>
<td>Gateway building; courtyard opens to south</td>
</tr>
<tr>
<td>2</td>
<td>B</td>
<td>182’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>44</td>
<td>Courtyard opens to south</td>
</tr>
<tr>
<td>3</td>
<td>C</td>
<td>175’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>SR</td>
<td>35</td>
<td>L Shape Building; courtyard opens to south</td>
</tr>
<tr>
<td>4</td>
<td>D</td>
<td>181’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>C</td>
<td>182’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>SR</td>
<td>37</td>
<td>L Shape or Rotunda Building; courtyard opens to south</td>
</tr>
<tr>
<td>6</td>
<td>B</td>
<td>181’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>44</td>
<td>Courtyard opens to north</td>
</tr>
<tr>
<td>7</td>
<td>B</td>
<td>179’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>44</td>
<td>Clock Tower Required at Ocean Road and Pardall Mall</td>
</tr>
<tr>
<td>8</td>
<td>C</td>
<td>179’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>35</td>
<td>L-1 or Rotunda Building; courtyard opens to north</td>
</tr>
<tr>
<td>9</td>
<td>D</td>
<td>185’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>SR</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>D</td>
<td>193’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>C</td>
<td>179’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>SR</td>
<td>37</td>
<td>L-2 Building; courtyard opens to south</td>
</tr>
<tr>
<td>12</td>
<td>TBD</td>
<td>206’</td>
<td>100’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>E</td>
<td>201’–202’</td>
<td>297’–298’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>88</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>E</td>
<td>255’</td>
<td>291’–293’</td>
<td>5’</td>
<td>0’</td>
<td>0’</td>
<td>C</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>TBD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Program and lot dimensions to be determined</td>
</tr>
</tbody>
</table>

**Style Abbreviations**
- C: UCSB Contextual
- SR: Spanish Revival
SECTION C Architectural Patterns
Overview

The Architectural Patterns provide more detailed and specific patterns for creating the urban space with architectural design elements as well as the massing and scale required to create the image called for in the Campus Housing Study. Buildings along Ocean Road will be designed in either the Spanish Revival style, or UCSB Contextual style which refers both to the modernist building on the existing campus and the Spanish Revival heritage of the region.

Composition of an Urban Building: A sequence of images illustrates the way in which standardized units within a simple building form can be articulated with changes of elevations and the addition of special elements, scale elements, windows and doors, and color.

Both Spanish Revival and UCSB Contextual Architectural Patterns are described in six pages each:

History and Character: The essential elements of the style and a brief history;

Massing and Compositional Elements: The basic massing and the elements of architectural style that define the character of the Style;

Wall Section and Eave Details: The details that are essential to a correct use of the style;

Building Elements: Each style has a collection of recognizable elements such as special windows, pergolas, stairs, chimneys, sun screens and porticos;

Windows and Doors: The proportions, dimensions, and details of correct windows and doors;

Composition: The basic massing is articulated in two different ways, and then further articulated with changes of plane and special elements to create a compositional diagram. This is illustrated using the standard design elements from the previous pages.
Composition of an Urban Building

ARCHITECTURAL PATTERNS
Spanish Revival has been a consistent architectural language for Santa Barbara County for more than a century. The style was first developed by the Spanish and had a significant effect on the development of coastal California. The style is based on a broad variety of influences, combining both local and Mediterranean precedents, into a unique architecture for Santa Barbara. This was a vernacular, regional design based on climatic considerations of tile roofs over white washed stucco walls.

The Santa Barbara character of the style was not fully realized until after the earthquake of 1925, when a dramatic era of rebuilding was initiated. The core elements of the style were combined with modern program requirements to create an inventive language for neighborhoods, and an urban environment. The combination of the dramatic setting and the Spanish Revival style has been a contributor to the identity of Santa Barbara.

**History & Character**

**Essential Elements of Santa Barbara Spanish Revival**

- Simple masses articulated to create picturesque compositions
- White, light color stucco walls
- Combination of roof forms and shapes
- Vertical proportion for windows and doors
- Bay windows, stairways and chimney elements
- Site walls and gardens
Massing & Compositional Elements

The basic massing, comprised of standardized dwelling units, will be augmented by a series of architectural elements of the Spanish Revival Style. These elements include bay windows, special doors with arched openings, eave details for tile roofs, shutters, stairways, pergolas, and balconies. The specific details for pergolas, cornices and window elements are described on the following pages and provide the visual cues that define the character of the style.
Wall Section & Eave Details

**Roof**
- Roof pitch: varies from 3 to 6 in 12
- Materials: slate, concrete and clay tile, in flat or barrel profile, with multiple ‘stacked’ tiles at eaves
- Flat roof elements are common

**Eaves**
- Exposed rafters made with synthetic materials to replicate wood
- Molded profiles formed with stucco or synthetic stucco
- Gutters: half-round metal or PVC
- Downspouts: round metal or PVC

**Walls**
- Floor to ceiling height: 10 feet for the first floor, 8 to 10 feet for the floors above ground level.
- Window head heights: may vary
- Stucco with handmade/formed appearance; skip-trowel appearance is not permitted
- Foundation wall cladding: stucco, brick, or tile veneer
Spanish Revival

ARCHITECTURAL PATTERNS

Building Elements

Bays
- Roof pitch: may range from 3:12 to 6:12
- Roof material: match the principal roof or wall finish.

Walls
- Stucco or replicate the look of wood construction with synthetic materials

Pergolas
- Replicate the look of wood construction with synthetic alternates such as Azek or HardiPlank

Chimneys
- Match wall finish
- Chimney cap: modeled to replicate forms of the design of the building

Stairways
- Stair wall: sculptural element in building composition
- Stair tread and riser: clay tile with decorative trim

Masonry Piers

Trellis beam deeper than trellis members

Spacing of brackets similar to roof eave brackets

Less than width of window

Less than principal roof overhang
Windows & Doors

Windows
- Double-hung, casement, or French casement
- Muntin patterns for double-hung: 1, 4, 6, and 8-over-1
- Muntin patterns for casements: 1 or 2 wide by 2, 3, or 4 high
- All windows to be energy efficient and made with synthetic materials to replicate wood windows
- Minimum ¾-inch-wide projecting exterior muntins (simulated divided lite) required

Special Windows
- Special windows include round, elliptical, square and vertical rectangular accent windows with wrought iron detailing.

Shutters
- Operable with appropriate hardware
- Paneled or louvered is common

Doors
- Surround: stucco or tile trim
- Either substantially glazed or solid.

Trim
- Windows and doors: 6-inch-wide profiled trim in wood (or simulated wood) detailing, or 2-inch brickmold with masonry detailing

Siding

Stucco

Typical Window Details

Spanish Revival

Architectural Patterns

© 2006 Urban Design Associates
Spanish Revival

Architectural patterns

Massing Types

- L Shape
- Courtyard

Massing Variations

- Rotunda
- Courtyard Variation

Articulation of Massing

- L Shape

Architectural Patterns
modern contextual architecture has played an important role in the identity of the UCSB campus. The first ambitious building program by the University incorporated a regional modern aesthetic that responded to local climactic considerations.

The design of buildings in the UCSB environment will respond to the climate as well, and to the fabric of the existing context. While modern architecture follows no set system of proportions or traditions, buildings will follow the larger urban patterns that contribute a humane and welcoming face to the shared public spaces. All buildings throughout UCSB are designed to present a ‘gift to the street.’ Front doors, windows, porches and verandas are all key elements that contribute to the greater community. Clear passage and visibility to entry doors from the street, a significant ratio of windows or transparency in the front of the building, and setbacks that reflect the general massing and rhythm on adjacent buildings are all important design considerations.

UCSB Contextual architectural patterns

Essential Elements of UCSB Contextual

> Light color stucco walls
> Composition and spirit of Spanish Revival Architecture
> Elements of glazing contrasted with punched openings of a language that reflects masonry
> Combination of flat, gable and hip roof language
> Use of metal detailing
> Large overhangs

Image & Character

modern contextual architecture has played an important role in the identity of the UCSB campus. The first ambitious building program by the University incorporated a regional modern aesthetic that responded to local climactic considerations.

The design of buildings in the UCSB environment will respond to the climate as well, and to the fabric of the existing context. While modern architecture follows no set system of proportions or traditions, buildings will follow the larger urban patterns that contribute a humane and welcoming face to the shared public spaces. All buildings throughout UCSB are designed to present a ‘gift to the street.’ Front doors, windows, porches and verandas are all key elements that contribute to the greater community. Clear passage and visibility to entry doors from the street, a significant ratio of windows or transparency in the front of the building, and setbacks that reflect the general massing and rhythm on adjacent buildings are all important design considerations.
UCSB Contextual

ARCHITECTURAL PATTERNS

Massing & Compositional Elements

The basic massing with its standardized units will be modified and augmented by a series of architectural elements of the UCSB Contextual Style. These are different from those in the Spanish Style and include corner windows, balconies, bay and box windows with flush glazing, and a wide variety of sun-screening devices. The simplicity of the details of beam ends, cornice lines, and window patterns as described on the following pages provide the visual cues that define the character of the style.

Massing Types

- Balconies
- Windows
- Shade Devices
- Corner Windows
- Bays
- Parking Garage with Liner
- Gateway
- Gateway with Tower Element
- L-Shape
- Rotunda
- Courtyard

© 2004 URBAN DESIGN ASSOCIATES
Eaves create shade for the building mass and allow opportunities for contrasting materials with smooth or textured palettes.
Building Elements

Balconies

Balconies open to the exterior and are visually transparent

Corner windows with operable panes

Shade Devices

Shading elements shelter interior from sun and animate building facade
Windows & Doors

Windows

Corner Windows

Window Walls

Operable with transparent glazing

Corner windows and window towers with shading devices create landmark elements at key points.

Accent Windows

Hierarchical elements within mass and in use

UCSB Contextual

ARCHITECTURAL PATTERNS
Special Gateway
L-Shape
Rotunda

APPENDIX
Courtyard
Parking Garage (Lot 13)