

**SOLVANG GENERAL PLAN
COMMUNITY DESIGN ELEMENT**

**CITY OF SOLVANG
1644 Oak Street
Solvang, California 93463
(805) 688-5575**

**Solvang City Council
Kenneth L. Verkler, Mayor
Allan T. Larsen
June S. Christensen
Fillmore Condit
Elaine W. Campbell**

Adopted _____ 1988

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COMMUNITY DESIGN ELEMENT

1.0 INTRODUCTION

1.1 OVERVIEW

1.1.1 Contents of Element

This community design element describes Solvang's existing character and needs with respect to urban form, landmarks and focal points, scenic views and other features which influence the community's unique identity. This element also sets forth the city's goals, objectives, and policies aimed at enhancing the city's visual character. Finally, design guidelines have been developed to provide an overall framework for achieving the city's design goals and objectives.

1.1.2 Key Issues

Solvang has evolved into a highly popular tourist destination during the post-World War II period. The city's identity and economic vitality are now linked very closely to the aesthetic character of the community. It is therefore important for the city to establish a community design framework to ensure that the city's character is maintained and enhanced.

Based on an assessment of the city's existing character and a survey of citizen attitudes (as represented by the General Plan Advisory Committee), two principal issues were identified. First, there is a need to maintain the distinctive image of the Village Area so that the "old world" Danish atmosphere is retained. Second, there is a need to ensure that development in areas of the city outside the Village Area is of high quality and reflects the rural character of the community. Each of these two principal issues is addressed in this community design element.

1.1.3 Overview of Goals, Objectives, and Policies

A comprehensive set of goals, objectives, and policies is established in this element in response to the city's needs and opportunities relative to community design. To enhance the distinctiveness of the Village Area and the rural character of the remaining portion of the city, objectives and policies address a variety of considerations such as the following:

- . Architecture and site planning
- . Landscaping
- . Entry treatments
- . Streetscapes
- . Signage
- . Hillside development
- . Landmarks and focal points

1.2 PURPOSE

The purpose of this element is fourfold:

1. To identify the existing character determinants associated with community design in Solvang.
2. To set forth goals, objectives, and policies which direct the city's efforts to take advantage of opportunities and to respond appropriately to key community design needs.
3. To provide a general design framework for both public and private development in the city.
4. To establish priorities for both short-term and long-term actions to be taken by the city which implement the policies of this element and fulfills the general design framework set forth in the element.

1.3 AUTHORIZATION

Government Code Section 65303 authorizes a city to include a community design element as an optional element in its general plan. Although this is an optional element, its adoption by the city gives it the same force and effect as a required element.

2.0 EXISTING CONDITIONS/ISSUES ANALYSIS

2.1 HISTORIC COMMUNITY IDENTITY

The city of Solvang is one of California's most unique communities. It is located in an area settled originally by Native American tribes associated with the Chumash peoples. The current form of the community began to take shape in the early nineteenth century with construction of the Santa Ines Mission by Spanish settlers.

In the late nineteenth century and the early twentieth century, Scandinavian immigrants began settling in the Santa Ynez Valley. The colony of Solvang was founded in 1911 by leaders from the Danish Lutheran Church seminary in Grand View, Iowa. During the period prior to World War II, the buildings developed in the Solvang area reflected rural American and Spanish Mission styles rather than the Danish style. Solvang was a center of commerce serving the rural Santa Ynez Valley during the pre-World War II period.

The first structure that reflected Danish/North European architecture was a home built by Ferd Sorenson in the 1930s. The Paske family followed by constructing their mortuary and adjacent buildings along Alisal Road using similar architecture. These buildings served as the focal point for the 1947 Danish Days festival, which was a long-time annual ethnic celebration involving Santa Ynez Valley residents. Coverage of the 1947 festival by the Saturday Evening Post prompted subsequent visits by tourists from other areas of California and the western United States.

During the 1960s and 1970s, retail trade generated primarily by weekend and seasonal tourism continued to grow substantially. The expansion of tourist-related commercial activity occurred primarily along First Street, Second Street, Copenhagen Drive, Mission Drive, and Alisal Road. These streets represent the heart of Solvang's Village Area. Throughout the post-World War II period, development in the Village Area has utilized Danish/Northern European architecture although there have not been any formal design standards established.

2.2 EXISTING CHARACTER/NEEDS

An assessment of Solvang's existing conditions was done to identify general land use patterns and relationships, design characteristics of existing development, and key features that contribute to community identity. An important aspect of this assessment was the identification of character determinants associated with community design in Solvang. This included the administration of a community design questionnaire to the General Plan Advisory Committee. The questionnaire solicited input from the committee relative to general themes and specific concerns involving both the Village Area and the remainder of the city.

2.2.1 Land Use Pattern

Solvang's land use pattern is dominated by the Village Area, which is a highly unique concentration of tourist recreation/commercial uses developed with a Danish/Northern European design theme. The Village is situated at the city's geographic center and represents the principal focus of activities in the city. (Exhibit 5 in Section 4.0 of this element identifies the geographical extent of the Village Area). The city is encouraging the strengthening of the Village through pedestrian connections between properties and "face lifting" the backs of buildings for usage as cafes, public space, etc.

The area immediately to the north of the Village is characterized primarily by residential neighborhoods. The northernmost portion of the city encompasses estate/ranchette residential areas developed in the Purisima Hills area.

Immediately adjacent to the eastern portion of the Village is Mission Santa Ines, beyond which are agricultural land uses and Alamo Pintado Creek.

The area to the south of the Village consists primarily of single-family residences and the Santa Ynez River. The city extends farther south beyond the river to encompass Alisal Golf Course, single-family residences along Rancho Alisal Road, and the Alisal Ranch.

The western portion of the city is dominated by Hans Christian Andersen Park along Adobe Creek. Other land uses in this area include sand and gravel operations at the westernmost edge of the city and multi-family residential uses. The land use plan discusses the need for the city to review projects from a neighborhood compatibility basis and to assure that the scale of development proposed blends with the area.

Existing land use in the general plan study area surrounding the city consists primarily of open space. This open space includes the undeveloped areas of the Purisima Hills, agricultural land uses, the Santa Ynez River, and the Santa Ynez Mountains flanking the southern portion of the city.

2.2.2 Urban Form

ARCHITECTURE

As noted previously, the architecture used in the Village Area utilizes traditional Danish/Northern European design vernaculars. In general, this architectural style involves the use of half-timbered structures with wood, tile, copper and thatched roofs that resemble buildings dating from eighteenth century Denmark. The extensive use of this architecture is the primary feature contributing to Solvang's identity and visual character. This design vernacular is further illustrated in Exhibits 1 through 3.

The need to maintain the Danish theme in the Village Area is a paramount consideration. Further, it is important to ensure that development in the Village is high-quality and authentic, and that the Village maintains a charming "small town" atmosphere. This requires the establishment of architectural guidelines for the Village.

Outside of the Village, the remaining area within the city generally is not developed with distinctive architectural styles. For example, most residential neighborhoods are developed with traditional ranch style or early California architecture. As a result, the Danish character of the city remains focused within the Village Area.



Danish/Northern European
Design Vernacular

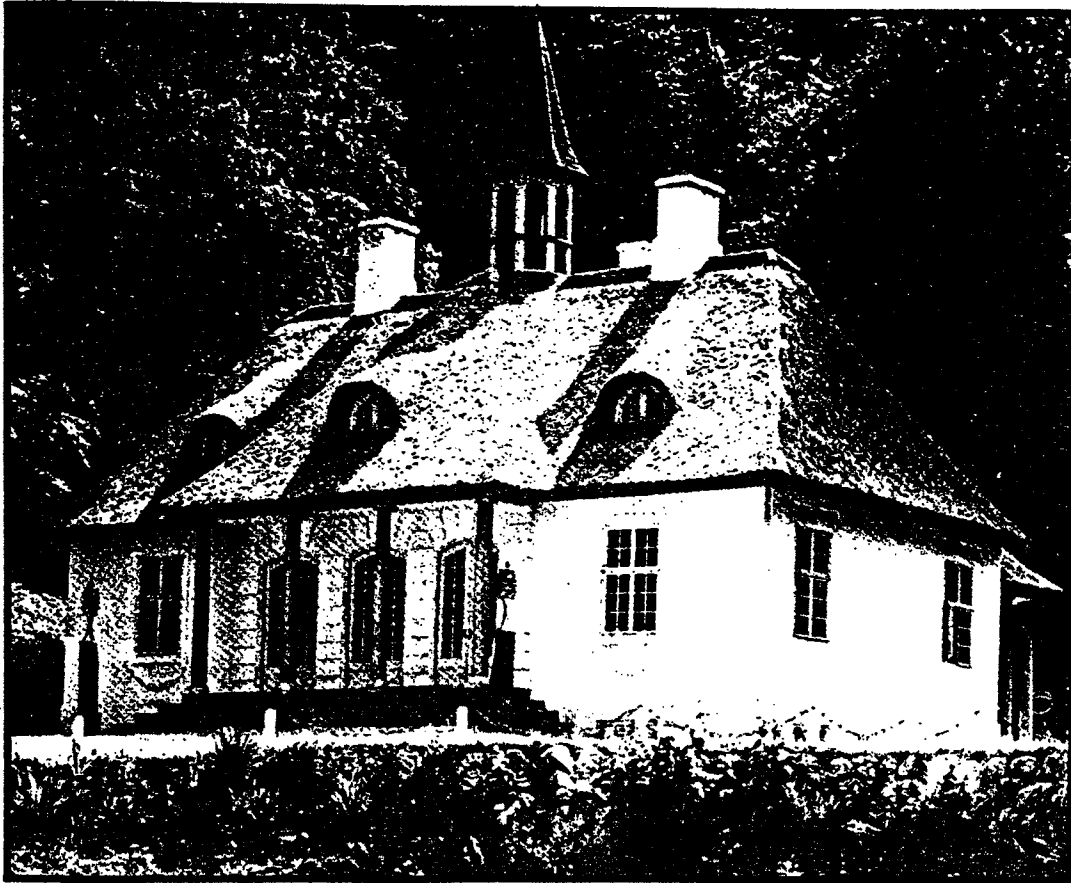


SOLVANG GENERAL PLAN

CITY OF SOLVANG



EXHIBIT 1



Danish/Northern European
Design Vernacular



SOLVANG GENERAL PLAN
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EXHIBIT 2



Danish/Northern European
Design Vernacular



SOLVANG GENERAL PLAN

CITY OF SOLVANG

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The city has an opportunity to take advantage of the existing architectural difference between the Village Area and the remainder of the city. This can be accomplished by setting forth guidelines to ensure high quality development which maintains the rural character of areas outside of the Village. In so doing, the city can provide for even greater distinction between the Village Area and the rest of the city.

LANDSCAPE

Landscaping is an important aspect of urban form in that it serves to link the city's built environment with the natural environment. For example, the use of a unified landscaping theme can complement the architectural character of the Village Area and reinforce its image as an "old world" community. Although landscaping is currently present in the Village Area (eg., street trees, flower gardens, etc.), it has not been developed based on a consistent theme. By establishing a general framework for landscaping in the area, the city can project a stronger sense of identity.

Outside of the Village Area, landscaping consists primarily of existing vegetation in hillside areas and planting done by individual landowners. Again, the establishment of a unified landscape architectural theme will enable Solvang to enhance its rural identity and provide for the continued association of Solvang's Village Area with an attractive surrounding area.

STREETSCAPE

Streetscapes are important image-building components which offer immediate and lasting impressions of Solvang's overall character. This is of particular importance in relation to the experience of pedestrians. The pedestrian's perspective includes the width and condition of sidewalks, the availability of amenities such as street furniture and drinking fountains, the use of graphics (eg., signage), and the nature of street crossings.

Streetscapes are also viewed from the perspective of those in motor vehicles. This perspective emphasizes features such as parkways, medians, roadway signage, and utility lines.

In Solvang, opportunities exist to enhance streetscapes in the Village Area to complement the area's architectural character. For example, the elimination of visual clutter along streets can be achieved through the use of uniform signage and street furniture system (eg., benches, trash receptacles, etc.) and through the undergrounding of utility lines the city has identified as a first priority for undergrounding of utilities to be that area in the alley south of Copenhagen from Old Mission to Atterdag Road. Such measures could result in a more favorable impression upon visitors and could encourage greater pedestrian travel. An additional opportunity to enhance the streetscape is through upgrading the appearance of public parking areas. Further, the enhancement of streetscapes can serve to provide greater differentiation between the Village Area and the surrounding areas of the city.

The City Council has adopted a policy which requires that in the Village Area, any sidewalk replacement or addition must be of brick material. This will be sure to enhance the image of the Village Area. Brick sidewalks have been completed as part of the Mission Ines improvement project and funded through a joint effort between the city and property owners. Further improvements are necessary to promote this image. Alisal Road between Maple Avenue and Oak Street requires attention. This could provide a significant opportunity to provide streetscape improvements and to create a focal point at the intersection of Alisal and Copenhagen Drive. This intersection accommodates about 500 people per hour crossing Alisal Road. Due to high volumes, special paving and landscaping is warranted.

2.2.3 Features

LANDMARKS AND FOCAL POINTS

Landmarks and focal points are prominent natural or man-made features that are easily recognized. They are important because they provide points of reference that people can use for orientation purposes. Also, landmarks often symbolize their place of being in that they can make a lasting impression upon visitors to the point where visitors tend to identify the community in terms of a landmark.

As shown on Exhibit 4, several such features are found in Solvang, including Mission Santa Ines, Bethania Church, Birkholm's Bakery, the blue windmill on Copenhagen Drive, and the windmill east of Alisal Road. These structures are considered as landmarks based on considerations such as size, visibility, color, and shape.

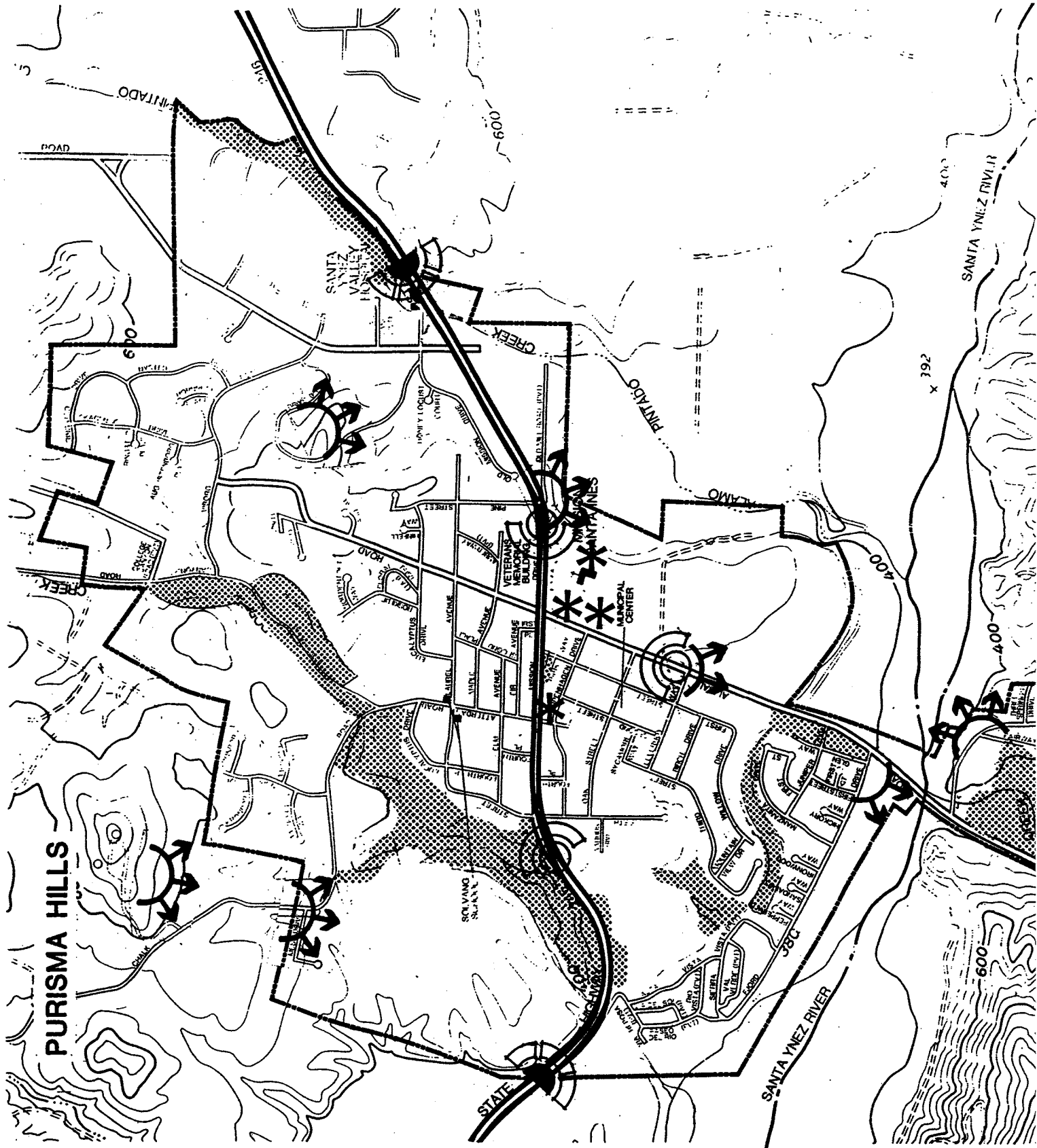
SCENIC VISTAS AND OPEN SPACE FEATURES

The availability of scenic vistas and open space contributes positively to the visual character of the community and also to the city's economic viability. As shown on Exhibit 2, a number of scenic views are available throughout the city to Solvang's residents and visitors. In the area just south of the Village, scenic vistas include views overlooking the Santa Ynez River and views of the Santa Ynez Mountains. Residents in the northern portion of the city have scenic views of the Purisima Hills. Given the high quality of Solvang's hillside areas, a key consideration is the need to set forth hillside development standards. Such standards would ensure that future development activities in hillside areas would not result in adverse effects upon the scenic quality of Solvang.

From a community design standpoint, open space is necessary to provide visual relief from urban environments. Part of the reason for Solvang's successful tourist attraction is that many visitors come to the area to enjoy the Village nestled in a rural setting. Solvang is endowed with a variety of open space features that contribute to the rural character of the community. These features include the Santa Ynez River, Alamo Pintado Creek, Alisal Creek, Adobe Creek, Alisal Golf Course, and Hans Christian Andersen Park.

ENTRY TREATMENT

Major entrances to the city provide visitors with first impressions of Solvang and represent opportunities to enhance the city's identity. Most of Solvang's visitors enter the city on Route 246 from either Highway 101 to the west or Route 154 to the east of the city. Neither of these entry points includes special features (eg., distinctive landscaping or signage) designed to offer a sense of arrival to the community. Currently, visi-



tors receive a poor visual impression of the city from the west due to the presence of metal buildings within the unincorporated area. However, the cedar trees lining Highway 246 between Buellton and Solvang as well as the rural hillsides, stands of oak trees and views of the Village Area extending from the north at Chalk Hill provide positive visual opportunities. Entry statements could also be made along Alisal Road at the Santa Ynez River bridge to the south and at Maple Avenue to the north of the Village.

2.2.4 Circulation Pattern

As described in the circulation element of the general plan, Mission Drive (Route 246) is the only direct east-west route through the city and therefore carries a considerable volume of traffic. Similarly, Alisal Road is the principal north-south road within Solvang and serves local traffic as well as through traffic. A key concern addressed in the circulation element is the provision of alternative routes that residents can use to bypass tourist traffic in the Village Area.

As noted in the previous discussion regarding streetscapes (Section 2.2.2), it is important to recognize considerations regarding both motor vehicle and pedestrian traffic. The general pattern of vehicular circulation in Solvang results in the concentration of traffic on Mission Drive in the Village Area. The resultant congestion at signalized intersections (eg., Alisal Road and Alamo Pintado Road) has made it increasingly difficult for residents and visitors to turn onto Mission Drive from unsignalized side streets.

With respect to pedestrian traffic, sidewalks have been provided throughout most of the Village Area to accommodate the high volumes of tourist-related pedestrian traffic in the Village. In outlying residential neighborhoods, streets were constructed both with and without sidewalks. There is generally an overall lack of pedestrian incentives throughout the city.

The lack of a convenient pedestrian connection between Old Mission Drive and Pine Street causes pedestrians bound for the Village and students bound for Solvang School to have to walk along the side of portions of Mission Drive, an undesirable condition from a pedestrian safety perspec-

tive because of the proximity of pedestrians to high traffic volumes in the travel lanes directly adjacent to their walking path. The third and fourth phases of the Mission Oaks project will assist in implementing this pedestrian connection. The Mission Oaks project includes a brick path, split rail fence, landscaping and lighting. The city has funded and is currently constructing a walking/jogging trail along Alisal Road from the river bridge south to the entrance to the Alisal Ranch.

The pattern of circulation in Solvang influences the community's sense of identity. This is particularly true in the Village Area where excessive automobile traffic could diminish the old world charm of the Village. It is therefore important to encourage pedestrian traffic by providing attractive walkways and ensuring that buildings are developed at a human scale.

3.0 GOALS, OBJECTIVES, AND POLICIES

GOAL 3.1

TO ESTABLISH THE NATURAL AND MAN-MADE ENVIRONMENTAL BALANCE OF THE CITY AND TO DESIGN AND COORDINATE A UNIFIED COMMUNITY THAT WILL ENHANCE BOTH THE CITY'S VILLAGE THEME AREA DISTRICT AS WELL AS ITS RURAL IMAGE AND CHARACTER.

Objective 1.0 Strengthen the visual and active identity of the city within the region.

Policy 1.a The city shall identify and develop city edges, pathways, critical entry points and landmarks that distinguish the city from the surrounding region, where possible and appropriate.

Policy 1.b The city shall encourage Santa Barbara County to maintain a rural buffer or landscape theme at the interface of city boundaries and unincorporated county land.

Policy 1.c The city shall establish a program to enhance focal points, or high activity areas, through community design features which improve the viability of recreation and commercial areas.

Policy 1.d The city shall encourage the preservation or establishment of a sense of origin and features such as significant landmarks and focal points.

OBJECTIVE 2.0 Establish a program to improve and strengthen the gateways into the city.

Policy 2.a The city shall encourage entry areas of the city to reflect the character of the community.

Policy 2.b The city shall establish coordinated and distinctive signage, paving materials and accent plantings for major entries to the city from all directions.

Policy 2.c The city shall establish appealing roadway designs to draw visitors and residents from entry points to the center of the city.

Objective 3.0 Establish a program to provide theme and quality controls for major roadways into the city.

Policy 3.a The city shall promote visual continuity along city streets through coordinated landscape plantings, lighting and street improvements which reinforce the hierarchy of the street system established in the circulation element of the general plan.

Policy 3.b Visual continuity along city streets shall be established through the development of a program identifying streetscape standards and implementation procedures.

Policy 3.c The city shall encourage streetscape treatments at activity nodes and major decisionmaking points by use of changes in paving materials and lighting, accent plantings and theme signage to reinforce their importance.

Policy 3.d The city shall establish a system of street furniture, lighting, signage, directories, district signs and city identification symbols for installation on major arterials in the city.

Policy 3.e The city shall develop a citywide street tree median and edge-way planting program. Landscaped areas shall be located and designed to maintain both vehicular and pedestrian safety.

Policy 3.f The city shall enhance roadway appearance with the use of landscaping where appropriate.

Policy 3.g The city shall establish a program to provide a unifying and distinctive streetscape system throughout the city.

Objective 4.0 Eliminate visual clutter along city streets.

Policy 4.a The city shall require all new signs to be compatible with the overall streetscape design and shall pursue the consolidation or redesign/removal of those signs which are disruptive elements.

Policy 4.b The city shall restrict public signs to those that are absolutely necessary to ensure public safety and disseminate information. The city shall require that public signs be designed and installed to minimize their adverse aesthetic impact. The use of internationally recognized symbols shall be required wherever possible in the information display.

Policy 4.c The city shall establish signage guidelines for all commercial and office applications. Guidelines shall be adopted by ordinance.

Policy 4.d The city shall provide commercial signage which consolidates advertising for commercial outlets and presents a cohesive theme pattern.

Policy 4.e The city shall develop a program to retrofit existing private signage not in conformance with adopted guidelines. Programs to encourage the retrofitting by the private sector will be investigated by the city.

Policy 4.f The city shall require signage to be integrated into the overall site and architectural design process to provide signs that are consistent with architectural style, color, material and landscaping themes.

Policy 4.g The city shall establish a program to identify, review, and eliminate visual or physical pedestrian barriers in the street system.

Objective 5.0 Establish a program for the enhancement and development of the village theme area.

Policy 5.a The city shall prepare aesthetic, functional and financial guidelines to be approved and enforced by city leaders and citizen support groups.

Policy 5.b The city shall define the areas associated with the Village and establish an overlay district for design and use enforcement.

Policy 5.c The city shall establish guidelines for the entrances to the Village theme area to establish and reflect appropriate Danish/Northern European architecture.

Policy 5.d The city shall support the development of a calendar of city events and festivities, and the advertising of such events.

Policy 5.e The city shall require orientation of shops to pedestrian traffic rather than automobile traffic in the Village theme area.

Policy 5.f The city shall establish standards for architectural appearance, site function, protection and development of neighborhoods, and preservation of the city's Danish/Northern European character in the village theme area.

Policy 5.g The city shall improve the appearance and condition of existing commercial facilities in the city and ensure that all new commercial developments contribute toward an overall positive and cohesive visual identity.

Objective 6.0 Use open space, landscaping, and urban form to strengthen the identity and image of the city.

Policy 6.a The city shall require the use of building masses, architecture, and landscaping to create a sense of identity, visual relief, and activity spaces of adequate proportions.

Policy 6.b The city shall establish a design vocabulary of shapes, colors, textures, materials and symbols to establish the city's image in public and private development and to differentiate the city from adjacent areas.

Policy 6.c The city shall promote the establishment of recognizable village or neighborhood centers as public or social gathering places.

Policy 6.d The city shall promote linkages of city, district and village centers of activity to the maximum extent possible by establishing appropriate levels of public circulation and open space systems.

Policy 6.e The city shall promote the location and development of public focal points and gathering places in a hierarchy of intensities ranging from neighborhood to citywide.

Policy 6.f The city shall use roadways to define community edges and form.

Policy 6.g Buildings taller than 35 feet shall be considered only when appropriate and necessary to the type of development and when they do not result in a significant adverse visual effect when compared to a similar project within the 35-foot height limit.

Policy 6.h The city shall develop means to provide for the undergrounding of existing overhead utilities where practical.

Objective 7.0 Ensure that new development is compatible with and incorporated into the fabric of the existing community.

Policy 7.a Integrate open space uses or landscaped buffers into new development where needed and appropriate to improve aesthetic appeal and provide buffers between potentially incompatible uses within the city.

Policy 7.b The city shall require that utilities be underground in new development to the maximum extent practical.

Policy 7.c The city shall require the use of landscape improvements in accordance with all adopted programs and plans.

Policy 7.d Streets shall be designed to take advantage of desirable natural features.

Policy 7.e The city shall ensure that development on sites with high visibility, such as on hillsides or in the highway corridors, will be designed to minimize adverse visual impacts. The city shall establish design standards for such areas.

Policy 7.f The city shall encourage traditional site planning and housing designs where appropriate.

Policy 7.g The city shall encourage use of varied setbacks, lot orientation and placement of dwelling units.

Policy 7.h The city shall encourage lot widths along residential streets to be varied.

Policy 7.i The city shall encourage the use of curvilinear streets to slow traffic and enhance neighborhood appearance.

Policy 7.j The city shall encourage neighborhood designs that are harmonious in scale and appearance but using individualized design character in form and elevation.

Policy 7.k The city shall encourage the use of existing natural features for new residential development.

Policy 7.l The city shall develop and enforce maintenance standards for existing commercial facilities.

Objective 8.0 Establish a hillside development ordinance for lot splits and subdivisions which requires all grading be sensitive to the character of the neighborhood and surrounding conditions.

Policy 8.a The city shall require hillside grading techniques wherever appropriate to maintain the natural appearance of slopes.

Policy 8.b The city shall require revegetation of graded slopes to assist in slope stabilization.

Policy 8.c The city shall ensure that development is oriented along natural terrain contours to blend with the hillside and terrain.

Policy 8.d Buildings on major ridgelines, canyon edges and hilltops shall be made visually unobtrusive by sensitive siting, grading and landscaping.

Objective 9.0 Establish the development and use of landscape maintenance districts to maintain parkway appearances where appropriate and feasible.

Policy 9.a The city shall establish a program to promote long-term landscape maintenance programs.

Policy 9.b The city shall establish streetscape maintenance programs for all public improvements.

Policy 9.c The city shall promote landscape treatments in residential areas.

Objective 10.0 Promote positive community design by using the full complement of regulatory powers (ie., Board of Architectural Review, zoning, and general plan).

Policy 10.a The city shall maintain appropriate legislation for full design review of all development in the city including architecture, site planning, landscaping, signing, grading, and land use and zoning review.

Objective 11.0 Provide for the investigation and preservation of cultural and natural resources.

Policy 11.a The city shall encourage the preservation of significant landmarks, focal points and special features.

4.0 COMMUNITY DESIGN PLAN

4.1 CONCEPT

The basic design concept for Solvang is to establish a unified community that preserves and enhances the Danish character of the Village Area while maintains the rural character of the areas on the fringe and around the city and presents a high quality of design for the areas outside the Village Area that promotes Spanish and ranch architectural vernaculars. The visual integration of buildings, landscaping, open space, and infrastructure is necessary for the city to present a high-quality image that enhances the community's social and economic base.

4.2 THEME

Community design in Solvang involves three basic themes. First, the Village Area has been developed based on the Danish/Northern European design theme. This theme suggests the character and feeling of a small Danish village with an orientation to pedestrians. It is the "old world" charm of such design that provides Solvang with its unique identity and encourages a high degree of tourism. In this area the automobile is secondary to the pedestrian.

The second basic theme applies to the area of Solvang located outside of the Village and is based on traditional ranch and early California mission styles. This theme is intended to reflect Solvang's early history as the site of Mission Santa Ines and its location in the rural Santa Ynez Valley. Further, this theme differentiates the outlying portions of the city from the Village to ensure that the Village retains its unique identity.

The third area is the fringe. That area on the edge of the city serves as a transition from rural, agricultural and open space to urban. With the lower density residential designations in these areas, a more rural development standard, undergrounding of utilities, wide spatial relationships and natural landscaped buffers are necessary.

4.3 ARCHITECTURE

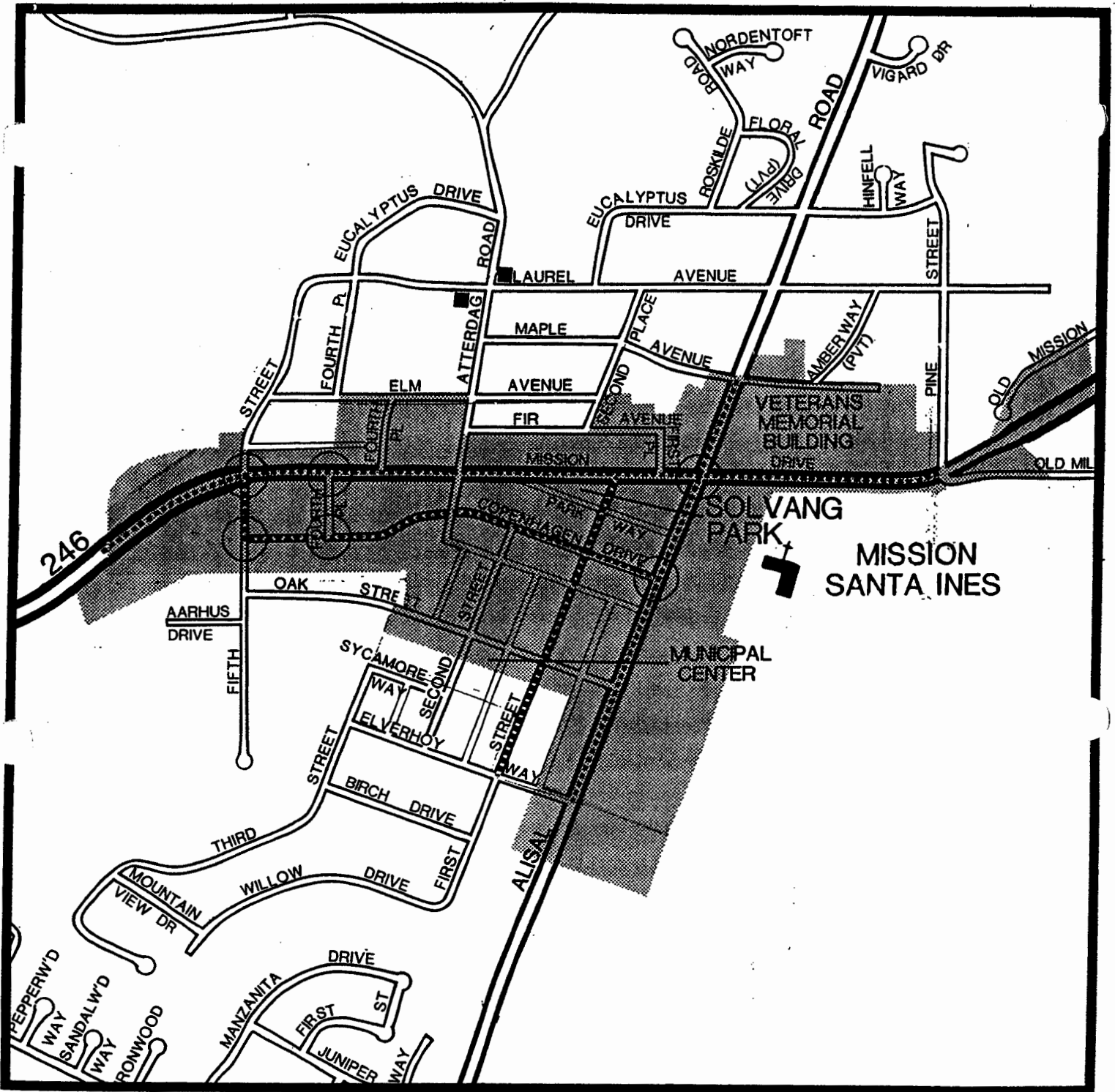
In April 1988, the City Council adopted Solvang's Board of Architectural Review (BAR) design guidelines. These guidelines are intended to ensure that development is compatible with the existing community and is of the highest quality possible. The following guidelines are based primarily on those set forth by the BAR. However, this element provides greater detail regarding landscape and hardscape design guidelines while retaining the basic intent and direction established by the BAR. Similarly, although some minor refinements to the BAR's guidelines concerning architecture and site planning are provided in this element, the basic integrity of the BAR's guidelines is retained.

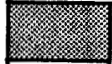


The guidelines set forth in this element address both the Village Area (as shown on Exhibit 5) and the remainder of the city located outside of the Village Area.

4.3.1 Village Area

EXTERIOR APPEARANCE

1. All new construction and remodels within the Village Area shall be within the traditional and historic Danish theme or design vernaculars which are found in Denmark or neighboring northern European countries. Eighteenth century, half-timbered structures found in Denmark are encouraged. The design vernacular associated with this theme is illustrated in Section 2.2.1.
2. In order to enhance the traditional theme, buildings should be oriented to the dominant street by orienting door and window openings to that street.
3. All exterior elevations shall be integral to the traditional design theme stated in number 1, above. Buildings should demonstrate compatibility in materials and consistency in style throughout all elevations.



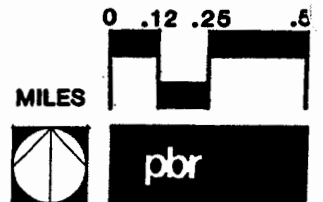
-  VILLAGE AREA
-  PRIMARY STREETS
-  KEY INTERSECTIONS

Village Area



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CITY OF SOLVANG



4. Roofs shall be steep in pitch. 14:12 pitch for building roofs and 20:12 pitch for tower elements are a minimum. 12:12 pitches are acceptable for thatched roofs if found to be appropriate by the city. Other roof pitches or flat roof areas are appropriate if such areas are limited in size and if it can be demonstrated that such treatments are traditional.
5. The type and color of roofing materials is subject to review and approval by the city. Real slate or thatched roof materials are acceptable. Tile roofs may be clay or concrete. Color is to be red or red mix and consistent with Danish roof tile designs. Metal roofs must have a standing seam and appear to have been oxidized from copper to green, giving a patina of age.
6. The use of dormer windows may be required where considered to be traditionally appropriate.
7. One and one-half (1-1/2) to two and one-half (2-1/2) story buildings with variations within the development are encouraged. The height of the building should be oriented toward the street elevations to complement the streetscape.
8. New construction or major remodeling shall employ corner setbacks or cutoffs where they are both appropriate and consistent with the intent of these guidelines.
- 9. The use of canvas awnings over doors and windows is encouraged where appropriate. Such awnings shall be of a solid color, sloping, open ended variety with a straight valance. Any alteration of this standard will be considered if found to be traditionally appropriate to the architecture of the building. The use of the awning valance for signing is encouraged.
10. Attention to detail is of significant importance. Lighting fixtures, gates, exterior window treatments, use of materials, color and the use of potted plants must be considered relative to traditional authenticity and detail.

11. Window elements must be divided into panes with horizontal and vertical, painted mullions to emulate the traditional style. Windows shall be deep set to maintain the appearance of thick walls.
12. Window areas must be sized to be appropriate to the actual span of window elements found in traditional architecture.
13. Roof or mechanical equipment shall not be visible from ground or second story levels. Such equipment shall be screened in a method consistent and integral with the overall architectural appearance of the structure.
14. The use of wrought iron rather than tubular steel is required. Such wrought iron shall be painted. No anodized finishes are permitted.

SITING

1. Buildings shall be located as close to the street as possible and up to the front property line, except along Mission Drive.
2. Buildings along Mission Drive shall be located up to the required front setback line. Buildings along other streets shall be located up to the front property line, assuming approval of a Development Plan Modification by the City Council. Variations permitting pedestrian access and visual interest shall be encouraged.
3. Vehicular access to parking areas from the primary street¹ where access is available from an alley, easement or a secondary street is not generally encouraged in order to enhance the pedestrian experience and maintain the street frontages for retail space. However, vehicular access from the primary street may be considered by the city on a

¹ Primary and secondary streets as defined in this element apply only to the Village Area. The primary streets in this area correspond generally to arterials and collectors identified in the circulation element and include Mission Drive, Alisal Road, Copenhagen Drive, and First Street. The remaining streets in the Village Area are considered as secondary streets.

case by case basis. Where such access from the primary street is permitted, the appearance of the point of access must be designed to integrate visually with the village design theme. The following standards shall generally apply where such access is considered:

- a. Where the driveway is provided, it must be covered with the building or substantial roofed structure. The location of this portion of the building can be varied relative to the front of the other parts of the structure to promote adequate visibility for safety purposes.
 - b. Such access should be one-way in order to maintain as narrow an opening as possible, so as not to distract from the shop space and the traditional characteristic of the building.
 - c. A pedestrian walkway must be provided along the driveway for property safety.
4. Parking shall not be located or oriented to the front of buildings and shall be screened from the primary street.
 5. Wherever parking is provided and viewed from a secondary street or alley, it shall be screened from view with a minimum four (4) foot high solid wall or fence and dense landscaping.
 6. Parking facilities should be segregated from pedestrian areas.
 7. On corner lots, buildings shall be sited to the front corner of the lot with continuous elevations on the full length of the primary street and major portion of the secondary street.
 8. On double frontage lots, the building shall be sited toward the primary street(s). If a waiver of the required parking is granted by the City Council, the building shall be sited toward both streets.
 9. Development is encouraged to provide internal pedestrian space and/or walkways and openings facing the street.

10. Where the use of large property line parapet walls is necessary, they shall be designed with the following limitations: (Standard applies where no parapet wall exists on adjacent property)
- a. Where adjacent to a street, parapet walls (blank walls along the side property lines) shall be set back from the front property line twenty-five (25) feet.
 - b. Where there is an alley, parapet walls shall be set back from the rear property line at least ten (10) feet.
 - c. Where there is no alley or access easement, no setback is required from the rear property line.
 - d. The length of such walls shall not exceed fifty percent (50%) of the length of the side property line.
 - e. The portion(s) of the building which is not situated on the property line shall be set back a minimum of three (3) feet.
 - f. The blank wall section shall not be greater than one (1) story in height and must be designed as an integral part of the architecture of the building. The parapet should not extend above the roof line unless justified as an appropriate and traditional design form.
11. Small courtyard spaces are encouraged within the interior of retail shop complexes.

4.3.2 Outside of the Village

- 1. The Danish/traditional Northern European design theme is not permitted in the areas outside the Village.
- 2. Traditional styles derived from the Spanish or early California origins and ranch styles are preferred. Other low profile styles are acceptable if such styles conform to the other guidelines stated below.

3. Buildings should be designed so that the height and massing contributes to human-scaled pedestrian walkways and major public spaces.
4. Buildings should demonstrate compatibility in materials and consistency in style throughout all exterior elevations. Building components such as windows, doors, archways and parapets should have proportions appropriate to the architecture of the structure.
5. Building colors should be of earth tones and should complement architectural details and blend with the surrounding buildings and structures.
6. All roof and mechanical equipment shall be screened. Such screening shall be integral with the overall architecture.
7. Buildings should have a harmonious relationship with the surrounding neighborhood. Significant factors in establishing this relationship are a sense of scale, roof lines, colors, textures, and materials.
8. For hillside residential development in areas at or exceeding slopes of twenty percent (20%), the following guidelines apply:
 - a. Residential clusters with common open space are encouraged.
 - b. Property lines shall be at the top of slopes unless the slope is to be commonly maintained by a specific organization or entity.
 - c. Sites must be planned to preserve or enhance vistas, particularly those seen from public places.
 - d. Buildings should be designed to reduce the vertical exposure of the foundations and structures.
 - e. Building mass should step back from the slope of the hill to break up large flat surfaces and conform to the natural topography.
 - f. The slopes of all roofs should run parallel to the natural contours.

- g. Retaining walls should be limited in height and location. Usually retaining walls that exceed four (4) feet in height are discouraged.
 - h. Any retaining walls are to be of earth tone colors using textured materials. Landscaping on such walls is required.
 - i. Colors of structures shall be of earth tones.
 - j. Consideration for view and protection of privacy for neighboring properties shall be demonstrated.
9. The following guidelines apply to Multiple-Family residential development:
- a. Expanded landscaped parkways along primary and secondary streets should be incorporated into site planning schemes.
 - b. Buildings should be designed to be compatible with the scale and residential character of the area.
 - c. Parking areas should be screened from view from the street and surrounding residential areas.
 - d. Private usable outside yard or deck area must be provided for each dwelling unit.
 - e. Consideration should be given for privacy relative to adjoining properties.

4.4 LANDSCAPE/HARDSCAPE

4.1 Village Area

- 1. Landscaping in private sector development areas shall be compatible with public sector landscaping plans for the Village.

2. Landscaping shall be compatible in scale to the architectural structures on the site.
3. Landscaping shall be used to relieve the appearance of solid unbroken elevations.
4. Flowering annuals, perennials, shrubs, trees and vines with vivid colors are required elements in planting schemes to add visual interest.
5. Containerized landscapes (pots, boxes, window boxes, hanging baskets) with annual color are encouraged in private sector development proposals. Public sector use of containerized plantings should be limited to key activity nodes and street intersections. Drip irrigation systems are recommended for use in containerized planting schemes.
6. Modern landscaping techniques such as earth mounding and the use of boulders is not permitted.
7. Accent trees, shrubs and vines should be used to identify building entries and other points of pedestrian ingress/egress.
8. Espaliered shrubs and vines are encouraged on buildings and walls.
9. Plant materials shall be tolerant to urban conditions.
10. Tree guards and grates around trees in walkways are encouraged.
11. Plants shall be selected and maintained so that they achieve a desired height and size within a reasonable period of time after planting.
12. For reasons of safety, landscaping shall not obstruct the sightlines of motorists or pedestrians, especially at pedestrian crosswalks.
13. Trees and shrubbery shall not interfere with the effectiveness of parking lot and street lighting.

14. Landscape material shall be used to obscure the view of any parking or storage area adjacent from a public street or pedestrian area.
15. Landscape screen plant materials shall be large enough at planting to be effective screening, and capable of growing to the height and density desired within a reasonable period of time.
16. Topiary is encouraged where traditionally appropriate.
17. Decorative paving materials involving variety in size, texture and color are requested for all walking surfaces, including crosswalks.
18. Wherever a public sidewalk is removed or provided in the commercial areas, such surfaces shall be replaced with an approved red brick material and pattern. Any brick pattern used shall have a run perpendicular to the street.
19. In places where private and public paved areas join, such as plazas and outdoor cafes, the surfaces of each should be compatible.
20. Paved surfaces on private property that abuts public sidewalks or other pedestrian areas shall be compatible in terms of color, material, texture and pattern.
21. Special design emphasis shall be given to landscaping and paving at the entrance to the Village or Mission Drive (24th) and Alisal Road.
22. Design emphasis shall also be given to key intersections along primary streets as illustrated previously on Exhibit 5.
23. All sculpture and visual art in public and semi-public places shall be subject to review and approval by the city. It is expected that all such forms of art be compatible with the traditional theme of the Village.
24. Fountains are encouraged as well as the placement of sun dials, bird baths and other garden type items, if set in a traditional manner as approved by the city.

25. Trash enclosures shall be carefully located and treated to integrate with the appearance of the site/building design. It is recommended that the placement of such enclosures be combined with such enclosures on neighboring properties where reasonably possible. Wherever such enclosures are provided, they shall be constructed of a solid block or wall surface and covered with a roof. Special consideration shall be given to long term maintenance of such areas and designed to be durable and withstand abuse.

4.4.2 Outside of the Village

1. Landscaping in private sector development areas shall be compatible with public sector landscaping plans for streetscape, parks and public buildings.
2. Plants shall be selected and maintained so that they achieve a desired height and size within a reasonable period of time after planting.
3. For reasons of safety, landscaping shall not obstruct the sightlines of motorists or pedestrians, especially at pedestrian crosswalks.
4. Trees and shrubbery shall not interfere with the effectiveness of parking lot and street lighting.
5. Landscaping material shall be used to obscure the view of any parking or storage area adjacent from a public street or pedestrian area.
6. Landscape screen plant materials shall be large enough at planting to be effective screening, and capable of growing to the height and density desired within a reasonable period of time.
7. Parking areas facing pedestrian streets shall be screened from public view using perimeter walls or berms in conjunction with landscaping.
8. Parking areas shall be linked directly to public sidewalks, pedestrian walkways, malls or open spaces.

9. All properties shall provide attractive, direct, safe and easy pedestrian access to parking.
10. Expanded landscape setbacks along primary and secondary highways are encouraged for all new office or commercial development.
11. Parking lots associated with new office and commercial development shall be planted with shade trees (15-gallon minimum) for every 1,200 square feet of surface area.
12. Transitional landscape buffer areas, in addition to established setbacks, shall be incorporated into all new commercial/office development schemes abutting existing residential land uses.
13. New residential development projects with 15 or more units planned shall incorporate an expanded landscape parkway along all primary and secondary streets into respective site planning schemes.
14. Expanded parkways associated with all residential development shall be planted with specimens of sufficient size so as to have an instant visual impact. The use of extensive areas of paving, rock, gravel or other non-living groundcover is discouraged.
15. Hillside residential development projects shall use plant materials which screen structures and present an appearance that intergrates residences with the natural appearance of the area.
16. Site planners are encouraged to incorporate skyline trees into their landscape plans where appropriate. Existing significant trees or natural features (drainage courses, rock outcrops, views) should be protected and utilized in the landscaping of the project, as feasible.
17. Fuel modification requirements for hillside residential projects shall take into account the visual impact to the community at large.