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COUNTY OF SANTA BARBARA

October 4, 2016

Malcolm Dougherty
Director, California Department of Transportation
Director's Office, MS-49
1120 N Street
Sacramento, California 95814

RE: Letter of Intent for the State Scenic Highway Designation of Highway 101 along the Gaviota Coast

Dear Mr. Dougherty:

The County of Santa Barbara is pleased to submit this Letter of Intent to the California State Department of Transportation (Caltrans), to accompany the County's application for State Scenic Highway Designation of the Gaviota Coast corridor along State Highway 101. The Designation would extend from the western boundary of the City of Goleta, north to the intersection of Highway 101 and State Route 1 at Las Cruces.

This stretch of highway provides a rural, open space transition from highly urbanized, coastal, Southern California into Central California. This stretch of highway through the Gaviota Coast is the last best example of rural, coastal, Southern California, and is the largest remaining rural coastline within the southern region. Highway travelers are presented with spectacular views of grassy rolling hills and mountains, expansive views of the Pacific Ocean, and impressive rock formations of the Santa Ynez Mountains.

The County's intention to designate this corridor as scenic has been in effect since the Coastal Land Use Plan was adopted in 1982. Policy 4-8 of the Coastal Land Use Plan states:

The County shall request the State of California to designate that portion of Highway 101 between Winchester Canyon and Gaviota State Park as a "Scenic Highway."

Prior to adoption of the Coastal Land Use Plan, the entire length of Highway 101 within county boundaries was shown as an eligible Scenic Highway in the Scenic Highway Element of the County's General Plan (adopted in 1975). The Scenic Highways Element affirms that scenic vistas along Santa Barbara County's highways are a valuable resource, and preservation of this resource is important to both present and future County residents.

County policies and development standards have helped preserve the natural, scenic views along the Gaviota Coast over the past three decades. For example, Policy 7-13 in the Coastal Land Use Plan protects natural and visual resources within the Gaviota Coast Planning Area. Additionally, natural features, landforms, and native vegetation shall be preserved to the maximum extent feasible, according to Hillside and Watershed Protection Policy 2 in the Land Use Element. As a final example, the height, scale, and design of structures in rural areas shall be compatible with the character of the surrounding natural environment, per Visual Resource Policy 2 in the Land Use Element.

As you can see, the County of Santa Barbara has valued the outstanding and unique scenic qualities of the Gaviota coast for decades, and has the intent to protect and promote this special resource for future generations. As such, we are pleased to submit this application for State Scenic Highway Designation.

Sincerely,



Supervisor Peter Adam

Chairman, Santa Barbara County Board of Supervisors

cc: Board of Supervisors

Glenn Russell, Director of Planning and Development

COUNTY OF SANTA BARBARA
GAVIOTA COAST SCENIC HIGHWAY PROPOSAL

VISUAL ASSESSMENT AND MAPS



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Highway 101 - Gaviota Coast Scenic Highway Proposal
County of Santa Barbara

Introduction

This proposal requests consideration of Officially Designated Scenic Highway status for the 21 miles of Highway 101 on the Gaviota Coast, extending from the City of Goleta's western most boundary (PM 27.50) to Route 1 at Las Cruces (R48.85).

Along the Gaviota Coast, Highway 101 is situated atop an elevated marine terrace between the Santa Ynez Mountains and the ocean. Highway travelers are presented with dramatic ocean and island views.

This stretch of highway provides a rural, open space transition from highly urbanized, coastal, Southern California into Central California. Protected by agricultural zoning, and Coastal land use ordinances, it is eligible for designation as a Scenic Highway as provided in Section 263.6 of the Streets and Highway Code.

This proposal is consistent with the new Gaviota Plan now being finalized by Santa Barbara County. The County conducted a multi-year public process to add the Gaviota Plan to its Comprehensive Plan. The Gaviota Plan includes a provision for establishing a scenic highway designation for Highway 101 along the Gaviota Coast. This stretch of highway through the Gaviota Coast is the last best example of rural, coastal, Southern California, and is the largest remaining rural coastline within the southern region.

The Gaviota Coast is not only very scenic, but rich in cultural and natural resources. It harbors rich biodiversity, with numerous, parallel watersheds draining the south face of the Santa Ynez Mountains. Due to the scarcity of development, many archaeological sites remain intact, preserving a rich cultural history. The scenic highway follows the same route used by Portola and Father Serra in their historic journey up the coast in 1769, and was also used by Juan Batista de Anza in Spain's first attempt to find a route to populate California in 1774. A legacy of agriculture on the Gaviota Coast continues from the sprawling ranchos of the Spanish period.

Southbound travelers enter the Gaviota Coast through the historic Gaviota Pass, winding up out of Gaviota Canyon onto a high marine terrace with sudden and dramatic views of the Pacific Ocean and offshore islands. Northbound travelers leaving the communities of Goleta and Santa Barbara of the South Coast enjoy picturesque views of the Pacific Ocean and offshore islands, and long, rural-coastline, and mountain views. Such characteristics are increasingly rare within the southern coastal landscape region.

Visual Assessment

Leaving the City of Goleta, northbound Highway 101 offers spectacular views of grassy rolling hills and mountains, with expansive views of the Pacific Ocean, and impressive rock formations of the Santa Ynez Mountains. The Gaviota Coast is vivid and unique due to its location on the overlap of the Southern and Central California ecological provinces. As such it offers a diverse population of flora and fauna with unique species that derive from both provinces. The Gaviota coast provides visitors with some of the

last remaining views of the undisturbed, undeveloped and natural Southern California rural coastline.

This Visual Assessment inventories the dominant scenes for travelers experiencing the Gaviota Coast and the Gaviota Pass. While a majority of the traveler's passage is dominated by views of agricultural lands and natural features, this visual assessment will describe the types and frequency of visual intrusions along the corridor.

For the purposes of this Visual Assessment, The route is broken up into three segments; Goleta to Refugio (9 miles), Refugio to Gaviota (9 miles), and the Gaviota Pass area (3 miles). The route falls naturally into 3 sections that offer vivid lasting impressions that are unique and distinctive. This report will classify the views according to northbound postmile marks.

This part of California's coastline runs east and west, so while the highway directions are referred to as northbound and southbound, northbound is actually traveling in a westerly direction and southbound is really traveling east. This will become important in some of the descriptive narrative of visual features.

The overall percentage of visual intrusion found by this assessment within each section of the scenic highway is as follows: Section 1: 10%, Section 2: 5% and Section 3: 5%. Overall, the percentage of visual intrusion along the entire corridor is 7%.

Section 1: Goleta to Refugio (Length- 9 miles)

Percentage of Visual Intrusions within Section 1: 10%

Minor Intrusions: Residences, Caltrans Stockpile, Oil Platforms, El Capitan State Park, & Ocean Mesa Campground

Moderate Intrusions: Refugio State Beach

As the northbound traveler leaves the Goleta City limits there is a sudden dramatic and visible shift in the immediate surroundings. The landscape leaves behind the residences, shopping centers, and signage of South Coast cities and instead is transformed into a vivid scene of rolling rural grassy hills and canyons. The start of the Scenic Highway presents a scene where the driver can scan the horizon and see nothing but natural rolling coastal hills dotted with the occasional farm, fence or planted field. The route offers abundant views of intact and undisturbed wildlife, coastal vegetation, and impressive landforms.



Fig. 1- Scenic View: Grassy Plains on the Gaviota Coast looking northbound on Highway 101

Section 1 of the Gaviota Coastal Scenic Highway offers a distinct and vivid rural coastal scenery from its start at PM 27.50. The land is comprised of grassy rolling hills punctuated by short fences and tufts of trees in groves (Fig. 1). With few exceptions, all of the land adjacent to the scenic highway is zoned agricultural. The landscape along the Gaviota Coast scenic highway route contains a low frequency of man-made development. Sites that are visible primarily serve a residential or agricultural use. Protective Coastal Land-Use policies have preserved most of the land in its natural state while ensuring that the near developed sites do not detract from the mountain and ocean views.

Much of the land along the scenic highway is undeveloped and comprised of coastal terrace grasslands and chaparral covered canyons where the Santa Ynez Mountains meet the coastal plains (Fig. 2). In addition, views include intermittent farmed orchards and grazed pastures that make up the Gaviota Coast Ranches. These sites blend well into the natural scenery creating unity with the natural landscape.

Many ranches are historic as several families have owned and farmed the land for more than a century. These sites are a reminder of the long history of farming on the fertile coastal plain and rich canyon bottom lands. Typical views of agricultural features that can be seen from the road include fencing, barns, water tanks, and ranch signage.



Fig. 2- Scenic View: Large and natural canyons are a common sight in Section 1 of the Scenic Highway including Eagle Canyon (above) at PM 28.50

The visitor traveling northbound on Highway 101 first sees orchards and cattle grazing on the Eagle Canyon Ranch at PM 28.50. At PM 30.0 and PM 31.50 several avocado orchards are visible (Fig. 3)



Fig. 3- Scenic View: Avocado orchards visible at PM 31.50

Other visible property features include metal or wood barns, small farming equipment and constructed fencing (Fig. 4). Fencing on farming properties is primarily constructed of wood or metal, seldom more than 4 feet high. The barns are single-story structures

with natural red, brown or metal colors that minimize contrast against the natural hillside scene.



Fig. 4- Intrusion: Caltrans Stockpile visible at PM 32.5



Fig. 5 - Intrusion: Small barns and shed visible at PM 34.5

At PM 32.50 a Caltrans temporary stockpile is located adjacent to Highway 101 on its ocean side. It is only visible to southbound travelers (Fig. 4). This feature shows some grading of the natural landscape. The site blends well with adjacent landforms and topography and is a minor intrusion.

Overhead wooden utility poles and lines are also seen along the roadway throughout the majority of the route. Although visible, utility lines are not uncommon elements in rural coastal regions of California, and do not diminish the high visual quality of the Gaviota Coast corridor.

Small water tanks are occasionally visible on the landscape. Because of their size, they do not detract from scenic views. At PM 34.50 an old tin shed, well and dirt road become visible. Barns can also be seen at PM 35.50 and at PM 36.5. A few ranch property entrances are marked by modest signage (Fig. 6). Ranch signage is small and constructed of natural stone or wood materials that blend well into the rural landscape. Ranch and Caltrans highway signage are the only types of signage along the scenic highway.



Fig. 6. - Intrusion: Modest signage marks the location of several ranches as seen above.

Railroad tracks run parallel to Highway 101 for much of sections 1 and 2 of the scenic highway (Fig. 7). The feature is most visible in the Refugio to Gaviota Beach section. This simple rustic feature blends well into the surrounding pastoral and agrarian setting of the Gaviota Coast.



Fig. 7. - Intrusion: Railroad tracks visible to the driver in Section 3

Occasional residential homes are visible from the Scenic Highway (Figures 8.1, 8.2, & 8.3). Residential homes are visible from the highway at PM 29.00, PM 33.00, PM 35.50, 36.50 and at PM 39.00. Visible homes are small in scale, typically single-story, and set back far from the highway. Homes feature earth tone exterior colors (black, tan, and off-white) that blend with surrounding foliage. They are screened with mature trees and other plantings that limit visibility. Where a residence is visible the home has unity with the surrounding natural environment.

Sweeping views of the rolling natural landscape and Pacific ocean surround each home and create a vivid scene. Overall, the scale, design and location of visible homes work together to minimize the impact to the scenic quality of the Gaviota Coast. In addition, the rarity of visible homes strengthens the unity of the rural natural coastal landscape. Due to the thoughtfully planned sitting, scale and blending of the homes, each is classified as minor intrusions along the Gaviota Coast Scenic Highway Route.



Fig. 8.1 - Intrusion: Residential homes visible looking north at PM 33.00



Fig 8.2- Intrusion: Residential homes visible looking north at PM 35.5



Fig. 8.3- Intrusion: Residential home and barn visible looking north at PM 36.50 as drivers cross Refugio Canyon.

Several oil platforms are visible on the far horizon of the Pacific Ocean from the scenic highway (Fig. 9). The platforms are at a distance at which users cannot distinguish individual features. They are classified as a minor intrusion due to their limited visibility and distance from the highway.



Fig. 9 Intrusion: Oil platforms visible at a distance from PM 35.00

Three campgrounds are located directly adjacent to the scenic highway. There are two State Parks and one private campground in Section 1. All three provide valuable access to recreational and outdoor activities for visitors on the Gaviota Coast.

A northbound traveler first comes to El Capitan State Park and Campground at PM 34.00 on the ocean side of the highway (Fig. 10). Directly across at PM 34.00 on the mountain side of the highway is the private Ocean Mesa Campground (Fig. 11). At PM 36.0 Refugio State Beach comes into view for southbound drivers on the ocean side of the highway (Fig. 12). Each site is well-sited and does not obstruct the ocean or mountain views.

Ocean Mesa Campground and El Capitan State Park and Campground have unity with the natural landscape and are classified as minor visual intrusions. The sites are well landscaped with trees and foliage which shields views of the site from northbound and southbound travelers. Flags, modest signage and a few buildings are visible.

Due to the visibility of facilities and vehicles, Refugio State Beach and Campground is classified a moderate visual intrusion. The campground is set against a backdrop of expansive views of the Pacific Ocean and Channel Islands. The site contains an entrance area kiosk, single-story restroom buildings, asphalt parking areas, paved access roads and parked vehicles. The site is landscaped with diverse trees and shrubbery including several mature palm trees which tower above the coastal shoreline and pay homage to the local beach culture. While the site creates a moderate visual intrusion from the otherwise natural shoreline, it also offers important recreational and outdoor opportunities for visitors. Overall, a diverse range of trees, shrubs and low groundcover plantings help to blend the Refugio Campground with the surrounding natural coastal scenery.



Fig. 10 - Intrusion: El Capitan State Park hidden from Southbound drivers at PM 34.00



Fig. 11- Intrusion: Ocean Mesa Campground as visible to northbound drivers at PM 34.00



Fig 12 - Intrusion: Refugio State Beach & Campground visible to Southbound drivers at PM 36.00

Section 2: Refugio Canyon to Gaviota State Beach (Length- 9 miles)

Percentage of Visual Intrusions within Section 2: 5%

Minor Intrusions: Fire Station, Vista Del Mar School

Moderate Intrusions: Landfill

Major Intrusions: Gas Plant



Fig. 13 Scenic View: Santa Ynez Mountains and Pacific Ocean near PM 39.00

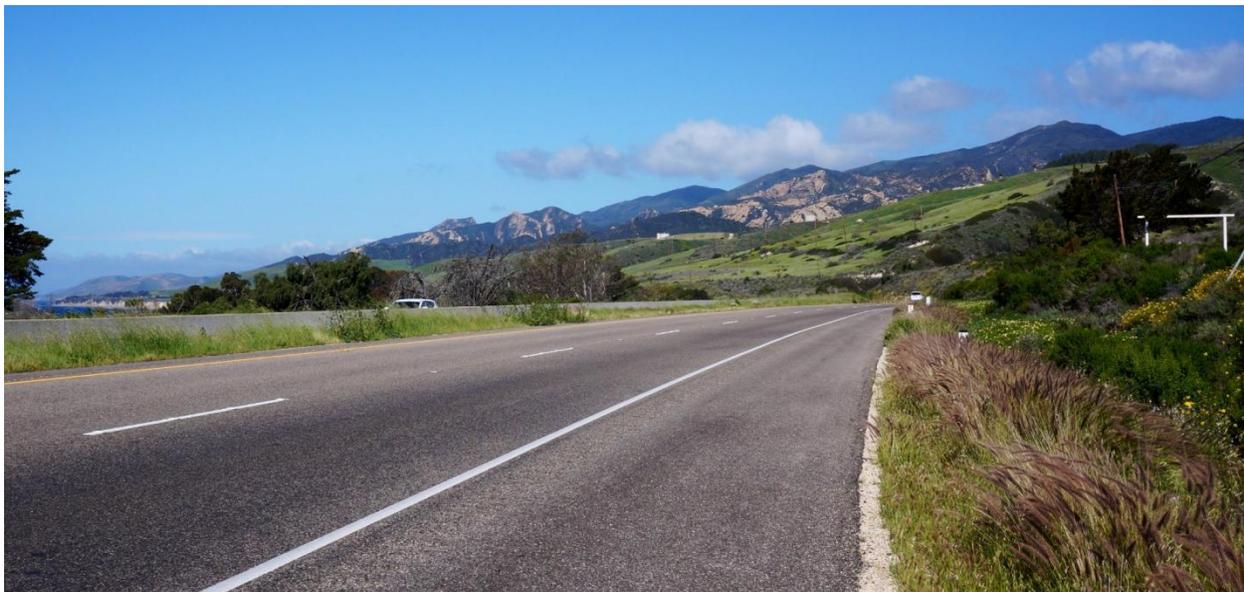


Fig. 14 Scenic View: Santa Ynez Mountains as visible to northbound drivers at PM 38.00

At PM 36.50 Section 2 of the Scenic Highway route begins as drivers cross over Refugio Canyon. Section 2 extends 9 miles from Refugio State Beach to Gaviota State Beach (the start of Gaviota State Park). The Santa Ynez Mountains come in closer to the highway leaving less room for pastures and agriculture. Drivers experience even clearer views of the Pacific Ocean, Channel Islands and the coastal shoreline including Point Conception in the distance. Scenic views of the natural coast are intact and generally unfragmented (Figures 13 & 14).

Traveling northbound the Tajiguas Landfill is located at PM 40.50 on the western side of Highway 101 (Fig. 15). It is set back one half mile into a narrow canyon running perpendicular to the roadway. The recessed location of Tajiguas Landfill significantly reduces visibility of the property by ensuring travelers cannot see the landfill unless directly perpendicular to the site. Even then, users must look away from direction of travel in order to catch a glimpse of the landfill. When traveling at the posted speed limit of 65 m.p.h. the Tajiguas Landfill site is visible for 5 seconds at a distance of 0.5 miles

away. Due to the substantial reduction in visibility the Tajiguas Landfill is classified a moderate intrusion.



Fig. 15 - Intrusion: Entrance to Tajiguas landfill at PM 40.50

At PM 44.25 the Historic Vista Del Mar School comes into view on the north side of the Highway (Fig 16). Due to the school's size and limited setback from the roadway it is a minor intrusion. The building features a simple aesthetic and off-white color. At a close distance there are visible indications of continued use of the site including a parked trailer and various tools. The entire property is surrounded by mature Eucalyptus trees that mask the site and provide a more natural aesthetic. Overall, the modest aesthetics and masking effect created by the trees help the site to blend with the surrounding natural scenery.

While a notable visual intrusion along the highway, the Vista Del Mar School Building has a long history as an important community facility. The site serves as a reminder of the early Gaviota Coast residents who farmed and lived off the coast's abundant natural resources.



Fig. 16 - Intrusion: Vista Del Mar School as seen traveling northbound at PM 44.25

In close proximity to the Vista Del Mar School, an industrial gas plant and marine terminal enters the viewshed at PM 44.50 (Fig. 17). The site is classified a major visual intrusion. Site features include metal scaffolding and tanks. The tanks are a dark green color that is not obtrusive. Views of the site's industrial structures are substantially screened by the proximity of tall Eucalyptus trees on the exterior faces adjacent to the roadway. This property is the only substantially visible industrial site along the entire viewshed of the Gaviota Coast Scenic Highway and is the only major visual intrusion along the scenic highway.

At PM 45.00 Fire Station 18 becomes visible at a .25 mile off the north side of Highway 101 at the base of a distant hill (Fig. 18). Due to its scale and low visibility, Fire Station 18 is classified as a minor visual intrusion. The most noticeable features of the fire station are a sloping teal roof and accompanying water tank. The isolated nature of the building against a backdrop of natural grassy hills and mountaintop rock formations create an overall natural scene.



Fig. 17- Intrusion: Gas Plant sited North of the highway and masked by mature trees at PM 44.50



Fig. 18- Intrusion: Fire Station 18 visible at PM 45.00 against the Santa Ynez Mountains



Fig. 19- Scenic View: Rolling grassy hills and wildflowers meet the Santa Ynez Mountains



Fig. 20- Scenic View: Ocean Views looking north from Section 2 of the Scenic Highway

Section 3: Gaviota State Park to Las Cruces (Length- 3 miles)

Percentage of Visual Intrusions within Section 3: 5%

Minor Intrusion: Gaviota State Park, Railroad Trestle, & Rock Fencing

Moderate Intrusions: northbound & Southbound Rest Area

At PM 45.5, the third section begins as the Scenic Highway enters Gaviota State Park. The scenic highway turns away from the coastal terrace, through the majestic Gaviota Pass and concludes at Las Cruces where Highway 101 meets State Route 1. This portion of the route steers the northbound driver inland and away from the ocean. Gaviota State Beach is located on the ocean side of Highway 101. It is part of the larger Gaviota State Park which encompasses 2,787 acres of natural chaparral, oak woodlands and grasslands and borders the extent of section 3 of the scenic highway. At PM 46.00 Gaviota State beach site is a minor intrusion as views are minimized due to a location relatively lower and away from the highway's viewshed.



Fig. 21- Intrusion: Historical Railroad trestle visible at PM 46.50

Heading south, a Historic Coastal Railway Train Trestle becomes visible at PM 46.50 on the Coastal side of Highway 101 (Fig. 21). Due to the angle of the highway as it turns away from the ocean, the trestle is primarily visible to Southbound travelers as they exit the Gaviota Pass. Constructed in 1901, the trestle served a key role in completing the Pacific Coast Railway line which delivered goods between Northern and Southern California. Another trestle is visible at Gaviota State Beach but only if the driver looks away from the direction of travel (Fig. 22).



Fig. 22 - Intrusion: A difficult to catch glimpse of Gaviota State Beach looking away from the direction of southbound travel on ocean side of Highway 101 at PM 46.00

Due to the historical and cultural significance of railroads in California's development this feature is a historical feature and minor intrusion. At PM 46.00 Highway 101 heads inland through Gaviota State Park, drops into Gaviota Canyon and traverses the heart

of the park as it travels north through the majestic Gaviota Pass. The Gaviota Pass is a vivid and memorable site along Highway 101. The pass is a 3 mile long sandstone canyon that travels through the Santa Ynez Mountain range. Northbound lanes penetrate near-vertical sandstone slabs in the Gaviota tunnel (Fig. 23). The canyon is intact and offers a fascinating look at the geological landforms of the Santa Ynez range.

As the easiest route over the mountains, the Gaviota Pass has a long history as an important transportation feature. Used by indigenous people before western settlement, it has been used by successive generations of travelers ever since. It is an inspiring natural feature that captures the visitor's attention with grandiose rock formations and a stream-side riparian forest. Southbound travelers experience the added scenic benefit of sudden breath-taking ocean views as the highway rises out of Gaviota Canyon and heads down-coast on a high marine terrace.



Fig. 23 - Scenic View: Sandstone rock formations entering the Gaviota Pass northbound at PM 46.00

Rock fencing on the sides of the Gaviota Pass is visible at PM 46.75 and upon exiting the Gaviota tunnel at approximately PM 47.50 (Fig. 24). The fencing is painted an olive drab color which blends well with the natural sandstone of the canyon walls.



Fig. 24 - Intrusion: Rock fencing visible in the Gaviota Canyon at PM 46.75

At PM 47.50 the northbound Gaviota Rest Area is tucked into the Southern face of the Gaviota Pass (Fig. 25). At PM 47.00 the Southbound Gaviota Rest Area is tucked into

the northern face of the Gaviota Pass (Fig. 26). The Southbound Rest Area site is visible for approximately a half mile of the Scenic Highway Route and northbound Rest Area is visible for a similar half mile distance.

Each site contains two single-story buildings providing public restrooms and facilities to travelers. The visible exterior of the buildings are constructed of natural stone and wooden materials with earth-toned colors. In addition, both sites are well-vegetated with mature plantings that are local to the central coast plant system including several mature trees.



Fig. 25 - Intrusion: Northbound Rest area tucked into the Gaviota Pass at PM 47.50



Fig. 26- Intrusion: Southbound Rest Area as visible from PM 47.00

The combination of the mature foliage and natural building materials provides a blending effect that is complimentary to the scenic highway and the natural rock formations of the Gaviota Canyon. Both rest areas are designed to optimize visual harmony with the surrounding natural landscape and offer highway visitors a chance to observe the natural beauty of the Gaviota Pass.

A modest paved asphalt parking lot and signage mark the front of each rest area. The parking lots are frequented by vehicles traveling along Highway 101 including motorized vehicles and bicycles. The rest stops are an indication of human activity and are classified as a moderate visual impact.

After passing through the Gaviota Pass the Highway extends an additional 1.5 miles before reaching Las Cruces (Figures 27 & 28). Las Cruces is an unincorporated community in Santa Barbara County where California State Route 1 (SR 1) meets Highway 101. This portion of the route is pristine and offers views of the Santa Ynez Mountains on either side. This portion of the highway also runs through Gaviota State Park (Fig. 28).

The Scenic Highway proposed by this application travels along Highway 101 and would connect to the existing Scenic Highway on State Route 1 that runs from Las Cruces to the outer limits of the City of Lompoc. It would be a significant achievement to create a continuously designated scenic highway that recognizes the pristine beauty and significant natural scenes that are offered to travelers along this portion of the highway system.



Fig. 27 - Scenic View: The Santa Ynez Mountains that make up Gaviota State Park at PM 48.85



Fig. 28 - Scenic View: Leaving Las Cruces Highway 101 runs through the Gaviota Pass and is framed by the Santa Ynez Mountains that comprise Gaviota State Park



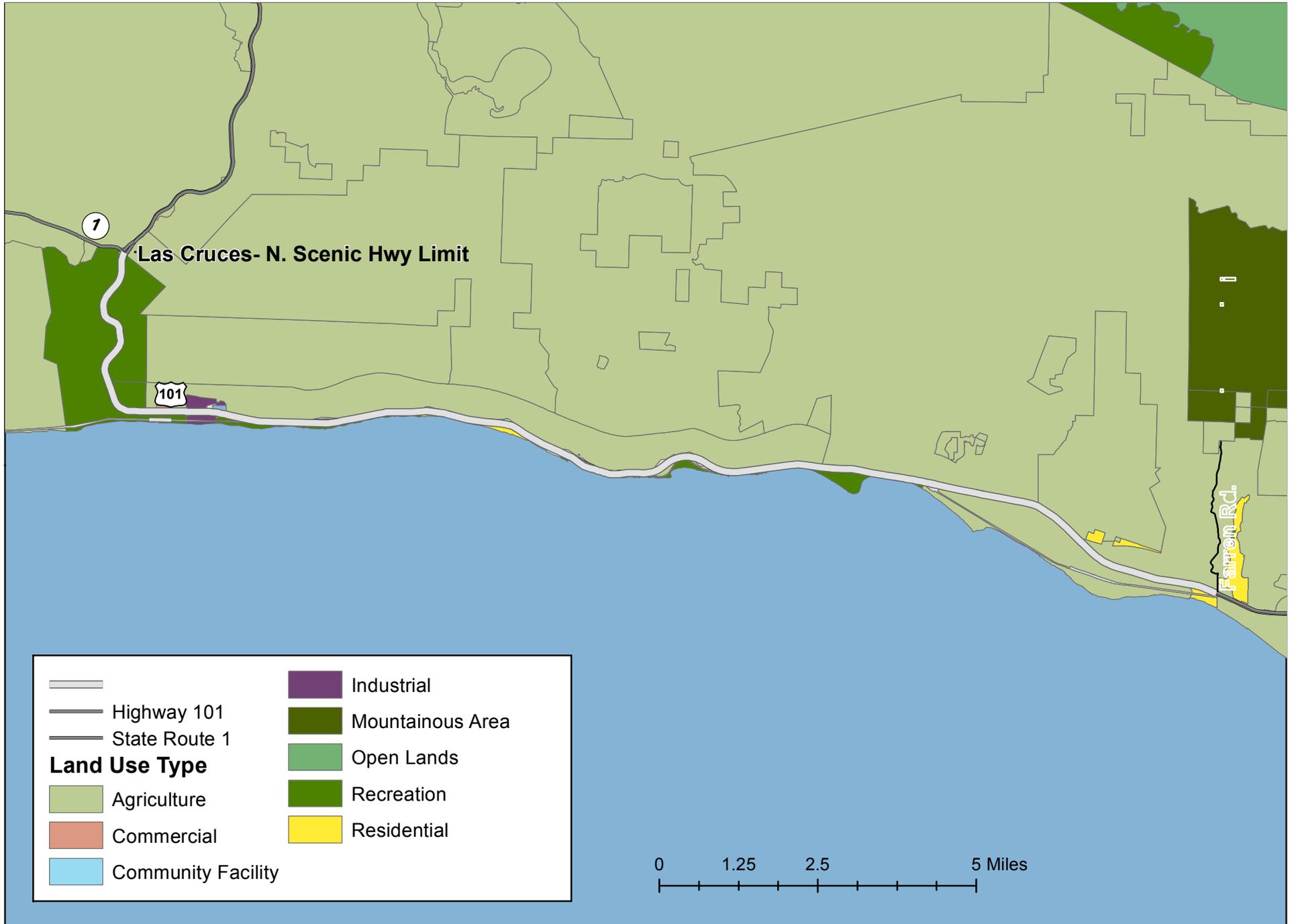
Fig. 29 - Scenic View: Looking North from Las Cruces



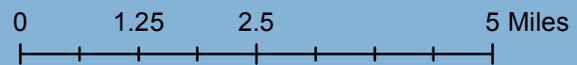
Fig. 30 - Scenic View: The Pacific Ocean as visible from section 2



Fig. 31 - Scenic View: Views of grassy meadows and the expansive Pacific Ocean are almost constant along the Scenic Highway Route in sections 1 and 2

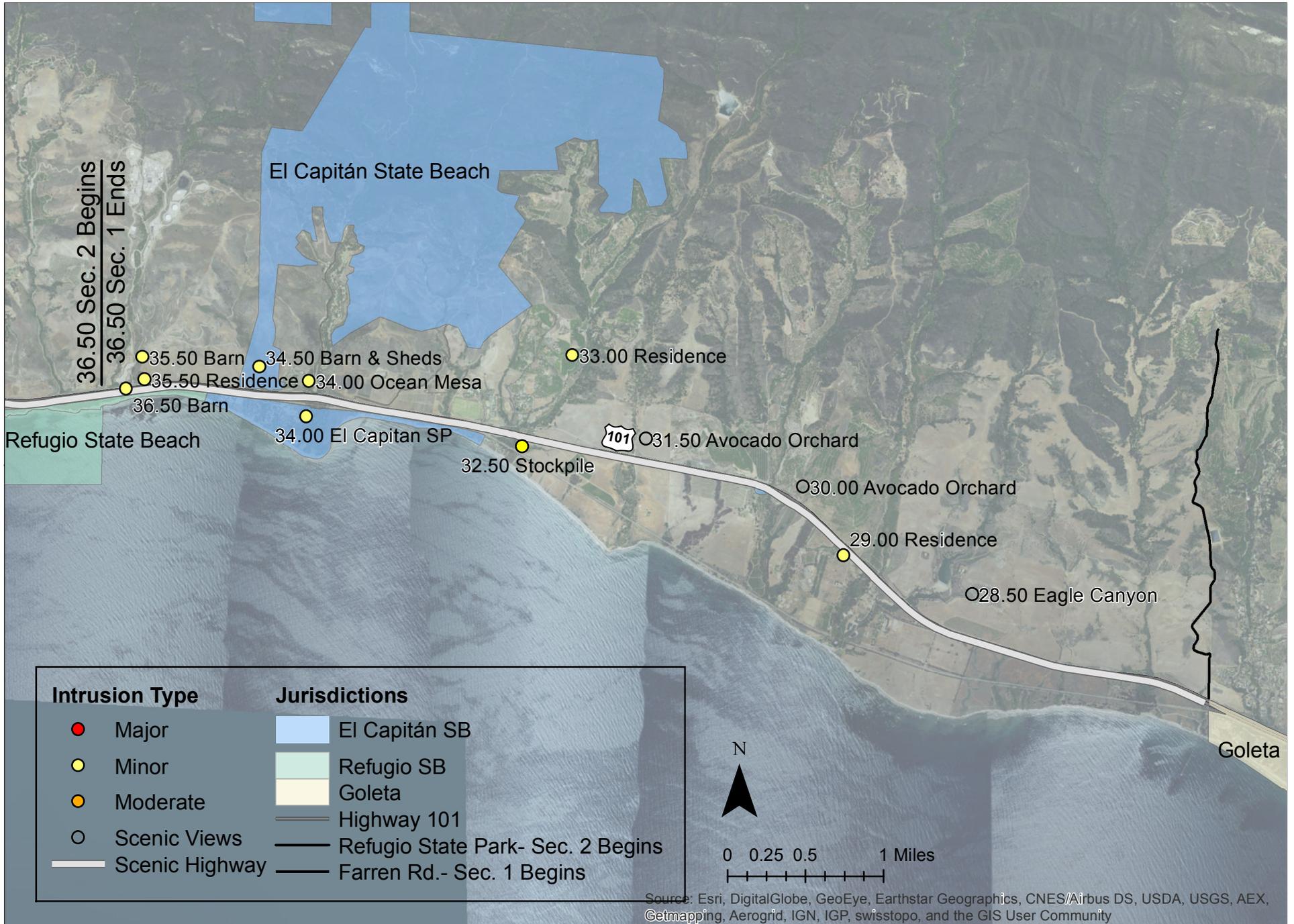


	Highway 101		Industrial
	State Route 1		Mountainous Area
Land Use Type			
	Agriculture		Open Lands
	Commercial		Recreation
	Community Facility		Residential



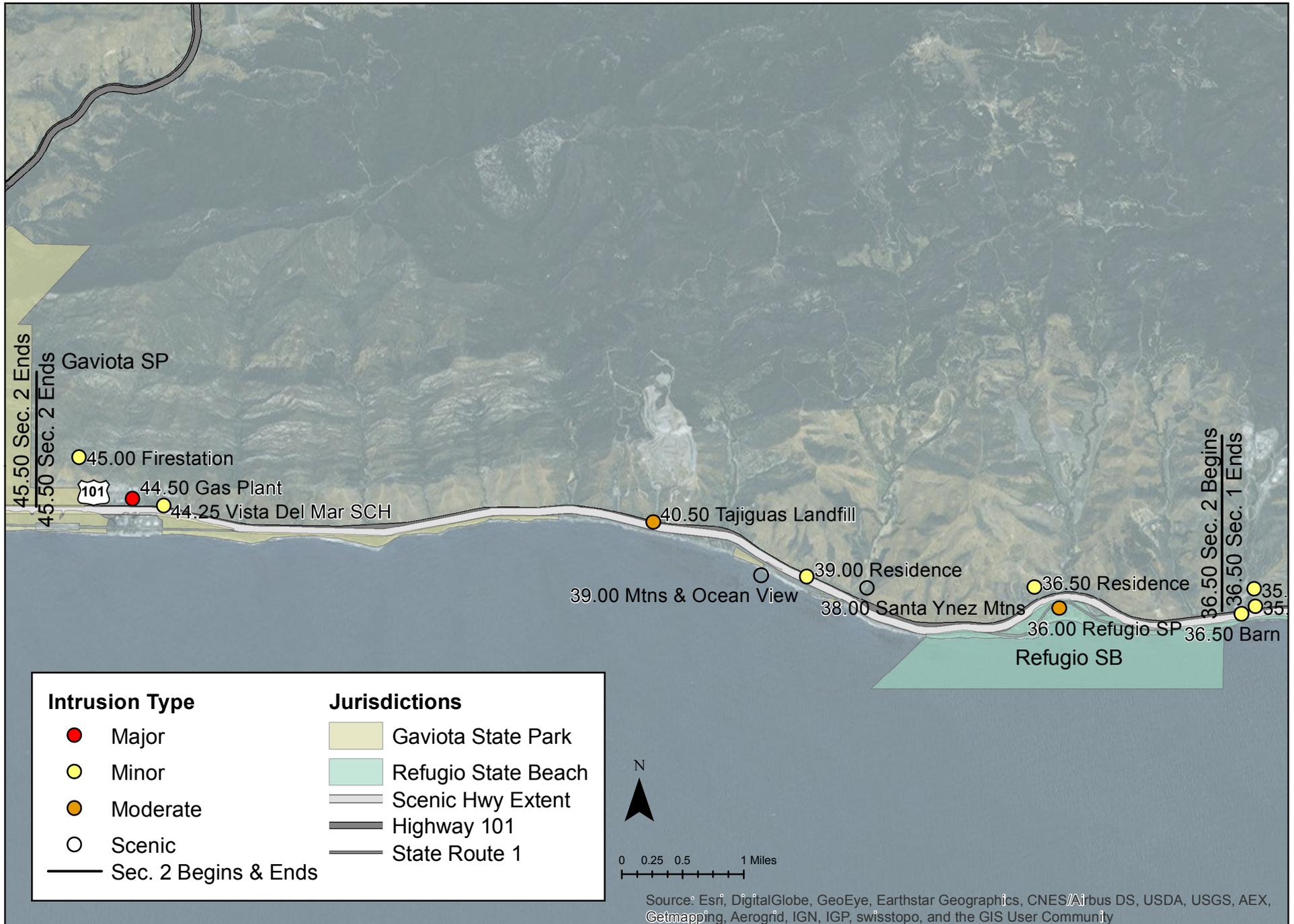
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Visual Intrusions & Scenic Views- Gaviota Coast Scenic Highway- Section 1



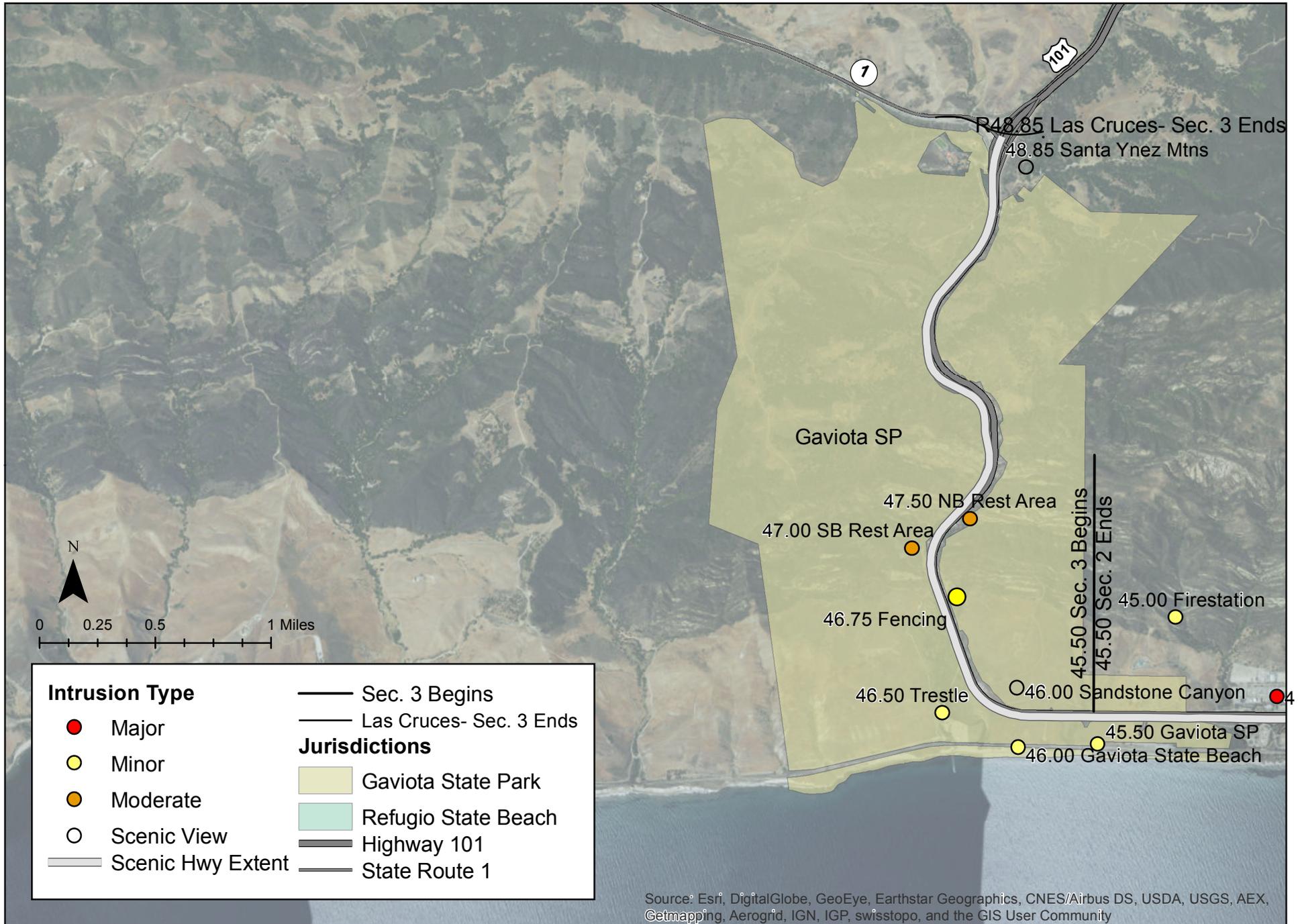
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Visual Intrusions & Scenic Views - Gaviota Coast Scenic Highway - Section 2



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Visual Intrusions & Scenic Views - Gaviota Coast Scenic Highway - Section 3



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COUNTY OF SANTA BARBARA
GAVIOTA COAST SCENIC HIGHWAY PROPOSAL

CORRIDOR PROTECTION PLAN



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Corridor Protection Plan

For the Proposed State Scenic Highway Designation for 21 Miles of Highway 101 on the Gaviota Coast from the City of Goleta's Western-Most Boundary to Route 1 at Las Cruces

INTRODUCTION

In support of Santa Barbara County's application for State Scenic Highway status for Highway 101 on the Gaviota Coast, the County submits this Corridor Protection Plan, consisting entirely of currently existing county-wide and coastal zone land use ordinances and policies. The five areas addressed in this Corridor Protection Plan, as required by *Caltrans' Guidelines for the Official Designation of Scenic Highways*, are:

1. Regulation of land use and density of development
2. Detailed land and site planning
3. Control of outdoor advertising
4. Control of earthmoving and landscaping
5. Design and appearance of structures and equipment

This Corridor Protection Plan applies to lands outside Caltrans right-of-way. State Highway lands are governed by state law and policy, which include the Streets and Highway Code, Division 1, Chapter 2, Article 2.5, *Statutes Relating to the California State Scenic Highway Program*. Highway construction, emergency repairs and maintenance activities on state highways are evaluated for visual impacts to scenic views as part of the California Environmental Quality Act and National Environmental Protection Act environmental processes as appropriate.

The section of Highway 101 proposed for the Scenic Highway Designation is protected by stringent land use requirements pertaining to development and visual resources. The proposed scenic corridor extends through both coastal and inland areas which are regulated by the Coastal Zoning Ordinance and the Land Use and Development Code (LUDC), respectively.

More specifically, areas within the Coastal Zone are managed by the following regulatory framework: the Coastal Zoning Ordinance and the Coastal Land Use Plan (CLUP). The Coastal Zoning Ordinance of Santa Barbara County is contained within Chapter 35 of the Santa Barbara County Code and comprises the zoning ordinance component of the County's Local Coastal Program. Together with the zoning district maps, the Coastal Zoning Ordinance implements the County's CLUP, which is the local coastal element of the County's Comprehensive Plan. The County's CLUP contains a series of policies intended to protect coastal resources and provide greater access and recreational opportunities for the public's enjoyment, while allowing for orderly and well-planned urban development and siting of coastal-dependent and coastal-related industry.

Inland areas of Santa Barbara County are regulated by the LUDC, contained within Chapter 35 of the Santa Barbara County Code. The LUDC implements the goals, objectives, and policies of the Santa

Barbara County Comprehensive Plan by classifying and regulating the uses of land and structures within the inland areas of the County.

Pertinent policies and ordinances from each of these documents are provided in the sections below. Applicable polices from the General Plans of El Capitan State Beach, Refugio State Beach, and Gaviota State Park are included as well, since State Parks is a public land management agency along the scenic corridor.

I. REGULATION OF LAND USE

The majority of land adjacent to the proposed scenic corridor is within the Gaviota Coast Planning Area, a sparsely developed coastal region containing a diverse population of flora and fauna. A small area in the northwest of the proposed scenic corridor is located within the Lompoc Valley Planning Area. Agriculture is the predominant land use within the proposed scenic corridor, followed by public recreation, land conservancy, and coastal-dependent industry.

Approximately 77% of the land within the 21 mile scenic corridor is zoned for agricultural use. Within the County, the minimum parcel size for agriculturally zoned land ranges from 40 to 320 acres, with one single family dwelling allowed per parcel. Most agricultural land along the proposed scenic corridor has a minimum parcel size of at least 100 acres (LUDC 35.21.030). All agricultural land within the proposed scenic corridor is zoned Agriculture II, which applies to areas appropriate for agricultural land use located within the Rural Area of the County Comprehensive Plan. The intent of this zone is to preserve these lands for long-term agricultural use. The Agriculture II (A-II) zone is further broken down into A-II-320 and A-II-100 which have minimum parcels sizes of 320 acres and 100 acres, respectively. Allowed uses (no permit required) for A-II land in both the coastal and inland zones are limited to grazing and cultivated agriculture. Refer to **Table 2** in the Land and Site Planning Section for a full summary of permitted land uses on A-II zoned land.

The County has several mechanisms to protect agricultural land: the Comprehensive Plan, the Coastal Land Use Plan, agricultural zoning, and the Williamson Act. The County's Comprehensive Plan and Coastal Land Use Plan contain strong agricultural protection policies that discourage conversion from agricultural to residential or urban uses. Prior to any subdivision of agricultural lands, agricultural viability of the resulting parcels must be determined as required by the Comprehensive Plan. In addition, 77% of the agriculturally zoned land in the scenic corridor is enrolled in the County's agricultural preserve program, which administers the Williamson Act. Land under this program remains in agricultural production or open space for rolling 10-year contracts. It is also important to note that the County is currently proposing a Community Plan for the Gaviota Coast to be added to the Comprehensive Plan. The Draft Gaviota Coast Plan will be presented to the Board of Supervisors for approval in fall of 2016.

Pertinent policies that protect agricultural land within the proposed scenic corridor are:

- Comprehensive Plan
 - Agricultural Element
 - Policy I.A: The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses.
 - Policy I.D: The use of the Williamson Act shall be strongly encouraged and supported.
 - Policy I.F: The quality and availability of water, air, and soil resources shall be protected through provisions including but not limited to, the stability of Urban/Rural Boundary Lines, maintenance of buffer areas around agricultural areas, and the promotion of conservation practices.
 - Policy II.A: Santa Barbara County shall require measures designed for the prevention of flooding and silting from urbanization.
 - Policy II.C: Santa Barbara County shall discourage the extension by the Local Agency Formation Commission of urban spheres of influence into productive agricultural lands designated A-II or Commercial Agriculture.
 - Policy II.D: Conversion of highly productive agricultural lands, whether rural or urban, shall be discouraged. The County shall support programs which encourage the retention of highly productive agricultural lands.
 - Policy III.A: Expansion of urban development into active agricultural areas outside of urban limits is to be discouraged, as long as infill development is available.
 - Land Use Element
 - Goal 3: In the rural areas, cultivated agriculture shall be preserved and, where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.
 - Coastal Land Use Element
 - 3.8.1 The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:
 - a. By establishing stable boundaries separating urban and rural areas;
 - b. By limited conversions of agricultural lands around the periphery of urban areas;
 - d. By developing available lands not suited for agriculture prior to the conversion of agricultural lands;
 - e. By assuring that public service and facility expansions and non-agricultural development do not impact agricultural viability;

- f. By assuring that all divisions of prime agricultural lands [...] and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.
- 3.8.3, Policy 8.2: If a parcel is designated for agricultural use and is located in a rural area not contiguous with the urban/rural boundary, conversion to non-agricultural use shall not be permitted unless such conversion of the entire parcel would allow for another priority use under the Coastal Act [...] such conversion shall not be in conflict with contiguous agricultural operations in the area.
- 3.8.3, Policy 8.8: The existing and future viability of large, non-prime agricultural operations of 10,000 acres or more for which the County has not approved land divisions in the Gaviota Coast and North Coast Planning Areas shall be protected.

Public recreation, land conservancy, and coastal dependent industry comprise most of the remaining land use in the proposed scenic corridor, as indicated in Table 1.

Table 1. Land Use in Scenic Corridor

Land Use	Description	Acreage	Percentage
A-II-320	Rural agriculture; minimum lot size 320 acres.	44,313	43.8
AC	Commercial Agriculture.	23,007	22.7
MA-320	Mountainous Area; minimum lot size 320 acres. To protect mountainous lands unsuited for intensive development.	15,551	15.4
A-II-100	Rural agriculture; minimum lot size 100 acres.	10,500	10.4
Recreation/Open Space	Recreational or open space land.	5,562	5.5
MA-100	Mountainous Area; minimum lot size 100 acres. To protect mountainous lands unsuited for intensive development.	896	0.9
Coastal Dependent Industry (M-CD)	Areas within Coastal Zone with energy/industrial uses that require a site on/adjacent to the sea to function.	100	0.1
NTS	Naples Townsite. To preserve scenic/rural character, conserve open space.	57	0.05
Rural Residential	Within Coastal Zone with marginal ag value; low density residential and ag uses are appropriate to preserve rural character and provide low density residential.	42	0.04
Educational Facility	Educational facility.	11	0.01
Highway Commercial	Areas adjacent/accessible to highways for uses that serve highway travelers.	2	<0.01

The Federally owned Los Padres National Forest, managed by the U.S. Forest Service, is visible from the proposed scenic corridor but not immediately adjacent to the proposed corridor. Land within the National Forest is zoned as Mountainous Area and is to be kept free from intensive development and

reserved for such uses as watershed protection, scenic enjoyment, wildlife habitat, and low intensity recreation. State owned land includes Gaviota State Park, and Refugio and El Capitan State Beaches. The County of Santa Barbara owns the Tajiguas Landfill and adjoining Baron Ranch. Tajiguas Landfill has been in operation since 1967 and accepts waste generated by the cities of Santa Barbara and Goleta, unincorporated areas of southern Santa Barbara County, and the Santa Ynez Valley and Cuyama Valley. Relevant policies that protect recreational, habitat, and other non-agricultural land along the proposed scenic corridor are listed below:

- Santa Barbara County Comprehensive Plan

- Land Use Element

- Hillside and Watershed Protection Policy 2: All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions [...] natural features [...] shall be preserved to the maximum extent feasible.
- Visual Resource Policy 2: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment.
- Visual Resource Policy 4: Signs shall be of size, location, and appearance so as not to detract from scenic areas or views from public roads and other viewing points.
- Visual Resource Policy 5: Utilities, including television, shall be placed underground in new developments.

- Coastal Land Use Element

- Policy 7-15: The vegetation in the small canyons at the mouths of Canada San Onofre and Canada del Molina streams shall not be disturbed by recreational development or use.
- Policy 7-18: Expanded opportunities for access and recreation shall be provided in the Gaviota Coast planning area.
- Policy 7-29: Visitor-serving commercial recreational development in rural areas should be limited to low intensity uses, i.e. campgrounds, that are designed to protect and enhance visual resources, and minimize impacts on topography, habitats, and water resources.
- Policy 9-1: Prior to the issuance of a development permit, all projects on parcels shown on the land use plan and/or resource maps with a Habitat Area overlay designation or within 250 feet of such designations or projects affecting an environmentally sensitive habitat area shall be found to be in conformity with the applicable habitat protection policies of the land use.
- Policy 9-2: Because of their state-wide significance, coastal dune habitats shall be preserved and protected from all but resource dependent, scientific, educational, and light recreational uses.
- Policy 9-5: For all permitted uses, including recreation, foot traffic on vegetated dunes shall be minimized.

- Policy 9-14: New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and not result in a reduction in the biological productivity or water quality of the wetland due to runoff, noise, thermal pollution, or other disturbances.
 - Policy 9-18: Development shall be sited and designed to protect native grassland areas.
 - Policy 9-21: Development shall be sited and designed to avoid vernal pool sites as depicted on the resource maps.
 - Policy 9-35: When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved.
- Refugio State Beach General Plan
 - Resource Management Policy 1: Perpetuate and enhance the recreational opportunities afforded by this outstanding coastline, together with the scenic and natural features on which such recreational opportunities depend.
 - Resource Management Policy 2: Coordinate the various activities and uses in such a way that the resources of the area are protected and perpetuated to ensure their continued availability to the public. In planning facilities to facilitate visitor use, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics. In this regard, the department shall strive to ensure that the intensity and capacity of development for public use are in proper relation with the ability of the environmental resources to withstand the impact of visitor use.
- Gaviota State Beach General Plan
 - Resource Management Policy 1: [...] Restrict development to areas which will not impair or distract from the views passing motorists have of the ocean and shoreline.
 - Resource Management Policy 4: Make every effort to eliminate all roadway easements which pass through the park.
 - Resource Management Policy 5: Prohibit grazing of livestock in the park.
 - Resource Management Policy 7: Restore the wetlands at the mouth of Gaviota Creek to a more natural condition and protect them from further modification and deterioration.
 - Resource Management Policy 18: Monitor developed areas in the park for adverse impacts on the natural and cultural resources. If unacceptable levels of use impact are found, the department shall restrict use or take the necessary steps to stop such damage and restore resources.
- El Capitan State Beach General Plan
 - Resource Management Policy 1: Perpetuate and enhance the recreational opportunities afforded by this outstanding coastline, together with the scenic and natural features on which such recreational opportunities depend.
 - Resource Management Policy 2: Coordinate the various activities and uses in such a way that the resources of the area are protected and perpetuated to ensure their continued availability to the public.

- Resource Management Policy 3: Establish a buffer zone of at least 15 meters [...] on undeveloped terrace land adjacent to the coastal bluff.

Residential development in the scenic corridor is minimal and broadly dispersed with the exception of a small pocket of rural residential development at Arroyo Quemada and developed smaller agricultural parcels at El Capitan Ranch and the upper reaches of Refugio Road near West Camino Cielo. There are approximately 30 permitted single family dwellings within the proposed scenic corridor, 5 of which are visible from the highway. Relevant policies that pertain to non-agricultural development along the proposed scenic corridor are listed below:

- Coastal Land Use Plan
 - Policy 8-8, Finding C: The County shall make the finding that all proposed development has been sited and designed so as to [...] minimize impacts of non-agricultural structures on public views from beaches, public trails, and roads.
 - Policy 8-8, Finding D: The County shall make the finding that the residential development has been clustered to the maximum extent feasible so as not to interfere with agricultural production but shall also be consistent with the goal of maintaining the rural character of the area.
 - Policy 8-8, Finding E: The County shall make the finding that the conditions, covenants, and restrictions governing the Homeowners Association and/or individual lots are adequate to insure permanent maintenance of the lands to remain in agriculture and/or open space.

II. LAND AND SITE PLANNING

COASTAL

Land development within the Coastal Zone of the proposed scenic corridor is regulated by the Coastal Zoning Ordinance of the Santa Barbara County Code, also referred to as “Article II.” Land development within the Coastal Zone must receive an approved Coastal Development Permit in addition to meeting the permit requirements for inland development, described below (Article II, 35-169). Findings required for the approval of a Coastal Development Permit include (LUDC, 35.82.050(E)):

- 1a. The proposed development conforms to:
 - (1) The applicable provisions of the Comprehensive Plan, include the Coastal Land Use Plan and any applicable community or area plan; and
 - (2) The applicable provisions of the Development Code or the project falls within the limited exception allowed in compliance with nonconforming uses, structures, and lots.
- 1b. The proposed development is located on a legally created lot.

- 1c. The subject property is in compliance with all laws, regulations and rules pertaining to uses, subdivisions, setbacks, and any other applicable provisions of this Development Code.

In accordance with Public Resources Code Section 30603(a), actions the County takes on a Coastal Development Permit for any of the following can be appealed to the California Coastal Commission (Coastal Zoning Ordinance Section 35-182.6):

- Developments approved by the County between the sea and the first public road paralleling the sea.
- Developments approved by the County within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- Developments approved by the County not included [in the previous bullets] that are located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- Any development approved by the County that is not designated as the principal permitted use under the zoning ordinance or zoning district map. This includes, but is not limited to, developments approved by the County that require a Conditional Use Permit.
- Any development which constitutes a major public works project or a major energy facility.

Therefore, the Coastal Commission has appeal jurisdiction on all land between the ocean and Highway 101 along the Gaviota Coast with the exception of Gaviota State Beach.

All new structures and alterations to existing structures must undergo the Design Review process by the Board of Architectural Review (BAR) if they are located within the “D” Design Control Overlay District, if they are located on ridgeline or hillside as defined in Section 35-144 of the Coastal Zoning Ordinance, if they are located within the Critical Viewshed Corridor Overlay, or if they are located adjacent to the sea (LUDC 35.82.070). The BAR reviews the integrity of all aspects of development design including site layout, architecture, and landscaping. In addition to the findings required for approval for all projects (see Inland section below), an additional finding is required for Design Review applications in rural areas within the Coastal Zone (Coastal Zoning Ordinance Section 35-184.6):

- The height, scale, and design of structures shall be compatible with the character of the surrounding natural environment [...] and structures are subordinate in appearance to natural landforms.

Land within the Critical Viewshed Corridor Overlay, which encompasses the entire proposed scenic corridor within the Coastal Zone must be screened under a systematic hierarchy of site design in order to ensure a consistent approach to implementation of visual resource protection. Site selection is prioritized, with a preference for sites that eliminate or reduce the visibility of proposed development. The overall intent of the Critical Viewshed Corridor Overlay is to protect existing view corridors from US Highway 101 to the ocean. The Critical Viewshed Corridor Overlay is implemented through the County Zoning Ordinances. Pertinent ordinances include:

- LUDC 35.28.200:
 - C(1): Design review required. Any structural development within the VC overlay zone shall required design review prior to approval of a Coastal Development Permit or a Land Use permit.
 - C(3): Criteria for approval. The Board of Architectural Review shall approve plans only if it finds conformance with the following standards:
 - (a) Each structure shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible;
 - (b) Building height shall not exceed 15 feet above average finished grade.
 - (c) No structure shall be of an unsightly or undesirable appearance.

Table 2 summarizes the allowed uses for agricultural land located in the Coastal Zone. Land zoned for agriculture in the coastal zone of the proposed scenic corridor must obtain an approved Final Development Plan in compliance with Section 35.82.080 of the LUDC prior to the approval of a Land Use Permit or Zoning Clearance for the following structural development:

- Non-agricultural structural development of greater than 15,000 square feet
- Agricultural structural development of greater than 15,000 square feet
- Agricultural structural development of greater than 10,000 square feet, given:
 - An existing agricultural structure of 10,000 or more square feet, or
 - Active planning permit for the construction of an agricultural structure that is 10,000 or more square feet, or
 - The application for the proposed structure is submitted in conjunction with or subsequent to an application for agricultural structural development that is 10,000 or more square feet.

Table 2. Allowed Land Uses, Agriculture II Zone

Land Use	A II, Inland	A II, Coastal
Ag. processing structure	P	P
Ag. processing – on premise product	P	P
Ag. processing—off-premise product	CUP	CUP
Animal keeping	S	S
Aquaculture	CUP	CUP
Cultivated ag., orchard, vineyard	E	E
Grazing	E	E
Greenhouse	P	P
Mining (extracting/quarrying)	CUP	CUP
Mining (surface, < 1,000 cubic yards)	P	P

Mining (surface, >1,000 cubic yards)	CUP	P
Utility-Scale PV	CUP	--
Winery	S	CUP
Equestrian facilities	P	CUP
Golf Course	CUP	CUP
School	CUP	CUP
Sports/outdoor rec. facility	CUP	CUP
Rural Recreation	CUP	CUP
Country Club	CUP	--

- E** Exempt, no permit required
- P** Permitted use, Land Use or Coastal Permit required
- CUP** Conditional Use Permit Required
- S** Permit determined by Specific Use Regulations
- Use not allowed

Table 3 summarizes the allowed uses for residential land in the proposed scenic corridor. All land zoned for residential use in the scenic corridor is within the Coastal Zone, and designated as Rural Residential. The Rural Residential zone is intended to preserve the rural character of an area and provide for low density residential development. One single family dwelling is permitted per lot, with a maximum height of 35 feet.

Table 3. Allowed Uses, Rural Residential Zone	
Land Use	Permit Required
Agricultural accessory structure	P
Cultivated agriculture, orchard, vineyard	E
Greenhouse, < 300 sf	P
Greenhouse, >300 sq	CUP
Mining, extraction/quarrying	CUP
Mining, surface, < 1000 cubic yards	P
Mining, surface, > 1000 cubic yards	CUP
Community Center	--
County Club	CUP
Golf Course	CUP
Park/Playground	--
School	CUP
Single Family Dwelling	P
Two-Family Dwelling	--
Multiple Family Dwelling	--
Farmworker Dwelling Unit	P
Guesthouse	P
Mobile Home Park	CUP

Residential Accessory Use Structure	P
Residential Second Unit	P

P Permitted use, Land Use or Coastal Permit required
CUP Conditional Use Permit Required
-- Use not allowed

Relevant policies that pertain to residential development and site planning in the Coastal Zone of the proposed scenic corridor are designed to protect visual resources and are listed below:

■ Coastal Land Use Plan

- Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion, or other hazards shall remain in open space.
- Policy 4-3: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment.
- Policy 4-9: Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101 and shall be clustered to the maximum extent feasible.
- Policy 4-11: Building height shall not exceed one store or 15 feet above average finished grade, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean.
- Policy 7-13: In order to protect the natural and visual resources of the coastal zone between Ellwood and Gaviota, development of recreational facilities shall not impede views between U.S. 101 and the ocean, shall minimized grading, removal of vegetation, and paving, and be compatible with the rural character of the area. Existing natural features shall remain undisturbed to the maximum extent possible, and landscaping shall consist of drought-tolerant species.

■ Santa Barbara County Comprehensive Plan

- Land Use Element
 - Visual Resource Policy 2: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment.

Relevant policies that pertain to development in all remaining areas in the Coastal Zone of the proposed scenic corridor are listed below:

- Refugio State Beach General Plan
 - Resource Management Policy 2: Coordinate the various activities and uses in such a way that the resources of the area are protected and perpetuated to ensure their continued availability to the public. In planning facilities to facilitate visitor use, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics. In this regard, the department shall strive to ensure that the intensity and capacity of development for public use are in proper relation with the ability of the environmental resources to withstand the impact of visitor use.
 - Resource Management Policy 4: Protect the scenic values of the property, including both interior views and views from adjacent lands. All developments in the unit shall be adequately screen by careful siting of facilities and by plantings. Developments that would adversely affect the views available to travelers on the railroad and highway should be avoided.
 - Resource Management Policy 7: Do not develop any permanent facilities on eroding areas or sites upslope of eroding areas.
- Gaviota State Beach General Plan
 - Resource Management Policy 1: [...] Restrict development to areas which will not impair or distract from the views passing motorists have of the ocean and shoreline.
 - Resource Management Policy 2: Preserve the scenic integrity of the Gaviota Creek floodplain and the strip of land between Highway 101 and the ocean, and restrict development to areas which will not impair or detract from the views passing motorists have of the ocean and shoreline.
 - Resource Management Policy 3: Prevent any further deterioration of the natural, cultural, recreational, and interpretive values.
- El Capitan State Beach General Plan
 - Resource Management Policy 2: Coordinate the various activities and uses in such a way that the area's resources are protected and perpetuated to ensure their continued availability to the public.
 - Resource Management Policy 4: Protect the scenic values of the property, including both interior views and views from adjacent lands. All developments shall be adequately screened by careful siting of facilities and by plantings. Camping and day-use facilities shall be screened from the view of travelers along Highway 101.
 - Resource Management Policy 8: Avoid construction of permanent structures in areas below the elevation of 8 meters.
- Santa Barbara County Comprehensive Plan
 - Land Use Element
 - Open Lands Policy 3: Appropriate recreational uses will be of light intensity with minimal environmental degradation in open land areas.

Outside the Coastal Zone, all proposed developments require a development permit, which may be a Land Use Permit, Minor Conditional Use Permit, or Conditional Use Permit.

Minor Conditional Use Permits and Conditional Use Permits are discretionary permits that are subject to environmental review and can be issued by the County Planning Commission, Board of Supervisors, the Director of County Planning and Development, or the California Coastal Commission. Proposed projects typically must undergo the Design Review process by the Board of Architectural Review (LUDC 35.82.070,). They must meet a series of findings in order to be granted a Conditional Use Permit (LUCP 35.82.060.E), including:

- 1a. The site for the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and level of development proposed;
- 1b. Significant environmental impacts will be mitigated to the maximum extent feasible.
- 1c. Streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.
- 1d. There will be adequate public services.
- 1e. The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.
- 1f. The proposed project will comply with all applicable requirements of this Development Code.
- 1g. [...] the proposed use will be compatible with and subordinate to the rural and scenic character of the area.

Land Use Permits are ministerial permits issued by the Planning and Development Department. Proposed projects are reviewed by the Department for compliance with the Comprehensive Plan and all other regulations, as described in LUDC 35.82.110. Proposed development may undergo the Design Review Process by the Board of Architectural if required by the property's applicable zone type, if the property is located in a Design Control Overlay Zone, or if the property is located on ridgeline or hillside as defined in LUDC 35.62. The following lists relevant findings required for approval of Design Review applications (LUDC 35.82.070.F.1):

- a. Overall structure shapes...are in proportion to and in scale with other existing or permitted structures on the same site and in the area surrounding the subject property.
- c. There will be harmony of color, composition, and material on all sides of a structure.
- e. There will be a harmonious relationship with existing and proposed adjoining developments.
- f. Site layout, orientation, and location of structures and signs will be in an appropriate and well designed relationship to one another, and to the environmental qualities, open spaces, and topography of the site.

III. CONTROL OF OUTDOOR ADVERTISING

COASTAL

On-site advertising within the Coastal Zone is intended to minimize the visual impact of signs. Signs are limited in size, number, and type (animated, roof, projecting, marquee, portable, and changeable copy signs are prohibited) and must be compatible with their surroundings in terms of color, material, texture and shape. Billboards are prohibited (Article I, Chapter 35, Santa Barbara County Code).

The following lists relevant policies for signs in the Coastal Zone:

- Coastal Land Use Plan
 - Policy 4.6: Signs shall be of a size, location, and appearance so as not to detract from scenic areas or views from public roads and other viewing points.

INLAND

Outside the Coastal Zone, there is a County-wide prohibition of animated, marquee, portable, and roof signs (LUDC 35.38), and all new or altered signs require a Sign Certificate of Conformance that requires the sign to be visually attractive and in compliance with the goals of the County. Applicable ordinances are as follows (LUDC 35.82.170):

D. Processing

1. The Director shall review the Sign Certificate of Conformance application for compliance with the Comprehensive Plan [...] and approve, conditionally approve, or deny the request.

E. Findings for Approval

1. The proposed signage is in compliance with LUDC 35.38 *[see below]*
2. The subject property is in compliance with all laws, regulations and rules pertaining to [...] applicable provisions of this Development Code

Signs are limited in height, size, location, and design. Off-site signs are limited in size and quantity, and billboards are not allowed in any location along the corridor. Applicable ordinances are included below:

LUDC 35.38.20

The following signs are prohibited in all zones within the unincorporated area of the County:
Animated signs, marquee signs, portable signs, roof signs.

LUDC 35.38.040.

A.1. Sign Certificate of Conformance required

- A. [...] a sign shall not be erected [...] and copy shall not be changed without a Sign Certificate of Conformance [...]

LUDC 35.38.050

A.2. Sign structures shall be free of unsightly supporting features [...]

B. Signs and sign structures shall meet the height and setback regulations of the specific zone in which they are located. Freestanding signs are structures for the purpose of the Development Code.

LUDC 35.38.070—Signs Allowed in Agricultural Zones

A. Farm organizational signs

1. Two onsite signs
2. Each sign not to exceed four square feet in sign area.

B. Sale of farm products signs

2. On onsite, freestanding sign not to exceed 25 square feet in sign area.

C. Identification signs

2. Two onsite signs, each not to exceed 25 square feet in sign area.

D. Combination farm signs

2. An onsite, freestanding sign not to exceed 25 square feet in sign area.

LUDC 35.38.080—Signs Allowed in Residential Zones

A. For sale, lease or rent sign.

B. Identification sign.

2. Not to exceed 20 square feet in aggregate sign area at any one entrance.

C. Gate or entrance sign.

1. No to exceed two signs at any one entrance.
2. Not to exceed 20 square feet in aggregate sign area at any one entrance

IV. CONTROL OF EARTHMOVING AND LANDSCAPING

COASTAL

Within the Coastal Zone, grading is kept to a minimum and landscaping is regulated such that existing views are maintained, natural vegetation is not removed, and new landscaping consists of drought-tolerant species.

Landscaping plans are reviewed by the Board of Architectural Review; the relevant finding required for approval states:

- Adequate landscaping is provided in proportion to the project and the site with due regard to preservation and specimen and landmark trees, existing vegetation, selection of planting which will be appropriate to the project, and adequate provisions for the maintenance of all planting (Article II, Section 35-184.6).

Transportation Corridor policies apply to the entirety of Highway 101 in the Coastal Zone and require the use of drought-tolerant plants and the preservation of scenic resources:

2. Drought-tolerant species shall be utilized in the Transportation Corridor landscape plans to the maximum extent feasible.
3. To the maximum extent feasible, all development, including expansions of U.S. Highway 101, shall incorporate provisions for landscaping to preserve the scenic and visual amenities which exist along the affected transportation corridor (Article II, Section 35-93.10).

Additional landscaping restrictions apply within the Gaviota Coast Planning Area, where landscaping must consist of drought tolerant species:

- In order to protect natural and visual resources of the Coastal Zone between Ellwood and Gaviota, development of recreational facilities shall not impede views between U. S. Highway 101 and the ocean, shall minimize grading, removal of vegetation, and paving, and be compatible with the rural character of the area. Existing natural features shall remain undisturbed to the maximum extent possible, and landscaping shall consist of drought-tolerant species (Coastal Zoning Ordinance, Section 35-66).

In ridgeline and hillside areas, landscaping should be used to integrate the structure into the hillside and grading is to be kept to a minimum:

- Landscaping should be used to integrate the structure into the hillside, and shall be compatible with the adjacent vegetation.
- Grading shall be minimized, in accordance with the Comprehensive Plan goals (Coastal Zoning Ordinance, Section 35-144).

Additional landscaping standards are required within the State Parks:

- Refugio State Beach General Plan
 - Resource Management Policy 10: In landscaping, use plants native to California, and preferably the region.
 - Resource Management Policy 11: Eliminate or control unwanted exotic (nonnative) plants and weeds.
- Gaviota State Beach General Plan
 - Resource Management Policy 12: In all landscaping use plants native to the park to provide a more natural setting, increase the food supply of native wildlife, and reduce the need for watering.
 - Resource Management Policy 13: Eliminate or control unwanted exotic (non-native) plants and weeds.
- El Capitan State Beach General Plan
 - Resource Management Policy 9: In landscaping, use plants native to California, preferably to the region [...] no exotic plant shall be introduced.

- Resource Management Policy 10: Eliminate or control unwanted exotic (nonnative) plants and weeds.

Grading, excavation, or fill which requires a Grading Permit pursuant to Chapter 14 of the Santa Barbara County Code is considered “development” under the Coastal Act and requires a Coastal Development Permit (Coastal Zoning Ordinance, Section 35-169.2). In the Coastal Zone, a grading permit is required for all construction and development, including grading for agricultural and non-agricultural purposes, which involves the movement of more than 50 cubic yards. In addition, Section 35.66 of the Coastal Zoning Ordinance requires that grading taking place during the development of recreational facilities be minimized in order to preserve the existing scenic nature of the Gaviota Coast:

1. In order to protect natural and visual resources [...] development of recreational facilities shall minimize grading, removal of vegetation, and paving, and be compatible with the rural character of the area. Existing natural features shall remain undisturbed to the maximum extent possible, and landscaping shall consist of drought-tolerant species.

In addition, the Coastal Land Use Plan contains the following policies pertaining to grading and landscaping:

- Policy 3-13: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.
- Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum.
- Policy 3-15: For necessary grading of hillsides, the smallest practical area of land shall be exposed at any one time during development.
- Policy 4-10: A landscaping plan shall be submitted to the County for approval. Landscaping when mature, shall not impede public views.
- Policy 7-13: In order to protect the natural and visual resources of the coastal zone between Ellwood and Gaviota [...] landscaping shall consist of drought tolerant species.

INLAND

Grading in the inland areas of the County is regulated by the Santa Barbara County Grading Code, Chapter 14, which applies to any transportation of materials that meet any criteria described in Section 14-06:

- Exceeds fifty cubic yards;
- Causes a cut or fill which exceeds three feet in vertical distance to the natural contour of the land;
- Causes any changes in elevation to the natural contour within the watercourse/drainageway setback, regardless of volume moved;

No person may perform any grading, excavation, or fill without first obtaining a Grading Permit and Land Use Permit (Section 14-10). Grading is to be kept to an absolute minimum, and natural features, landforms, and native vegetation must be preserved to the extent possible. Hillside grading over 30 percent is severely restricted, and hillside and watershed protection policies dictate that development must minimize cut and fill operations:

- Hillside and Watershed Protection Policy 1: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.
- Hillside and Watershed Protection Policy 2: All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space (Land Use Element, Santa Barbara County Comprehensive Plan).

All permitted grading within stream corridors must minimize impacts from runoff, sedimentation, biochemical degradation, or thermal pollution:

- Stream and Creeks Policy 1: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution (Land Use Element, Santa Barbara County Comprehensive Plan).

Agricultural grading is *not* exempt under the following conditions:

- If the grading takes place on slopes with a natural gradient of over thirty percent and where earthwork exceeds fifty cubic yards and/or when excavation and fills are in excess of three feet in vertical distance to the natural control;
- The grading is in excess of fifty cubic yards within two hundred feet of any exterior property line; grading takes place within fifty feet of the top of the bank of any stream, creek or natural watercourse;
- The grading is for horse-related facilities;
- The grading is for areas to be used for commercial wholesale or retail nursery operations (Chapter 14, Section 8).

V. DESIGN AND APPEARANCE OF STRUCTURES AND EQUIPMENT

COASTAL

Structures within the View Corridor Overlay Zone must be sited and designed to protect views to and along the ocean and scenic coastal areas:

- Coastal Zoning Ordinance, Section 35-96 (View Corridor Overlay District):
 - Any structural development in areas within the View Corridor Overlay district shall be subject to approval by the Board of Architectural Review prior to issuance of a Coastal Development Permit.
 - The application to the Board of Architectural Review shall include a plot plan showing any landscaping, finished building elevations, data showing the proposed color scheme, materials of construction, and a drawing to scale showing any signs to be erected, attached to or painted on such structure.
 - The Board of Architectural Review shall approve the plans if it finds conformance with the following standards:
 - Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible.
 - Building height shall not exceed 15 feet above average finished grades, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean, in which case the height limitations of the base zone district shall apply.
 - Structures shall not be of an unsightly or undesirable appearance.
 - If, after review, the Board of Architectural Review determines that the proposed structure(s) obstructs views to the ocean, are of a height or scale so as to be inharmonious with the surrounding area, or are of an undesirable or unsightly appearance, the Board of Architectural Review shall confer with the applicant in an attempt to bring the plans into conformance with the standards listed above. If the plans are not brought into conformance with said standards, the Board of Architectural Review shall disapprove the plans and no Coastal Development Permit shall be issued.
- Coastal Land Use Plan
 - Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion, or other hazards shall remain in open space.

- Policy 4-3: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment.
- Policy 4-9: Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101 and shall be clustered to the maximum extent feasible.
- Policy 4-11: Building height shall not exceed one store or 15 feet above average finished grade, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean.

Additional design guidelines apply to development in ridgeline and hillside areas in order to protect natural and visual resources:

- Coastal Zoning Ordinance, Section 35-144 (Ridgeline and Hillside Development Guidelines):
 - The height of any structure should not exceed 25 feet wherever there is a 16 foot drop in elevation within 100 feet of the proposed structure's location.
 - Proposed structures should be in character with adjacent structures.
 - Large understories and exposed retaining walls should be minimized.
 - Development on ridgelines shall be discouraged if suitable alternative locations are available on the parcel.

Additional policies apply to development in State Parks in order to minimize visual impacts and protect existing natural and visual resources:

- Refugio State Beach General Plan:
 - Resource Management Policy 2: [...] in planning facilities to facilitate visitor use, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.
- Gaviota State Beach General Plan:
 - Resource Management Policy 2: Preserve the scenic integrity of the Gaviota Creek floodplain and the strip of land between Highway 101 and the ocean [...] all concepts for development and use of Gaviota State Park must take this into account.
 - Resource Management Policy 3: Prevent any further deterioration of the natural, cultural, recreational, and interpretive values.

Existing policies are intended to minimize the visual impact of utilities and transmission lines. Utilities must be placed underground except where the cost of undergrounding would be so high as to deny service (CLUP, Policy 4-7). Transmission line right-of-ways must be routed to minimize impacts on the viewshed, especially in scenic rural areas, and to avoid locations which are on or near habitat, recreational land, or archaeological resources. In addition, above ground electrical transmission lines are not permitted in the View Corridor Overlay District (Coastal Zoning Ordinance, Section 35-146). Scarring, grading, or other vegetative removal associated with transmission lines must be repaired and affected

areas revegetated with plants similar to those in area (CLUP Policy 6-20). In addition, in important scenic areas, undergrounding is required when technically and economically feasible unless other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers must be compatible with the surroundings (CLUP, Policy 6-21). Applicable policies from the Coastal Zoning Ordinance, Section 35-148 include:

1. Utility Lines. Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.
2. Electrical Transmission Lines.
 - Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near habitat, recreational, or archaeological resources, whenever feasible. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas revegetated with plants similar to those in the area to the extent safety and economic considerations allow.
 - In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically feasible unless it can be shown that other alternatives are less environmentally damaging. When aboveground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.

INLAND

The Santa Barbara County Land Use and Development Code (LUDC) and the Visual Resource Policies located in the Land Use Element of the County's Comprehensive Plan regulate the appearance (design, scale, color, and material) of structures. Structures within rural areas must be compatible with the character of the surrounding natural environment, maintain existing scenic views, and be subordinate in appearance to the environment. Structures within existing developed areas must conform to the scale and character of the existing community. Pertinent regulations include:

- Design Compatibility Standards: Within Rural areas as designated on the Comprehensive Plan maps, the height, scale, and design of each structure shall be compatible with the character of the surrounding natural environment, as determined by the review authority, except where the review authority determines that technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms, shall be designed to follow the natural contours of the landscape, and shall be sited so as not to intrude into the skyline as seen from public viewing places (LUDC 35.30.060).

Design Review by the Board of Architectural Review is required for structures and signs in order to enhance the visual quality of the environment and assure that structures are compatible with the surrounding landscape and existing structures.

Utility lines must be installed underground except where undergrounding costs would be so high as to deny service (Visual Resource Policies in Comprehensive Plan; Land Use Element).

COUNTY OF SANTA BARBARA
GAVIOTA COAST SCENIC HIGHWAY PROPOSAL

LETTERS OF SUPPORT



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DEPARTMENT OF PARKS AND RECREATION
Channel Coast District
911 San Pedro Street
Ventura, California 93001

Lisa Ann L. Mangat, Director

September 12, 2016

Malcolm Dougherty
Director, California Department of Transportation
Director's Office, MS-49
1120 N Street
Sacramento, California 95814

Re: Letter of Intent: Scenic Highway designation for U.S. Highway 101 through the Gaviota Corridor.

Mr. Dougherty,

California State Parks (Channel Coast District) does not oppose the designation of the section of U.S. Highway 101 from Farren road to the intersection with Highway 1 as a Scenic Highway.

California State Parks supports this designation as long as the State Parks/Beaches in this region are not precluded from managing our current and future operations on such lands by adopting the new designation.

Sincerely,

Victor Bjelajac
Channel Coast District Superintendent.

CAPITOL OFFICE
STATE CAPITOL, ROOM 2032
SACRAMENTO, CA 95814
TEL 916 651-4019
FAX 916 651-4919

California State Legislature

SENATOR
HANNAH-BETH JACKSON

NINETEENTH SENATE DISTRICT



SANTA BARBARA COUNTY OFFICE
222 E. CARRILLO STREET
SUITE 309

SANTA BARBARA, CA 93101
TEL 805-965-0862
FAX 805-965-0701

VENTURA COUNTY OFFICE
300 E. ESPLANADE DRIVE
SUITE 430

OXNARD, CA 93036
TEL 805-988-1940
FAX 805-988-1945

CHAIR
SENATE JUDICIARY
JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT

VICE CHAIR
CALIFORNIA LEGISLATIVE
WOMEN'S CAUCUS

COMMITTEES
BUDGET & FISCAL REVIEW
ENVIRONMENTAL QUALITY
ELECTIONS & CONSTITUTIONAL
AMENDMENTS
NATURAL RESOURCES & WATER

JOINT COMMITTEES
FAIRS, ALLOCATION
& CLASSIFICATION
LEGISLATIVE AUDIT

October 7, 2016

Mr. Malcolm Dougherty
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Mr. Dougherty:

I write to express my enthusiastic support for Santa Barbara County's application for Caltrans to designate 21 miles of Highway 101 on the Gaviota Coast as a State Scenic Highway. This designation would apply to the section of Highway 101 from the City of Goleta's western-most boundary to Route 1 at Las Cruces.

The purpose of the proposed designation is to recognize the scenic and visual qualities along the Gaviota Coast/Highway 101 corridor. One need only drive this stretch of highway to appreciate its scenic beauty. As one of the last remnants of Southern California's undeveloped coastline, it is not only rare, but rich in cultural, biological, and geological resources, further enhancing its scenic value.

The proposed State Scenic Highway designation is intended to highlight, promote, and preserve the natural and visual resources unique to the Gaviota Coast and designation of this portion of highway is certainly justified by the region's beauty.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Hannah-Beth Jackson".

HANNAH-BETH JACKSON
State Senator, 19th District

Cc: Santa Barbara County Board of Supervisors

HBJ:bh



ASSOCIATED STUDENTS
University of California at Santa Barbara
University Center, Room 1523
Santa Barbara, California 93106-6081
(805) 893-2566 Fax (805) 893-8436

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

October 3, 2016

To whom it may concern:

As the chair of the UC Santa Barbara Coastal Fund, I speak on behalf of the Board of Directors. I would like to pledge our support for the designation of US 101 highway from Winchester Canyon, through the Gaviota Pass, to the Las Cruces junction with Highway One as a permanent California Scenic Highway. The Coastal Fund acts as a representative of the university by using student lock-in fees to protect, preserve, restore, provide access to, and educate people about the Santa Barbara shoreline and associated watershed.

Distinguishing this stretch of highway, which is not far from the university, particularly meets our mission statement pillars of preservation, restoration, and access. Local residents would be eligible for tax incentives to protect the views on their land, a form of preservation. The area would thus be competitive for landscaping, beautification, and other restoration. Finally, the area would be a more active destination for access by travelers and locals alike.

This beautiful stretch of land is enjoyed by many students traveling to and from UCSB, so on behalf of the student body, we pledge our support for its designation as a California Scenic Highway. This petition has wide support in the community, and the portion of the highway is one of the most scenic in all of Southern California. It is our responsibility to protect areas as special as this.

Best, *

A handwritten signature in black ink, appearing to read "Delaney Archer". The signature is fluid and cursive.

Delaney Archer
Chair, AS Coastal Fund



September 28, 2016

Mr. Malcolm Dougherty
Director California Department of Transportation
Director's Office, MS-49
1120 N Street
Sacramento, CA 95814

Re: Scenic Highway designation for Highway 101 on the Gaviota Coast.

Dear Director Dougherty,

I want to let you know that the members of Santa Barbara's hospitality industry and I are highly in favor of the current petition to officially designate the section of Hwy. 101 along the Gaviota Coast, from Winchester Canyon, through the Gaviota Pass, to the Las Cruces junction, as a California Scenic Highway. We see it as a very beneficial action for our local communities along the coast economically and one that offers the possibility of winning further grants for the area in the future. Landowners along the highway would also benefit by becoming eligible for new tax incentives and deductions for voluntarily improving properties should the highway receive the scenic highway designation. This last remnant of Southern California's undeveloped coastline is not only rare, but rich in cultural, biological, and geological resources, further enhancing its scenic value.

Thank you for your consideration and support of this effort which would be a real boom to us all.

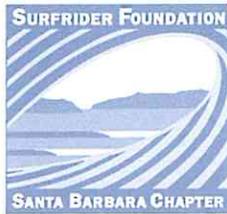
Sincerely,


Kathy Janega-Dykes
President & CEO
Visit Santa Barbara

500 E. Montecito Street
Santa Barbara, CA 93103
P 805.966.9222
F 805.966.1728

 @SantaBarbara
 VisitSantaBarbara

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SURFRIDER FOUNDATION

Santa Barbara Chapter
(805) 899-BLUE (2583)

8/20/2016

Malcolm Dougherty, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: Scenic Highway designation for Highway 101 on the Gaviota Coast.

Dear Director Dougherty,

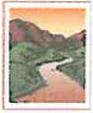
Please accept our enthusiastic support for Santa Barbara County's application for designation of Route 101 on the Gaviota Coast as a scenic highway. One need only drive this stretch of highway to appreciate its scenic beauty. This last remnant of Southern California's undeveloped coastline is not only rare, but rich in cultural, biological, and geological resources, further enhancing its scenic and recreational value.

Scenic highway status is certainly justified by the natural beauty of the Gaviota Coast. In addition this length of Route 101 is also listed in the Streets and Highway Code as eligible for inclusion in the State Scenic Highway Program. Santa Barbara County's protective land use policies can serve to protect the scenic qualities of the Gaviota Coast enjoyed by so many travelers.

Thank you for your consideration.

Sincerely,
Mark Morey
Chairman
Surfrider Foundation
Santa Barbara chapter

A handwritten signature in black ink, appearing to read "Mark Morey". The signature is fluid and cursive, with a long, sweeping underline.



SANTA BARBARA COUNTY
Trails Council

June 1, 2016

Mr. Malcolm Dougherty
Director California Department of Transportation
Director's Office, MS-49
1120 N Street
Sacramento, CA 95814

Re: Scenic Highway designation for Highway 101 on the Gaviota Coast.

Dear Director Dougherty,

I am writing in support of the County of Santa Barbara's application for designation of Route 101 on the Gaviota Coast as a scenic highway.

The largely pristine Gaviota Coast coastline contains ocean, mountain and coastal plain views that are reminiscent of the landscape as it was 100 years ago. This scenic coast is enjoyed by more than 32,000 daily travelers on Route 101, 560,000 annual visitors to three California State Parks and tens of thousands of beach goers who visit scenic beaches via informal coastal access trails. These visitors enjoy panoramic views of the Pacific Ocean, Channel Islands National Park, undeveloped coastal bluffs, agricultural land, varied native habitats and the Santa Ynez Mountains.

This last remnant of Southern California's undeveloped coastline is not only rare, but rich in cultural, biological, and geological resources, further enhancing its scenic value. The County's 1982 adopted Local Coastal Plan (LCP) recognizes the Gaviota Coast as a recreational resource of statewide importance; the National Park Service recognized its nationwide value in a National Seashore Feasibility Study in 2004.

Scenic highway status is certainly justified by the natural beauty of the Gaviota Coast, but this length of Route 101 is also listed in the Streets and Highway Code as eligible for inclusion in the State Scenic Highway Program. In addition, County of Santa Barbara's protective land use policies can serve to protect the scenic qualities of the Gaviota Coast enjoyed by so many travelers.

Thank you for your consideration.

Sincerely,



Mark Wilkinson, Executive Director



September 2, 2016

Mr. Malcolm Dougherty
Director California Department of Transportation
Director's Office, MS-49
1120 N Street
Sacramento, CA 95814

Re: Scenic Highway designation for Highway 101 on the Gaviota Coast.

Dear Director Dougherty,

I am writing to express the enthusiastic support of the Gaviota Coast Conservancy for Santa Barbara County's application for designation of Route 101 on the Gaviota Coast as a scenic highway. This portion of the highway is a magnificent example of an extraordinary scenic landscape. This intact remnant of Southern California's undeveloped coastline is not only rare, but rich in cultural, biological, and geological resources, further enhancing its scenic value.

Scenic highway status is certainly justified by the natural beauty of the Gaviota Coast, but this length of Route 101 is also listed in the Streets and Highway Code as eligible for inclusion in the State Scenic Highway Program. In addition, Santa Barbara County's protective land use policies can serve to protect the scenic qualities of the Gaviota Coast enjoyed by so many travelers.

We look forward to a scenic highway designation for Route 101 on the Gaviota Coast.

Thank you for your consideration.

Sincerely,

Michael S. Brown

President



Santa Barbara Audubon Society

A Chapter of the National Audubon Society

P.O. Box 5508
Santa Barbara, CA 93150
www.santabarbaraaudubon.com

September 29, 2016

Dear Secretary Dougherty,

The Santa Barbara Audubon Society strongly supports Santa Barbara County's application to designate the portion of U.S. 101 between Winchester Canyon and the Gaviota Pass as an official California Scenic Highway.

Where else in southern CA can travelers see such long stretches of the Pacific Ocean, the National Marine Sanctuary, the Channel Islands National Park, the Los Padres National Forest, the coast mountain range, and such a sustained stretch of rural working landscapes on both sides of 101, anywhere from here to the Mexican border?

This section of U.S. 101 encompasses the majestic vistas President Reagan enjoyed from his ranch for so many years, and traverses numerous, healthy watersheds, teeming with a diversity of plant, animal, bird, aquatic life, hard to find anywhere else in this part of California.

We support the Santa Barbara County's application for Scenic Highway status, and hope you will too.

Best regards,

A handwritten signature in cursive script that reads "Dolores Pollock".

Dolores Pollock,
President
Santa Barbara Audubon Society