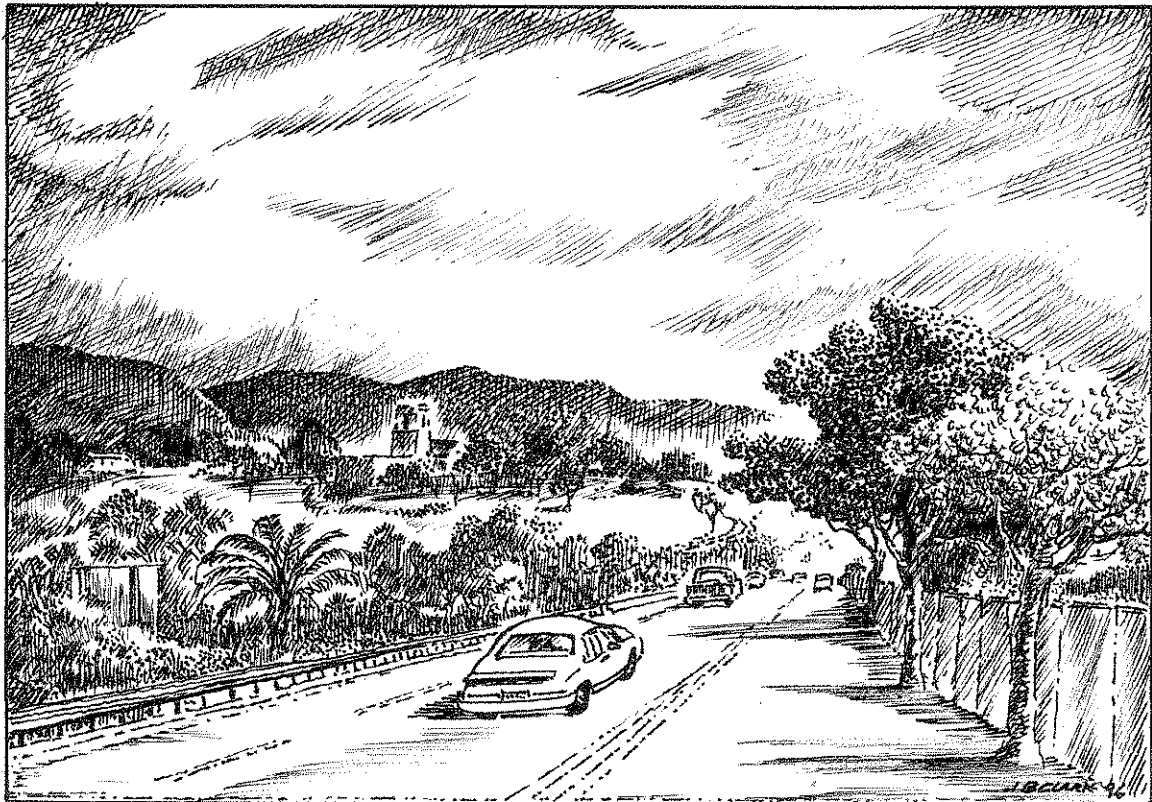


CITY OF SANTA BARBARA

HIGHWAY 101

SANTA BARBARA COASTAL PARKWAY

DESIGN GUIDELINES



AS CERTIFIED BY CALIFORNIA COASTAL COMMISSION

04/10/96



DEDICATION

DAVID GEBHARD, Ph.D.
1927-1996

These Guidelines are dedicated to the memory of David Gebhard, Architectural Historian, in an expression of our esteem and deep appreciation for his insight, guidance and inspiration in the creation of these guidelines and his service to the community.



ACKNOWLEDGMENTS

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EXHIBIT 1: Highway 101 Coastal Zone Corridor Map

APPENDIX 1: Historical Background:
Highway 101 from Milpas Street to Olive Mill Road

ATTACHMENTS:

- A. Application Procedures and Design Review Process for Highway 101 Projects
- B. Local Coastal Plan Text and Policies Related to Landscaping in the Highway 101 Corridor Within the Coastal Zone
- C. Local Coastal Plan Text and Policies Related to Highway Structures in the Highway 101 Corridor Within the Coastal Zone

INTRODUCTION

Purpose and Intent

The purpose of the Highway 101 Santa Barbara Coastal Parkway Design Guidelines is to preserve the historic character and visual quality of the segment of Highway 101 located within the City's Coastal Zone (Exhibit 1). This area provides a distinctive visual gateway to the City with its lush, established landscaping, unobstructed views of the mountains and ocean and its unique highway structures. The guidelines are intended to help the City, the California Department of Transportation (Caltrans) and other interested agencies maintain this segment of highway in a manner consistent with its historic character while allowing for necessary traffic and safety improvements to maintain access through the City's Coastal Zone.

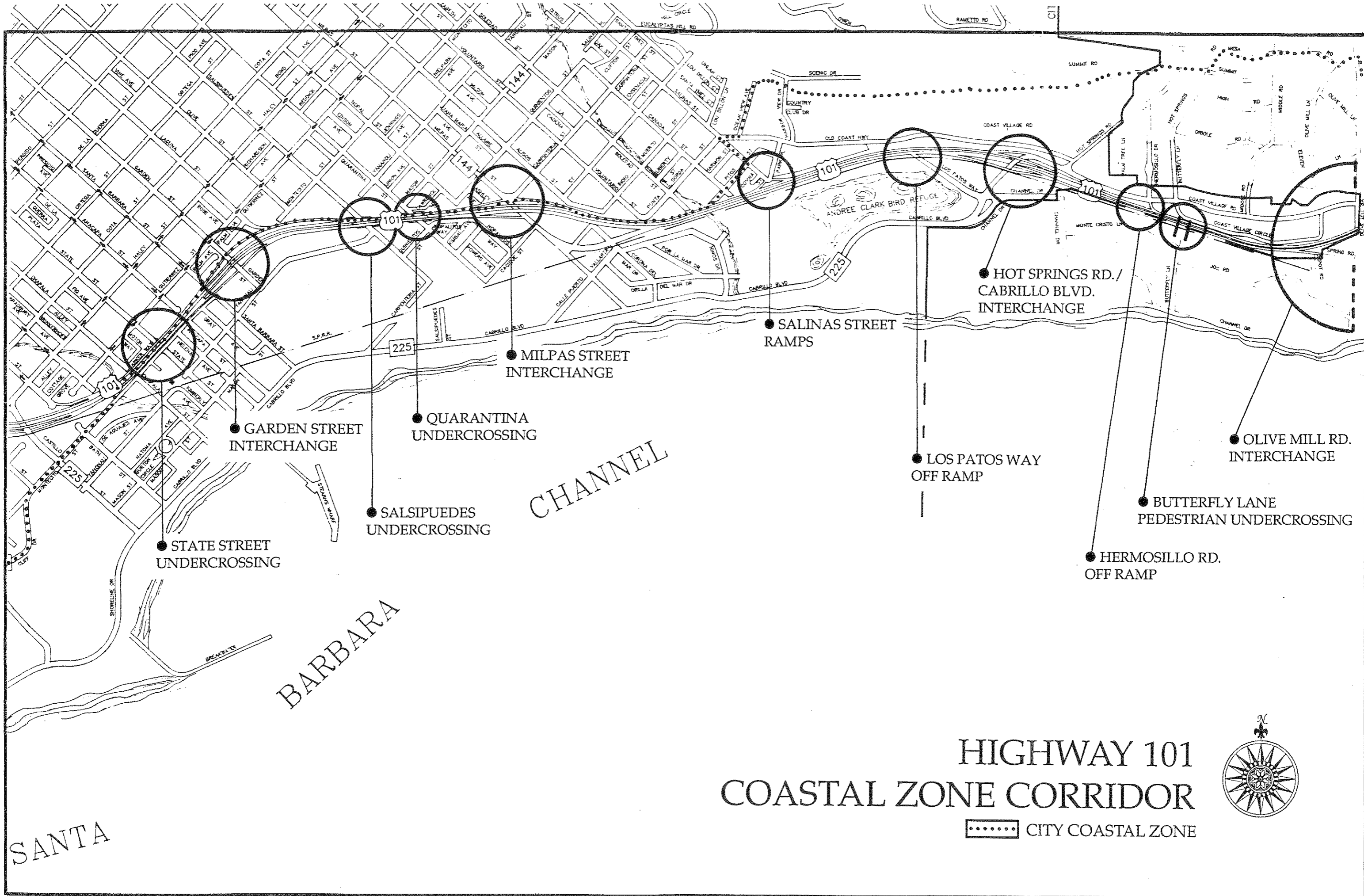
Background

In May 1993, at the request of the Planning Commission, the City Council initiated an amendment to the Local Coastal Plan (LCP) to include text and policies related to the Highway 101 corridor. The City Council initiated the proposed amendment to address concerns as to the lack of specific discussions and policies within the LCP related to the Highway 101 corridor through the City's Coastal Zone. The objective of the amendment was to provide specific text discussion and policy guidance to the public, Caltrans, and City decision-makers regarding future development in the Highway 101 corridor.

During the summer of 1993, the LCP amendment was drafted based on input from members of the Planning Commission, Architectural Board of Review, the Historic Landmarks Commission, the Environmental Review Committee and interested members of the public at a series of Planning Commission workshops and public hearings. On November 23, 1993, the City Council adopted the LCP amendment, which was subsequently certified by the California Coastal Commission in April 1994.

Action #4 of Policy 9.8 of the LCP amendment states:

"Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District."



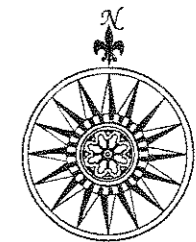
SANTA

BARBARA

CHANNEL

HIGHWAY 101 COASTAL ZONE CORRIDOR

..... CITY COASTAL ZONE



STATE STREET UNDERCROSSING

GARDEN STREET INTERCHANGE

SALSIPUEDES UNDERCROSSING

QUARANTINA UNDERCROSSING

MILPAS STREET INTERCHANGE

SALINAS STREET RAMPS

LOS PATOS WAY OFF RAMP

HOT SPRINGS RD. / CABRILLO BLVD. INTERCHANGE

HERMOSILLO RD. OFF RAMP

BUTTERFLY LANE PEDESTRIAN UNDERCROSSING

OLIVE MILL RD. INTERCHANGE

In order to implement Action #4, a subcommittee consisting of members of the Architectural Board of Review and Historic Landmarks Commission was formed in October 1994. This subcommittee, with assistance from City Planning and Transportation Division Staff, Caltrans Staff, a Planning Commission Liaison and interested members of the public developed the design guidelines. Draft design guidelines were presented to the Architectural Board of Review and Historic Landmarks Commission for their review in June 1995, and a public hearing was held before the Planning Commission on July 13, 1995. The design guidelines were adopted by City Council on _____ [Note: This section will be updated as appropriate to include accurate dates.] After adoption by the City Council, the design guidelines were forwarded to the California Coastal Commission for certification. The Coastal Commission certified the design guidelines on _____.

Applicability of Guidelines

These guidelines are to be used primarily as a guide for the California Department of Transportation (Caltrans), the Santa Barbara Association Governments (SBCAG) and other agencies or contractors doing work in the highway right-of-way. The guidelines will also be used by the City when considering development as defined by Section 30106 of the Coastal Act (such as new or reconstructed structures) in the Highway 101 corridor within the City's Coastal Zone, which stretches from Olive Mill Road to approximately De La Vina Street (Exhibit 1). These guidelines also provide a framework for the design review process for City Staff, the Architectural Board of Review, Historic Landmarks Commission, Planning Commission and City Council. Most importantly, the design guidelines clearly state the City's expectations for the Highway 101 corridor within the Coastal Zone to the public and other affected parties.

The design guidelines set forth in this document are not meant to discourage needed changes in the Highway 101 corridor; rather they are intended to serve as a guide to those who are designing improvements to the highway and to the decision makers who must make the necessary findings for their design-related decisions. It is recognized that Caltrans' primary obligation is operating the highway in a safe and efficient manner and that there may be situations where state and federal policies conflict with the City's design guidelines. Therefore, it is essential that coordination between Caltrans, SBCAG (when applicable) and the City begin at the earliest opportunity. This coordination must occur before environmental review at the preliminary stages when an access or safety problem has been identified and alternative solutions are being suggested so that potential areas of disagreement can be identified and resolved early in the process.

Legal Authority

The authority for the development of these design guidelines is the California Coastal Act Section 30600 which establishes the City's authority to review and approve development within the City's Coastal Zone, consistent with the City's certified Local Coastal Plan (LCP). The City's procedures for coastal review can be found in Municipal Code Section 28.45.009.

Further authority can be found in the City's Local Coastal Plan Policy 9.8, Action #4 which establishes the requirement for design review for development in the Highway 101 corridor within the coastal zone by the Architectural Board of Review or Historic Landmarks Commission and requires development of design guidelines.

Objectives

The Local Coastal Plan Visual Quality Section on page 3-12 states:

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

Toward the goal of preserving and maintaining the character of this important gateway to the City, the following are the primary objectives of the Highway 101 Coastal Zone Design Guidelines:

- ▶ The historic aspects of the original Montecito Parkway based on the Tilton Plan should be maintained (see Appendix 1).
- ▶ Existing highway structures and mature plant material shall be preserved and maintained unless demonstrated to be infeasible.
- ▶ When changes must be made to highway structures and landscaping, it is essential that the changes reflect the historic character of the highway corridor.
- ▶ The City of Santa Barbara, Caltrans and the Santa Barbara Association of Governments (SBCAG) need to work cooperatively to evaluate any alterations to existing structures, beginning at the earliest stages of project identification and design.

DESIGN REVIEW REQUIREMENTS

Introduction

The purpose of this section is to provide a general overview of the City design review requirements to Caltrans Staff and other agencies or contractors conducting work in the highway corridor. This section is intended to be general in nature; for more specific information, interested persons should consult Attachment A of this report, which provides an overview of the design review process and submittal requirements. Additional information on the City's design review process can also be obtained from the Architectural Board of Review (ABR) Guidelines and the El Pueblo Viejo Design Guidelines (for Historic Landmarks Commission information) which are incorporated herein by reference. Additional information may also be obtained by contacting the City Planning Division at (805) 564-5470.

Highway 101 Projects Which Require Design Review

Any proposed development which requires a Coastal Development Permit pursuant to SBMC §28.45.009 shall require design review by the City pursuant to these guidelines if the development is wholly or partially located:

1. Within the State-owned right-of-way of Highway 101;
2. In a portion of a City street right-of-way which intersects Highway 101;
3. On private land adjacent to Highway 101 for which a temporary construction easement has been obtained to carry out a highway project.

The Highway 101 design review area is shown in Exhibit 1; however the exact boundaries of the review area may change over time if State or City new right-of-way is obtained. Highway 101 projects requiring design review which are located in the El Pueblo Viejo Landmark District (generally, in the vicinity of the intersections of Highway 101 and Chapala, State, and Santa Barbara Streets, and in the vicinity of the Hot Springs Road/Cabrillo Boulevard interchange) shall be reviewed by the Historic Landmarks Commission. All other Highway 101 projects requiring design review shall be reviewed by the Architectural Board of Review.

While not strictly required by the Coastal Act or the City's Local Coastal Plan, the City strongly encourages coordination between Caltrans (and other agencies or contractors) and the City when repair and maintenance activities are proposed that do not require a Coastal Development Permit so that the City may have the benefit of reviewing and commenting on these activities.

Highway 101 Project Design Review Team

Historically, Santa Barbara residents have been actively involved in the appearance of Highway 101. Citizen's groups have participated in landscaping efforts along the highway corridor since the 1920's. For a number of years, the community has been involved in the planning and design of the Crosstown Freeway and more recently, collaborative efforts between Caltrans and the City led to the design and development of the highly successful State Street underpass. By formalizing a process for community involvement in the design of highway projects, these guidelines are intended to streamline the design

review process and create a spirit of cooperation between all parties involved. In particular, it is imperative that collaborative efforts continue in the future when major changes to the highway corridor are proposed.

In addition to the design review by either ABR or HLC which is required for all Highway 101 projects which require a Coastal Development Permit, certain major highway projects will necessitate special consideration because of their potential to cause significant changes to the overall character of the highway corridor... These types of projects include (but are not limited to):

- ▶ New interchanges, overpasses or underpasses (including pedestrian or bicycle overpasses and underpasses);
- ▶ Reconstruction of existing interchanges, overpasses and underpasses (including construction and reconstruction of pedestrian or bicycle overpasses and underpasses);
- ▶ New or reconstructed sound barriers;
- ▶ Projects which involve an increase in the number of travel lanes or an increase in the width of travel lanes or shoulder area;
- ▶ Projects which involve proposed removal and/or replacement of significant landscaping. In most cases, this will include any landscaping project which is beyond maintenance; however some maintenance projects may also fall under this category, particularly if they involve the removal of skyline trees or permanent changes to the character of an area.
- ▶ Projects that affect area within both the ABR and HLC review boundaries (are both inside and outside of the El Pueblo Viejo Design District).

When such major highway projects are proposed, a project-specific design review team shall be appointed to review the proposed project and to provide assistance to Caltrans staff (and other agencies or contractors proposing to do work in the corridor) on the ultimate design of the project. The design subcommittee shall be comprised of members of the Architectural Board of Review, the Historic Landmarks Commission, and other individuals as appropriate. To ensure that major projects will be consistent with the intent of the Design Guidelines, it is strongly recommended that Caltrans Staff (or the agency or contractor proposing to do work in the highway corridor) contact City Staff during definition of the project purpose and scoping activities and preferably prior to developing conceptual drawings. The design review team shall work cooperatively with Caltrans staff and other involved agencies or contractors throughout the design process to ensure that the project design is consistent with the intent of the design guidelines, the City's Local Coastal Plan, and other local plans and policies as appropriate.

DESIGN GUIDELINES

Grading

Introduction

Important elements of grade in the highway corridor include the highway profile (whether the highway is elevated, at-grade or below-grade), the existing slope of the area, the extent of grading proposed, the grading techniques employed and how (or whether) retaining structures are used. How slope and grading are addressed along the highway corridor is critical to its overall character.

Description of Existing Highway Grade

Highway 101 is at-grade or slightly elevated throughout the Crosstown Freeway area from Castillo Street to Garden Street. In this area, the topography of the right-of-way is characterized by generally level roadway and landscaped areas, with some areas of moderate embankment slopes which face away from the highway toward the City streets. At Milpas Street, the roadway rises and the highway becomes significantly elevated, with pronounced slopes along the ramps at the Milpas interchange. Immediately south of Milpas Street, the highway gradually transitions from being slightly elevated to at-grade level. Along the southbound side, the highway remains at-grade, but appears somewhat depressed due to the presence of the elevated Southern Pacific Railroad tracks which are immediately adjacent. At the Hot Springs Road/Cabrillo Boulevard interchange, the highway gradually dips slightly below natural grade, and small, heavily vegetated cut slopes appear along both the northbound and southbound lanes. Along Coast Village Road, the highway is slightly below grade and the Coast Village Road shopping area is visible from both the northbound and southbound lanes. As one travels southbound, the grade of the highway continues to decline and the highway is significantly below natural grade near Olive Mill Road.

Design Guidelines for Highway Grading

General Guidelines

In general, grading should fit the existing topography of the area. The following guidelines are intended to expand on this basic concept.

- ▶ Landforms should take into account the aesthetic objectives of a given area (e.g., preserve existing vegetation, allow access to desirable views). Grading shall be carried out in a manner that maintains or improves the aesthetics of each area, softens the appearance of the highway and reduces its massiveness, and provides opportunities for new landscaping or preservation of existing landscaping.
- ▶ In general, it is expected that the profile of Highway 101 will not change greatly from its current configuration, however if changes are proposed, new segments of elevated highway should be avoided.
- ▶ Grading along the highway corridor should follow the generally level terrain of the Coastal Zone. Scars from embankment and excavation slopes shall be avoided. Slopes shall not be so steep that they preclude growth of vegetation and shall not obstruct areas where long-range views currently exist.

Specific Guidelines

The following techniques should be employed when grading is proposed in the highway corridor.

- ▶ The use of slope rounding, undulations and contour grading is encouraged to emulate the natural topography and create variations in slope.
- ▶ Berms may be used to reduce the visual dominance of a wall or sound barrier and to provide an area for landscaping.
- ▶ The use of retaining structures is encouraged to preserve existing vegetation that would otherwise be removed (such as when highway improvements would require new cut slopes which would necessitate removal of existing vegetation and/or creation of new slopes which would be too steep to revegetate). Retaining walls are also encouraged when they would provide additional planting area on embankment slopes. [See photo 1]
- ▶ In general, walls and retaining structures which have spaces that can be planted are encouraged.
- ▶ Drainage improvements, both above and below ground, should be designed to allow larger plantings.



PHOTO 1: Retaining Wall at Hot Springs Road/Cabrillo Boulevard Interchange

Landscaping

Introduction

The foundation of these design guidelines lies in the character of the existing highway corridor; therefore it is critical to clearly document the qualities and characteristics of the existing highway so that individuals in the future will have a better understanding of the intent of the design guidelines. Landscaping is unquestionably one of the most important characteristics of the existing highway corridor. The following section describes the existing landscaping and is meant to be referenced when preparing landscape plans for highway projects. The description of existing landscaping is followed by the landscaping design guidelines. [See photo 2]

City review of plant choices by either ABR or HLC with assistance from the City Arborist prior to landscaping projects involving major removal and replacement is important because it is critical to study the plant material being removed. Additionally, courtesy review of maintenance activities is encouraged, particularly when the maintenance activities will result in permanent changes to the character of an area. Sometimes replacement with another species is appropriate for a variety of reasons. In some cases, replacement provides an opportunity to improve on the current situation.

When the Coastal Plan was amended in 1993 to include policies related to the Highway 101 corridor in the Coastal Zone, specific policy language related to highway landscaping was developed to guide future landscaping changes. This policy language is provided in Attachment B for reference and includes specific requirements for landscape plan submittals.

Description of Existing Highway Landscaping

Descending from the summit of Ortega Ridge heading north, Highway 101 enters a zone of tall trees and lush vegetation. Within the City Coastal Zone, beginning at Olive Mill Road, the highway is below grade and views on both sides of the highway are confined to the foreground by the vegetation and topography. Near Coast Village Circle, the highway is at grade causing the views to open up and the commercial area on the north side to become visible. There is one large group of eucalyptus along Coast Village Circle, however the landscaping along most of this stretch consists primarily of lower level screen plantings. On the south side of the highway in this area, thick groves of mature eucalyptus trees shield views of the adjacent residential areas and the cemetery. [See photos 3 and 4]

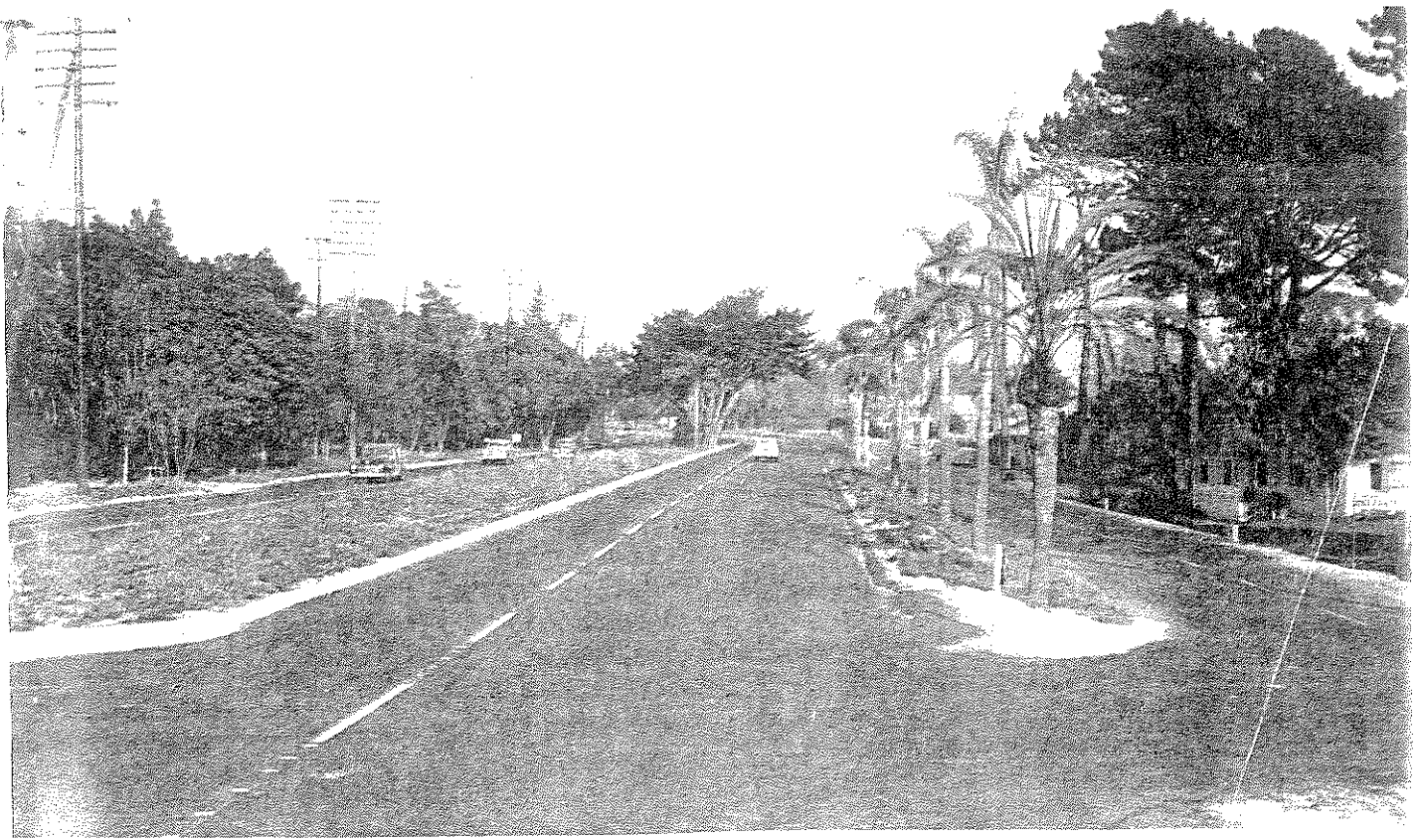


PHOTO 2: Photograph of Montecito Parkway landscaping in 1948 (California Highways, 1948)



PHOTO 3: Landscaping near Coast Village Circle



PHOTO 4: Eucalyptus trees near Coast Village Circle

As one approaches Cabrillo Boulevard, a new character emerges. The vegetation becomes more prominent, there is a mixture of plant materials including sycamores and eucalyptus. The highway bridge structures and other features are unique, evoking the historic Montecito Parkway and creating an atmosphere that one is entering a gateway to a special place. To a great extent, the appearance of large highway structures is softened by the presence of large-scale landscaping and other details, such as wooden bridge rails. The visual scale is small because the ramps are isolated from each other, even though they serve a large freeway. [See photos 5, 6 and 7] Once past Cabrillo Boulevard, the views open up once again to show the tennis courts, the mountains, and the Andree Clark Bird Refuge. The median consists of large oleanders, however, visually there is not a tree canopy in this area, allowing for views of the mountains to the north.

Near Salinas Street, a wood sound barrier begins which is softened by its natural color and texture, and the presence of plant materials. Near the Milpas interchange, there is a change in landscaping. Very briefly, a group of trees, including some palms is visible. [See photos 8 and 9]

Once past Milpas Street, the City skyline becomes prominent. There is more hardscape along the roadway in the form of six traffic lanes with concrete barriers and the feel is more urban. Adjacent land uses become more prominent and the landscaping along the highway becomes more formal.

The view of the industrial area between Milpas Street and Garden Street is an area which requires sensitive treatment because long-range views of the Mesa, ocean and mountains are evident along this stretch of highway. This area is changing, with new buildings on the Lower Eastside establishing a good precedent for the future and with new streets and new street trees proposed for installation. [See photos 10 and 11]

At State Street, the buildings are close to the freeway and there are palms planted along the highway in formal rows, equally spaced apart. Within the last segment of the Coastal Zone between State Street and De La Vina Street, broadleaf vegetation is introduced again, although at the time of this writing, it is very small and young. [See photo 12]

Much of the area in the Highway 101 Coastal Zone design district contains very mature landscaping. As a result, the vegetation along the highway will change over time as plants die and are replaced.

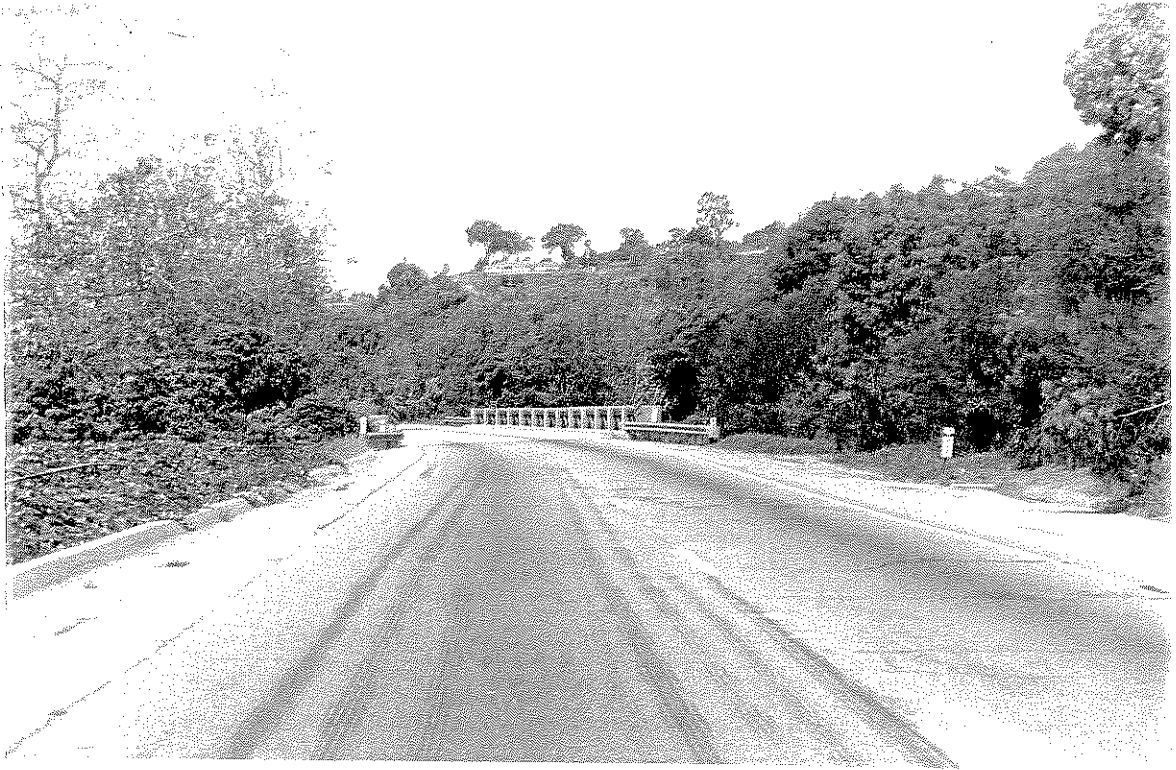


PHOTO 5: Hot Springs Road/Cabrillo Blvd. Interchange landscaping: Northbound lanes

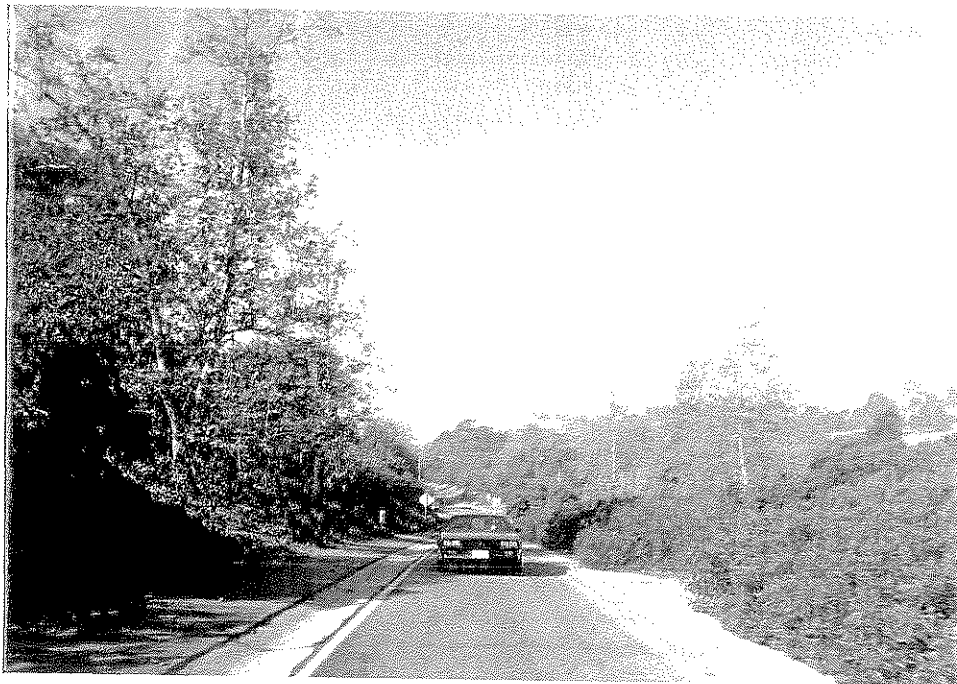
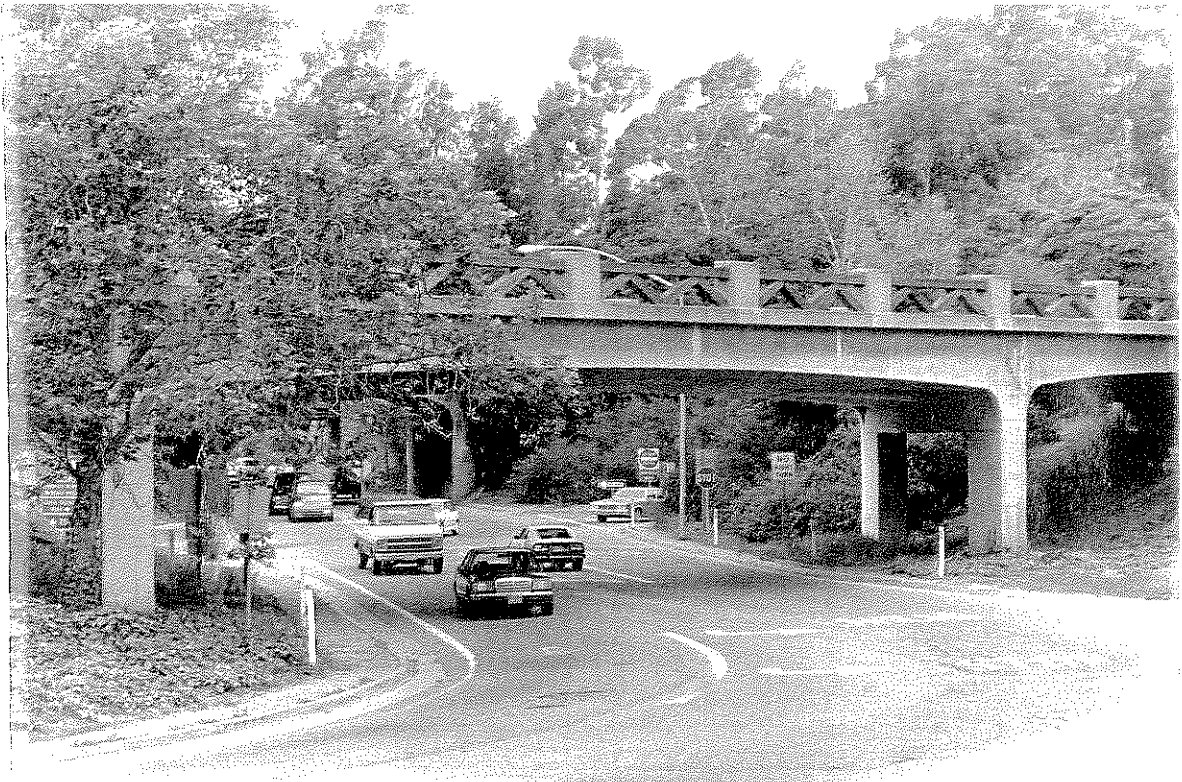


PHOTO 6: Hot Springs Road/Cabrillo Blvd. Interchange landscaping: Southbound on-ramp



**PHOTO 7: Hot Springs Road/Cabrillo Blvd. Interchange landscaping:
Looking south from northbound on-ramp**



PHOTO 8: Milpas Street Interchange landscaping



PHOTO 9: Eucalyptus trees in center of Milpas Street interchange

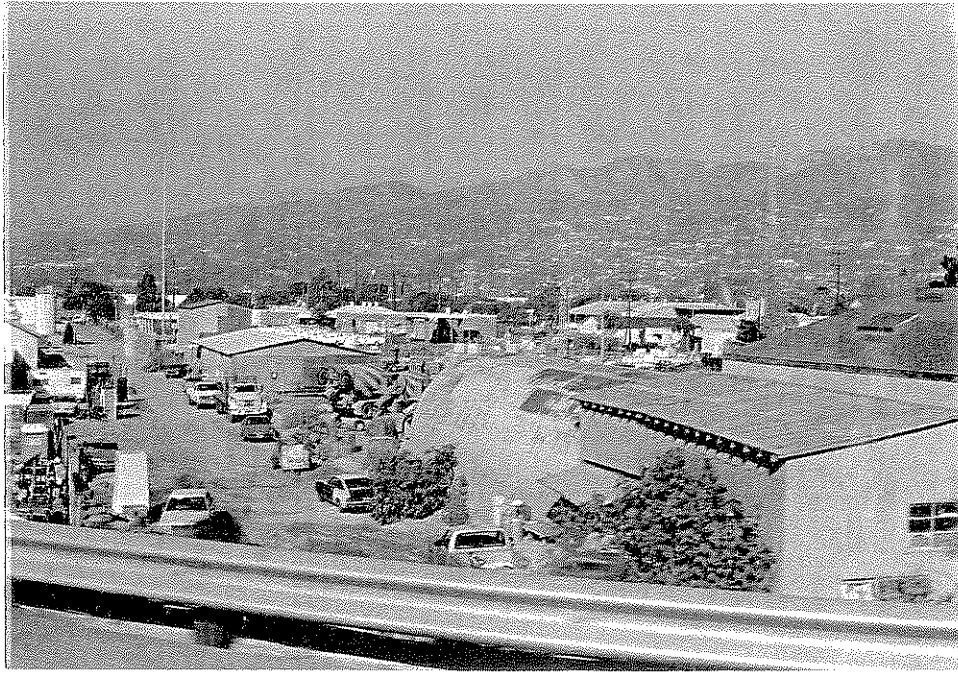


PHOTO 10: Industrial area looking toward mountains



PHOTO 11: Industrial area looking toward beach



PHOTO 12: State Street area landscaping

Design Guidelines for Landscaping

Consistent with the LCP policies and actions listed in Attachment B, the following design guidelines have been developed to guide the preparation and implementation of landscape plans for changes in highway landscaping. These guidelines should be consulted prior to and during project design and development.

General Guidelines for Landscaping

The following guidelines are intended to provide general guidance on various elements to be considered when preparing a landscape plan for the Highway 101 corridor within the Coastal Zone.

- ▶ The primary goals of landscaping are to soften the appearance of structures, to screen undesirable views and to screen and enhance the view of the highway from the City and the City from the Highway. Low landscaping is appropriate where views are important.
- ▶ Safety for drivers and maintenance workers is an important consideration for highway landscaping.
- ▶ Landscaping must reiterate and reinforce the historic nature of the area. It must be very sensitively handled and be in keeping with the human scale of the area.
- ▶ If landscaping changes are made, revegetation which, where feasible, fully mitigates the visual impact created by removal of the existing vegetation area shall be provided. Accomplishing this may require

acquisition of land. When landscaping is removed, sufficient shoulder area should be provided to allow placement of a similar type of replacement landscaping.

- ▶ When considering new landscaping, significant existing landscaping shall be identified by the applicant in the landscape plan and if possible, preserved.
- ▶ The role of vegetation at interchanges (and particularly at Hot Springs Road/Cabrillo Boulevard) is to limit the scale of the interchange so that the driver has little awareness of the structure. With larger structures, larger landscaping is necessary to maintain the existing scale. Vegetation should be continuous along the interchange ramps from the highway corridor to the surface streets.
- ▶ An important factor in reducing the scale of structures and the roadway is the use of tall trees. Caltrans should work with the City to preserve existing skyline trees and to plant new ones.
- ▶ The highway corridor in Montecito, which is outside of the City limits and under County jurisdiction, is characterized by lush, dense vegetation and an extensive tree canopy. The only place within the City with existing dense landscaping and an extensive tree canopy is the Hot Springs Road/Cabrillo Boulevard interchange. Where possible, this character should be further extended into the City limits.
- ▶ South of Milpas Street, landscaping shall not be arranged in a manner that creates a linear effect. For example, palms planted in formal, straight rows tend to accentuate the corridor-like effect of the highway. Instead, landscaping should be placed in a manner that achieves an informal forested look that deemphasizes the corridor-like appearance of the highway. North of Milpas Street, a more formal landscaping approach may be used.
- ▶ The City should encourage planting of new trees in areas visible from Highway 101 but outside of the Highway 101 Right-of-Way.
- ▶ Applicants should consult City Police and Fire Department staff so that their input can be obtained and their concerns addressed.
- ▶ Landscaping does not only refer to plant type and placement. It includes design features and land uses along the freeway in the Coastal Zone. Therefore, the City should discourage accumulation of junk and industrial waste along the freeway and encourage uses and structural designs that enhance the visual experience through the highway corridor.

Plant Selection

The following provides general guidance and suggestions when considering what types of vegetation to include in a plant palette.

- ▶ Emphasis should be placed on using a palette of native and adapted non-native plants, taking into consideration that variety is an important factor.
- ▶ A variety of landscape "episodes," using particular landscape palettes is encouraged.
- ▶ Eucalyptus (Lemon Gums) are clearly successful in the Highway 101 corridor, as are Mexican Fan Palms.
- ▶ In general, broadleaf vegetation should be emphasized south of Milpas Street. Palms should be used with restraint in this area and should be arranged informally.
- ▶ Santa Barbara is located at the end of the Monterey Cypress Zone. Monterey Cypress does well near the coast and may be an acceptable plant choice.
- ▶ Another clearly successful plant is Pittosporum. The scent from the Pittosporum is pleasant in the spring and summer months and it is a tough, attractive plant that has done well in the area and should continue to be used throughout the corridor.
- ▶ In most situations, native plants should not be used in situations where they normally do not exist. For example, Sycamore trees are appropriate in creeks and riparian areas where they grow naturally but do not perform as well at higher elevations where groundwater is deeper and supplemental watering may be necessary. (However, Sycamores have historically been present near the Hot Springs Road/Cabrillo Boulevard interchange and should be maintained in that location).
- ▶ When making plant selections, it should be recognized that Montecito has a different microclimate than the area within the City limits. Some of the plant material which gives Montecito its character can be applied to the City, however some plant choices may not be appropriate.
- ▶ Color is an important factor which should be considered when selecting plants. One of the unique qualities of Santa Barbara is that something is always in bloom. There is the seasonal leaf color of the sycamores and the bright seasonal color provided by bougainvillea, wisteria and oleanders. Other colorful plants used successfully in the highway corridor are red-flowering eucalyptus, jacarandas, day lilies, oxalis, California poppy and ivy geranium. These plants are hardy and provide episodic color.
- ▶ It is important to use both fast and slow growing plants and plants of varying sizes to achieve both immediate and long-term effects.
 - ◆ Fast-growing plants often are short-lived. In the past, certain plants were sometimes selected to achieved quick results only to find that in 10 years the plants were inappropriate and had to be replaced.

- ◆ How the age question is addressed depends on the plants proposed. For example, replacement with large Sycamores may be appropriate because they are slow-growing, but replacement with large Eucalyptus trees would not be appropriate because they grow quickly.
 - ◆ Planting specimen-size material can be risky since larger plants sometimes die from the disturbance of having their roots cut. Also, one gallon plants often outperform plants from 24" boxes within just a few years.
- ▶ Significant trees proposed for removal should be identified on the landscape plan for consideration by the appropriate City design review board. Significant trees that are removed should be replaced in kind if possible. This could be accomplished in manner that takes into account both the short and the long term view. Plants could be assigned a value when they are removed, using a recognized valuation system, with the replacement program based on the values assigned.
 - ▶ It is important to minimize pruning needs, since pruning increases maintenance costs and exposes highway workers to hazardous conditions. Therefore, maintenance requirements should be considered when deciding to use fast-growing plants or when choosing to overplant to achieve quick results. Maintenance is most important when plants are young. Trees often need early pruning when they are young in order to establish a good shape.
 - ▶ Safety is also consideration in plant selection. For example, plant species which frequently drop branches, fronds or other large debris should not be planted close to travel lanes or other areas where debris could become a hazard to drivers.

Landscaping and Views

The relationship between landscaping and long range views is sensitive and a subject of great discussion during development of the design guidelines. The Highway 101 corridor within the Coastal Zone is characterized by both lush landscaping and sweeping long-range views of the mountains, City and the Pacific Ocean. [See photo 13] As a result, both landscaping and views are important throughout this corridor. New and existing landscaping should be planned and maintained in a manner that allows visibility of important views; at the same time, the lush vegetation which is so critical to the character of the area must be maintained. Landscape plans should serve to strike a balance between these two important characteristics.

- ▶ Views of Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean must be considered when developing landscape plans.
- ▶ Planting along the highway corridor in the industrial area between Milpas Street and Garden Street should be carefully planned so that the

plant material used will screen views of the industrial area without obstructing long-range views of the Mesa, City, ocean, and mountains.

Median Treatments

Median treatments were identified early in the development of the guidelines as an important feature to be considered in maintaining the highway's existing character.

- ▶ Median landscaping is fundamental to the appearance of a parkway. When median planting is small, the opposite travel lane becomes conspicuous. In the Crosstown Freeway area, there is just a ribbon of plant material which softens the look of the roadway but does not screen the opposite lane. Pronounced vegetation in the median is very important and medians should be wide enough to accommodate it. Minimum median width should be similar to what exists near the Bird Refuge and throughout Montecito (approximately 10 feet of planting area). [See photo 14]
- ▶ It is desirable to allow median landscaping to balloon over the median planters. Since this can only occur when the shoulders are wide enough to allow cars to use the shoulder area in an emergency, the width of the median is important.
- ▶ Median landscaping substantial enough to screen opposing traffic is encouraged, however where long-range views are important, median plantings should be maintained at a height which prevents views of opposing traffic but allows distant features (such as the mountains) to be seen. However, lowering median landscaping should not result in significant loss of vegetation in the area. The goal of any trimming should be to open up long-range vistas, not to create views of on-coming traffic.
- ▶ Safety and maintenance concerns surrounding the use of median planting should be taken into consideration.

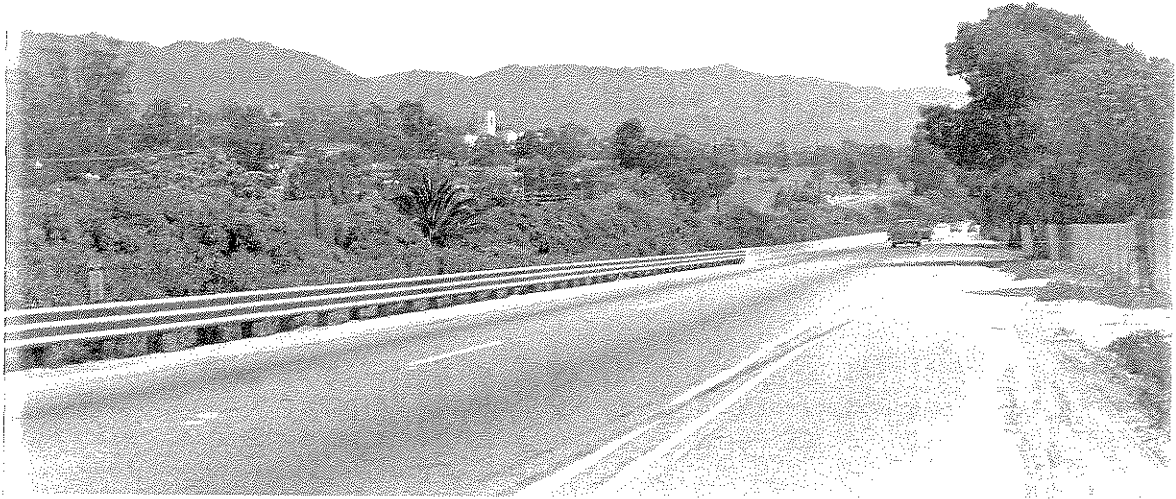


PHOTO 13: Views near Montecito Country Club

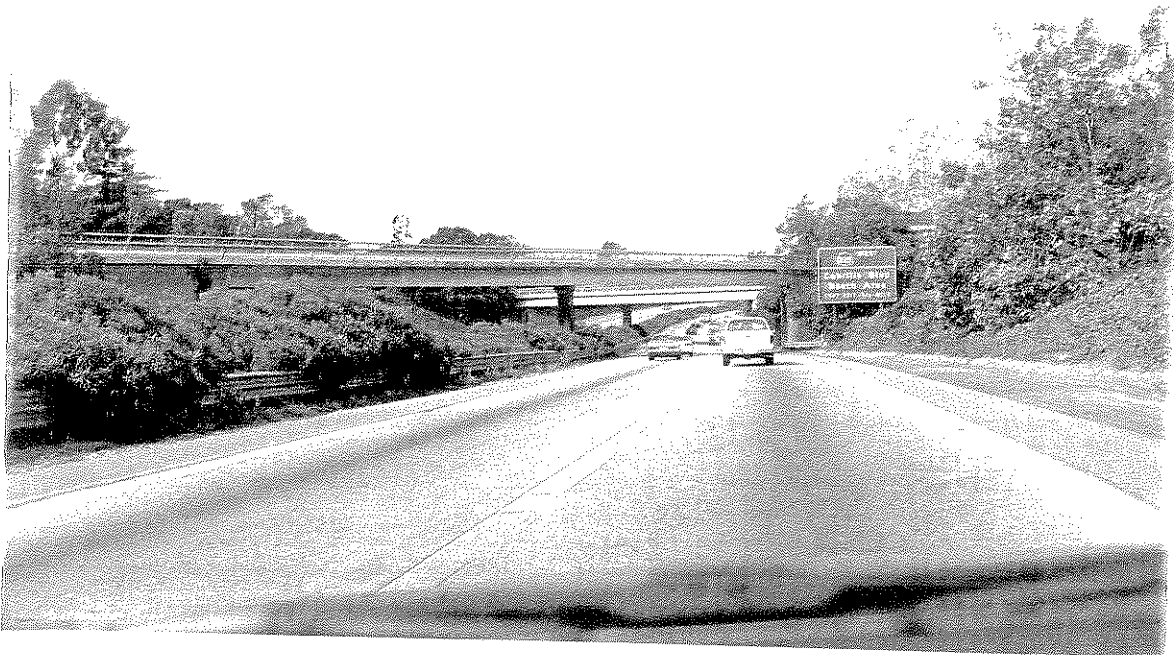


PHOTO 14: Median Landscaping near Olive Mill Road

Treatments for Fences and Walls

Walls and fences can create a linear, corridor-like effect, which generally should be minimized. The appropriate use of landscaping can limit this effect.

- ▶ Chain link fences are very reflective and support the linear effect. These fences should be dark in color so that the elements will blend in rather than contrast. Plant materials should be used to soften fences and walls but do not need to cover entirely. Vines which completely cover a fence or wall may create a green corridor, which may or may not be the desired effect, depending on the location and the extent of plant growth. In general, a linear effect throughout the highway corridor should be avoided.

Structures

Introduction

A number of the existing highway structures in the Coastal Zone are historically significant given their age and the human-scale quality of their designs. To the extent feasible, these unique structures should be preserved. If replacement of these structures is necessary in the future, the new structures should capture the qualities which make these existing structures unique. The descriptions contained in the following section are intended to provide guidance regarding the characteristics which make these structures unique.

Action #1 of Policy 9.15 requires that the design guidelines identify "exemplary" highway structures. In developing the design guidelines, the Highway 101 Design Guidelines Subcommittee noted that many of the structures in the corridor have individual qualities which are "exemplary." These exemplary qualities are described below. The most significant set of structures in the highway corridor is the interchange at Hot Springs Road/Cabrillo Boulevard.

When the Coastal Plan was amended in 1993 to include policies related to the Highway 101 corridor in the Coastal Zone, specific policy language related to highway structures was developed to guide future changes. This policy language is provided in Attachment C for reference.

Description of Existing Highway Structures

The western half of Highway 101 within the Coastal Zone (from approximately De La Vina Street to Milpas Street) is a six-lane highway with a narrow planted center median. From Milpas Street to the eastern City Limit at Olive Mill Road, the highway narrows to four lanes with a wide center median planted with oleanders and other shrubs.

Interchanges within the Coastal Zone are located at Olive Mill Road, Hot Springs Road/Cabrillo Boulevard, Milpas Street and Garden Street.

The Olive Mill Road bridge has a simple box girder, an open bridge rail and little additional aesthetic treatment. This bridge is characterized by the simplicity of its design, with the transparency of the rail contributing to the lightness and scale. [See photo 15]

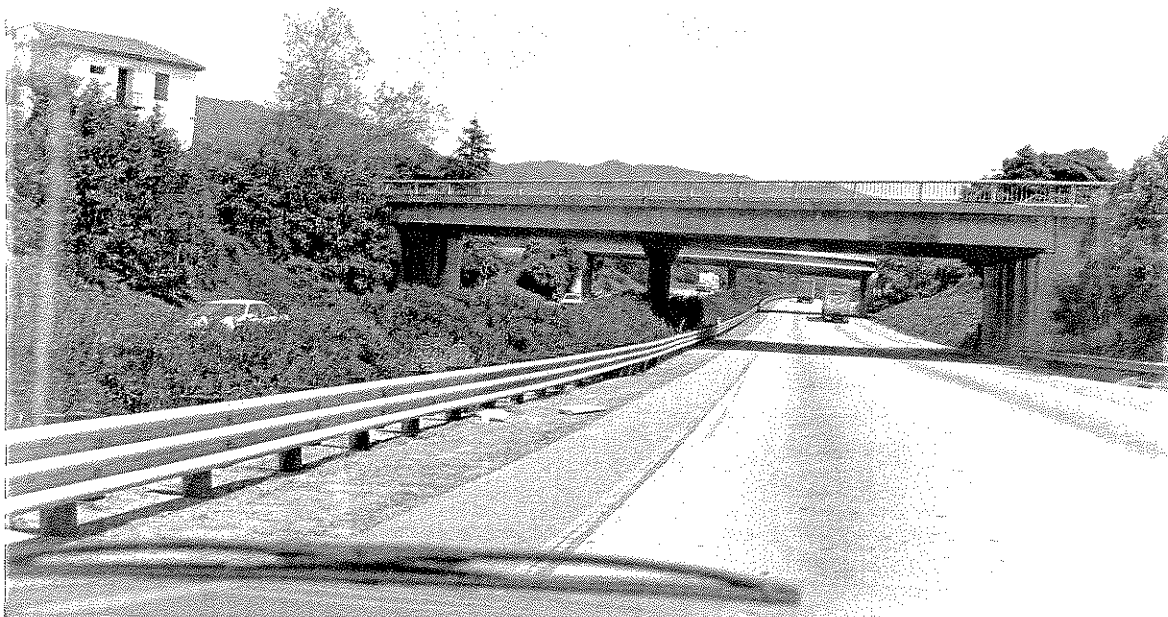


PHOTO 15: Olive Mill Road Interchange

The Hot Springs Road/Cabrillo Boulevard interchange is the finest example of the original parkway design in the area. [See photos 16-19] Notable design features include:

- ▶ Mitigation of the highway scale by changes in elevation, landscaped separation of the roadway and ramps, and the curved roadway geometry.
- ▶ A dramatic transition in scale from the highway to the surrounding neighborhood.
- ▶ Freeway crossing bridges which combine elements of traditional design, with limited spans, arched spans with curved haunches, and the use of pier walls and heavy timber open work.
- ▶ Roadway geometry which is at grade, with curves that gradually reveal vistas and which create important transitions from the highway to the local road and from the Montecito neighborhood to the Andree Clark Bird Refuge area.

These elements, in combination, contribute to this exit being the most picturesque entrance to the City. Careful consideration must be given to preserving the setting of the C.C. Park Memorial Fountain and the views of the bird refuge and cemetery. [See photo 20]

The Milpas interchange is characterized by closed abutments and steel construction. The open bridge rail permits a glimpse of the City and beach area and reinforces the experience of crossing a bridge. The large eucalyptus trees

rising from the ground below also reinforces the experience of a bridge crossing and contributes to the episodic experience of the highway. [See photo 21]

Unlike the other highway interchanges in the Coastal Zone, Garden Street was constructed as part of the Crosstown Freeway project in the mid- to late 1980's. Its shape, proportion and concrete texture reflect the hispanic tradition of the city, however, the approaches appear to be out of scale for the area. [See photo 22]

Other highway on- and off-ramps exist at Los Patos Way, Hermosillo Road and Salinas Street. These ramps were constructed at-grade and serve one direction of highway traffic only (i.e, northbound traffic only at Hermosillo Road and Salinas Street; southbound traffic only at Los Patos Way). At Los Patos Way, most notable is the railroad bridge with its sandstone revetments and support column, a rare surviving example of stone work common to the City. The span and scale of the structure work as a scale reducing element appropriate to Los Patos Way. [See photo 23]



PHOTO 16: Hot Springs Road/Cabrillo Blvd. interchange: Northbound lanes



PHOTO 17: Hot Springs Road/Cabrillo Blvd. interchange: Looking toward southbound bridge



PHOTO 18: Hot Springs Road/Cabrillo Blvd. interchange: Looking south to northbound bridge



**PHOTO 19: Hot Springs Road/Cabrillo Blvd. interchange:
Looking south toward southbound bridge**



**PHOTO 20: Hot Springs Road/Cabrillo Blvd. interchange:
C.C. Park Memorial Fountain from Los Patos Way**



PHOTO 21: Milpas Street Interchange



PHOTO 22: Garden Street Interchange



PHOTO 23: Los Patos Way Railroad Bridge

Underpasses accessible to both automobiles and pedestrians exist at Salsipuedes Street, Quarantina Street and State Street. The underpasses at Salsipuedes and Quarantina contain narrow sidewalks which provide little separation between traffic and pedestrians. The apron areas underneath the underpass abutments are unimproved.

By contrast, the underpass at State Street was the result of a cooperative design effort between Caltrans and the City of Santa Barbara, which was completed in 1991. Important design features include: [See photo 24]

- Its Hispanic design;
- The shape and proportion of the bridge;
- The concrete texture;
- Separation of pedestrians from traffic using wide, elevated sidewalks;
- Traditional lighting elements that are incorporated into bridge design;
- Landscaping to minimize the scale of the structure accommodated in the bridge design; and
- Striped (Class II) bike lanes.

A pedestrian-only underpass exists at Butterfly Lane which links the Coast Village Road neighborhood with residential areas south of the freeway and the beach access located at the end of Butterfly Lane. The underpass is below grade and almost completely enclosed, consisting of simple concrete walls and ceiling and minimal lighting. While an important pedestrian linkage in the community, this structure would benefit from design improvements to increase safety, lighting and access. [See photo 25]

A sound barrier is located on the northbound side of Highway 101 between Salinas Street and Milpas Street. The barrier is constructed of wood, is painted a soft blue gray color and is partially covered with vines. The barrier is visually unobtrusive due in great part to the variation in surface plane, color, material, texture and screening by lush landscaping.

The modulation in scale addresses the appearance of the wall from both the highway and the adjoining neighborhood. The wall is not located in a manner which cuts off distant views nor does it contribute to the massiveness of the highway. [See photo 26]

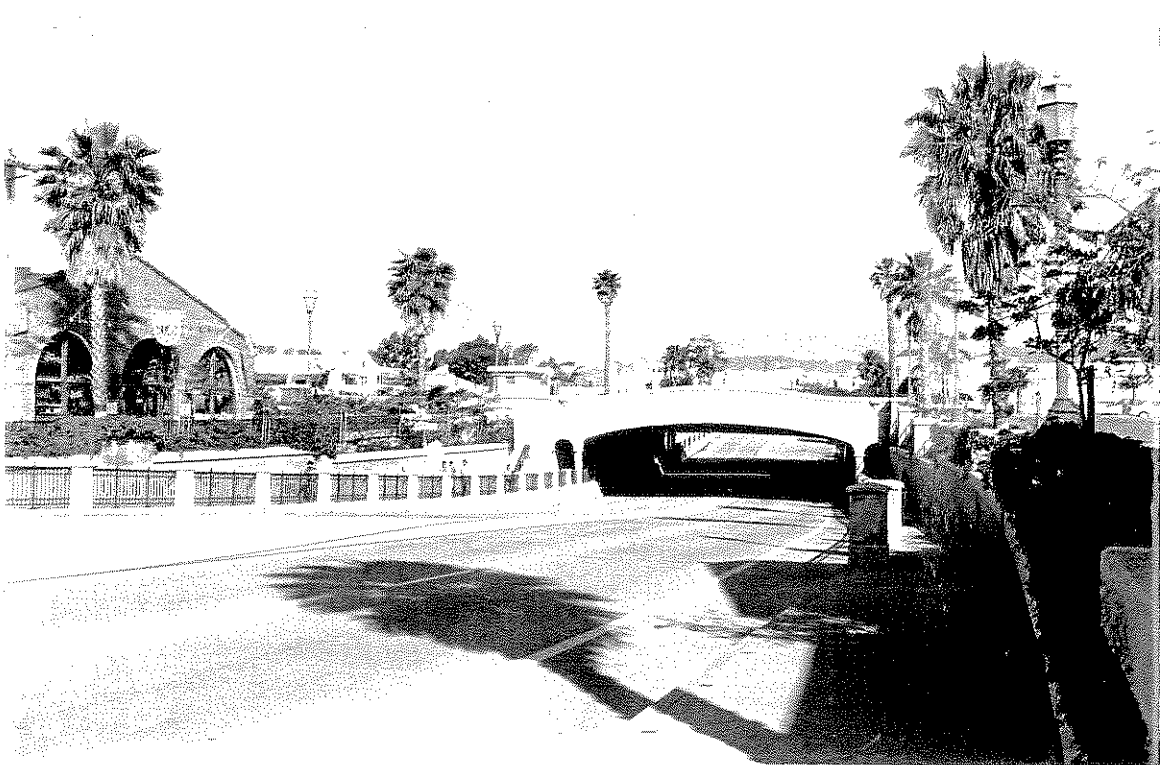


PHOTO 24: State Street Underpass



PHOTO 25: Butterfly Lane Pedestrian Undercrossing

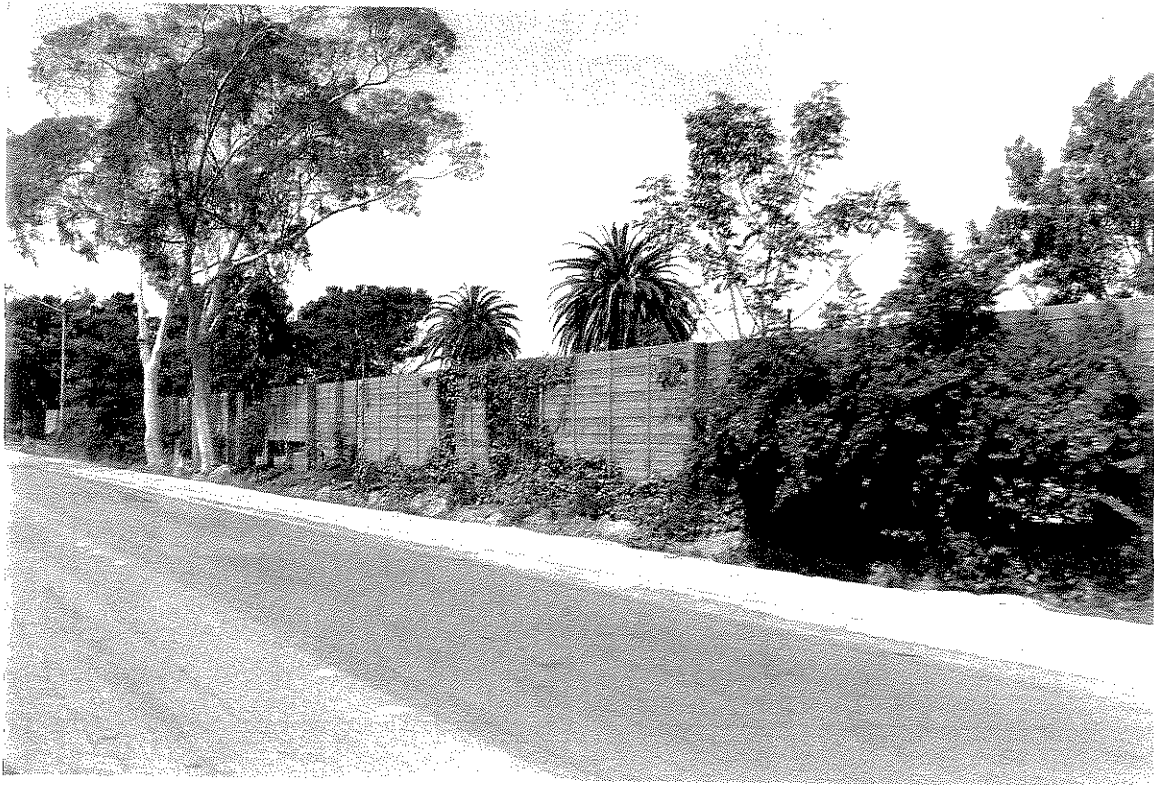


PHOTO 26: Sound barrier near Salinas Street

Design Guidelines for Structures

Consistent with the LCP policies and actions listed in Attachment C, the following design guidelines have been developed to guide the preparation and implementation of plans for changes to highway structures. These guidelines should be consulted prior to and during project design and development.

General Guidelines for Structures

The following guidelines are intended to provide general guidance on the various elements to be considered when preparing plans for new or replacement structures for the Highway 101 corridor within the Coastal Zone.

- ▶ Every effort should be made to preserve existing highway structures.
- ▶ In general, new structures should reflect the historic character of the old structures in terms of materials, color, style, and the existing human scale of the area. Characteristics of human scale include breaking up the mass of structures, the selection of materials and the use of color and texture. Also important is the use of large scale landscaping, wood timber rails and creating continuity between the highway and the vegetation.
- ▶ Maintenance is important. Structures should be designed to gain patina and improve in appearance with age.
- ▶ When new structures are designed, the relationship of the highway to nearby dwellings and other adjacent land uses should be considered.
- ▶ Designs for new structures should take into consideration the aesthetic and functional needs of pedestrians, bicycles and other forms of alternative transportation. Designs should not preclude alternative forms of transportation.
- ▶ The structures at the Hot Springs Road/Cabrillo Boulevard interchange should be used as examples of what is visually successful.
- ▶ Where feasible, utility lines should be placed underground.
- ▶ Safety and maintenance concerns are to be considered in the design of structures.

Bridges, Overpasses and Underpasses

Bridges, overpasses and underpasses are the most visually significant structures within the highway corridor and, as a result require special consideration. The following guidelines provide specific direction for highway projects which would result in new bridges, overpasses or underpasses or for projects which propose changes to existing structures of this type.

- ▶ The existing variation in design should be continued in the future. For example, a variety of bridge styles is desired rather than one specific design or theme. Each of the existing bridges is unique because each

was built at a different point in time. This is an important quality which should be preserved.

- ▶ New bridges in the area of Hot Springs Road and Olive Mill Road should evoke Olmstead's original designs in Montecito and not be contemporary. New structures should create a similar ambiance and, if feasible, could even be exact reproductions. The goal for this area is to maintain its historic character.
- ▶ In other areas of the design district (such as Milpas Street and Salinas Street), Santa Barbara's Hispanic tradition should be emphasized.
- ▶ New bridges should emulate the human-scale characteristics of the old bridges. Divided lanes, additional support structures and landscaping should be used to break down the scale. Spans should be in the smallest scale possible even if this means that there are more of them. If possible, walkways should be separated from the roadway.

For example, the existing Hot Springs Road/Cabrillo Boulevard interchange is very large, but certain design elements (such as separated bridges and dense landscaping which reduces visibility) keep the scale down. Without these elements, the existing structures would appear larger than they do.

- ▶ Proportion of bridge structures is also important, in combination with texture and materials. Generally, traditional bridge forms should be used.
- ▶ The massive wooden rails on some of the existing bridges are recurrent throughout the City and are essential elements which should be preserved.
- ▶ Concrete should be colored to match natural colors of the area and to create an appearance of warmth. Non-uniform color is acceptable and perhaps even desirable.

One approach is to stain concrete to create the appearance of wood rails. Also, bridges can be colored to emulate stone by using Santa Barbara sandstone color and a dark stain to emulate the appearance of wood.

- ▶ Sandblasting can be used to obtain a patina instead of using smooth concrete, or a rough sawn texture can be used to emulate wood. If color is applied to bare concrete without texture it will not appear legitimate or true.
- ▶ Concrete is highly reflective, and it may be appropriate in some situations to use a blackish color or some other strong, dark, receding color to absorb light, reduce glare, create shadows and reduce massing. The color need not be black, but a very dark strong color such as a dark brown or gray. Where visibility for drivers is an concern, reflective material may need to be incorporated into the design of darkened structures.

- ▶ An important characteristic is the use of open rails on bridges. With newer bridges, drivers are often not aware that they are on a bridge. It may be appropriate to have solid masonry on the bridge itself and an open rail on the approaches. This would give drivers the sense that they are on a bridge.
- ▶ Exposed areas under structures require careful consideration to avoid large expanses of bare concrete.

Sound Barriers

Sound barriers have the potential to be visually dominant structures within the highway corridor that can block views of the community through which the highway passes. As a result, sound barriers require special treatment to ensure that sound barriers do not create a visually oppressive artificial canyon along the highway corridor.

- ▶ When designing new sound barriers, potential effects on important long-range views (such as Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean) should be considered.
- ▶ The design of new sound barriers must be sensitive to nearby residences and other adjacent uses.
- ▶ Drainage should be considered when designing new sound barriers, particularly if located within areas subject to flooding.
- ▶ Sound walls should be constructed of earth where possible to deaden noise. This involves less use of concrete. Where possible, use natural landforms to reduce the height of sound barriers.
- ▶ Green walls and walls constructed of natural materials (such as wood) using natural colors are most appropriate in Santa Barbara.
- ▶ The existing wood sound walls which are found south of Milpas Street are an example of a visually successful sound barrier due to the use of natural materials, soft natural color, and landscaping.
- ▶ Both sides of the wall should be addressed. For example, the sound wall south of Hope Avenue is visually successful on the freeway side but not from the community side.
- ▶ If feasible, the need for sound barriers should be minimized by using road surface types that lessen tire noise (such as rubberized asphalt). Other noise reducing technology should also be applied where appropriate and effective.

Pedestrian and Bicycle Access

Changes to the highway corridor to provide opportunities for better pedestrian and bicycle access are strongly encouraged. To this end, these design guidelines

are proposed to create a safer, more comfortable experience for persons using these modes of travel.

- ▶ Sidewalks need to be wide enough to provide reasonable separation from traffic. Features which create a comfortable atmosphere for walking (such as trees, shade, adequate lighting and street furniture) should also be provided.
- ▶ Road widths at on- and off-ramp pedestrian crossings should be as narrow as possible.
- ▶ New pedestrian accessways and revisions to existing accessways where possible should include provisions for bicycles.
- ▶ Pedestrian accessways whether new or revised, should be designed to provide access and comfortable use by the disabled, consistent with Americans with Disabilities Act (ADA) requirements.
- ▶ Lighting for pedestrians is important and needs to be considered in designs for pedestrian accessways. The existing underpasses are dark and need more natural light and artificial illumination. However, lighting should not flood adjacent neighborhoods.
- ▶ The State Street underpass is an example of a structure which provides good pedestrian access because pedestrians are separated from traffic rather than near traffic. There is a stronger feeling of security. Being elevated also enhances this by giving a greater sense of separation. Design elements from this undercrossing should be employed when constructing new undercrossings or renovating existing ones.
- ▶ In general, designs which allow for separation of pedestrians from traffic through elevated walkways and/or location of walkways behind bridge supports are encouraged.
- ▶ In general, pedestrian overcrossings are more successful than undercrossings. The undercrossing at State Street is an exception because it allows people to feel protected. No examples of visually successful overcrossings currently exist in Santa Barbara.
- ▶ Use of interesting materials or colors is encouraged to make pedestrian overcrossings more appealing.
- ▶ The existing undercrossings represent potential palettes for artistic expression, especially for murals, mosaics, tilework, etc. These efforts should be encouraged by the City and Caltrans.
- ▶ Pedestrian access needs to be improved at the underpasses located at Quarantina and Salsipuedes Streets to create a pleasant and safe environment and a scale that is appropriate to the pedestrian. The sloped apron-like area under bridges could be covered with brick or stone to improve its appearance. Textured or stamped concrete may also be appropriate.

Roundabouts

In several busy areas where highway ramps intersect City streets, roundabouts have been discussed as a potential design solution. If roundabouts are constructed in the future, their overall appearance should be considered, since these areas provide important gateways to the City.

- ▶ Pedestrian crossings in roundabouts shall be designed to provide ease of pedestrian access, with the crossings located back from the intersection.
- ▶ Design of the central island of a roundabout shall be carefully considered and should include landscaping and minimal signage.

Fences

Fences have the potential to greatly affect the appearance and character of the highway corridor and their overall appearance needs to be considered.

- ▶ Colored metal (not bare galvanized fence) should be used. Darker colors for fences are most appropriate. Fences should be maintained in good repair.

Sign Structures

Signs affect the appearance of the highway corridor and should be as unobtrusive as possible while still serving their intended purpose.

- ▶ In general, most signs should be mounted on wood posts.
- ▶ The scale and design of signs, sign standards and sign lighting should be consistent with the highway and historic district. Signs shall be the smallest practical size given their function.
- ▶ The use of large cantilevered signs is discouraged.
- ▶ Commercial signs advertising specific businesses shall not be permitted; however appropriate directional signs are encouraged.
- ▶ Designs which discourage graffiti are encouraged; however use of razor wire and massive sign enclosures shall be avoided.

Lighting

Nighttime lighting can dramatically change the appearance of the highway corridor from its daytime character. Light fixtures should be as unobtrusive as possible while providing adequate lighting for safety and security.

- ▶ Currently, Caltrans uses the minimum of lighting required, and uses the most lighting at merges and at on-ramps with less lighting at off-ramps. Minimal sign illumination is used. One light for each freeway lane is

used under bridges. This approach should continue to be encouraged in the future.

- ▶ Shields should be used if lights will shine directly into a neighborhood. Light designs which use a direct beam are preferred so that it is not necessary to shield.
- ▶ Light fixtures should be compatible with the El Pueblo Viejo Landmark District. The current fixtures are restrained in design and are acceptable.
- ▶ East of Milpas Street, lighting at ramps should be scaled to the semi-rural character of the area.



APPENDIX 1

Historical Background of Highway 101 from Milpas Street to Olive Mill Road

The section of Highway 101 from Ortega Hill to Milpas Street has long been recognized for its historical significance and its impressive beauty. The visual quality and sense of history of this section of the highway has been, and is today, a major contributor to the ambience of the City of Santa Barbara and the adjoining community of Montecito.

The creation of what eventually came to be referred to as the "Montecito Parkway" occurred in the 1920s, at the same time that similar pioneering efforts in highway designs were occurring in New York State and adjacent Connecticut. The design, at that time, of the "Montecito Parkway" marked one of the earliest--if not the first--examples of a planned freeway in California.

The initial scheme for this new section of the highway was drawn up by Leon Deming Tilton (1890-1949) in consultation with Charles H. Cheney. Both Tilton and Cheney enjoyed national reputations as professional planners.¹ Tilton, who had been a member of the Regional Planning Association of New York, became Santa Barbara's first Director of Planning. In December 1930, he presented his study, Preliminary Report upon Highway and Zoning Problems, Montecito, Santa Barbara County to the community.² He referred to this section of the highway as the "gateway to the City," and he went on to note that, "The opportunity exists to create a distinctive type of highway, one that will be unusually safe and efficient in the accommodation of traffic, and as fully delightful in appearance as any narrow lane of the community."³

Tilton's proposal revealed a 40 to 60 foot wide central freeway section, and then to each side, separated by a planting area of trees, shrubs and flowers were a pair of secondary (local) roads. The width of the right-of-way provided for additional plant material for screening the adjacent areas. Sections of this scheme were built between the years 1930 and 1940, including the planting of coast live oaks and other plant material.

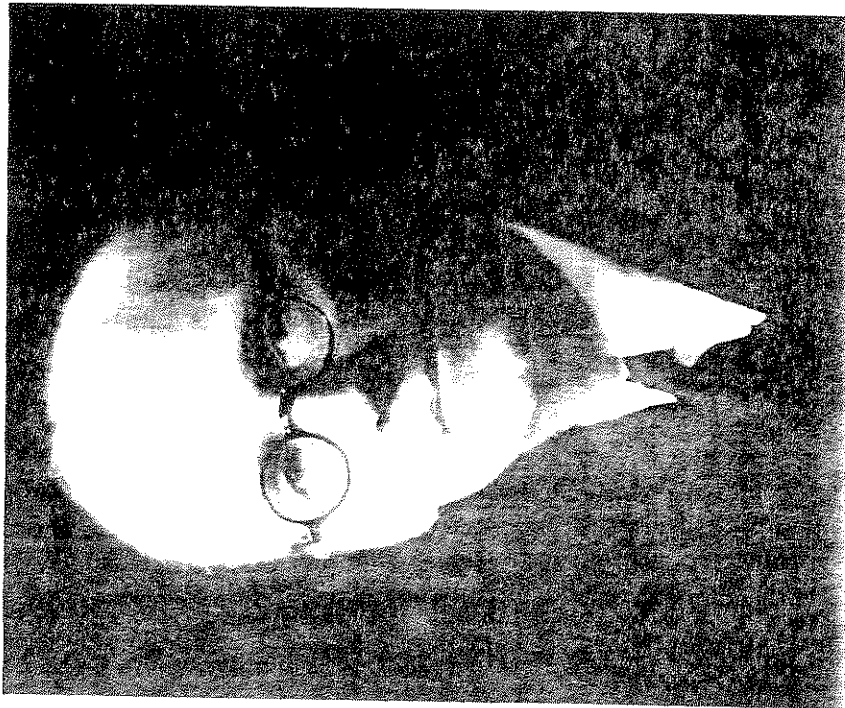
During the 1930s and after, the State Division of Highways (now Caltrans) had two classifications for transportation corridors: freeways and parkways. Tilton's approach had been to lay out this section of the highway as a classic parkway: designed to carry traffic into and through the community while maintaining the area's scenic beauty. As was the case with the "Montecito Parkway," classic parkways included extensive landscaping, often with small narrow frontage roads alongside to keep service traffic off the parkway. In many instances these parkways included sound barriers as well as visual barriers to separate the parkway from nearby residential areas. Instrumental in the creation of the Montecito Parkway was John A. Jameson. A brief biography of his life excerpted from Walker A. Tompkins' Santa Barbara History Makers is attached.

After World War II, between 1945 and 1948, the "Montecito Parkway" as it was still referred to, was revamped into a full freeway system.⁴ The original "Montecito Parkway" had been planned as a joint project between State Division of Highways, the County of Santa Barbara, and the Montecito Association. This cooperative planning effort was carried on after the war because it was the desire of the state and of the community to preserve "an area noted for its beauty and abundant growth of trees and shrubbery."⁵

While some later modifications and changes have been made in the section of the Highway 101 freeway between Ortega Hill and Milpas Street (especially in 1955), its essential character remains remarkably intact. Like the well known 1938-1940 Merritt Parkway in Fairfax County, Connecticut, which is now on the National Register of Historic Places, the "Montecito Parkway" well deserves historic designation. The present discussion of revising this section of Highway 101 has a strong obligation to take into account its important historical character.

End Notes:

1. See obituary, New York Times of October 20, 1949:29:3. Tilton was an early member of the Regional Planning Commission of New York State (1927); Planning Director and consultant, Santa Barbara County (1928-1938); planning director of the City of San Diego, Orange County, and the City and County of San Francisco. For many years he was a member of the St. Louis planning firm of Harlan Bartholomew, and he was the one primarily responsible for the design of Westwood Village in Los Angeles (1928). He was also a co-author of a classic volume on planning, the 1941 Los Angeles: Preface to a Master Plan. In addition, he taught planning at the University of California, Berkeley, and was a long time member of the National Planning Board of the State of California.
2. Leon Deming Tilton, Preliminary Report upon Highway and Zoning Problems, Montecito, Santa Barbara County. Santa Barbara: County Board of Supervisors, 1930. Earlier, in 1928, Tilton had prepared a Zoning Plan for Montecito. Previous to 1930 Tilton had written a short report, The Montecito Parkway, which was circulated to the County Planning Commission and to the Montecito Association. In 1931, Tilton published a more extensive report concerned specifically with the highway route through the City. This was entitled Notes on Proposed Traffic Route Through Santa Barbara (in typed form, not published, dated September 1, 1931).
3. Leon Deming Tilton, Op. Cit., 1930:26.
4. The first part of the freeway, from San Ysidro Road to Olive Mill Road, was constructed in 1937. The section which was constructed just after 1945 had been planned for construction in 1942, but the project was delayed because of the war. See J. M. Chaffee, "Montecito Parkway," California Highways and Public Works 27, nos. 1&2, January-February 1948: 8-11, 40.
5. J. M. Chaffee, Op. Cit.: 9.



JOHN A. JAMESON
Photo courtesy: Montecito Water District

95. JOHN A. JAMESON The Beautified Highways

The Montecito gateway to Santa Barbara is one of the grandest scenic parkways in the world. No commercial or residential buildings crowd the highway edges, only greenery. Billboards are forbidden. The median strip is a colorful garden. The Montecito Parkway has been copied throughout America. It was conceived by a citizen of Montecito in 1927 . . .

Montecito's storage reservoir behind Jumcal Dam at the headwaters of the Santa Ynez River is named Jameson Lake. The frontage road alongside Montecito's incomparable segment of U.S. 101 is Jameson Lane. These place-names honor the memory of one of the least-known men to be included in a roster of history makers who helped build Santa Barbara.

John A. Jameson was born in Chicago on September 12, 1868, the same year that saw the "Hollister era" begin in far-off Santa Barbara. He graduated from the University of Michigan in 1891 and received a law degree from the Northwestern University Law School, opening a practice in Chicago immediately after graduating.

In 1902, by then a very successful attorney, Jameson married Miss Janet Strong, the couple residing for many years at Hubbard Woods, Illinois. He served with the armed forces in both the Spanish-American and first World Wars.

After receiving his discharge from the military at the time of the Armistice, he moved his family in 1919 from Chicago to Santa Barbara, opening a law office in the Howard-Canfield Building on State Street. Shortly thereafter the Jamesons built an elegant home at 100 Park Lane in Montecito, a suburb which became a large part of his life.

Water shortages had always plagued Montecito, and to cope with this problem the Montecito County Water District was created in 1922 with John Jameson as one of the founders. He served as its president from 1928 until his death in 1937.

In 1924 Jameson advised the drilling of a horizontal well into the sandstone aquifer behind Montecito. Douilton tunnel met the suburb's mounting water needs until Juncal Dam was built at the crest of the mountains in 1930, impounding 7,050 acre-feet of water in a reservoir which was named Jameson Lake in his honor.

Jameson's civic interests were diversified. He served as treasurer of the board of the Santa Barbara Girls' School for more than ten years. He was largely responsible for the formation of the Santa Barbara County Planning Commission and was its chairman starting in 1934. In this capacity, Jameson played an important role in shaping the orderly direction of the county's development.

Recognizing Montecito as a rustic, sylvan Eden unique in America, Jameson joined with neighbors John D. Wright, Dr. Rexwald Brown, and Dwight Murphy in lobbying for a state planning and enabling act to protect communities such as Montecito from ruination by over-development. This law was passed in 1929, after which Jameson led the fight to get a county zoning act, the first such in California history. It empowered Montecito, as an unincorporated city, to restrict lot sizes to an average of eight acres, with none smaller than one acre. Otherwise, beautiful Montecito would have become jammed with housing tracts like those which fill the San Fernando or Goleta Valleys.

Jameson and his friends were able to keep profit-hungry developers from despoiling Montecito with lot splits and substandard housing, but in 1927 Jameson had a head-on

confrontation with the State Division of Highways which was planning to widen the Coast Highway entrance to Montecito and open it for commercial use.

It was John Jameson who led a crusade to raise private funds to buy the land contiguous to the highway and to create a scenic parkway, the first in the state, featuring landscaped edges and planted center dividers, including the parallel business route which was named Jameson Lane in his honor.

Jameson lived to see the first segment of the Montecito Parkway completed between San Ysidro and Olive Mill Roads. (After World War II, which had suspended all highway work in California, the parkway was extended to Sheffield Drive.)

While Jameson considered the scenic parkway project his greatest civic achievement, he did not confine his volunteer service to Montecito. In Santa Barbara, where he maintained his flourishing legal practice, Jameson served as treasurer of the Community Chest for many years, was a member of the board of the Community Arts Association, and was a director of the County National Bank, founded in 1875. His wife was equally active in community affairs, as chairman of the music committee of the Arts Association, a director of Neighborhood House, and an active member of the Santa Barbara Woman's Club and Little Town Club.

John A. Jameson reached the end of his distinguished career as an unpaid public servant on November 14, 1937, two months after his 69th birthday. A grieving community attended his funeral at the Santa Barbara Cemetery chapel where his ashes are inurned.

95. JOHN A. JAMESON
O'Neill, *SB Co. History*, pp. 419-421.
News-Press, Nov. 15, 1937, obituary.

ATTACHMENT A

Application Procedures and Design Review Process for Highway 101 Projects

The Architectural Board of Review (ABR) meets every Monday at 3:30 p.m. If a holiday falls on Monday, the meeting is held on Tuesday. The Historic Landmarks Commission (HLC) meets on biweekly on Wednesdays at 1:30 p.m. Both design review boards meet in the Public Meeting Room at 630 Garden Street, Santa Barbara. Occasionally, there is a need to cancel a regular meeting or hold a special meeting. It is advisable to call the Planning Division at 564-5470 to confirm upcoming meeting schedules.

Applications for Architectural Board of Review (ABR) and Historic Landmarks Commission (HLC) can be made at the Community Development Department Planning Counter, 630 Garden Street, Santa Barbara. Hours for the Planning Counter are 7:30 a.m. to 4:30 p.m., Monday through Friday.

The application deadline for ABR is 4:30 p.m. Monday for the following Monday's meeting. If a holiday falls Monday, the application deadline is the Friday preceding the holiday. The application deadline for HLC is 4:30 p.m. on the Wednesday one week prior to the next scheduled meeting.

Submittal requirements for Highway 101 projects are the same as for other projects reviewed by the ABR and HLC and vary depending on the level of review requested (e.g., concept, preliminary, or final review). A list of submittal requirements is attached.

Applicant(s) and/or their representative(s) for Highway 101 projects shall attend the meeting and will be required to present their project to the design review board. If the applicant or their representative is not present at the meeting, the item will be continued indefinitely. The applicant or representative will be responsible for rescheduling the project.

Preliminary and final approvals from either ABR or HLC are valid for five years from the date of approval. A one-year time extension may be requested prior to expiration of the approval. ABR and HLC decisions are appealable to City Council.



CITY OF SANTA BARBARA

ARCHITECTURAL BOARD OF REVIEW (ABR) HISTORIC LANDMARKS COMMISSION (HLC)

SUBMITTAL REQUIREMENTS FOR HIGHWAY PROJECTS

The following must be supplied before a project can be scheduled before the Architectural Board of Review or Historic Landmarks Commission:

Completed Master Application Form (required for all levels of review):

- Signature of agency representative and/or property owner (if project is proposed on private property)
- Name, address (include zip code) & phone number of agency proposing project
- Complete project description (detailed description in letter)
- Area of project (in square feet or acres - metric O.K.)
- Land use zone and assessor's parcel number (if on private property)
- approval(s) requested

Photographs (required for all levels of review):

- Current photographs of site and adjacent properties - photos should show all structures and significant landscaping to be altered or removed
- Mount photos on 8½" × 11" display board or heavy paper
- Panoramic photographs should be provided when large areas are affected
- Aerial photographs if appropriate
- Visual simulations depicting "before" and "after" scenarios, if appropriate
- Video recording showing existing and/or proposed changes, if applicable (major projects only)

Site Plans (optional during early concept review):

- Three (3) copies folded to 8 1/2" x 11" that include:
 - Location of existing and proposed highway feature(s) (including travel lanes, shoulders, drainage, bridges, major signs and lighting)
 - Indicate structures proposed to be removed
 - Location of existing and proposed vegetation
 - Location of right-of-way
 - Footprint(s) of adjacent structures if applicable
 - Sections showing relationship to adjacent structures if applicable
 - North arrow

Site Plans (continued):

- Existing and proposed topography in contour intervals, spot elevations or sections
- Vicinity map
- Scale of drawing
- Grading calculations (cut and fill) in cubic yards

Elevation Plans (for new or revised structures only - optional at early concept review):

- Three (3) copies attached to site plans - folded to 8½" × 11" that include:
 - Complete elevations showing all sides of structures(s) involved in the project, indicate new work proposed
 - Sections of proposed structures
 - Indicate proposed materials and colors. Submit samples
 - Heights of structures(s) involved in the project
 - Identify changes in exterior material(s)
 - Section drawing of land areas being cut or filled
 - Reflected ceiling plan (underside) of bridge structures
 - If available, submit photographs of existing structures similar to those proposed (indicate where the structures are located)

Landscape Plans (optional at early concept review):

- Prepared by a licensed landscape architect
- Three (3) copies attached to site plans - folded to 8½" x 11" that include:
 - Indicate total area landscaped in square footage (metric o.K.)
 - Show all existing and proposed plant material and indicate species size
 - Indicate with an "x" through trees proposed to be removed
 - Location and identification of all paved surfaces
 - Irrigation plan

Submittal Deadline

- **Mondays (ABR) or Wednesday (HLC) one week prior to the meeting date, by 4:30 pm**

The Meeting Agenda:

- **An agenda containing the meeting date and the time set for the item will be mailed to the persons named as "owner" and "person to contact" on the application form.**

CITY OF SANTA BARBARA

The following is a brief explanation of the various levels of review for Historic Landmarks Commission and Architectural Board of Review:

- **Consent Calendar:** This level is primarily for minor changes to existing structures and typically would not apply to highway projects which require Coastal Development Permits. The consent review is an informal meeting with a member of one of the above boards; the action taken is reviewed later that day at the regular scheduled meeting of the full board and if there are no concerns the consent actions are ratified and no further review is required.
- **Concept:** This is the earliest and most important level of review for a highway project. Whenever possible, this level of review must occur prior to design options being selected for environmental review and prior to coastal review. The boards usually give comments to aid the applicant in the design of the project so that the project can advance to environmental and coastal review and the next level of design review, which is preliminary review. Conceptual designs are not required for initial concept review, but will be necessary prior to the project advancing to environmental and coastal review and preliminary design review. Photographs and detailed information on existing conditions are necessary for meaningful concept review.
- **Preliminary:** This is the second level of plan review for a highway project. The boards review comments made at the concept level and consider the overall design (not details) of the project. Coastal Development Permits must be completed prior to preliminary approval being granted. In some cases, if the details of the design are provided and complete, final approval may be given.
- **In-Progress:** This is an interim level of plan review for a highway project. Conditions set at the preliminary level sometimes require changes to the project, therefore requiring additional review before preliminary approval is given.
- **Final:** This is the third level of plan review for a highway project. If the project meets all the conditions set at the preliminary level and the plan details are provided, final approval can be given. All construction details and specifications that influence the aesthetics of the project are considered at this stage.
- **Review After Final:** This level of review is available for projects that have been given final approval but changes have been proposed that are different from the final approved plans. When necessary, an applicant can submit a supplemental application along with revised plans. If the changes are found to be appropriate the revised plans may be approved. Note: this applies to uncompleted constructed projects only.



ATTACHMENT B

Local Coastal Plan Text and Policies Related to Landscaping in the Highway 101 Corridor Within the Coastal Zone

When the Coastal Plan was amended in 1993 to include policies related to the Highway 101 corridor in the Coastal Zone, specific policy language related to highway landscaping was developed to guide future landscaping changes. This policy language is provided here for reference.

LCP Visual Quality Section Page 3-121:

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

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

Policy 9.11: Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.

Policy 9.12: When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development

Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

The landscape plan shall address the following elements:

1. To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)
2. When tree removal cannot be prevented, replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.
3. The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.
4. The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes reclaimed water when available.
5. The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.

Action: Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.

Action: If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street

and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.

Policy 9.13: Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).

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

Policy 9.14: New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.



ATTACHMENT C

Local Coastal Plan Text and Policies Related to Highway Structures in the Highway 101 Corridor Within the Coastal Zone

When the Coastal Plan was amended in 1993 to include policies related to the Highway 101 corridor in the Coastal Zone, specific policy language related to highway structures was developed to guide future changes. This policy language is provided here for reference.

- Policy 3.14:** All improvements to Highway 101 shall be designed to provide as appropriate benefits (such as improved public access across and along the highway corridor to the waterfront, beach, and other recreation areas) and limit negative impacts (such as increased visibility of the freeway structure, increased noise or glare, or restricted access) to nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, the Child's Estate (Santa Barbara Zoo), Andree Clark Bird Refuge, beaches, harbor, waterfront area).
- Policy 6.A:** New highway bridges or other highway improvements should be designed to provide clear spans of the stream or creek and to avoid the use of pilings within the stream or creek corridor. Culverting of the creek channel shall not be permitted.
- Policy 6.B:** New highway structures shall be designed to protect stream and creek environments from non-point pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials.

LCP Visual Quality Section Page 3-121:

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

LCP Visual Quality Section Page 3-121:

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

current highway traffic volumes and travel patterns. As a result, replacement of many of these structures or construction of additional highway improvements may be necessary. Nevertheless, new structures and improvements should strive to capture the human-scale qualities of the original structures which currently contribute to the overall character of the highway. In addition, the design of new structures and sound walls should take into account important views of the ocean, mountains, and City. If possible, the use of sound walls should be minimized by retrofitting existing buildings with sound-proofing material or by using new sound-control technology as it becomes available.

Policy 9.8: The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.

Action: Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.

Policy 9.9: The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.

Policy 9.15: In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.

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

Policy 9.16: The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where

critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.

Policy 9.17: Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guard rails shall be minimized.

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

Policy 10.A: Proposed improvements to Highway 101 shall be designed in a manner that is sensitive in design and function to the highway's historic role within the City.

Action: The City should carry out studies to determine historical relevance of Highway 101 and explore the potential for Highway 101 to receive National Register of Historic Places status.

Policy 10.C: Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.

Policy 10.D: Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall minimize changes to the location, setting or context of the C.C. Park Watering Trough and Fountain.

Policy 11.C: Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara's East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.

