



6.2 HIGHWAY 101

PHOTO: HIGHWAY 101

INTRODUCTION

U.S. Route 101 (Highway 101) is a major transportation corridor that extends through California and is an important travel corridor for Santa Barbara County. Highway 101 enters the City's Coastal Zone at Mission Creek and extends to Olive Mill Road. Highway 101 provides a distinct visual gateway to the City with its landscaping, views of the mountains and ocean, and unique highway structures. Several undercrossings of Highway 101 connect the City to the coast, including Castillo Street, State Street, Garden Street, Calle Cesar Chavez, Quarantina Street, Milpas Street, Cacique Street, and Cabrillo Boulevard. A pedestrian-only undercrossing is also provided at Butterfly Lane.

Highway 101 Congestion

Concerns about growing congestion on Highway 101 go back to the 1960s, when Caltrans studied the feasibility of expanding Highway 101 from four to six lanes from the Ventura County line through the City of Santa Barbara. In the late 1980s, a segment of Highway 101 outside the Coastal Zone, from the western City limit to Castillo Street, was widened to six lanes. After further limited infrastructure improvements, Santa Barbara County Association of Governments (SBCAG) prepared a corridor study that identified Highway 101 capacity deficiencies along the South Coast. As a result of this study, by 1992, Caltrans completed the Crosstown Freeway project, which widened a segment of Highway 101 within the Coastal Zone (from Castillo Street to Milpas Street) to six lanes and removed all four traffic signals, and was prepared to continue widening from Milpas Street to

Carpinteria. In anticipation of continued widening, the City amended the Coastal LUP in 1994 to adopt policies and guidelines for projects constructed within the City's portion of the Highway 101 right-of-way within the Coastal Zone to provide strong protection of the scenic character of this stretch of Highway 101.

The proposal to widen Highway 101 from Milpas Street to Carpinteria was met with substantial community opposition, and in response to local concerns, SBCAG prepared an *Alternatives Analysis of Highway 101 Corridor* that considered multi-modal and operational solutions that did not require widening of Highway 101. Eventually, based on



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policy directives to find long-term solutions to growing congestion problems along the corridor, a "101 in Motion" consensus package was adopted with solutions, including adding a carpool/high occupancy vehicle (HOV) lane in both directions from Milpas Street to the Ventura County line and adding commuter rail service from Camarillo/Oxnard to Goleta with stops in Santa Barbara.

In 2012, Caltrans completed a phase of the "101 in Motion" improvements from Milpas Street to Hot Springs Road, including highway widening

and the Cacique Street pedestrian, vehicle, and bicycle connection under Highway 101. A future, much larger phase implements the HOV lane concept, known as the "South Coast 101 HOV Lanes Project," proposed to add one HOV lane in each direction from the City of Carpinteria to Sycamore Creek in the City of Santa Barbara, ultimately resulting in a full six-lane freeway from Goleta to Ventura.

Because physical roadway improvements cannot be relied upon to address future vehicle traffic demands, and in compliance with Coastal Act policy to reduce vehicle miles traveled, the City has supported various methods to reduce vehicle trips and encourage use of sustainable transportation through policies and implementation strategies. Sources include the Circulation Element, a Transportation Demand Management (TDM) program, the Bicycle Master Plan, the Pedestrian Master Plan, and other mechanisms. In relation to the Highway 101 corridor, all feasible efforts to increase the use and availability of sustainable transportation (e.g., carpooling, bicycles, public transit, rail service, walking) should be implemented before undertaking any major capacity improvements. Furthermore, any improvements to Highway 101 should incorporate features that encourage sustainable modes of transportation, such as improved pedestrian walkways, bike lanes, park-and-ride facilities, and transit stops.

It should also be noted that while Highway 101 serves as a vital transportation link for Santa Barbara and coastal California, it is a circulation barrier between the coastal portion of the City and the inland areas. Where feasible, improvements to Highway 101 should incorporate measures to increase access and prevent or remove barriers to coastal areas by pedestrians, bicyclists, and vehicles through either new or existing routes and improvements to existing underpasses and overpasses.

HIGHWAY 101 VISUAL QUALITY

Highway 101 Appearance

The attractive appearance of Highway 101 in the Coastal Zone has resulted to some degree from the 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. Landscaping consists of native and non-native species, and all landscaping along Highway 101 is currently irrigated by recycled water. The established plantings impart a sense of "old growth grace" that cannot be easily or quickly replaced.

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.

Highway 101 Coastal Parkway Design Guidelines

In the early 1990s, when the Coastal LUP was amended to include text and policies related to the Highway 101 corridor, one of the actions of the amendment was to create a special design district for the Highway 101 corridor for review of aesthetics, design, compatibility, landscaping, and cultural resources by the Architectural Board of Review (ABR) or Historic Landmarks Commission (HLC). In 1994, a subcommittee consisting of members of the ABR and HLC was formed to develop design guidelines for Highway 101. The ensuing Highway 101 Coastal Parkway Design Guidelines is a stand-alone document that was certified by the Coastal Commission in 1996.

IMPACTS OF HIGHWAY 101 DEVELOPMENT

Recreation, Public Access, & Visitor-Serving Establishments

The Coastal Act requires that development in areas adjacent to parks and recreation areas be sited and designed to prevent impacts that would significantly degrade those areas, and be compatible with the continuation of the recreational uses. Furthermore, new development should maintain and enhance public access to the coast. Several recreational facilities and beaches in the Coastal Zone, including but not limited to, East Beach, Dwight Murphy Ball Field, the Santa Barbara Zoo, Andrée Clark Bird Refuge, Municipal Tennis Courts, and Montecito Country Club golf course, are adjacent to Highway 101 and its interchanges. To some degree, these facilities are currently affected in some way by the close proximity of Highway 101, and Highway 101 development projects could positively or negatively impact these facilities.

The most noticeable effects are related to public access to the coast and recreational facilities, the visual impact of the highway, high traffic volumes, and high noise levels on or near the recreational facility site. Highway 101 development, such as widening, replacement of highway structures, construction of sound barriers, or changes in landscaping could impact public access and recreational facilities and thereby limit their suitability for continued recreational use.

Therefore, the design for any proposed Highway 101 development projects should include measures to enhance the recreational suitability of these areas (for example, by providing better, safer, and more convenient public access in the vicinity and under or across the highway corridor) while addressing potential negative effects to these recreational facilities (such as higher levels of vehicle traffic noise, traffic congestion, or increased visibility of the highway structure).

During the construction of Highway 101 projects, visitor-serving establishments, destinations, and points of interest may experience declines in business because of ramp closures and temporary detours, which may make access to these areas less convenient. Highway 101 development projects need careful planning for necessary closures and detours and should include effective measures to reduce potential disruptions to public access to the shoreline and along the coast and the local economy, particularly visitor-serving uses.

Creek Environments & Water Quality

Within the City's Coastal Zone, Highway 101 spans or is adjacent to several creeks. Development of new highway bridges or other structures near creek environments must be designed to completely span the creek and avoid use of pilings or other materials in the creek corridor. A further concern of highway structures and maintenance activities near creek environments is stormwater pollution, non-point source pollutants, and accidental spills. Caltrans is responsible for the *Statewide Storm Water Management*

Plan, and best management practices are required to address storm water pollution controls related to Highway 101 planning, design, construction, and maintenance activities. Caltrans' *Hazardous Waste Management Program* provides statewide assistance with managing contaminants and wastes encountered on highway projects, including required cleanup of accidental spills performed according to the appropriate regulatory agency requirements.

Visual & Scenic Resources

Consistent with the Coastal Act's directives, Highway 101 development must be sited and designed to protect views to and along and ocean and scenic coastal areas and to be visually compatible with the character of surrounding areas. As noted above, Highway 101's unique aesthetic and visual qualities could be impacted by new highway structures, landscape removal, and sound barriers. New structures and improvements should strive to capture the human-scale qualities of the original structures that contributed 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 feasible, attenuation for Highway 101 noise should consider retrofitting existing buildings with sound-proofing material or use of new sound-control technology as it becomes available before use of sound barriers that could block public views.

Where removal of landscaping is unavoidable and in the best public interest due to either highway improvements or 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 be drought-tolerant and emphasize species and varieties that convey a feeling of lushness and are generally associated with the character of the Santa Barbara region, while preserving and enhancing vistas and views of the mountains and ocean.

Historic Resources

A number of the existing highway structures in the Coastal Zone may be eligible for designation as a historic resource given their age and the human-scale quality of their designs. To the extent feasible, these unique structures should be preserved, and careful consideration must be given to preserving the setting of adjacent resources, such as the Charles Caldwell (C.C.) Park Watering Trough and Fountain, which is a City Landmark adjacent to the Hot Springs Road/Cabrillo Boulevard/Coast Village Road interchange, and the East Cabrillo Boulevard Parkway Historic District, an area formally determined eligible for inclusion in the National Register of Historic Places, discussed further in Chapter 4.3 *Scenic Resources & Visual Quality*.

HIGHWAY 101 POLICY GOALS

The Highway 101 policies share the objectives of the Highway 101 Coastal Parkway Design Guidelines to preserve and maintain the character of this important gateway to the City, which are enumerated as follows:

- Maintain the historic aspects of the original Montecito Parkway (Highway 101 from Ortega Hill to Milpas Street).
- Preserve and maintain existing highway structures and mature plant material unless demonstrated to be infeasible.
- Ensure changes to highway structures and landscaping reflect the historic character of the highway corridor.
- Work cooperatively with the City, Caltrans, and SBCAG to evaluate any alterations to existing structures, beginning at the earliest stages of project identification and design.

The policies also address the City's goals to protect coastal resources, incorporate sustainable transportation improvements into project design, and reduce the impacts of construction on residents and visitors while accommodating future local, regional, and statewide transportation needs.

HIGHWAY 101 POLICIES

Please see Chapter 4.1 Biological Resources for policies related to landscaping and tree removal in ESHA, creek, wetland, and/or buffer areas.

CITY PLANNING EFFORTS & PROGRAMS

- Policy 6.2-1** Scenic Quality. Preserve the unique scenic and aesthetic quality of Highway 101.
- Policy 6.2-2** Highway Structures Appearance. 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 6.2-3** Improved Signage. Work with Caltrans to improve directional signage to and from the Downtown and Coastal Zone areas.
- Policy 6.2-4** Regional Coordination. Work with adjacent counties and cities, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of Highway 101 development, including landscaping. This includes supporting efforts by private organizations to provide additional trees or other landscaping along Highway 101 through the Adopt-a-Highway program or similar programs or efforts.

DEVELOPMENT REVIEW POLICIES

- Policy 6.2-5** Highway 101 Projects Consistency with Coastal LUP. Highway 101 development and associated mitigation shall be consistent with all policies and provisions of the Coastal LUP, including but not limited to resource protection provisions for environmentally sensitive habitat area (ESHA), public access, and visual resources.
- Policy 6.2-6** Address Transportation Disruptions. Highway 101 development shall include methods to address potential disruptions to the public, local economy, and visitor-serving uses during construction, operation, and maintenance of the development. As part of an application for a Coastal Development Permit, Caltrans shall submit a Traffic Management Plan to the City for all Highway 101 development involving road or ramp closures. Prior to project construction, Caltrans shall also provide the City with a Closure Plan that identifies the timing and duration of ramp closures; the location of alternative access points; methods to protect access to

businesses, destinations, and points of interest; proposed signage; and any other methods to mitigate the impacts of the closure.

- Policy 6.2-7** Address Impacts to Recreation. Highway 101 development shall be designed to provide benefits, as appropriate (such as improved public access across and along the highway corridor to coastal and other recreation areas), and limit negative impacts (such as increased visibility of freeway structures, increased noise or glare, or restricted access) to adjacent and nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, Santa Barbara Zoo, Andrée Clark Bird Refuge, beaches, Harbor, Waterfront area).

Creek Environments

- Policy 6.2-8** Creek Corridor Protection. Highway 101 development that includes new or substantially redeveloped highway bridges or other projects in or adjacent to creek corridors shall 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 creek channels shall not be permitted.

- Policy 6.2-9** Creek Pollutant Protection. Highway 101 development shall be designed to protect stream and creek environments from non-point source pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials. Best management practices shall be included in the design, consistent with the Water Quality Policies of the Coastal LUP.

- Policy 6.2-10** Toxic Material Cleanup. When highway bridges or other highway structures are replaced or renovated in the vicinity of streams or creeks, an emergency response and cleanup plan shall be prepared by Caltrans to address accidental releases of toxic materials.

Visual and Scenic

- Policy 6.2-11** View Protection. Highway development shall protect views of the mountains and ocean from Highway 101 by minimizing view interruption. Highway development shall protect scenic views from surrounding public areas including roads, parklands, trails, and other open spaces by minimizing view interruption or blockage.

- Policy 6.2-12** Landscape Plans Requirement. Highway 101 development that will result in plant removal or the planting of new landscaping shall require a landscape plan prepared by a licensed landscape architect. Landscape plans shall be consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines and shall be reviewed by the appropriate design review board and/or commission prior to approval of a Coastal

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

Policy 6.2-13 Minimize Sound Barriers. Highway 101 development shall minimize the use of sound barriers. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses and no feasible alternatives to sound barriers exist, they shall be:

- A. Consistent with all policies and provisions of the Coastal LUP, including, but not limited to, protection of ESHA, native trees, coastal access, and scenic public views;
- B. Sited to protect views of the ocean and mountains from Highway 101 and from frontage streets where feasible. Where public scenic resources and views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) shall be used in place of sound barriers wherever feasible;
- C. Attractively designed in a consistent manner that is compatible with the surrounding environment, including addressing both sides of the barrier; and
- D. Landscaped sufficient to fully screen the barrier in a timely manner and along both sides of the barrier where visible from public viewing areas, as long as the landscaping will not further impact views of scenic resources from public viewing areas at maturity.

Policy 6.2-14 New Highway Structures. 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 guardrails shall be minimized.

Policy 6.2-15 Minimize Lighting. The amount of lighting provided along Highway 101 shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen from nearby residences and recreational areas. When reviewing Highway 101 development, the Architectural Board of Review and Historic Landmarks Commission shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.

Historic Resources

Policy 6.2-16 Preserve and Restore Historic Appearance of Highway 101. In order to preserve the historic appearance of Highway 101, exemplary bridges, structures, and other architectural features along the highway shall be preserved and restored 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 other development 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.

- Policy 6.2-17** Historic Sensitivity. Highway 101 development shall be designed in a manner that is sensitive in design and function to the highway's historic role within the City.
- Policy 6.2-18** Historic Resource Impact Avoidance. Highway 101 development shall avoid to the greatest degree possible impacts to historic resources.
- Policy 6.2-19** Historic Context of Cabrillo Boulevard Interchange. Any changes to the Cabrillo Boulevard/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 6.2-20** Minimize Changes to C.C. Park Watering Trough and Fountain. Any changes to the Cabrillo Boulevard/Hot Springs Road/Coast Village Road interchange or the vicinity shall minimize impacts to the historic location, setting, or context of the C.C. Park Watering Trough and Fountain.

Public Access

- Policy 6.2-21** Pedestrian and Bicycle Access. Highway 101 development shall protect and improve existing pedestrian and bicycle access across Highway 101 to coastal areas and shall require the development of new pedestrian and bicycle accessways connecting the inland portion of the City with coastal access areas across Highway 101 where feasible.
- Policy 6.2-22** Butterfly Lane Undercrossing. The Highway 101 pedestrian undercrossing at Butterfly Lane shall be retained and its utility and appearance shall be enhanced to the maximum extent feasible, by provision of clearer signage, improved accessibility, and additional landscaping.
- Policy 6.2-23** Existing Public Access. Highway 101 development shall not remove any existing bikeways, pedestrian accessways, or coastal access parking and shall not preclude the construction of any proposed bikeways, pedestrian accessways, or coastal access parking without providing comparable or better replacement facilities.

- Policy 6.2-24** Provide Functional Pedestrian Access. Highway 101 development shall include provisions for functional pedestrian access under or across the highway. The location of pedestrian access shall be carefully considered in the planning and review of Highway 101 development 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 6 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic.
- Policy 6.2-25** Interchange Construction and/or Modification. All modifications and/or construction of Highway 101 interchanges with City streets shall provide freeway and local street access that is sited and designed to provide safe and efficient connections for all modes of travel, maintain visual compatibility at its connection to the City street, minimize landform alteration to the extent feasible, and protect coastal resources consistent with the policies and provisions of the Coastal LUP. Modifications should strive toward resolving existing substandard functional and aesthetic concerns and shall provide robust pedestrian and bicyclist facilities to improve and increase use of walking and cycling for coastal access.
- Policy 6.2-26** Sustainable Transportation Improvements. Highway 101 development shall incorporate sustainable transportation improvements into the project design to the maximum extent feasible. Sustainable transportation improvements include, but are not limited to improvements to existing or new bikeways and pedestrian accessways; public transit improvements such as bus pockets, stops, and shelters; rail service improvements; other improvements that reduce single occupancy vehicle (SOV) use such as carpool lanes; and park-and-ride lots and increasing available local street non-SOV options that avoid the need to use Highway 101 as a surface road. Where these improvements cannot be feasibly integrated because necessary connections have not yet been developed, the project shall include sufficient area to allow for provision of these improvements in the future.
- Policy 6.2-27** Requirement for a Project Alternatives Study. Highway 101 development projects shall identify feasible methods to provide for sustainable transportation measures along the Highway 101 transportation corridor with the objective of reducing vehicle miles traveled while accommodating the anticipated future local, regional, and statewide highway transportation needs. Prior to the approval of a Coastal Development Permit for any major metropolitan transportation investment projects, including the addition, relocation, or widening of any lanes or construction of highway interchanges along Highway 101, the applicant shall prepare a Project Alternatives Study that demonstrates that sustainable transportation improvements have been incorporated into the subject highway project to the maximum extent feasible, and that the highway development is designed and limited to

the minimum configuration necessary to accommodate regional projections that are based on current land use and transportation data.

The City shall also find that:

The project is consistent with the most recently adopted Santa Barbara County Association of Government's (SBCAG) Regional Transportation Plan applicable to the City's portion of the Coastal Zone, and a Project Alternatives Study has been completed for the Highway 101 Corridor as described in Policy 6.2-29 *Project Alternatives Study Requirement* below.

DEFINITIONS & PROCEDURES

Policy 6.2-28 Landscape Plan Requirements. Highway 101 development that will result in plant removal or the planting of new landscaping shall require a landscape plan prepared by a licensed landscape architect consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines. The landscape plan shall address the following elements:

- A. To the maximum extent feasible, the landscape design shall minimize removal of existing trees and vegetation, particularly scenic skyline and mature trees, and restore previously degraded areas. A mature tree is defined as any tree with at least one trunk measuring four inches [4"] in diameter or greater at four feet six inches [4'6"] above grade in height;
- B. When non-native tree removal is unavoidable and is in the best public interest, 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 on-site replanting consistent with this ratio). Removal of native trees shall be consistent with Biological Resources policies;
- C. Landscaping in areas adjacent to streams/riparian or other ESHA and associated buffers shall be consistent with Biological Resources policies. Outside of ESHA and associated buffers, replacement trees shall be non-invasive and have a growth aspect that will not block scenic views at maturity. The species types of replacement trees shall be reviewed and approved by a City arborist or City-approved designee. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location;
- D. The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner for the area between the highway shoulder and adjoining land uses, within medians, and

around overpasses and ramps. Highway corridor landscaping between Milpas and Garden Street should be planned to screen views of the industrial area without restricting or blocking long-range views¹. Highway corridor landscaping elsewhere shall protect views of scenic resources while screening views of industrial areas and maintaining vegetation density critical to the character of the area. Plant materials utilized should be drought-tolerant and emphasize species and varieties that 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;

- E. The plan shall include an installation schedule and an irrigation and maintenance plan that includes timing and extent of maintenance and irrigation from the City's recycled water pipeline or other water reuse technologies, except where adequate evidence is provided that use of such measures is technically infeasible; and
- F. The plan shall be reviewed by relevant City Departments and their comments and suggestions considered in the proposed design.

Policy 6.2-29 Project Alternatives Study Requirements. The Project Alternatives Study for the Highway 101 Corridor shall include an analysis of:

- A. The type and extent of development needed to accommodate projected transportation levels;
- B. The effectiveness and cost of investments or strategies in attaining local, state, and national goals and objectives;
- C. The costs of reasonable alternatives to the proposed project and such factors as multi-modal and sustainable mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing, and energy consumption;
- D. The feasibility of sustainable transportation modes such as, but not limited to, lanes dedicated to public commuter vehicles or multiple rider vehicles, mass transportation systems such as rail service, bicycling and walking, or other means of supporting a multi-modal transportation system within the transportation corridor; and
- E. The feasibility of accommodating non-motorized traffic through the development of recreational trails or commuter bikeways as an integral part of the transportation corridor.

¹ Per the Highway 101 Santa Barbara Coastal Parkway Design Guidelines, 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.

For the purpose of satisfying the application filing requirements relative to this standard for a Coastal Development Permit, the scope of a Project Alternatives Study for the Highway 101 Corridor shall be developed jointly by the City and SBCAG and shall be proportionate and related to the scope of the proposed development. Further, the Project Alternatives Study shall be coordinated with Santa Barbara County, the cities within the Santa Barbara County Coastal Zone, and with the adjoining Counties of San Luis Obispo and Ventura. The information requirements under this standard will be deemed met upon a determination by the Director of the Community Development Department that the scope of work has been fulfilled through the completion of the Project Alternatives Study.

The applicant may request a waiver of the Project Alternatives Study requirement by demonstrating this requirement is fulfilled by any combination of existing studies and/or environmental reviews. The existing studies and/or environmental reviews must reflect current data and analytical techniques, and their adequacy shall be confirmed to the satisfaction of the City. This determination shall be based on the finding that the study/document(s) contain an adequate analysis of the plans, methods, and potential actions to implement feasible sustainable transportation modes as described above.

The cost of complying with the above requirements shall be the responsibility of the project sponsor/applicant. The application for a Coastal Development Permit shall be deemed complete only after this requirement is satisfied.