Coastal Zone
Information
Center

CALIFORNIA COASTAL ZONE CONSERVATION COMMISSION
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APPEARANCE AND DESIGN

Adopted
December 17, 1974

COASTAL ZONE
INFORMATION CENTER

FINDINGS

Statewide Finding:

1. THE COAST IS A VISUAL RESOURCE

For the most part, the California coastline is an outstanding visual resource of great variety, grandeur, contrast, and beauty, that can be enjoyed by all the people of the State. Visual attractions such as the dramatic meeting of land and water, clear skies, unspoiled natural areas filled with wildlife, and the rich texture of urban shorelines (all demonstrated more fully in the following findings) add to the quality of life for coastal residents, visitors, and workers, and contribute to the economic success of the tourist industry by attracting many vacationers to the coastline.

Regional Amplification:

1. North Coast: "The North Coastal Region of the California coastal zone is probably the most scenically unspoiled section of coastline in California. Man's influence simply has not been harshly felt as in other sections of the State."

2. North Central:

3. Central Coast: "The Central Coast contains a number of the nation's most outstanding scenic attractions including the Big Sur Coast."

4. South Central: "The South Central Region provides a unique visual asset to all California by the open character of much of its coastal

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landscape. In some parts of this Region it is still possible to see an uninterrupted view of the ocean, beach, bluff, grassy terrace and hillside from one place, or to move through such a landscape for many miles.

"The continuing existence of clear water and air, of areas rich in marine life, bird life, diving reefs, nesting sites, ancient and uncommon plant communities, rocks, beaches and dunes that have not been altered by development is a special attraction of the Region."

5. South Coast:

6. San Diego:

Statewide Finding:

2. COMPLEXITY OF ANALYZING COASTAL VISUAL RESOURCES

The systematic analysis and management of coastal visual resources are complex and difficult because of the great variety of natural conditions and the wide spectrum of the degree of development along the coast. At the broadest level the following nine types of landforms (a through i) and three patterns of development (j through l) have been found to encompass most conditions along the coast; therefore, these are reasonable categories for statewide Appearance and Design Policies and lend themselves to greater specificity based on detailed inventories of existing conditions and problems:

a. Beaches that may be narrow to broad sand, shingle, cobble, or rock with a wide degree of vegetation ranging from none to thick grasses, including the Silver Strand, Ten Mile Beach, and Stinson Beach.

b. Sand Dunes that vary greatly in height and in the degree of vegetation they support, including Murray Dunes, Monterey Bay dunes, and Salmon Creek Beach.

c. Coastal Bluffs that are the angular, irregular coastal edges of marine terraces rising at least ten feet above sea level, including Point St. George, Santa Cruz North Coast, and Goleta Point.

d. Headlands that usually fall steeply into the sea along a jagged, angular, irregular shoreline, including Big Sur, Cape Vizcaino, and the Golden Gate Headlands.

e. Estuaries that encompass bays, lagoons, inlets, and their surrounding wetlands, including Bolinas Lagoon, San Dieguito, and Pescadero Lagoon.

f. Islands ranging from large rocks to the expansive Channel Islands, including Indian Island, Farallon Island, and Santa Catalina Island.

g. Upland Terraces and Plains that are generally broad, flat coastal lands stretching inland from the sea to the coastal mountains, including much of the Mendocino Coast, Point Ano Nuevo, and the Irvine Properties.

h. Canyons and Hillsides that are usually steep and rugged and include rare vegetation, small scale features, abundant wildlife, and outstanding visual features, include Bixby Canyon, Los Trancos Canyon, and San Clemente.

i. Rivers and Streams that are the upland portion of estuaries that are connected to the sea and that are often meandering, broad open areas shaped by the paralleling hills, including the Smith River, Tia Juana, and Russian River.

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j. Village Waterfronts where residents live and work in the community with little, if any, reliance on commuting to other areas because a full range of community services and facilities are present. A small-scale of development and an atmosphere of close relation to the sea is often present because of an agricultural or fishing economy. Coastal villages include Morro Bay, Mendocino, Laguna Beach, and La Jolla.

k. Suburban Waterfronts that are within commuting distance of major employment centers, predominantly residential with some supporting commercial and service facilities, and that have often grown around older coastal villages. They are the transition area between urban and rural areas and often contain remaining undeveloped areas including some agricultural lands and scenic open spaces. Coastal suburbs include Huntington Beach, Pacifica, and Belmont Shores.

l. Urban Waterfronts that are developed with a full range of residential, commercial, industrial, and other uses-often with such intensity that the shoreline is obscured by development. Coastal urban areas include San Diego, Long Beach, Los Angeles, and San Francisco.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "The viewsheds of major coastal roads, trails, recreation areas, and natural areas are of statewide importance because of high quality scenery and public accessibility. While the entire coastal zone (as defined in Section 27100) is a visual resource, "viewsheds" contain only those areas visible from designated locations. Additional coastal viewsheds will be opened

to the public through park acquisitions, new road construction, and implementation of a coastal hiking and biking trail system, and should be planned to protect their scenic qualities.

"Roads and Trails. Views of the ocean from the public road nearest the coast (including heavily-used urban bikeways and footpaths), the entire corridor of the coastal highway, and views from points of entry into the coastal zone (gateways) are viewsheds of statewide significance. In the Central Coast Region, State Highways 35 (Daly City) and 1 (Pacific south) form a continuous coastal corridor. Major coastal roads with ocean views used or designated as scenic roads are: Beach Boulevard in Pacifica, Ocean Street in Seal Cove, Mirada Road in Miramar, East and West Cliff Drives in Santa Cruz (including bikeway), Lighthouse Avenue-Cannery Row in Monterey (including Wharf-Cannary Row trail), Ocean View Boulevard-Sunset Drive in Pacific Grove (including trail), Seventeen Mile Drive in Del Monte Forest, Scenic Road in Carmel, and the Highway 35-1 corridor throughout the region.

"Coastal gateways in the Central Coast Region are located at points on Thornton Beach Road, Sharp Park Road, State Highways 92, 84 (La Honda Road), 17, 152, 218 (Canyon Del Rey), and 68, Reservation Road, and Sycamore Canyon Road.

"A network of roads also provide scenic access to the coastline and coastal wetlands, agricultural areas, forests and landforms which are associated with the coast, and this gives their entire corridors regional significance. These include nine inland routes: Old Coast Road (Bixby Canyon-Big Sur River), Carmel Valley Road, Elkhorn Road-Castroville Boulevard, San Andreas Road-McGowan Road-Trafton Road-Bluff Road-Jensen Road, Riverside Drive (State 129), Swanton Road-Davenport Landing Road, Pescadero Road, Bean Hollow Road-Stage Road, and Sycamore Canyon Road; two coastal roads: West Cliff Drive and Monterey Peninsula scenic drive (Lighthouse Avenue, Cannery Row, Ocean View Blvd., Sunset Drive, Seventeen Mile Drive, Scenic Road).

"Recreation Areas. The quality of the scenic resource of major coastal recreation and tourist areas, and as viewed from these areas, is a matter of statewide importance. Because of high accessibility and heavy use, these areas deserve high priority protection from view degradation, and restoration of scenic quality. These include all sandy beaches; all components of the State Park System (beaches, parks, reserves, historic monuments); municipal and publicly used piers and wharves (Pacifica, Santa Cruz, Capitola, Moss Landing, Monterey); small craft and commercial harbors (Pillar Point, Santa Cruz, Moss Landing, Monterey), and amusement parks (Santa Cruz). Other recreation areas of regional significance for their scenic attributes will be identified in the Recreation Element and by local designation.

"Open Landscapes. Natural and agricultural areas are a major component of coastal aesthetic quality, and are thus of statewide significance. Sensitive to degradation from overuse and destruction from the spread of development and the remaining wilderness and other open landscapes of the Central Coast are a fragile resource of high aesthetic quality as well as ecological and economic importance. These areas include nearly all the designated resource preservation areas of previous Plan elements, and specifically include the following landscapes highly characteristic of the Central Coast Region:

"Grass covered hills, open space relief for the urban areas of northern San Mateo County.

"Agricultural benchlands in the coastal fog belt, largely between Half Moon Bay and Santa Cruz.

"Coastal stream valleys, picturesque rural settings between Half Moon Bay and Santa Cruz, and between La Selva Beach and the Pajaro Valley.

"Marine terrace bluffs, some dropping sharply to the sea and others fronted with broad sandy beach, from Daly City to San Pedro Beach, and from Montara to Sunset State Beach.

"Forested mountains, open space relief for the urban areas of Monterey Bay.

"Alluvial plains, highly productive agriculture in the Salinas and Pajaro Valleys.

"High sand dunes fronting on Monterey Bay from the Salinas River to the Naval Postgraduate School in Monterey.

"Large coastal wetlands and lagoons (Pescadero Marsh, Elkhorn Slough, Schwan and Corcoran Lagoons, San Lorenzo, Pajaro, Salinas and Carmel Rivers).

"Granite headlands, cypress and pine forested, and offshore rocks, the primary coastal view south of Pt. Pinos to Ragged Point (San Luis Obispo County).

"Steep canyons, many with redwood forests, typical upland views from Malpaso Creek south.

"Redwood forests of the San Lorenzo and Big Sur River valleys."

4. South Central:

5. South Coast: "Metaphors often help to conceptualize the essence of a complex phenomenon such as the extremely diversified coastal area. The metaphors that best describe existing three-dimensional environmental form in the coastal zone is that of a 'linear mosaic' consisting of discrete and often distinctive environmental cells, or modules—for example, a marine, a trailer park, a pier, or a public beach—cemented together by a relatively undifferentiated 'matrix' which is more or less typical of a larger urban sprawl of Los Angeles' metropolitan area.

"Following are some examples of the specific form elements that fall in these two categories:

"Components of the Matrix: vacant land, parking lots, signs, billboards, lights, street furniture, highways, streets, bridges, mixed land uses, utility poles, overhead wires, fences, walls, embankments.

"Cells/Modules: marinas, harbors, beaches, trailer parks, shopping centers, man-made islands, piers, offshore oil derricks, megastructures, commercial ships, residential clusters.

"In order to arrange rational and implementable policy sets, it is necessary to develop a second level of categories referring to the overall characteristics of the coastal area in terms of degree or intensity of urbanization. These categories are based on coastal prototypes and are as follows:

"Urban - I: Highly urbanized areas with extremely intensive use of land and/or massive structures (e.g., Venice Peninsula, Marina del Rey, El Segundo, Harbor area and central Long Beach).

"Urban - II: Less intensive use of land with comparatively smaller structures, or scattered large structures [e.g., Santa Monica (northwest city line to Santa Monica Pier) North Venice, Manhattan Beach, Long Beach (east of Alamitos), Huntington Beach, Newport Beach, and San Clemente].

"Urban - III: Still less intensive areas which have some feeling of openness and fairly low structures (e.g., Topanga Canyon to northwest Santa Monica line, Playa del Rey, Torrance, Seal Beach, Huntington oil fields, and Corona del Mar).

"Suburban - III: This is the first of the suburban categories, and includes areas which have more openness than Urban - III [e.g., Malibu (east of Pepperdine Campus) South Huntington Beach, South Laguna, and Dana Point].

"Suburban - II: This category includes areas which have still more openness and mostly one-story structures [e.g., Malibu (Broad Beach to Pepperdine Campus and Palo Verdes].

"Suburban - I: Areas with big lots or scattered houses on open land and undeveloped open land are in this category (e.g., Ventura County line to Broad Beach, Ballona Creek, Hughes land, and the Irvine property).

"The South Coast Region also has a number of areas which are protected either by legal means or by neighboring land use (e.g., Zuma Beach—publicly acquired. El Segundo Dunes—under flight area of L.A. International Airport. Fort MacArthur—military use and firing ranges. Malibu Lagoon, Bolsa Chica, Anaheim Bay, and Upper Newport Bay—ecologically important areas)."

[In addition, see Figures 1 and 2 in the Appendix]

6. San Diego:

Statewide Finding:

3. DETERIORATION OF COASTAL APPEARANCE

In some areas, man-made changes have provided new access to the coast and new opportunities to enjoy the coast, while respecting the special visual quality of the coastal environment. But in other areas, the coastline has been degraded by new developments and other alterations that do not harmonize with the scenic qualities of natural areas or do not respect the unique visual resources found in developed coastal areas. In its most general terms, this deterioration is due to various aspects of urbanization that could have been better designed to minimize their negative effects. These issues include:

a. Scale, Height, Materials, and Colors of buildings and structures that, when inappropriate to the landform and existing patterns and scales of development, can degrade the appearance of both communities and natural areas.

b. Community Boundaries that are often ignored creating visually displeasing "sprawl" development.

c. Signs that can block views, create visual clutter, and deteriorate the appearance of otherwise attractive communities.

d. Alteration of Natural Landforms by cutting, grading, filling, or vegetation removal that can cause visual scars, result in unsightly erosion, and destroy scenic areas.

e. Landscaping that is often lacking in new development creating the appearance of harsh structures imposed on the coastline.

f. Views that when blocked destroy the most important visual quality that identifies coastal areas.

g. Utility and Communications Facilities that can cause visual blight when overhead lines, towers, and poles intrude into scenic areas or clutter views of the coast in developed communities.

h. Public Service Facilities such as power plants, sewage treatment facilities, solid waste disposal facilities, water storage tanks, pumping stations, and power and communication substations that can be major visual instrusions in the coastal environment because of their size and appearance.

i. Transportation and Parking that can result in cutting and filling of the natural landscape and the well known "sea of asphalt" in urban areas.

j. Industrial and Commercial Uses that can have a major visual impact because of their size.

k. Mineral Extraction and Timber Harvesting that are generally considered to be unattractive activities that should be screened from public view.

Regional Amplification:

1. North Coast: "Man-made elements, although not as prevalent as in other coastal areas of the State, are present. Some are visually stimulating and some are visually degrading. Buildings, bridges, lighthouses and wharfs constitute many exciting visual opportunities. Suburban sprawl, road cuts, signs, service facilities and resource extraction sites are but a few of the elements that contribute to visual degradation."

2. North Central:

3. Central Coast: "Because of economic and population pressures, as well as low public priorities on scenic preservation, many coastal views have been lost or severely restricted by development and alteration of landforms. These pressures continue to threaten a diminishing resource of visual quality. Agricultural land and coastal bluffs have been subdivided for homes, urban areas have often developed without regard for aesthetic appearance or maintenance of coastal character, and extractive activities and highway construction have substantially altered the land."

[See also Central Coast Regional Amplification on Roads and Trails, and Recreation Areas in Finding 2.]

4. South Central: "In the South Central Region, coastal settlements have grown up around agriculture, fishing and small vacation cottages. The small towns of the Region, with packing houses, boat yards, docks or railroad yards, a few Victorian houses, stucco and wood bungalows, and shopping areas designed for the pickup truck, have an architectural flavor that is easily marred by any extensive construction or by uniform facades with a nautical or European motif.

"Urban areas have grown up that leave no sense of the shoreline, have few facilities that would permit public use of the coastline. Some have extensive industrial areas near the shore. The scale of present development is not oriented to public day use.

"Rural areas in the Region have in some cases been absorbed by suburban development, in others they are marred by borrow pits, oil wells, industrial facilities and intensive greenhouse agriculture which is an industrial use of the land.

"Design choices incompatible with the other uses of the coastline can result in conflict between people trying to use the coastline in different ways.

"Many present developments: subdivisions, industrial facilities, apartments are designed in such a way that the presence of the shoreline is ignored. This has resulted in projects that are incompatible with the present use of the shoreline: in Port Hueneme a broad public beach with a large road leading to it will be faced by private locked condominiums that provide none of the support facilities that heavy day use demands. In other areas industrial facilities operate in much the same way. In the Pierpont district, roads lead to the beach, but provide for no parking or turning around. In other areas, such as Summerland, the public is faced with fairly heavily used beaches next to low density development, where the residents of a few single family houses have most of the burden of public use.

"Some important view areas are subdivided in such a way that the preservation of views and vegetation is difficult. The preservation of present visual qualities will either involve severe restrictions on use or some form of acquisition. Many existing undeveloped areas are in the hands of private owners or the military and afford limited opportunity for public access and visual enjoyment.

"The South Central Region is subject to increasing pressures for residential and industrial use. These pressures, a result of increasingly easy access, ownership patterns, size of parcels, and increasingly restricted choices on other parts of the coastline can result in major changes in the visual qulaity of the coastal area of the three counties."

5. South Coast: [See Figures 1 and 2 in Appendix]

6. San Diego: "As a result of the expanding opportunities for greater numbers of people to utilize the finite resources of California's coastline, the quality of many of the coastal amenities which attracted people to them has been allowed to decline and, in some cases, have been lost. The immediate economic gains to be realized have often overshadowed the need for the long term preservation and conservation of the coast's natural and scenic amenities. Regulation of development has frequently been inadequate to ensure resource protection.

"The decline of the coastline has manifested itself in several ways, including the wholesale alteration of natural and scenic landforms to suit proposed development, the construction of shoreline bluff top developments which dominate the coastal landscape, the indiscriminate placement of advertising structures in scenic areas, the blocking of significant vistas for a more limited private benefit, and the "filling in" of open space and agricultural buffers with urban development.

"Overhead utility lines have long been associated with visual clutter, not only along the coast but inland areas as well. Transmission lines in undeveloped or open areas can be visually disturbing, especially when they dominate the landscape or extend above ridge lines.

"Overhead utility lines are particularly unsightly and detrimental to the enhancement of coastal appearance in or around coastal lagoons, along coastal highways, on and across streets used for public access to the shoreline, and in other scenic and urbanized areas.

"The undergrounding of utilities is now required by the Public Utilities Commission for electrical distribution lines and other utility services in all new residential subdivisions and most other new residential, commerical and industrial developments. San Diego Gas and Electric is also undergrounding some new transmission lines in urbanized areas, bearing loads up to 69 KV.

"In recent years, San Diego Gas and Electric and other utilities have undertaken an increasingly aggressive program to underground existing overhead lines. A predetermined percentage (approximately 3 per cent, up to a maximum of 4 per cent) of SDG&E's total annual revenue is appropriated for undergrounding projects throughout this service area. Each community in the service area is allocated funds for undergrounding, based on the number of service connections, with the largest allocation going to the city with the largest number of connections; in this region it is San Diego, which gets over 50 per cent of the total appropriation. Using this allocation method, it is difficult to achieve a regional perspective or to concentrate undergrounding efforts in a specific area.

"The most direct impact of man's alterations of the natural environment and the design of the built environment is often subregional or localized, extending over physically or visually defined areas. These could include a stretch of bluff, a segment of highway, an urban waterfront or beachfront, an identifiable community or urbanized area, or a lagoon and its surroundings.

"As development in such areas undergoes transition, or the use of the land is changed, there exists a unique opportunity to formulate design and appearance criteria which would provide for unified design, while protecting and providing for public amenities."

Statewide Finding:

4. NEED FOR DESIGN EVALUATION

The Coastal Zone Conservation Act of 1972 states that one objective of the Coastal Plan is "the maintenance, restoration, and enhancement of the overall quality of the coastal zone environment, including, but not limited to its amenities and aesthetic values" (Public Resources Code Section 27302 (a)). In order to achieve this objective, it would be ideal if highly specific design criteria could be established for all new development along the coast. But because of the great variety in the existing visual character of the coastline, because of the dynamic changes taking place in social values and building technology, and because different people have different concepts of "beauty", necessitating intensive involvement of community residents in determining the desired visual qualities that should exist in the hundreds of communities along the coast, highly specific criteria cannot be established for the entire coast at this time. Until design plans, specific criteria, and enforcing regulations can be formulated by coastal communities and the agency designated to carry out the Coastal Plan, the application of general design guildlines, refined to as much specificity as possible by regional and local amplification, through a design review process,

appears to be the best method for guiding development to preserve or restore the attractive appearance of the coast.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "Scale. Design concepts can be applied on the regional scale as well as in the urban situations they were intended for. A regional design plan, composed of all the large scale landforms, vegetative masses, and land uses within the region, relates the components together. Open space surrounding urban areas, views of the ocean, maintenance of water and landforms and vegetative masses, and functional use of the land to guide development location relate to the appearance of the entire coastal zone, and are thus State concerns.

   "Methods. Perceptions about physical and aesthetic qualities vary greatly as do the extent of community values that are shared by most residents of any given area. The appearance of the coastline affects and is of concern to both residents and visitors, but most local design planning reflects local concerns only. Where overriding state concerns for the scenic qualities of an area or type of development exists, separate programs (State Parks, State Historic Monuments, Public Utility undergrounding, Agricultural Preserve, Scenic Highways) have been required to assert the state interest. Local techniques for scenic protection (Open Space zoning, Scenic Easements) are varied and not uniformly applied. Future state actions to affect coastal appearance should reflect, reinforce, and guide local design planning efforts.

   "State Role. Because scenic qualities are not easily restored, design planning and design review agencies with discretionary power have a large potential to affect favorably the scenic resources of the coast. Since the appearance of the coastline is recognized as a national, state and regional resource, the state can and should take an active continuing role in coastal design planning and design review. State participation can help to guide the location and appearance of coastal developments where the least adverse scenic impact will occur, or on the contrary, where the greatest scenic benefits will accrue."

4. South Central: "In areas which it is not desirable or feasible to hold open, careful regulations of building can be attempted to minimize damage to the landscape, views and the community.

"Some features that such regulations can preserve are: trees, rock outcroppings, ridgelines, and particular views. Building technology, community taste, and the visual form of communities change with time and further construction.

"Project by project review using flexible guidelines of what would fit into a landscape pattern or a community can reflect the complexity of the coastline, change over time and the different conditions of individual lots."

5. South Coast:

6. San Diego: "Finding good solutions to design problems and attaining a pleasant and distinctive appearance requires the skills and experience found in the design and related professions plus the involvement of local communities and their elected representatives.

"While the overall appearance and character of the shoreline and the lands immediately adjacent to the shoreline have statewide and regional significance, the responsibility for control of the design of development which affects these areas is generally a local or community responsibility."

POLICIES

Statewide Policy:

1. PROTECT AND ENHANCE THE VISUAL QUALITY OF THE COAST

Because the coastal zone includes both scenic natural areas and attractive communities and buildings that add to the beauty and public enjoyment of the coast, as well as once magnificent potential areas for restoration, the entire California "coastal viewshed" shall be considered a public resource. Within this area the designs for all development proposals shall be evaluation so that the viewshed quality can be preserved where existing natural or man-made areas are scenic, enhanced by the addition of attractive improvements, and restored by the removal of undesirable visual elements. The viewshed shall be defined to include all land and water areas that can be seen from the sea, from the water's edge, from principal coastal access roads, trails, and railroads, from major lateral transportation corridors leading to the coast, as well as other areas specified by the agency designated to carry out the Coastal Plan as being of statewide importance based on subsequent viewshed studies.

Regional Amplification:

1. North Coast:

2. North Central: "An inventory of these visual resources shall be created to describe the special qualities of subareas along the coast.

   "This coastal viewshed shall include all that can be seen within the coastal zone . . . from ridgelines".

3. Central Coast: "Recommendations of individual viewshed studies (such as the Highway 1 study underway) will be incorporated into specific policies as they are adopted by the Commission.

   "Viewshed studies will be conducted by regional staff with the assistance of the Citizen's Advisory Committee and representatives of design professions and government agencies. The purpose of these studies will be to identify the visual resources of each viewshed, including areas of outstanding scenic quality, proposed restoration projects, and any precise design controls that might be necessary. Current scheduling calls for these studies to be undertaken after the nine Elements have been adopted."

4. South Central: "In the South Central Region the coastal viewshed would include the large expanses of undeveloped land immediately adjacent to the coast through which no present public access exists. In these cases the coastal viewshed shall be from the coast to the crest of the nearest mountain ridge, and any property division taking place within the area shall be subject to regulation by the successor agency."

5. South Coast:

6. San Diego: "'Sea' [as used in the definition of 'coastal viewshed' refers to the area described in] Public Resources Code 27106."

Statewide Policy:

2. PROTECT HIGHLY SCENIC AREAS

To protect the remaining valuable scenic resources of the coast, new development shall be compatible with scenic areas and shall not be permitted to degrade natural, historical, or open areas of high scenic value, including the following:

a. Landscape preservation projects designated by the State Department of Parks and Recreation in the California Coastline Preservation and Recreation Plan. [See Figure 3 in Appendix]

b. Historical sites identified by the State Department of Parks and Recreation in the California History Plan and the second phase Inventory of Cultural Resources.

c. Open areas identified and mapped in the Coastal Plan after visual resource inventories by local communities, Regional Coastal Commissions, or the State Coastal Commission as being of particular value in providing visual relief from urbanization, in preserving natural land forms and significant vegetation, in providing attractive transitions between natural and urbanized areas, in carrying out the policies of another plan element, or as scenic open space. Of important consideration in these inventories are beaches, sand dunes, coastal shelves, coastal bluffs, headlands, lagoons, estuaries, wetlands, riverways, islands, arroyos, canyons, forests, agricultural lands, grass lands, unique geological formations, rare species habitats, ridgetops, and groves of trees.

Programs to protect these areas shall include (a) development controls that require all future development to be visually compatible with the existing natural, historical, or scenic value of the open space, (b) public acquisition of some areas, and (c) other techniques recommended in the Powers, Funding and Government Organization Plan Element.

Regional Amplification:

1. North Coast:

2. North Central: "In order to protect especially valuable scenic resource areas, no new development shall be permitted that will degrade or visually intrude in areas of special scenic value. . . designated for special protection by the Commission following appropriate visual resource inventories."

3. Central Coast: "Areas of outstanding scenic quality in the Central Coast Region are designated as follows:

a. "Landscape Preservation Projects of the California Coastline Preservation and Recreation Plan:

Pescadero State Park: Pescadero Lagoon salt marsh, dunes.

Ano Neuvo State Park: dunes, island, historic lighthouse, variety of vegetation, (includes Big Basin redwood, Franklin Point dunes).

Natural Bridges State Park: natural bridge, tide pools.

Monterey Bay State Park: Salinas River and Marina dunes, estuary, marsh.

Asilomar State Park: dunes, coves, tidelands, pine forest, rare plants.

Point Lobos State Park: Carmel River estuary, headlands, coves, tide pools, variety of vegetation (includes old growth Cypress).

Big Sur State Park (Molera, Pfeiffer-Big Sur, J.P. Burns, Pfeiffer Beach): variety of geology, variety of vegetation (includes redwoods, Pico Blanco, Pt. Sur, Sycamore Canyon).

b. "Historic sites identified in the California History Plan: [See Figure 4 in the Appendix]

Monterey Old Town Historic District: preservation project.

Mission San Carlos Borromeo

Mission Santa Cruz

Bay Discovery Site: Sweeney Ridge.

All State Historic Landmarks

All County Inventory, State Park, and protected archaeological sites.

c. "Areas designated by other plan elements lying within resource preservation areas for marine, geological, coastal land and recreation resources, including all open beaches, active sand dunes, marshes and lagoons, riverways, intertidal zone, coastal bluffs, prime agricultural lands, rare habitats.

d. "Areas of fragile open space values identified in local and regional plans, and in the Intensity of Development Element, as important visual transition areas, urban, industrial, or agricultural buffer zones, particularly:

Pacifica hillsides and ridges

Montara Mountain

Midcoast agricultural lands

Santa Cruz Mountains

Rancho San Andreas agricultural lands

Santa Lucia Mountains

Moss Landing wetlands and agricultural lands

Monterey Bay dunes

e. "Critical oceanview areas, including the entire area seaward of the public road nearest the coast where offshore rocks or surf are visible from the traveled way or turnout; and generally all lands lying between the Highway and the ocean where the average right-of-way to mean high water is 100 yards or less. [These areas will be mapped.]

f. "Outstanding landmarks, natural areas, historic areas, and prominent landforms not previously identified nor publicly owned specifically for scenic preservation:

San Pedro Rock

Montara Light Station

Pillar Point Mountain

Pigeon Point and lighthouse

Sand Hill Bluff

Point Santa Cruz and eastern part of Lighthouse Field

Arana Gulch

Elkhorn Slough

Point Pinos and lighthouse

Point San Jose Creek Canyon

Malpaso Canyon

Bixby and Rocky Creek Bridges

Little Sur River Gorge

Los Padres National Forest

Point Sur and lighthouse

Victorian era houses: Santa Cruz, Watsonville, Pacific Grove

Historic railroad depots: Ocean Shore and Southern Pacific Railroads

g. "Eleven scenic routes on which the corridor provides excellent views and opportunities for observation to pedestrians, equestrians, and recreational drivers, as identified in Finding #3.

h. "Areas of outstanding scenic quality identified by the Highway 1 Viewshed Study." [These areas will be mapped.]

4. South Central: "In order to protect extensive continuous open land, only development which is intimately related to fisheries, to agricultural use of such land or which provides for public recreational use of such land and is judged to be visually subordinate to the landscape and visually consistent with the open character of such lands by the agency designated to carry out the coastal plan shall be permitted in areas designated as open lands. Industrial and urban uses (e.g., housing, motels, industrial facilities, restaurants) are visual intrusions in natural or open space areas and should be sited in developed, built-up areas, designated by present urban limit lines, present city limits, and presently existing clusters of development identified by the agency designated to carry out the coastal plan.

"In Ventura, Santa Barbara and San Luis Obispo counties, areas that should be kept open include:

a. "Extensive open lands along the shoreline and the coastal highway. These include, in San Luis Obispo County, coastal lands visible from the State Highway north of San Simeon Acres to Ragged Point, land between San Simeon Acres and Leffingwell Creek, land from the southerly urban limit line in Cambria, from the shoreline to the ridge of the nearest hills, to the northern border of Cayucos. Buffer land between Cayucos and Morro Bay; the Morro strand sandspit, the mudflats and marshlands of Morro Bay, the immediate shoreline where possible; the Morros and farmlands found along the approach to Morro Bay along Los Osos Valley Road and U.S. 101; the coastal terraces, ridgelines and hill faces from Montana de Oro to Avila; the Nipomo Dunes and dune lakes; the coastal beaches, dunes, bluffs, terraces and hill faces from the Santa Maria River estuary to Gaviota. All presently non-developed land between U.S. 101 and the beach from Gaviota to Winchester Canyon. All terraces, ridgelines and the hills visible from the highway in the same area, coastal bluff tops between 101 and the ocean from Carpinteria to Rincon Point. All of 'the Rincon' stretch of 101 except in existing beach communities (Rincon creek to Ventura river). Coastal dune areas between the Santa Clara River and Oxnard Shores. All open waters visible from the shoreline. The coastal hillsides, beaches and shelves from Point Mugu and the Ventura County line, except in existing beach community areas near Yerba Buena Road. Santa Cruz, Santa Rosa, San Miguel, and Anacapa Islands.

b. "Particular areas of local significance that have been or will be identified by local advisory groups, local government or the regional commission. These include 'wet sand' beaches, bluffs in unsubdivided areas, offshore rocks, creeks, ridge-tops, swamps, marshes and groves of trees.

c. "Coastal landscape types and specific areas identified now and in the future by local communities, counties, regional commissions, or the State Commission as being of particular importance to the scenic quality of the coastal zone. This shall include areas designated by county open space and conservation plans.

d. "Land outside urban limit lines. Urban limit lines should be prescribed for all urban areas. The land outside urban limit lines may include agricultural, forestry, and open space lands identified by local communities, regional commissions, or the State Commission as being of particular value in providing relief from urbanization, in defining urban limits, preserving natural land forms and significant vegetation, or in providing attractive transitions between natural and urbanized areas."

5. South Coast: "[To ensure that] existing open land in the coastal zone [is preserved the following policies shall apply in areas of the degree of urbanization indicated:]

a. "S1 through U1. Land now in public ownership in the permit area shall not be sold for private use without approval of the Coastal Commission. Such land [should] be held for public purpose, including open space, or leased to the private sector for facilities of public or private purpose by Federal, State, or local agencies.

b. "S1 through S2. Open land shall be used as a boundary to confine development within limits already established by urbanization in order to prevent urban sprawl and to improve the definition of city form and identity.

c. "S1 through S2. No development shall be permitted which detracts from the rural character existing in these areas.

d. "S1 through U1. All of the ecologically fragile natural areas specified in other elements of this Coastal Zone Plan are also declared to be visually fragile and recommended for preservation, in order to afford visual relief from urbanized areas."

6. San Diego: "Development shall not be allowed which substantially degrades the visual quality of scenic coastal zone resources, including...areas surrounding sites designated in the California Coastline Preservation and Recreation Plan for State park acquisition (i.e., Torrey Pines and Tiajuana Estuary)."

Statewide Policy:

3. RESTORE VISUALLY DEGRADED COASTAL AREAS

Because the appearance of some coastal areas has been degraded by alterations of the natural landforms and vegetation, signs and billboards that block views and create visual clutter, and development that is mediocre in design and out of character with the unique coastal environment, these areas shall be restored to a high visual quality. To this end:

a. The agency designated to carry out the Coastal Plan, working with local municipalities, shall prepare a long-range plan for the restoration of the desired visual quality and character of coastal areas.

b. Restoration plans for communities and neighborhoods shall include detailed criteria consistent with the Coastal Plan policies on appearance and design so that all new development will be compatible with the desired visual quality of the area.

c. Public funds should be provided to restore coastal design amenities by programs such as the acquisition of structures that have degraded scenic areas, the removal of development to create needed open space in urban areas, and the assistance of the agency designated to carry out the Coastal Plan and local municipalities in developing restoration plans (to be addressed in the Government, Powers and Funding Plan Element).

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "This program . . . is important enough to the appreciation of coastal scenery to require separate financing. One attractive method for large restoration projects is the redevelopment approach. A Coastal Restoration Agency or similar body . . . will be responsible for carrying out specific restoration efforts of other state agencies. Recommended restoration projects will be contained in specific viewshed studies; however, areas of concern include restoration of natural habitats, concentrations of adverse scenic impacts, reduction of visual clutter, regaining of views lost through structural blockage or non-native vegetative growth, masking of other unattractive development with landscaping, undergrounding of utility lines in key scenic areas, and aesthetic improvement of 'gateways,' 'streetscapes,' and historic districts. Restoration and reuse plans for extraction areas (quarries, sand mines, cutover forests) shall be consistent with regional design policies."

4. South Central:

5. South Coast: "[In order to] restore to openness areas now congested crowded and/or blighted:

   "[In areas] S1 through U1 in conjunction with . . . consideration should be given to the acquisition of properties which constitute non-conforming uses according to local zoning ordinances at such time as their time limitations expire or they suffer damages totalling 50 per cent or more of their replacement cost.

   "[In areas] S3 through U1 land which comes into the public sector through tax default, gift or abandonment in the permit area shall not be sold for private use [but instead shall be used] to increase openness, provide recreational area, or provide physical and visual access to the sea and other open areas, unless otherwise approved by the Coastal Commission. Such land may be leased to the private sector for facilities of public purpose by Federal, State, or local agencies."

6. San Diego:

Statewide Policy:

4. ESTABLISH A DESIGN REVIEW PROCESS

To ensure that new development preserves, enhances, and restores the visual assets of the coast, the Legislature should require and fund cities and counties along the coast to develop and implement Design Elements in their general plans. These Elements shall include appropriate guidelines, criteria, and standards that are consistent with the Commission's Appearance and Design Policies. Until these elements can be prepared and implemented to the satisfaction of the agency designated to carry out the Coastal Plan, all public and private development within the coastal viewshed shall be subject to design review. To evaluate visual aspects of development proposals and to advise the coastal agency on both design issues and the application of other Coastal Plan policies through design techniques: (a) a design professional shall be on the staff of the agency; (b) design review boards should be established in coastal municipalities; and (c) regional design review boards shall be established by the agency designated to carry out the Coastal Plan to evaluate development proposals of regional significance and in areas not served by local design review boards. Design review boards shall consist of coastal zone residents who have displayed an understanding and appreciation of the economy, history, aesthetics, and goals of coastal communities, and design professionals (e.g., architects, landscape architects, urban designers, planners, engineers, artists, sculptors, etc.).

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "A regional design advisory committee (RDAC) shall be established, composed of at least two independent design professionals, one coastal agency staff member, one regional government staff member, one resident of the coastal subarea of each county in the region, and one member of the public from outside the coastal zone. The RDAC will consider a proposed development in its local, regional, state, and national scenic context. Cumulative design impact of several projects together will also be assessed. State and regional coastal design guidelines will provide basic criteria, and innovative solutions to design problems will be encouraged.

   "Any project review necessary (by statute or appeal) after local approval shall be empowered to disapprove the project on the basis of noncompliance with State and regional coastal design guidelines.

   "The Commission or its successor shall be empowered to execute memoranda of understanding with State and Federal agencies regarding the design of standard structures (public rest rooms, highway signs, etc.) only when such designs are acceptable both to the RDAC and the agency concerned."

4. South Central: "Final review should occur prior to the issuance of a permit by the agency designated to carry out the coastal plan."

5. South Coast: "[In areas S1 through U1] until a precise and comprehensive skyline study is undertaken to plan and determine the location of nodes of coastal development the Design Review Board may require photo-montages, models or other devices to aid in the consideration of proposed medium or high rise buildings. Consideration shall include the impact of traffic and parking, wind patterns, and microclimates. Other appearance and design qualities shall be clearly understood prior to decision-making concerning their construction.

   "[In order to] restore to openness areas now congested, crowded and/or blighted [and in order to] enhance urbanized areas by increasing the incidence and extent of open areas, [in areas S3 through U1] renewal and redevelopment projects which rely in any part on State or Federal financial support shall be designed to increase open space, and decrease intensity and floor area ratio when located in the permit area."

6. San Diego:

Statewide Policy:

5. COASTAL DEVELOPMENT SHOULD MEET DESIGN GUIDELINES

To ensure that new development (a) compliments and enhances the positive visual qualities in developed areas, (b) is compatible with the natural features especially in rural and largely undeveloped areas, and (c) restores and enhances visual qualities in transitional development or degraded areas, all public and private development shall be consistent with the Design Guidelines contained in Policies 6 through 28 and with the special policies for each individual Region adopted below as Regional Amplifications of this policy. A design review process as described in Policy 4, shall be initiated to ensure compliance with these Guidelines.

Regional Amplifications:

1. North Coast:

2. North Central:

3. Central Coast:

"a. Public and Large Scale Development. Because of their particularly large impacts on coastal users, public developments (roads, government buildings) and large-scale private developments (subdivisions,,hotels) should exhibit a high quality of design. Public design competition, early public review, and creation of funding sources to enable public agencies and low-cost housing developers to employ outstanding professional architects should all be used to achieve this objective. Existing state and federal installations will be encouraged to upgrade their appearance with the assistance of local and regional agencies, and funding developed for that purpose.

"b. Historical Sites. Landmarks and historic areas shall be protected from destruction resulting simply from lapses in continuous use of structures, and means should be found to rehabilitate dilapidated landmark structures, recycle historic buildings, or acquire them for public use (as in downtown Monterey) before they may be demolished.

"c. Recreational Facilities. Because heavy use of recreational facilities and other scenic views often results in litter and visual degradation, all public recreational areas, scenic road turnouts, and other such areas shall contain adequate, well-designed litter containers; maintenance (emptying) of these containers, raking of beaches, and anti-litter patrols along highways and in wilderness areas should receive high priority in state budgeting and local cleanup campaigns."

4. South Central:

5. South Coast: "Subregion Guidelines." [See Figure 1 in Appendix.]

6. San Diego:

Statewide Policy:

6. DESIGN GUIDELINE: SCALE, HEIGHT, MATERIALS, AND COLORS

To ensure that new development makes a positive contribution to the unique visual assets of the coast, all new development shall either be compatible with the character of the surrounding attractive area or shall enhance the quality of areas that have been degraded by existing development. To these ends:

a. In existing rural and generally undeveloped areas, development shall be integrated with the natural environment and not indiscriminately imposed upon it. Structures should be located so they do not tower above ridge lines, and do not compete with the visual dominance of the coastal hills, major tree masses, coastal waters, or other features of the natural terrain.

b. In developed areas, structures shall generally conform with the character of the surrounding area, or enhance the area if it has been degraded.

c. Large scale new development in rural areas (where permitted by the Intensity of Development Plan Element) and urban develop-

ment that would be of a substantially greater density than the surrounding area shall be in accordance with an area plan, prepared by the developer, that specifies the general location of uses by height, bulk, and density, and that indicates the location or methods for preserving open space, ocean breezes, views, and public access. The impact of any proposed major structures on views, shadows, glare, and wind patterns shall be evaluated as part of the area planning.

d. Materials and colors used in building construction should be selected on the basis of their compatibility both with the structural system of the building and with the appearance of the building's natural and man-made surroundings, rather than to use pre-set architectural styles (e.g. pseudo-Spanish mission and standard fast food restaurant designs.)

Regional Amplification:

1. North Coast: "Basic good design should consider the following criteria:

   a. efficiency of materials, resource consumption, and maintenance.

   b. avoidance of friction, incompatibility

   c. prevention of dangerous situations

   d. allowance for future flexibility

   e. individual and creative style

   f. a sense of orderliness and harmony

   g. harmonious relationship with the character of the area

   h. sensitivity to site characteristics

"New developments should be compatible with the type, scale and densities already in existence. If higher intensities are desired, plans should show an increase in the amount of open space currently found in existing developments. If larger scale developments are desired, adequate buffers between the new developments and existing developments must be provided. The type, scale and intensity of a development should not reach a point where public access and views are blocked or degraded.

"Structures should be kept to a height limit so as not to rise above ridge lines or dominate the visual scene. In urban areas, new developments should be in keeping with existing skylines. The impact of any high building on views, wind patterns, should be evaluated prior to approval. Different building heights are desirable when they break monotony and do not block views."

2. North Central: "The intent of [design] review is to insure that all development be subordinate to the natural environment and/or compatible with or upgrade existing development. Design review shall include guidelines developed by the Commission for ...the appearance of structures including their location, scale, height, materials, and colors."

3. Central Coast: "The design of structures in rural or largely undeveloped areas shall substantially reflect their functional use (barns, cattle, fences, farm labor housing, power plants). When private housing and other uses are permitted, the major design determinant is the open space resource: landforms, vegetative masses, and available public views should strictly determine the location, scale, bulk, and height of the structures."

4. South Central:

5. South Coast: "[In areas S1 through U1] In order to preserve the diversity of the regional coastal zone, the size and geographical area coverage of projects shall be a consideration. No single project shall be permitted to monopolize and monotonize the seascape. Single projects which, in combination, achieve similar domination of the seascape, shall be prohibited."

6. San Diego: "New structures shall be so located as to preclude the necessity of constructing protective seawalls or retaining walls."

Statewide Policy:

7. DESIGN GUIDELINE: COMMUNITY BOUNDARIES

To strengthen the contrast between developed and natural areas, new development shall not be permitted to sprawl, project by project, into open areas; instead clearly identifiable community boundaries

shall be strengthened where they exist, or established where none now exist, by concentrating new development in existing built-up areas and in areas designated for new development in the Intensity of Development Plan Element.

Regional Amplification:

1. North Coast:

2. North Central: "Because clear visual boundaries between developed and open areas are important in creating community identity and inhibiting sprawl, new developments shall respect and strengthen the sense of existing community boundaries."

3. Central Coast: "Cities and counties proposing expansion of developed areas shall be required to prepare comprehensive urban design plans recognizing local character and design opportunities, and establishing local design objectives. Open space and historic areas of local importance should be identified, and methods of implementation adopted."

4. South Central:

5. South Coast: "[In order to] restore to openness areas now congested, crowded, and/or blighted [in areas S3 through U1], open land shall be used to buffer conflicting uses such as heavy industrial and residential use. In areas where conflicting uses are not buffered, long-range acquisition plans will include land clearance projects to create the necessary buffer zones.

   "[In areas S3 through U1] open land shall be used to identify community boundaries in order to provide differentiation between communities and strengthen community identity and character.

   "[In areas S1 through U1] subregion or community identity shall be restored and/or enhanced and preserved by designed roads, walkways, bicycle paths, piers and beaches. Within the boundaries of any community coordinated design of the elements of the public areas such as street furniture, street lighting, store fronts, landscaping, beach concession stands, restrooms, life guard posts, etc., shall be created, subject to local Design Review Board approval."

6. San Diego:

Statewide Policy:

8. DESIGN GUIDELINE: SIGNS

Because signs and billboards can block coastal views, cause visual clutter that conflicts with the ordered design of coastal communities, and generally detract from the natural beauty of the coast, cities and counties, as part of their Design Elements prepared pursuant to Policy 4, shall develop sign ordinances for the purpose of applying the following State Policy and Regional Amplfications to specific coastal areas that can be seen from principal coastal access roads, trails, railroads, and major lateral transportation corridors leading to the coast:

a. New off-premise commercial signs shall not be permitted. These are any commercial signs that do not advertise (1) a use being made of the premises; (2) the name of the owner or use; or (3) a product, service, or entertainment available on the premises.

b. After a reasonable period of time as established in the Coastal Plan for amortizing the cost of existing off-premise signs, the signs shall be removed.

c. In place of off-premise commercial signs, coastal communities should provide alternative means for transmitting information to the public about commercial services and products available in the communities. These alternatives could include low power radio broadcasts beamed to travellers, and kiosks or other well-designed integrated displays at roadside turnouts near major community entrances. The California Department of Transportation should cooperate in designing and erecting attractive signs to alert travellers about these informational displays and in providing roadside turnouts.

d. On-premise commercial signs, for identification and information purposes only, shall be designed as an integral part of the structure they are identifying, shall complement or enhance the appearance of the surrounding area, and shall not block coastal views. The following kinds of signs are specifically prohibited except where the agency designated to carry out the Coastal Plan finds either that this prohibition would result in a greater negative impact than would allowing one of these types of signs (e.g., where prohibiting a roof sign would necessitate cutting down trees to make a wall sign visible), or that the sign represents a creative, artistic, and effective design solution (e.g., an applique, embroidered fabric banner) consistent with other policies contained in this element: (1) signs that are located on or project over the roof of a building or structure; (2) fabric signs and banners; (3) flags, other than those of any nation, state, or political subdivision; (4) pennants, streamers, bunting, and wind signs; (5) "A" frame and portable signs of any nature; (6) statues, real or simulated, utilized for advertising purposes; (7) the outlining of a building by means of explosed neon tubing, exposed incandescent lighting, or other artificial lighting.

e. Commercial signs that rotate, change, reflect, blink, flash, or give the appearance of performing any of these actions shall not be permitted.

f. Public information and direction signs shall be of a simple, easy to read design, shall make use of materials and colors that harmonize with surrounding elements, and shall be as few in number as possible.

Regional Amplification:

1. North Coast:

2. North Central: "The Commission shall develop a plan for the abatement of all existing signs and billboards which do not conform to this policy."

3. Central: "Because of their tendency to create visual clutter and history of misuse, off-site promotional signs shall be prohibited in all designated coastal scenic areas. Existing signs shall be amortized. All on-premise signs shall be subject to the design review process."

4. South Central: "In approving new development and in restoration plans a major objective shall be to preserve and improve approaches to the coastline and to estalish a common system of indicators, including views of the shoreline and signs to show the way to coastal access and parking."

5. South Coast: "The principal objective of signing in the private sector of the permit area shall be for purposes of identification; objectives of public sector signing may include identification, information, or purposes of public safety:

   a. "Signs that have been abandoned or have fallen into disrepair shall be removed or brought into conformance with acceptable standards, respectively.

   b. "Both on- and off-premise non-conforming signs shall be removed according to a reasonable amortization period.

   c. "Signs shall not obscure or detract from building silhouettes and architectural detail.

   d. "Signs should be large enough to permit easy and safe identification, but shall not dominate the street scape or premise nor detract from or obstruct the immediate environment, including views.

   e. "Sign height should be within the normal cone of vision; (not to exceed in height 1/4 the distance from the viewer as seen at a horizontal angle of 30° from the center of the right-of-way).

   f. "No private signs shall be allowed to block, partially block or be in visual conflict with public regulatory, directional, identification, scenic route or other instructive signs.

   g. "All local and State agencies responsible for location, maintenance and design of public signs shall coordinate their efforts and plans in the future management of public signs in order to minimize conflict, redundancy, and unnecessary visual clutter."

6. San Diego: "All signs within areas covered by the shoreline appearance and design element of local general plans shall be subject to review and approval by local design review bodies."

Statewide Policy:

9. DESIGN GUIDELINE: ALTERATION OF NATURAL LANDFORMS

To minimize the visual destruction of natural landforms caused by cutting, filling, grading, or vegetation removal:

a. Development or its support facilities (such as road and utility expansions) shall not be permitted if they would require grading, cutting, or filling that would significantly alter the appearance of natural landforms.

b. In permitted development, landform alteration for building sites, access roads, and public utilities shall be minimized by:

(1) Concentrating development on level areas so that hillsides can be left undisturbed;

(2) Waiving minimum street width requirements and using one way circulation systems so that necessary hillside roads can be as narrow as possible; and

(3) Running hillside roads along natural topographic contours.

c. Under any permitted alteration of natural landforms during construction, timber harvesting, or mineral extraction, the topography shall be restored to as close to the natural contours as possible, and the area shall be planted with attractive vegetation common to the particular coastal region.

Regional Amplification: None.

Statewide Policy:

10. DESIGN GUIDELINE: LANDSCAPING

Because the quality of development is clearly improved by the inclusion of appropriate, natural landscaping, plant materials shall be used to integrate the man-made and natural environments, to screen

or soften the visual impact of new developments and to provide diversity in developed areas. In new development, existing attractive vegetation shall be protected and plants common to the particular coastal region shall be used as the predominant additional landscaping material to reduce the need for irrigation systems and extensive maintenance programs.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast:

4. South Central:

5. South Coast:

6. San Diego: "Development on the tops of these bluffs should be softened and integrated into a continuous mantle of large scale evergreen trees. The planting of the bluff edge must be generous and of such a scale that any architectural development will not dominate the landscape.

   "The designer of each project is encouraged to naturally group trees within the spacing and limits established under these guidelines.

   "The bluff tops are to be separated into two general zones, designated as the First Exposure Zone and the Second Exposure Zone. The First Exposure Zone (FEZ) is to extend from the designated edge of the bluff to fifty feet inland.

   "The amount of trees required in this zone shall be determined by dividing 500 square feet into the total amount of land area of the first zone, excluding the building area, but in no case shall there be less than three trees per project including existing trees of variety specified within the first zone. The required trees are to be distributed throughout the zone and naturally grouped or spaced with no trees spaced greater than thirty feet trunk to trunk.

   "The Second Exposure Zone (SEZ) is to extend from fifty feet inland of the designated edge of the bluff to the inland limit of the coastal bluff zone.

"The amount of trees required in this zone shall be determined by dividing 1000 square feet into the total amount of land area of the second zone, excluding the building area, but in no case shall there be less than two trees per project including existing trees of variety specified within the second zone. The trees are to be distributed throughout the zone and naturally grouped or spaced with no trees spaced greater than forty feet trunk to trunk.

"The trees required for the Exposure Zones shall be of the specie and size specified [in Appendix]. The developer is encouraged to plant additional trees within the zones at his discretion. The developer should take note that when trees are protected by structures, both on the windward and the leeward sides such trees will grow much taller and healthier than when exposed to the full ocean breezes.

"Trees shall be eight feet clear above finish grade at ten years maturity to permit see-through views to the ocean.

"Roof gardens will be considered as landscape open space when such gardens are constructed with a minimum soil depth of four feet and not less than eight feet in diameter, for trees, and with a minimum soil depth of eighteen inches for shrub and groundcover areas.

"Groundcover planting shall be required when and where erosion control is necessary to stabilize soils. The groundcover plants shall be selected from the approved list as specified [in Appendix A, Figure 6].

"Because of associated erosion problems any proposed [major] irrigation system must be approved by the Commission.

"Within the landscape plan, provision shall be made for the use of tree types that are characteristic of the area, that will provide sufficient height to form an umbrella over the planned structure upon reaching maturity, and will be of a shape that will not obstruct vision from finished grade to approximately eight feet above finished grade. Trees will be of sufficient size when planted to provide immediate landscape value.

"Landscaping shall consist of combinations of trees, shrubs, and ground covers with consideration given to eventual size and spread, susceptibility to disease and pests, durability and adaptability to existing soil and climatic conditions."

Statewide Policy:

11. DESIGN GUIDELINE: VIEWS

Because development (including buildings, fences, paved areas, signs, and landscaping) can block views of the coast from the coastal road, inland parks and other public areas, and can diminish the visual

quality of the coast by intruding into scenic areas:

a. New development shall not be permitted to block scenic views of the coastline and shoreline areas from key public viewing points such as roads that terminate at the coast, roadside turn-offs, and recreation areas, and beaches.

b. Tall structures that would destroy the existing scenic quality of low-rise urban areas as seen from inland viewing points or block views of the coast shall not be permitted along the immediate shoreline.

c. In developed areas, so that existing views are not blocked, new ocean front development shall not extend farther seaward than the adjacent structures unless this would preclude all use of the property.

d. In all major new development, views of attractive natural features (such as dunes, the surf, coastal bluffs, out-croppings and estuaries) from the nearest public road shall be protected and public vista areas shall be provided.

Regional Amplification:

1. North Coast:

2. North Central: "Design review shall include guidelines developed by the Commission for...the clustering of structures...to minimize blockage of views, [and] the protection of...visual access to outstanding views to and along the shoreline."

3. Central Coast:

4. South Central:

5. South Coast: "[In areas S1, S2, and S3] automobile parking shall be prohibited on highways which parallel the sea where such parking obscures the view of the sea. Some alterantive parking [shall] be provided at viewing turnouts or in the existing parking lots of beaches and other public facilities.

"[In areas S1 through U1] Adequate off-street parking shall be required for all permit area development, private and public.

"[In areas S1 through U1] no new structure shall substantially increase the distance between views of the ocean and shoreline nor eliminate such views where they currently exist.

"[In areas S1 through U1] tall buildings may be required to provide public access to an appropriate vantage point in an upper level, roof, plaza, or suite for viewing, or be required to maintain ground level view access beside or through their ground level structures. The appropriate view access shall be determined by the Coastal Commission.

"[In areas S1 through U1] programs to encourage removal of view blocking structures through development incentives, abatement procedures or other methods shall be investigated and initiated.

"[In areas S1 and S2] visual access to the sea in undeveloped areas shall be predominantly focussed on broad vistas of the coast suitable for viewing from highway or railroad."

6. San Diego: Because public vistas of the beach, ocean, and other areas of scenic significance, including views of urban environments, are becoming increasingly rare, such views must be preserved. Development shall not be allowed to infringe unnecessarily on those views which are considered by the San Diego Coast Regional Commission or any implementing agency to be of regional significance, or those high quality views identified on CPO's Coastal Vistas map.

"In most areas, multistory development shall be located back away from the ocean front far enough to maintain the existing scale and open feeling characteristic of the coast.

"In addition to encouraging new development that would significantly reduce or diminish view corridors, techniques should be pursued over time to encourage removal or modification of existing view-blocking structures through development incentives, abatement procedures, or other methods."

Statewide Policy:

12. DESIGN GUIDELINE: UTILITY AND COMMUNICATIONS FACILITIES

To minimize the visual degradation of the coastal landscape caused by power and communications lines and towers, the following shall be undertaken as soon as feasible with "feasibility" in each

case determined by the agency designated to carry out the Coastal Plan based on analysis of environmental, economic and technological information:

a. Utility distribution and transmission facilities shall be designed as a coordinated system to avoid unnecessary duplication.

b. New distribution facilities and service connections shall be placed underground except where undergrounding would be inconsistent with sound environmental planning.

c. New transmission facilities (i.e., powerlines of more than 40 KV) within scenic areas identified by the Coastal Commission shall be underground in accordance with a program developed jointly by the agency designated to carry out the Coastal Plan and the California Public Utilities Commission.

d. Except where inconsistent with sound environmental planning, new above-ground transmission facilities shall:

   (1) follow the least visible route (e.g., canyons, tree rows, and ravines);

   (2) not be visible above ridge lines;

   (3) follow, not compete with, either natural features of the terrain or manmade features in developed areas; and

   (4) be well designed, be simple and unobtrusive in appearance, have a minimum of bulk, use the minimum number of elements permitted by good engineering practice, and make use of colors and materials compatible with local surroundings.

e. Existing distribution and transmission facilities shall be placed underground.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central: "Utility lines should be severely restricted in scenic highway corridors: undergrounding of existing overhead facilities shall be a high priority in all developed or developing areas, and shall follow all land divisions unless proven infeasible."

4. South Central:

5. South Coast:

6. San Diego: "Coastal communities shall give priority to the undergrounding of aerial facilities in scenic coastal areas consistent with policies of the California Coastal Zone Conservation Plan and regulations of the California Public Utilities Commission.

   "In order to accelerate the undergrounding of existing overhead utilities in urbanized areas, especially in scenic coastal areas, additional funding must be made available through the rate structure, State appropriations, or other means. Priorities for the expenditure of such additional funds shall be determined regionally, and reviewed and approved by the Commission or any implementing agencies."

Statewide Policy:

13. DESIGN GUIDELINE: PUBLIC SERVICE FACILITIES

To minimize their adverse visual impact, major public service facilities, such as power plants, sewage treatment facilities, solid waste disposal facilities, water storage tanks, pumping stations, power and communication substations and other such facilities shall not be located along the immediate shoreline unless there would be a greater negative visual impact at an inland location. Wherever located, they shall either be screened from public view (by use of natural terrain and vegetation or buffer areas and artificial screening) or be designed in a manner that is compatible with their surroundings (e.g., by use of harmonizing colors, textures, and massing or by undergrounding).

Regional Amplification:

1. North Coast: "Solid waste disposal sites (sanitary landfills) should not be permitted in the planning area when within public view or when the disposal site might degrade the esthetic or environmental quality of this area."

2. North Central:

3. Central Coast:

4. South Central:

5. South Coast:

6. San Diego:

Statewide Policy:

14. DESIGN GUIDELINE: TRANSPORTATION AND PARKING

The adverse impact of transportation and parking facilities upon coastal visual resources shall be minimized while allowing for increased public access for the enjoyment of these resources; to these ends:

a. New and existing roadways along the coastline with expansive views of the ocean shall be regarded as scenic corridors and shall be designed, constructed, and maintained with the highest regard for aesthetic considerations; specifically:

(1) Bridges, overpasses, parking areas, guardrails, and other such transportation elements shall be integrated into the natural landscape so as to complement and enhance the surrounding area, and to retain scenic views and vistas.

(2) Small scale elements such as lighting fixtures, directional signs, street furniture, and landscaping materials shall be organized into a unique system that visually identifies coastal roadways and helps orient coastal viewers.

(3) Provisions shall be made for pedestrians and bicyclists.

(4) Turnouts shall be provided for viewing scenic areas with parking on the inland side of the road where ever safety permits and safe pedestrian access to the coastline where ever possible.

b. Major transportation routes and public transportation systems shall be located sufficiently far inland to protect the scenic quality of the coastal roadway system.

c. Wherever possible, general parking facilities shall not be located on the seaward side of the coastal road, shall be consolidated for joint use by surrounding businesses and neighbors, shall be below grade or underground, and shall be attractively designed and buffered with landscaping, berms, or other attractive screening materials. On-grade parking lots should generally have trees planted throughout the lots.

Regional Amplification:

1. North Coast:

2. North Central: "Design review shall include guidelines developed for the Commission for . . . the placement and screening of parking or storage areas."

3. Central Coast:

   a. "Cost analyses of alternate routes must consider that higher design standards must be followed in scenic areas. Tunnels, single-span bridges, increased landscaping and regrading, and access provisions and roadway capacity must be consistent with policies of the transportation, recreation, and intensity elements of the coastal plan.

   b. "Priorities in design of coastal scenic corridors are for restoration of views, maintenance of the character of the viewshed (urban, rural, historic, agricultural, forested), reduction of visual clutter, and minimizing of traffic congestion.

c. "Because parking areas require large land areas, and parked vehicles may block or degrade scenic views, priority in design review shall be given to all projects providing enclosed and underground parking (except where height becomes excessive as a result), projects eliminating parking from scenic viewsheds, extensive landscaping of parking areas, and particularly any project that reduces, eliminates, or provides alternatives to automobile access."

4. South Central:

5. South Coast: "[To ensure that] roads, streets and paths shall be designed to enhance visual and physical access to coastal amenities:

a. "[In areas S1 through U1] public transportation to beaches, parks and open, natural areas shall be increased. Scenic tours of the entire coastal region by land and by water [should] be initiated.

b. "[In areas U2 and U1] access, visual and physical, to the sea and to activities which border the sea in urbanized areas shall bepredominantly focussed on paths for pedestrians or cyclists which allow visual access to congested or hazardous areas where public access is not permitted (some harbor areas, refineries, some residential areas, etc.). In these areas access by automobile shall, when in conflict with pedestrian or bicycle access, be subordinate. Such routes shall be designated as scenic bicycle paths or scenic promenades.

c. "[In areas S1 through U1] maps of all public purpose areas in the coastal zone (to 5 miles from the m.h.t. line) including beaches, parks, open space and environmental preserves open to the public, and the access to these lands shall be made available to the public at nominal cost from suitable public agencies.

d. "[In areas S1 through U1] a coastal scenic route shall be established, [see Appendix] and will include special signs, markers, rest stops and vista points equipped with informational signs identifying landforms and landmarks in the view. Some information centers shall be established.

"The scenic route is continuous, uninterrupted, and covers the entire South Coast Region. The alignment chosen maximizes the view of the ocean, flora and fauna, coastal geology, physiography as well as the social ecology, activity settings and extractive uses of the coastal land. The alignment includes unique scenic areas, vista points, and panoramic view areas.

"Wherever possible the same scenic corridor will include pedestrian paths, bikeways and navigation routes for small boats.

"The scenic corridor, which includes all lots fronting the scenic roads, paths, bikeways or navigation route shall have strict sign and billboard controls and required review and approval by the Design Review Board of individual structures. (Designation of the scenic route was based, in part, on the work of local community groups. Their considerable contribution will be found in the Appendix.)

"Information on the scenic corridor shall be made available to the Automobile Club, bicycle clubs, YMCA, YWCA, tourist organizations, etc.

e. "[In areas S1 through U1] to minimize the size of the parking lots around recreation and commercial areas, which create visual and psychological barriers to the sea, mass transportation systems, including shuttle systems, shall be encouraged.

f. "[In areas S1 through U1] parking facilities for public areas, including beaches, shall be redesigned to visually minimize their presence through landscaping, screening and lowering of grade level. Design policy shall include conversion of all or parts of existing parking areas to use by mass transit systems."

6. San Diego: "New transportation routes shall be located inland of coastal lagoons and river mouths, and wherever feasible, parking areas shall be located inland of coastal highways to prevent visual obstructions of the coastline.

"Lack of convenient on-site parking facilities, in the absence of alternate modes of transportation, not only discourages commerce and trade, but contributes to street congestion and degrades neighborhood appearance. Adequate off-street parking facilities shall be provided to safely and appropriately handle parking needs generated by their respective land uses.

"Parking areas should be designed for safe and convenient internal circulation, including convenient access for each space as opposed to tandem parking, and turn arounds enabling automobiles to enter the street in a forward manner. Parking facilities should not be so expansive as to interrupt the functional relationship of adjacent land uses, and multiple story parking structures should provide space for stores and shops on the ground level, with minimum frontage being used for entrances and exits. In addition, where parking lots or above ground multistory parking structures would have an adverse environmental impact on the area, the parking shall be undergrounded. Such undergrounding shall be so planned as to allow adequate top soil for the growth of mature trees and other landscape elements.

"In residential areas where on-street parking congestion can interfere with public beach access adequate off-street parking facilities for guests and residents shall include at a minimum one space for each residential unit having less than one bedroom (studio), while units with one bedroom shall provide one and one-half off-street parking spaces per unit, and units of two or more bedrooms shall provide at least two off-street parking spaces per unit. Additional parking spaces may be required in areas which have been severely impacted by on-street parking. Motels and hotels shall normally provide at least one space per rental unit, unless furnished with kitchens, in which case the residential standards shall apply. Commercial and industrial developments shall provide adequate off-street parking for their employees and customers. All such parking shall be designed, landscaped, or otherwise screened in accordance with the design criteria previously stated.

"Landscape materials, including earth berms, shall be used to screen parking areas from public view, and trees of adequate size shall be located throughout parking and other paved areas so as to provide visual relief from the expanse of surfacing or mass of automobiles."

Statewide Policy:

15. DESIGN GUIDELINE: INDUSTRIAL AND COMMERCIAL USES

To reduce the visual impact of large scale industrial and commercial structures along the coast, except as provided below, facilities such as manufacturing plants and shopping centers shall be of a height, bulk, and color that blends well with that of surrounding structures, shall provide physical and visual access to the coast for workers, visitors, and the general public, shall not have significant adverse impacts on the visual quality of clean air and water, and shall not generate excessive noise or unsightly congestion. Where safety, noise, or other functional considerations make it impossible to integrate industrial facilities into the community structure, adequate open space buffers shall be provided between industries and other uses so the facilities can be screened from public view with berms and landscaping.

Regional Amplifications:

1. North Coast:

2. North Central:

3. Central Coast:

4. South Central: "Pollution standards applied in this region shall not permit further reduction of ambient air quality. This recognizes the visual resource afforded by the region's relatively clear water and air."

5. South Coast:

6. San Diego: "Wherever feasible, the use and design of new commercial structures shall be integrated with the use and design of neighboring structures, permitting and encouraging functional and social interactions between neighboring commercial properties.

   "New industrial and commercial districts shall be integrated into the existing community infrastructure, with the least possible disruption to community amenities. As much as possible, uses within commercial districts should bear some functional relationship with one another and be constructed under coordinated design themes."

Statewide Policy:

16. DESIGN GUIDELINE: MINERAL EXTRACTION AND TIMBER HARVESTING

To ensure that mineral extraction and timber harvesting do not degrade highly scenic coastal areas:

a. Buffer areas shall be preserved to effectively screen new on-land extraction and logging operations from coastal roads, trails, water bodies, beaches, and recreation areas.

b. Offshore oil facilities shall not be permitted in waters that are part of particularly scenic coastal areas identified by the Coastal Commission in the Coastal Plan and in other areas underwater facilities shall be used for offshore oil extraction whenever "feasible" (as defined in Policy 12).

c. After completion of permitted mining operations, mineral extraction areas shall be reclaimed and replanted so as to ensure slope stability, erosion control, and adequate drainage and to offer as natural an appearance as possible.

Regional Amplification:

1. North Coast:

2. North Central: "Design review shall include guidelines developed by the Commission for . . . the visual screening of extraction and logging operations from public view."

3. Central:

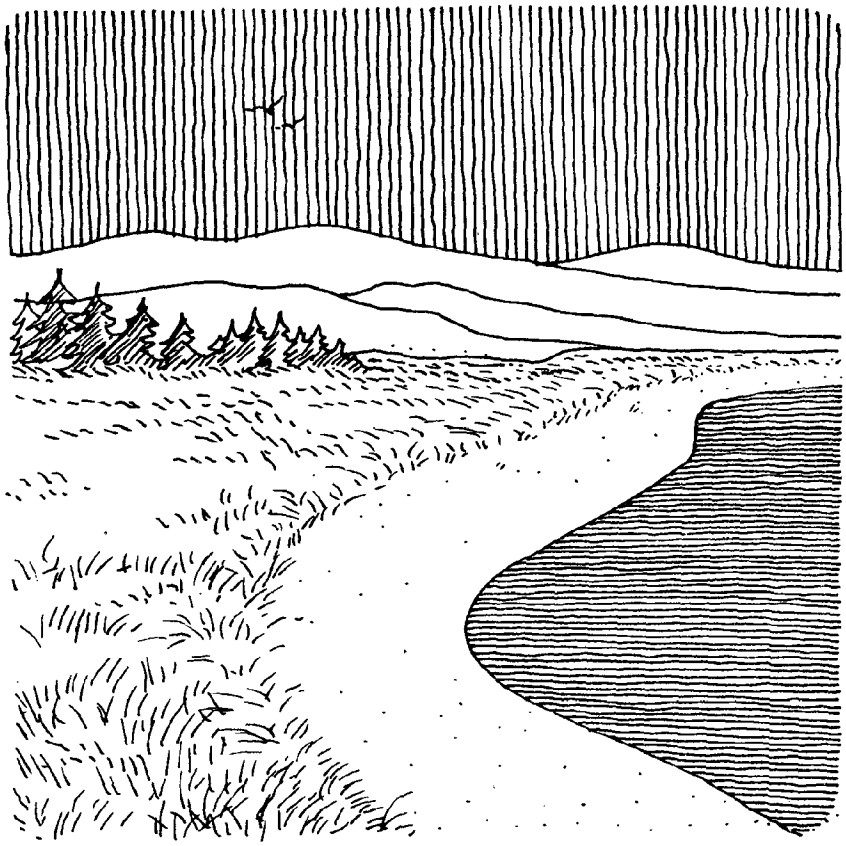
4. South Central:

5. South Coast:

6. San Diego: "Oil or mineral exploration and extraction operations shall not be permitted to degrade highly scenic or visible areas, and shall not permanently alter coastal visual qualities. Visual buffer areas shall be preserved to screen all extraction operations from public view."

Statewide Policy:

17. DESIGN GUIDELINE: BEACHES



To ensure that the visual qualities of beaches are preserved, no structures shall be permitted on the open beach itself except facilities necessary for public health and safety (e.g., beach erosion control structures and life guard towers) or structures found, in other Plan Elements, to be necessary for public welfare (e.g., public fishing piers and energy facilities). All other structures or other improvements shall be located inland from the open beach near existing natural and man-made vertical elements

such as tree masses, hills, and structures—and shall not compete with these elements.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast:

4. South Central:

5. South Coast: "No construction (with the exception of movable lifeguard stations, public piers, beach erosion control devices, and other facilities necessary to public health and safety) shall be permitted on any sand beach within 200 feet landward of the mean high tide line, when the sand area exceeds 200 feet deep. When the sand area is less than 200 feet deep, permanent structures shall be limited to those which are necessary to public health, safety, and convenience, and shall be erected as far inland from the mean high tide line as is feasible.

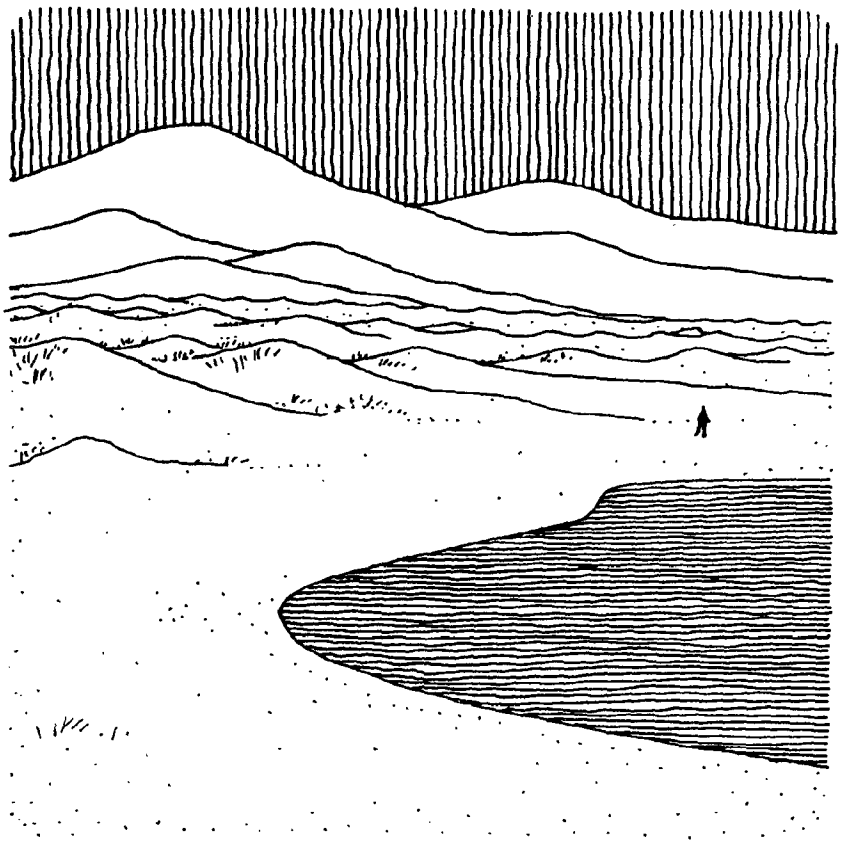
   "[In areas S1 through U2] pedestrian and bicycle paths shall be provided between all beaches and other public areas to restore linked access to these areas where it has been interrupted by development, such as residential, commercial, industrial and automobile and railway transportation facilities.

   "[In areas S1 through U1] wherever feasible, walkways and/or bicycle paths shall be provided along or parallel to beaches to provide linkages beside and between beaches in the permit area."

6. San Diego:

Statewide Policy:

18. DESIGN GUIDELINE: SAND DUNES



Because sand dunes are an environmentally sensitive landform not suitable for intensive development and are an important coastal visual resource:

a. Structures within dune areas that would intrude above the ridge-line of dunes, or damage dune-stabilizing vegetation shall not be permitted.

b. Where development currently exists or dunes are in a degraded state, high priority shall be given to restoration projects.

c. New development shall contain provisions to preserve, restore, and stabilize at least as much dune area as is used for development.

d. No development shall be allowed that would hamper natural dune movement.

e. Pedestrian and vehicular traffic in fragile sand dune areas shall be minimized.

Regional Amplification: None.

Statewide Policy:

19. DESIGN GUIDELINE: COASTAL BLUFFS

Because of the high scenic value of undeveloped areas on coastal bluffs and their sensitivity to degradation caused by bluff development:

a. No structures shall be permitted to be built on a bluff face except for access stairways, which shall be for public use, minimized in number, conveniently located, and visually compatible with the bluff in materials and color.

b. Bluff top development shall be set back from the bluff edge sufficiently far to ensure that:

(1) the development would be in a geologically stable area according to the policies established in the Geology Plan Element; and

(2) the development cannot be seen from the shoreline (mean high water) except (a) in highly urbanized areas where

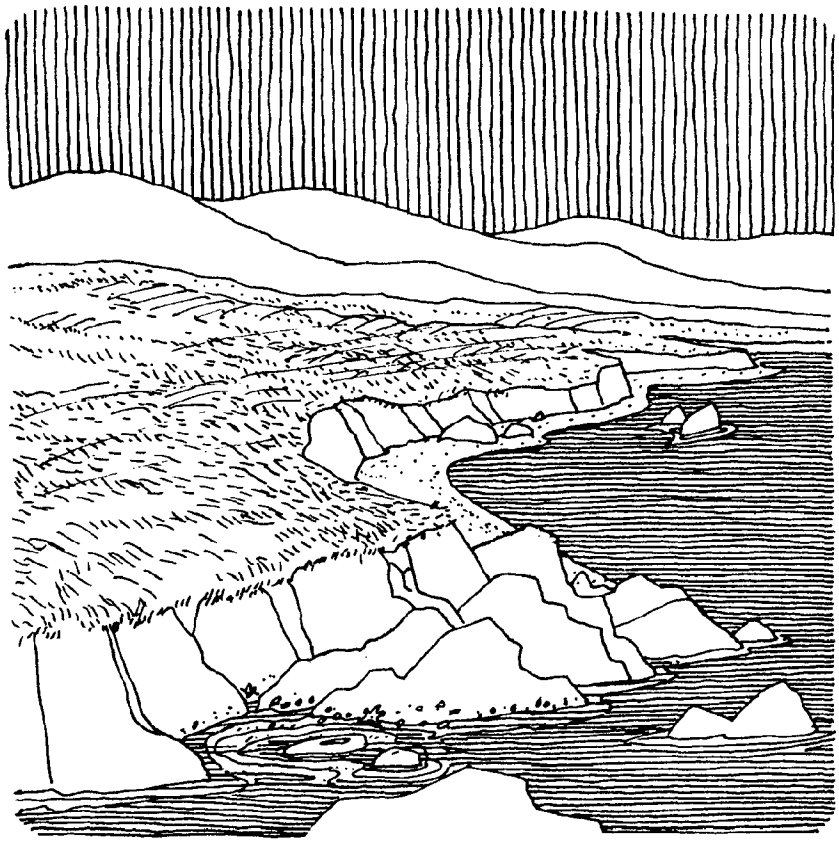
adjoining development is nearer the bluff edge, (b) where the resultant setback sould make the property unusable, or (c) in special cases where a facility that would be used by substantial segments of the public has been justified in an approved urban design plan for the surrounding area.

c. Approved erosion control structures, such as seawalls, shall be constructed of materials that reproduce natural colors and textures as closely as possible.

d. Drainpipes shall be minimized by collecting runoff and directing it landward, where possible, and, shall be unobtrusive in appearance.

e. No dumping shall be permitted over coastal bluffs except where necessary and specifically authorized by the Coastal Commission for erosion control, in areas of significant need and consistent with the policies of other Plan Elements.

f. A coordinated system of paths and linear parks shall be provided on coastal bluffs where consistent with other plan policies linking these areas with community trail and park systems.



Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "Any structure below bluffs shall be limited to a maximum 20 percent of bluff height.

   "Because of the extreme disruptive potential of scattered bluff development, the set-back shall apply on all bluffs except in the following situations:

   [1] on bluff tops above inaccessible shorelines

   [2] where the line of sight to the bluff top exceeds 60°

   [3] where the resultant setback would exceed 100 ft.

   [4] in special cases where a facility used by substantial segments of the public has been justified within an approved urban design plan for the surrounding area."

4. South Central:

5. South Coast: "[In areas S1 through U1] no development, except that of access, public safety or of a recreational nature, as safety permits, shall be permitted within 25 feet of the rim of a cliff or bluff, or 50 feet from the toe of the cliff or bluff.

6. San Diego: "A coastal bluff is defined as a natural landform consisting of solid material rising ten feet or more above mean sea level which is immediately adjacent to the Pacific Ocean or its beach and is marked by a sharp rise in elevation from the base to the top.

"Exterior building material shall complement and blend with the landscaping and the natural colors found in the adjacent coastal bluff. Buildings and other improvements should have a low tone value so that the landscaping and coastal bluff will be the predominant features on the coastal bluff. Developers are encouraged to reduce skyline clutter by placing all utility lines underground from the point of nearest service, to reduce or eliminate the use of television and radio antennas by the use of central antennas or cable, and to screen all rooftop mechanical equipment and appurtenances.

"To provide for vista corridors and on-site recreational opportunitites, generally for larger projects 50 percent of the net usable portion of the project site should be landscaped open space. Landscaped open space is defined as those contiguous ground areas covered by natural vegetation. The net usable portion of the site does not include land laying seaward of the top edge of the bluff, portions of the site subject to an easement for street or highway use, or adjacent street ends even though they are improved to qualify as part of the applicant's vista corridor.

"Every developer of a major bluff top development (e.g. those developments of more than two dwelling units and sited on land parcels with more than 50 feet of ocean frontage) should design and maintain a vista corridor through his development. One formula which would provide for the suggested vista corridor would be as follows:

Vista Corridor = .33 lot width + .05 (lot depth - 100') where depth > 100'. (100' = percent of lot width to be added to the 33 percent constant for vista corridor calculation.

"The maximum vista corridor required is 50 per cent and the minimum is 33 per cent.

"The height of the structures on the project site should be dependent on the width of the adjacent vista corridor and should not exceed the width of the adjacent vista corridor or thirty-five feet whichever is the lesser. A maximum of three levels above the natural or existing grade shall be permitted. Hieght shall be determined from the natural or existing grade prior to any cutting or filling on the site. On project sites of 50 feet or less in width, developments may have a maximum height not to exceed two stories providing such structures are architecturally proportional to the site.

"Property abutting a street end that meets the top edge of the coastal bluff may include one half the width of the street end as part of the vista corridor so long as the applicant improves and maintains the street end in accordance with the directions of the Commission.

"Only those portions of the project site that are free of visual obstructions shall be counted as part of the vista corridor. Any object exceeding two feet in height above finished grade is an obstruction except: (1) fences with an open area to obstructed area ratio of 6:1; (2) trees which at maturity will not obstruct vision from finished grade to approximately eight feet above finished grade.

"The panoramic view of sky, water, surf, and beach available from the coastal bluff edge is one of the most significant coastal zone resources. In order to make this coastal zone resource available to all persons the following guidelines are established.

"Where appropriate each applicant for a major bluff top development whose project site lays between the coastal bluff edge and the nearest existing public street shall dedicate, improve, and maintain a public easement from the nearest existing public street to and along the bluff edge for the full extent of the project site. When a project site abuts a street end, the access from the nearest public street to the bluff edge may be located on the street end so long as the applicant improves and maintains one half of that street end in accordance with the directions of the Commission.

"The public access shall be improved with an all weather walkway, adjacent landscaping, protective railings, ground level night lighting, trash receptacles, benches, and other improvements which may be deemed necessary.

"The coastal bluff face is one of the most striking physical features of the coastal area and is a natural resource of regional significance. The coastal bluffs in San Diego County vary in character from the rugged cave marked bluffs along Point Loma to the multicolored sandstone bluffs in the North County area. The following guidelines are intended to maintain the physical character and natural beauty of the coastal bluffs.

"No building or major structure shall be placed or erected closer than 25 feet from any point of the top edge of the bluff except landscaping, improvements required by the Commission as part of the public access, minor developments such as fences, decks, patios, stairways. In the case of multi-storied structures wherever possible the buildings shall be so designed, or set back from the bluff edge so that no portion of the structure is visible from the beach. Furthermore, no building or structure shall be placed or erected closer than the number of feet required to avoid damage to the structure from slope failure. Potential for slope failure shall be determined in accordance with accepted engineering practice.

"Normally only public stairways shall be permitted on the face of the coastal bluff and then only when:

a. The public stairway is part of a comprehensive beach access program.

b. The stairway is designed and finished in such a manner to make it as inconspicuous as possible when viewed from the beach.

"No bluff protective devices shall be allowed on the face or top edge of the bluff except for natural ground cover which complies with the coastal bluff landscape element.

"No bluff protective devices shall be allowed along the base of the bluff unless they are designed to enhance the natural character of the coastal bluffs and do not extend seaward beyond the natural toe of the bluff.

"Those coastal bluff areas that are already substantially committed to terraced homes down the face of the bluff such as Pacific Street between Wisconsin and the Buena Vista Lagoon in Oceanside and Ocean Street in Carlsbad are exempt from the 25 foot setback requirement.

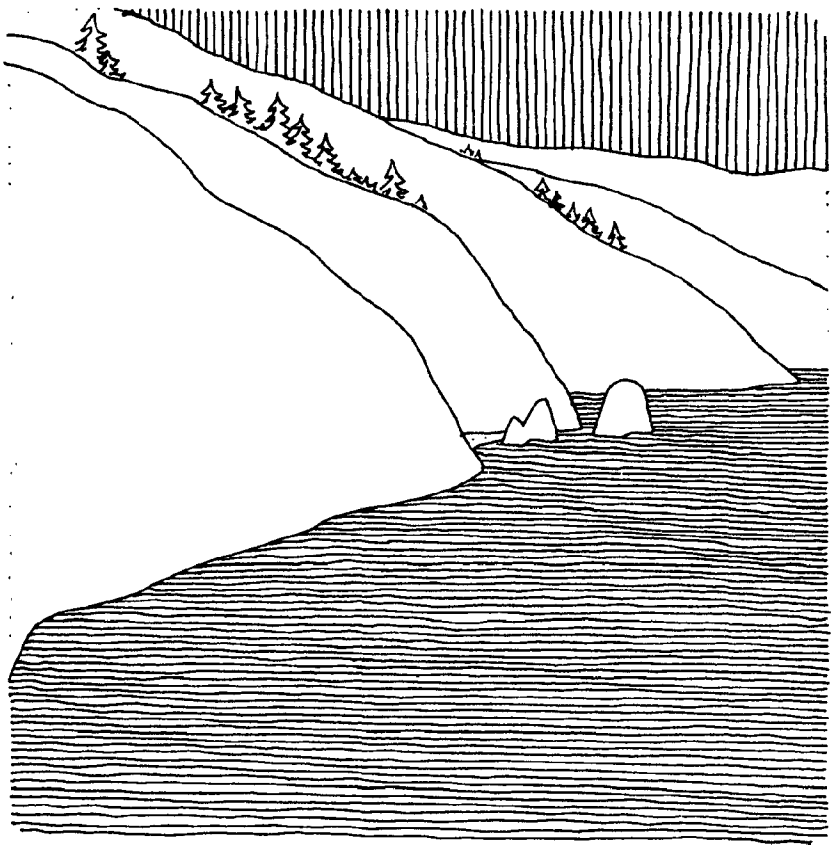
"In areas where no precedent has been established, seawalls and wave protection devices shall be designed to effectively dissipate wave energy, and located as far landward as possible to preserve existing beach areas. No land areas shall be created by backfilling behind the seawall, except where pockets are created by following a pre-established alignment with existing, contiguous seawalls. In no case shall the alignment of new seawalls deviate more than is structurally necessary from the established alignment of existing contiguous seawalls.

"Prior to the construction of any stairway (public or private) which would provide access to the beach, the surrounding area shall be surveyed to determine the number and location of existing stairways in relation to the proposed new construction. The number of stairways shall be held to the minimum necessary to provide adequate public access to the beaches of San Diego County. In order to retard the continuing proliferation of stairways along the coast, public access shall be given preference over private access. Right-of-way dedications or access easements which provide public access to such stairways shall be encouraged."

[Additional San Diego Regional Amplification on bluff controls is included in the Design Guideline on Landscaping.]

Statewide Policy:

20. DESIGN GUIDELINE: HEADLANDS



To ensure the preservation of the scenic qualities of undeveloped coastal headlands:

a. Except where it would make a property unusable, development shall be visually subordinated to the headland form by locating structures near natural terrain features, tree masses, or other development in order to minimize intrusions.

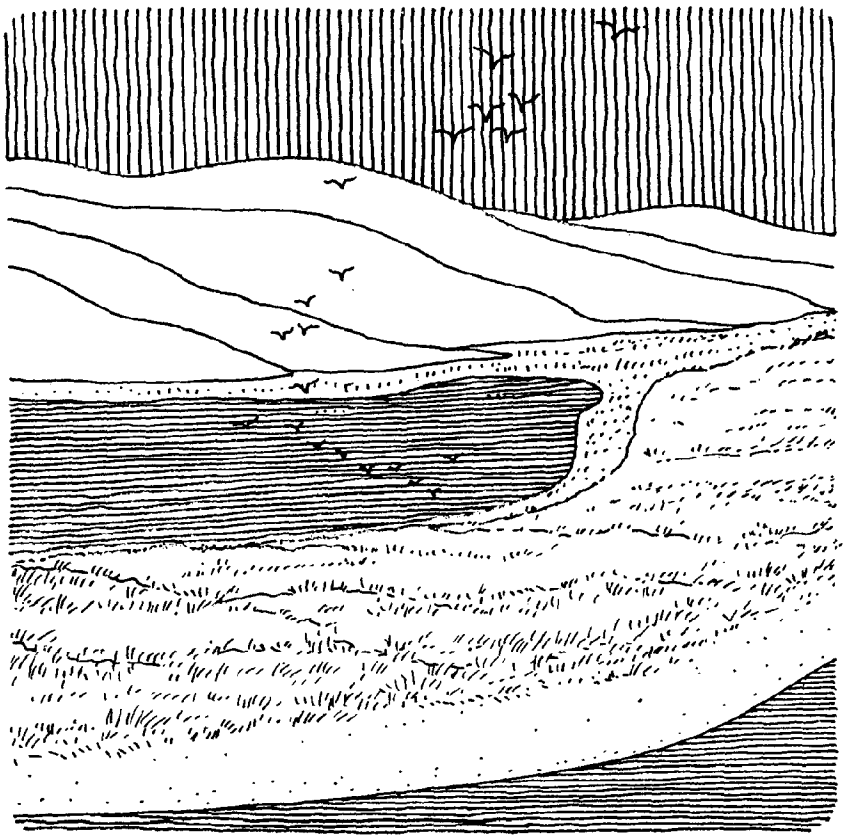
b. Private roads shall be visually screened, and driveways connecting to the coastal highway minimized.

c. Except where it would make a property unusable, the transitions between headlands and related stream canyons shall be left in a natural state with bridges over canyons located as far inland as physically feasible and environmentally acceptable.

Regional Amplification: None.

Statewide Policy:

21. DESIGN GUIDELINE: ESTUARIES



To preserve, enhance, and restore the scenic qualities of estuaries (including lagoons, inlets, and bays):

a. The visual appearance of estuaries and their surrounding beaches and wetlands shall remain intact, and visually dominant by locating structures near trees, hills, canyons, other natural terrain features, or existing development.

b. Public access provisions shall be designed to respect the visual and ecological fragility of estuaries and their adjacent land areas.

c. Coastal roads shall be located on the inland side of the estuaries,

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast:

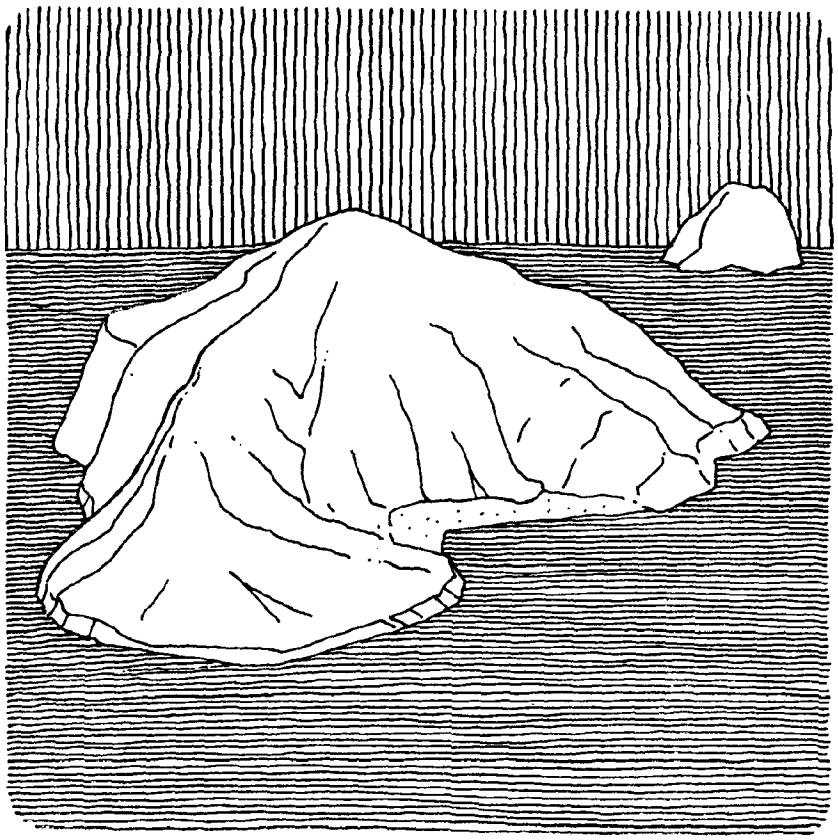
4. South Central:

5. South Coast: "[In areas S1 through U1] public access to and within marginal land areas of inlets, estuaries, and bays shall be provided. Ecological fragility may require that numbers of visitors be limited, or that access be prohibited during certain periods of time, but total prohibition of public access will only be considered for rare and extremely fragile natural areas."

6. San Diego:

Statewide Policy:

22. DESIGN GUIDELINE: ISLANDS

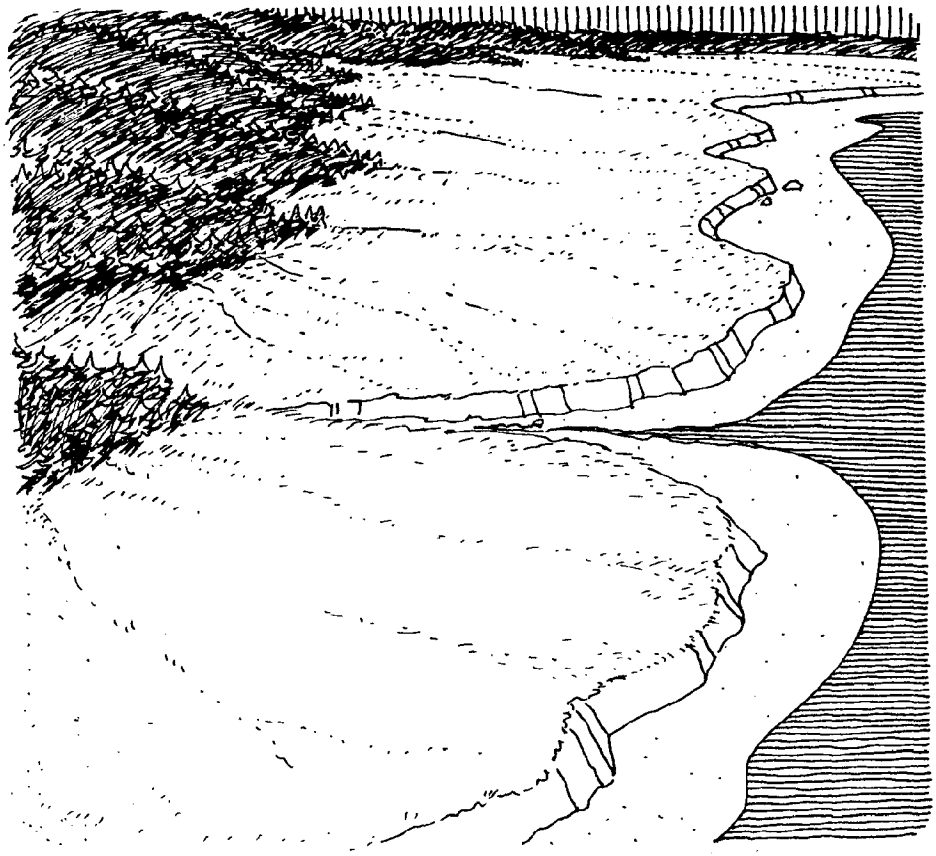


Because islands provide significant scenic value within the coastal viewshed, (particularly in southern California where they are often the only undeveloped, natural open land areas visible from or against the backdrop of the urbanized coastline) except for lighthouses and ancillary facilities necessary for public safety, development shall be of such height, bulk, and color that blends with the natural visual form of the islands, and shall not extend above the natural silhouette of the islands.

Regional Amplification: None.

Statewide Policy:

23. DESIGN GUIDELINE: UPLAND TERRACES AND PLAINS



To preserve and enhance the scenic value of upland terraces and plains:

a. Except where it would make a property unusable, structures shall not be located in open grassland areas where they would be highly visible, but shall be clustered near hills, forests, ravines, other natural terrain features, or existing development.

b. Coastal open spaces in agricultural, grazing, and forestry uses shall be protected for productive use or open space unless there is an overriding need to convert these lands to other uses as established in other elements of the Coastal Plan.

c. Except where it would make a property unusable, development on upland hilltops and ridges shall not be visible from the terraces or plains below.

Regional Amplification:

1. North Coast:

2. North Central:

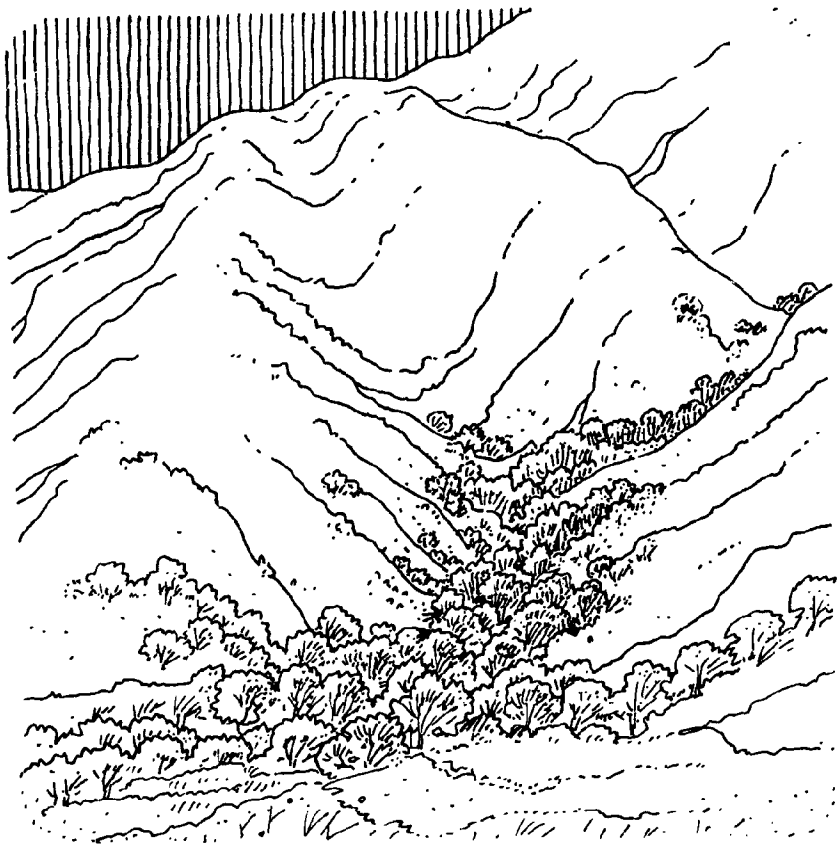
3. Central Coast: "These large stretches of the Central Coast are used primarily for agriculture and urban settlement. They are particularly susceptible to "sprawl," and blockage of ocean views because elevation varies so little. Because of the fragile open space of the benchlands, urban form in these areas should be delineated by urban limit lines. Development shall reinforce urban concentrations and natural boundaries. Use areas and development areas shall be concentrated to provide substantial ocean views from major benchland roads. Agriculture and other open space uses shall be encouraged consistent with Coastal Land Environment and Intensity of Development policies. Vertical elements (trees, structures) are important features on open benchlands and should be clustered together."

4. South Central:

5. South Coast

6. San Diego:

24. DESIGN GUIDELINE: CANYONS AND HILLSIDES



To protect, restore, and enhance the visual integrity of canyons, arroyos, and hillsides that are a dominant part of the coastal viewshed:

a. Grading, cutting and filling shall be in accordance with Policy 9, Alteration of Natural Landforms except when not consistent with sound environmental planning.

b. Bridges and roads across canyons shall be minimized, combined, and located at the narrowest crossing points except when not consistent with sound environmental planning.

c. Development on canyon edges and hilltops shall not be visible from the canyon or valley floors.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast:

4. South Central:

5. South Coast: "[In canyons in areas S1 through U1] no sanitary landfill shall be permitted in the permit zone.

"[In areas] S1, S2 development of hillsides of 35 per cent slope or greater steepness shall not be permitted. Development of hillsides of between 15 per cent and 35 per cent slope shall only be permitted very low density (maximum 1 dwelling unit per 4 acres, gross density). Such development will be subject to review for overall preservation of the natural open and rural character of the entire hillside. [Variances to these standards may be granted if it can be established that the hillside can be developed in a manner that will result in less visual disruption than would occur if developed at one dwelling unit per four acres, gross density.

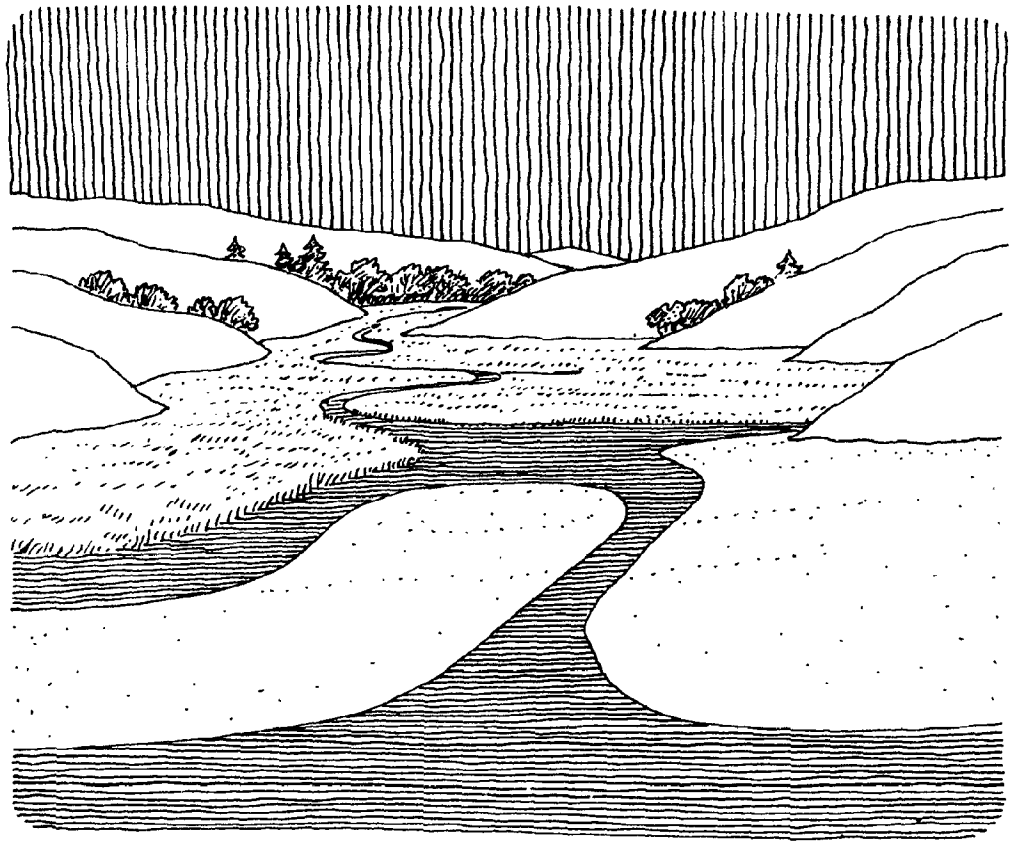
"[In areas] S1 through U1 all permits for grading on hillsides in the permit area shall include the requirement that all possible land shall be restored to its natural form, and that the transition zone between natural and disturbed areas shall be designed to blend with the natural form. Ground cover and other appropriate landscaping shall be restored on the land disturbed by grading.

"[In areas] S1 through U1 appearance and form of coastal zone hillsides shall be treated as an amenity resource in coastal zone plans; design consideration shall include views of hillsides as well as public access to views from hillsides."

6. San Diego:

Statewide Policy:

25. DESIGN GUIDELINE: RIVERS AND STREAMS



To ensure the preservation, enhancement, and restoration of rivers, streams, and their surrounding hills and vegetation that are important visual links between the land and the sea:

a. Except where it would make a property unusable, development shall be subordinate to the natural form of the waterway by being located near groves of trees, rock outcroppings, or existing development and set back from the edge of the waterway to protect riparian vegetation, minimize erosion and preserve

the visual contours of rivers and streams.

b. Channelization of rivers and streams shall not be permitted unless necessary for flood control and consistent with the policies of other Plan Elements. Where specifically authorized, channelization projects shall include landscaping, public trails, and linear parks to mitigate the visual damage resulting from the channelization.

Regional Amplification:

1. North Coast:
2. North Central:
3. Central Coast:
4. South Central:
5. South Coast: "[In areas S1 through U1] programs to consider and encourage submission of feasible plans to restore public access to and use of channelized rivers in the coastal zone shall be initiated."
6. San Diego:

Statewide Policy:

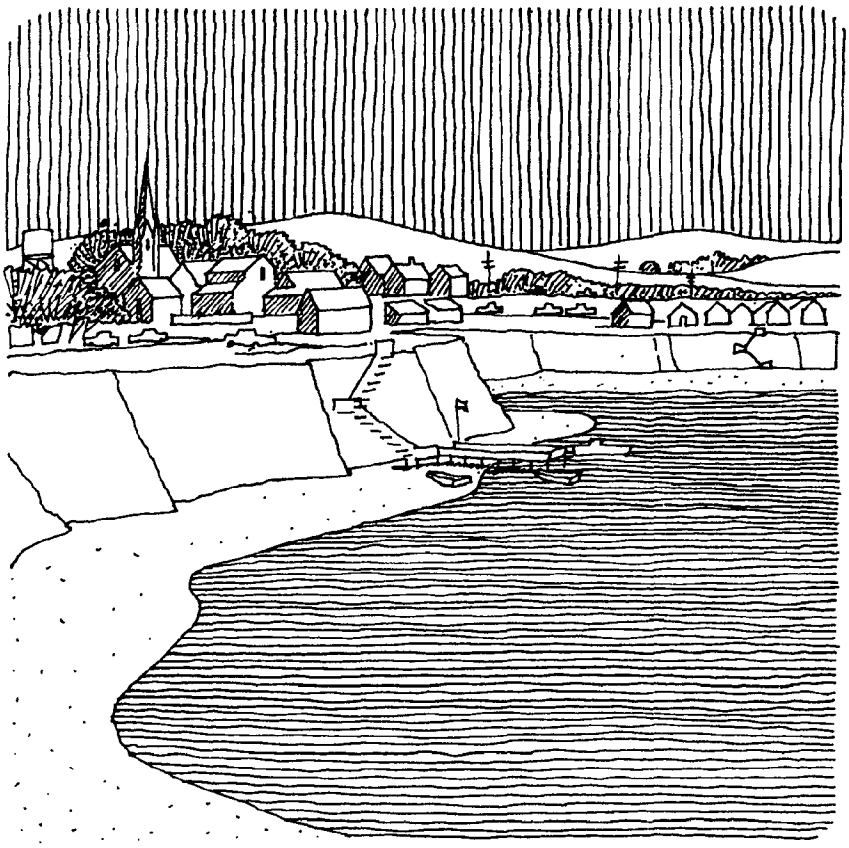
26. DESIGN GUIDELINE: VILLAGE WATERFRONTS

To preserve, enhance, and restore the positive visual qualities of villages that have evolved in a manner that makes them appear to be an integral part of the coastal zone:

a. Development shall strengthen and reinforce the form of existing villages, and shall enhance and restore their visual qualities by being of a bulk, height, and color that is compatible with the existing character in the village.

b. New development in coastal villages shall be designed to harmonize with the essential design characteristics that distinguish the village from other communities; e.g., maintaining

a rustic weathered or whitewashed appearance on a waterfront, and protecting ocean views from many vantage points.



Regional Amplification: None.

Statewide Policy:

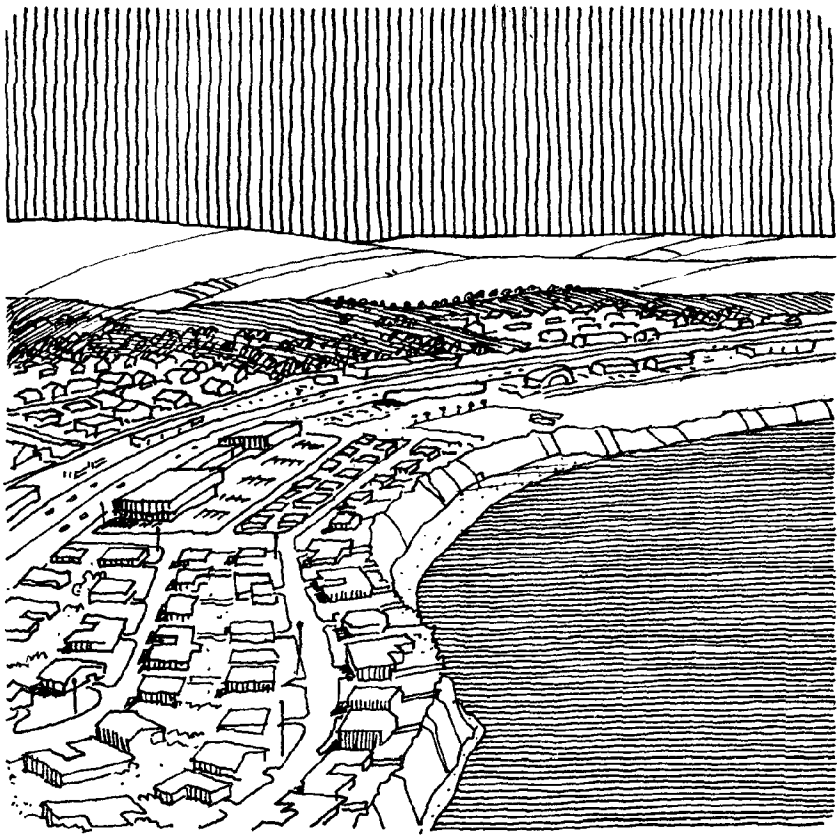
27. DESIGN GUIDELINE: SUBURBAN WATERFRONTS

Because suburban development so often presents the appearance of being unsightly "sprawl":

a. Open space shall be protected by locating new development on vacant parcels within the fabric of the presently developed

suburban areas before allowing construction on surrounding open lands.

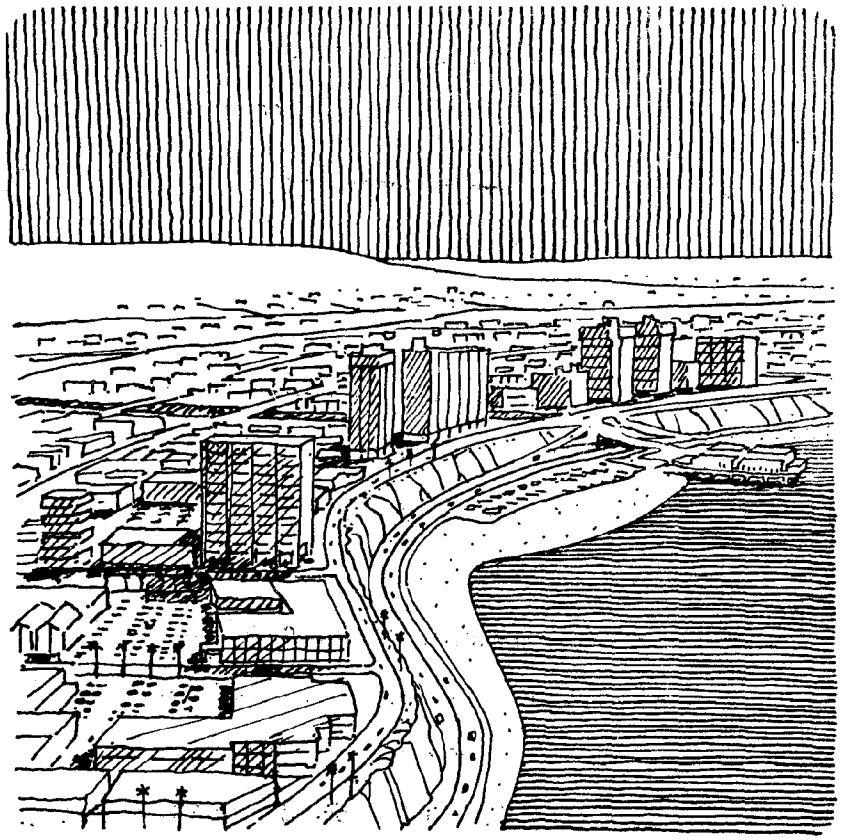
b. Suburban subdivision and development of properties larger than three acres or development proposals of more than 15 dwelling units per acre shall not be permitted unless consistent with a detailed design plan that demonstrates that the development will comply with all other relevant Design Guidelines.



Regional Amplification: None.

Statewide Policy:

28. DESIGN GUIDELINE: URBAN WATERFRONTS



Because of the great variety of uses, forms and issues found in urban areas:

a. Local municipalities, as part of their Design Elements prepared pursuant to Policy 4, shall carry out detailed studies of their urban waterfronts and shall formulate definitive design criteria for improving the appearance of the shoreline.

b. Urban subdivision and development of properties larger than 3 acres or development proposals of more than 20 dwelling units per acre shall not be permitted unless consistent with a detailed

design plan that demonstrates that the development will comply with all other relevant Design Guidelines.

c. Direct acquisition, regulation, design controls, incentive zoning, purchase and leaseback, and exchange of development rights shall be used, where appropriate, to secure, preserve, enhance, and restore remaining waterfront open space in urban areas.

Regional Amplification: None.

Statewide Policy:

29. CONSIDER CUMULATIVE EFFECTS IN COORDINATED PLANNING

Because ongoing development may pose cumulative design conflicts that would degrade the visual quality of the coast:

a. The Commission must consider the cumulative impact on permit applications during the period in which the city and county Design Elements are being designed therefore.

b. Local municipalities should coordinate their transportation, land use, utility, and recreation planning with their Design Elements prepared pursuant to Policy 4, and should formulate area-wide Design Guidelines so that development proposals can be coordinated in order to maximize open space preservation to protect view corridors, natural vegetation, landforms, and other features, to effectively link open space systems with paths, bikeways, and to reduce the need for duplicating circulation systems, and to minimize the occurrence of visually intrusive structures.

c. Where development is proceeding rapidly in small neighborhood areas or in adjoining properties in undeveloped areas, the area shall be

considered as a single unit, and the developers shall be required to jointly prepare an overall design plan to coordinate open space, internal circulation, design themes, view protection and other visual elements and to meet the requirements of other relevant Design Guidelines.

Regional Amplification:

1. North Coast:

2. North Central:

3. Central Coast: "Additional public access to scenic views shall be considered a public benefit when included in projects under review (provided that environmental degradation does not result from access). Priority areas for increased viewing access include the Half Moon Bay beachfront (possible scenic drive), bluffs above the Fitzgerald Marine Reserve (possible coastal trail), bluffs above Elkhorn Slough (possible trail), and Santa Cruz Harbor (trails, bridge improvement).

   "Coastal neighborhoods shall retain their definite community character, provide for maximum pedestrian circulation, ocean views, and access to the beach consistent with Recreation, Intensity, and other policies of this plan."

4. South Central:

5. South Coast: "[So that] existing aesthetic amenities, particularly community character and land use diversity will be preserved in the coastal zone:

   > "[In areas] S1, S2, [and] S3 coastal zone communities which wish to retain a low rise, low density character will receive strong support from the South Coast Regional Commission."

6. San Diego:

Statewide Policy:

30. ACQUIRE SMALL LOTS IN SCENIC AREAS

To carry out the objective of protecting the visual quality of highly scenic open areas identified in the Coastal Plan, State funds should be made available to acquire presently subdivided small coastline lots in scattered ownership upon which construction otherwise in conformity with the criteria of the Coastal Plan would unavoidably despoil the view. Development shall not be permitted on lots designated for such acquisition.

Regional Amplification: None

Statewide Policy:

31. ESTABLISH DESIGN AWARDS AND COMPETITIONS

To encourage an excellence in the design of public and private structures, the agency designated to carry out the Coastal Plan, in cooperation with organizations of the design profession and design schools, shall:

a. Present design awards to development that effectively relates to its coastal location through a sensitive use of form, color, material, texture, and layout, and to community beautification projects that restore and enhance the visual assets of the coast.

b. Initiate design competitions for such items as street furniture, retaining walls, beach stairs, and prototypical structures; the winning designs should be distributed to coastal communities for use in building projects.

Regional Amplification: None

Statewide Policy:

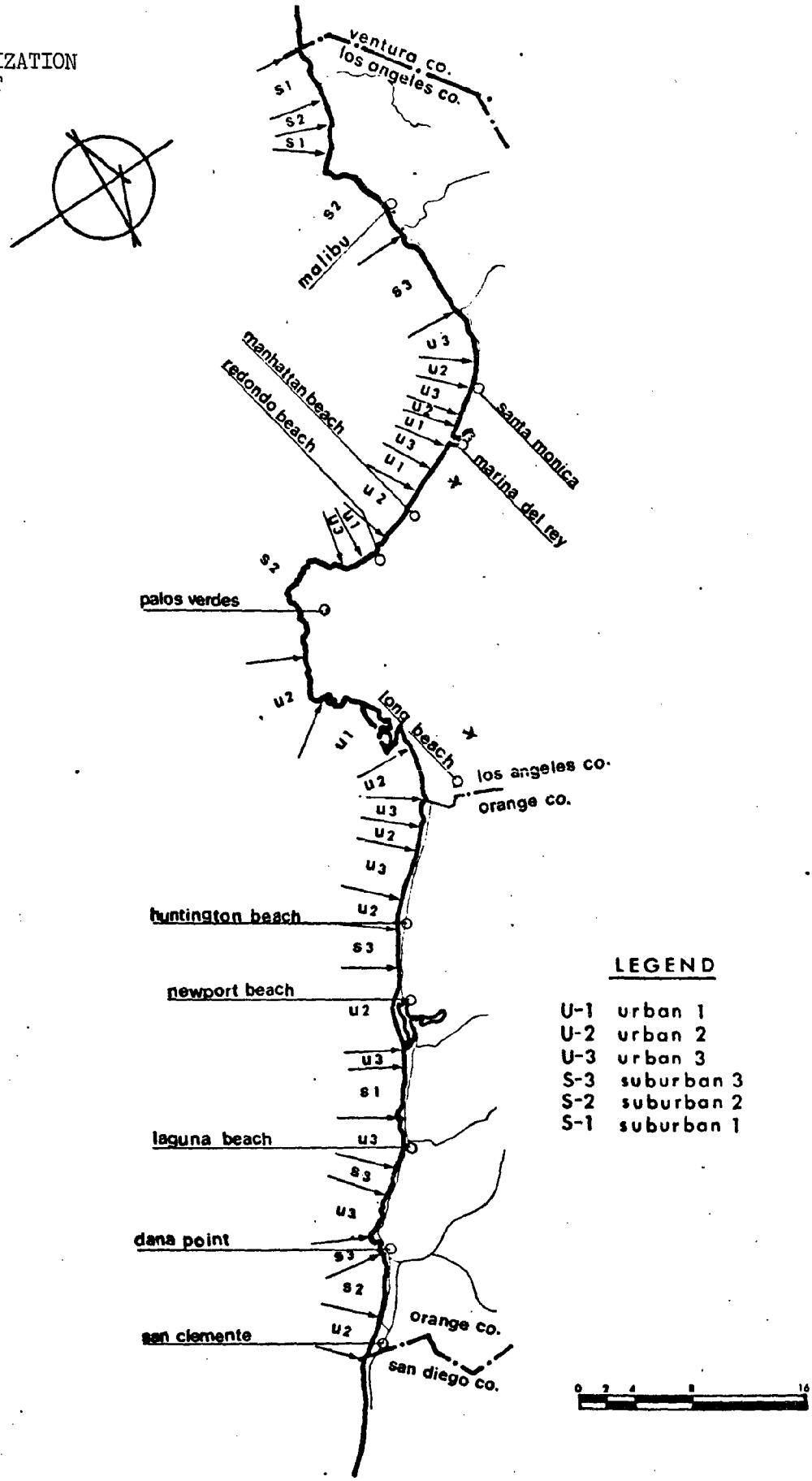
33. PROHIBIT NON-RETURNABLE CONTAINERS

To greatly reduce the litter along the coastal road, in waterfront recreation areas, and in shoreline communities, the State Legislature is urged to enact laws to prohibit the sale of non-returnable glass bottles, aluminum and metal pop-top cans and non-biodegradable plastic packaging in California, if current studies by the Legislature Analyst conclude such legislation would be economically feasible and effective.

Regional Amplification: None

APPENDIX

Figure 1
DEGREES OF URBANIZATION
SOUTH COAST



Subregion No.: 1

From: Ventura County Line

To: Northerly Los Angeles City Limits

Included: Malibu

FIGURE 2

SOUTH COAST COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Mountain range parallel to the coast; prominent canyons; chaparral and coastal sagebrush; prominent marine terraces and escarpment; sandy beaches; cliffs; rolling hills; mostly undeveloped land and sparsely developed land; intensity of commercial sign increases gradually moving east; utility poles and wires onmipresent; beach parking both on and off street. Magnificent panoramic views: Expansive, panoramic, dominated by sea and physiographic forms; temporal variations in scenery result from climatic, seasonal and daily cycles. Visible Human Activities: Surfing, boating, sunbathing, fishing, swimming, diving, etc.	Clusters of residential development tightly knit with distinct edge. Edge definition possible due to surrounding open space, vacant field, etc. Trailer Parks: High density, tightly knit, fine grain socially and physically homogeneous units. Strong territorial definition; usually with controlled entry points. Adapted Beaches: Typically with lifeguard posts, parking lots, concession stands, rest rooms, etc. Institutional: Pepperdine Campus; Hughes Laboratory.
B. Sources of Visual Conflicts and Major Issues 	1. Utility poles, wires, billboards, etc., often are in conflict with the view of the ocean. 2. Commercial "heraldries," although less intense than in major urbanized areas, are nevertheless equally competitive, here with the natural setting. 3. Potentially excellent views blocked by fences and structures. 4. Inadequate opportunities for stationary or low-velocity (pedestrians, bike riders) experience of the ocean. 5. Lack of instructions for travelers to determine best ways to enjoy the ocean. 6. On-street parking often acts as periodic visual barrier (in addition to creating traffic hazards).	1. Clusters of residential structures often act as solid physical, visual, and psychological barriers. 2. Adapted Beaches: Large parking lots and their design usually increase the visual and psychological distance to the ocean. 3. Intimidating "no trespassing" and similar signs appear arrogant and frustrates the scenic experiences--increases psychological distance to the sea. 4. The natural profile of hills and terraces are often distorted or spoiled by rows of trailer homes, buildings, or structures on the ridge line. 5. Usually unattractive rooftops are often seen from coastal roads at higher elevation. 6. The coastal context is often not reflected in the design of public structures and facilities.

Subregion No.: 1

From: Ventura County Line

To: Westerly Los Angeles City Limits

Included: Malibu

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	Restoration: 1. No fences protecting vacant lots, or other non-residential private or public properties shall block views in the coastal permit zone. When required for security and safety, fences shall be constructed of semi-transparent materials (fence materials shall not be more than 25% of the surface area). All nonconforming fences shall be replaced within five years. 2. A coastal scenic route shall be established, (see attached map) and shall include special signs, markers, rest stops and vista points equipped with informational signs identifying landforms and landmarks in the view. Information centers shall be established at key entry points to the coastal zone. 3. Designate local bikeways, pedestrian trails, etc., along the nearest coastal roads and beaches to maximize the coastal experience in different scales of movement. Pedestrian access should be facilitated by providing stairs, steps, ramps wherever necessary. Rest stops, seats, benches, etc., shall be provided along bike paths as well as at vista points and scenic areas. 4. Acquire additional easements for both physical and visual access to the ocean.	5. If a grouping of residential or other type of development along the ocean is more than one-half mile long, at least a 15 ft. wide easement shall be provided so that an access to the beach shall be available within a maximum one-quarter mile (or five minute) walking distance. 6. Parking facilities for public areas, including beaches, shall be redesigned to visually minimize their presence through landscaping, screening and, where feasible, lowering. 7. In order to protect the natural scenic resources, all future development shall be designed and located so as to maintain the existing character of the area. 8. Private or quasi-public institutional settings with good locational vantage points shall be encouraged to establish vista points accessible to the public.

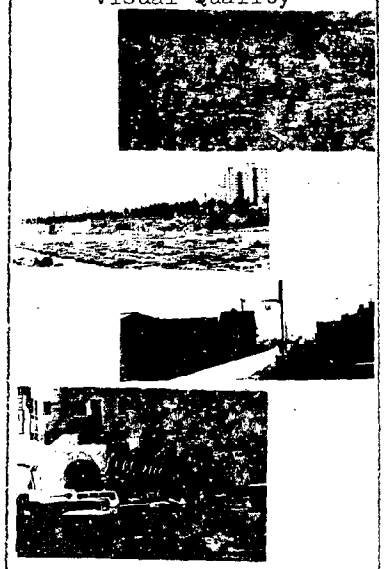
Subregion No.: 2

From: Westerly Los Angeles City Limits

To: Marina del Rey Entrance Channel

Included: Pacific Palisades, Santa Monica, Venice and Marina Del Rey

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Occasional high-rise buildings; solidly built up; predominantly residential, except for steep hills, bluffs, etc. Topography varies from high palisades to the north to flat ground near Venice and the Marina; the transition is gradual. Excellent view of the beach and the larger coastal environment from the Ocean Avenue promenade. Visible beach activities of all sorts. Visible transition and change in and around the Venice and Marina areas. Highly diverse and integrated-by age, income, role, race, coastal lifestyle, perhaps unique in the Los Angeles area.	Marina: Distinctive in appearance; symbolic of the lifestyle based on coastal amenities; view of sailboats, masts, mooring areas, etc. make this area look distinctly sea-oriented, seen from within. Beaches: Some of the most intensely used beaches in the Los Angeles area. Piers: Santa Monica Pier is a major attraction for young and old alike. The amusement facilities, carnival atmosphere and the mixture of people from all walks of life make this area a unique setting. Venice Canal Area: Distinctive for its small block development, narrow streets, pedestrian oriented spatial layout, canals, and old architecture. Generally deteriorating and undergoing trememdous development pressure. Apartment Complexes: Large-scale apartment complexes constitute significant elements of the visual form. Moderate to high density with high ground coverage ratio, few open space
B. Sources of Visual Conflict 	Erosion (aggravated by urban use of land) of bluffs, natural escarpments and palisades. High-rise buildings as obstructions to existing views. Ocean and scenic views partially blocked by existing structures, fences, etc.	No visual access to Marina or the ocean from major streets. The Ocean Park area can potentially be an attractive setting for viewing and enjoying the ocean. The pier continues its long wa to be demolished while being an eyesore and a source of public hazard.

Subregion No.: 2 cont.

From: Westerly Los Angeles City Limits

To: Marina del Rey Entrance Channel

Included: Pacific Palisades, Santa Monica, Venice and Marina Del Rey

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
B. Sources of Visual Conflict (cont.)	Venice Canal area--both private and public--in poor state of maintenance and repair. Preponderance of uncoordinated and chaotic commercial and public signs and lights along Ocean Avenue and other major thoroughfares within downtown Santa Monica. Old oil derricks, utility lines, fences, etc. around Ballona Lagoon contribute to the visual blight.	Some of the new apartment complexes have successfully managed to block off public views of the oceans.

Subregion No.: 2

From: Westerly Los Angeles City Limits

To: Marina del Rey Entrance Channel

Included: Pacific Palisades, Santa Monica, Venice and Marina del Rey

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Owners of old, unused oil pumps, pylons, or other types of industrial structures shall be required to remove them or convert them into pieces of environmental sculpture or art with approval from the Design Review Board, whichever is the least expensive. 2. Preservation and, when necessary, restoration of remaining older structures unique to Venice and of the South Santa Monica, Ocean Park beachfront shall be encouraged.	3. In redeveloping Ocean Park Pier area, pedestrian access and view must be maximized or at least be made equal to opportunities that existed previously. 4. The old Venice area, including the Canal area and the South Beach area of Santa Monica, shall be considered a unique coastal zone and the old pattern of the canals and streets and existing lifestyles shall be protected and preserved from future pressures of development.

Figure 2. Sample South Coast "Coastal Mosaic"

Subregion No.: 3

From: Marina del Rey Entrance Channel

To: Northerly Boundary of the Community of El Porto

Included: Playa del Rey, LAX, and El Segundo

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality	Sand dunes; sandy beaches; bluffs; big sky; high wind; single-family housing above the bluff; mostly empty beaches; sandscape bisected by the coastal road; backshore landscape characterized by coastal plains; sand hills. Visible activities: kite flying; hang-gliding; biking; walking; sailing. At El Segundo: refinery; power plant; oil pier; derricks; lifts, etc.	Southern California Edison; Standard Oil; Hyperi Scattergood, sea waters intake pier, tankers at mooring. Single-family housing and a cluster of shops below the bluff; Dockweiler Lifeguard Station; beach club.
B. Sources of Visual Conflict	Cyclone fences and empty streets; street parking on Vista del Mar; utility lines; no opportunities for temporary stopping or resting. High concentration of commercial signs at the entrance of Playa del Rey adding to the visual chaos: Lack of directional and informative signs.	

Subregion No.: 3

From: Marina del Rey Entrance Channel
To: Northerly Boundary of the Community of El Porto
Included: Playa del Rey, LAX, and El Segundo

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. The rare natural habitat of the Airport Dunes area shall be protected and restored (see adopted Coastal Land Environmental Element, p. B-VII-2 and p. A-I-2, Policy #1) and educational and compatible recreational uses provided To achieve the stated objectives it may be desirable and/or necessary to transfer management of the area to another public agency. (Negotiations with public agencies may include California State Parks and Recreation, Los Angeles County Department of Beaches, Los Angeles County Arboreta and Botanic Gardens, Los Angeles County Department of Parks and Recreation or Los Angeles City Department of Parks and Recreation. 2. Long range: Acquisition of bluffs and the top of the bluff to create access to view; prevent erosion of bluffs.	3. To enhance the appearance of the coastal zone, non-coastal related industries, as they become obsolete (e.g., due to technological considerations as they attain their life expectancy) shall be considered for recycling to more coastal dependent land use. No new non-coastal related industries shall be permitted in the coastal zone.

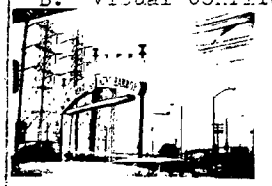
Subregion No.: 4

From: The Northerly Boundary of the Community of El Porto

To: Northerly Boundary of Palos Verdes

Included: El Porto, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Low-rise housing; busy streets, beach traffic; shopping and restaurants-all low rise. Sandy beaches; bluffs at Redondo; diverse life styles; beach communities. Backshore landscape characterized by coastal plain and hills. Streets perpendicular to the coastline act as long view corridors. Paths: beach walk, bicycle path	Manhattan Beach Pier, Hermosa Beach Pier, SCE and Standard Oil, Redondo Beach Pier. King Harbour Gateway; Renewal Land: apartments, high rise; King Harbour: SCE plant; Redondo Beach: viewpoint at Torrance.
B. Visual Conflicts  	Congestion, loss of visual and shore access Signs, utility lines High intensity pedestrian movement is in conflict with vehicular traffic.	- SCE plant - Apartments at Redondo Beach act as a major visual and physical barrier - New developments have generally ignored existing patterns and character of development

Subregion No.: 4

From: The Northerly Boundary of the Community of El Porto
To: Northerly Boundary of Palos Verdes
Included: El Porto, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Maintain and protect older development patterns-street grid, density, etc.-in the South Bay communities. 2. Means shall be sought to encourage individual property owners, and private groups to participate and contribute to the beautification and enhancement of the visual character of the South Bay communities through publicity drives, incentive award programs, etc.	3. To enhance the appearance of the coastal zone, all non-coastal related industries, as they become obsolete (e.g., due to technological considerations or as they attain their life expectancy) shall be considered for recycling to more coastal dependent land use.

Subregion No.: 5

From: Northerly Boundary of Palos Verdes

To: Westerly Boundary of San Pedro

Included: Palos Verdes Estates, Rancho Palos Verdes

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality	Marine terraces and coastal escarpments; slopes; trees; meadows, red roofs, views, the sea and the city; cliffs, canyons. Rocky with pocket beaches of sand and cobbles; tide pools; backshore landscape characterized by coastal sagebrush and chaparral, marine terraces and escarpments. Active, ancient and high potential landslide areas.	Marineland Apartment Complexes U.S. Coast Guard Station Key visual landmarks: Wayfarer's Chapel, Marin land Tower - an excellent (but for a price) opportunity for enjoying the scenic beauty of the Peninsula.
B. Sources of Visual Conflict	Modes of travel limited; availability of access to the edge of the cliffs is also limited.	

Subregion No.: 5

From: Northerly Boundary of Palos Verdes
To: Westerly Boundary of San Pedro
Included: Palos Verdes Estates, Rancho Palos Verdes

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Ridge and canyon development shall be discouraged. Grading shall not be permitted in the hilly areas. Structures shall be located so that they do not eliminate or reduce views from the remaining vista points. 2. Easements shall be acquired to establish hiking trails, equestrian trails, bikeways, etc. along the bluffs at the edge of the water to increase public's access to the coastal scenic experience.	3. Public Lands: Open land under public jurisdiction should be kept open. Publicly owned lands, not needed for originally planned uses, shall be sold or transferred only to public jurisdictions and shall be used only for public open space or recreation or for the preservation of natural habitats, or leased for agricultural purposes. 4. Easement to the edge of the water shall be sought in the federal land to increase public access to the coastline.

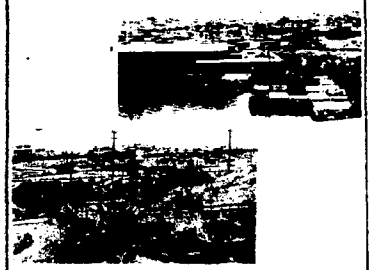
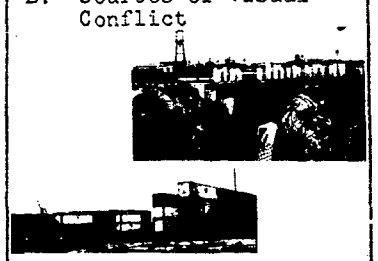
Subregion No.: 6

From: Northerly Boundary of San Pedro

To: Los Angeles River

Included: San Pedro, Port of Los Angeles, Port of Long Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Reclaimed marsh and swampland of major biological importance (i.e., bird nesting areas, anchovy schools, etc.), Palos Verdes Fault, potential landslide areas (Pt. Fermin), steep cliffs and rocky beaches. Magnificient views along Fort McArthur, Vincent Thomas Bridge, Shoreline Drive and many streets in San Pedro. Many vista points exist which give panoramic and short views dominated by sea, physiographic forms and harbor activity areas. Highly urbanized with residential, commercial, industrial, military and other activities. Great variety of structural types and scales, breakwater, storage yards.	Single-story, single-family dwellings to medium-rise, multiple-family structures; medium to high density, many deteriorating and dilapidated structures mixed with new, more intensive developments. Mobile home park. Harbor; shipyards; docking facilities; piers; jetties; power plant; sewage plant; oil extraction; freeways; petro-chemical and chemical storage and refining; heavy industrial; car storage. Recreation/commercial (Ports o' Call, English Village, Queen Mary), strip commercial (Pacific Avenue, Gaffey Street, San Pedro), heavy commercial.
B. Sources of Visual Conflict 	Dredging and filling, industrial support facilities, utility lines, billboards, neon signs.	Unbuffered conflict of use between industrial, commercial, residential and recreational coastal land use. Visual appearance of mobile home park.

Subregion No.: 6

From: Northerly Boundary of San Pedro

To: Los Angeles River

Included: San Pedro, Port of Los Angeles, Port of Long Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Ridge and canyon development shall not be permitted. 2. Natural slopes with over 35% grades shall be retained as open space. 3. Structures shall be located so that they do not eliminate or reduce views from the remaining vista points. 4. Unsightly industrial structures adjacent to residential areas, shall be adequately buffered by appropriate landscaping or by other means. 5. All remaining natural areas shall be preserved and possibilities for restoration shall be explored. 6. Landscaping shall be provided wherever feasible in order to provide visual relief within the harbor area. 7. All vista points, scenic areas (including interesting harbor activity areas) shall be connected by a continuous bike route or/and walkways for recreational and educational purposes.	8. To enhance the appearance of the coastal zone, non-coastal related industries, as they become obsolete (e.g., due to technological considerations or as they attain their life expectancy) shall be considered for recycling to more coastal dependent land use. 9. Mobile home sites shall be regulated for density, landscaping and other standards appropriate to residential areas.

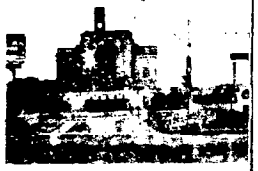
Subregion No.: 7

From: Los Angeles River

To: Orange County Line

Included: Long Beach, Belmont Shore, Naples & Long Beach Marina

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Coastal bluffs, protected beach, beach backed by bluffs to 20-30 feet, Colorado Lagoon, no surf on the beach, coastal plain, Newport Inglewood fault. A few views from Pier J, Pier F, also from some portions of a few streets which are elevated. Good skyline view. Dredging, bulkheading Alamitos Bay, Marine Stadium, Naples, landfill, breakwater. Mixture of style; contemporary and classic architecture.	Residential: Extreme diversity of lifestyle, center city enclave of elderly, youth oriented beach communities of Naples and Belmont Shore. A multiple and single family area. High-rise apartments, high use bluff park; a few historical monuments. Commercial: Highly urbanized commercial, high-rise offices, major daytime activities, tourist commercial, strip commercial. Industrial: Off-shore and on-shore oil extraction, some industries, power plants. Recreation: Queen Mary, marinas, Pike, theaters, public arena and auditorium, Marine Stadium and parks. Beach: Typical lifeguard posts, rest rooms, parking, fishing pier and natatorium.
B. Sources of Visual Conflict	Lack of open space and natural green.	Bluff top: Development comes up to the beach two high-rise buildings away from the main high-rise district, on-shore and off-shore oil extractions and billboards.

Subregion No.: 7

From: Los Angeles River

To: Orange County Line

Included: Long Beach, Belmont Shore, Naples and Long Beach Marina

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Historic character of Long Beach City as a beach community shall be restored and enhanced. 2. All view points and view corridors shall be maintained and enhanced by appropriate acquisitions. 3. Mass transit system shall be improved and road access and services capacity shall not be increased due to aesthetic reasons. 4. Medium and high-rise buildings on view sites shall be designed to maintain ground level view access between or through their structures. Permit consideration for new high-rise buildings shall encourage provision of public access to appropriate vantage points in upper levels such as roofs, plazas or suites.	5. Developments shall be regulated in the Naples and Belmont Shore areas in order to enhance coastal views, public access to the beach, the general lifestyle and character of these areas. 6. Off-shore oil islands, after they become obsolete, shall be dedicated to public ownership as is now adopted city policy. These islands shall be used as public parks and view points to experience urban form, skyline, etc., from the ocean. Public access by boat shall also be encouraged. 7. To enhance the appearance of the coastal zone, non-coastal related industries, as they become obsolete (e.g., due to technological considerations or as they attain their life expectancy) shall be considered for recycling to more coastal dependent land use. No new non-coastal related industries shall be permitted in the permit areas.

Subregion No.: 8

From:

To:

Included: San Clemente and Santa Catalina Islands

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality	Narrow rocky shoreline, precipitous cliffs, coves and inlets, pocket beaches, rugged topography, magnificent scenic qualities. Most of these islands are in natural state: riparian woodland, coastal sage and grassland, introduced and endemic wildlife, excellent research and educational opportunities. Land form moves up from sea to hills and cliffs of significant elevation. Areas of geologic instability. Village-like character, excellent views from various streets of City of Avalon and Catalina Isthmus, sea cliffs and rugged topography dominate the views. City of Avalon and Catalina Isthmus are low-rise residential and light commercial development in Santa Catalina. Limited water resources for further development. Military installation on San Clemente-target range.	Most of the residential developments are in the canyon and around the small shopping and recreation area only in Santa Catalina. Light strip commercial intensity of signs and billboards are medium in Santa Catalina. Marina, casino, camping areas, scenic road and water tour, etc. City of Avalon is a recreation oriented city, private recreation, hunting, and hiking. Transmission towers, man-made reservoirs. Pocket beaches.
B. Sources of Visual Conflict	Communication facilities and other development compete with the strong natural forms of the islands. Auto dependent developments threaten ecological and appearence values. Past rock quarry operations and extensive grading for new residential leave visual scars on natural forms.	Signs, transmission towers, water tank, lack of physical access to the natural areas because of the topography.

Subregion No.: 8

From:

To:

Included: San Clemente and Santa Catalina Islands

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. The visual form of the islands themselves shall dominate any development, hence ridge top development shall not be permitted. 2. No road access or auto ferry shall be permitted from the mainland. 3. Auto dependent developments shall not be permitted. Electric carts, funiculars, bicycles shall be encouraged. 4. Development shall not exceed the limit which can be supported by the local natural resource, such as natural water in Santa Catalina. 5. Research and educational opportunities shall be encouraged and access to the restricted areas shall be permitted for these uses. 6. Medium or high-rise development shall be prohibited. 7. New construction shall retain the character and density of the existing development.	8. Boat access to recreation areas shall be encouraged.

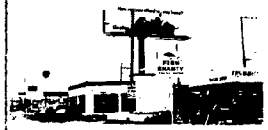
Subregion No.: 9

From: Orange County Line

To: Santa Ana River

Included: Seal Beach, Sunset Beach, and Huntington Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Relatively flat land with many inlets and estuaries. Fairly broad beaches with white beach sand. Further south, before entering Huntington Beach, the land rises up away from the beach to form a bench. At Huntington Beach and further south, the land repeats the characteristics of broad beaches, marshes, and estuaries.	Development, where it occurs, is commercial and residential. It is generally older, recycling slowly. It is rather compact and offers few, if any, views of the ocean. The pattern is generally commercial flanking the main arteria street backed up by residences. Almost all development which faces the open water is residential The Santa Ana River, flowing within its green belt, forms the northerly boundary of the subregion.
B. Sources of Visual Conflict 	In low-lying areas, autos parked alongside the road do not only block the view, but also cause conflict between those using the beach and those driving. Views are often interrupted by oil pumping mechanisms. These occur on both the inland and the ocean side of the roadway. Signs, billboards and their structures, and power lines clutter the area.	Residences and commercial establishments in compact pattern restricting the view. Private signs conflict with public information signs.

Subregion No.: 9

From: Orange County Line

To: Santa Ana River

Included: Seal Beach, Sunset Beach, and Huntington Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. All oil pumping, drilling, and storage mechanisms in the coastal zone shall be removed when the resources become depleted. 2. A few operating oil pumping mechanisms shall be open to the public for informational and educational purposes. 3. No street parking which is on the beach side of a coast road shall intrude on or block the view of the ocean or beach where that view exists without such obstruction. Such parking shall be prohibited. 4. No future building shall exceed in height that which is prevailing within the area. 5. In areas which have closed communities--public access to beach, bike and pedestrian paths shall be granted. Where bike and pedestrian paths do not exist, they shall be created.	6. To enhance the appearance of the coastal zone, non-coastal related industries, as they become obsolete (e.g., due to technological considerations or as they attain their life expectancy) shall be considered for recycling to more coastal dependent uses.

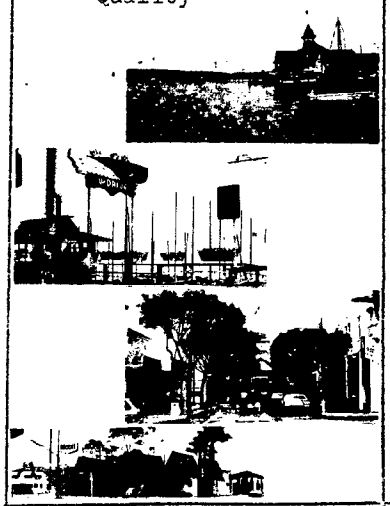
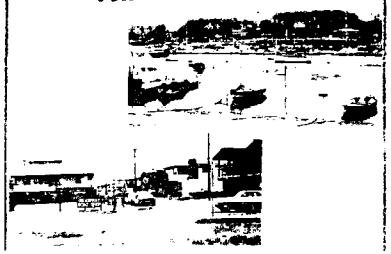
Subregion No.: 10

From: Santa Ana River

To: Southerly City Limit of Newport Beach

Included: Newport Beach, upper and lower Newport Bay and Islands

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Peninsula is flat, forming a natural harbor with islands. The bay extends inland cutting into high inland bluffs. These inland bluffs provide a dramatic backdrop to the bay and its developed area. Development is a fine grained mixture of commercial and residential, all either new or older and well kept.	Commercial development occurs primarily at either the end of the peninsula or as strip development along the inland coastal road. On the peninsula it is rather low profile, tightly compressed, with the character of a corresponding New England coastal town. The character of the coastal road commercial strip is quite different while still retaining the strong ties which identify it as a definitive coastal area. Just south of Newport Beach lies Corona del Mar. It is rather low in profile and not as intensely developed as its adjoining neighbor to the north. The commercial area flanks both sides of the main coastal road with relatively low-density residential districts spreading back from this strip. A fine view of the Newport Harbor entrance to the north and typical ocean bluffs plunging into the ocean to the south can be found on a residential street which loops off the main coastal road. Newport Center is a major form component of visual quality.
B. Sources of Visual Conflict 	Private signs often add clutter and confusion. Overhead power and utility lines and poles intrude on the visual pattern.	Houses are rather tightly clustered, blocking view of both the bay and ocean for long stretches. Commercial structures are grouped in such locations that they often block the best views of the bay area, especially from the coastal route.

Subregion No.: 10

From: Santa Ana River

To: Southerly City Limit of Newport Beach

Included: Newport Beach, upper and lower Newport Bay and Islands

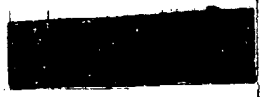
COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Any proposed new structure shall retain the character and density of its surrounding environment. 2. Viewpoints along certain coastal bluffs shall be encouraged to provide otherwise unattainable views. 3. Easements shall be acquired to establish hiking paths and bikeways along the edge of the water to increase public access to the coastal scenic experience.	4. The character of the surrounding area of the Balboa Pavilion, as well as the building itself, shall be preserved and maintained.

Subregion No.: 11

From: Southerly City Limit of Newport Beach
To: Northerly City limit of Laguna Beach
Included: Irvine

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality	Mostly in natural state; rolling hills, ridge and canyon topography; coastal sagebrush, grassland, riparian woodland; exposed rock formation; peaks, major ridgeline; defines the edge of urbanization. Visible Activities: horses; horseback riding, etc. Area of great natural scenic beauty. Coastal bluffs and marine terraces; sandy beaches and rocky tidepool.	
B. Sources of Visual Conflict 	Not enough opportunity for experiencing the coastal area at the pedestrian or bikerider scale of movement.	Trailer park on beach at Moro Coves. Roadway cuts and embankments on Pacific Coast Highway prevent views.

Subregion No.: 11

From: Southerly City Limit of Newport Beach

To: Northerly City Limit of Laguna Beach

Included: Irvine

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. In the area between the coastline and the first public road, development shall be limited to bicycle paths, pedestrian and equestrian trails, rest stops, lookout points, public recreational facilities, and other such uses that would not degrade the natural scenic beauty of the area. 2. Any future development plan for the area within five miles of the mean high tide line shall be presented to and approved by the local Design Review Board. The development shall be designed in such a manner as to ensure that the overall character of the future development in the area is compatible with and enhances the scenic qualities of the area. 3. Both visual and physical access to the coastline shall be maximized by acquiring continuous pedestrian easements along the top of the bluff and easement to the beach, except for those areas of the beach that are considered ecologically fragile; limited short-term parking for cars and public transportation shall be provided to link the pedestrian easements to the coastal road.	

Figure 1 (continued)

Subregion No.: 12

From: Northerly City Limit of Laguna Beach
To: South Boundary of Laguna Niguel
Included: Laguna Beach, South Laguna, and Laguna Niguel

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality	Gently rolling coastal mountains sloping down to a typical bench which then drops to the ocean with generally limited beaches and beach access. The mountain slopes as well as the beach are highly developed.	Residences located on the mountain slopes fro the highly developed beach. Residential devel opment on the beach is rather exclusive and concentrated offering little view of the ocea beaches, or coastal bluffs. Commercial activity is primarily strip, flank the coastal road. At Laguna Beach the commer sector extends inland for a few blocks with a pleasant and much-welcomed view of the ocean and beach.
B. Sources of Visual Conflict	Private signs often add clutter and confusion and conflict with public information signs. High, dense walls of both man-made and natural material block view access. Massive grading, clearing of vegetation and trees.	Dense, clustered housing cuts view access. The nature of strip commercial often prevents otherwise good view access from being attaine

Subregion No.: 12

From: Northerly City Limit of Laguna Beach

To: South Boundary of Laguna Niguel

Included: Laguna Beach, South Laguna and Laguna Niguel

COASTAL MOSAIC

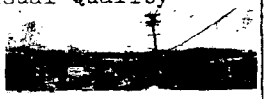
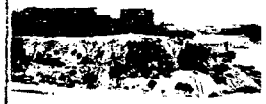
	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. The character and density of the existing area shall be maintained in any new construction. 2. No building shall exceed in height any other in the immediate environment. 3. Access to beaches and bike and pedestrian access paths on the water frontage shall be enforced. 4. Possible reduction of density in some areas shall be encouraged to allow greater public access and visual relief with views of the ocean, its beaches and coastal bluffs. 5. In areas of coastal mountains, no further development shall be allowed in presently undeveloped areas. 6. All fencing and plantings shall be of such nature as not to block the public view of the ocean, its beaches, or the bluffs.	

Subregion No.: 13

From: Southerly Boundary of Laguna Niguel
To: San Diego County Line

Included: San Clemente, unincorporated areas of Dana Point and Capistrano Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
A. Components of Visual Quality 	Marine Terrace; coastal bluff; cliffs; broad sandy beaches; beach backed by cliffs to 100 feet elevation, beautiful natural rolling hills and canyons in the background of small coastal settlements. Magnificent panoramic view from few remaining vista points scattered in developed areas; sea, cliffs and physiographic forms dominate the view. Moderate to highly dense residential around older community Coves on both sides of Pacific Coast Highway (also El Camino Real), strip commercial along the Highway; mostly low rise to medium rise.	Big clusters; houses are up to the edge of the cliff; mixture of single homes and 2-4 story multi-family residential; trailer parks on the beach sand. Light strip commercial, mostly along the highway and some on the side streets; intensity of sign and billboards is medium. Marina, recreation vehicle facilities on beach. Atcheson, Topeka, and Santa Fe railroad right-of-way. Typical lifeguard posts; rest rooms; concession stands and parking lots.
B. Sources of Visual Conflicts 	Massive grading, clearing of vegetation and trees; blocking the visual and physical access of ocean and inland coastal hills as well.	Poor architecture; significant new tract housing; overhead utility lines; cliff top and coastal canyon development; row of houses betwe the highway and beach, Atcheson, Topeka, and Santa Fe railroad right-of-way signs and billboards.

Subregion No.: 13

From: Southerly Boundary of Laguna Niguel

To: San Diego County Line

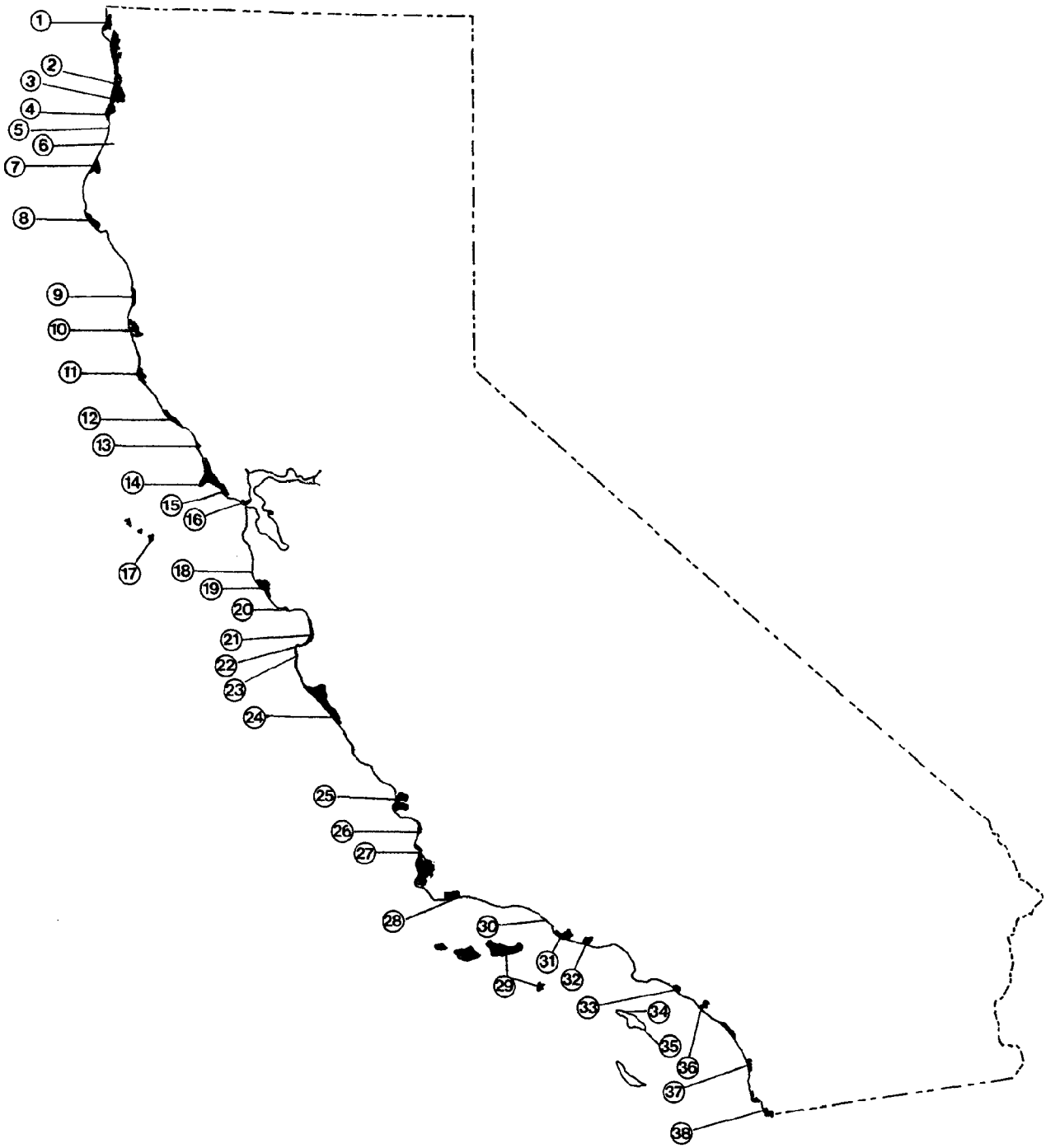
Included: San Clemente and unincorporated areas of Dana Point and Capistrano Beach

COASTAL MOSAIC

	"MATRIX" General Natural and Manmade Form Characteristics	"CELLS" Major Form Components
C. Policies/Guidelines	1. Grading shall be allowed by permit only to provide a pad for a structure and access to it. 2. Clearing of vegetation and trees shall be allowed only to create pad for structure. 3. Structures shall be located so they do not eliminate coastal views from lateral roads. 4. Structures shall be located so that they do not eliminate or reduce views from the remaining vista points.	5. New row housing and single family coastal zone housing shall be required to maintain several empty lots for view of the ocean, where such views exist at present. Restoration of such views shall be encouraged in redevelopment projects.

Figure 3

Landscape Preservation Areas



Source: California Coastline Preservation and Recreation Plan, California Department of Parks and Recreation, August 1971.

FIGURE 3 (continued)

CALIFORNIA COASTLINE LANDSCAPE PRESERVATION PROJECTS

North Coast Subprovince

Project I. D. No.	PRESERVATION PROJECT AREA	COUNTY	PROPOSED PRESERVATION PROJECT STATUS: PUBLIC LANDS (Acres)					PRIVATE LANDS			PROJECT TOTALS		COASTLINE MILES			PROPOSED USES (Acres)			RESPONSIBILITY
			STATE PARK SYSTEM LANDS	NATIONAL PARK SYSTEM LANDS	OTHER PUBLIC LANDS	TOTAL	OFFSHORE AREA	NEW AREAS OR ADJACENT LANDS	INHOLDINGS	TOTAL	TOTAL: LAND ACRES	TOTAL: PROJECT AREA (LAND ACRES + OFFSHORE)	PUBLIC LANDS	PRIVATE LANDS ADDITIONS	PROPOSED PROJECT MILES	NATURAL PRESERVE (LAND ACRES)	OTHER FEATURES WARRANTING PROTECTION	SUITABLE FOR DEVELOPMENT	
	THE NORTH COAST SUBPROVINCE																		
1	PROPOSED LAKE EARL STATE PARK	D.N.	0	0	2,212	2,212	0	7,021	0	7,021	9,233	9,233	0.1	6.7	6.8	6,113	2,322	798	State Pk. Syst.
2	REDWOOD NATIONAL PARK AREA [a]	D.N./Hum.	18,580	9,216	0	27,796	67,320	5,860	0	5,860	33,656	100,976	34.0	0	34.0	10,176	19,000	4,480	Nat. Pk. Syst.
3	PROPOSED HUMBOLDT LAGOONS STATE PARK (Including Dry Lagoon SB)	Hum.	1,037	209	2,018	3,264	15,831	7,326	80	7,406	10,670	26,501	8.1	0.4	8.5	7,519	1,350	1,752	State Pk. Syst.
4	PROPOSED PATRICK'S POINT STATE PARK EXPANSION	Hum.	425	0	0	425	15,246	103	14	117	542	15,788	7.0	0.7	7.7	0	230	300	State Pk. Syst.
5	PROPOSED TRINIDAD HEAD STATE PARK (Including Trinidad SB)	Hum.	179	0	63	242	3,960	106	0	106	348	4,308	2.3	0.8	3.1	156	64	128	State Pk. Syst.
6	PROPOSED AZALEA STATE RESERVE EXPANSION	Hum.	30	0	0	30	0	43	5	48	78	78	–	–	–	0	64	14	State Pk. Syst.
7	PROPOSED SOUTH HUMBOLDT BAY STATE PARK	Hum.	0	0	3,976	3,975	0	2,555	0	2,555	6,530	6,530	0.2	4.6	4.8	6,324	0	206	U.S. Fish & Wildlife Serv.
8	PROPOSED KINGS RANGE COAST NATIONAL WILDERNESS AREA	Hum.	0	0	7,700	7,700	0	4,013	312	4,325	12,025	12,025	1.1	8.6	9.7	11,952	0	73	Bureau of Land Mgmt.
9	PROPOSED TEN MILE RIVER STATE PARK (Including MacKerricher SB)	Mend.	285	0	280	565	0	1,947	0	1,947	2,512	2,512	3.8	4.5	8.3	1,503	700	309	State Pk. Syst.
10	PROPOSED MENDOCINO COAST STATE PARK (Including Russian Gulch and Van Damme SP's)	Mend.	3,072	0	1,421	4,493	15,840	5,065	617	5,682	10,175	26,015	1.8	6.2	8.0	1,400	6,365	2,410	State Pk. Syst.
11	PROPOSED POINT ARENA STATE PARK (Including Manchester SB)	Mend.	651	0	0	651	14,256	3,167	0	3,167	3,818	18,074	5.0	3.7	8.7	1,790	1,643	385	State Pk. Syst.
12	PROPOSED SALT POINT STATE PARK EXPANSION (Including Salt Point SP & Kruse Rhododendron SR)	Son.	3,174	0	0	3,174	29,700	5,499	0	5,499	8,673	38,373	3.2	10.3	13.5	5,480	2,184	1,009	State Pk. Syst.
13	PROPOSED SONOMA DUNES STATE PARK (Including south end Sonoma Coast SB)	Son.	707	0	0	707	0	275	0	275	982	982	2.0	0	2.0	440	349	193	State Pk. Syst.
14	POINT REYES NATIONAL SEASHORE (Including Tomales Bay SP)	Marin	1,018	20,080	91	21,189	83,160	35,731	64	35,795	56,984	140,144	23.0	19.0	42.0	35,302	17,070	4,612	Nat. Pk. Syst.
15	PROPOSED BOLINAS LAGOON STATE PARK	Marin	0	0	134	134	16,236	8,770	0	8,770	8,904	25,140	1.2	7.0	8.2	7,582	620	702	State Pk. Syst.
16	PROPOSED MARIN HEADLANDS STATE PARK EXPANSION	Marin	449	0	1,829	2,278	0	2,890	0	2,890	5,168	5,168	4.3	0	4.3	2,037	2,442	39	State Pk. Syst.
17	PROPOSED FARALLON ISLANDS NATIONAL WILDERNESS AREA	S.F.	0	0	220	220	107,274	0	0	0	220	107,494				215	0	5	U.S. Fish & Wildlife Serv.
	SUBPROVINCE TOTALS		29,607	29,505	19,943	79,055	368,823	90,371	1,092	91,463	170,518	539,341	97.1	72.5	169.6	97,989	54,421	18,108	

a) Figures do not include adjoining lands outside of the Coastal Landscape Province.

Source: California Coastline Preservation and Recreation Plan, p. 100.

FIGURE 3 (continued)

CALIFORNIA COASTLINE LANDSCAPE PRESERVATION PROJECTS

Central Coast Subprovince

Project I.D. No.	THE CENTRAL COAST SUBPROVINCE	COUNTY	PROPOSED PRESERVATION PROJECT STATUS: PUBLIC LANDS (Acres)					PRIVATE LANDS			PROJECT TOTALS		COASTLINE MILES			PROPOSED USES (Acres)			RESPONSIBILITY
			STATE PARK SYSTEM LANDS	NATIONAL PARK SYSTEM LANDS	OTHER PUBLIC LANDS	TOTAL	OFFSHORE AREA	NEW AREAS OR ADJACENT LANDS	INHOLDINGS	TOTAL	TOTAL: LAND ACRES	TOTAL: PROJECT AREA (LAND ACRES + OFFSHORE)	PUBLIC LANDS	PRIVATE LANDS ADDITIONS	TOTAL: PROPOSED PROJECT MILES	NATURAL PRESERVE (LAND ACRES)	OTHER FEATURES WARRANTING PROTECTION	SUITABLE FOR DEVELOPMENT	
18	*PROPOSED PESCADERO STATE PARK* (Including Pescadero SB)	S. Mateo	287	0	0	287	0	537	28	565	852	852	2.0	0.8	2.8	534	242	76	State Pk. Syst.
19	PROPOSED POINT ANO NUEVO STATE PARK b) (Including Ano Nuevo SR, coastal portion — Big Basin RSP, State Wildlife Conservation Bd. - Greyhound Rock fishing access)	S. Mateo	2,219	0	101	2,320	23,760	6,288	1,618	7,906	10,226	33,966	6.5	5.5	12.0	4,920	4,782	624	State Pk. Syst.
20	*PROPOSED TERRACE POINT STATE PARK* (Including Natural Bridges SB)	S. Cruz	54	0	0	54	2,574	478	0	478	532	3,106	0.7	1.6	2.3	0	321	211	State Pk. Syst.
21	PROPOSED MONTEREY BAY STATE PARK ((Including Salinas River SB)	Mon.	93	0	358	451	0	1,953	0	1,953	2,404	2,404	3.5	6.0	9.5	1,551	365	488	State Pk. Syst.
22	PROPOSED ASILOMAR STATE PARK (Including Asilomar SB)	S. Cruz	99	0	0	99	3,960	148	0	148	247	4,207	1.5	0.5	2.0	0	183	64	State Pk. Syst.
23	PROPOSED POINT LOBOS STATE PARK (Including Point Lobos SR, Carmel River SB)	Mon.	605	0	0	605	22,770	614	0	614	1,219	23,989	5.5	6.0	11.5	455	564	200	State Pk. Syst.
24	PROPOSED BIG SUR STATE PARK c) (Including Pfeiffer Big Sur SP, Andrew Molera SP Julia Pfeiffer Burns SP)	Mon.	4,568	0	5,900	10,468	49,500	24,921	376	25,297	35,765	85,265	10.0	15.0	25.0	24,051	9,492	2,222	S.P.S./U.S.F.S.
25	PROPOSED MORRO BAY STATE PARK (Including Morro Bay SP, Montana de Oro SP)	S.L.O.	7,106	0	1,643	8,749	21,780	10,795	468	11,263	20,012	41,792	7.3	3.7	11.0	12,668	5,462	1,882	State Pk. Syst.
26	PROPOSED SANTA MARIA DUNES STATE RECREATION AREA (Including portion - Pismo SB)	S.L.O.	646	0	0	646	0	4,760	0	4,760	5,406	5,406	3.4	2.3	5.7	0	4,791	615	State Pk. Syst.
27	PROPOSED POINT SAL STATE PARK (Including Point Sal SB)	S. Bar.	49	0	330	379	14,652	4,256	0	4,256	4,635	19,287	0.9	6.5	7.4	4,299	147	192	State Pk. Syst.
	SUBPROVINCE TOTALS		15,726	0	8,332	24,058	138,996	54,750	2,490	57,240	81,298	220,294	41.3	47.9	89.2	48,375	26,369	6,554	

b) & c) Figures do not include adjoining lands outside of the Coastal Landscape Province.

Source: California Coastline Preservation and Recreation Plan, p. 102

FIGURE 3 (continued)

CALIFORNIA COASTLINE LANDSCAPE PRESERVATION PROJECTS

South Coast Subprovince

Project I.D. No.	PRESERVATION PROJECT AREA	COUNTY	PUBLIC LANDS (Acres)					PROPOSED PRESERVATION PROJECT STATUS											RESPONSIBILITY
								PRIVATE LANDS			PROJECT TOTALS		COASTLINE MILES			PROPOSED USES (Acres)			
			STATE PARK SYSTEM LANDS	NATIONAL PARK SYSTEM LANDS	OTHER PUBLIC LANDS	TOTAL	OFFSHORE AREA	NEW AREAS OR ADJACENT LANDS	INHOLDINGS	TOTAL	TOTAL: LAND ACRES	TOTAL: PROJECT AREA (LAND ACRES + OFFSHORE)	PUBLIC LANDS	PRIVATE LANDS ADDITIONS	PROPOSED PROJECT MILES TOTAL:	NATURAL PRESERVE (LAND ACRES)	OTHER FEATURES WARRANTING PROTECTION	SUITABLE FOR DEVELOPMENT	
	THE SOUTH COAST SUBPROVINCE																		
28	PROPOSED GAVIOTA STATE PARK EXPANSION	S. Bar.	2,786	0	2,823	5,609	32,670	6,573	0	6,573	12,182	44,852	5.4	2.0	7.4	5,655	5,738	789	State Pk. Syst.
29	PROPOSED SANTA BARBARA CHANNEL ISLANDS NATIONAL PARK	S.B./Vent.	0	1,350	14,000	15,350	291,223	127,000	0	127,000	142,350	433,576	34.1	113.2	147.3	140,616	0	1,734	Nat. Pk. Syst.
30	PROPOSED McGRATH LAKE STATE PARK (Including McGrath SB)	Vent.	295	0	0	295	0	158	92	250	545	545	2.0	0	2.0	0	380	165	State Pk. Syst.
31	PROPOSED POINT MUGU STATE PARK EXPANSION	Vent.	6,555	0	826	7,381	0	761	0	761	8,142	8,142	7.0	0	7.0	3,488	3,415	1,239	State Pk. Syst.
32	PROPOSED LEO CARRILLO STATE PARK (Including Leo Carrillo SB)	L.A.	1,578	0	0	1,578	2,772	158	0	158	1,730	4,502	1.4	0	1.4	1,462	55	213	State Pk. Syst.
33	PROPOSED ANAHEIM BAY STATE PARK	L.A.	0	0	963	963	0	0	0	0	963	963	2.0	0	2.0	798	64	101	State Pk. Syst.
34	PROPOSED SHIP ROCK MARINE RESERVE (Santa Catalina Island)	L.A.	–	–	–	–	2,000	–	–	–	–	2,000	–	–	–	–	0	0	State Pk. Syst.
35	PROPOSED FARNSWORTH BANK MARINE RESERVE (Santa Catalina Island)	L.A.	–	–	–	–	11,520	–	–	–	–	11,520	–	–	–	–	0	0	State Pk. Syst.
36	PROPOSED UPPER NEWPORT BAY STATE PARK	Orange	0	0	165	165	0	863	0	863	1,028	1,028	–	–	–	542	110	376	State Pk. Syst.
37	PROPOSED TORREY PINES STATE PARK (Torrey Pines SR expansion)	S.D.	977	0	0	977	8,110	518	0	518	1,495	9,605	4.5	0	4.5	853	321	321	State Pk. Syst.
38	PROPOSED TIJUANA RIVER STATE PARK	S.D.	0	0	793	793	4,960	1,702	0	1,702	2,495	7,455	0.9	1.1	2.0	1,514	449	532	State Pk. Syst.
	SUBPROVINCE TOTALS		12,191	1,350	19,570	33,111	353,258	137,733	92	137,825	[illegible]930	514,188	57.3	116.3	173.6	154,928	10,532	5,470	
	GRAND TOTALS		57,504	30,855	47,845	136,224	861,077	282,854	3,674	286,528	[illegible]2,746	1,273,823	195.7	236.7	432.4	324,168	104,462	30,132	

Source: California Coastline Preservation and Recreation Plan, p. 104.

FIGURE 4

Central Coastal Historic Sites
Identification-The California History Plan,
Department of Parks and Recreation

Monterey County:

Historic Sites

Asilomar
Pacific Grove

Cannery Row
Monterey

Carmel-by-the-Sea
Carmel

Casa de Oro
Monterey

Casa Munras
Monterey

Castroville
Highway 1

Chautauqua Hall
Pacific Grove

Coast Road (Highway 1)
Monterey

Colton Hall
Monterey

Corral de Tierra
Salinas-Monterey Highway

Custom House
Monterey

Del Monte Hotel Site
Monterey

El Castillo
Monterey

First Theater
Monterey

Fisherman's Wharf
Monterey

Historic Sites

Fort Ord
Monterey

Glass House Site
near Watsonville

Governor Alvarado House
Monterey

Green Gables House
Pacific Grove

Hopkins Marine Station
Pacific Grove

House of Four Winds
Monterey

Larkin House
Monterey

Mission San Carlos Borromeo
Carmel

Monterey Old Town
Historic Districts

Moss Landing (Old Whaling Station)
Highway 1

Pacific House
Monterey

Point Pinos Lighthouse
Pacific Grove

Presidio Chapel
Monterey

Slate's Hot Springs
Big Sur

Soberanes Adobe
Monterey

Figure 4 (continued)

Monterey County:

Historic Sites

Southern Pacific Railroad

St. Marys-by-the-Sea
Pacific Grove

Steinbeck (John) House
Pacific Grove

Stevenson (Robert Louis) House
Monterey

Stoddard House
Monterey

Tor House
Carmel

U.S. Naval Postgraduate School
Monterey

Vasquez House
Monterey

Wright House
Carmel

Whaler's House
Monterey

Prehistoric Sites

El Castillo

Willow Creek Sites

Three Sites
Julia Pfeiffer Burns State Park

4-Mnt.-12
Carmel

Thirty Sites
Point Lobos State Reserve

Figure 4 (continued)

San Mateo County:

Historic Sites

Ano Nuevo Light Station
Highway 1

Broderick Terry Dueling Place
Lake Merced

Concrete Bridge over Pilarcitos Creek
Half Moon Bay

Discovery of San Francisco Bay Site
Sweeney Ridge

Flag Pole
Pescadero

Green Oaks Ranch
near Pescadero

Johnston & Johnston House
Half Moon Bay

Montara Light Station
Montara

Pigeon Light Station
near Pescadero

Portola Expedition Camp
Half Moon Bay

Portola Expedition Camp
near Half Moon Bay

Portola Expedition Camp
near Montara

Portola Expedition Camp
near Pescadero

Portola Expedition Camp
near San Gregorio Beach

Portola Expedition Camp
San Pedro Valley

Purisima Cemetery
near Half Moon Bay

Purisima Town Site
Half Moon Bay

Sanchez Adobe
near Pacifica

Tobin Station
(Ocean Shore Railroad)
Pedro Point

Historic Sites

Tunitas Beach near
Half Moon Bay

Prehistoric Sites

Indian Mound, Shagunte
Half Moon Bay

Tunitas Beach
near Half Moon Bay

Figure 4 (continued)

Santa Cruz County:

Historic Sites

A.K. Salz Tannery
Santa Cruz

Alzina House
Santa Cruz

Antlers
Santa Cruz

Aptos Catholic Cemetery
Aptos

Aptos Hotel
Santa Cruz

Asphalt Mines

Baldwin House
Santa Cruz

Bay View Hotel
Aptos

Belandi Library
Felton

Ben Lomond Castle
Ben Lomond

Ben Lomond Wine Company

Big Basin Redwoods State Park
Big Basin

Big Creek Powerhouse

Bolcoff Adobe
Santa Cruz

The Breakers
Santa Cruz

Burl Theater
Boulder Creek

Calvary Episcopal Church
Santa Cruz

Carriage House
Santa Cruz

Castro Adobe
Watsonville

China Ladder
Aqua Puerca

Historic Sites

Chinese Fishing Camp
New Brighton Beach

Cope (Katie Hihn) House
Santa Cruz

Cowell Cook House
Santa Cruz

Cowell (Henry) Home
Santa Cruz

Cowell Kilns
University of California

Daken's Orchard
Santa Cruz

Davenport (John P.) Home Site
Davenport

Day Valley Cemetery
Watsonville

De Lavega Covered Bridge
Santa Cruz

Discovery of California Redwoods
near Aptos

Dr. Brooks Memorial
Ben Lomond

Evergreen Cemetery
Santa Cruz

Felton Cemetery
Felton

Felton Covered Bridge
Felton

Felton Hotel
Felton

Fire Hall
Boulder Creek

Flatiron Building
Santa Cruz

Ford (Charles) Company
Watsonville

Forester's Home
Davenport

Figure 4 (continued)

Santa Cruz County:

Historic Sites

Fuse Factory
Felton

Ghost Town
Felton

Gilman (P.K.) Home
Watsonville

Glenwood

Glenwood Magnetic Springs
Glenwood

Graham (Isaac) Mill Site
Felton

Groover's Gulch Sawmill
near Soquel

Hihn Lumber Mill
Laurel

Hildreth Block
Watsonville

Hoover Ranch
Waddell Creek

Loma Prieta Lumber Mill

Lorenzana Adobe
Santa Cruz

Lynch House
Santa Cruz

Mangel's Ranch House

McCray Hotel
Santa Cruz

Mission Santa Cruz
Santa Cruz

Mission Santa Cruz Cemetery
Santa Cruz

Moreland Home
Watsonville

Mount of Skulls

Mt. Charley Road

Historic Sites

Mt. Madonna Road
Watsonville

Octagon Building
Santa Cruz

Odd Fellow's Lodge
Boulder Creek

Old Jail
Boulder Creek

Orr (Frank) Home
Watsonville

Paradise Park Covered Bridge
Santa Cruz

Petroleum

Pfingst (Ed) Home
Watsonville

Piedmont Court
Santa Cruz

Pioneer Cemetery
Watsonville

Plaza Canon
Watsonville

Portola Camp Site
near Watsonville

Power Works
Paradise Park

Presbyterian Church
Felton

Rancho Aptos Hacienda Site
Aptos

Red Schoolhouse
Davenport

Rincon

Rock House
Big Creek

Rodeo Gulch Round-up
Soquel

Rodgers (Carol) Home
Boulder Creek

Figure 4 (continued)

Santa Cruz County:

Historic Sites

Rodgers (E.) Home
Boulder Creek

Santa Cruz Hotel
Santa Cruz

Santa Cruz Mtn. Winery
Santa Cruz

Scaroni House
Santa Cruz

School Street Adobe
Santa Cruz

Shalamar Restaurant
Boulder Creek

Skyland Church
Skyland

Smith (Lucas T.) House
Santa Cruz

Soquel Congregational Church
Santa Cruz

Sulphur Springs

Swanton Ranch
Swanton

Tuttle (Morris B.) House
Watsonville

Union Street
Santa Cruz

Valencia Hall
Valencia

Villa de Branciforte
Santa Cruz

Vine Hill

Waddell Creek

W.W. Waddell Mill
Waddell Creek

Watsonville Methodist Church
Pajaro Dunes

Wee Kirk Church
Ben Lomond

Historic Sites

Wessendorf House
Santa Cruz

Weston Place

Whaling Station
Davenport

Wilder Ranch
Santa Cruz

Wiley House
Watsonville

Prehistoric Sites

Indian's Ruins
Bean Creek

Laguna Site

Figure 5

Landscaping Suitable For Use On San Diego Region Bluff Tops

TREES	SIZE Ht. x spread
1. Araucaria excelsa "Norfolk Island Pine"	4 ft. x 2½ ft.
2. Cupressocyparis leylandii	5 ft. x 2 ft.
3. Cupressus macrocarpa "Monterey Cypress"	5 ft. x 2 ft.
4. Eucalyptus camaldulensis "Red Gum"	6 ft. x 2 ft.
5. Eucalyptus cladocalyx "Sugar Gum"	6 ft. x 2 ft.
6. Pinus canariensis "Canary Island Pine"	4 ft. x 2 ft.
7. Pinus halepensis "Aleppo Pine"	4 ft. x 2½ ft.
8. Pinus pinaster "Cluster Pine"	4 ft. x 2½ ft.
9. Pinus radiata "Monterey Pine"	4 ft. x 2½ ft.
10. Pinus torreyana "Torrey Pine"	4 ft. x 2½ ft.

GROUNDCOVERS

1. Acacia var. (groundcover types)
2. Arctostaphylos var. "Manzanita"
3. Baccharis var. "Dwarf Chaparral Broom"
4. Ceanothus var. "Wild Lilac"
5. Myoporum var. (groundcover types)
6. Rhus var. "Sumac"
7. All native groundcovers and grasses indigenous to site
8. Osteospermum Fruticosa "African Daisy"

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