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Scenic Highway

Preface

Los Angeles County initiated a countywide planning program in 1968. Its first phase culminated on October 1, 1970, when the Board of Supervisors adopted the Environmental Development Guide (EDG) as a preliminary general plan. The EDG placed heavy emphasis on identifying major problems and articulating relevant goals and policies.

Shortly after the adoption of the EDG, a number of court decisions and amendments to state planning law occurred. These decisions and amendments have significantly affected the scope and application of general plans and have required several new plan elements, thereby creating the necessary to amend the EDG. The first major amendment was initiated in 1972 and resulted in an amended plan entitled, the General Plan of Los Angeles County, adopted by the Board of Supervisors on June 28, 1973, after intensive public review and hearings.

The 1973 plan was limited to a treatment of unincorporated county areas. It amended the Open Space and Land Use Elements of the EDG, added a Conservation Element, and concerned itself with achieving consistency between zoning and land use.

The latest phase of the General Plan Program has concentrated on the preparation of four newly required elements, namely, Noise, Safety, Seismic Safety, and Scenic Highway. These elements are being published in separate documents to be subsequently incorporated into a comprehensive general plan. These elements are not static documents. They will be continually updated and revised to meet the changing needs and desires of the citizens of Los Angeles County.

While these elements are concerned with the county as a whole, they are not to be construed as binding upon cities within the county. They are intended only as a guide and may be used at the discretion of the individual cities.

This volume is divided into two parts. The first part is the general plan element. It contains a statement of assets, problems, issues and opportunities unique to the Scenic Highway Element, followed by a statement of goals, policies, and programs which are directed toward alleviating the problems. The second part is the draft environmental impact report prepared in accordance with state law and state and county guidelines.

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I. Introduction

The purpose of this element is to establish and protect scenic highways in Los Angeles County by identifying and evaluating a system of existing roads that traverse areas of scenic beauty and interest. The aesthetic, cultural, historical, and recreational features located along these roads can be seen and enjoyed by all residents either by bicycle, bus, private automobile, or other modes of transportation. The county's commitment to the study and protection of scenic highways is contained in written and mapped policy. Program recommendations that will implement these policies are also included in the element. Throughout the element consideration has been given to protection of environmental, social, and economic values associated with aesthetic scenic corridor resources and expansion of the opportunity for the enjoyment of these resources.

The California Government Code (Section 65302) (h) requires all city and county general plans to include:

A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of division 1 of the Streets and Highways Code.

This element will emphasize the development of a system of scenic corridors predominantly along existing roadways and will establish priorities for future corridor studies. Importance is also placed on providing a practical means to protect scenic resources within selected corridors. The proposed system includes candidate routes of county-wide significance including city routes of more than local importance.

Three basic terms used in the element and needing definitions are:

scenic corridor - the visible land area outside of the highway right-of-way which can be realistically subjected to protective land use controls;

scenic highway - a road which, in addition to its transportation function, provides opportunities for enjoyment of natural and manmade scenic resources where aesthetic values are protected and enhanced;

officially designated scenic highway - a state or county route whose scenic corridor protection program has been approved by the California Department of Transportation (CALTRANS), shown on official publications and posted with official poppy signs.

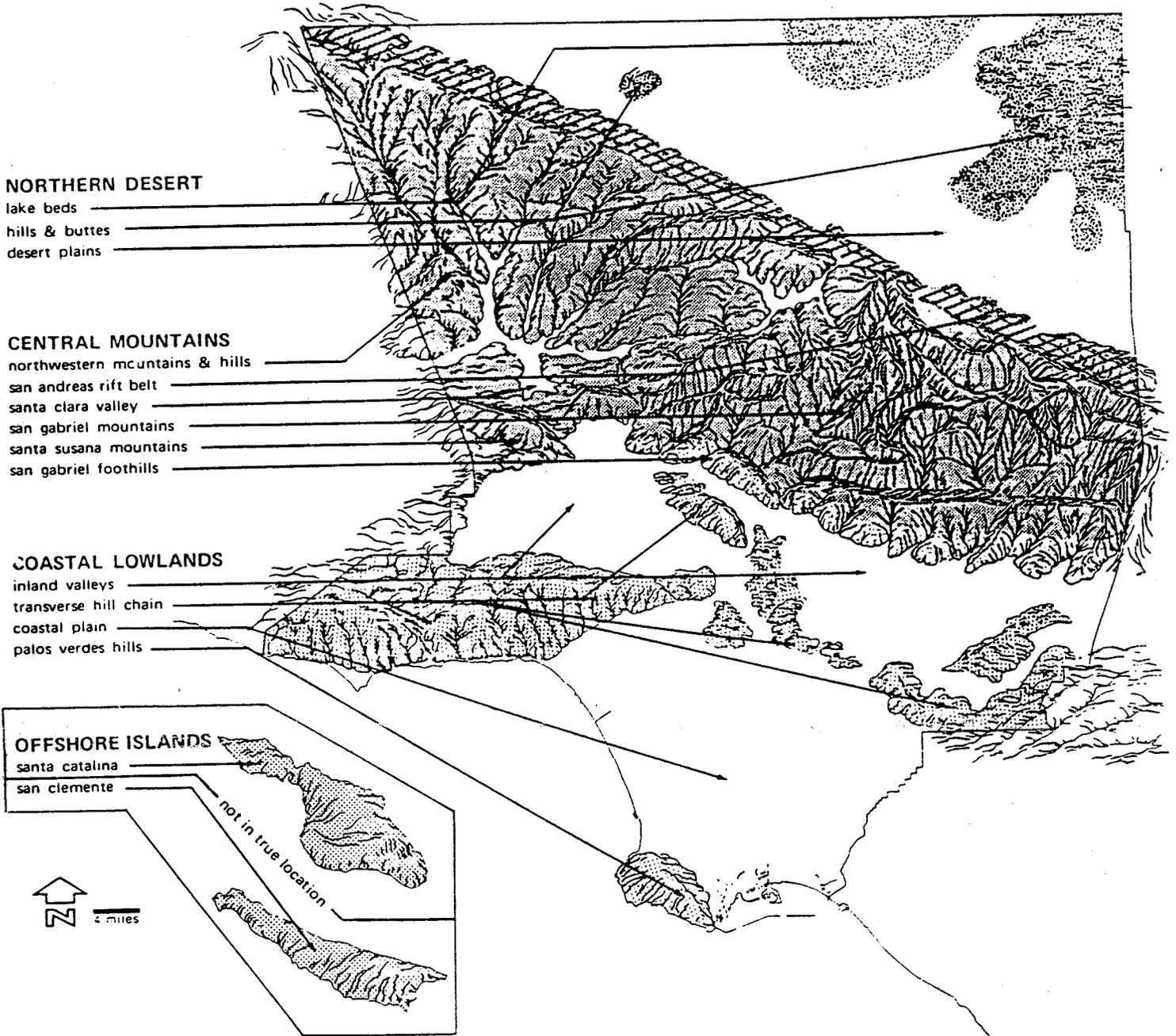
II. Assets

Los Angeles County has been richly endowed with a physical setting which offers its citizens and visitors a variety of scenic experiences - a complex mixture of climates, topography, flora, and fauna, together with a rich historical and cultural heritage. The mountain peaks of the San Gabriels rising over 10,000 feet and the blue waters of the Pacific Ocean are prominent features of different natural regions which are identified with this part of southern California (see Natural Sub-Regions Map). These regions are characterized by a variety of topographic features and native vegetation and include such diverse areas as the Coastal Lowlands and Hills, the Central Mountains, and the Northern Desert. Stands of pine, fir, and other evergreens cover the higher slopes of the Central Mountains, while the floor of the desert in the Antelope Valley is carpeted with fragile wildflowers during the early spring months.

The urban setting also provides a wealth of scenic resources ranging from early California missions to modern skyscrapers. Numerous historical sites have been identified by state and local groups; the state alone has officially designated five historical parks and 69 historical monuments in Los Angeles County. (1) There are many examples of works by Frank Lloyd Wright, Greene and Greene, and other notable architects which, together with other buildings recognized by professional groups as having local and nationwide significance, offer outstanding examples of many architectural styles. Numerous buildings of a cultural nature also display excellence in both landscaping and design; this is evident in many of the museums, amphitheaters, schools and parks located throughout the county. The public buildings of the civic and music centers and the developing skyline of downtown Los Angeles create a vivid urban landscape which is especially picturesque when the mountains are visible in the background.

Many roads have been built which connect the urban concentrations south of the San Gabriel Mountains with the natural regions in other parts of the county. The beautiful scenery visible from these routes has been recognized for many years. Mulholland Drive and Highway, for example, has been considered a valuable scenic resource of the Los Angeles area for over a half a century. This highway runs partly along the crest of the Santa Monica Mountains connecting Cahuenga Pass in Los Angeles with Leo Carrillo Beach State Park on the Pacific Ocean. This mountain chain, unique in its intrusion into a highly urbanized area, offers not only panoramic views of the ocean, steep canyons, bold geologic formations, and many significant ecological areas. Many other roads are also located in areas of diverse and attractive scenery, such as the Angeles National Forest and the San Andreas Rift Zone.

Figure SH-1
Natural Sub-Regions



III. Problems and Issues

The Scenic Highway Element concentrates on providing solutions to two major problems: the inadequate designation of scenic highways and the threat to scenic resources within potential scenic corridors.

A. Inadequate Designation of Scenic Highways

There has been only one scenic highway officially designated in Los Angeles County; namely, Angeles Crest Highway. This is indicative of a lack of governmental commitment to establish scenic highways. To a lesser extent, the lack of incentives in the state Scenic Highway Program and the lack of public awareness about scenic highways have also contributed to the problem.

1. Insufficient Governmental Commitment

In recognition of the outstanding scenery along its roadways, Los Angeles County established the "parkway" classification in the County Master Plan of Highways and identified a variety of scenic drives in the 1965 Regional Recreation Areas Plan. However, high priorities have generally not been assigned to the development of implementation programs due to the more pressing needs of providing mandated services to county residents. Nor have local governments participated actively in the official designation of state and county scenic highways. There needs to be a greater governmental commitment to programs for the identification, designation, protection, and provision of scenic highways and ancillary facilities throughout the county.

Out of 180 miles of state highways in the county eligible for official designation under the state Scenic Highway Program, 55 miles have been so designated. (4) There are located within the Angeles National Forest, where the scenic corridor is already protected. In areas involving private land, where positive action by local government is necessary to apply measures for the protection and enhancement of scenic resources, no official designations have been accomplished. The need for an increased local governmental commitment is evident too in the protection of county roads for their official designated county scenic highways in Los Angeles County. (5)

Also, local governments have made only limited progress toward the establishment of their own local scenic highway programs. In the summer of 1973, Los Angeles County took specific action to protect scenic resources along certain highways and drives. The Zoning Ordinance was amended to regulate outdoor advertising signs along scenic highways and drives and new provisions were added to the same ordinance to include a Resource Management (RM) Zone. However, specific standards and criteria need to be developed for the RM Zone in order to make it a more effective tool for corridor protection. The Resource Management Zone is intended to protect and preserve scenic, cultural, natural, and other resources in areas designated in the

general plan; however, only one Resource Management area (the Malibu Coastal) has been designated in the unincorporated area.

Los Angeles County identified 45 scenic drives in the 1965 Regional Recreation Areas Plan in the interest of preservation and enhancement of scenic beauty. (6) Until recent outdoor advertising restrictions were adopted, these scenic drives had received little special protective measures for their scenic amenities. There needs to be further action to preserve and enjoy the scenic resources found along these drives. For example, additional land use regulations could be applied along scenic drives and some "signing" or public information measures taken to enhance and better identify these routes to the traveler.

2. Lack of Incentives in the State Program

The failure to achieve better results in the state Scenic Highway Program is partly a result of shortcomings associated with the program itself. The Scenic Highway Advisory Committee, a group created by the legislature to advise the state, has recommended that more thought be given to the provision of incentives to local governments.

In 1973, the Committee found that:

- The lack of incentives for local cooperation has always been a major defect of the program and must be corrected. (2)

Early this year, it recommended that the state:

- Develop more positive incentives and funding sources for amenities on officially designated routes. (3)

At the present time, there are no monetary incentives provided by the state to stimulate local government participation in the state Scenic Highway Program. Inducements currently provided include:

- a. CalTrans conducts corridor studies for routes shown on the State Master Plan of Scenic Highways; (budgetary constraints and low priorities have caused delays in the performance of these studies)
- b. the state lists officially designated routes in publications issued by CalTrans; and,
- c. the state places "poppy" signs along officially designated routes.

3. The Lack of Public Awareness

The state Scenic Highway Program has generally not received active support from a large number of citizens. This is partly due to the diffuse nature of potential scenic highway users and the lack of governmental publicity for the program. Because of low-key programs and the limited number of persons directly affected, a general lack of public awareness exists regarding

scenic highways. Those groups which are concerned with promoting beauty along roads have not been able to generate the kind of attention and following necessary to stimulate widespread local governmental action. In the absence of widespread public concern for scenic highways, local governments have been slow in initiating scenic highway programs.

B. Threat to Resources within Potential Scenic Corridors

Southern California has lost many of its scenic resources due to a variety of human activities which have had a negative effect on environmental quality. Deteriorating visual quality has been a major cause of this problem with the lack of aesthetic quality in road and freeway design has been a contributing factor.

1. Deteriorated Visual Quality

In the absence of adequate land use controls in scenic areas, many natural and man-made aesthetic amenities have been adversely affected by unsightly development and urban sprawl. Characteristic of these are monotonous residential developments sprawling across the coastal plains and inland valleys, roads lined with blighted commercial strips, and hillside areas graded and developed with little regard to the natural landscape. Although some areas have retained their natural quality, they are not being subjected to intense development pressure.

The visual pollution associated with the proliferation of billboards, signs, utility lines, and unsightly urban uses detracts from and often obscures many of our scenic resources. Attempts at regulation and control of these types of uses has met with strong opposition from many groups, making it difficult to enact effective legislation dealing with visual pollution.

Another factor that significantly affects visual quality is air pollution. Manmade sources of air pollution contribute to reduction of visibility of and the deterioration of some vegetation and wildlife. (7) In fact, visibility in some parts of the Los Angeles basin is less than 10 miles on an average of two out of every three days; (8) thus, many of our scenic resources simply cannot be seen or enjoyed for much of the year.

2. Lack of Aesthetic Quality in Road and Freeway Design

Scenic qualities have sometimes been materially reduced because of lack of attention to aesthetics in highway and freeway design. Grading for freeways can damage scenic resources, especially in hilly terrain. The large cuts made for the Golden State Freeway adjacent to the Van Norman Lakes provide a vivid example of this. (9) Occasionally too, the opportunity for a road to enhance a scenic experience is missed due to insufficient consideration of the viewpoint of the user.

Although some of the new roads constructed in scenic areas of the county are aesthetically designed, others are not. Construction of some roads is based solely on traffic and engineering standards and economic criteria, while the issues of preserving the beauty of an area and enhancing the scenic enjoyment of the viewer are either not considered or, at the very least, not given enough weight in project evaluation.

The two major problems identified include a number of related issues. The major questions underlying the inadequate designation of scenic highways are:

- Who benefits from scenic highways?
- What are the costs involved in developing a scenic highway system?
- What is the function of a scenic highway?

Significant issues derived from these questions relate to the need to balance considerations of transportation, aesthetic design, public and private costs, and community viewpoints.

Significant issues regarding the threat to aesthetic resources within scenic corridors are:

- What is scenic?
- What is the appropriate degree of corridor protection?
- What is the effect of corridor protection on property values?

Since these questions involve value judgments they are not easily answered. In order to resolve the potential conflicts arising between the use of property and scenic resource protection measures, consideration must be given to both the equitable treatment of property owners and the preservation of scenic and cultural resources.

IV. Opportunities

Despite these problems, ample opportunities exist to manage them and provide the basis for generating a successful scenic highway program. Most importantly, Los Angeles County already has many roads within scenic areas which can serve the dual purpose of providing a transportation function while protecting and enhancing adjacent aesthetic resources. In fact, there are 180 miles of state highways within the county eligible to become officially designated state scenic highways. Moreover, the county's scenic drives identified in 1965 total approximately 700 miles, most of which are along existing roads. (10) These state and county roads provide the nucleus of a scenic highway system without requiring lengthy and expensive highway construction. Accordingly, program implementation can be pursued with only a minimum capital outlay.

Another available opportunity is the variety and extent to which Los Angeles County is endowed with scenic resources. Despite large-scale development, there remain many unspoiled vistas of the coast, desert, and mountains. In addition, urban centers offer numerous views embracing buildings of outstanding architectural and historical interest. In terms of scale, these scenic resources vary from the picturesque to the awesome and deserve specific evaluation as they relate to existing roadways.

The California Legislature, in recognition of the importance of preserving and enhancing scenic resources, established the state Scenic Highway Program. The state program provides an opportunity for local jurisdictions to participate in the establishment of protected scenic highways. Cities and the counties can participate in the state program or can establish their own local programs to achieve a desired level of scenic quality within their communities.

Fortunately, there already exist a variety of legal mechanisms to protect scenic highways. The California Government code and Streets and Highways Code provide the legal framework within which local jurisdictions can establish their own regulations dealing with scenic corridor protection. Local subdivision and zoning ordinances are available for use in local or state scenic highway programs. The opportunity also exists to modify these ordinances to make them more effective tools in scenic highway implementation.

Similarly, there are opportunities to be gained by utilizing such existing county programs as acquisition programs for beaches and parks, utility undergrounding programs, traffic operation and management programs, and street tree and parkway programs. Such existing programs should provide means to implement the Scenic Highway Element. Additional programs are in effect providing for ancillary uses such as bikeways, riding and hiking trails, comfort facilities, and scenic and historic identification.

Equally useful in promoting a successful scenic highway system is the public's increasing awareness and sensitivity to aesthetic considerations. No longer are merely efficient and functional transportation systems desired; the public wants visually pleasing ones as well. By publicizing the importance of scenic highways and the benefits derived from them, local governments can provide an effective focus for this interest and concern. Such concern also offers an opportunity to marshal public support for the inclusion of appropriate parks, open space, and other related activities within scenic corridors. Moreover, public support and involvement in individual corridor analysis and design would provide local knowledge of scenic resources and community input on the eventual use of each proposed route.

V. Statement of Goals

The basic ideals and values of the Scenic Highway Element are reflected in goals which link assets, problems, issues, and opportunities with policies and programs. They provide the emphasis for developing policy and implementation programs. Actions affecting the quality of roadside scenic resources should be based on the intent of the Scenic Highway Element's goals which follow:

- A scenic highway system serving the public through a variety of transportation modes.
- Enhanced recreational opportunities served by a system of scenic highways.
- Preservation and enhancement of aesthetic resources within scenic corridors.

VI. Statement of Policies

Policies establish a commitment to a course of action for solving problems and for proceeding toward achievement of the goals of the Scenic Highway Element. Both written and mapped policy are intended to provide a framework for the establishment of program implementation.

In formulating the policy statements appearing below, the importance of the total transportation function of the highway was recognized. Alternative policies were also assessed as to their potential environmental impact and additional input from several outside review groups was considered.

It shall be the policy of Los Angeles County to:

1. Establish a countywide scenic highway system in urban and rural areas.
2. Encourage utilization of appropriate existing roads as scenic highways rather than the construction of new routes.
3. Protect and enhance aesthetic resources within corridors of designated scenic highways.
4. Establish and maintain rural scenic highways to provide access to scenic resources and serve recreational users.
5. Establish and maintain urban scenic highways to provide access to interesting and aesthetic manmade features, historical and cultural sites, and urban open space areas.
6. Provide a comprehensive scenic highway system which safety accommodates various forms of transportation compatible with scenic highway criteria and standards.
7. Develop and apply standards to regulate the quality of development within corridors of designated scenic highways.
8. Remove visual pollution from designated scenic highway corridors.
9. Require the development and use of aesthetic design considerations for road construction, reconstruction or maintenance for all designated scenic highways.
10. Increase governmental commitment to the designation of scenic highways and protection of scenic corridors.
11. Encourage the fair distribution of social and economic costs and benefits associated with scenic highways.
12. Promote the use and awareness of scenic highway amenities for all segments of the population.
13. Improve scenic highway coordination and implementation procedures between all levels of government.

14. Encourage increased citizen participation in the scenic highway programs at all governmental levels.

The Scenic Highway System Map is a graphic extension of written policy. It identifies those routes which have been determined to merit further evaluation of their scenic importance.

The map depicts two major categories of scenic highways--"adopted," and "proposed for further study." These routes are all listed and described in Appendix A. The one "adopted" scenic highway shown on the map is Angeles Crest Highway, officially designated by CalTrans. Routes proposed for further study will be subject to corridor studies in the future with first priority routes receiving primary attention. Second priority routes will be studied upon completion of all first priority corridor studies.

A number of routes proposed for future study are also shown as "Scenic Drives" on the Regional Recreation Areas Plan adopted in 1965. These routes retain their official status as "Scenic Drives" and, as such, are subject to existing provisions of the Zoning Ordinance, specifically the sections dealing with outdoor advertising. The "Scenic Drive" status will be retained for these routes until such time as individual corridor studies are completed and, if appropriate, the routes are adopted as county or state scenic highways.

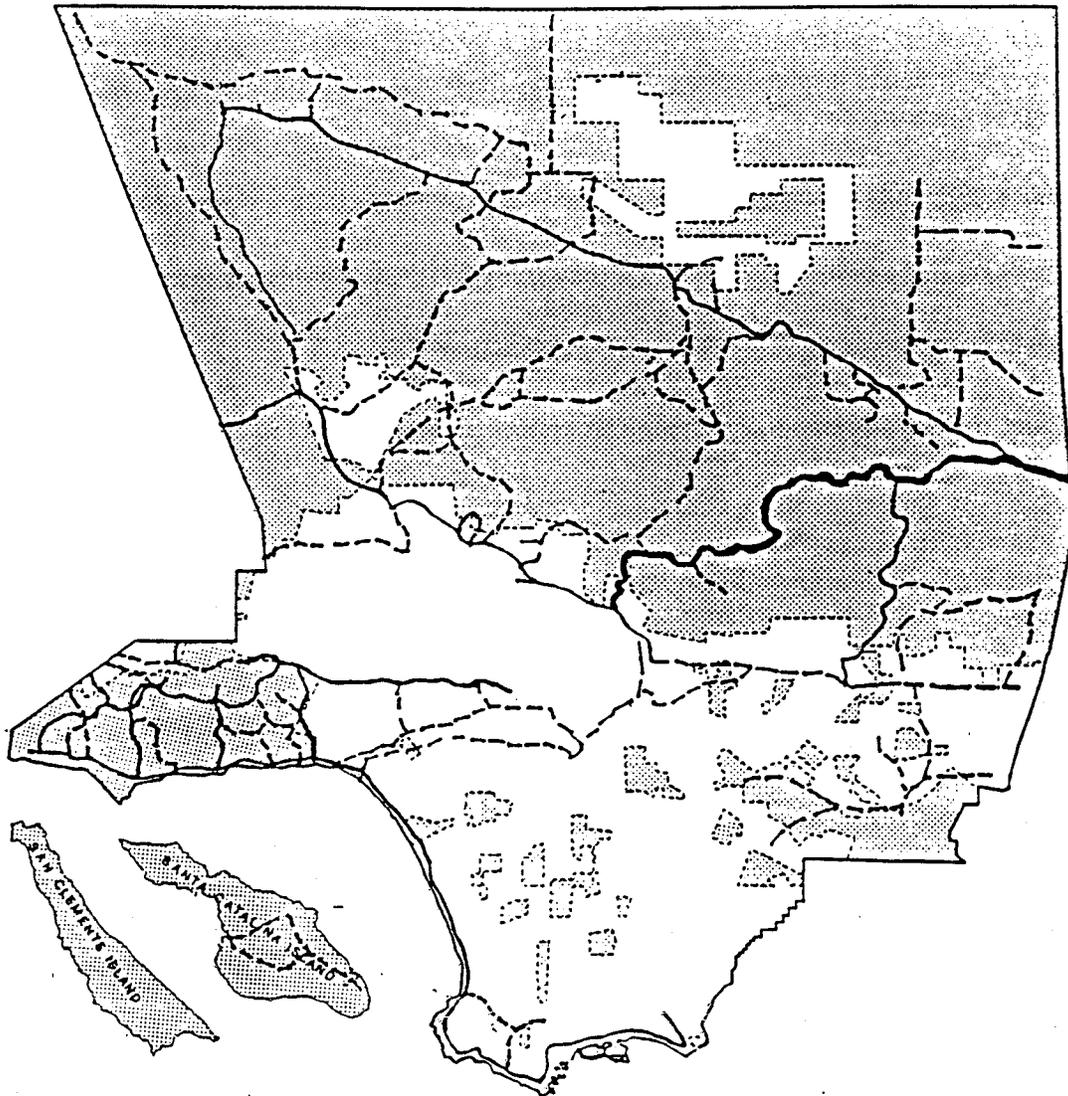
Although not all Scenic Drives are shown on the Scenic Highway System, it is the intent of Los Angeles County that all routes, existing and proposed, on the 1965 Regional Recreation Areas Plan remain in effect until they have each been considered for inclusion as adopted routes in the Scenic Highway System.

Corridor studies will involve a comprehensive analysis and evaluation of the aesthetic and transportation considerations of each individual route. Such studies would:

- identify scenic resources;
- delineate corridor boundaries;
- assess beneficial and detrimental environmental impacts;
- recommend methods for preserving aesthetic features;
- evaluate the relationship of the road to the landscape;
- identify potential sites for vista points or roadside rests;
- evaluate alternative uses of publicly owned lands and right-of-way;
- determine costs, benefits, and funding sources;
- determine the suitability of the route or its alternatives for adoption.

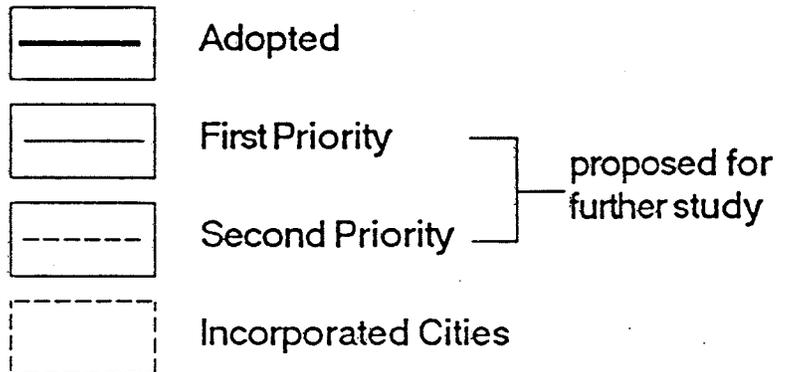
Close coordination between planners, facility designers, and citizens will be an integral part of these studies.

Figure SH-2
Scenic Highway System



Note:

It is specifically not the intent of the Scenic Highway System Map and accompanying legend to impose, restrict, or adversely effect scenic highway proposals within the corporate limits of any City. Routes shown through white areas represent suggestions for potential scenic routes within incorporated cities.



VII. Criteria and Standards

Scenic highway criteria and standards are the means by which potential routes are evaluated and the suitability of specific implementation programs determined. Criteria are generally quantitative, or measurable.

Criteria and standards perform a number of important functions in this element such as:

1. identifying and selecting candidate routes and establishing study priorities;
2. guiding the effectiveness and evaluation of corridors;
3. judging the effectiveness of corridor protection programs and the design of roadways.

The responsibility for establishing criteria and standards rests primarily with local jurisdictions. The state has established general guidelines, but has left local government the task of providing and enforcing specific criteria and standards.

A. Criteria for Corridor Studies

Within the Scenic Highway Element, three sets of criteria will be discussed. These deal with criteria for selection of a system of candidate routes, criteria for initiating corridor studies, and criteria for corridor boundary delineation.

1. Criteria for the Selection of a System of Candidate Routes

The criteria used for determining routes to be shown on the Los Angeles County Scenic Highway System Map are:

- a. Routes which traverse areas of scenic quality and interest and which may provide access to major recreation areas.
- b. Urban routes providing access to interesting and aesthetic manmade features, historical and cultural sites, and urban open space areas.
- c. Highways shown on the State Master Plan of Scenic Highways.
- d. "Scenic drives" identified in the 1965 Los Angeles County Regional Recreation Areas Plan where traversable roadways exist.

e. Scenic routes identified in pending or adopted city plans within Los Angeles County deemed to be of county-wide importance. Routes of countywide importance are those which are recognized by their length, passage through or connection with several jurisdictions, or proximity to regional recreational or cultural facilities.

f. Entry routes to the county which have substantial scenic value.

Various routes throughout the county were reviewed using these criteria. Those routes meeting criteria (a) or (b) and at least one of criteria (c) through (f) have been shown on the Scenic Highway System Map. Logical connectors or links between routes meeting the selection criteria are also considered eligible provided the particular connector contributes to the completion of a closed loop or system of routes. The inclusion of these connectors is important to provide the viewer with a continuous network of interesting visual experiences.

2. Criteria for Initiating Corridor Studies

The criteria used for establishing first priority status for routes shown on the Scenic Highway System Map are:

- a. Highways shown on the State Master Plan of Scenic Highways.
- b. Routes with scenic resources threatened by future incompatible development.
- c. Perceived need as demonstrated by public support.
- d. Routes which represent an opportunity to preserve scenic resources before they are lost.

Routes which satisfy at least two of the above criteria are classified as first priority. All other routes are classified as second priority.

3. Criteria for Establishing Corridor Boundaries

Before the aesthetic quality of a scenic highway can be evaluated and protective measures considered, it is necessary to delineate the boundaries of the scenic corridor. The boundary selected must define land which can be realistically subjected to protective land use controls.

Because of the physical diversity of the county there must be great variation in criteria used to delineate a particular corridor. A host of possibilities exist for establishing corridor boundaries ranging from the edge of the right-of-way to the line of sight. To demonstrate this variability one need only compare the factors involved in determining the corridor boundary for a rural scenic highway such as Angeles Crest Highway and a proposed urban scenic highway such as along the Sunset Strip. Each route studied will have unique characteristics that must be considered individually in establishing appropriate boundary lines.

B. Criteria and Standards for Corridor Protection

The application of measures necessary to maintain the appropriate transportation characteristics and the aesthetic quality of a scenic corridor is dependent on established standards. CalTrans, in its publication, The Scenic Route. A Guide for the Official Designation of Scenic Highways, established five minimum requirements which must be met by local jurisdictions for participation in the state program: (1) regulation of land use which may include density and/or the intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment. (11) In order to meet these requirements specific quantitative standards need to be applied by local jurisdictions.

Corridor protection criteria and standards are aimed at encouraging attractive land uses and maximizing the view from scenic highways. The following criteria and standards are not intended to impede the use of property within scenic corridors but are aimed at promoting orderly and harmonious land uses that will not endanger irreplaceable scenic resources. The plan recognizes that there may be specific differences between urban and rural scenic quality and that land use criteria and standards may vary in accordance with those differences. In addition, various road widths and functions may require the application of a variety of land use criteria and standards. Land uses within scenic corridors should be regulated in accordance with such criteria and standards as:

- controlling building heights, setbacks, and densities so as not to obstruct important views;
- screening incompatible land uses through landscaping, fencing, or other appropriate means;
- requiring site planning that locate unattractive uses where they will have the least possible visual impact on the landscape;
- controlling outdoor advertising signs or billboards;
- limiting the size, height, type, and number of on-premise signs;
- undergrounding or locating utility lines so that the visual integrity of the landscaping is maintained;
- grading with a minimum disturbance to natural landforms;
- preserving outstanding trees and vegetation;
- landscaping sites which have been graded or which have had their vegetative cover removed;
- preserving lakes, rivers, shorelines, and creeks in their natural condition or, if modified, treated so as to result in a naturalistic appearance;
- planting or selective clearing of vegetation to improve views;

- incorporating bikeways and riding and hiking trails into the planning of development along scenic highways;
- preserving important historical and architectural sites;
- considering innovative designs as alternatives to conventional subdivisions; and,
- emphasizing rural, agricultural, and open uses on steep land.

Future efforts will be made to amend existing ordinances to include specific protective mechanisms based upon criteria and standards reflecting the goals and policies of the Scenic Highway Element.

C. Highway Design: Aesthetic Considerations

Consideration of aesthetics in highway design is necessary to take advantage of the best scenic values within the corridor. Consideration should be given to:

- curvilinear horizontal alignments;
- highway profiles compatible with the topography;
- minimizing cuts and fills;
- contouring and planting of graded slopes;
- provision of roadside rests, vista points, and scenic areas with interpretive displays;
- determination of appropriate design speeds;
- designing structures and facilities to achieve maximum aesthetic quality;
- preserving valuable trees and vegetation; and,
- controlling access to the roadway.

These and other appropriate considerations should be taken into account in the application of design standards to achieve the desired level of scenic quality for the road and its corridor while meeting acceptable highway design and safety standards. Specific design standards can only be established after a comprehensive corridor study encompassing efficiency, capacity, safety and scenic quality has been made for each individual route.

VIII. Implementation Program

The implementation program sets the framework for establishing a scenic highway system in Los Angeles County. Implementation measures will primarily utilize the financial and regulatory capabilities of local programs. In the future, additional measures of a more comprehensive and detailed nature will be developed in cooperation with other agencies and community groups as the range of regulatory needs are identified in the evaluation of individual corridors.

A. Identification of Existing Programs

The following list represents the significant existing programs available to implement this element within the general limits of the preceding written policies and the mapped policy.

1. County Programs

- Beach Acquisition and Management
- Building Regulation
- Grading Regulation
- Highway Construction and Maintenance
- Historical Preservation
- Land Acquisition
- Land Division Regulation
- Park and Open Space Acquisition and Management
- Street Tree and Parkway
- Traffic Operation and Management
- Undergrounding Utility District
- Zoning Regulation including Outdoor Advertising Control

2. District Programs

- Flood Control and Water Conservation
- Public Transportation
- Resource Conservation

3. City Programs

- Building Regulation
- Grading Regulation
- Highway Construction and Maintenance
- Historical Preservation
- Park and Open Space Acquisition and Management
- Street Tree and Parkway
- Traffic Operation and Management
- Zoning Regulation including Outdoor Advertising Control

4. State Programs

- Billboard Removal
- Coastal Zone Conservation and Management
- Open Space Easement
- Park and Beach Acquisition
- Parkways
- Scenic Highways
- Undergrounding Public Utilities

5. Federal Programs

- Billboard Removal
- Forest Management
- Transportation

6. Other Implementation Activities

- Community Relations and Public Education
- Coordination and Review
- Land Management
- Legislation
- Long Range Planning

- Private Actions
- Research and Monitoring

B. Evaluation of Existing Programs

The purpose of this evaluation is to determine the effectiveness of programs relating to scenic highway implementation by analyzing their major strengths and weaknesses.

1. County-City Programs

Due to the similarity of existing county and city programs, they will be evaluated jointly. Perhaps most significant are Local Highway Construction and Maintenance Programs and Traffic Operation and Management Programs. These would provide a ready means of providing well-maintained, safe, and efficient scenic highways. However, as currently structured, these programs do not provide extensively for aesthetic considerations, bicycle paths, or riding and hiking trails. Accordingly, to ensure successful implementation, they should be appropriately modified so as to be more comprehensive.

Resources for Scenic Highway Program implementation can also be provided by the Street Tree and Parkway Programs. Generally, such programs can assist materially in efforts to improve the roadside environment through landscaping.

Restoration of impaired aesthetic resources is aided by the Undergrounding Utility District Program. This program is effectively used to assist various utility companies in undergrounding utility lines in different parts of the county. By selecting areas along scenic highways for undergrounding projects, this program could be more effectively utilized.

Existing Land Division, Building, and Grading Regulation Programs can be used to protect scenic resources within designated scenic corridors by applying the regulations to the problems of access to developments, blight, and topographic alteration. Unfortunately, at the present time, all of these programs suffer from a common weakness in that they do not specifically address themselves to aesthetic considerations. However, with minor modifications such regulations could be used in the state Scenic Highway Program through adequate consideration of land division, site planning, building design, and earthmoving activities within scenic corridors.

Zoning ordinances have a significant potential for scenic corridor protection. In particular, they can regulate the extent and type of land uses and density. Moreover, local zoning ordinances to regulate outdoor advertising are common in Los Angeles County. Many local ordinances, by requiring landscaping of such uses as parking lots and junkyards, have beneficial impacts on scenic quality. The main weakness of many zoning ordinances is that they generally do not explicitly recognize and promote aesthetic standards.

County and city park, beach and open space acquisition programs can contribute to the establishment and protection of scenic highways. For example, clearance of housing along the newly acquired Topanga Beach provides additional visual access to the ocean. Such programs as these have a significant impact on scenic corridors through the acquisition of selected outstanding areas. These programs are hampered somewhat by a heavy reliance on state and federal funding that oftentimes is unpredictable.

2. District Programs

District programs can also assist in the implementation of the Scenic Highway Element. For example, the County Flood Control District's landscaping activities along drainage channels that parallel scenic highways can contribute to the implementation of the element policy. Resource conservation districts through their traditional role of natural resource protection could provide logical assistance during corridor studies. Coordination should be strengthened between these districts and other governmental levels.

The extensive bus systems operated by the Southern California Rapid Transit District and the municipal transit agencies in their public transportation programs encompass several proposed routes that have been selected for further study. However, the total number of scenic areas accessible by public transit is small; most of these routes are in the urbanized southern portion of the country. Highways in rural areas such as the Santa Monica Mountains and the Angeles National forest are generally not served by public transit. Added difficulties in using public transit are the curtailed schedules on weekends, lack of facilities for recreation equipment and the inconvenience of interline transfers in order to travel a complete route.

3. State Programs

Only at the state level is there a specific program related to scenic highway development. This is the State Scenic Highway Program which offers guidelines for official designation of scenic highways. In addition, the program provides valuable technical assistance in the evaluation of scenic corridors. A major weakness is that no financial incentives are offered to encourage participation on the part of local governments.

A complementary program, although conceptually different, is the state's Parkway Program, which calls for the establishment of low volume two-lane roads bordered by ribbon parks.

The Coastal Zone Conservation and management program, recently established as a result of increasing concern over the development of coastal areas, recognized the coastal zone as an area with unique problems and opportunities. Under this program, the development of land along the coast is regulated through the issuance of permits. Long range plans for the use of land along the coast are also required to be prepared. Because this is a relatively new program it is too early to make an objective assessment of their Planning and Permit Program. However, it should be noted that such things as scenic quality and aesthetics are considered in their permit process and in the development of an Appearance and Design Element in the Coastal Plan.

With regard to improving scenic quality, there are two state programs offering assistance. The first is the Billboard Removal Program which provides for the elimination of billboards along selected federally funded highways. Its primary merits are a successful accomplishment record and the provision of funds with the state paying 5 percent and the federal government the remainder of the incurred. The program's impact is limited since its scope is restricted to only federally funded highways.

The second program, the Undergrounding Public Utilities Program, provides that no electric or communication utility shall install overhead distribution facilities in proximity to (within 1,000 feet of each edge of the road right-of-way) any designated scenic highway and which would be visible from such scenic highway if erected overhead. Clearly, this requirement can effectively prohibit overhead utility lines from impairing the view from scenic highways. However, these regulations do not apply to high voltage transmission lines which frequently have a detrimental visual impact.

One of the stronger programs which provide considerable protection for scenic resources is the State Park Acquisition Program. A significant amount of parkland has been acquired through this program, especially in the Santa Monica Mountains. Since part of the program is funded through bond issues, the effectiveness of the program depends on continued public support.

Another program which has been successfully used in Los Angeles is the Open Space Easement Program. Under this program, the state reimburses local jurisdictions for a portion of the property tax revenue lost as a result of the acquisition of open space easements. As an example of this program, the county recently acquired an easement on Santa Catalina Island which provided an additional 42,000 acres of open space.

4. Federal Programs

Federal programs which can contribute to the implementation of the Scenic Highway Element by offering standards and financial assistance are those dealing with billboard removal and transportation. As previously noted, the federal Billboard Removal Program can provide funding assistance if the scenic highway involved is a federally funded road. The Federal Transportation Program can provide funds for the construction of new highways, some of which are eligible for official designation under the state Scenic Highway Program. Since these routes are primarily multi-lane, limited access highways, there is a continuing challenge to achieve a balance between transportation need and visual quality. Accordingly, improved aesthetic design standards should be developed to guide their construction.

A significant federal program dealing with scenic resources in Los Angeles County is administered by the U.S. Forest Service. The National Forests contain much of the local scenic resources and the Forest Service administers a land use management program of adequate quality to effectuate a comprehensive internal scenic highway system.

5. Other Implementation Activities

Land management activities and legislation at the state level could have a considerable impact on scenic highway implementation. Two such examples are the Marler-Johnson and Porter Acts. Both are state acts involving low-cost leasing of rights-of-way for recreation purposes by local government. However, both are subject to restrictions limiting their highway enhancement effectiveness. The Marler-Johnson Highway Park Act is restricted to the actual road right-of-way while the Porter Act is limited to low value excess land within 200 feet of the highway.

In addition, the state legislature is considering certain alterations to the state Scenic Highway Program. Most important is the proposal that before a highway can be considered for designation as an official scenic highway it must have been appropriately indicated in tea scenic highway element of a local general plan. Also under consideration is a requirement that high priority be given to the provision of roadside facilities along state scenic highways. (12) The main defect in this proposed legislation is the lack of any provisions embracing transport modes other than the automobile and establishing design guidelines reflecting differences between urban and rural areas.

6. Evaluation Summary

The net effect of existing programs has been the official designation of one scenic highway in Los Angeles County. A principal weakness at the local level is the lack of specifics in ordinances which could be applied to scenic corridor protection. The main weakness of the state Scenic Highway Program is the lack of incentives offered, especially the absence of financial assistance to local jurisdictions. The visual environment undoubtedly has been protected in some areas as a result of the application of many of these programs, but without any overall coordination or organization it will be difficult to achieve widespread results. However, much better results can be attained if there are certain modifications to existing programs and if essential new programs dealing with scenic highways are initiated.

C. Action Program

This section sets forth a scenic highway action program to implement plan policies. The action program consists of all existing programs previously evaluated as well as the recommendations that follow. In developing the action program, consideration has been given to program priorities and phasing. Criteria were established for determining first and second priorities and for categorizing recommendations into short and long range actions.

1. Priority Action Areas

a. Criteria for Establishing Priorities

Recognizing that significant resources within potential scenic corridors are not unlimited and many competing problems do exist, appropriate criteria were developed so that the most critical concerns relating to scenic highways would be included in program development. As a result, the following criteria were used to establish priorities:

- Significant threats to aesthetic resources within scenic corridors.
- Critical needs and deficiencies as defined by public input.
- Actions necessary to take advantage of available opportunities to protect scenic quality.

These criteria were then applied to the problems, previously identified in the element, in order to determine what priority they should be given. Action areas involving at least two of the above criteria were considered to be of such importance as to be given first priority. Those not meeting this standard were assigned a second priority status.

b. First Priority Action Areas

1. Scenic resources within potential scenic highway corridors.
2. Aesthetic appearance of existing roads within scenic corridors.
3. Phased corridor studies based upon factors identified in the Criteria and Standards section.

c. Second Priority Action Areas

1. Restoration of impaired aesthetic resources in designated scenic corridors.
2. Improved governmental commitment to state and local scenic highway programs.
3. Strengthening of the state Scenic Highway Program.
4. Program for selected corridor studies included in the medium and long range action areas.

2. Action Recommendations

The following actions are designed to assist the county in implementation of the element and contribute to the achievement of its expressed goals. The ordering of these recommendations does not reflect any particular priority importance. Short range actions are those that should be

initiated within five years, but their duration may extend beyond such a time period. Medium and long range actions are those expected to occur from five to 15 years in the future. However, some of these may require initiation within the next five years.

a. Short Range Action Recommendations

1. Delegate the responsibility for scenic highway planning and coordination to the Department of Regional Planning.
2. Direct the Regional Planning, Road, Parks and Recreation, and County Engineer Departments to initiate scenic corridor studies for first priority routes.
3. Direct the General Plan Policy Review Board to assist the appropriate county departments in the preparation of desirable amendments to Zoning, Subdivision, Building, and Grading Ordinances to include standards for scenic corridor protection.
4. Direct the appropriate county departments to give special emphasis to aesthetics in the planning, design, and construction of public facilities within scenic corridors.
5. Direct the Department of Regional Planning, the County Engineer, and the Road Department to give special emphasis to aesthetics in the planning, design, and construction of adopted scenic highways.
6. Direct the Department of Regional Planning and Road Departments to develop a suitable classification for scenic highways for inclusion in the County Master Plan of Highways.
7. Direct the Department of Regional Planning to recommend the addition of adopted city routes of countywide importance to the Scenic Highway Element.
8. Sponsor changes in the state Scenic Highway Program to:
 - a. Incorporate means of transportation other than the automobile within scenic highway programs.
 - b. Adopt programs and design guidelines reflecting differences between urban and rural areas.
 - c. Provide financial incentives to local governments to encourage progress toward the official designation of scenic highways.
 - d. Review and update the Master Plan of State Scenic Highways to include all highways meeting state scenic criteria.

9. Sponsor modification to the Porter Act allow the retention within the public domain of high value as well as low value excess land and to expand the distance limitation to include state owned lands within scenic corridors.
10. Support appropriate federal legislation which would designate Mulholland Drive and Mulholland Highway as a National Scenic Parkway.
11. Direct the Department of Parks and Recreation to coordinate acquisition and disposal of lands within scenic corridors.
12. Direct the Department of Parks and Recreation to study and develop a recommendation on organization and responsibilities of a county-wide citizens' group to advise the county on pertinent scenic highway matters.
13. Direct the Department of Parks and Recreation to provide interpretive displays and trail markers outside of the road right-of-way in conjunction with designated scenic highways in those areas now in the National Forest.
14. Direct the Department of Regional Planning to develop a scenic corridor combining zone and procedures for its application for protection of designated scenic highways.
15. Adopt a resolution recommending that the Southern California Rapid Transit District and municipal transit agencies establish innovative programs to provide service along scenic highways.

b. Medium and Long Range Action Recommendations

1. Corridor studies for those routes not given first priority.
2. When corridor studies are completed, provide for improvements and facilities in accordance with the corridor study recommendations as funds become available on a priority basis.
3. Seek outside sources of funding for scenic highway programs.
4. Revise the county environmental impact reporting procedure to include scenic highway information.
5. Direct the appropriate county departments to emphasize beautification programs within scenic corridors.
6. Sponsor legislation to provide adequate funds to implement the state Parkway Program.

7. Adopt a resolution recommending that the Public Utilities Commission explore possible incentives to encourage the elimination of objectionable overhead facilities within scenic corridors by public utility companies.

D. Governmental Roles and Responsibilities

Involved in the element's implementation will be several levels of government, each assuming different roles. These can be summarized as follows:

1. County

The county will establish and maintain a system of scenic highways through active participation in the state Scenic Highway Program and the development of a county program. In order to do this the county will adopt appropriate ordinances to protect scenic resources within unincorporated areas. The county will also perform corridor surveys and studies and will develop specific standards and criteria to be used in the implementation of the element.

With respect to incorporated areas, the county will actively coordinate its activities and proposals with interested cities in order to achieve a county-wide system of scenic highways. The county will encourage cities to study the feasibility of incorporating into their local scenic highway programs those routes shown on the County Scenic Highway System Map which are located within their jurisdictions. The ordinances, standards, and programs developed by the county will be available to cities for their possible consideration.

2. Cities

The cities have been delegated the responsibility under state law to develop scenic highway elements suited to their needs and desires. After determining the course of action they will take, be it participation in the State Scenic Highway Program or their own local program, they may then perform the necessary studies and adopt appropriate ordinances to implement their scenic highway elements. Inter-jurisdictional coordination will play an important role in the achievement of a comprehensive scenic highway system. After adoption of a local scenic highway system, cities may request the county to include adopted routes of countywide importance on the County Scenic Highway System.

3. Regional Agencies

The Southern California Association of Governments (SCAG) provides inter-county coordination. The South Coast Regional Commission of the California Coastal Zone Conservation Commission is responsible for planning and land use regulation within the Coastal Zone.

4. State

The California Department of Transportation (CalTrans) plays a major role in the Scenic Highways Program. its responsibility includes the construction and maintenance of roads, some of which may become scenic highways, and the provision of general standards and guidelines and technical assistance. Through legislation, the state should also provide financial incentives and make appropriate revisions in existing programs in order to encourage effective implementation of scenic highway programs in local jurisdictions.

5. Federal

The federal government's role should be to provide encouragement primarily through the establishment of national goals, guidelines, and adequate funding for road construction, billboard removal, parks, open space, and conservation programs. Moreover, the federal government should provide technical assistance on scenic evaluation studies.

E. Constraints, Capabilities, and Feasibility

To help organize efficient and effective implementation of recommended Scenic Highway Programs, an identification of existing constraints and capabilities is presented.

1. Constraints

- Opposition to new regulations controlling the use of private land.
- Lack of comprehensive regulations protecting scenic resources.
- Lack of effective coordination at local levels of government.
- Lack of governmental commitment.
- Absence of specific local agency responsibility for implementation of the Scenic Highway Element.
- Difficulty in creating appropriate highway design standards applicable to a variety of scenic highway conditions.
- Absence of funding for local scenic highway projects.

2. Capabilities

- Authority to regulate land use.
- Existing public support for strengthening land use regulations.
- Existing roads in scenic areas.

- Existing regulations and ordinances.
- Public concern and support for an aesthetic environment.
- Authority to raise and allocate revenues.
- Existing technical expertise.

3. Feasibility

The feasibility of implementing the Scenic Highway Program recommendations is determined by their reasonableness and practicality. The program package will not require any new large financial obligations. There are no technological breakthroughs needed to implement the recommendations. A reordering of priorities will be required to emphasize the preservation of scenic resources in decisions made by local governments. This shift in priority follows the current trend of increased environmental awareness and concern. The program recommendations constitute a feasible package for scenic highways, since the county has the capability to both carry out these actions and to reorder governmental priorities.

F. Costs and Funding

Scenic Highway Programs basically involve regulatory actions rather than activities that required substantial capital outlays. No relatively large increases in governmental financial commitments will be necessary to take the courses of action required for the implementation of the existing and proposed programs. Costs will include scenic corridor surveys and studies plus selective acquisition and improvement programs for such things as roadside rest areas, vista points, and identification signs. There may be some loss of property tax revenue within the scenic corridor due to the implementation of resource protection measures such as acquiring scenic easements and rights-of-way. Costs should be shared by all levels of government. An analysis should be made as an integral part of each corridor study to determine what recommendations can be implemented using existing revenues and what additional programs should be undertaken if funding sources can be identified.

G. Implementation Strategies

To overcome the constraints imposed on solving major problems and to utilize the capabilities for realizing the acknowledged opportunities, the following strategies for implementing the Scenic Highway Element are recommended:

1. Concentrate preservation efforts on existing roads in critically threatened scenic areas.
2. Protect scenic quality through modifications of existing regulations.

H. Use of the Scenic Highway Element in Decision-Making

The Scenic Highway Element is intended to provide general guidance for all public agencies associated with scenic highways. The standards, criteria, and programs recommended in the element are expected to influence the actions and policies of local, state, and federal governments. The coordination envisioned should assist the designation of inter-jurisdictional scenic routes. It is also expected that this element will aid the private sector of the economy in the planning and design of developments along scenic highways.

The element more specifically provides elected officials and personnel of county government a course of action to participate in the state Scenic Highway Program. It suggests the use of various regulations and programs to take advantage of the opportunities available in Los Angeles County. The Scenic Highway Element can also be used as a guide for actions dealing with the preservation, maintenance, and improvement of scenic corridors and with the preparation of a capital budget for any public facilities and services associated with them.

I. Conclusion

The prospects for solving the major problems of threatened scenic resources and inadequate scenic highway designation are very good. There are existing programs that can be used to solve these problems and, in areas where the programs are lacking, feasible proposals can be made to overcome any shortcomings. Also, the existing programs and proposals necessary for implementation do not involve substantial financial commitments for the agencies that will administer them. The only real concern is the amount of government commitment that will be made in this area. If county government assumes a strong leadership role, major strides toward the achievement of the Scenic Highway Element goals can be made.

IX. Footnotes

1. Stat of California, Department of Parks an Recreation, California Historical Landmarks, 1973, pps. 3, 4, and 9.
2. State of California, Business and Transportation Agency, Department of Public Works, State Scenic Highway System Progress Report 1972, January 1973, Appendix A.
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4. Ibid., Appendix D.
5. Ibid., Appendix E.
6. Regional Planning Commission, Regional Recreational Areas Plan, 1965, pps. 35-59.
7. County of Los Angeles, Air Pollution Control District, APCD Digest, Vol. 3, No. 10, October 1973, pps. 1 and 4.
8. County of Los Angeles, Air Pollution Control District, APCD Annual Report of Meteorology, Air Pollution Effects and Contaminant Maxima of Los Angeles County, 1973, p. 68.
9. City of Los Angeles, Department of Planning, The Visual Environment of Los Angeles, April 1971, p. 16.
10. Regional Planning Commission, op. cit. p. 19.
11. State of California, Department of Transportation, The Scenic Route: A Guide for the Official Designation of Scenic Highways undated, pp. 6-7.
12. California Legislature, Assembly Bill No. 2472, introduced May 15, 1973, amended January 10, 1974.

X. Glossary

CalTrans

California State Department of Transportation

Combining Zone

An overlay zone; a zoning classification applied in conjunction with another zone in order to add special considerations or controls.

Multimodal

The description of a transportation concept involving the movement of people by a variety of methods (i.e. by foot, bicycle, bus, car or horse).

Officially Designated State Scenic Highway

A state or county route whose scenic corridor protection program has been approved by CalTrans, shown on official publications and posted with official poppy signs.

Outdoor Advertising Sign

Any sign or billboard directing public attention to a business or product that is not a primary business or product offered or sold on the premises where the sign is located.

Scenic Corridor

The visible land area outside of the highway right-of-way which can be realistically subjected to protective land use controls.

Scenic Drive

That extend of highway or local road, identified by the county in its 1965 Regional Recreation Areas Plan which offers views of outstanding natural or manmade features.

Scenic Highway

A road which, in addition to its transportation function, provides opportunities for enjoyment of natural and manmade scenic resources where aesthetic values are protected and enhanced.

Scenic Quality

The total impression made by components of a natural or manmade landscape which provide an attractive and memorable visual experience to the viewer.

Scenic Resources

Such irreplaceable and unique components in a landscape as topographical features, waterbodies, vegetation, geological formations, historical sites, and outstanding examples of urban design and rural lifestyles.

State Master Plan of Scenic Highways

The Official California State Highway System Map which indicates eligible and existing officially designated state scenic highways.

State Scenic Highway Program

The program leading to the official designation of routes as scenic highways by CalTrans following the local adoption of measures to protect scenic resources.

XI. Bibliography

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State of California Department of Public Works, The Scenic Route. A Guide for the Official Designation of Eligible Scenic Highways.

Appendix A

Scenic Highway System Map Index

I. Scenic Highway System Map Index

A. Adopted Route

<u>Route Number</u>	<u>Route Name</u>
-------------------------	-----------------------

- | | |
|---|---|
| 1 | Angeles Crest Highway - From National Forest Boundary to San Bernardino County Line |
|---|---|

B. First Priority Routes - Proposed For Further Study

<u>Route Number</u>	<u>Route Name</u>
-------------------------	-----------------------

- | | |
|---|---|
| 2 | Angeles Crest Highway - From Foothill Freeway to National Forest Boundary |
| 3 | Mulholland Drive and Highway - From Hollywood Freeway to Pacific Coast Highway |
| 4 | Coastal Alignment - From Ventura County Line to Orange County Line. Includes: Pacific Coast Highway from Ventura County Line to California Incline, Ocean Avenue, Barnard Way (Santa Monica), Pacific Avenue (Venice), Via Marina, Admiralty Way (Marina del Rey), Fiji Way, Lincoln Boulevard, Jefferson Boulevard, Culver Boulevard, Vista del Mar (Playa del Rey and El Segundo), Highland Avenue (Manhattan Beach), Manhattan Avenue, Hermosa Avenue (Hermosa Beach), Harbor Drive Pacific Coast Highway, Esplanade (Redondo Beach), Paseo de la Playa (Torrance), Palos Verdes Drive, W. (Palos Verdes Estates), Palos Verdes Drive, S. (Rancho Palos Verdes) 25th Street, Western Avenue, Paleo del Mar, Pacific Avenue, 22nd Street, Crescent Avenue, Harbor Boulevard, Vincent Thomas Bridge (Los Angeles), Seaside Avenue, Ocean Boulevard, Bayshore Avenue, Second Street, Marina Drive, Pacific Coast Highway from Los Alamitos Circle to Orange County Line (Long Beach). |
| 5 | Alignment along San Andreas Rift Zone - Oakdale Canyon Road from Old Ridge route, Elizabeth Lake Road, Avenue Q, Palmdale Boulevard, Antelope Valley Freeway, Pearblossom Highway, Ft. Tejon Road, Big Pines Road to Angeles Crest Highway; Old Ridge Route - From Oakdale Canyon Road to Lake Hughes Road. |
| 6 | Henry Mayo Drive - From Ventura County Line to Golden State Freeway |
| 7 | Topanga Canyon Boulevard - From Mulholland Drive to Pacific Coast Highway |

<u>Route Number</u>	<u>Route Name</u>
8	San Gabriel Canyon Road - Crystal Lake Road - From Foothill Freeway to Angeles Crest Highway
9	Simi Valley - San Fernando Valley Freeway - From Ventura County Line to De Soto Avenue
10	Foothill Freeway - From Golden State Freeway to Ventura Freeway
11	Golden State Freeway - From San Diego Freeway to Henry Mayo Drive
12	Orange Freeway - From Pomona Freeway to Orange County Line
13	Dume Canyon Road - Kimberley Canyon Road Kanan Road - From Pacific Coast Highway to Ventura Freeway
14	Malibu Canyon Road - Las Virgenes Road - From Pacific Coast Highway to Mulholland Highway

C. Second Priority Routes - Proposed for Further Study

<u>Route Number</u>	<u>Route Name</u>
15	Lake Hughes Road - From Old Ridge Route to Elizabeth Lake Road
16	Gorman Post Road - Lancaster Road - 110th Street W. from Golden State Freeway to Avenue K, including connection with Oakdale Canyon Road
17	Golden State Freeway - From Henry Mayo Drive to Kern County Line
18	Pine Canyon Road - From Lancaster Road to Elizabeth Lake Road
19	Munz Ranch Road - From Lancaster Raod to Elizabeth Lake Road
20	Johnson Road - 110th Street W. - Avenue K from Elizabeth Lake Road to 60th Street W.
21	Bouquet Canyon Road - Magic Mountain Parkway - From Elizabeth Lake Road to Golden State Freeway
22	Spunky Canyon Road - San Francisquito Canyon Road - From Bouquet Canyon Road to Elizabeth Lake Road

<u>Route Number</u>	<u>Route Name</u>
23	170th Street E. - 165th Street E. - Bob's Gap Road - From Saddleback Butte State Park to Ft. Tejon Road
24	Pearblossom Highway - Antelope Highway - From 165th E. to San Bernardino County Line
25	Largo Vista Road - 204th Street E. - From Pearblossom Highway to Big Pines Road
26	90th Street W. - From Avenue K to Kern County Line
27	Godde Hill Road - 60th Street W. - From Elizabeth Lake Road to Avenue K
28	Antelope Valley Freeway - From Golden State Freeway to Pearblossom Highway
29	Placerita Canyon Road - From Antelope Valley Freeway to Sand Canyon Road
30	Lopez Canyon Road - Kagel Canyon Road - From and to the Foothill Freeway
31	Little Tujunga Road - Sand Canyon Road - From Foothill Freeway to Sierra Highway
32	Vasquez Canyon Road - From Sierra Highway to Bouquet Canyon Road
33	Agua Culde Canyon Road - From Soledad Canyon Road to Antelope Valley Freeway
34	Soledad Canyon Road - From and to the Antelope Valley Freeway
35	Angeles Forest Highway - From Angeles Crest Highway to Antelope Valley Freeway
36	Aliso Canyon Road - From Antelope Valley Freeway to Soledad Canyon Road
37	Mt. Emma Road - Cheseboro Road - From Ft. Tejon Road to Angeles Forest Highway
38	106th Street E. - Juniper Hills Road - 131st Street E. - From and to Ft. Tejon Road
39	Pallett Creek Road - From 131st Street E. to Ft. Tejon Road
40	Devil's Punch Bowl Road - From 131st Street E. to Devil's Punch Bowl county Park
41	Big Rock Creek Rada - From Big Pines Road to Angeles Crest Highway
42	Valley Circle Boulevard - Topanga Canyon Boulevard - From Ventura Freeway to Simi Valley - San Fernando Valley Freeway
43	Simi Valley - San Fernando Valley Freeway - From DeSoto Street to San Diego Freeway

<u>Route Number</u>	<u>Route Name</u>
44	San Diego Freeway - From Wilshire Boulevard to Mulholland Drive and from Simi Valley - San Fernando Valley Freeway to Golden State Freeway
45	La Tuna Canyon Road - From Sunland Boulevard to Foothill Freeway
46	Ventura Freeway - From Ventura County Line to Valley Circle Boulevard
47	Triunfo Canyon Road - From Ventura County Line to Kimberley Canyon Road
48	Westlake Boulevard - From Ventura County Line to Mulholland Highway
49	Las Virgenes Road - From Ventura Freeway to Mulholland Highway
50	Little Sycamore Canyon Road - From Ventura County Line to Mulholland Highway
51	Decker Canyon Road - From Mulholland Highway to Pacific Coast Highway
52	Encinal Canyon Road - From Decker road to Pacific Coast Highway
53	Latigo Canyon Road - From Kimberley Canyon Road to Pacific Coast Highway
54	Avenue O - 240th Street E. - Avenue P - From 170th Street E. to San Bernardino County Line
55	Pioma - Schueren - Saddle Peak Roads - From Malibu Canyon Road to Tuna Canyon Road
56	Stunt Road - From Saddle Peak Road to Mulholland Highway
57	Rambla Pacifico - From Pioma Road to Pacific Coast Highway
58	Tuna Canyon Road - From Fenwood Pacific Drive to Pacific Coast Highway
59	Old Topanga Canyon Road - From Mulholland Highway to topanga Canyon Boulevard
60	Fernwood Pacific Drive - From Topanga Canyon Boulevard to Tuna Canyon Road
61	Sunset Boulevard - From Pacific Coast Highway to Pueblo de Los Angeles State Historical Park
62	San Vicente Boulevard - Wilshire Boulevard - From Ocean Avenue to Pueblo de Los Angeles State Historical Park (via Flower, Temple and Main Streets)
63	Los Feliz Boulevard - Western Avenue - From Riverside Drive to Sunset Boulevard
64	Griffith Park - Various routes in park from Griffith Park Drive at Los Feliz Boulevard

<u>Route Number</u>	<u>Route Name</u>
65	Descanso Drive - Chevy Chase Drive - Highland Drive Linda Vista Avenue - Orange Grove Boulevard - From Foothill Freeway to Pasadena Freeway
66	Elysian Park - Various routes through the park from Elysian Park Avenue at Sunset Boulevard
67	Pasadena Freeway - Orange Grove Avenue - Mission Street - Fremont Street - Huntington Drive - From Sunset Boulevard to Foothill Freeway
68	Foothill Freeway - Route 210 Freeway - Orange Freeway - From Ventura Freeway to Pomona Freeway
69	Foothill Freeway - From Route 210 Freeway to San Bernardino County Line
70	San Gabriel Canyon Road - From Glendora Mountain Road to Route 39
71	Glendora Mountain Road - From Foothill Boulevard to San Gabriel Canyon Road
72	Glendora Ridge Road - From Glendora Mountain Road to San Bernardino County Line
73	Mills Avenue - Mt. Baldy Road - From Foothill Freeway to Glendora Ridge Road
74	Mt. Wilson Road - From Angeles Crest Highway to observatory
75	Old Brea Canyon Road - Valley Boulevard - Grand Avenue - From Pomona Freeway to San Bernardino Freeway
76	Colima Raod - From Fullerton Road to Whittier Boulevard
77	Hacienda Boulevard - From Colima Road to Orange County Line
78	East Road - From Hacienda Boulevard to Fullerton road
79	Fullerton Road - From Pomona Freeway to Orange County Line
80	Pomona Freeway - From Fullerton Road to San Bernardino County Line
81	Palos Verdes Drive N. - Palos Verdes Drive E. - From Palos Verdes Drive W. to Vermont Avenue, Palos Verdes Drive N. to Palos Verdes Drive S.
82	Harbor Scenic Drive - From and to Ocean Boulevard
83	Big Tujunga Canyon Raod - From Foothill Freeway to Angeles Forest Highway
84	Laurel Canyon Boulevard - From Sunset Boulevard to Ventura Boulevard

<u>Route Number</u>	<u>Route Name</u>
85	Various routes on Santa Catalina Island and in Avalon including: Old Ranch Road, Middle Ranch Road, Escondido Road, Airport Road, Pebbly Beach Road and Wrigley Terrace Drive
86	Santa Susana Pass Road - From Topanga Canyon Boulevard to Ventura County Line
87	Arroyo Drive and Boulevard - From Pasadena Freeway to Holly Street
88	Kanan Road - From Ventura Freeway to Ventura County Line
89	Glendale Freeway - From Glenoaks Boulevard to Foothill Freeway
90	Glenoaks Boulevard - Glendale Freeway to Scholl Canyon Park
91	Chevy Chase Drive - From Glendale Freeway to Highland Drive