

SCENIC HIGHWAYS ELEMENT

GENERAL PLAN FOR SISKIYOU COUNTY, CALIFORNIA

Prepared by Siskiyou County Planning Department, May, 1974

BOARD OF SUPERVISORS

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RESOLUTION 184, Book 6

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SISKIYOU, STATE OF CALIFORNIA ADOPT-
ING A SCENIC HIGHWAYS ELEMENT OF THE SISKIYOU
COUNTY GENERAL PLAN FOR SAID COUNTY

WHEREAS, The Siskiyou County Planning Commission by its Resolution No. 1972-15 did on the first day of November 1972 adopt a proposed Scenic Highways Element for the Siskiyou County General Plan, and

WHEREAS, after referral back to the Planning Commission by the Board of Supervisors, the Planning Commission did on June 19, 1974 confirm the action taken by the Commissioners on the Scenic Highways Element by Resolution 1972-15, and

WHEREAS, the Board of Supervisors did on the 12th day of November hold a Public Hearing thereon, said hearing having been continued to December 10, 1974 and February 11, 1975, notice thereof having been given as prescribed by law, and at which time all interested persons were afforded opportunity to be heard thereon, and

WHEREAS, all comments, requests and suggestions received at said hearing were given due and deliberate consideration in connection with the objectives and purposes of the proposed element, now

THEREFORE BE IT RESOLVED, by the Board of Supervisors of the County of Siskiyou, State of California in regular session assembled this 11th day of February 1975 that the Scenic Highways Element of the Siskiyou County General Plan be and is hereby adopted, as modified by minute order of the Board of Supervisors February 11, 1975, as a part of the General Plan for Siskiyou County, and

BE IT FURTHER RESOLVED, that the Planning Director is directed and authorized to certify the Scenic Highways Element to any concerned agencies.

The foregoing resolution was introduced by Supervisor Belcastro, who moved its adoption, seconded by Supervisors Hayden, and adopted by the following roll call vote:

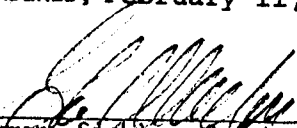
AYES: Supervisors Hayden, Porterfield, Belcastro and Torrey.

NOES: None.

ABSENT: None.

Whereupon the chairman declared the above and foregoing resolution duly adopted and

SO ORDERED, February 11, 1975



Chairman, Siskiyou County Board of
Supervisors

ATTEST: Norma Price, County Clerk

by Joanne Davis
Clerk of the Board of Supervisors

Resolution No. 1972-15

RESOLUTION OF THE PLANNING COMMISSION OF THE
COUNTY OF SISKIYOU, ADOPTING A SCENIC HIGHWAYS
ELEMENT FOR SISKIYOU COUNTY, STATE OF CALIFORNIA.

WHEREAS, this Commission did cause to be prepared a Scenic Highways Element for Siskiyou County, and

WHEREAS, in accordance with the provisions of law a public hearing was held on the 1 st day of November, 1972, notice having been given in the time and manner specified by law, in which all interested persons were afforded opportunity to be heard thereon, and

WHEREAS, there were no comments received at the aforesaid hearing, now

THEREFORE BE IT RESOLVED by the Siskiyou County Planning Commission in regular session this 6 th day of December, 1972, that this document entitled Scenic Highways Element General Plan for Siskiyou County be and is hereby adopted as written, and

BE IT FURTHER RESOLVED, that this Commission recommends that the Board of Supervisors of the County of Siskiyou hold a public hearing thereon in the manner prescribed by law and to adopt said Scenic Highways Element General Plan.

The foregoing resolution was introduced by Commissioner Kincaid, who moved its adoption, seconded by Commissioner Martin, and adopted by the following roll call vote:

AYES: Weller, Hanna, Kincaid, Radcliffe, Wilson, Martin, Cannon
Heidewald vacated and voted AYE.

NOES: None

ABSENT: Hillery

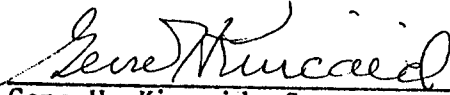
Whereupon the Chairman declared the above and foregoing resolution duly adopted and

SO ORDERED



Wm. M. Heidewald, Chairman
Siskiyou County Planning Commission

ATTEST:



Gene H. Kincaid, Secretary

SCENIC HIGHWAYS ELEMENT OF THE GENERAL PLAN

I PREFACE

The Scenic Highways Element of the General Plan is intended to serve as a means of continuing coordination between the county planning functions of Siskiyou County and the State Division of Highways in the development of a county wide system of scenic routes, appropriate portions of which would be adopted or expanded upon by each city and the state.

The plan, consisting of a continuous county wide scenic route system is intended to serve as a guide to local jurisdictions for development of more detailed scenic route plans to supplement the county plan.

The Scenic Route Plan is intended to serve as a guide for the development of city and county legislation and programs that will protect and enhance the scenic values along routes designated in the plan, and in scenic areas visible from these routes.

II PURPOSE

The Scenic Route Element is intended to provide for the preservation of scenic highways for the enjoyment of the general public, and to provide safe, efficient and economical transportation of people and goods. Further, it is intended to eliminate unsightly conditions which may impair safe driving and may be duly distracting to highway users. It strives to create a favorable public image that will encourage economic development and tourism within the county, thereby protecting property values in areas through which the highway passes. This is designed to spur community pride and contribute to the well being and enjoyment that residents of Siskiyou County may take in their property.

The Scenic Route Element consisting of text and maps is designed to serve as a guide for establishment of programs and legislation dealing with the development of a system of scenic routes and the preservation and enhancement of scenic qualities and of natural scenic areas adjacent to and visible from scenic routes.

A. The Scenic Route Policy

The Scenic Route Element is intended to establish official basic policy regarding:

1. Objectives, principles, and general standards for development of a scenic route system and preservation and enhancement of the county visible from the Scenic Route.
2. Definition and designation of a scenic route system and adjacent scenic areas.
3. Coordination of scenic route proposals and programs among all affected levels of government: Federal, State, County and City.
4. Employment of all available, appropriate scenic conservation legislation.
5. Development of local legislative measures and official programs to protect and enhance scenic values along scenic routes, and other areas of the county which are visible from and have an affect on the quality of the view from the Scenic Route.

B. Definitions

1. Types of Scenic Routes

(a) Scenic Freeways

Freeways with two (2) or four (4) moving lanes in each direction, separated

by a median strip, carry heaviest traffic volumes. Access is controlled and crossings are grade separated. Scenic Free-ways are those that traverse the most efficient routes to or between areas of major scenic, cultural or recreational attractions.

(b) Scenic Highways

Scenic highways are those secondary highways that traverse areas of scenic or recreational interest.

(c) Scenic Rural Routes

Scenic rural routes are generally two (2) lane, low traffic volume roads that traverse sparsely populated open agricultural, timber, or recreational lands.

2. Elements of Scenic Routes

(a) Right of Way

The right of way includes the paved road and adjacent lands required for roadway protection, storm drainage, public utilities, pedestrian travel and roadside planting. Where appropriate, it could also include public

roadside rests, cycling, riding and hiking trails.

(b) The Scenic Corridor

Scenic Corridors are areas that extend beyond the Scenic Route right-of-way, to which developemnt controls should be applied for purposes of preserving and enhancing nearby views or maintaining unobstructed distant views along the scenic routes. These values may be of such significance to warrant acquisition by state or local jurisdictions. The Scenic Corridor should also include slope and utility easements as well as, in selected areas, roadside rest, cycling, riding and hiking trails.

Widths of Scenic Corridors may vary from the depths of adjacent lots in urban areas to one or more miles in agricultural and forest lands. Within these corridors controls should be developed to restrict unsightly use of the land, control height of the structures, control signs and billboards, and provide site and architectural

guidance along the entire Scenic Corridor.

(c) Areas beyond the Scenic Corridor

In cooperation with land owners and other public agencies, outstanding scenic qualities should be protected and views from the Scenic Route not restricted.



III OBJECTIVES

1. To establish a continuous system of routes throughout Siskiyou County that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism by providing for pleasurable scenic drives and scenic routes to all major recreational areas throughout the county.
2. To conserve, enhance, and protect scenic views observable from scenic routes without unduly restricting the primary uses of the lands involved.
3. To provide multiple recreation uses, trails and roadside rests, observation points, picnicking areas, and to coordinate facilities with the U.S. Forest Service and other developments and programs in Siskiyou County.
4. To preserve for all travelers the outstanding characteristics of Siskiyou County, primarily clean air and magnificent scenery, so that it may so remain, providing incentives for tourism, and to stabilize and increase property values and the economy of Siskiyou County.

IV SCENIC ROUTES OF SISKIYOU COUNTY

A. State Scenic Highway Master Plan Designated

Routes in Siskiyou County:

1. Scenic Freeways

- (a) Interstate 5 from the Oregon line to its intersection with State Route 3 in Yreka, and from its confluence with Highway 97 in Weed to its confluence with Highway 89 south of Mt. Shasta.

2. Scenic Highways

- (a) Highway 96 from Interstate 5 down the Klamath River to the west county line.
- (b) Highway 263 from Yreka to Highway 96 at the confluence of the Shasta and Klamath Rivers.
- (c) Highway 3 from Montague to the Trinity County line.
- (d) Highway 161 from Highway 97 east to Highway 39.
- (e) Highway 139 from Highway 161 east to the Modoc County line.
- (f) Highway 97 from the Oregon border south to Interstate 5 in Weed.
- (g) Highway 89 from Interstate 5 east

to the Shasta County line.

B. County Highways to be included

1. Scenic Rural Route

None



V. PRINCIPLES

A. The Scenic Route System

The scenic route system shall be designed to provide attractive and efficient links between recreational and cultural centers, while providing a variety of experiences and views giving uninterrupted movement of pleasure driving.

B. The Right of Way

1. Scenic routes should be designed to minimize cuts and fills, leaving grade as near natural as possible.
2. With the exception of freeways and major highways, scenic routes should be designed for moderate speeds.
3. Paved roadways and structures directly related to the scenic route, including route location and directional signs, structures related to roadside rests, and other necessary improvements should be permitted within the right of way.
4. Special design of structure appurtenances and traffic control devices should be made as attractive as possible to blend with the natural scenery.
5. Rights of ways should be landscaped for

scenic qualities and for erosion control.

6. Appropriate signs should be placed at intervals to inform the traveler that he is entering or riding on a route within the Scenic Route System.

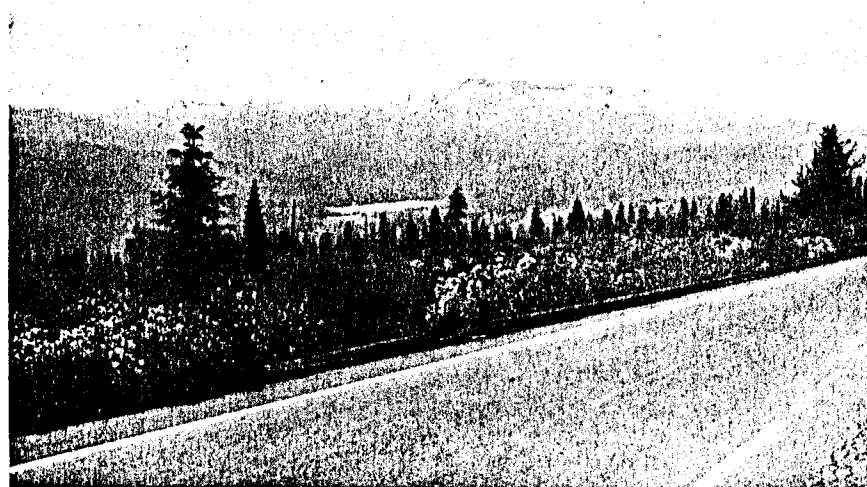
C. The Scenic Route Corridor

1. Provide for normal use of the land and protect against unsightly features.
2. Locate transmission lines and towers outside of Scenic Corridors when feasible.
3. Establish architectural and site design review by the appropriate local jurisdiction.
4. Use landscaping to increase scenic qualities.
5. Acquire sites or development rights of areas of high open space character through the appropriate jurisdictions.
6. Limit highway business and commercial development to necessary facilities to accommodate the traveling public.

D. Range of Visibility

1. Encourage owners of large holdings to protect and enhance areas of scenic value.
2. Design streets and public developments to preserve natural features.

3. Encourage property owners to develop holdings with good conservation practices.



VI. IMPLEMENTATION

A. Minimum Standards

1. ADOPTED GENERAL PLAN MAP AND POLICY STATEMENT

It is required that an element, relating to enhancement of environmental resources and other elements of the jurisdiction's general plan, be adopted by the Planning Commission and legislative body pursuant to state planning law.

2. SPECIFIC DEVELOPMENT PLAN OF THE SCENIC HIGHWAY

The specific plan will satisfy requirement Number 1, provided the plan is based on comprehensive and thorough studies of the factors affecting development within the corridor.

3. SIGN OR BILLBOARD ORDINANCE

Off-premise advertising must be prohibited within the corridor, except in the case of an approved information panel. An adopted program for the eventual elimination of existing off-premise advertising will be acceptable (a maximum amortization of five years should be considered). For outdoor advertising that is thought to be necessary, it is suggested that information panels should be utilized and located in an inconspicuous manner within the corridor.

4. LAND USE REGULATIONS

An adequate zoning ordinance with proper administrative

and an enforcement provision will be considered to be the minimum acceptable measure. Site plan (corridor), or architectural review, and performance standards procedures may be included as a part of the ordinance. Contracts under the Land Conservation Act may be considered to be acceptable for fulfilling this requirement.

B. OPTIONAL MEASURES AS APPROVED BY THE BOARD OF SUPERVISORS

5. CITIZENS ADVISORS COMMITTED

A citizens committee may be appointed to advise the local legislative body and to stimulate and sustain local interest in aesthetic management of property located within the corridor. It is suggested that private property interests within the corridor have representation on such a committee.

6. SETBACK AND HEIGHT REGULATIONS

These regulations may be considered necessary in specific locations for protection or enhancement of existing scenic vistas.

7. SUBDIVISION REGULATIONS

Appropriate design consideration may be required in new subdivision developments within the scenic corridor. Special attention should be given in regard to hillside development within or adjacent to the scenic corridor. Cluster development or other innovative subdivision

patterns may be considered important to enhance the view from the road.

8. LOCATION OF OVERHEAD UTILITIES

Through coordination and cooperation with utilities companies an equitable, and adoptable, policy can frequently be derived that will deal with the elimination of existing objectionable overhead utilities within the corridor. For P.U.C. regulated utility companies, undergrounding may frequently be accomplished under existing conversion tariffs of the respective utility companies. Underground utilities should be required wherever possible in all new development. See also Section 4.5.2. of "The Scenic Route/A Guide for the Designation of an Official Scenic Highway".

9. MANAGEMENT POLICIES

Anti-litter and weed abatement ordinances for the scenic corridor may be appropriate. All public property should be identified and a program for enhancement and maintenance of aesthetic values should be established in cooperation with affected public agencies.

Evidence of willingness to participate in the Scenic Highway Program may include a letter or resolution from the other public agency or body. Additional considerations may be given such other factors as tree trimming, timber cutting, construction of water courses, drainage

facilities, roads, and other structures or general construction within the corridor.

10. MAINTENANCE PROVISIONS

A program of housing and building code enforcement in the scenic corridor is often an important factor for enhancement of scenic values. A fire prevention code is also encouraged.

11. GRADING ORDINANCE

Surveillance of land cut and fill operations should be maintained and requirements for the replanting or landscaping of new slopes should be required.

12. URBAN AND RURAL PROGRAMS

Other programs such as Urban Planning Assistance, Urban Renewal, Street Tree Planting, Scenic Easement, Water Quality Control, California Land Conservation Act, and other conservation or planning legislation wherever applicable to enhancement and protection of aesthetic and scenic values, should be utilized.

13. COORDINATION AND COOPERATION WITH ADJACENT JURISDICTIONS

Consideration should be given to joint preparation and coordinated implementation of corridor development plans and programs between adjacent jurisdictions. Concerning the initial requests for Division of Highways studies leading to the official designation (initiation) of scenic highways that are eligible for designation, joint and coordinated request by multiple jurisdictions are encouraged.

