




Healthy Humboldt Recommendations 4-28-11

Plan Alternatives Comparison Chart Section 10.7 Scenic Resources

Plan Alternative		Section 10.7 Scenic Resources			Staff Remarks/ Implementation	Position R,M,D
10.7.4 Goals						
A	B			SR-G1. Scenic Resource Protection. Protected high-value forest, agriculture, river, and coastal scenic areas that contribute to the enjoyment of Humboldt County's beauty and abundant natural resources.		R
				COMMENTS:		
A	B			SR-G2. Community Separators. Visible and aesthetic open space areas between urban development areas that separate and preserve unique identities of the county's cities and communities.		R
				COMMENTS:		
			D	3540.1. Establish a system of scenic routes that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism in the County.		
			D	3540.2. Conserve, enhance, and protect scenic resources observable from scenic routes.		
			D	3540.3. Provide multiple recreational uses, trails, roadside rests, picnicking and observation points when appropriate on present or future publicly owned lands adjacent to scenic routes.		
			D	3540.4. Recognize the dual scenic and economic value of lands planned or zoned for the growing and harvesting of timber and other agricultural products by maintaining continued resource harvesting and production along scenic routes.		

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Plan Alternative		Section 10.7 Scenic Resources	Staff Remarks/ Implementation	Position R,M,D
10.7.4 Policies				
A	B	<p>SR-P1. Development in Identified Mapped Scenic Areas Viewsheds. In <u>mapped identified scenic areas</u>, new <u>discretionary and ministerial</u> development shall be consistent with and subordinate to natural contours, including slopes, visible hilltops, and tree lines, and bluffs and rock outcroppings. Visible disturbance and interruption of <u>natural features</u> shall be minimized to the <u>maximum</u> extent feasible.</p>	<p>Staff recommended changes for clarity. Prog, QJ, Min, S1, IM </p>	M
		COMMENTS:		
	B	<p>SR-P2. Development in Mapped Heritage Landscapes. Protect the scenic quality of mapped heritage landscape areas with appropriate land use designations and design review standards to ensure Ensure that new development preserves or enhances the heritage landscape values of the site.</p>	<p>Prog, QJ, Min, S2, IM1 </p>	
		COMMENTS:		
A		<p>SR-P2. Heritage Landscapes. Protect the scenic quality of mapped heritage landscape areas with appropriate land use designations and design review standards to ensure that new development preserves or enhances the heritage landscape values of the site. <u>Require new development within mapped heritage landscape areas to undergo review by historic resources specialists to ensure that such development preserves or enhances the heritage landscape values of the site.</u></p>	<p>See <u>underline</u> and strike through text for differences with Alternative B.</p>	R
		COMMENTS:		
A	B	<p>SR-P3. Scenic Roadway Protection. Protect the scenic quality of designated scenic roadways for the enjoyment of natural and scenic resources, landmarks, or points of historic and cultural interest.</p>	<p>Prog, QJ, Min, S3, IM3 </p>	R

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Plan Alternative	Section 10.7 Scenic Resources	Staff Remarks/ Implementation	Position R,M,D
	COMMENTS:		
	D 3541.1 The Scenic Routes System shall be developed and implemented through the adoption of specific Scenic Route Plans. The impetus for preparing Scenic Routes Plans should come from the Board of Supervisors, landowners or interested citizens. Except for Scenic Route Plans initiated by the Board of Supervisors, a petition of support signed by 25% or more of the property owners within the proposed scenic route shall be required to undertake any Route Study.		
	D 3541.2 The Scenic Route System shall be consistent with adopted County and City General Plans, and shall be coordinated with local, state and federal agencies.		
	D 3541.3 When considering Scenic Routes where regulations may have to be applied to productive or potentially productive natural resources, primary consideration shall be given to sound resource harvesting and management.		
	D 3541.4 In both urban and rural areas, uses normally permitted by the General Plan and by zoning shall be allowed in Scenic Routes, except that scenic resources within officially designated Scenic Routes may be preserved and enhanced by supplementing normal zoning regulations with special height, area and setback regulations; by providing architectural and site design review; by regulating billboards, signs not relevant to the main use of the property, obtrusive signs, and automobile wrecking yards and junkyards. Design and location of signs may be regulated to prevent proliferation of unsightly signs along roadsides.		
	D 3541.5 Specific development controls for any proposed Scenic Route shall be identified and adopted in the specific Scenic Route Plan for such route. The nature and type of controls may vary from route to route, and specific controls adopted for any one route or route segment do not necessarily apply to other routes within the scenic route system.		
	D 3541.6 In regard to proposed development projects, the intent of the specific Scenic Route Plan shall be to render projects as aesthetically pleasing or as compatible with surroundings as possible, but not generally to determine whether or not the project itself should occur.		
	D 3542.2 The control and regulation of timber harvesting operations where permitted		





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	within an officially adopted Scenic Route shall remain solely under the jurisdiction of the California Department of Forestry. The County shall not require additional permits, nor be otherwise involved in the timber harvest permit process.		
D	3542.3 Lands planned and/or zoned by the County for the growing and harvesting of timber and agricultural products shall not be limited in their principal permitted uses by the adoption or designation of a Scenic Route. Should such action result in the application of regulations which exceed existing land use regulations, by any governmental body or agency, then the scenic highway or scenic highway route designation shall be withdrawn or terminated.		
D	3542.4. Buildings and landscaping shall be designed and located on the site to create a harmonious visual relationship with surrounding development and the natural terrain and vegetation. A. Existing topography, vegetation and scenic features of the site shall be retained to the maximum extent possible and incorporated into the proposed development. B. Structures and signs shall be limited in height, bulk, and siting to prevent visual competition with or dominance of existing land forms, vegetation, water bodies, or adjoining structures.		
D	3542.5. Structures, signs, and plant materials shall be constructed, installed and planted to complement, enhance, and retain scenic views. Vegetative screening shall be used where needed to prevent significant intrusion or degradation of public views.		
D	3542.6. New off-premise signs (billboards) should be limited to selective locations within Scenic Routes and specific dimensional limitations and limits on the number of on-premise and off-premise signs should be formulated as an element of each Scenic Route Plan.		
D	3542.7. Potentially unsightly features such as parking lots, etc. shall be located in areas not visible from the Scenic Route. Where it is not possible to locate such features out of view, they shall be effectively and expediently screened from view by planting and/or fences, walls, or berms. Screening shall utilize primarily natural materials rather than solid fencing, preferably vegetation in conjunction with low earth berms.		
D	3542.8 Any grading or earth-moving operation in conjunction with a proposed development shall be planned and executed in such a manner that final contours		



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	<p>appear to be consistent with the existing terrain both on, and adjacent to, the site</p> <p>A. Vegetative cover shall be provided within a reasonable time after grading is completed to prevent visible scars remaining on the land from such operations.</p> <p>B. Contours altered by grading should be restored by means of land sculpturing and a cover of top soil in such a manner as to minimize runoff and erosion and prevent ponding of water.</p> <p>C. Finished contours shall be planted with plant materials native to the area, so as to require minimum care and to be visually compatible with the existing ground cover.</p>		
D	<p>3542.9. The location and design of access roads should not detract from the scenic quality of the route and should be consistent with the adopted Scenic Route Plan, where practicable.</p>		
D	<p>3542.10 New, relocated or existing utility distribution lines should be placed underground whenever feasible. When it is not feasible to place lines underground, they should be located so as to be inconspicuous from the scenic route. Combined or adjacent rights of way and common poles should be used wherever feasible.</p>		
D	<p>3542.11 No Scenic Route Plan shall regulate or interfere with the maintenance or operation of the Northwestern Pacific Railroad Company or the Arcata and Mad River Railroad. The maintenance and operation of North Western Pacific does not include bill boards</p>		
D	<p>3542.12. No Scenic Route Plan shall regulate or prohibit commercial traffic.</p>		
D	<p>3542.13 The Humboldt County Board of Supervisors may initiate the preparation of specific Scenic Route Plans. Specific Scenic Route Plans may also be initiated through a formal request to the Board of Supervisors by landowners or interested citizens pursuant to Policy 1 of this element. All such requests should include a completed Scenic Route application and be submitted initially to the Planning Department.</p>		
D	<p>3542.14 The Planning Department will incorporate any requests for preparation of Scenic Route Studies into its annual Plan Implementation Program for Board consideration. Once the program has been approved by the Board of Supervisors, the Planning Department, in cooperation with the California Department of Transportation, shall prepare each Scenic Route Study.</p>		
D	<p>3542.16 The Board of Supervisors shall hold a noticed public hearing to consider each</p>		



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				Scenic Route Study. At this point, the Board can: A. Accept the study and abandon the proposal; or B. Accept the study, order the preparation of a Scenic Route Plan, and may appoint a citizen's advisory committee to make recommendations on the plan.		
			D	3542. The Planning Commission shall review each proposed Scenic Route Plan at a noticed public hearing and transmit their recommendations to the Board of supervisors. Recommendations by the Planning Commission on a proposed Scenic Route Plan shall be accompanied by a report stating whether or not the proposal has the support of 50% of the property owners and the owners of 60% of the property within the proposed Scenic Route segment.		
			D	3542.18 The Board of Supervisors, upon receipt of the Planning Commission report and recommendations, may, by a majority vote, elect to: A. Not hold a public hearing and deny the proposed plan, or B. Hold a public hearing and take whatever action is deemed proper.		
A	B			SR-P4. Community Separators. Protect the scenic quality of "community separators" from degradation by maintaining adequate open space between communities and cities.	Prog, QJ, Min, S4-5, IM2  	R
				COMMENTS:		
A	B			SP-P5. Development within Community Separators. Retain a rural character and promote low intensities of development in community separators. Avoid annexation or inclusion in spheres of influence for sewer and water services. Provide opportunities for consideration of additional development in community separators in exchange for permanent open space preservation.	Prog, QJ, Min, S4, IM2  	D
				COMMENTS:		
A				SP-P5 Development within Community Separators. Retain a rural character and promote low intensities of development in community separators. <u>Avoid amendments to increase residential density in Community Separators.</u> Prohibit annexation or inclusion in spheres of influence for sewer and water services. Provide opportunities for additional		M


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				development in urban development areas in exchange for permanent open space preservation <u>and other overriding, substantial additional public benefits</u> within community separators.		
				COMMENTS: The integrity of Community Separators cannot be maintained at densities in excess of one unit per ten acres, according to the Sonoma County General Plan Scenic Resources (Policy OSRC-1a).		
A	B			SR-P6. Limit the Term of Off-Premise Billboards. Limit the term of new off-premise billboards with use agreements to provide for removal.	Staff recommended title change for consistency with other policy titles. Prog, QJ, Min, S6, IM4	<u>D</u>
				COMMENTS:		
A				SR-P6. Limit the Term of Off-Premise Billboards and Prohibition. Limit the term of new <u>and existing</u> off-premise billboards <u>by ordinance with use agreements</u> to provide for removal. <u>Prohibit the construction of new off-premise billboards along mapped Scenic Roadways.</u>	See <u>underline</u> and strike through text for differences with Alternative B.	<u>R</u>
				COMMENTS:		
A	B			SR-P7. Reduce Scenic Impacts of Billboards in Sensitive Habitat Areas. <u>Prohibit construction</u> Limit the location of billboards in industrial zones within mapped sensitive habitat areas.	Staff recommended policy and editorial changes to improve clarity and enforceability. Prog, QJ, Min, S6, IM4  	<u>R</u>





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				COMMENTS:		
A	B			SR-P8. Removal or Relocation of Billboards in the Northwestern Pacific Railroad Right-of-Way. Support efforts of the North Coast Railroad Authority, U.S. Fish & Wildlife Service , Caltrans , and other public agencies to remove or relocate billboards from their right-of-way and/or property, between Fields Landing and Arcata.	Prog, QJ, Min, IM5  	M
				COMMENTS: Billboards in any public right-of-way should be discouraged. Private use of public right-of-way should be limited to uses that serve the public as a whole.		
A	B	C		SR-P9. Removal of Illegal Billboards. Petition Caltrans' Outdoor Advertising Office to remove illegal billboards along highways.	Prog	R
				COMMENTS: Illegal billboards are those that are unpermitted and/or lacking landowners' permission.		
A	B	C		SR-P10. Wayfarers Signage. Establish a local scenic byways network designed to direct travelers to areas of scenic, cultural, and historic interest.	Staff recommended policy deletion. As written, P-10 is an implementation measure not a policy. Prog	
				COMMENTS:		
10.7.5 Standards						
A	B			SR-S1. Development in Mapped Scenic Areas. Discretionary and ministerial development shall avoid visual disturbance of natural contours, hilltops, tree lines, forest landscapes, bluffs and rock outcroppings, to the maximum extent feasible. Roads and	Staff recommended policy re-write. As originally written the	R


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		<p>public utility corridors shall be narrow as possible and follow natural contours. Natural features disturbed for construction purposes shall be restored to as close to natural condition as feasible.</p> <p>SR-S1. Natural Landform Protection Natural contours, including slopes, visible hilltops and treelines, and bluffs and rock outcroppings, shall not suffer beyond the minimum feasible disturbance compatible with development of any permitted use, and the following standards shall, at a minimum, secure these objectives:</p> <p>A. Under any permitted alteration of natural landforms during construction, mineral extraction, or other approved development, the topography shall be restored to as close to natural contours as possible, and the area planted with attractive vegetation common to the area.</p> <p>B. In permitted development, land form alteration for access roads and public utilities shall be minimized by running hillside roads and utility corridors along natural contours where feasible, and the optional waiving of minimum street width requirements, where proposed development densities or use of one-way circulation patterns make this consistent with public safety, in order that necessary hillside roads may be as narrow as possible.</p>	<p>policy would apply to all development through-out the County. The revised wording applies these standards to mapped Scenic Areas only consistent with SR-P1.</p> 	
		COMMENTS:		
A	B	<p>SR-S2. Development in Mapped Heritage Landscapes. Protect the scenic and historical qualities of mapped heritage landscapes as a resource of public importance. Discretionary and ministerial development shall be sited and designed to protect views, minimize the alteration of natural land forms, be visually compatible with the character of surrounding areas, and preserve significant historical features. Discretionary development should restore and enhance visual quality in visually degraded areas.</p> <p>SR-S2. Scenic and Visual Quality Protection. Consider and protect the scenic and visual qualities of scenic areas as a resource of public importance. Permitted development shall be sited and designed to protect views to and along scenic areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually</p>	<p>Staff recommended policy re-write. As originally written the policy would apply to Scenic Areas. The revised wording applies standards to Mapped Heritage Lanascapes only consistent with SR-P2.</p>	R


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				degraded areas.	 	
				COMMENTS:		
A	B			<p>SR-S3. Scenic Roadway Plan Standards. The following standards apply to mapped scenic roadways: Plan for scenic roadway protection includes the following standards:</p> <p>A. Visual Buffer Width. The width of the visual buffer along the road shall not exceed 200 feet from the edge of the traveled roadway.</p> <p>B. Permitted Uses. Permitted uses shall be allowed except that within the visual buffer area measures may be required to protect scenic qualities of the site.</p> <p>C. Site Development. Buildings and landscaping within the visual buffer shall be designed and located on the site to create a harmonious visual relationship with surrounding development and the natural terrain and vegetation.</p> <p>1) Existing topography, vegetation, and scenic features of the site shall be retained to the maximum extent possible and incorporated into the proposed development.</p> <p>2) Structures and signs shall be limited in height, bulk, and siting to be visually compatible with, and subordinate to, the character of surrounding areas.</p> <p>D. Consideration of Views. Structures, signs, and plant materials within the visual buffer shall be constructed, installed, and planted to complement, enhance, and retain scenic views. Vegetative screening shall be used where needed to prevent significant intrusion or degradation of public views.</p> <p>E. Location and Screening of Unightly Features. Potentially unsightly features within the visual buffer area, such as parking lots etc., shall be located in areas not visible from the scenic highway. Where it is not possible to locate such features out of view, features shall be screened from view by planting and/or fences, walls, or berms. Screening shall utilize primarily natural materials rather than solid fencing, preferably vegetation, in conjunction with low-earth berms.</p> <p>F. Site Grading. Grading or earth-moving operations within the visual buffer area shall be planned and executed in such a manner that final contours appear to be consistent with the existing terrain both on, and adjacent to, the site.</p>	<p>Staff recommended editorial change.</p>  	R

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			1) Vegetative cover shall be provided within a reasonable time after grading is completed to prevent visible scars remaining on the land from such operations. 2) Contours altered by grading shall be restored by means of land sculpturing and a cover of topsoil in such a manner as to minimize runoff and erosion and prevent ponding of water. 3) Finished contours shall be planted with native vegetation, so as to require minimum care and to be visually compatible with the existing ground cover. G. Access Roads. The location and design of access roads within the visual buffer area shall not detract from the scenic quality of the road. H. Utilities. New, relocated, or existing utility distribution lines within the visual buffer area shall be placed underground whenever feasible. When it is not feasible to place lines underground, they shall be located so as to be inconspicuous from the scenic route wherever feasible. Combined or adjacent rights-of-way and common poles shall be used wherever feasible. I. Railroads and Public Facilities. Visual buffers shall exclude railroad rights-of-way and public facilities.		
			COMMENTS:		
A	B		SR-S4. Development in Mapped Community Separators. Unless there are existing design standards adopted for community separators, New structures development within mapped community separators shall: A. Site and design structures to take maximum advantage of existing topography and vegetation in order to substantially screen structures from view along scenic corridors. B. Minimize cuts and fills on hills and ridges. C. Minimize the removal of trees and other mature vegetation. D. Install landscaping consisting of native vegetation in natural groupings that fits with the character of the area in order to screen structures from view where existing topography and vegetation would not screen structures from view from scenic corridors. E. Design structures to use building materials and color schemes that blend with the natural landscape.	Staff recommended re-write. There are no existing design standards within possible community separator areas in the inland areas of the County. 	M

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Plan Alternative		Section 10.7 Scenic Resources	Staff Remarks/ Implementation	Position R,M,D
		<p>F. Cluster structures on each parcel within existing built areas and near existing natural features, to the <u>maximum</u> extent feasible.</p> <p>G. <u>Locate building sites and roadways to preserve natural features, and native vegetation, and existing trees, by locating building sites and roadways.</u></p>		
		<p>COMMENTS: Additional language from Sonoma County General Plan, Scenic Resources section.</p>		
A	B	<p>SR-S5. Subdivisions in Community Separators. Subdivisions in community separators shall:</p> <p>A. Ensure developments are subordinate to the viewscape, from the point of view of public roadways <u>and trails.</u></p> <p>B. Reduce visual impact where consistent with the Land Use Element by clustering.</p> <p>C. Require dedication of permanent open space easement at the time of subdivision to the extent possible <u>allowed by law.</u></p> <p>D. <u>Be accompanied by a visual analysis that demonstrates that the development either is not detrimental to or enhances the visual quality of the Community Separator as a whole.</u></p> <p>E. <u>Adequate additional public services and infrastructure are available to serve the development.</u></p> <p>F. <u>The development is compatible with surrounding properties, especially those used for agricultural pursuits.</u></p> <p><u>In addition to the mandatory criteria set forth above, special consideration will be given to projects that incorporate one or more of the following:</u></p> <p><u>(1) Aggregation of parcels within the Community Separator to achieve a project design that enhances the separator as a whole.</u></p> <p><u>(2) Creative financing mechanisms to maintain and preserve open space or parkland that may be dedicated in fee as part of the proposed development.</u></p> <p><u>(3) Project design features that provide for pedestrian or bicycle links between the communities on either side of the Community Separator and to any parkland that may be dedicated in fee as part of the proposed development.</u></p>		M

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			COMMENTS:		
	B		SR-S6. New Off-Premise Billboards. New off-premise billboards shall be restricted to a maximum term of 15 years and limited to areas designated as Commercial Services or Industrial General. as described in the Land Use Element.	Staff recommended re-write to omit unnecessary words.	<u>D</u>
			COMMENTS:		
	A		SR-S6. New Off-Premise Billboards. New off-premise billboards shall be restricted to a maximum term of 15 <u>10</u> 5 years and limited to areas designated as Commercial Services or Industrial General. <u>Off-premise billboards shall not include animation or electronic messaging unless for public service purposes and be restricted to a size of 300 square feet.</u>	See <u>underline</u> and strike through text for differences with Alternative B.	<u>R</u>
			COMMENTS: Five years terms are authorized under the Outdoor Advertising Act (Bus. & Prof. Code, §§ 5358, 5360).		
	A		SR-SX. Light and Glare. New outdoor lighting shall be compatible with the existing setting. Exterior lighting fixtures and street standards (both for residential and commercial areas) shall be fully shielded, and designed and installed to minimize off-site lighting and direct light within the property boundaries.		<u>R</u>
			COMMENTS:		
			<u>SR-SXX. Permits for Billboards.</u> <u>Require Special Use permits and conformance to building, zoning, and other local codes for construction of new billboards, as well as expansion, repair, or reconstruction of existing billboards.</u>		<u>Add</u>
			COMMENTS: Special Use permits should be required for billboards to allow for public review and input. Billboards should be built according to County building code standards with regard to wind load and other factors to protect public safety. They		

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				should be limited to areas zoned for commercial and industrial uses.		
10.7.6 Implementation Measures						
A	B			<p>SR-IM1. Mapping of Scenic Areas, Heritage Landscapes and Scenic Roadways. Initiate a public process to identify, map, and designate Scenic Areas, Heritage Landscapes and Scenic Roadways, including specific ordinance standards for scenic protections and design review.</p> <p>SR-IM1. Identification and Protection of Scenic Landscapes. Map heritage landscape areas in the Ferndale and Arcata Bottoms and the forested hillslopes between Eureka and Arcata and develop protection measures that protect the scenic quality of these areas with appropriate land use designations and design review standards.</p>	Staff recommended changes to remove policy content and improve consistency with SR-P1, P2 and P3.	R
				COMMENTS:		
A	B			<p>SR-IM2. Community Separators. Identify, map, and designate an overlay zone, for community separators with specific standard for open space protections and design review</p>		R
				COMMENTS:		
A	B			<p>SR-IM3. Scenic Road Protection Program. Community Development Services and Department of Public Works staff shall develop a program for coordinated protection of mapped Scenic Roads in concert with the involved public and private agencies.</p>	Staff recommended addition to improve clarity.	R
				COMMENTS:		
A	B			<p>SR-IM4. Off-Premise Billboards Sign Ordinance Revision. Amend the sign ordinance to implement adopted policies for off-premise billboards and to consider other revisions to ensure community compatibility, limit the term of new billboards to 15 years, and to</p>	Staff recommended changes to remove policy content and	R

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Plan Alternative				Section 10.7 Scenic Resources	Staff Remarks/ Implementation	Position R,M,D
				disallow new billboards in the Resource Dependant land use designation within the industrial land use category.	improve consistency with SR-P6.	
				COMMENTS:		
A	B			SR-IM5. Removal of Illegal Billboards. Identify billboards that may have been placed without permits <u>or have expired permits</u> —and with the help of Caltrans' Outdoor Advertising Office—pursue removal of billboards found to be illegally placed <u>as defined by the California Outdoor Advertising Act.</u>		M
				COMMENTS:		
A	B			SR-IM6. Wayfarers Signage. Establish a local scenic byways network designed to direct travelers to areas of scenic, cultural, and historic interest.		R
				COMMENTS:		
			D	5-3540.1 Adopt the Scenic Route Plan Process (Standards 3542 13-18) as the exclusive means for implementing the Scenic Highways Element.		
			D	5-3540.2. Develop a Scenic Route Application form for the public to use when requesting preparation of a Scenic Route Plan.		
			D	5-3540.3. Refrain from initiating any additional scenic route studies until completion of the Framework General Plan and Community Plans.		
			D	5-3540.4. Proceed with the Scenic Route Study authorized by the Board of Supervisors on October 23, 1979 for that portion of U.S. Highway 101 from Bald Hills Road to the existing scenic highway.		