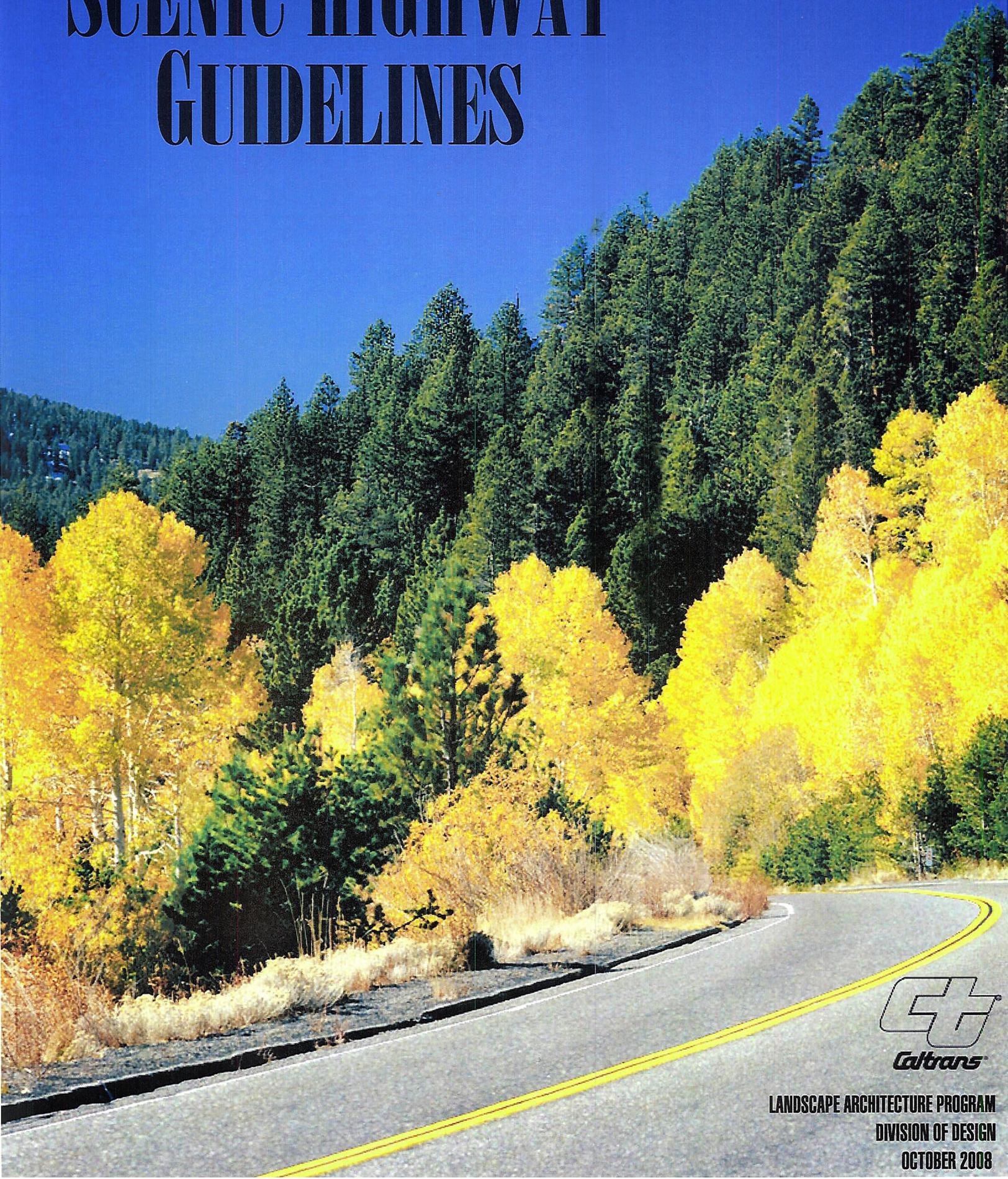


SCENIC HIGHWAY GUIDELINES



LANDSCAPE ARCHITECTURE PROGRAM
DIVISION OF DESIGN
OCTOBER 2008

Scenic Highway Guidelines

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SECTION I: INTRODUCTION AND BACKGROUND

The Department of Transportation (Caltrans) manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. The following information includes background and criteria for the Scenic Highway Program, and describes nomination steps for the official designation of State and County Scenic Highways. In addition, this guidance discusses compliance reviews and the revocation of scenic highway designations.

Scenic Highway Program History

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467 (Farr). The bill declared:

"The development of scenic highways will not only add to the pleasure of the residents of this State, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend."

Senate Bill 1467 added Sections 260 through 263 to the Streets and Highways Code. In these statutes the State proclaims intent to:

“establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with adjacent scenic corridors, require special conservation treatment." (Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries.)

Existing law provides Caltrans with full possession and control of all State highways. This legislation places the Scenic Highway Program under the stewardship of Caltrans.

The legislation further declares the intent of the State to assign responsibility for the regulation of land use and development along scenic highways to the appropriate State and local governmental agencies. A county highway component was later added to the Scenic Highway Program in Section 154 of the Streets and Highways Code. These and related statutes are located in Appendix A.

Scenic Highway Program Features

The following features characterize the program:

- ❖ A State Scenic Highway System list of highways eligible to become, or designated as, official scenic highways. Legislative action establishes and amends this list.
- ❖ A process for the designation of official State or County Scenic Highways whereby cities and/or counties (hereafter referred to as local governing bodies) develop and implement a Corridor Protection Program containing five legislatively required elements, generally accepted as land use planning standards.
- ❖ State and District Scenic Highway Coordinators who review and recommend eligible highways for official scenic highway designation to the Caltrans Director.

- ❖ Caltrans places scenic highway signs with the poppy logo along officially designated scenic routes (the California poppy serves as the logo for the California Scenic Highway Program).
- ❖ A process for revoking official State or County Scenic Highway designations that no longer comply with the program requirements.

SECTION II: SCENIC HIGHWAY CRITERIA

The goal of the California Scenic Highway Program is to preserve and enhance the natural beauty of California. California contains several distinct landscape regions and the merits of a particular landscape are considered within the context of its own region. Regardless of landscape region, the highway should traverse an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. Therefore, Caltrans evaluates the merits of a nominated highway on how much of the natural landscape a traveler sees and the extent to which visual intrusions impact the "scenic corridor." Visual intrusions may be natural or constructed elements, viewed from the highway, that adversely affect the scenic quality of a corridor. Adverse affects are characterized as minor, moderate, or major. Visual intrusions are evaluated in the following manner:

- ❖ The more pristine the natural landscape is and less affected by intrusions, the more likely the nominated highway will qualify as scenic.
- ❖ Where intrusions have occurred, the less impact they have on an area's natural beauty, the more likely the nominated highway will qualify as scenic.
- ❖ The extent to which intrusions dominate views from the highway will determine the significance of their impact on the scenic corridor.

State highways nominated for scenic designation must first be on the statutory list of highways eligible for scenic designation in the State Scenic Highway System. These highways are identified in Section 263 of the Streets and Highways Code (see Appendix A). A process for adding eligible highways to the statutory list is described in Section III: Obtaining Eligibility. *County* highways nominated for scenic designation that are believed to have outstanding scenic values are considered eligible and do not require any legislative action. Both State and county highway nominations follow the same process and have the same requirements.

Scenic highway nominations are evaluated using the following criteria:

- ❖ The State or county highway consists of a scenic corridor that is comprised of a memorable landscape that showcases the natural scenic beauty or agriculture of California (see definition for 'vividness', under Section III: Step 1, Visual Assessment).
- ❖ Existing visual intrusions do not significantly impact the scenic corridor (see definitions for 'intactness' and 'unity' below, under Section III. Step 1: Visual Assessment).
- ❖ Demonstration of strong local support for the proposed scenic highway designation.
- ❖ The length of the proposed scenic highway is not less than a mile and is not segmented.

When Caltrans determines the proposed scenic highway satisfies these qualifications, the local governing body, with citizen support, must adopt a program to protect the scenic corridor. The zoning and land use along the highway must meet the State's legislatively required elements for scenic highway corridor protection as stated in Section IV: Designation Process.

SECTION III: NOMINATION PROCESS

Obtaining Eligibility

A state route must be included on the list of highways eligible for scenic highway designation in Streets and Highways Code Section 263 (see Appendix A). State routes not listed must be added before they can be nominated for official designation. Additions and deletions can only be made through legislative action. Short (less than a mile) or segmented routes are not recommended for inclusion in the State Scenic Highway System. If several suitable routes within a jurisdiction are being considered, they may be incorporated by a single legislative action.

It is advisable for the local governing body to consult with the Caltrans District Scenic Highway Coordinator to determine suitability for scenic designation *before* seeking legislative action. Location and contact information for Caltrans Scenic Highway Coordinators is in Appendix D.

Eligible Scenic Highways

Once a state route is in Streets and Highways Code Section 263, it may be nominated for official designation by the local governing body with jurisdiction over the lands adjacent to the proposed scenic highway. The application to nominate eligible scenic highways for official designation requires the preparation of a visual assessment and Scenic Highway Proposal. The proposal must include a letter of intent from the local governing body, topographic and zoning maps, and a narrative description of the scenic elements in the corridor that includes a discussion of any visual intrusions on scenic views. Steps for completing the application are explained below. A flow chart summarizing the process and procedure is in Appendix B. The local governing body should contact the District Scenic Highway Coordinator before starting this process. See Appendix D for contact information.

STEP 1

Visual Assessment

The local governing body must prepare and submit a brief and concise visual assessment. The visual assessment must identify scenic attributes and visual intrusions, as viewed from the highway, and describe how those characteristics contribute or detract from the overall quality of the corridor's visual environment. The local governing body should consult with the District Scenic Highway Coordinator prior to preparing the visual assessment.

The visual assessment should include the following items for the proposed scenic highway:

- ❖ Identification of major landscape segments that represent unique characteristics or that correspond to previously named places or districts.

- ❖ An inventory of the natural landscape such as landforms, vegetation, water features.

- ❖ A description of visual intrusions and length of impact. Not more than one-quarter of the proposed scenic highway should be impacted by visual intrusions. For a mile segment, “one-quarter” is calculated either as 1/4 of a mile impacted by continuous intrusions on one or both sides of the highway, or intrusions occurring on one or the other side of the highway totaling 1/4 of a mile. Examples of visual intrusions are provided in Appendix E.
- ❖ Photo-images or other supporting graphics.

California contains several distinct landscape regions and the merits of a particular landscape are considered within the context of its own region. However, the highway should traverse an area of outstanding scenic quality, containing striking views, flora, geology, and other unique natural attributes.

The visual assessment should use the following terms in discussing visual quality of the proposed scenic highway:

- ❖ **Vividness** - The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- ❖ **Intactness** - The integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions.
- ❖ **Unity** - The extent to which visual intrusions are sensitive to and in visual harmony with the natural landscape.

STEP 2

Consultation with Caltrans

The local governing body must discuss and field review the visual assessment of the proposed scenic highway with the District Scenic Highway Coordinator before proceeding to Step 3.

STEP 3

Scenic Highway Proposal

The local governing body must prepare a Scenic Highway Proposal that consists of the following:

A. Letter of intent – The local governing body must submit a current letter of intent to seek official scenic highway designation. When more than one governing body is involved, a joint letter of intent may be submitted. The letter should cite the reason(s) (e.g., scenic protection, tourism) for seeking official scenic highway designation.

B. Topographic map and map overlay – A two-part mapping procedure is required to illustrate the visual quality of the proposed scenic highway.

A topographic map (USGS or comparable) should show the proposed scenic corridor boundaries and scenic highway limits. The map should show natural features in the landscape such as landforms, water, and vegetative cover.

The map overlay should be colored to indicate where minor, moderate, and major intrusions (see definitions and colors below) are visible from the highway. These colored intrusions should correspond and be identified by state highway post-mile designations. As an alternative to the map overlay, the topographic map may be colored to indicate the level of intrusions. Examples of intrusions are in Appendix E.

	Minor intrusions are those that are somewhat but not entirely compatible with the landscape or are of recognized cultural or historical significance. Color these yellow.
	Moderate intrusions are those that are not well integrated into the landscape and yet do not dominate the landscape or obstruct scenic views. Color these orange.
	Major intrusions are those that dominate the landscape, degrade or obstruct scenic views. Color these red.

C. Zoning map - A zoning map should delineate the scenic corridor and show existing and allowable land uses.

D. Narrative - A complete description of the elements that makes the route scenic, including natural features, structures of historical significance and other scenic resources that are visible from the highway. The narrative should describe the types of visual intrusions such as buildings, unsightly land uses, and noise barriers, and the percentage for minor, moderate, or major intrusions impacting the highway. In addition, provide a description of present zoning and planned zoning changes for lands in the scenic corridor. Include photo-images and other supporting graphics.

To calculate the percentage of the highway impacted by visual intrusions, determine the highway length impacted by each intrusion and divide it by the total mileage of the proposed scenic highway in one direction. When intrusions occur on both sides of the highway at the same location, measure and select only the more prominent intrusion (e.g., major over moderate, moderate over minor) for calculating length and percentage. As an example, when a 5-mile segment of proposed scenic highway has a 1/2-mile section that is impacted by moderate intrusions on one side and minor intrusions on the other, then it should be noted that approximately ten percent of the roadway is impacted by moderate intrusions.

The Scenic Highway Proposal should be placed on the agenda at a public meeting to allow public input at the beginning of the project. Include letters of support for the proposal from the public and other interested parties.

Examples of Scenic Highway Proposals are available on the Scenic Highways webpage at:
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr1_example.pdf
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr395_example.pdf

STEP 4

Caltrans Review of Scenic Highway Proposal

- ❖ Following completion of the Scenic Highway Proposal, the local governing body submits 1 electronic copy and 3 hard copies to the District Scenic Highway Coordinator.
- ❖ The District Scenic Highway Coordinator forwards a copy of the proposal to the State Scenic Highway Coordinator for concurrent review. The proposal is reviewed for

completeness and accuracy, and to ensure it complies with Section II: Scenic Highway Criteria.

- ❖ The District Scenic Highway Coordinator provides comments to the local governing body, including those by the State Scenic Highway Coordinator, for incorporating into the proposal.
- ❖ After the final package is accepted and the Scenic Highway Coordinators determine the route meets scenic highway criteria, the District Scenic Highway Coordinator directs the local governing body to begin the next step; preparation and adoption of the Corridor Protection Program as described in Section IV: Designation Process.

SECTION IV: DESIGNATION PROCESS

STEP 1

Corridor Protection Program

This step requires the local governing body to develop and adopt protection measures in the form of ordinances, zoning, and/or planning policies that apply to the area of land within the scenic corridor (see definition in Section I: Scenic Highway Program History). When there is more than one governing body involved, each jurisdiction shall jointly submit protection measures. Such ordinances and/or policies may already exist. They should be assembled in an easy-to-read format and arranged under the headings of the five legislatively required elements¹ listed below. They should be written in sufficient detail to avoid broad discretionary interpretation and demonstrate a concise strategy to effectively maintain the scenic character of the corridor. An effective protection program ensures that activities within the scenic corridor are compatible with scenic resource protection and consistent with community values, while still allowing appropriate development.

The five legislatively required elements of corridor protection² are:

- 1) Regulation of land use and density of development (i.e., density classifications and types of allowable land uses),
- 2) Detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments),
- 3) Control of outdoor advertising (i.e., prohibition of off-premise advertising signs³ and control of on-premise advertising signs),
- 4) Careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements), and

¹ See Appendix A, Section 261 of the Streets and Highways Code, Planning and Design Standards.

² For additional requirements on scenic highways see Appendix A, Section 320 of the Public Utilities Code, Undergrounding of Electric and Communication Distribution Facilities near State Scenic Highways.

³ See Appendix A, Section 5440.1 of the Business and Professions Code, Outdoor Advertising Act.

5) The design and appearance of structures and equipment (i.e., design review authority and regulations for the placement of utility structures, microwave receptors, wireless communication towers, etc.).

Examples of Corridor Protection Programs are available on the Scenic Highways webpage at: http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr1_example.pdf
http://www.dot.ca.gov/hq/LandArch/scenic/guidelines/sr395_example.pdf

STEP 2

Public Participation

Public participation is important for the preparation of a Corridor Protection Program. Affected property owners, local citizens' committees, environmental groups and other stakeholders who might be impacted or interested in the proposed designation should be involved as early as possible to afford ample time for review and comment before official action is taken. Direct notification of affected parties by the local governmental body is strongly suggested. Effective citizen participation results in a protection program that meets local desires and reduces the probability of controversy.

STEP 3

Caltrans Review of Corridor Protection Program

Following adoption of the Corridor Protection Program, the local governing body(s) submits a request for official designation to the District Scenic Highway Coordinator. The submittal must include 1 electronic version and 3 hard copies of each:

- ❖ The adopted Corridor Protection Program, arranged under the headings of the five legislatively required elements,
- ❖ A brief description of the process employed for public participation, and
- ❖ Evidence of protection program adoption such as official resolution, copy of local ordinances, or planning policies.

The Corridor Protection Program is reviewed as follows:

- ❖ The District Scenic Highway Coordinator forwards a copy of the Corridor Protection Program to the State Scenic Highway Coordinator for concurrent review. The coordinators check for compliance with the five legislatively required elements and indicate to the local governing body any deficiencies of the Corridor Protection Program.
- ❖ After receiving an acceptable submittal that includes any deficiency corrections, the District Scenic Highway Coordinator submits a recommendation for official designation to the Caltrans District Director for concurrence.
- ❖ Upon District Director concurrence, a recommendation to designate the route is submitted to the State Scenic Highway Coordinator. If the State Scenic Highway Coordinator concurs with the District recommendation, then a final recommendation to designate the route is submitted to the Caltrans Director for approval.

STEP 4

Official Designation of Scenic Highways

If the Caltrans Director approves the scenic highway recommendation, the route becomes an official State Scenic Highway. In the case of a recommendation to designate a county highway, the Director authorizes the county to designate the highway as an official County Scenic Highway. State and County Scenic Highways are on the Caltrans scenic highway map and included with other information made available to the public.

SECTION V: SCENIC HIGHWAY SIGNS

Upon official designation, Caltrans places and maintains scenic highway signs on *State Scenic Highways*. For *County Scenic Highways* the District, at its discretion, furnishes scenic highway signs to the county at no cost. The county is responsible for the installation and maintenance of these signs. Standards for scenic highway signing are published in the *Manual of Uniform Traffic Control Devices (MUTCD) California Supplement* and include guidance for:



Posting **G30** scenic highway signs (48" x 26"), when appropriate, with the words "scenic route," to identify routes that have been designated as official State Scenic Highways. The sign is installed on the right at the beginning of the scenic route. A standard sign indicating, "begin" (26" x 12") may be used with this sign.



Posting **G30A** scenic highway signs (12" x 18" or 18" x 27") at beginning, end and/or intermittent locations on the State Scenic Highway. These signs are posted below and on the same post as the route shields. On conventional highways, these signs will be installed at important urban and rural intersections and at three- to five-mile intervals in rural areas. **G30C** signs indicating "begin" (26" x 12") and/or **G30D** signs indicating "end" (18" x 12") may be used in combination with these signs.



Posting **G30B** five-sided scenic highway signs (18" x 18" or 24" x 24") at beginning and/or intermittent locations on the County Scenic Highway.

All requests for new or replacement signs must be ordered and approved by the Caltrans District Traffic Engineer.

SECTION VI: COMPLIANCE REVIEW

The degree to which a Corridor Protection Program is successful depends on enforcement of the protection measures. This requires that the District Scenic Highway Coordinator remains familiar with the requirements of the protection program and any significant visual changes to the corridor. Caltrans is authorized by statute to revoke an official scenic highway designation if it

determines that the Corridor Protection Program or the scenic quality of the corridor is no longer in compliance.

Caltrans defines non-compliance for a Corridor Protection Program as a program that:

- ❖ No longer complies with the five legislatively required elements under Section 261 of the Streets and Highways Code, or
- ❖ No longer affords protection because required elements have been amended or changed, or
- ❖ No longer is being enforced by the local governing body.

Non-compliance for scenic quality is defined as a route or route segment that has been significantly degraded due to visual intrusions.

To maintain the consistency and integrity of the California Scenic Highway Program, Caltrans conducts a compliance review of each designated scenic highway and its Corridor Protection Program every five years, or more often if the corridor has significant scenic degradation issues. The District Scenic Highway Coordinator initiates this effort and conducts a field review to assess the effectiveness of the route's protection program. At this time the local governing body(s) is asked to provide a copy of the protection program, that includes any amendments or updates, approved variances or exceptions that are relevant. If the local governing body chooses to forego this review it may request, by letter of intent, revocation of the scenic highway designation. For the complete process under this circumstance see Section VII: Revocation Process.

If it is determined that no scenic degradation or protection program infractions exist, or if infractions have been identified and are resolved, the District Scenic Highway Coordinator informs the State Scenic Highway Coordinator and certifies route compliance. When protection program infractions are identified, the District Scenic Highway Coordinator will notify the local governing body(s) to discuss a possible resolution. The local governing body(s) will be given a period of one year from the date of notification to remedy the infraction(s). The District Scenic Highway Coordinator documents the protection program infractions and whether or not they are resolved.

SECTION VII: REVOCATION PROCESS

Initiated by Caltrans

- ❖ When significant scenic degradation has occurred or when there are protection program infractions that cannot be resolved, the District Scenic Highway Coordinator informs the State Scenic Highway Coordinator.
- ❖ The District Scenic Highway Coordinator prepares the appropriate documentation and, with concurrence from the District Director, notifies the local governing body of the Department's intent to revoke the scenic highway designation.
- ❖ Following a meeting between the District and the local governing body to discuss this action, the District Scenic Highway Coordinator submits a recommendation for revocation to the State Scenic Highway Coordinator.

- ❖ If the State Scenic Highway Coordinator concurs with the District recommendation, then a final recommendation for revocation is submitted to the Caltrans Director for approval.
- ❖ The Director makes the final decision to revoke the scenic highway designation. If the Director approves revocation, the local governing body(s) receives official notification of this action. Caltrans removes scenic highway signs along the route and references in maps and other program materials.
- ❖ For County Scenic Highways the Director rescinds authority of the county to designate the highway as scenic and officially requests that the county remove the scenic highway signs along the route. References in maps and other program materials are removed.
- ❖ The appropriate portions of these State and county routes are no longer considered eligible and the local governing body (s) is no longer required to maintain its Corridor Protection Program.

Initiated by Local Governing Body

- ❖ A local governing body may request that Caltrans revoke a scenic highway designation within its jurisdiction at any time. The revocation proposal should be placed on the agenda at a public meeting to allow public input.
- ❖ A letter of intent by the local governing body must be submitted to the District Scenic Highway Coordinator. When more than one governing body is responsible for the scenic highway, a joint letter must be submitted. The letter should cite the reason(s) for the jurisdiction's desire to revoke the scenic highway designation.
- ❖ The District Scenic Highway Coordinator informs the Caltrans District Director and forwards the request, including documentation, to the State Scenic Highway Coordinator.
- ❖ After receiving the revocation request the State Scenic Highway Coordinator reviews and then forwards it to the Caltrans Director for approval.
- ❖ The Director approves the revocation and officially notifies the local governing body(s). Caltrans removes scenic highway signs along the State routes and for county routes requests that the county remove its scenic highway signs. References in maps and other program materials are removed.

SECTION VIII: CONFLICT RESOLUTION PROCESS

The Chief, Division of Design facilitates the resolution of Department or external conflicts regarding scenic highway designation or revocation proposals. Conflicts may arise from opposing recommendations between the District and the Landscape Architecture Program (LAP) for scenic highway designation or revocation proposals. Similarly, a local governing body may not agree with the Department's position on the merits of a designation or revocation proposal. The elevation of a conflict to the Chief, Division of Design, should be done only after both parties have consented to this course of action and all reasonable efforts have been made to reach agreement at the lowest level possible. Elevation of the issue should occur in a timely manner.

Initiated by Caltrans

For internal Department conflicts, issues are documented in memorandum form and forwarded to the Chief, Division of Design for discussion. The District and LAP describe their opposing positions in this memo, and provide the appropriate background, discussion, time factor, and recommendation. The Chief, Division of Design facilitates a meeting between the District and LAP representatives, and ensures that each party make a concerted effort to reach a consensus. If consensus cannot be reached, the Chief Engineer reviews the issue and determines the Department's official position for designation or revocation. The goal is to provide a unified Department response to the local jurisdiction for designation or revocation proposals.

Initiated by Local Governing Body

When the local governing body does not agree with the Department's position regarding scenic highway designation or revocation proposals, it requests a meeting with the Chief, Division of Design. The Chief, Division of Design facilitates a meeting between the local agency and the Department's representatives. Each party presents their case, and after careful consideration of this information, including scenic highway program guidance and statutes, the Chief, Division of Design recommends a resolution. If the local governing body does not agree to the resolution then they may submit an appeal to the Chief Engineer for reconsideration. The Chief Engineer reviews the appeal and makes a final determination on recommending scenic highway designation or revocation to the Director. If a revocation recommendation is forwarded to the Director for approval, full disclosure of any opposition by the local governing body is included.

SECTION IX: MISCELLANEOUS

Route Realignments and Relocation

When a route is realigned from its original location, scenic designation or eligibility status is not automatically carried over to the new location. A route may be eligible for designation when the new alignment is within the same corridor, or when the alignment is outside of the existing corridor and in an area of outstanding scenic quality. Scenic designation may be transferred if the new alignment remains within the protected scenic corridor. The Caltrans District Scenic Highway Coordinator makes these determinations with concurrence from the State Scenic Highway Coordinator.

Undergrounding of Utility Lines

Section 320 of the California Public Utilities Code requires the undergrounding of all new or relocated electric and communication distribution facilities within 1,000 feet of any highway designated an official scenic highway and visible from that highway where feasible. Appendix A provides the full text of Section 320. Copies of the Public Utilities Commission's Order and Court Decisions Relating to Section 320 are available from the Caltrans District Scenic Highway Coordinator, and provide more detail on utility undergrounding. The California Public Utilities Commission makes final determinations regarding exceptions to undergrounding utilities.

Effects of Official Designation on Highway Construction, Emergency Repairs and Maintenance Activities

Highway construction and emergency repairs proposed on designated State Scenic Highways are evaluated for visual impact to scenic views as part of the environmental process. If impacts occur, then appropriate mitigation measures are necessary. Generally, the designation of a route as an official scenic highway does not substantially alter the type of project proposed but it may limit the use of statutory or categorical exemption from the California Environmental Quality Act⁴ (CEQA).

Caltrans works with appropriate agencies to ensure the protection of scenic corridors to the maximum extent feasible. It identifies impacts to scenic corridors such as degradation and obstruction of scenic views as an integral part of its project planning, project development and maintenance operations.

⁴ See Appendix A, Public Resources Code Sections 21080.33 and 21084(b)

APPENDIX A

STATUTES RELATING TO THE CALIFORNIA STATE SCENIC HIGHWAY PROGRAM

STREETS AND HIGHWAY CODE

Division 1, Chapter 2, Article 2.5

260. LEGISLATIVE INTENT

It is the intent of the Legislature in designating certain portions of the state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful coordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

261. PLANNING AND DESIGN STANDARDS; COMPLETE HIGHWAY

The department shall establish and apply pertinent planning and design standards for development of official scenic highways. In establishing and applying such standards for, and undertaking the development of official scenic highways, the department shall take into consideration the concept of the "complete highway," which is a highway which incorporates not only safety, utility, and economy, but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway," pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to, (1) regulation of land use and intensity (density) 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.

262. DESIGNATION OF SCENIC HIGHWAYS

Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bringing the highway up to the standards for official scenic highways established by the department, including the concept of the "complete highway," as described in Section 261, the department shall designate the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highways that indicate that the highways are official state scenic highways.

If at any time the department determines that the corridor protection program of local governmental agencies, with respect to any highway which has been designated as an official state scenic highway, no longer adequately carries out responsibility of the local governmental agencies for the protection of the scenic corridor, it may revoke the designation of the highway as an official state scenic highway and remove the signs which so indicate the highway.

262.1 LOCATION AND CONSTRUCTION OF NEW DISTRICT FACILITY OF LOCAL AGENCY WITHIN SCENIC CORRIDOR; APPROVAL

A local agency as defined in subdivision (c) of Section 65402 of the Government Code, shall coordinate its planning with, and obtain the approval from, the appropriate local planning agency on the location and construction of any new district facility that would be within the scenic corridor of any state scenic highway.

263. SCENIC HIGHWAY SYSTEM; ESTABLISHMENT; COMPOSITION

The state scenic highway system is hereby established and shall be composed of the highways specified in this article. The highways listed in Sections 263.1 to 263.8, inclusive are either eligible for designation as state scenic highways or have been so designated.

263.1 THE STATE SCENIC HIGHWAY SYSTEM SHALL INCLUDE:

Routes 28, 35, 38, 52, 53, 62, 74, 75, 76, 89, 96, 97, 127, 150, 151, 154, 156, 158, 161, 173, 197, 199, 203, 209, 221, 236, 239, 243, 247, 254, and 330 in their entirety.

263.2 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 1 TO 4

The state scenic highway system shall also include:

- Route 1 from: (a) Route 5 south of San Juan Capistrano to Route 19 near Long Beach, (b) Route 187 near Santa Monica to Route 101 near El Rio, (c) Route 101 at Las Cruces to Route 246 near Lompoc, (d) Route 227 south of Oceano to Route 101 near Pismo Beach, (e) Route 101 near San Luis Obispo to Route 35 near Daly City, (f) Route 35 in San Francisco to Route 101 near the approach to the Golden Gate Bridge in San Francisco, (g) Route 101 near Marin City to Route 101 near Leggett.
- Route 2 from Route 210 in La Canada Flintridge to Route 138 via Wrightwood.
- Route 3 from: (a) Route 36 near Peanut to Route 299 near Douglas City, (b) Route 299 near Weaverville to Montague.
- Route 4 from: (a) Route 160 near Antioch to Route 84 near Brentwood, (b) Route 49 near Angels Camp to Route 89.

263.3 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 5, 8 TO 10, 12, 14 TO 18, 20, 24, 25, 27, 29, 30, 33 AND 36

The state scenic highway system shall also include:

- Route 5 from: (a) The international boundary near Tijuana to Route 75 near the south end of San Diego Bay, (b) San Diego opposite Coronado to Route 74 near San Juan Capistrano, (c) Route 210 near Tunnel Station to Route 126 near Castaic, (d) Route 152 west of Los Banos to Route 580 near Vernalis, (e) Route 44 near Redding to the Shasta Reservoir, (f) Route 89 near Mt. Shasta to Route 97 near Weed, (g) Route 3 near Yreka to the Oregon state line near Hilts.
- Route 8 from Sunset Cliffs Boulevard in San Diego to Route 98 near Coyote Wells.
- Route 9 from: (a) Route 1 near Santa Cruz to Route 2 near Boulder Creek, (b) Route 236 near Boulder Creek to Route 236 near Waterman Gap, (c) Route 236 near Waterman Gap to Route 35, (d) Saratoga to Route 17 near Los Gatos, (e) Blaney Plaza in Saratoga to Route 35.
- Route 10 from Route 38 near Redlands to Route 62 near Whitewater.
- Route 12 from Route 101 near Santa Rosa to Route 121 near Sonoma.
- Route 14 from Route 58 near Mojave to Route 395 near Little Lake.
- Route 15 from: (a) Route 76 near the San Luis Rey River to Route 91 near Corona, (b) Route 58 near Barstow to Route 127 near Baker.
- Route 16 from Route 20 to Capay.
- Route 17 from Route 1 near Santa Cruz to Route 9 near Los Gatos.
- Route 18 from Route 138 near Mt. Anderson to Route 247 near Lucerne Valley.
- Route 20 from: (a) Route 1 near Fort Bragg to Route 101 near Willits, (b) Route 101 near Calpella to Route 16, (c) Route 49 near Grass Valley to Route 80 near Emigrant Gap.
- Route 24 from the Alameda-Contra Costa county line to Route 680 in Walnut Creek.
- Route 25 from Route 198 to Route 156 near Hollister.
- Route 27 from Route 1 to Mulholland Drive.

- Route 29 from: (a) Route 37 near Vallejo to Route 221 near Napa, (b) The vicinity of Trancas Street in northwest Napa to Route 20 near Upper Lake.
- Route 30 from Route 330 near Highland to Route 10 near Redlands.
- Route 33 from: (a) Route 101 near Ventura to Route 150, (b) Route 150 to Route 166 in Cuyama Valley, (c) Route 198 near Coalinga to Route 198 near Oilfields.
- Route 36 from: (a) Route 101 near Alton to Route 3 near Peanut, (b) Route 89 near Morgan Summit to Route 89 near Deer Creek Pass.

263.4 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 37, 39 TO 41, 44, 46, 49, 50, 57, 58, 68, 70 AND 71

The state scenic highway system shall also include:

- Route 37 from: (a) Route 251 near Nicasio to Route 101 near Novato, (b) Route 101 near Ignacio to Route 29 near Vallejo.
- Route 39 from Route 210 near Azusa to Route 2.
- Route 40 from Barstow to Needles.
- Route 41 from: (a) Route 1 near Morro Bay to Route 101 near Atascadero, (b) Route 46 near Cholame to Route 33, (c) Route 49 near Oakhurst to Yosemite National Park.
- Route 44 from Route 5 near Redding to Route 89 near Old Station.
- Route 46 from: (a) Route 1 near Cambria to Route 101 near Paso Robles, (b) Route 101 near Paso Robles to Route 41 near Cholame.
- Route 49 from: (a) Route 41 near Oakhurst to Route 120 near Moccasin, (b) Route 120 to Route 20 near Grass Valley, (c) Route 20 near Nevada City to Route 89 near Sattley.
- Route 50 from Route 49 near Placerville to the Nevada state line near Lake Tahoe.
- Route 57 from Route 90 to Route 60 near Industry.
- Route 58 from Route 14 near Mojave to Route 15 near Barstow.
- Route 68 from Monterey to Route 101 near Salinas.
- Route 70 from Route 149 near Wicks Corner to Route 83 north of Corona.
- Route 71 from Route 91 near Corona to Route 83 north of Corona.

263.5 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 78 TO 80, 84, 88, 91, 92 AND 94

The state scenic highway system shall also include:

- Route 78 from Route 79 near Santa Ysabel to Route 86 passing near Julian.
- Route 79 from: (a) Route 8 near Descanso to Route 78 near Julian, (b) Route 78 near Santa Ysabel to Route 371 near Aguanga.
- Route 80 from: (a) Route 280 near First Street in San Francisco to Route 61 in Oakland, (b) Route 20 near Emigrant Gap to the Nevada state line near Verdi, Nevada.
- Route 84 from Route 238 to Route 680 near Sunol.
- Route 88 from Route 49 in Jackson to the Nevada state line via Pine Grove, Silver Lake, and Kirkwood.
- Route 91 from Route 55 near Santa Ana Canyon to Route 15 near Corona.
- Route 92 from Route 1 near Half Moon Bay to Route 280 near Crystal Springs Lake.
- Route 94 from Route 125 near Spring Valley to Route 8 west of Jacumba.

263.6 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 101, 108, 111, 116, 118, 120, 121, 125 AND 126

The state scenic highway system shall also include:

- Route 101 from: (a) Route 27 (Topanga Canyon Road) to Route 46 near Paso Robles, (b) Route 156 near Prunedale northeasterly to Route 156, (c) A point in Marin County opposite San Francisco to Route 1 near Marin City, (d) Route 37 near Ignacio to Route 37 near Novato, (e) Route 20 near Calpella to Route 20 near Willits, (f) Route 1 near Leggett to Route 199 near Crescent City, (g) Route 197 near Fort Dick to the Oregon state line.
- Route 108 from Route 49 near Sonora to Route 395.
- Route 111 from: (a) Bombay Beach in Salton Sea State Park to Route 195 near Mecca, (b) Route 74 near Palm Desert to Route 10 near Whitewater.
- Route 116 from Route 101 near Cotati to Route 1 near Jenner.
- Route 118 from Route 23 to DeSoto Avenue near Browns Canyon.

- Route 120 from: (a) Route 49 near Chinese Camp to Route 49 near Moccasin, (b) The east boundary of Yosemite National Park to Route 395 near Mono Lake.
- Route 121 from: (a) Route 37 near Sears Point to Route 12 near Sonoma, (b) Route 221 near Napa State Hospital to near the vicinity of Trancas Street in northeast Napa.
- Route 125 from Route 94 near Spring Valley to Route 8 near La Mesa.
- Route 126 from Route 150 near Santa Paula to Route 5 near Castaic.

263.7 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 138 TO 140, 142, 146, 152, 160, 163, 166, 168, 174, 178, 180, 190 AND 266

The state scenic highway system shall also include:

- Route 138 from Route 2 near Wrightwood to Route 18 near Mt. Anderson.
- Route 139 from Route 299 near Canby to the Oregon state line near Hatfield.
- Route 140 from Route 49 at Mariposa to Yosemite National Park near El Portal.
- Route 142 from the Orange-San Bernardino county line to Peyton Drive.
- Route 146 from Pinnacles National Monument to Route 25 in Bear Valley.
- Route 152 from: (a) Route 1 to the Santa Clara county line at Hecker Pass, (b) Route 156 near San Felipe to Route 5.
- Route 160 from Route 4 near Antioch to Sacramento.
- Route 163 from Ash Street in San Diego to Route 8.
- Route 166 from Route 101 near Santa Maria to Route 33 in Cuyama Valley.
- Route 168 from: (a) Route 65 near Clovis to Huntington Lake, (b) Camp Sabrina to Route 395, (c) Route 395 at Big Pine to Route 266 at Oasis.
- Route 174 from the Bear River to the Grass Valley city limits.
- Route 178 from the east boundary of Death Valley National Monument to Route 127 near Shoshone.
- Route 180 from: (a) Route 65 near Minkler to General Grant Grove section of Kings Canyon National Park, (b) General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.
- Route 190 from Route 65 near Porterville to Route 127 near Death Valley Junction.
- Route 266 from the Nevada state line easterly of Oasis to Route 168 at Oasis.

263.8 ADDITIONAL INCLUSIONS; PORTIONS OF ROUTES 198, 210, 215, 251, 280, 299, 395, 580 AND 680

The state scenic highway system shall also include:

- Route 198 from: (a) Route 101 near San Lucas to Route 33 near Coalinga, (b) Route 33 near Oilfields to Route 5, (c) Route 99 near Goshen to the Sequoia National Park line.
- Route 210 from Route 5 near Tunnel Station to Route 134.
- Route 215 from Route 74 near Romoland to Route 74 near Perris.
- Route 251 from Route 37 near Nicassio to Route 1 near Point Reyes Station.
- Route 280 from Route 17 in Santa Clara County to Route 80 near First Street in San Francisco.
- Route 299 from: (a) Route 101 near Arcata to Route 96 near Willow Creek, (b) Route 3 near Weaverville to Route 5 near Redding, (c) Route 89 near Burney to Route 139 near Canby.
- Route 395 from Route 14 near Little Lake to Route 89 near Coleville.
- Route 580 from Route 5 southwest of Vernalis to Route 80.
- Route 680 from the Santa Clara-Alameda county line to Route 24 in Walnut Creek.

STREETS AND HIGHWAYS CODE

Division 1, Chapter 1, Article 3

154. COUNTY SCENIC HIGHWAYS; ENCOURAGEMENT; DESIGNATION; REVOCATION OF DESIGNATION

The department shall encourage the construction and development by counties of portions of the county highways as official county scenic highways and may furnish to the counties any information or other assistance which will aid the counties in the construction or development of such scenic highways.

Whenever the department determines that any county highway meets the minimum standards prescribed by the department for official scenic highways, including the concept of the "complete highway," as described in Section 261, it may authorize the county in which the highway is located to designate the highway as an official county scenic highway and the department shall so indicate the highway in publications of the department and in any maps which are prepared by the department for distribution to the public which show the highway.

If the department determines that any county highway which has been designated as an official county scenic highway no longer meets the minimum standards prescribed by the department for official scenic highways, it may, after notice to the county and a hearing on the matter, if requested by the county, revoke the authority of the county to designate the highway as an official county scenic highway.

PUBLIC UTILITIES CODE

Division 1, Part 1, Chapter 2

320. UNDERGROUNDING OF ELECTRIC AND COMMUNICATION DISTRIBUTION FACILITIES NEAR STATE SCENIC HIGHWAYS

The Legislature hereby declares that it is the policy of this State to achieve, whenever feasible and not inconsistent with sound environmental planning, the undergrounding of all future electric and communication distribution facilities which are proposed to be erected in proximity to any highway designated a state scenic highway pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code and which would be visible from such scenic highways if erected above ground. The commission shall prepare and adopt by December 31, 1972, a statewide plan and schedule for the undergrounding of all such utility distribution facilities in accordance with the aforesaid policy and the policy and the rules of the commission relating to the undergrounding of facilities.

The commission shall coordinate its activities regarding the plan with local governments and planning commissions concerned.

The commission shall require compliance with the plan upon its adoption.

This section shall not apply to facilities necessary to the operation of any railroad.

PUBLIC RESOURCES CODE

California Environmental Quality Act (CEQA)

Chapter 2.6: General

21080.33. EMERGENCY PROJECTS TO MAINTAIN, REPAIR OR RESTORE EXISTING HIGHWAYS; APPLICATION OF DIVISION; EXCEPTIONS (TO CEQA)

This division does not apply to any emergency project undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway, as defined in Section 360 of the Vehicle Code, except for a highway designated as an official state scenic highway pursuant to Section 262 of the Streets and Highways Code, within the existing right-of-way of the highway, damaged as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage.

This section does not exempt from this division any project undertaken, carried out, or approved by a public agency to expand or widen a highway damaged by fire, flood, storm, earthquake, land subsistence, gradual movement, or landslide.

21084. LIST OF EXEMPT CLASSES OF PROJECTS; PROJECTS DAMAGING SCENIC RESOURCES

b) No project which may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway designated as an official state scenic highways, pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code, shall be exempted from this division pursuant to subdivision (a). This subdivision does not apply to improvements as mitigation for a project for which a negative declaration has been approved or an environmental impact report has been certified.

BUSINESS AND PROFESSIONS CODE

Outdoor Advertising Act

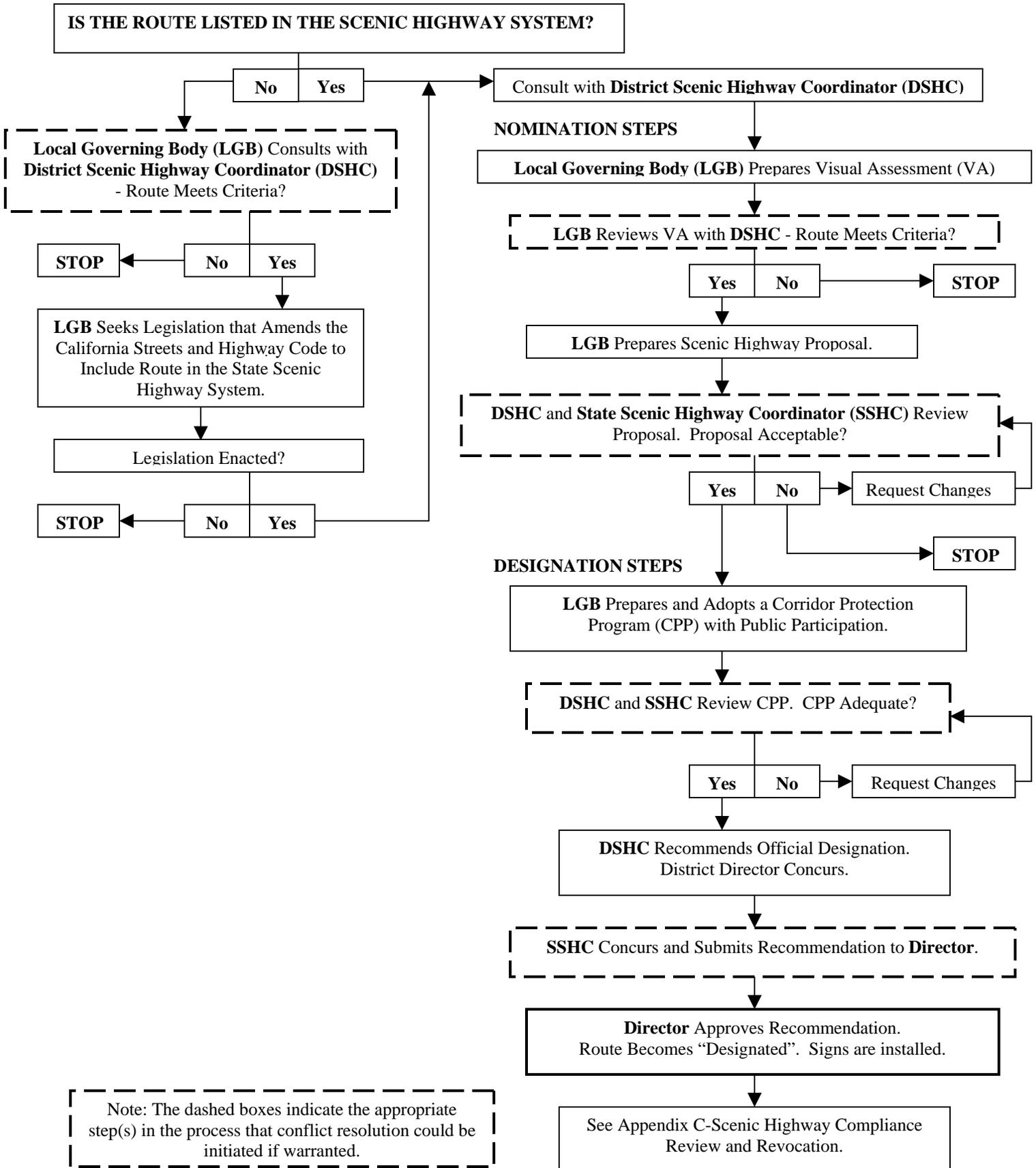
Division 3, Chapter 2. Advertisers

Article 8. Landscaped Freeways

5441. Removal of Structures, Signs

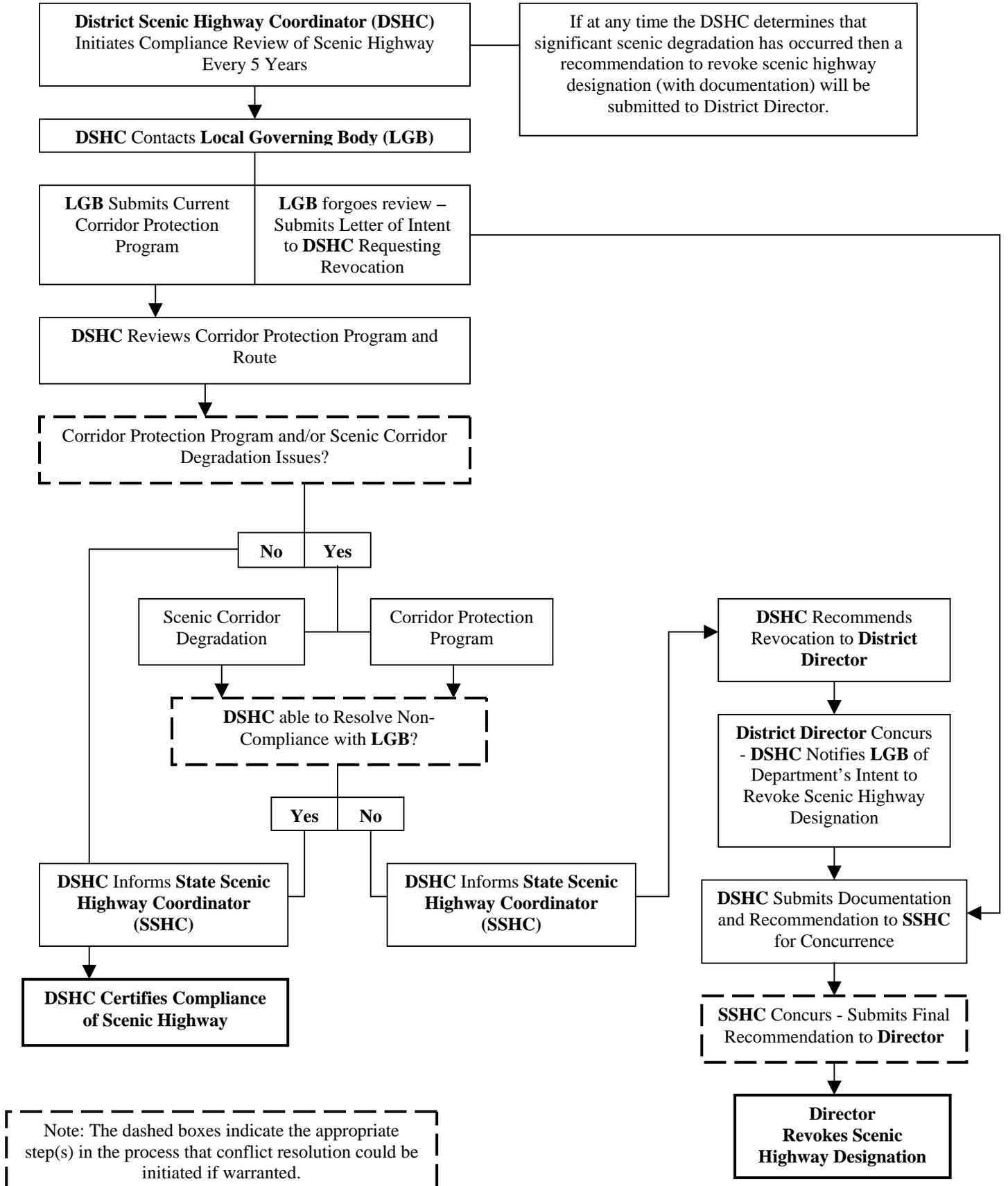
Except as provided in Section 5442.5, no advertising display may be placed or maintained along any highway or segment of any interstate highway or primary highway that before, on, or after the effective date of Section 131(s) of Title 23 of the United States Code is an officially designated scenic highway or scenic byway.

Appendix B Scenic Highway Designation



Appendix C

Scenic Highway Compliance Review and Revocation



APPENDIX D

CALTRANS HEADQUARTERS AND DISTRICT OFFICES

Below are the streets and mailing addresses for the Caltrans District Offices, and phone numbers of the District Scenic Highway Coordinators. Contact the District Scenic Highway Coordinator regarding general questions and prior to initiating the scenic highway nomination process. You may also contact the State Scenic Highway Coordinator at Caltrans Headquarters.

Caltrans Headquarters
1120 N Street, Sacramento CA 95814
Dennis Cadd
(916) 654-5370
TTY (916) 653-4086

District 1
1656 Union Street, Eureka CA 95501
(P.O. Box 3700, 95502)
Lindsay Walker
(707) 441-4680

District 2
1657 Riverside Drive, Redding CA 96001
(P.O. Box 496073, 96049-6073)
Roberta McLaughlin
(530) 225-2848

District 3
703 B Street, Marysville CA 95901
(P.O. Box 911)
J. D. Adams
(530) 741-4436

District 4
111 Grand Avenue, Oakland CA 94612
(P.O. Box 23660, 94623-0660)
Bryan Walker
(510) 286-4833

District 5
50 Higuera Street, San Luis Obispo CA 93401-5415
Bob Carr
(805) 549-3083

District 6
1352 West Olive Avenue, Fresno CA 93728
(P.O. Box 12616, 93778-2616)
Michael Mills
(559) 230-3135



District 7
120 South Spring Street, Los Angeles CA 90012
Dahlia Persoff
(213) 897-0463

District 8
464 West Fourth Street, San Bernardino CA 92401-1400
Ray Desselle
(909) 381-4529

District 9
500 South Main Street, Bishop CA 93514
Bart Godett
(760) 872-1355

District 10
1976 East Charter Way, Stockton CA 95205
(P.O. Box 2048, 95201)
Kathleen McClaflin
(209) 948-7647

District 11
4050 Taylor Street, San Diego CA 92110
Tom Ham
(619) 688-6719

District 12
3337 Michelson Drive, Suite 380, Irvine CA 92612-8894
Sandy Ankhasirisan
(949) 724-2449

APPENDIX E

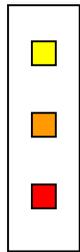
EXAMPLES OF VISUAL INTRUSIONS ALONG SCENIC CORRIDORS

The following examples do not include all visual intrusions possible within the corridor. These examples illustrate many of the typical built elements, and should be used as a guide when developing the mapping for the Scenic Highway Proposal. Where more than one example is listed, only one example needs to occur for an intrusion to be applicable. The District Scenic Highway Coordinator may be consulted for assistance in defining specific levels of visual intrusions.

LEVEL OF INTRUSION AND COLOR:  **Minor**  **Moderate**  **Major**

BUILDINGS:

Residential Development, Commercial Development, Industrial Development



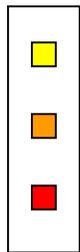
Minor - Widely dispersed buildings. Natural landscape dominates. Wide setbacks and buildings screened from roadway. Forms, exterior colors and materials are compatible with landscape. Buildings have cultural or historical significance.

Moderate - Increased numbers of buildings, not well integrated into the landscape. Smaller setbacks and lack of roadway screening. Buildings do not dominate the landscape or obstruct scenic view.

Major - Dense and continuous development. Highly reflective surfaces. Buildings poorly maintained. Visible blight. Development along ridgelines. Buildings dominate the landscape or obstruct scenic view.

UNSIGHTLY LAND USES:

Dumps, Quarries, Concrete Plants, Tank Farms, Auto Dismantling

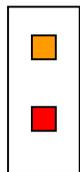


Minor - Screened from view so that most of facility is not visible from the highway.

Moderate - Not screened and visible but programmed/funded for removal and site restoration. Land use is visible but does not dominate the landscape or obstruct scenic view.

Major - Not screened and visible by motorists. Will not be removed or modified. Land use dominates the landscape or obstructs scenic view.

COMMERCIAL RETAIL DEVELOPMENT



Moderate - Neat and well landscaped. Single story. Generally blends with surroundings. Development is visible but does not dominate the landscape or obstruct scenic view.

Major - Not harmonious with surroundings. Poorly maintained or vacant. Blighted. Development dominates the landscape or obstructs scenic view.

PARKING LOTS

	Minor - Screened from view so that most of the vehicles and pavement are not visible from the highway.
	Moderate - Neat and well landscaped. Generally blends with surroundings. Pavement and/or vehicles visible but do not dominate the landscape or degrade scenic view.
	Major - Not screened or landscaped. Pavement and/or vehicles dominate the landscape or degrade scenic view.

OFF-SITE ADVERTISING STRUCTURES

	Major - Billboards degrade or obstruct scenic view.
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NOISE BARRIERS

	Moderate - Noise barriers are well landscaped and complement the natural landscape. Noise barriers do not degrade or obstruct scenic view.
	Major - Noise barriers degrade or obstruct scenic view.

POWER LINES AND COMMUNICATION FACILITIES

	Minor - Not easily visible from road.
	Moderate - Visible, but do not dominate scenic view.
	Major - Towers, poles or lines dominate view. Scenic view is degraded.

AGRICULTURE: Structures, Equipment, Crops

	Minor - Generally blends in with scenic view. Is indicative of regional culture.
	Moderate - Not compatible with the natural landscape. Scale and appearance of structures and equipment visually competes with natural landscape.
	Major - Scale and appearance of structures and equipment are incompatible with and dominates natural landscape. Structures, equipment or crops degrade or obstruct scenic view.

EXOTIC VEGETATION

- | | |
|---|---|
|  | Minor - Used as screening and landscaping. Generally is compatible with scenic view. |
|  | Moderate - Competes with native vegetation for visual dominance. |
|  | Major - Incompatible with and dominates natural landscape. Scenic view is degraded. |

CLEARCUTTING

- | | |
|---|---|
|  | Moderate - Clearcutting or deforestation is evident, but is in the distant background. |
|  | Major - Clearcutting or deforestation is evident. Scenic view is degraded. |

EROSION

- | | |
|--|--|
|  | Minor - Minor soil erosion. (i.e., rill erosion) |
|  | Moderate - Rill erosion starting to form gullies. |
|  | Major - Large slip outs and/or gullies with little or no vegetation. Scenic view is degraded. |

GRADING

- | | |
|---|--|
|  | Minor - Grading generally blends with adjacent landforms and topography. |
|  | Moderate - Some changes, less engineered appearance and restoration is taking place. |
|  | Major - Extensive cut and fill. Unnatural appearance, scarred hillsides or steep slopes with little or no vegetation. Canyons filled in. Scenic view is degraded. |

ROAD DESIGN

- | | |
|---|--|
|  | Minor - Blends in and complements scenic view. Roadway structures are suitable for location and compatible with landscape. |
|  | Moderate - Large cut and fill slopes are visible. Scale and appearance of roadway, structures, and appurtenances are incompatible with landscape. |