TRPA
APC
PACKETS

MAY
1985

5-85

NOTICE OF MEETING OF THE
ADVISORY PLANNING COMMISSION OF THE
TAHOE REGIONAL PLANNING AGENCY

NOTICE IS HEREBY GIVEN that on May 8, 1985, at 9:30 a.m. at the hearing room of the Tahoe Regional Planning Agency, located at 2155 South Avenue, South Lake Tahoe, California, the Advisory Planning Commission of said agency will conduct its regular meeting. The agenda for said meeting is attached to and made a part of this notice.

Date: May 1, 1985

By: W. A. Morgan
William A. Morgan
Executive Director
Tahoe Regional Planning Agency

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA Office, 2155 South Avenue
South Lake Tahoe, California

May 8, 1985
9:30 a.m.

PRELIMINARY AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PLANNING MATTERS

A. Request for Comments, South Tahoe Public Utility District, EIS, Wastewater Treatment Plant Modification, TRPA File #83114

B. Status of Potential Settlement in State of California/League to Save Lake Tahoe v. TRPA

C. Discussion of Regional Plan Framework and Possible Recommendations to the Governing Board

D. Discussion of Provisions Regarding Changes in Use

E. Discussion of Reasonable Further Progress Report, 1982 Air Quality Plan

F. Scenic Corridor Designation of Highway 50 and Highway 89

V REPORTS

A. Staff

B. Legal Counsel

C. Public Interest Comments

D. APC Members

VI RESOLUTIONS

VII CORRESPONDENCE

VIII PENDING MATTERS

IX ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue (916) 541-0246

MEMORANDUM

April 30, 1985

To: The Advisory Planning Commission

From: The Staff

Subject: South Tahoe Public Utility District, EIS, Wastewater Treatment Plant Modifications, TRPA File #83114

At the April 10, 1985 APC meeting, copies of the Supplemental Report for the subject EIS were distributed to APC members for review and comment. The sixty day review period for comments began April 25, 1985. At the May 8, 1985 APC meeting, staff will be requesting comments from APC members concerning the subject document. It is anticipated that staff will be seeking a recommendation of technical adequacy for the EIS at the June 12, 1985 APC meeting.

RA:jf
4/30/85

AGENDA ITEM IV A.

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue (916) 541-0246

MEMORANDUM

Date: May 1, 1985

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Discussion of Regional Plan Framework and Possible Recommendations to the TRPA Governing Board

Introduction

Regardless of whether the TRPA settles its litigation with the California Attorney General and the League to Save Lake Tahoe in the near future, the staff must proceed promptly to complete the many elements of the amended Regional Plan. To avoid future problems, the staff requests the APC's review and approval of the proposed Regional Plan Framework.

Discussion

During the recent settlement discussions with the Attorney General and the League, the staff developed a proposed Regional Plan framework (attached).

On May 8, the staff will give a detailed report covering the status of all elements of the framework, and a schedule for their completion. In general, the Goals and Policies Plan and Plan Area Statements are the most complete; the Code of Ordinances is in draft form; and the other regulations and implementing programs need the most work.

Recommendation

Agency staff recommends that the APC discuss the attached, offer suggestions for change, and approve, for purposes of future drafting, a Regional Plan Framework.

DSZ:bl
5/1/85

AGENDA ITEM IVC .

REGIONAL PLAN FRAMEWORK*

A. Regional Goals and Policies Plan

1. Land Use Element
2. Transportation Element
3. Conservation Element
4. Recreation Element
5. Public Service Element
6. Implementation Element

B. Plan Area Statements (180± PAS)

Placer	El Dorado	Washoe
Carson	SLT	Douglas

C. Code of Ordinances

1. General Provisions
2. Land Use
3. Subdivision
4. Shorezone
5. Grading
6. Resource Management
7. Water Quality
8. Air Quality/Transportation
9. Growth Management

D. Other Regulations

1. Design Review Guidelines

    a. Site Design
    b. Building, Height, Bulk and Scale
    c. Grading and Drainage
    d. Landscaping
    e. Lighting
    f. Signing
    g. Parking
    h. Scenic Highway
    i. Snow
    j. Energy
    k. Scenic Quality
    l. Shorezone
    m. Historical
    n. Individual Uses

*Subject to changes as Regional Plan is reviewed and adopted.

2. Best Management Practices

3. Rules and Regulations of Practice and Procedure

   a. General
   b. Governing Board Meeting
   c. Adoption of Rules
   d. Adoption of Plans and Ordinances
   e. Project Review
   f. EIS Procedures
   g. APC
   h. Conflict of Interest
   i. Miscellaneous

4. Administrative Policies and Procedures

E. Implementing Programs

1. Monitoring and Evaluation

2. Capital Improvement Program

   a. Water Quality
   b. SEZ
   c. Transportation
   d. Coordination

3. Memorandums of Understanding

   a. USFS
   b. Project Review Agencies
   c. Implementation Agencies
   d. Monitoring Agencies

4. Special Programs

   a. Inspection and Maintenance Program
   b. Wood Heater Program
   c. Gas Heater Program
   d. Fish Habitat Improvement Program

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue (916) 541-0246

MEMORANDUM

Date: May 1, 1985

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Commercial Change of Use - Request for Simplification

At the last APC meeting, staff was asked to convene the Air Quality and Transportation Subcommittee to discuss the Commercial Change of Use process. Staff was asked: 1) To investigate what triggers review of a commercial change in use; 2) To simplify the application form and the review process; 3) To reevaluate the criteria for a use being considered as vacant; and 4) to reevaluate the draft Air Quality/Transportation Ordinance in light of these points.

Trigger for Review

The Subcommittee recommended a two-tiered review process. In the first tier, a large portion of the commercial traffic generators are grouped into as few as 6 ranges. A commercial change in use which decreases its range or stays within a range would not be required to undergo review for traffic impacts. A large portion of the commercial changes in use, which the Agency presently processes, would fall within these ranges. The first tier would be applied when other TRPA project review is required, or could be applied by local jurisdictions when their review is required for other elements of a proposal (signage, business licenses, etc.).

The second tier takes effect when a commercial change in use increases to a higher range, or is one of a few generators which may warrant an individual evaluation as to its impacts. This tier is similar to the present review process. For this tier the standard Trip Table 8-1 is used to specifically evaluate the impacts of a proposal.

It was also decided by the Subcommittee that a change in hours of operation or days of the week should not trigger a review unless the hours of operation increase above 16 hours per day. Presently under the Indirect Source Review Ordinance, these would be considered a change in use. While it was recognized that there is a relationship between hours of operation and traffic per day, these triggers were dropped in order to allow a business to adjust hours or days as necessary to be economically feasible. We also believe that the cumulative effect of all such changes would not have significant impacts.

CJ:bl
5/1/85

AGENDA ITEM IV D.

Simplification

The use of a two tiered system will simplify the process for both the applicant and staff in a large portion of the cases. In addition, the elimination of hours of operation and days of operation will make the forms easier to understand for the average applicant. (See the draft form and trip ranges enclosed.) The first tier analysis can generally be performed by staff at the counter, and the reduction in detailed analysis should greatly speed the traffic analysis portion of project review.

Vacant Uses

A concern regarding the past review process has been the strict interpretation of when a previous use is considered vacant. In the past, a suggested guideline from the ISR Ordinance of 1 year has been used. The proposed new criteria for when a use is considered to be vacant and, therefore, its traffic generation is not credited to a new tenant, is as follows:

> The previous use at a site, for the purpose of comparing traffic generation, shall be the most intensive permanent use which existed for more than 3 consecutive months within the last 24 months, or the most recent permanent use which existed for more than 3 consecutive months within the last 48 months.

Reevaluation of Chapter 8

This matter was referred to staff for further investigation of Capacity Plan Areas and alternative approaches to traffic mitigation.

Further Simplification of Process

Under the constraints of the Preliminary Injunction, minor modifications to commercial sites must currently be reviewed by TRPA staff for a finding of exemption. To further simplify the review process for minor changes in use, staff recommends the Agency seek to delegate authority to the local governments to approve the following activities, as set forth in Ordinance 81-1:

I Repairs and ordinary maintenance, including:

A. Replacement of parts of commercial structures, excluding replacement of same in structures nonconforming as to use.

B. Repairs to and construction of overlays upon driveways.

C. Replacement of existing utility lines.

D. Repairs to and replacement of fences.

E. Replacement of landscaping.

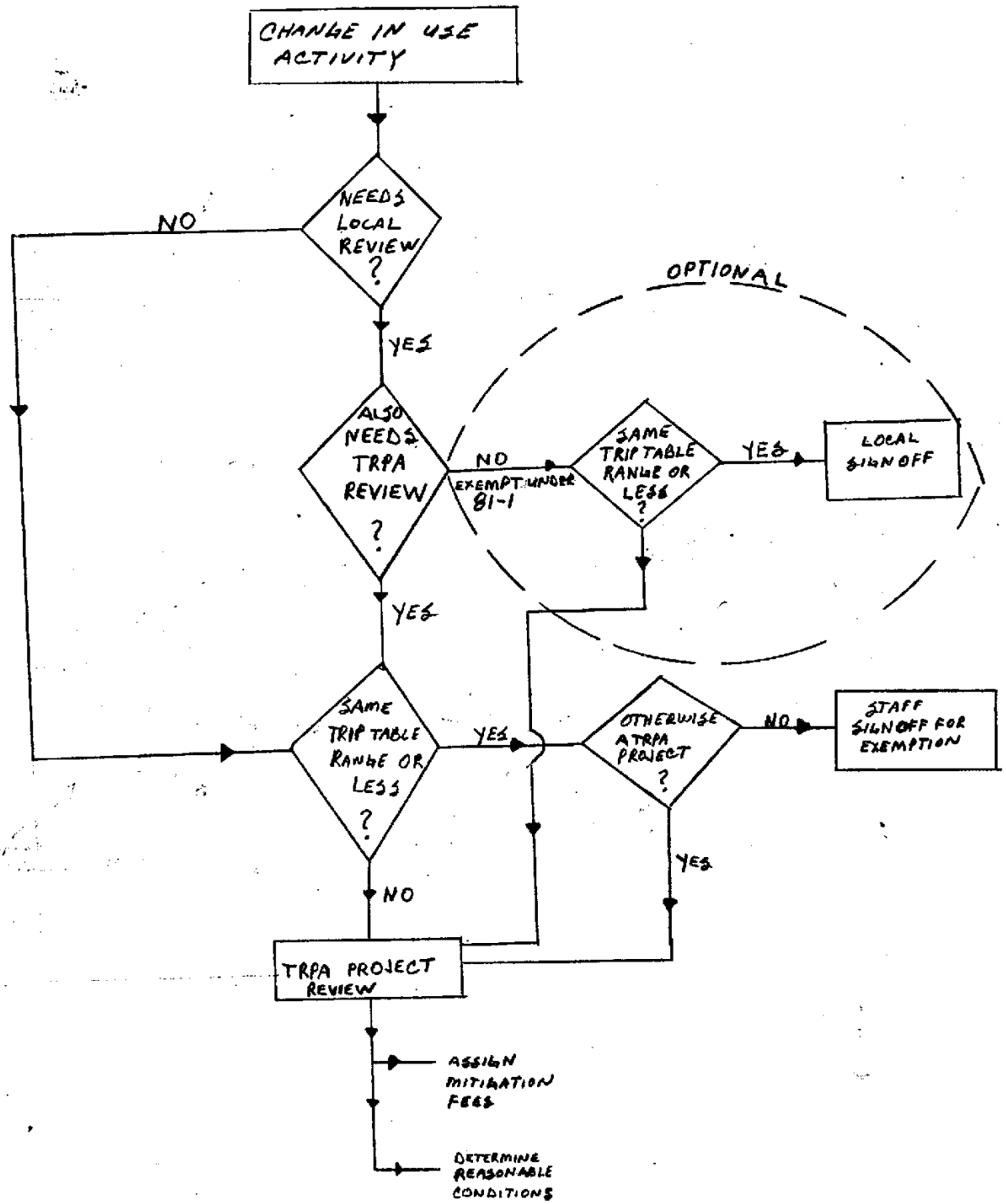
F. Replacement of conforming signs.

II Interior and exterior remodeling, including:

A. All such modifications to existing structures conforming as to use.

B. Nonstructural modifications to existing structures nonconforming as to use.

If such authority could be delegated, a change in use which decreases its trip range or stays within a range, and which also proposes a minor interior and/or exterior remodel could be processed totally by the local government. Under this scenario, no TRPA review would be required. (See optional section of attached flow chart.)



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DRAFT
5-1-85

TRAFFIC IMPACT RANGES

1. Fast Food Restaurant, 24-hour Convenience Store, Visitor Information Center or O.P.C.

   550-600/K

2. 16-hour Convenience Store, Liquor Store, Ice Cream Parlor, Donut Shop

   322-400/K

3. Cocktail Lounges, Coffee Shops, Financial Institutions, Delicatessan

   200-225/K

4. Super Markets

   135/K

5. Commercial Office (Medical, Private, Real Estate without O.P.C., etc.), Low Turnover Restaurant (Dinner House), General Commercial (Specialty Food, Toy Store, T-Shirt Shop, Sporting Goods Retail/Rental other than Moped Rental, Appliance Store, Department Store, Discount Store, Pharmacy, Health Club or Gym, Electronic or Auto Parts, Video Tape or Record Sales or Rentals, Tool and Equipment Sales and Rental, etc.).

   20-90/K

6. Industrial Uses (with no retail, or secondary retail only)

   3-6/K

==========

The following commercial uses, other than as specified above, require TRPA staff determination of traffic generation:

Proposed Use Greater than 16-hours per day
Institutional Uses
Tourist Accommodation Uses
Moped Rentals
Automotive Dealers, Service Stations, Repair
Commercial Recreation
Automatic Teller Machines
Drive Through Lanes

This table is derived from the TRPA Trip Table 8-1 and addresses traffic impacts only. Other impacts, including parking, are not addressed and may require additional review.

TAHOE REGIONAL PLANNING AGENCY
CHANGE OF USE PRELIMINARY APPLICATION

DRAFT
5/1/85

In order to reduce the impacts of motor vehicles on the water and air quality of the Lake Tahoe Basin, the TRPA has implemented an Air Quality/Traffic Mitigation Program. Please complete all items below so that it can be determined if your proposal is exempt from this program. If you should have any questions, contact this office.

Name of Project: _____
Location of Project: _____
Assessor's Parcel Number: _____ County: _____
Number of Parking Spaces Available to this Project: _____

Name of Applicant: _____
Mailing Address: _____
Telephone Number: Area Code ( ) _____

PROPOSED PROJECT

Proposed Project Description (items to be sold, type of business, any remodeling, etc): _____

_____

_____

Gross Floor Area: _____ sq. ft.
Proposed Business Hours: _____

PREVIOUS USE (at the proposed project site)*

Previous Business Description (items sold, type of business, etc): _____

_____

_____

Gross Floor Area: _____ sq. ft.
Previous Business Hours (if over 16 hours): _____
Month and Year Previous Use Terminated*: _____

I, the undersigned applicant, certify that the above information is accurate and true to the best of my knowledge and estimation.

_____ _____
Signature of Applicant Date

==========

FOR OFFICE USE ONLY

_____
Date

Reviewed By: _____ _____
AGENCY

☐ Exempt from TRPA Traffic Mitigation Program

☐ Not Exempt (submit Commercial Change of Use Form)

☐ Requires TRPA Traffic Analysis (submit Commercial Change of Use Form)

*Previous Use is defined as the most intensive permanent use which existed for more than 3 consecutive months within the last 24 months, or the most recent permanent use which existed for more than 3 consecutive months within the last 48 months.

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue

(916) 541-0246

MEMORANDUM

April 30, 1985

To: The Advisory Planning Commission

From: The Staff

Subject: Discussion of Reasonable Further Progress Report, 1982 Air Quality Plan

As the staff and APC have discussed at several recent meetings, the EPA requires an annual report on progress toward attainment of federal air quality standards. Since portions of the Tahoe region are not attaining the federal standard for carbon monoxide, the Agency adopted an air quality plan in August, 1982 which provides for attainment of the CO standard by 1987. The "Reasonable Further Progress" or "RFP" report must contain an evaluation of both air quality trends and control measures identified in the 1982 plan.

On April 12, 1985, Bill Morgan and Dave Ziegler met at Granlibakken with representatives of the EPA, the California Air Resources Board and the Nevada Division of Environmental Protection to discuss the RFP report and TRPA's air quality planning program in general. The EPA's letter of March 20 (attached) outlines their concerns. All in attendance agreed that the TRPA will attempt to resolve key questions on emissions rates and traffic growth before finalizing the RFP report and planning the next tasks. TRPA staff is attempting to arrange a meeting of the appropriate technical experts in early May.

At the March, 1985 APC meeting, the staff distributed a second Working Draft of the RFP report for APC review and comment. To date, the Agency has received several comment letters. The following is a list of comments and tentative responses:

1. What are the correct emissions factors for automobiles in the Tahoe region? (resident/visitor, 1982/1987, low altitude/high altitude)

   (The staff will attempt to resolve this question by conducting meetings with recognized experts in the field of emissions factors. Staff hopes to hold a meeting on this topic in early May.)

DZ:jf
4/30/85

AGENDA ITEM IV E.

2. Were the computerized traffic signal controllers ever programmed? What effect did they have on vehicle speeds? Is there a plan for evaluating their effectiveness?

   (The staff will confirm that the controllers were programmed. No monitoring has been done of the effect of the controllers on average speeds, but the RFP report will include a program for gathering this data.)

3. The assumption of a 4% annual growth rate (before implementation of controls) in traffic volumes on U.S. Highway 50 is extremely conservative.

   (Once the Agency has decided on a set of emissions factors, the staff will run the traffic and air quality models using more realistic projections of future traffic growth.)

4. The report should include more detail on the status of intersection improvements and construction of bus turnouts and shelters.

   (The staff will include this information in subsequent drafts.)

5. The report should address the anticipated impacts of the Postal Service's Neighborhood Delivery Centers and determine whether they are consistent with the Air Quality Plan.

   (The staff will address this topic in subsequent drafts.)

6. Traffic and CO data for 1984 should be available.

   (Agency staff experiences about a one-year lag time in obtaining air quality data. The staff will not prepare a final status report until the 1984 data are available.)

7. The TRPA should attempt to implement inspection/maintenance (I/M) more quickly than the APC-approved draft ordinance contemplates.

   (Assuming that the results of (1) and (3) support the use of local I/M programs, the staff will work with the Nevada and California legislatures to implement an I/M program at Tahoe as soon as practical.)

8. The information presented on the Heavenly Ski Shuttle is confusing.

   (The City has supplied additional information which the staff will use to clarify this section of the report.)

9. The chart depicting standards violations by month and year is hard to read.

   (This problem will be corrected.)

10. The statement comparing violations of the CO standard at Tahoe to Las Vegas, Los Angeles, Reno/Sparks and other areas is misleading.

    (The staff agrees with this comment and will remove the statement.

11. The City of South lake Tahoe and Caltrans should be more involved in preparing and reviewing the report.

    (The staff has been working with these entities through their membership on the APC committee.)

12. The report needs to discuss "where do we go from here?".

    The staff will include a new section covering this question in subsequent drafts.

TRPA staff will report on its progress and answer questions from the APC on May 8.

Attachment

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
215 Fremont Street
San Francisco, Ca. 94105

March 20, 1985

Mr. Terry McGuire, Chief
Technical Support Division
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

BY RECEIVED
MAR 22 1985
TAHOE REGIONAL PLANNING AGENCY

Mr. Dave Ziegler
Tahoe Regional Planning Agency
P.O. Box 8896
South Lake Tahoe CA 95731

Dear Gentlemen:

This letter is in regards to the status of the California State Implementation Plan for the Lake Tahoe Air Basin and the activities performed by TRPA under §105 supplemental grants.

As you both know, the primary control strategies adopted by the TRPA and approved by EPA as part of the California carbon monoxide (CO) SIP for Lake Tahoe are (1) inspection and maintenance (I/M) of motor vehicles and (2) improved public transit. The start-up date in the SIP for I/M was 1984. While we know that implementing ordinances were drafted and approved by the TRPA Advisory Planning Commission last year, no action has yet been taken by the Governing Board, nor has there been any evidence that the State or the TRPA are in the process of obtaining the necessary legal authority for an I/M program in the Tahoe Basin. It is clear that the SIP implementation date has not been met. The 1982 Air Quality Plan also contained a public transit strategy designed to achieve a 7% annual increase in ridership and by 1987 a 7% decrease in 1982 vehicle miles traveled. This commitment of increased ridership also appears not to have been met. Since the Basin voters rejected a sales tax increase to support an expanded transit system, this control measure and associated traffic improvements are even less likely to occur. In summary, EPA is concerned that the basic components of the SIP which provided for attainment of the CO standard are not being carried out.

EPA has defined the annual report on Reasonable Further Progress (RFP) as the primary mechanism for assessing plan implementation and the progress of nonattainment areas in attaining the air quality standards. EPA reviewed the draft CY 1982 RFP Report prepared by the TRPA in December 1982, however, the report was never finalized because the new EPA/ARB guidance for RFP reports was not available at that time. I understand that a draft report combining both 1982 and 1983 is undergoing review. It is difficult for us to know the most current status of the control strategy implementation and recent air quality data until we review this report. We request that the TRPA send us a copy of the draft report by March 27, 1985.

To ensure that there would be sufficient resources to carry out the plan, in June of 1984, EPA awarded a supplemental §105 grant to the ARB to be passed to the TRPA. Quarterly reports need to be submitted on the expenditure of these funds. The key SIP tasks in this supplemental grant were:

1. A work plan for carrying out an I/M program in the Tahoe Basin,
2. development and implementation of ordinances for review of stationary and indirect sources,
3. implementation of the Postal Service Action Plan and
4. the RFP Report.

In FY 83, TRPA received §105 funds, again through the ARB, to study atmospheric deposition of nitrates to the Tahoe Basin. A final report is due on this grant and it should particularly address the status of the USGS portion of the research.

We are aware that most of TRPA's limited staff resources have been devoted to resolving the litigation over the 1984 Tahoe Regional Plan. Of course, this plan will impact all aspects of the Lake Tahoe environment including air quality. I do want to emphasize the separate importance of the SIP in meeting the requirements and deadlines of the federal Clean Air Act. EPA is willing to assist the State and the lead planning agency to correct the problems noted above. However if the SIP continues to not be implemented, the State and the TRPA could be subject to financial restrictions under §176(b) of the Clean Air Act. Noncompliance with the grant agreement could also mean a revocation of funds.

These actions would not be in the best interests of any of our agencies and should be avoided if at all possible. I would like to schedule a meeting with both of you to discuss these issues. Proposed agenda topics would be (1) new schedules for completing the SIP and grant work (2) responsible agencies and (3) technical assistance in re-analyzing the plan and implementing the control measures. Barbara Maco of my staff will be contacting you to arrange a convenient time and place. Please call me or Barbara if you would like to discuss this matter prior to our meeting date.

Sincerely,

David L. Calkins, Chief
Air Programs Branch

cc: J. Ryerson, ARB

TAHOE REGIONAL PLANNING AGENCY

P.O. Box 8896
South Lake Tahoe, California 95731

2155 South Avenue

(916) 541-0246

MEMORANDUM

Date: April 30, 1985

To: TRPA Advisory Planning Commission

From: Agency Staff

Subject: Scenic Corridor Designation of Highway 50 and Highway 89

In June, 1983, Caltrans was asked by the El Dorado County Board of Supervisors to evaluate the Scenic Highway Designation for Highway 50 from Echo Summit to the Stateline, and for Highway 89 from Luther Pass to the Placer County line.

On March 22, the Land Use Subcommittee was informed by a Caltrans representative that their reports on the scenic designations were to be completed in April. Caltrans stated that they would be seeking endorsement by the TRPA APC and Governing Board. The Land Use Subcommittee requested that staff review the Scenic Highway Designation reports as well as the Scenic Resources chapter in the Environmental Threshold Carrying Capacities Report and provide a summary at the May APC meeting.

Caltrans Criteria

When Caltrans evaluates the potential for designating a highway segment or corridor as "scenic", the criteria used are that the highway segment traverses an area of outstanding scenic beauty or that the view-shed visible from the highway right-of-way has historical significance. Also, Caltrans prefers to evaluate lengthy segments of highway, instead of short segments.

The Highway 50 Report (copy enclosed) recognizes the mountain and land vistas from Echo Summit to the state line as some of the most spectacular in the world. The report also discusses the historical significance as a major route during the discovery of the Comstock Lode and for the Old Pony Express Trail. With the exception of the view of the Lake near El Dorado Beach, the scenic quality of Highway 50 from the Wye to Stateline is not emphasized. However, the historical significance is discussed and has been determined by Caltrans to qualify for a Scenic Highway Designation.

The Highway 89 Report (copy enclosed) emphasizes the scenic quality as well as the historical significance afforded to the motorist from Luther Pass to the Placer County line. A portion of this highway segment (from Meyers to the South Tahoe Wye) overlaps with the Highway 50 study report.

Should the highway segments being considered receive the scenic designation, Caltrans would place signs depicting a poppy flower (the California state flower) along the designated route. These highway segments would also be designated on California highway maps.

JB:bl
4/30/85

AGENDA ITEM IV F.

TRPA Environmental Threshold Carrying Capacity Report

In the Threshold Report, a Scenic Resources Inventory was performed. The highway network in the Tahoe Basin was divided into 43 roadway units which were defined by the length of the roadway unit and the areas seen from that roadway unit (the view-shed). Criteria for evaluation of the quality of the resource is divided into 4 subcomponents. These subcomponents are as defined by the Threshold Carrying Capacity Report: 1) Unity - a unified landscape is one in which the visual resources join together to form a single coherent visual unit; 2) Vividness - vividness can be expressed as contrasts in color, line, and shape; 3) Variety - variety is usually that of numerous or different parts seen together; 4) Intactness - this describes the degree to which a landscape retains its natural condition.

The following is a description of each roadway unit rated in the Scenic Inventory for each study area. Enclosed is a Basin map illustrating all Scenic Resource Inventory Roadway Units.

Highway 50 (Echo Summit to the Nevada/California State Line

Roadway Unit #	Roadway Unit Name	Criteria Unity	Variety	Vividness	Intactness	Total*
32	Casino Area	1	1	1	0	3
33	The Strip	0	1	1	0	2
34	El Dorado Bch	1	2	2	1	6
35	Al Tahoe	0	2	1	0	3
36	Airport Area	1	3	2	1	7
37	Echo Summit	2	3	3	2	10

Highway 89 (Luther Pass to the Placer/El Dorado County Line)

Roadway Unit #	Roadway Unit Name	Criteria Unity	Variety	Vividness	Intactness	Total*
39	Alpine Summit	3+	3	3+	3	12
38	Upper Trke Riv	2	3	2	2	9
1	Tahoe Valley	2	2	2	1	7
2	Camp Rich.	3	3	2	2	10
3	Emerald Bay	3+	3+	3	3	12
4	Bliss Park	3	2	2	3	10
5	Rubicon Bay	2	2	2	1	7
6	Lonely Gulch	2	2	2	1	7
7	Meeks Bay	3	2	3	2	10
8	Sugar Pine Pt	3	2	3	3	11

Total Scores*

10 - 12 High
6 - 9 Moderate
1 - 5 Low

Conclusion

Upon review of the two scenic highway reports and the Threshold Carrying Capacity Report, there is agreement on the visual quality for many of the roadway segments. However, there are roadway units which rated poor in the Threshold Scenic Quality Assessment which are under consideration for the Scenic Designation. The staff requests APC endorsement of the Caltrans study reports in their entirety or in part. It should be kept in mind that the criteria Caltrans used for their evaluation purposes are both broader in scope and less technically refined than was used in the Threshold Carrying Capacities Report. TRPA staff feels that any highway segments which are designated as scenic may receive additional consideration by the State of California when the Agency programs erosion control and highway improvement projects.

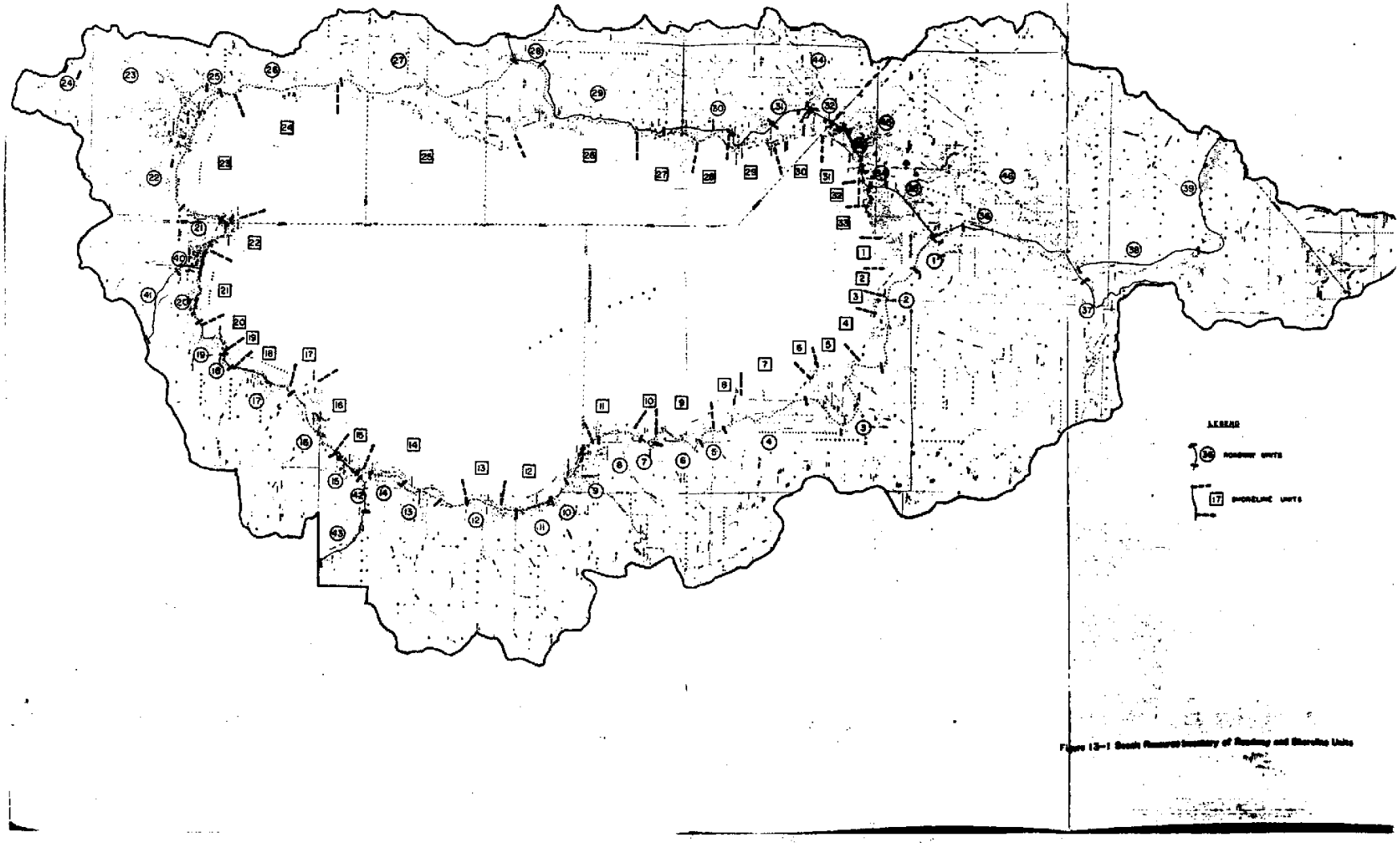

Figure 13-1 South Fleenor Inventory of Roadway and Shoreline Units

PHS003(PA92)

DRAFT

EL DORADO COUNTY

SCENIC HIGHWAY REPORT

SEGMENT 3

U. S. HIGHWAY 50
ECHO SUMMIT
to
STATELINE
PM 66.10 - PM 80.44

by

CALTRANS

District 3

PLANNING BRANCH A

April 1985

William R. Green
District Director
District 3, Marysville

DRAFT

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B. Scenic and Historical Elements within the Suggested Corridor

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D. Proposed Realignment or Improvements of the Route

III. Appendices

A. Map 1: Corridor Boundary

B. Points of Interest and Map

C. Photographic Essay

I. DEFINITION OF TERMS

A. SCENIC HIGHWAY: An officially designated portion of the State Highway system traversing areas of outstanding scenic beauty which together with the adjacent scenic corridors requires special scenic conservation treatment.

B. SCENIC CORRIDOR: A band of land visible from and generally adjacent to, but outside of, the highway right of way having scenic, historical or other aesthetic characteristics.

C. TURNOUT: A relatively level area adjacent to the traveled portion of the highway and wide enough for safe parking. It may be paved or unpaved.

D. VISTA POINT: A roadside area provided for motorists to stop their vehicles beyond the shoulder primarily for viewing the scenery in safety.

E. SAFETY ROADSIDE REST: A roadside area provided for motorists to stop and rest for short periods. It includes parking facilities separated from the roadway, drinking water, toilets and may include tables, benches, telephones, information panels and other facilities for motorists.

F. PICNIC AREA: An area off the right of way, provided by others, containing picnic tables and trash receptacles. It should be easily accesible from the highway and provide for parking. It does not necessarily contain water or sanitary facilities.

II. THE REPORT

A. Suggested Scenic Highway Corridor Boundaries

This scenic highway study covers the area along the 20.34 miles of Highway 50 within El Dorado County from Echo Summit (PM 66.1) to Stateline (PM 80.44). The scenic corridor boundary is coincidental with the boundary of the Tahoe Regional Planning Agency (TRPA) on the south and west, the El Dorado/Placer County line on the north and the California/Nevada State line on the east.

The Eldorado National Forest lands within the Tahoe Basin are administered by their Lake Tahoe Basin Management Unit. The portion of highway from Meyers (ED 89 PM 8.55/ED 50 PM 70.62) to the South Lake Tahoe Y (ED 89 PM 8.56/ED 50 PM 75.45) is signed as 89 and 50, but is officially designated as U. S. 50. The corridor boundaries for this segment of Route 50 are coincidental with those of Highway 89 scenic corridor within El Dorado County.

B. Scenic and Historical Elements Within the Suggested Corridor

In 1858 El Dorado and Sacramento Counties each pledged funds for a trans-Sierra Route. The Echo Summit route was completed in November of that year but existed as a primitive wagon road. The lack of legislative support caused private enterprise to develop and maintain this route as a toll road.

In 1859 this Lake Tahoe Wagon Road became an important route with the discovery of the Comstock Lode in Virginia City. Way stations, stables, inns and toll houses sprang up along the road. The traffic flowed continuously from Sacramento to Placerville and Virginia City.

In 1886, El Dorado County purchased the section east of Placerville to Lake Tahoe. Tolls were no longer levied and the Wagon Road became a public highway.

The original crossing on the east side of Echo Summit was by way of Johnson's Cut-off, named after John C. "Cockeye" Johnson, a rancher, Indian fighter and California State Assemblyman. This route entered the Basin approximately one mile south of the present Meyers Grade. It was a difficult road and in places required block and tackle to move the wagons. In spite of difficulty, Johnson's Cut-off was greatly used. Then in 1854 Asa Hershel Hawley established the Hawley Grade. This grade was horseshoe shaped after leaving the Upper Truckee River and rose nearly 1000 feet in 1 1/2 miles. The Hawley Grade led more directly up the

mountain than Johnson's Cut-off. Also, Hawley's "summit" was lower, approximately at the present Echo Summit Maintenance Station. This route was used until 1861 when Johnson's Cut-off, also called Old Emigrant Trail, was improved and new connecting roads were completed. This then became the better route.

The portion of the present Meyer's Grade from Echo Summit to the passing lane near the gate of the old road was built in 1937-38. Below this point, work on the grade was begun in 1940 with the clearing of the right of way. The following year operations were stopped due to the war. Work resumed in 1946 and the new highway opened in August 1947.

In 1951 the Bureau of Public Roads completed construction from the foot of Meyer's Grade to Mays Junction (junction of 50/89 north).

Located 7 1/2 miles south of Lake Tahoe was Yanks Station, the remount station of the Central Overland Pony Express. This site was established as a trading post on the Placerville-Carson Road in 1851 by Martin Smith. In 1859 Ephraim "Yank" Clement purchased the property and operated a popular hostelry and stage stop here. He considered himself the host of "the Sierry" during the turbulent period when his way station was the focal point for thousands of stages, hay wagons, mule-drawn freighters, pack trains, passengers, and drivers.

Three quarters of a mile west of Edgewood, Nevada on Highway 50 on the California side, is the site of another remount station, Fridays Station, which was established in 1858 by Friday Burke and James Small to be the point where riders crossed the Nevada-California line.

The existing Pioneer Trail was the route of the original Pony Express Trail. It leaves Highway 50 at Meyers and rejoins Highway 50 near Stateline.

Route 50 traverses a part of the State of California whose scenery can be classified as among the most magnificent in the world. Everywhere there is something to be seen. There are forests and meadows, mountains and valleys, and of course, beautiful lakes. The portion of Highway 50 from Lakeview Avenue (PM 78.21) to Stateline roughly borders the shoreline of Lake Tahoe.

Taylors Landing, located off of Highway 50 on Bal Bijou Road, is the site of the present Bijou pier. At one time two resorts stood here, the Young's Bijou Lodge with a dance hall called Bal-Bijou; and the Bijou Inn

which was a combination of campground and hotel. This was quite a social spot in the late 1800's and early 1900's.

Near the intersection off Highway 50 and Pioneer Trail (PM 80.0) is the site of the Lapham Hotel. Established in 1860 by William W. Lapham, this development included a saloon, dining room, fish market, and hotel. Lapham was among the first to engage in commercial fishing using a twenty-eight foot whale boat. The hotel was constructed in 1892. This was known as Lakeside House or Tavern and later renamed Lakeside Park. By the middle of the 1950's Lakeside had become a popular all-year residential area with recreational facilities and a large community beach. The beach is still in use, though privately owned and operated.

At the corner of Sacramento and Tallac Avenues in Al Tahoe is the site of the Al Tahoe Hotel, built in 1908 and later known as Globin's Al Tahoe. The hotel was located on the old "State and National Automobile Boulevard." Present day 50 was another, later route. In 1968, after forty-four years of operation, the resort closed. Old stone fireplaces and chimneys are all that remain of the once elegant hotel.

Located on Lakeview Avenue is the site of Tahoe's first lakeshore hotel the Lake House (later Lake Bigler House). Built in 1859, this hotel of eight rooms had been known to house from 100-300 guests at a time. Lake House burned in 1866 and was not rebuilt. The property was purchased by Thomas Benton Rowland and converted to a way station. The station opened in 1868 and was enlarged to accommodate a dance pavillion and a saloon.

The "big water" lake, in all its clarity, sits in a state of quietness at the base of the surrounding peaks. As the traveler drives from South Lake Tahoe to Stateline he passes Monument Peak to the south. Here the renowned ski area of Heavenly Valley resides, which claims to be "America's largest ski area" and year-round resort. The aerial tramway here provides a panoramic view of the lake during any season.

C. Relationship of the Roadway to its Surrounding Environment

Lake Tahoe is one of the world's favorite vacation spots with its magnificent scenery and a myriad selection of activities. This area caters to the luxury loving with its elegant hotels, superb restaurants and unique shops. There is also the scintillating nightlife in the clubs and casinos at Stateline, Nevada. Lake Tahoe also provides for the

outdoorsmen with its assortment of parks, beaches, ski resorts, marinas and nature trails. There are also family resorts, state parks and private campgrounds.

South Lake Tahoe is the largest community and only incorporated city on the 71-mile shoreline of Lake Tahoe. This city offers over 7000 motel rooms and a city campground with 166 sites. There are other privately-operated campgrounds as well.

An interesting aspect in the Tahoe Basin concerning the existing and proposed development is that the tree line is preserved. The guidelines for the California Tahoe Basin preserve this tree line by restricting building as to maintain the scenic quality of the area. Therefore, even in the developed areas of South Lake Tahoe, the view above the tree tops is protected on the California side. The standard requirements for building and parking lot "set-backs" along Route 50 in the city of South Lake Tahoe request a minimum of 20 feet from the property line. Every development is subject to review by the Tahoe Regional Planning Agency (TRPA). All utilities in the corridor within the city limits of South lake Tahoe are underground. This area is under careful scrutiny to preserve the scenic value of the Tahoe Basin.

A portion of Route 50 under consideration for scenic designation passes through the Eldorado National Forest from Echo Summit to Osgood Swamp near Upper Truckee Road (PM 66.10 - 70.25). This National Forest land is administered by their Lake Tahoe Basin Management Unit.

Route 50 in this study begins as a two-lane road from Echo Summit to the intersection of Kyburz Avenue near E Street (PM 74.73) in South Lake Tahoe. From this point on, the roadway widens to a four-lane road with a constant 12' wide median/two-way left turn lane. U.S. 50 from Luther Pass Road at Meyers to the South Lake Tahoe Y is also known as Emerald Bay Road.

At Echo Summit the traveler may journey approximately two miles northwest of the highway to Echo Lake. This lake is known as the gateway to the Desolation Valley Wilderness Area. Also accessible are numerous lakes, trails and spectacular views.

Descending from Echo Summit, elevation 7382 feet, the roadway is a two-lane road known as Meyers Grade. From Meyers Grade, surrounded by granite and conifers, Lake Tahoe can be seen in the distance. The roadway then continues on through the Osgood Swamp to the small community of Meyers at an elevation of 6330 feet. Located at Meyers is the KOA campground, Tahoe Pines

campground, Caltrans maintenance station, the State Agricultural Inspection station, Highway Patrol office and the Tahoe Paradise Golf Course. The roadway crosses the Upper Truckee River at PM 70.31, before the intersection of Highway 50 and 89 south. The U.S. Forest Service Ranger Station is also located at Meyers.

Four miles south of the Lake Tahoe Y and approximately 0.9 miles north of Meyers is the turn off for the Pioneer Trail. Just south of Pioneer Trail, power lines are hidden behind the trees to the east. To the west the trees thin to expose a beautiful view.

Continuing on Route 50 and heading in a northerly direction, the roadway again crosses the Upper Truckee River. Located here in the Tahoe Valley is the Lake Tahoe Airport just outside of the South Lake Tahoe city limits.

South Lake Tahoe, with a population of 21,650, sits along Lake Tahoe at an elevation of 6252. The area along Highway 50 through South Lake Tahoe is developed by businesses of all types. The buildings and trees are combined with a view of the lake and mountains. Since the entire Tahoe Basin is so overwhelmingly scenic, the developed portion of Highway 50 through South Lake Tahoe is not so distracting. The commercial area is surrounded by and mingles with the beautiful mountain/lake environment.

The Tahoe Valley campground with 300 units is located on Highway 50 south of the South Lake Tahoe Y.

Turning on Route 50 to Stateline the roadway crosses the Upper Truckee River for the third time and then Trout Creek.

As Highway 50 turns northeast and borders the lake, the El Dorado beach can be seen to the north and the City campground is to the south. Farther on, near Bijou Wagon Road, the highway veers away from the lake. Ski Run Boulevard (PM 79.29) takes skiers up to Heavenly Valley, a ski resort on Monument Peak.

As Highway 50 leaves California to Nevada it crosses Stateline Avenue, the site of Friday's Pony Express Station. Now the area is frequented by people looking for fun and excitement in the casinos and night clubs.

D. Proposed Realignments of Improvements of the Route

There are two highway projects along the study area that are budgeted in the 1985/86 PSTIP.

1. From Pioneer Trail at Meyers to Junction of Route 50/89 (PM 71.1 to 75.4).
   Erosion control, scheduled for construction in FY 85/86.

2. In South Lake Tahoe at Park Avenue (PM 80.0).
   Modify signals, improve intersections, and complete Loop Road.
   Scheduled for construction in FY 86/87.

There are also two projects proposed to construct bike trails through South Lake Tahoe. One project is in the 1983 STIP and proposes to construct a Class I and III bikeway from the 89/50 junction (north) to Tulare Avenue. The second project is included in future programming to construct a bike trail from Lyons Avenue to Stateline.

III. Appendices

APPENDIX A

Map 1: Corridor Boundary

Map showing:

a. Highway 50

b. Topography

c. Corridor Boundary

d. Profile Chart

APPENDIX B

Map 2: Points of Interest

Map locations:

a. Boating

b. Hiking

c. Camping

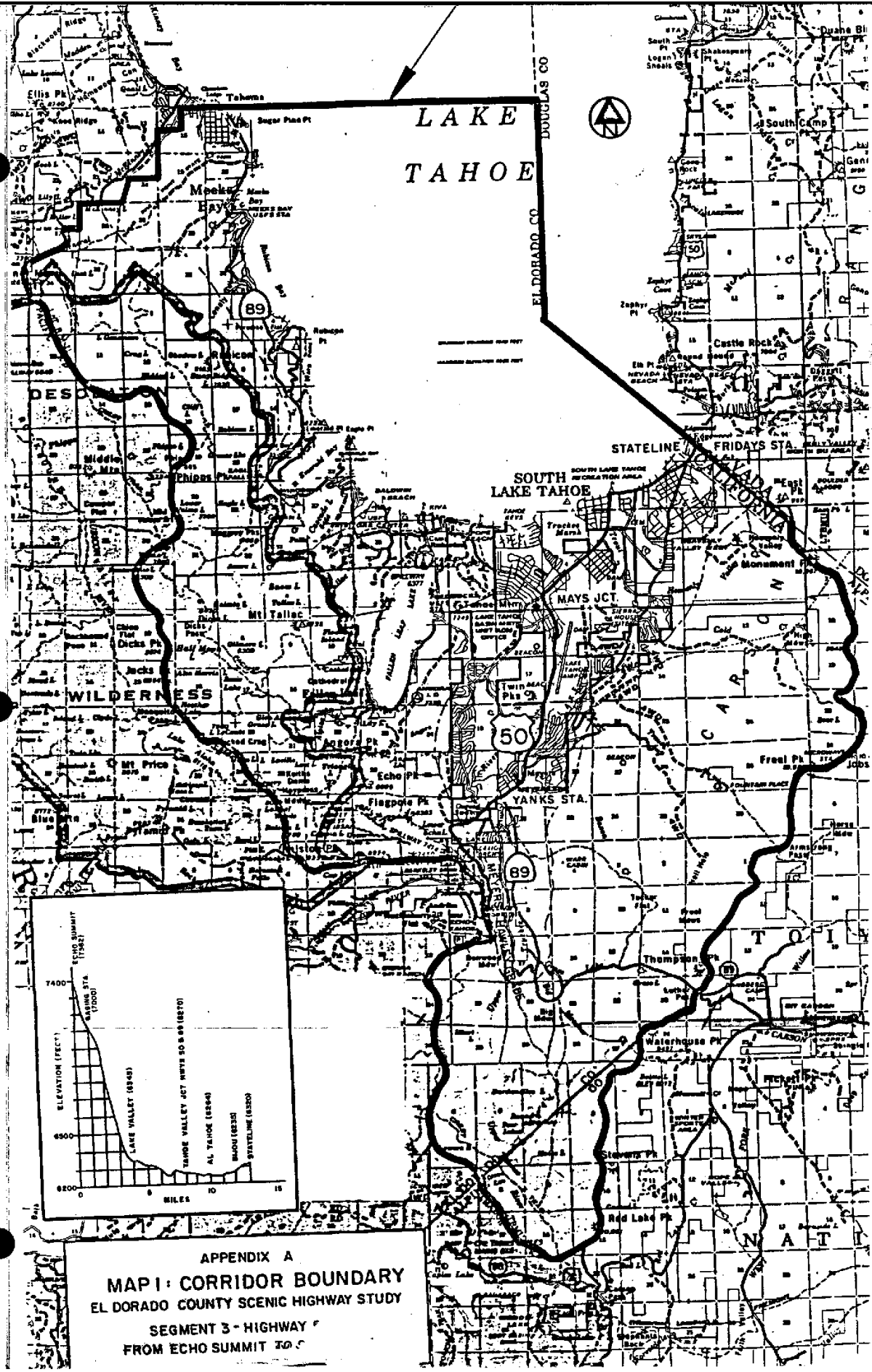
d. Ranger Station

e. Swimming

f. Skiing

APPENDIX C

Photographic Essay


LAKE TAHOE
DOUGLAS CO
EL DORADO CO
Tahoma
Meeks Bay
Ellis Pk
Sugar Pine Pt
Rubicon Pt
Rubicon
Middle Mtn
Phipps
Mt Tallac
Dicks Pk
Jacks
WILDERNESS
Mt Price
Echo Pk
Flagpole Pk
Blue
Twin Peaks Pk
Agate Pk
Castle Rock
Zephyr Pt
Zephyr Cove
STATELINE
FRIDAYS STA.
SOUTH LAKE TAHOE
MAYS JCT.
YANKS STA.
Monument Pk
Freel Pk
Thompson Pk
Waterhouse Pk
Stevens Pk
Red Lake Pk
Echo Summit (7382)
Basins Sta (7000)
Lake Valley (6343)
Tahoe Valley Jct Hwys 50 & 89 (6270)
Al Tahoe (6264)
Meadow (6235)
Stateline (6320)
ELEVATION (FEET)
7400
6500
6200
0
5
10
15
MILES
50
89
APPENDIX A
MAP I: CORRIDOR BOUNDARY
EL DORADO COUNTY SCENIC HIGHWAY STUDY
SEGMENT 3 - HIGHWAY
FROM ECHO SUMMIT TO

APPENDIX B

Points of Interest

Echo Summit, PM 66.1

KOA Campground, PM 70.16

Tahoe Pines Campground, PM 70.26

Meyers Ranger Station, PM 71.05

Pioneer Trail, PM 71.49 and PM 80.0

Tahoe Paradise Golf Course, PM 72.35

South Lake Tahoe Airport, PM 73.81

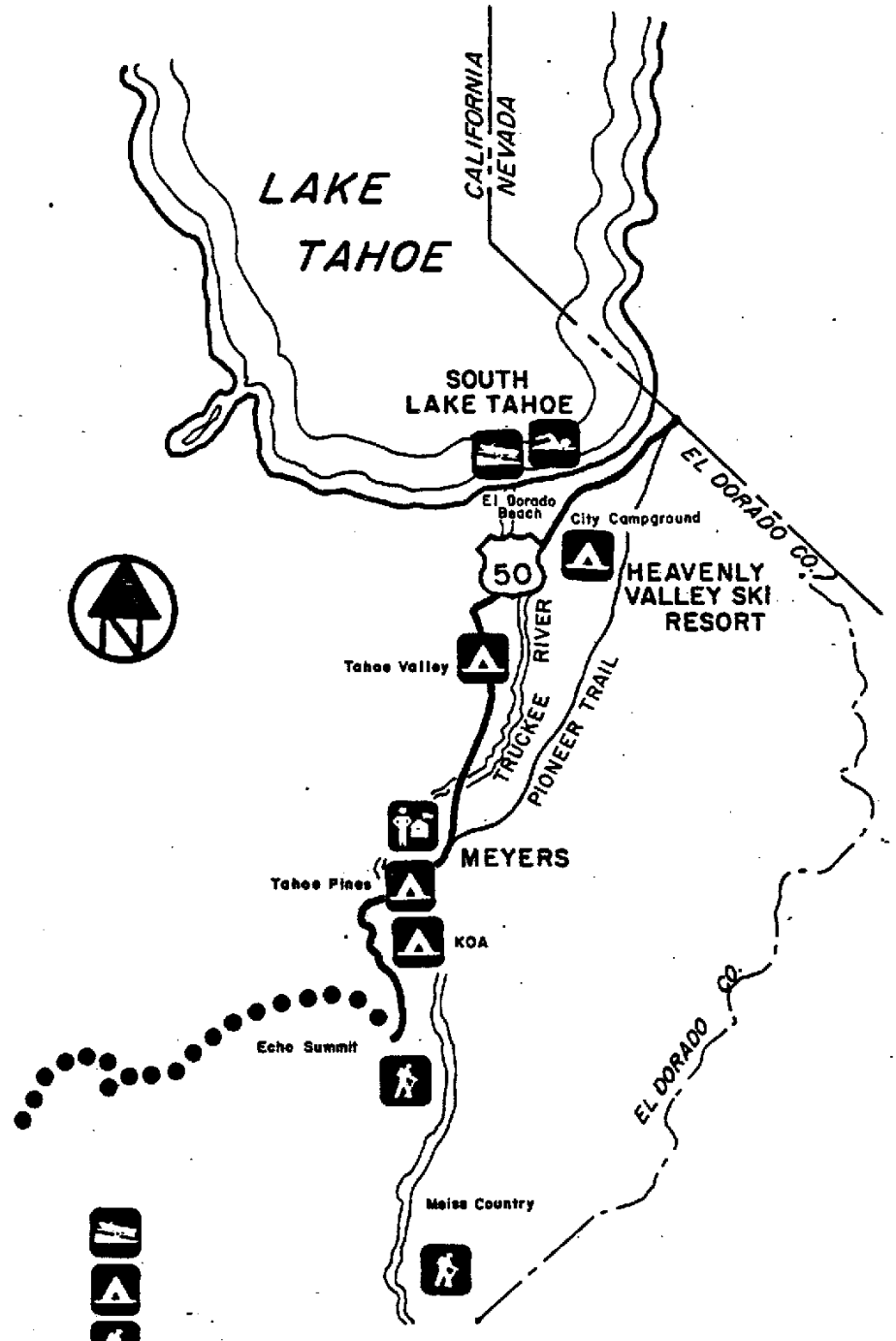
Tahoe Valley Campground, PM 75.05

El Dorado (Public) Beach, PM 75.22

The City of South Lake Tahoe Recreation Area (picnic and campground), PM 78.42

Heavenly Valley, PM 79.31

Stateline Monument, PM 80.44



LEGEND

- BOAT RAMP
- CAMPGROUND
- HIKING
- RANGER STATION
- SWIMMING

APPENDIX B

MAP 2: POINTS OF INTEREST

EL DORADO COUNTY SCENIC HIGHWAY STUDY

SEGMENT 3 - HIGHWAY 50

FROM ECHO SUMMIT TO STATELINE

POOR QUALITY ORIGINAL (S) TO FOLLOW

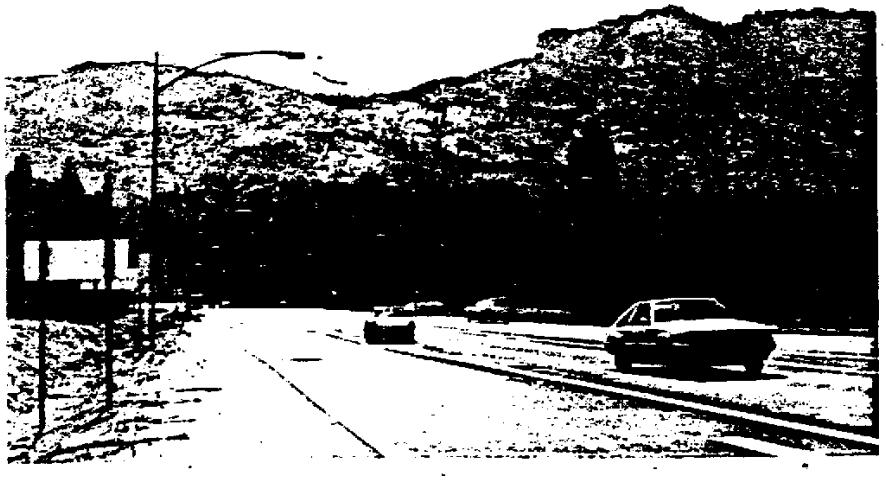
HIGH DESERT MICROIMAGING, INC.
1225 FINANCIAL BLVD
RENO, NV 89502
(775) 359-6980

APPENDIX C

Photographic Essay

The following photos are representative of the views along Highway 50 from the roadway.

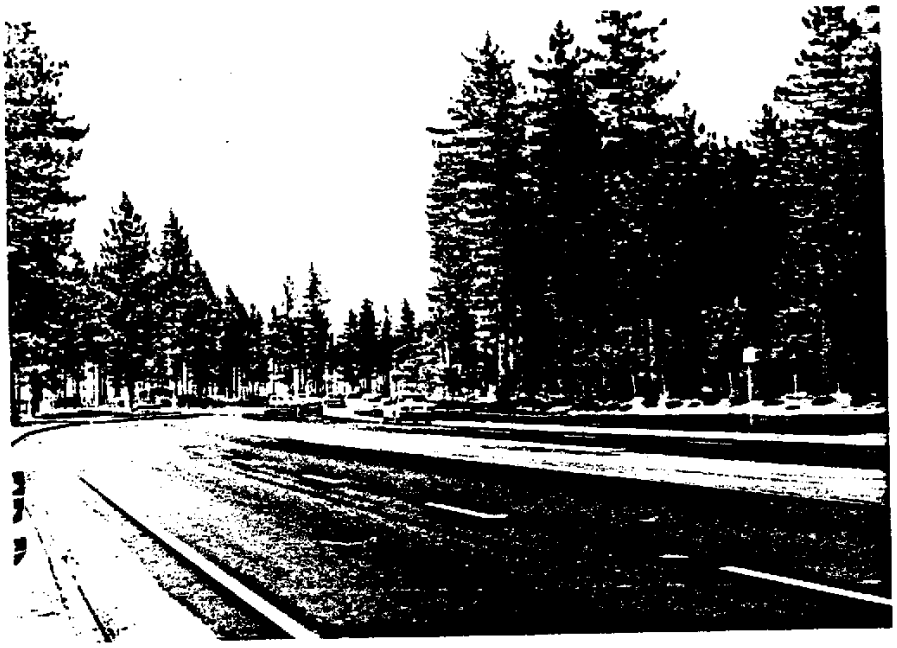
View of Tahoe Basin from Meyers Grade looking north.



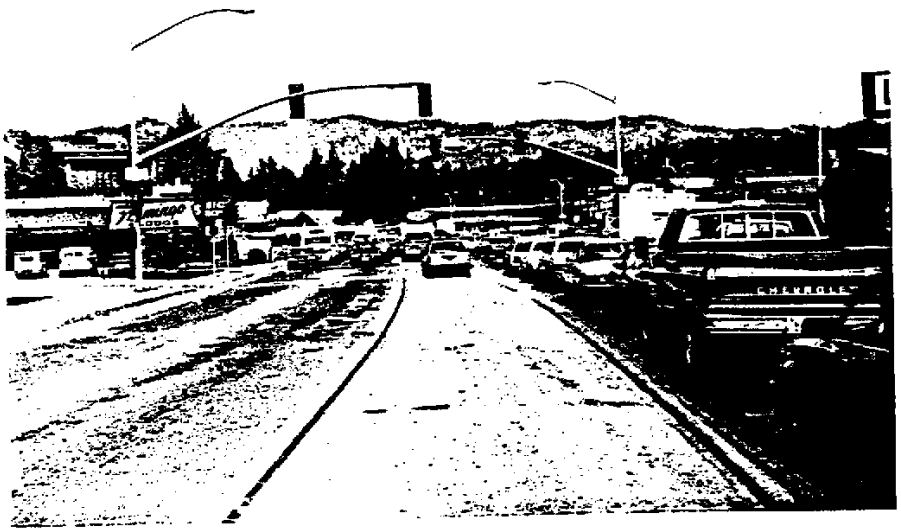
View of roadway and mountains looking west from the Route 50/89 south junction near Meyers.

View of mountains and golf course in Tahoe Basin looking west.

Route 50 looking south from Route 50/89 north junction in South Lake Tahoe.



Route 50 at Tahoe Avenue in South Lake Tahoe looking north.



Traffic congestion on Route 50 in South Lake Tahoe facing east.

View of South Lake Tahoe and Route 50 from 18th floor of Harrah's Casino-Hotel looking west.

DRAFT

EL DORADO COUNTY

SCENIC HIGHWAY REPORT

SEGMENT 4

STATE HIGHWAY 89
LUTHER PASS
to
TAHOMA
P.M. 0.00 - P.M. 27.41

By

CALTRANS
DISTRICT 3
PLANNING BRANCH A

April 1985

W.R. GREEN
District Director
District 3, Marysville

DRAFT

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D. Map 3: Bicycle Trails

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I. DEFINITION OF TERMS

A. SCENIC HIGHWAY: An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty which together with the adjacent scenic corridors requires special scenic conservation treatment.

B. SCENIC CORRIDOR: A band of land visible from and generally adjacent to, but outside of, the highway right of way having scenic, historical or other aesthetic characteristics.

C. TURNOUT: A relatively level area adjacent to the traveled portion of the highway and wide enough for safe parking. It may be paved or unpaved.

D. VISTA POINT: A roadside area provided for motorists to stop their vehicles beyond the shoulder primarily for viewing the scenery in safety.

E. SAFETY ROADSIDE REST: A roadside area provided for motorists to stop and rest for short periods. It includes parking facilities separated from the roadway, drinking water, toilets and may include tables, benches, telephones, information panels and other facilities for motorists.

F. PICNIC AREA: An area off the right of way, provided by others, containing picnic tables and trash receptacles. It should be easily accessible from the highway and provide for parking. It does not necessarily contain water or sanitary facilities.

II. THE REPORT

A. Suggested Scenic Highway Corridor Boundaries

This scenic highway study covers the area along Highway 89 within El Dorado County (PM 0.00 to 27.41). The El Dorado/Alpine County line is also the southern border of the Eldorado National Forest lands administered by their Lake Tahoe Basin Management Unit. Route 89 in Alpine County has been already designated as a scenic highway. The section of Highway 89 between the Alpine County Line and the south junction with U.S. 50 at Meyers (89 PM 8.55/50 PM 70.62) is also known as Luther Pass Road. The portion of Highway 89 from Meyers to the South Lake Tahoe Y (Route 89/50 separation (89 PM 8.56/50 PM 75.45)), although signed as 89 and 50, is officially designated as U.S. 50, a length of 4.85 miles. The route from the south junction northward is also called Emerald Bay Road. The south and west limits of scenic highway corridor boundaries are those of the Tahoe Regional Planning Agency (TRPA). The north and east limits are the El Dorado County line with Placer County and Douglas County, Nevada. The north and east boundaries lie predominately within Lake Tahoe.

B. Scenic and Historical Elements within the Suggested Corridor

In 1887, the Board of Supervisors of Placer County established a road from the north end of Lake Tahoe to McKinney's (eight miles south of Tahoe City), thus becoming the first segment of highway down the west side of the lake.

Tourists then began pressing for direct land access from one end of Lake Tahoe to the other either by wagon or automobile, as at that time they were forced to travel either 30 miles by ferry or barge or go from South Lake Tahoe through Nevada and back through Truckee, a distance of more than 100 miles.

By 1911 the State Legislature funded a road between McKinney's and the Placerville-Tahoe wagon road, now known as Route 50.

In 1915 the Legislature placed under State control the entire highway along the west side of the lake, from Mays Junction (the South Lake Tahoe Y) through Tahoe City to Truckee.

All of the portion of Route 89 covered in this study is located in a forest environment which varies from quite open to very dense. Through the denser areas, the roadway creates a cleared strip through the trees. The notch effect of this clearing is largely mitigated by

the canopying effect, self-closed by the winding roadway alignment through the forest. Vistas of far ridges are afforded the traveler at occasional large openings in the forest or where the highway is located along the edge of an exposed slope. Many unpaved turnouts exist along Route 89, which provide opportunities for motorists to stop safely. These turnouts range from small ones, which are adequate for only one or two cars, to the formal vista points with room for many vehicles.

Just north of Cascade Lake, the motorist finds a view of striking contrast. The landscape changes from near views confined by conifers to open views of Cascade Lake and Emerald Bay. The major portion of this route provides an aesthetic relationship between forest and lake. At the south head of Emerald Bay and bordering the lake road, high on the mountain, a panoramic promontory, Inspiration Point, is located. However, Inspiration Point is not labeled on the highway and is not a designated Vista Point. A brilliant panorama of Emerald Bay, Fannette Island, Lake Tahoe and the distant Nevada shore can be seen from the Vikingsholm Vista Point. Eagle Falls can also be seen after stopping at Vikingsholm Vista Point and hiking a few feet.

Route 89, in addition to its purely scenic qualities, provides traffic service for recreational use. In 1880, Elias J. "Lucky" Baldwin, a San Francisco stock speculator and realtor, assumed ownership of the Tallac Point House and proceeded to expand the original operations to include a lavish casino and new hotel called the Tallac. At the Tallac Historic Site, one finds the foundations of Lucky Baldwin's 40-room hotel and 3-1/2 story casino which was one of the prominent late-1800 resorts. Here guests were able to fish, swim, stroll in the gardens and even go frogging in nearby Taylor Creek.

D. L. Bliss and Emerald Bay State Parks include six miles of magnificent Lake Tahoe shoreline and have 268 family campsites, twenty of which are accessible only by foot or by boat. Swimming, sunbathing, fishing, boating and hiking are popular activities. A major attraction of Emerald Bay State Park is Vikingsholm Mansion. Considered the finest example of Scandinavian architecture in the western hemisphere, Vikingsholm is nestled at the foot of Emerald Bay. This mansion is reached by trail from the parking lot at the Vikingsholm Vista Point. The hike is about a mile down hill.

The Erhman Mansion, located at Sugar Pine Point State Park is open for public tours beginning mid-June for the summer season. The majestic Erhman Mansion,

acquired by California Department of Parks and Recreation in 1965, has until recently stood as a virtual shell. At the time of acquisition, most of the elaborate furnishings were sold by the Erhman family at auction. Now, after 17 years, the Erhman Mansion is once again furnished in a manner similar to that of its 1920's heyday.

C. Relationship of the Roadway to its Surrounding Environment

The portion of Highway 89 under consideration in this study begins as a two-lane undivided highway at Luther Pass, elevation 7,740 feet, (the El Dorado/Alpine County line) and remains two lanes to south junction of Route 50 with narrow shoulders and occasional unimproved turnouts. Just north of the county line there is a large swampy meadow on the west side adjacent to the highway, green in spring and summer, brown in autumn and white with snow in the winter. To the east of and accessible from Highway 89 is an area of numerous hiking trails and lakes known as Meiss Country. Further on is a vista point also on the west side (PM 5.6), where Highway 50 can be seen in the distance descending from Echo Summit. Progressing northward, highway elevation and forest density decreases through Christmas Valley where half-acre residential lots are scattered amongst the trees (PM 8.40).

From the South Lake Tahoe Y (PM 8.56), also known as Mays Junction, to West Way (the northwestern South Lake Tahoe city limit (PM 9.71)), Highway 89 passes through sylvan residential and commercial areas. This is a four-lane highway divided by a median turning lane. Bike lanes are also provided along the highway within the city. Passing the city limit the highway tapers to two lanes and remains so throughout the remainder of the study area to Tahoma (PM 27.41). Beyond the city limit, the bicycle trail separates from the highway and for almost its entire length, the path is 20 to 100 or more feet from the road. Only at one point in the Camp Richardson area does the bike path swing back from Forest Service land to parallel the highway for a few hundred yards. (For location of bicycle trails refer to Appendix D.)

Highway 89 enters the Eldorado National Forest north of the South Lake Tahoe city limit. Dense conifers surround the highway. The Lake Tahoe Visitor Center (PM 11.30) for regional recreational information is located at Camp Richardson (elevation 6,247 feet), within the park. Maps of the various local state parks, campgrounds, picnic areas and bike path are

displayed. Beyond Camp Richardson, the view opens out and mountain ridges covered with snow can be observed in the background. Highway 89 starts to wind and climb up to the Cascade Lake area where Lake Tahoe comes into view.

This highway along the west shore of Lake Tahoe winds through vast glacial deposits containing large amounts of loose granite and rock with high cuts and fills. Highway 89 around Emerald Bay reaches 7,000 feet elevation. When a warming period follows a freeze, rock and debris may loosen and roll. This is most frequent during Spring months. However during a freeze cycle, ice and snow grip the rocks and there is little danger from rock slides. However, in the Spring the effect of daily variations in temperature on these glacial deposits and high talus slopes contributes to a continuing possibility of slides. Portions of the highway are also subject to snow avalanches resulting in the closure of the highway during Winter and Spring. Through the years there have been many slides, but the largest, most memorable one was in late 1955 when snow and rock came down from the top of the Maggies Peaks south of Eagle Falls and cut a swath over 800 feet wide to Emerald Bay 1,000 feet below. The highway was closed for nearly a year.

There are occasional turnouts along the northern segment of the highway. At Emerald Bay, the Inspiration Point and Vikingsholm (Eagle Falls) Vista Points are spectacular. Then the roadway passes through the Meeks Bay community with its minor streets and pedestrian crossings and wide shoulders. The study area ends about three miles further on at Tahoma (PM 27.41), the Placer County line.

D. Proposed Realignments or Improvements of the Route

There are five projects along the study area that are budgeted in the 1985-86 PSTIP. These projects are:

1. From Route 50 to 0.3 mile north of West Way (PM 8.6/10.1).

   Structural section repair, repaving, crack sealing, patching and raising drainage inlets. Scheduled for construction in 1985-86.

2. At Vikingsholm (Emerald Bay) Vista Point and picnic area (PM 17.3/17.7).

   Expanding the vista point, paving, signing and striping, and widening the shoulders. Scheduled for construction in 1987-88.

3. From D. L. Bliss State Park to 1.5 miles south of Rubicon Bay (PM 19.3/20.7).

   Adding gutters and stablizing of slopes by means of walls (rock wall or concrete retaining wall), building settling basins and sand traps. Scheduled for construction in 1985-86.

4. From 0.3 mile south of Scenic Drive to Rubicon Drive

   Erosion control (PM 21.8/22.6)
   Scheduled for construction in 1986-87.

5. From Rubicon Road to Silver Tip Drive (PM 22.7/23.5).

   Erosion control, drainage improvements and slope stabilization. Scheduled for construction in 1987-88.

III. APPENDICES

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Map 1: Corridor Boundary

Map Showing
- a. Highway 89
- b. Topography
- c. Corridor Boundaries
- d. Profile Chart

APPENDIX B

Eldorado National Forest, State Parks, Campgrounds, Picnic Areas and Vista Points within the Study Limit.

APPENDIX C

Map 2: Points of Interest

Map Locations
- a. Highway 89
- b. Campgrounds
- c. Picnic Areas

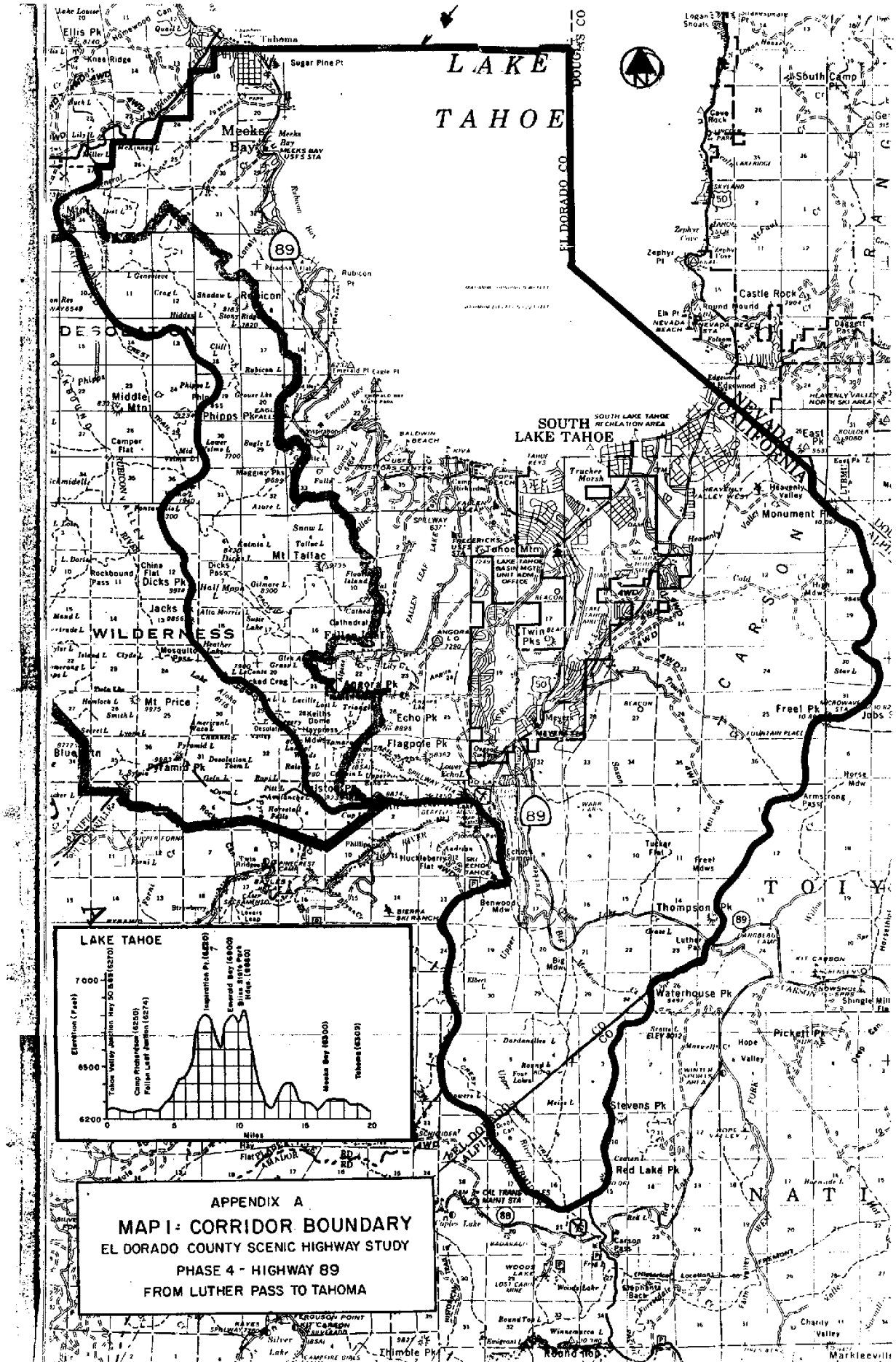
APPENDIX D

Map 3: Bike Path

Map Locations
- a. Bike Route
- b. Campgrounds
- c. Picnic Areas

APPENDIX E

Photographic Essay



APPENDIX A

MAP I: CORRIDOR BOUNDARY

EL DORADO COUNTY SCENIC HIGHWAY STUDY

PHASE 4 - HIGHWAY 89

FROM LUTHER PASS TO TAHOMA

APPENDIX B

ELDORADO NATIONAL FOREST, STATE PARKS, CAMPGROUNDS, PICNIC AREAS AND VISTA POINTS WITHIN THE STUDY LIMIT.

A. State Parks:

1. Emerald Bay PM 15.36
2. D. L. Bliss PM 19.54
3. Sugar Pine Point PM 26.58

B. Campgrounds

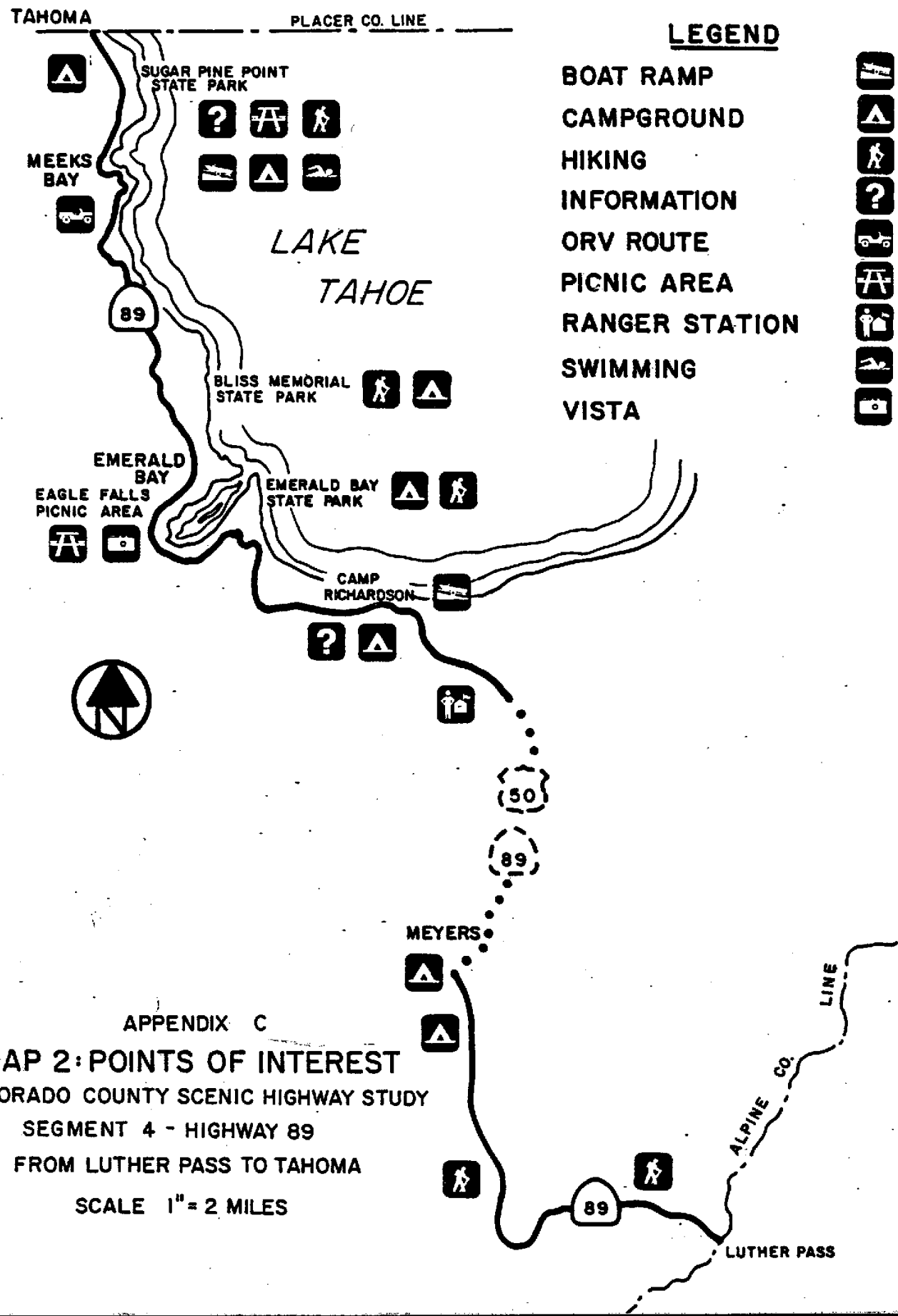
1. Kampgrounds of America (KOA) (privately operated) ED 50 PM 70.16.
2. Tahoe Pines ED 50 PM 70.26
3. Camp Richardson PM 10.98
4. Fallen Leaf PM 11.65
5. Eagle Point (Emerald Bay State Park) PM 15.4
6. Bay View PM 16.23
7. Eagle Falls Public Campground PM 17.2
8. Pine Flat (D. L. Bliss State Park) {Entrance to
9. Ridge Road (D. L. Bliss State Park) {Campgrounds
10. Beach Road (D. L. Bliss State Park) {PM 19.31
11. General Creek (Sugar Pine Point State Park) PM 26.58

C. Picnic Areas

1. Pope Beach (Camp Richardson Campground) PM 10.78
2. Kiva Beach (Camp Richardson Compground) PM 11.65
3. Baldwin Beach (Camp Richardson Campground) PM 12.51
4. Eagle Falls PM 17.17
5. Sugar Pine Point State Park Picnic Area PM 25.9

D. Vista Points

1. Christmas Valley - west side of Highway 50, PM 5.6
2. Inspiration Point (at Emerald Bay) PM 16.54 (not designated - no sign)
3. Vikingsholm (Eagle Falls) PM 17.4
4. Meeks Bay PM 25.05.



APPENDIX C

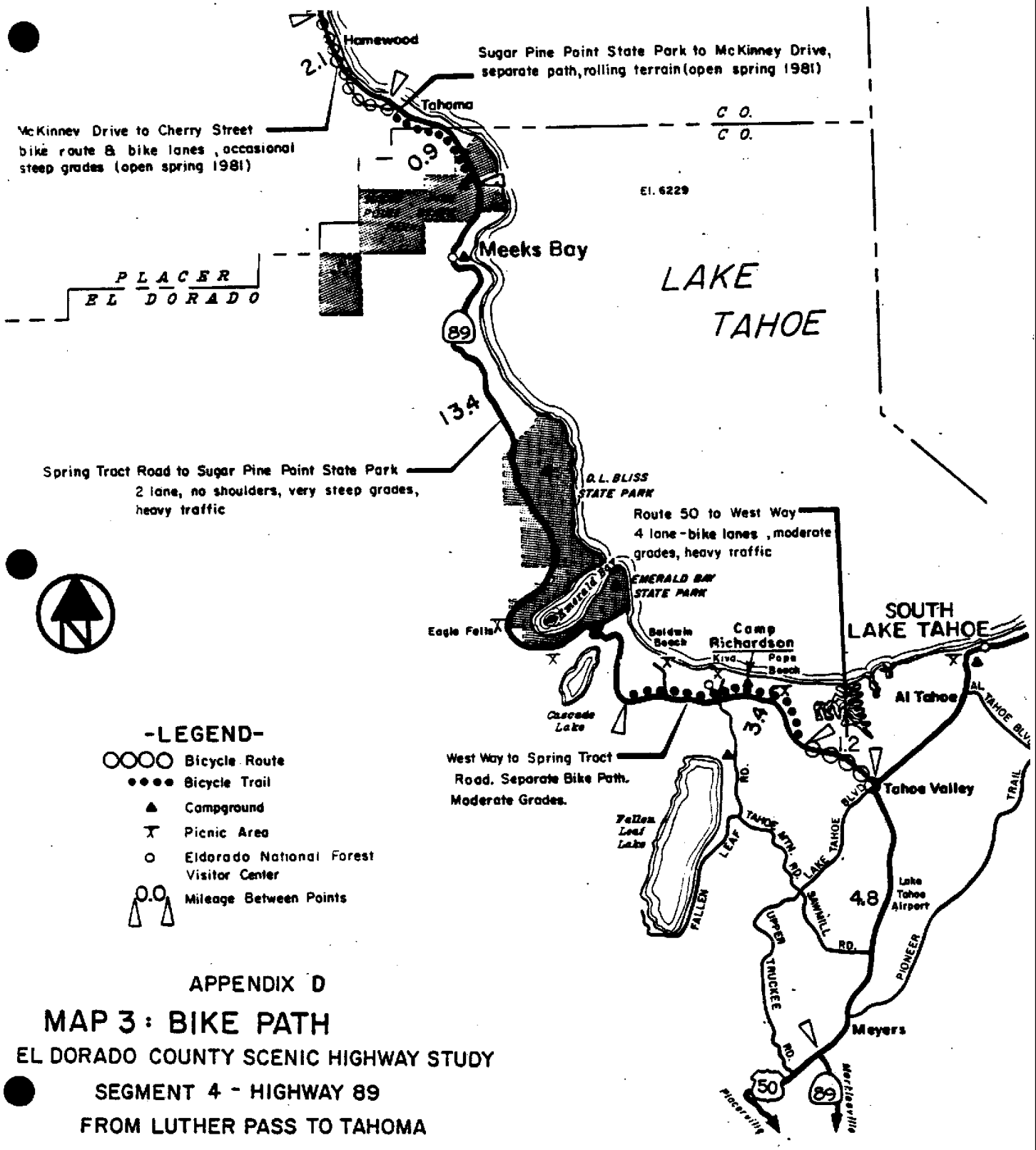
MAP 2: POINTS OF INTEREST

EL DORADO COUNTY SCENIC HIGHWAY STUDY

SEGMENT 4 - HIGHWAY 89

FROM LUTHER PASS TO TAHOMA

SCALE 1" = 2 MILES



-LEGEND-

- Bicycle Route
- Bicycle Trail
- Campground
- Picnic Area
- Eldorado National Forest Visitor Center
- 0.0 Mileage Between Points

APPENDIX D

MAP 3: BIKE PATH

EL DORADO COUNTY SCENIC HIGHWAY STUDY

SEGMENT 4 - HIGHWAY 89

FROM LUTHER PASS TO TAHOMA

SCALE 1" = 2 MILES

POOR QUALITY ORIGINAL (S) TO FOLLOW

HIGH DESERT MICROIMAGING, INC.
1225 FINANCIAL BLVD
RENO, NV 89502
(775) 359-6980

APPENDIX E

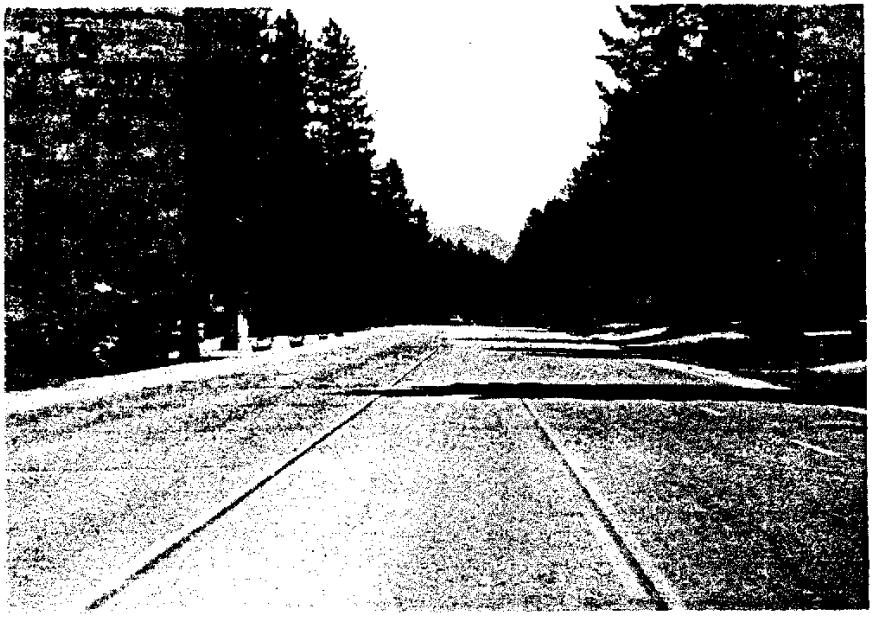
Photographic Essay

The following photos are representative of the views along Highway 89 from the roadway. Photo numbers are referenced to points on the location map.

View to the east, Alpine - El Dorado County line. Beginning of study. Note scenic highway designation in Alpine County.

View to the east, PM 1.47. Meadow land around Grass Lake, Luther Pass Road (Highway 89).

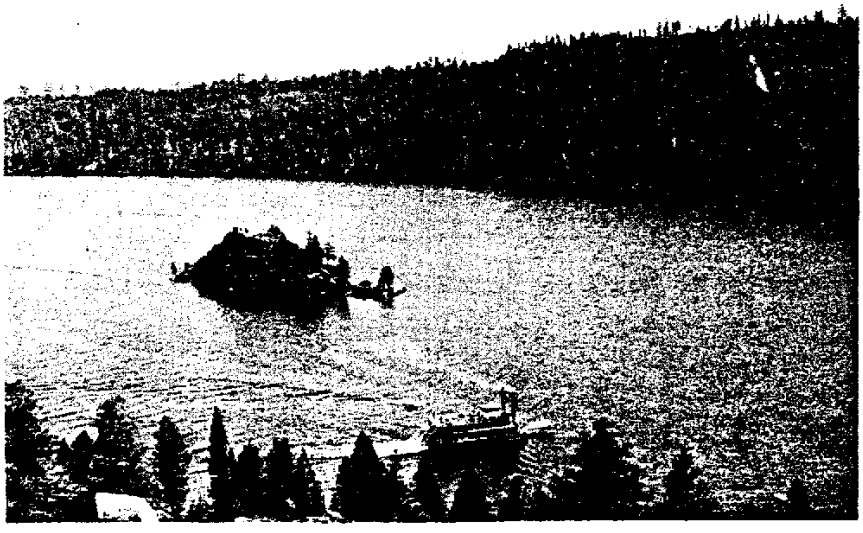
View to the south. Luther Pass Road, approximately half a mile to South junction Route 50 (Meyers).



View to the east, Emerald Bay Road (Highway 89) within South Lake Tahoe City limits.

View to the southwest, Cascade Lake and Desolation wilderness area (forest beyond the lake).

View to the northeast, Vikingsholm Vista Point looking towards Emerald Bay.



View to the east. Vikingsholm Vista Point looking towards Emerald Bay, Fannette Island and Tahoe Queen Paddle Wheel.

View to the southeast, Vikingsholm Vista Point, showing Route 89 in distance.

View to the north, Route 89 passing through Meeks Bay community, elevation 6250 feet.