

APPENDIX G-1:

Scoring Roadway Units

MANMADE FEATURES: These apply to building, signs, piers, utility lines, and other features made by man, including prominent scars on the landscape. Whether these features are desirable or undesirable depends on such factors as location, design, color, size, and material.

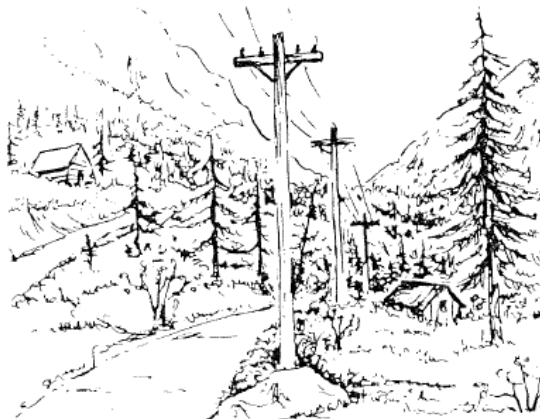
These manmade features detract from the natural scene.

Rating: 1



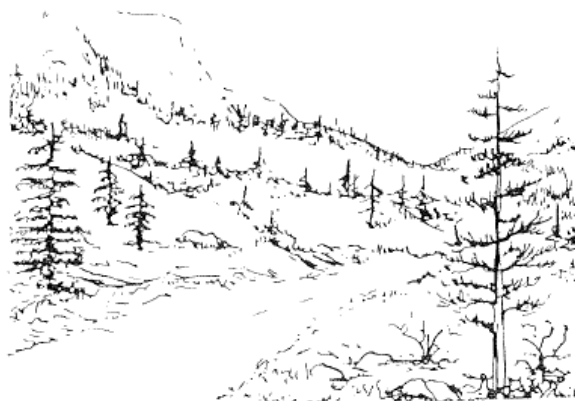
These manmade features cause only temporary distractions.

Rating: 3



Manmade features do not detract from natural landscape scene.

Rating: 5



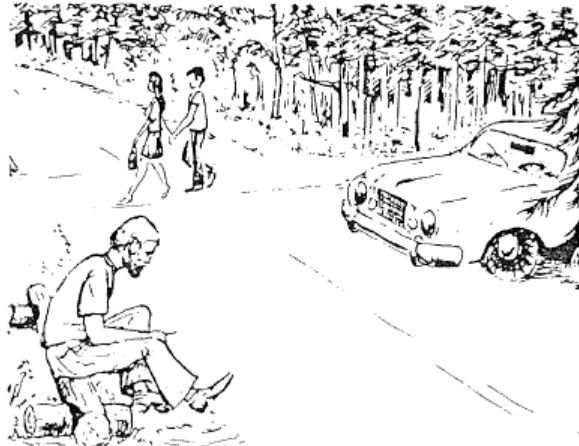
From: *Scenic Analyses of the Lake Tahoe Region: A Guide to Planning*. Prepared for the Tahoe Regional Planning Agency and Forest Service, U.S. Department of Agriculture. May 1971.

Scoring Roadway Units

PHYSICAL DISTRACTIONS TO DRIVING ALONG ROADWAY: These items can create distractions that decrease pleasure of the drive. These distractions include hazards created by uncontrolled access and poor access road takeoff or entrance points that create traffic backup.

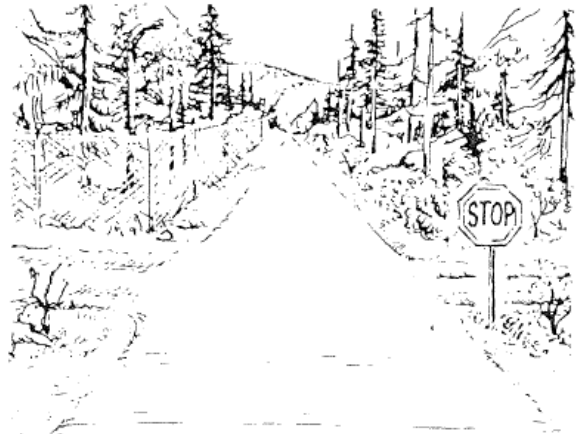
Physical distractions interfere with enjoyment of the drive.

Rating: 1



Physical distractions cause some interference with enjoyment of the drive.

Rating: 2



Physical distractions do not interfere with enjoyment of the drive.

Rating: 5



Scoring Roadway Units

CHARACTERISTICS OF ROADWAY: The roadway can add to or detract from the traveler's pleasure. Good alignment takes advantage of natural terrain features, avoids road scars, adds variety and vistas to the drive, and avoids ugly areas. Physical alignment is also a part of this evaluation. A road may have horizontal or vertical curves that are difficult to drive on or that detract from the view. Straight roads lack variety and can evoke a negative response from the viewer.

Road detracts from the natural scene because of alignment, cuts, fills, etc.

Rating: 1



Road causes some detraction from the natural scene.

Rating: 3



Road enhances the visual experience.

Rating: 5



Scoring Roadway Units

VIEWS OF LAKE: One main reason why people visit this region is to see the Lake. Some roadways offer outstanding view of the Lake, but some sections offer no such views. Many view areas are on access roads into the region. They should be evaluated, in addition to the present perimeter highways, so that this factor can be used as a consideration in future road upgrading and location. This factor can also be used to determine areas along the roadway where timber may be cut to improve vistas.

Travel zone is frustrating because it does not offer views of the Lake.

Rating: 1



Travel zone offers glimpse of the Lake.

Rating: 3



Travel zone offers many good views of the Lake.

Rating: 5



Scoring Roadway Units

LANDSCAPE VIEWS: Extensive scenic views reward the visitor, but closed spaces prevent him from seeing the landscape. Looking over a cliff into space or looking up at massive mountains can be very rewarding even to the person who is already acquainted with the scene.

Travel zone gives no opportunity to view natural landscape expanses.

Rating: 1



Travel zone gives only limited opportunity to view natural landscape expanses.

Rating: 3



Travel zone gives many opportunities to view natural landscape expanses.

Rating: 5



Scoring Roadway Units

VARIETY: Variety along a travel route is created by changes in the total landscape. These changes can be created by topography, vegetation, water or manmade facilities. When these changes harmonize with the natural environment, they are very desirable. Lack of variety over an extended drive can bore a traveler.

Travel zone is monotonous.

Rating: 1



Travel zone has some variety.

Rating: 3



Travel zone has much variety.

Rating: 5



Appendix G-1: Scenic Travel Route Ratings

Roadway Units

Roadway Unit 1. Tahoe Valley (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	11	2	2	2	1	2	2	N
1991	11	2	2	2	1	2	2	N
1996	12	3	2	2	1	2	2	N
2001	12	3	2	2	1	2	2	N
2006	12	3	2	2	1	2	2	N
2011	12	3	2	2	1	2	2	N
2015	12	3	2	2	1	2	2	N

1996 Comments: The man-made features subcomponent has improved with the addition of several new and several remodeled buildings of improved architecture. The addition of a new nursery and other landscaping along the corridor has contributed to the improved condition, as well as new or remodeled signs which conform to TRPA's sign ordinance.

2001 Comments: No change to the scenic condition occurred. The scores for lake views and variety have been switched to reflect correction of a long standing typographical error. This unit is not in threshold attainment.

2006 Comments: No Comments.

2011 Comments: No Comments.

2015 Comments: Some new redevelopment has occurred within this unit resulting in notable improvements, but they have not altered the score. Significant roadwork is planned in this unit, which should be assessed in future years.

Roadway Unit 2. Camp Richardson (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	20	4	4	4	2	3	3	A
1991	19	4	3	4	2	3	3	N
1996	19	4	3	4	2	3	3	N
2001	18	3.5	2.5	4	2	3	3	N
2006	20	4	3	4	2	3.5	3.5	A
2011	20	4	3	4	2	3.5	3.5	A
2015	20	4	3	4	2	3.5	3.5	A

1991 Comments: Decrease in roadway distraction subcomponent due to added congestion with other users including mopeds, horses, cyclist; added roadside sales, rentals.

1996 Comments: There was no change to the unit's ratings during the past five years; however, an addition to the SQIP is needed to reflect the change in the 1991 Evaluation rating.

2001 Comments: Both man-made features and roadway distractions drop due to the increase in congestion and impacts from temporary and seasonal uses. This includes temporary sign and banner clutter, increased on and off street parking visible from the roadway, and outdoor storage of recreational equipment. This has occurred at Camp Richardson and at the entrance to Valhalla. This unit is not in threshold attainment and is at risk.

2006 Comments: Improvements in scores have been realized due to recent improvements to the historic structures located at Camp Richardson and the reduction of impacts from signage and parking.

2011 Comments: No Comments.

2015 Comments: Forestry work has opened views into the forest along the roadway and at the Camp Richardson Campground which has not changed the visual quality, but has created a more open forest.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 3. Emerald Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	26	5	3	3	5	5	5	A
1991	26	5	3	3	5	5	5	A
1996	26	5	3	3	5	5	5	A
2001	26.5	5	3.5	3	5	5	5	A
2006	26.5	5	3.5	3	5	5	5	A
2011	26.5	5	3.5	3	5	5	5	A
2015	26.5	5	3.5	3	5	5	5	A

1996 Comments: No comments.

2001 Comments: This evaluation includes correction of the roadway distractions score for the period 1982-2001, reflecting on highway parking and roadway pedestrian and vehicle congestion. Building a designated trail and improving the parking at the Vikingsholm parking lot have made improvements. Landscape quality is negatively affected by standing dead trees, although this is insufficient to lower the score. Some improvement related to bare slope revegetation is noted.

2006 Comments: No comments.

2011 Comments: Caltrans has recently replaced some of the original safety barriers along the east side of the road at Emerald Bay. The replacement barriers have the same surface texture, color, stone pattern, and configuration as the original hand-built stone barriers and thereby maintain the visual quality of the highway corridor in this highly scenic setting.

2015 Comments: No change to scenic quality. The smooth concrete retaining walls on the west side of the road south of Emerald Bay should be modified to include texture and for natural colors. Illegal roadside parking along Emerald Bay is extensive and causes visual distraction.

Roadway Unit 4. Bliss State Park (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	21	5	5	3	3	2	3	A
1991	21	5	5	3	3	2	3	A
1996	21	5	5	3	3	2	3	A
2001	21	5	5	3	3	2	3	A
2006	21	5	5	3	3	2	3	A
2011	21	5	5	3	3	2	3	A
2015	21	5	5	3	3	2	3	A

1996 Comments: No comments.

2001 Comments: A new driveway entrance is noticeable, but not sufficient to degrade scores.

2006 comments: No comments.

2011 Comments: No Comments.

2015 Comments: New roadway curb and gutter is under construction but does not affect the scenic score.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 5. Rubicon Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	17	2	3	1	4	4	3	A
1991	18	2	3	2	4	4	3	A
1996	18	2	3	2	4	4	3	A
2001	18	2	3	2	4	4	3	A
2006	18	2	3	2	4	4	3	A
2011	18	2	3	2	4	4	3	A
2015	18	2	3	2	4	4	3	A
1991 Comments: Increase in road structure subcomponent due to addition of erosion control and rock slope protection of cut slope.								
1996 Comments: No comments.								
2001 Comments: No comments.								
2006 Comments: No comments.								
2011 Comments: No Comments.								
2015 Comments: New single family residence on Glen Drive is a light color that creates distractions but not sufficient to lower score.								

Roadway Unit 6. Lonely Gulch (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	17	2	3	2	4	4	2	A
1991	17	2	3	2	4	4	2	A
1996	18	2	3	3	4	4	2	A
2001	18	2	3	3	4	4	2	A
2006	18	2	3	3	4	4	2	A
2011	18	2	3	3	4	4	2	A
2015	18	2	3	3	4	4	2	A
1996 Comments: Added rock slope protection and curb and gutter along most of this unit's length have improved the road structure subcomponent.								
2001 Comments: Revegetation establishment is noticeable along the cut slopes and strengthens the score improvement noted in 1996.								
2006 Comments: No comments.								
2011 Comments: No comments.								
2015 Comments: No comments.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 7. Meeks Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	3	2	3	2	1	2	N
1991	13	3	2	3	2	1	2	N
1996	13	3	2	3	2	1	2	N
2001	14	3	2	3	2	2	2	N
2006	14	3	2	3	2	2	2	N
2011	14	3	2	3	2	2	2	N
2015	14	3	2	3	2	2	2	N

1996 Comments: No comments.

2001 Comments: This evaluation includes an amended score to reflect view of Meeks Creek and its meadow. Roadside parking continues to be a distraction. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: The new sound wall near Meeks Bay Campground blocks some visual distractions associated with the campground, but is an unattractive design although not sufficient to lower score.

Roadway Unit 8. Sugar Pine Point (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	23	4	5	4	3	4	3	A
1991	23	4	5	4	3	4	3	A
1996	23	4	5	4	3	4	3	A
2001	23	4	5	4	3	4	3	A
2006	23	4	5	4	3	4	3	A
2011	23	4	5	4	3	4	3	A
2015	23	4	5	4	3	4	3	A

1996 Comments: No comments.

2001 Comments: Debris remaining in General Creek after the 1997 flood has not been removed. The debris is not highly noticeable.

2006 Comments: No comments.

2011 Comments: No Comments.

2015 Comments: Forest thinning has created a noticeable change, but not a negative impact.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 9. Tahoma (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	2	2	3	1	3	2	N
1991	13	2	2	3	1	3	2	N
1996	13	2	2	3	1	3	2	N
2001	14	3	2	3	1	3	2	N
2006	14	3	2	3	1	3	2	N
2011	14	3	2	3	1	3	2	N
2015	14	3	2	3	1	3	2	N

1996 Comments: No comments.

2001 Comments: The increase in man-made features reflects both improved structure maintenance (primarily structure painting), and an adjustment to previous ratings to reflect the generally better scenic quality in the commercial area than previously credited. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Roadway Unit 10. Quail Creek (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	14	2	2	3	2	2	3	N
1991	14	2	2	3	2	2	3	N
1996	14	2	2	3	2	2	3	N
2001	14	2	2	3	2	2	3	N
2006	15.5	2.5	2	3	3	2	3	A
2011	15.5	2.5	2	3	3	2	3	A
2015	15.5	2.5	2	3	3	2	3	A

1996 Comments: No comments.

2001 Comments: No comments. This unit is not in threshold attainment.

2006 Comments: Recent upgrades to existing residential units have improved the overall architectural features and the introduction of extensive landscaping along Highway 89 resulted in an improvement to the man-made feature score for this unit. The lake view score was amended to reflect the sweeping and generally unobstructed panoramic view of the lake and distant east shore from this highway unit.

2011 Comments: No Comments.

2015 Comments: Tear down and rebuild on corner of meadow is a large building with good design characteristics.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 11. Homewood (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	2	1	3	3	2	2	N
1991	12	2	1	3	2	2	2	N
1996	12	2	1	3	2	2	2	N
2001	11.5	2	1	3	1.5	2	2	N
2006	12.0	2.5	1	3	1.5	2	2	N
2011	12.0	2.5	1	3	1.5	2	2	N
2015	12.5	2.5	1	3.5	1.5	2	2	N

1996 Comments: No comments.

2001 Comments: Reduction in lake views due to new large residences at the north end of the unit. The unscreened modular structure at Homewood Mountain Resort produces negative effects on man-made features, although it is not sufficient to drop the score. This unit is not in threshold attainment and is at risk.

2006 Comments: Recent upgrades that has improved the overall architectural features and extensive landscaping and a sidewalk has been introduced that improves the overall aesthetic character of this unit has resulted in an improvement to the man-made features score.

2011 Comments: No comments.

2015 Comments: Curb and gutter project along SR 89 better defines the roadway and improves the road structure.

Roadway Unit 12. Tahoe Pines (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	17	2	2	4	3	3	3	A
1991	17	2	2	4	3	3	3	A
1996	17.5	2.5	2	4	3	3	3	A
2001	17.5	2.5	2	4	3	3	3	A
2006	17.5	2.5	2	4	3	3	3	A
2011	17.5	2.5	2	4	3	3	3	A
2015	17.5	2.5	2	4	3	3	3	A

1996 Comments: The utility undergrounding project along the roadway near Cherry Street has slightly improved the man-made features subcomponent.

2001 Comments: The addition of several new fences continues a trend identified as a problem in the SQIP. Continuation of this trend will adversely affect the man-made features rating.

2006 Comments: No comments.

2011 Comments: No Comments.

2015 Comments: Significant roadwork planned, which should be assessed in future years.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 13. Sunnyside (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	14	2	2	4	1	2	3	N
1991	14	2	2	4	1	2	3	N
1996	14	2	2	4	1	2	3	N
2001	14	2	2	4	1	2	3	N
2006	14	2	2	4	1	2	3	N
2011	14	2	2	4	1	2	3	N
2015	14	2	2	4	1	2	3	N

1996 Comments: No comments.

2001 Comments: Several large rebuilds on the lake are visible from the roadway, but generally avoid scenic degradation. However, new fences continue a generally negative trend. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Roadway Unit 14. Tahoe Tavern (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	2	2	4	1	2	2	N
1991	14	2.5	2	4	1	2.5	2	N
1996	14.5	3	2	4	1	2.5	2	N
2001	14.5	3	2	4	1	2.5	2	N
2006	15.5	3	2.5	4	1.5	2.5	2	A
2011	15.5	3	2.5	4	1.5	2.5	2	A
2015	15.5	3	2.5	4	1.5	2.5	2	A

1991 Comments: Increase in man-made features and landscape views subcomponents due to redevelopment of 64-acre tract and removal of structures; organized entry and parking.

1996 Comments: The utility undergrounding project near the meadow combined with redevelopment in and near 64-Acre Tract (e.g., Tahoe Tree Co.) slightly improved the man-made features subcomponent.

2001 Comments: Parking lot redesign at the Bridgetender improves roadway distractions in that area, but the spaces left on the highway continue to add to the congestion and confusion at the bridge and prevent improvement in the score. This unit is not in threshold attainment.

2006 Comments: Renovations of the Gatekeepers Museum and associated facilities has improved the roadway distraction score. In addition, the recent completion of the bridge spanning the dam has improved visual access to lake views.

2011 Comments: No comments.

2015 Comments: Changes to Fanny Bridge should be assessed in future years. The Tahoe City Transit Center includes interesting architecture and natural materials which does not detract from the score.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 15. Tahoe City (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	12	1	1	2	3	3	2	N
1991	12	2	1	2	3	3	2	N
1996	12	2	1	2	3	3	2	N
2001	16.5	3	2	2	3.5	3	3	Y
2006	16.5	3	2	2	3.5	3	3	Y
2011	16.5	3	2	2	3.5	3	3	Y
2015	16.5	3	2	2	3.5	3	3	Y

1996 Comments: No comments.

2001 Comments: Big improvement results from the downtown project due to streetscape improvements, improved access to lake views, and reduction in roadway distractions. Some commercial facade improvements have also been made, although the loss of landscape screening in the Safeway parking lot produces unnecessary degradation. This unit is now in threshold attainment.

2006 Comments: Access improvements to Commons Beach is noted in this evaluation as having positive scenic benefits but not enough to warrant a change in the overall score.

2011 Comments: No Comments.

2015 Comments: Corrected variety typo in 1991 and 1996.

Roadway Unit 16. Lake Forest (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	1	1	4	2	3	2	N
1991	13	1	1	4	2	3	2	N
1996	13	1	1	4	2	3	2	N
2001	16.5	2.5	3	4	2	3	2	A
2006	16.5	2.5	3	4	2	3	2	A
2011	16.5	2.5	3	4	2	3	2	A
2015	16.5	2.5	3	4	2	3	2	A

1996 Comments: No comments.

2001 Comments: Amendment to previous scores notes improved conditions related to developed areas. New homes and new office building noted, but they avoid degradation. Unit is in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 17. Cedar Flat (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	17	2	2	3	4	3	3	A
1991	17	2	2	3	4	3	3	A
1996	17	2	2	3	4	3	3	A
2001	15.5	2	2	3	3	2.5	3	N
2006	15.5	2	2	3	3	2.5	3	N
2011	16	2	2	3.5	3	2.5	3	N
2015	16	2	2	3.5	3	2.5	3	N

1996 Comments: No comments.

2001 Comments: Residential rebuilds, garages close to roadway and new fences result in important loss of lake views, reduction of landscape screening and views of native landscapes. This unit was considered at risk in 1996 and has realized a substantial drop since then. This unit is not in threshold attainment and continues to be at risk.

2006 Comments: No comments.

2011 Comments: The recent installation of curbs & gutters, road paving, and application of commercial stain product to roadside rock slope protection improve the appearance of the highway and roadside.

2015 Comments: No comments.

Roadway Unit 18. Carnelian Bay (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	14	1	1	3	4	3	2	N
1991	14	1	1	3	4	3	2	N
1996	14	1	1	3	4	3	2	N
2001	15.5	1.5	1	3	4	4	2	A
2006	15.5	1.5	1	3	4	4	2	A
2011	16	1.5	1	3.5	4	4	2	A
2015	16	1.5	1	3.5	4	4	2	A

1996 Comments: No comments.

2001 Comments: Improvements due to landscape restoration on both sides of Sierra Boat Company and painting large marina structure. The mural on the east side provides visual interest without detracting from natural setting and produces improvement to a large flat surface. These changes improve man-made features and landscape views. The new, large commercial structure currently under construction, with no mature vegetative screening, threatens these improvements. The low man-made features score places this unit at risk. This unit is now in threshold attainment.

2006 Comments: No comments.

2011 Comments: The recent installation of curbs & gutters, road paving, and application of commercial stain product to roadside rock slope protection improve the appearance of the highway and roadside.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 19. Flick Point (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	14	2	2	4	1	3	2	N
1991	14	2	2	4	1	3	2	N
1996	16	2	2	4	3	3	2	A
2001	15.5	2	2	4	2.5	3	2	A
2006	15.5	2	2	4	2.5	3	2	A
2011	16	2	2	4.5	2.5	3	2	A
2015	16	2	2	4.5	2.5	3	2	A
1996 Comments: No comments. (See below for explanation of the amended 1996 score.)								
2001 Comments: The quality of the lake views available in this unit are higher than scored previously, so the 1996 score is amended accordingly. Changes noted in 2001 include loss of some of the lake views due to large residential rebuilds that block lake views. This unit is in threshold attainment, yet will remain at risk.								
2006 Comments: No comments.								
2011 Comments: The recent installation of curbs & gutters, road paving, and application of commercial stain product to roadside rock slope protection improve the appearance of the highway and roadside.								
2015 Comments: No comments.								

Roadway Unit 20 A-D (Placer and Washoe Counties)

Unit 20, Tahoe Vista, was separated into four units in 2001 due to its length and diversity of character.

Roadway Unit 20A. Tahoe Vista (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	13	3	1	1.5	2.5	3	2	N
2006	13	3	1	1.5	2.5	3	2	N
2011	13.5	3	1	2	2.5	3	2	N
2015	13.5	3	1	2	2.5	3	2	N
1996 Comments: No comments made for this section.								
2001 Comments: This unit extends approximately 1.1 miles from Stage Drive to Beach St. Improvement since 1996 includes removal of a restaurant and expansion of the lake view at Agatam Beach. Increase in mass and scale of new lakeside structures affects lake views and landscape views, but has not yet produced decreases in the score. This unit is not in threshold attainment and is at risk.								
2006 Comments: No comments.								
2011 Comments: The recent installation of curbs & gutters, road paving, and application of commercial stain product to roadside rock slope protection improve the appearance of the highway and roadside.								
2015 Comments: No comments.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 20B. Kings Beach (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	12.5	2	2	1	3	2.5	2	N
2006	13.5	2.5	2.5	1	3	2.5	2	N
2011	13.5	2.5	2.5	1	3	2.5	2	N
2015	16	3	2.5	3	3	2.5	2	A

1996 Comments: Improvements in this area noted in 1996 are: completion of the California Tahoe Conservancy lakefront access project, several commercial remodels in Kings Beach, and completion of utility undergrounding have collectively improved the man-made features subcomponent.

2001 Comments: This unit extends approximately 1.2 miles from Beach St. to lakeside part of Chipmunk Dr. Improvements noted since 1996 include remodel of Safeway and landscaping and structure upgrade at the golf course, and the California Tahoe Conservancy removal of fence and spa building at North Tahoe Beach Center site. Some sign and facade improvements have also occurred in Kings Beach. The new fish mural is an improvement to a large blank wall without creating distraction from natural setting. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: Sidewalk medians, roundabouts and landscaping east of the Kings Beach Event Center made significant improvements to the road structure. Additional improvements are planned for the west side of the unit and should be assessed in future evaluations and additional increases in the road structure are expected. Redevelopment and new development have contributed positively to the man-made features.

Roadway Unit 20C. Brockway (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	16	3	3	1.5	3	3	2.5	A
2006	16	3	3	1.5	3	3	2.5	A
2011	16	3	3	1.5	3	3	2.5	A
2015	16	3	3	1.5	3	3	2.5	A

1996 Comments: Improvements in this area noted in 1996 are: The Brockway Hill erosion control project, with added rock slope protection, rock-lined channels and curb and gutter, has improved the road structure subcomponent.

2001 Comments: This unit extends approximately .7 miles from the lakeside part of Chipmunk Dr. to the state line.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 20D. North Stateline Casino Core (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	13	2.5	2.5	3	1	1	3	N
2006	13.5	2.5	3	3	1	1	3	N
2011	13.5	2.5	3	3	1	1	3	N
2015	13.5	2.5	3	3	1	1	3	N
1996 Comments: No comments.								
2001 Comments: This unit extends approximately .3 miles from the state line to the boundary of Unit 21. Important improvements realized with the sidewalk/landscaping project. This decreases roadside distractions and improves variety. This unit is not in threshold attainment.								
2006 Comments: Removal of the billboard located within this scenic unit has improved the roadway distraction score.								
2011 Comments: No comments.								
2015 Comments: No comments.								

Roadway Unit 21. Stateline (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	20	2	2	4	5	4	3	A
1991	18.5	1.5	2	4	5	3	3	N
1996	18.5	1.5	2	4	5	3	3	N
2001	18.5	1.5	2	4	5	3	3	N
2006	18.5	1.5	2	4	5	3	3	N
2011	18.5	1.5	2	4	5	3	3	N
2015	18.5	1.5	2	4	5	3	3	N
1991 Comments: Decrease in man-made features and landscape views subcomponent due to poorly sited new structures; new colors on condominium project; reduced views to landscape features from road.								
1996 Comments: There was no change to the unit's ratings during the previous five years; however, an addition to the SQIP is needed to reflect the change in the 1991 Evaluation rating.								
2001 Comments: View of large, light colored homes on the slopes above Incline Village threatens to degrade the landscape view from this roadway unit. This view increased by tree removal resulting from forest health improvement projects. This unit is not in threshold attainment and is at risk.								
2006 Comments: No comments.								
2011 Comments: No comments.								
2015 Comments: No comments.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 22. Crystal Bay (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	12	1	1	2	2	3	3	N
1991	12	1	1	2	2	3	3	N
1996	12	1	1	2	2	3	3	N
2001	13.5	1.5	2	2	2	3	3	N
2006	14	2	2	2	2	3	3	N
2011	14	2	2	2	2	3	3	N
2015	14	2	2	2	2	3	3	N

1996 Comments: No comments.

2001 Comments: Improvements include new sidewalks that benefit roadway distractions, although the lack of other urban streetscape amenities limits improvement. Some in-fill structures with good setbacks and design features, and some facade improvements raise the score for man-made features. This improvement is threatened, however, by color changes to several large condo developments that are too light. This unit is not in threshold attainment.

2006 Comments: Continue construction of the sidewalks and water quality BMP project has improved the man-made features for this unit.

2011 Comments: No comments

2015 Comments: Continued revegetation along roadsides provides incremental improvements.

Roadway Unit 23. Mt. Rose Highway (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	25	3	5	2	5	5	5	A
1991	25	3	5	2	5	5	5	A
1996	25	3	5	2	5	5	5	A
2001	25.5	3	5	3.5	5	4	5	A
2006	25.5	3	5	3.5	5	4	5	A
2011	25.5	3	5	3.5	5	4	5	A
2015	25.5	3	5	3.5	5	4	5	A

1996 Comments: No comments.

2001 Comments: Improvements in road structure result from landscape restoration along roadcuts with good treatments.

2006 Comments: No comments.

2011 Comments: Long, unsightly gabion baskets arranged in parallel rows have been installed by NDOT on the slope along the north side of the highway for slope stabilization and erosion control purposes. The gabions occur within a 1.8-mi segment between Apollo Way and Gale Street. They should be replaced with a more aesthetic treatment that does not degrade the scenic quality of the highway corridor the way the gabions do.

2015 Comments: New roundabout at 431 and 28 with landscaping. This is an aesthetic improvement but coloration of retaining wall detracts from its visual character.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 24. Washoe Meadows (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	26	4	5	3	5	5	4	A
1991	26	4	5	3	5	5	4	A
1996	26	4	5	3	5	5	4	A
2001	26	4	5	3	5	5	4	A
2006	26	4	5	3	5	5	4	A
2011	26	4	5	3	5	5	4	A
2015	26	4	5	3	5	5	4	A

1996 Comments: No comments.

2001 Comments: Improvements in road structure result from landscape restoration along roadcuts with good treatments.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Roadway Unit 25. Ponderosa Area (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	12	1	2	3	3	2	1	N
1991	11	1	1	3	3	2	1	N
1996	11	1	1	3	3	2	1	N
2001	11.5	1.5	1	3	3	2	1	N
2006	12.5	1.5	2	3	3	2	1	N
2011	12.5	1.5	2	3	3	2	1	N
2015	12.5	1.5	2	3	3	2	1	N

1991 Comments: Decrease in roadway distractions subcomponent due to addition of scattered farm machinery and unscreened outdoor vehicle storage; unapproved billboard-scale image.

1996 Comments: No change.

2001 Comments: A slight improvement to man-made features results from highway landscaping improvements along the Ponderosa parking lot and maturing vegetation in the frontage at the transfer station. More substantial improvement at the Ponderosa is prevented by the narrow width of the planted area and the vast expanse of asphalt, some of it used as an unscreened outdoor equipment storage area. This unit is not in threshold attainment and continues at risk.

2006 Comments: Removal of the non-conforming billboard at the Ponderosa Ranch has reduced roadway distractions within this unit.

2011 Comments: The recently constructed Lifepoint Church is a tall structure at the southeast corner of the SR 28 and Country Club Drive intersection. A monumental stone wall facing the roadway calls attention to the building. Landscaping provided between the roadway and the building will eventually screen part of the wall; however, it remains a dominant element in the view.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 26. Sand Harbor (Washoe County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	26	4	3	4	5	5	5	A
1991	26	4	3	4	5	5	5	A
1996	26	4	3	4	5	5	5	A
2001	26.5	4	4	3.5	5	5	5	A
2006	27	4	4.5	3.5	5	5	5	A
2011	27	4	4.5	3.5	5	5	5	A
2015	27	4	4.5	3.5	5	5	5	A

1996 Comments: No comments.

2001 Comments: Roadway distraction improvement resulting from removal of some roadside parking is somewhat offset by the poor material/color choice for the rockwork in the 1998 erosion control project (the rock is too angular and too light). Standing dead tree removal has improved landscape views and lake views in some areas. The new performance amphitheater on Sand Point is visible from the highway; completion of the mitigation measures will help it blend into the background. The new Memorial Point overlook and boundary fence at the State Park entrance represent improved conditions.

2006 Comments: Construction of visually permeable fence has reduced roadway distraction within this unit.

2011 Comments: The rock slope protection that exists on the east side of the highway in several locations within this unit should be treated with a commercial stain product to darken it and give it a weathered appearance. This will greatly reduce its visual contrast with the surrounding landscape and help preserve the otherwise outstanding scenic quality of the unit.

2015 Comments: No comments.

Roadway Unit 27. Prey Meadow (Washoe County, Carson City and Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	27	4	5	4	5	5	4	A
1991	27	4	5	4	5	5	4	A
1996	27	4	5	4	5	5	4	A
2001	27	4	5	4	5	5	4	A
2006	27	4	5	4	5	5	4	A
2011	27	4	5	4	5	5	4	A
2015	27	4	5	4	5	5	4	A

1996 Comments: No comments

2001 Comments: The 2000 erosion control project includes better material/color choice (the rock is a better color and less angular). The salvage cut in this area generally avoided creating visual concerns in the roadway viewshed. The new guardrails placed at the approach to the Spooner Summit intersection are too large, a poor color, and create a sense of enclosure both inappropriate and unnecessary.

2006 Comments: No comments.

2011 Comments: The rock slope protection that exists in various locations within this unit should be treated with a commercial stain product to darken it and give it a weathered appearance. This will greatly reduce its visual contrast with the surrounding landscape and help preserve the scenic quality of the highway corridor.

2015 Comments: Uncontrolled roadside parking along this unit causes visual distractions and blocks views to the lake. Parking management is encouraged.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 28. Spooner Summit (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	16	3	3	3	4	1	2	A
1991	16	3	3	3	4	1	2	A
1996	16	3	3	3	4	1	2	A
2001	14.5	2	3	2.5	4	1	2	N
2006	14.5	2	3	2.5	4	1	2	N
2011	15.5	3	3	2.5	4	1	2	N
2015	15.5	3	3	2.5	4	1	2	N

1996 Comments: No comments.

2001 Comments: Work completed at the US 50/SR 28 intersection reduces the scores in a unit already at risk. The new guardrails are too large, a poor color, and create a sense of enclosure both inappropriate and unnecessary. The new snow play parking lot, while an improvement for circulation and recreation use purposes, lacks screening in a highly sensitive visual location. No progress has been made for visual improvements for the NDOT maintenance facility, the highway road cut, or the degraded roadside pull out (used as a construction staging area in 2000). This unit was considered at risk in 1996 and has since fallen out of threshold attainment. This unit remains at risk.

2006 Comments: No comments.

2011 Comments: A new USFS Fire Station has been built in this area. It is a visual improvement over the previous USFS building at this location. The building is set back from the highway at the base of a hill and is mostly unobtrusive from the highway. It fits well within the landscape, with modulated colors and articulated architectural features. Nearby, the appearance of the existing NDOT maintenance station to the south has improved by painting it dark green. The existing metal beam guardrail in this unit has a bright, untreated metal finish. The guardrail, especially the part at the intersection of Highway 50 and Highway 28, should be treated with a commercial stain to darken it and give it a weathered appearance that will greatly reduce its visual contrast with the surrounding landscape.

2015 Comments: No comments.

Roadway Unit 29. Cave Rock (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	23	3	4	3	5	5	3	A
1991	23	3	4	3	5	5	3	A
1996	23	3	4	3	5	5	3	A
2001	23	3	4	3	5	5	3	A
2006	23.5	3	4.5	3	5	5	3	A
2011	23.5	3	4.5	3	5	5	3	A
2015	23.5	3	4.5	3	5	5	3	A

1996 Comments: No comments.

2001 Comments: Changes in this unit produce minor improvements and degradations without altering the unit's composite score. These include neutral or positive actions related to new structures in Uppaway Estates, and use of a good color choice for the wire mesh rock fall protection (otherwise a potentially negative feature). Generally negative features include use of a red metal roof at the fire station, new road cuts, and the new retaining wall near the entrance to Glenbrook.

2006 Comments: The replacement of the metal beam guardrail with an enhanced barrier rail that mimics the natural rock patter of Cave Rock has improved the roadway distraction score.

2011 Comments: No comments

2015 Comments: The vegetative cut-slope treatments are an improvement over the previous dirt and rock slope. The multiple BMP treatments, such as K-Rails distract from the unity of the unit.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 30 A-D (Douglas County)

Unit 30, Zephyr Cove-Lincoln Park, was separated into four units in 2001 due to its length and diversity of character.

Roadway Unit 30A. Lincoln Park-Skyland (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	16	2.5	2	3.5	4	2	2	A
2006	16	2.5	2	3.5	4	2	2	A
2011	16	2.5	2	3.5	4	2	2	A
2015	16	2.5	2	3.5	4	2	2	A

1996 Comments: No comments.

2001 Comments: This unit extends approximately 1.65 miles from just south of Cave Rock to the southern end of the Skyland subdivision. Changes note in 2001 include two new residences on the east side of the highway, a new water treatment structure near Cave Rock with inadequate landscaping, and a well executed salvage cut.

2006 Comments: No comments.

2011 Comments: A fence along the west side of the highway that runs the length of Myron Avenue and Myron Drive has a white ornamental cap on each of the fence pillars. The fence has more than 100 pillars. The white caps contrast sharply with natural colors in the immediate landscape and are therefore highly obtrusive to highway motorists.

2015 Comments: No comments.

Roadway Unit 30b. Tahoe School (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	16.5	3	3.5	2	2.5	3	2.5	A
2006	16.5	3	3.5	2	2.5	3	2.5	A
2011	16.5	3	3.5	2	2.5	3	2.5	A
2015	16.5	3	3.5	2	2.5	3	2.5	A

1996 Comments: No comments.

2001 Comments: This unit extends approximately .8 miles from Skyland to and including the stream zone north of the entrance to Zephyr Cove Resort. No substantial changes noted, yet increasing roadside parking near the Zephyr Cove resort exists and could threaten roadway distractions in the future.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: Uncontrolled parking along the unit continues to cause roadway distractions and blocks lake views.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 30C. Zephyr Cove (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	15.5	2	3	3	3.5	2	2	A
2006	16	2.5	3	3	3.5	2	2	A
2011	16	2.5	3	3	3.5	2	2	A
2015	16	2.5	3	3	3.5	2	2	A
1996 Comments: No comments.								
2001 Comments: This unit extends approximately 1.3 miles from Zephyr Cove Resort to the southern end of the Pinewild condominium development. Degradation to roadway distractions has occurred due to the growing clutter associated with the Zephyr Cove Resort: banner signs, outdoor storage in the campground area, and on street parking. Increased view of the tennis courts in Marla Bay also detracts.								
2006 Comments: Upgrades to the parking lot and extensive landscaping at Zephyr Cove Resort and complete redevelopment of the campground has improved the man-made feature score for this unit. In addition, the implementation of corten steel guardrail has contributed to this improvement.								
2011 Comments: No comments.								
2015 Comments: No comments.								

Roadway Unit 30D. Round Hill (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	18	3	3	3	3	3	3	A
2006	19	3.5	3.5	3	3	3	3	A
2011	19	3.5	3.5	3	3	3	3	A
2015	19	3.5	3.5	3	3	3	3	A
1996 Comments: No comments.								
2001 Comments: This unit extends approximately 1.0 miles from Pinewild to Elks Point Road. Improvement to man-made features results from redevelopment of the shopping area in Roundhill with improved architecture and landscape features.								
2006 Comments: Recent upgrades to the Chase Realty, Dickson/McCall, Cedar Room, and Feldman/Shaw buildings and completion of the sidewalks and extensive landscaping has improved the overall community design character in this unit.								
2011 Comments: No comments.								
2015 Comments: A new camouflaged cell tower is visible when heading south.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 31. Meadow (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	14	1	2	3	3	1	4	N
1991	14	1	2	3	3	1	4	N
1996	14	1	2	3	3	1	4	N
2001	16	2	2	3	3	2	4	A
2006	17.5	3	2.5	3	3	2	4	A
2011	17.5	3	2.5	3	3	2	4	A
2015	17.5	3	2.5	3	3	2	4	A

1996 Comments: No comments.

2001 Comments: Improvement to man-made features results from redevelopment of the former Nugget casino. Landscape views have improved as the vegetation in the Jennings casino site restoration project has matured. It now provides increased interest in the meadow and better screens the residential development along Kahle Drive. This unit is now in threshold attainment.

2006 Comments: Improvement to man-made and roadway distraction scores results from continue redevelopment of the Prim parcel, introduction of landscaping, improved signage, and removal of the Love Chapel.

2011 Comments: The building at the corner of Kahle Drive and Highway 50 formerly known as the Stateline Center has been remodeled and painted. Its appearance is noticeably improved.

2015 Comments: New restroom building on the north side of Kahle Drive blends with surroundings and does not detract from scenic quality.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 32. Casino Area (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	3	1	2	2	1	4	N
1991	11	2	1	2	2	1	3	N
1996	11	2	1	2	2	1	3	N
2001	11.5	2.5	1	2	2	1	3	N
2006	13.5	3.5	2	2	2	1	3	N
2011	13.5	3.5	2	2	2	1	3	N
2015	14.5	4.5	2	2	2	1	3	N

1996 Comments: No comments.

2001 Comments: Man-made feature improvements result from better landscape screening and rehabilitation at the Douglas County government site, and painting and landscape improvements in the casino core. The casino core improvements include the dark green color for Harrah's tower and the Horizon parking garage, and landscaping along the street and at casino entries. The man-made features score would be improved to a 3 as a result of these features, except the new view of the gondola cut drops the score here by 0.5. As the Van Sickle cut is revegetated, it is expected that the score will improve by 0.5. Construction at the Prim site near the US 50/SH 207 intersection creates a temporary visual problem. This unit is not in threshold attainment.

2006 Comments: Improvement to man-made and roadway distraction scores result from the removal of an existing cyclone fencing at the Edgewood Golf Course, completion of the sidewalk along Lakeside drive, repainting of the Horizon building and implementation of a landscaping along Highway 50 within the casino core.

2011 Comments: Efforts to reestablish vegetation within the highly obtrusive gondola cut have been unsuccessful to date. The vacant construction site on Highway 50 at Stateline is blocked off by concrete traffic barriers, and is unsightly. Development has been stalled by bankruptcy, and may not occur for a number of years. Interim measures to screen the site and improve its appearance, such as a vegetation buffer, should be undertaken.

2015 Comments: Hard Rock Casino redevelopment with new sign, repainting to darker color, new entryway with increased articulation, landscapes, and pedestrian activity adds to aesthetic quality. The new Chateau project redevelopment is a significant impact with consistent architecture, landscaping, and pedestrian areas. Second phase of project near Friday Avenue is under construction. Outdoor seating near the corner of Heavenly Village Way and US Highway 50 adds vibrancy but has the potential to become visual clutter. The Tahoe Toms gas station is a relic of "Old Tahoe" which has interest, but has a worn and dated appearance that does not contribute to the aesthetics of the area. New redevelopment of old motel and T-shirt shop near the Pioneer/Highway 50 intersection is an aesthetic improvement. An exterior remodel and repainting of the Mont Bleu Casino is underway and should be assessed in the next evaluation.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 33. The Strip (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	6	1	1	1	1	1	1	N
1991	7	1	1	1	1	2	1	N
1996	7.5	1	1.5	1	1	2	1	N
2001	11.5	3	3	1	1.5	2	1	N
2006	14	4	4	1	1.5	2.5	1	N
2011	14	4	4	1	1.5	2.5	1	N
2015	14.5	4	4	1.5	1.5	2.5	1	N
1991 Comments: Increase in landscape views subcomponent due to demolition of unsightly foreground structures permitting visual access to mountain backdrop.								
1996 Comments: The site design and architectural quality of several remodeled and redeveloped uses (e.g. McDonald's, Fantasy Inn), combined with the removal of several older structures and related cur cuts and signs, have slightly improved the roadway distractions subcomponent.								
2001 Comments: Major improvements in this unit have occurred in the last five years. Improvements that increase both the man-made features and roadway distractions scores include: beginning implementation of the Park Ave. Project, completion of the Embassy Suites Vacation Resort and marina buildings, several hotel remodels along the strip, and completion of the linear park and the drainage features with their park-like appearance. The lake view near the marina is improved with better view access due to improved site design. This unit is not in threshold attainment.								
2006 Comments: This unit continues to improve with completion of the Park Ave. project and Raley's Shopping Center. Landscape views continue to improve as the native vegetation installed along wildwood has matured.								
2011 Comments: The redevelopment of a few parcels within this unit including the Sierra Center at Highway 50 and Ski Run, Sierra Shores Townhomes, and Fox Gas station at Takela Drive provide further improvement in the visual quality of the built environment.								
2015 Comments: Redevelopment of Lake Tahoe Vacation Resort slightly increased mass but made significant improvements to exterior colors such that the increased mass does not have a scenic impact. US 50 curbs and sidewalks with landscaping are also an improvement.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 34. El Dorado Beach (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	16	4	1	2	4	3	2	A
1991	16	4	1	2	4	3	2	A
1996	17	4	2	2	4	3	2	A
2001	16	3.5	1.5	2	4	3	2	A
2006	16	3.5	1.5	2	4	3	2	A
2011	17	4	1.5	2.5	4	3	2	A
2015	18	4	2	2.5	4.5	3	2	A

1996 Comments: The redesign of the public park and open space at El Dorado Beach has reduced the roadway distractions along the unit.

2001 Comments: Increased commercial activity along Harrison Ave., accompanied by increased signage and increased unscreened parking and parking congestion, reduce both the made-made features and roadway distractions scores in this unit.

2006 Comments: No comments.

2011 Comments: Recent installation of curbs & gutters with sidewalks, new road paving, and improvements to El Dorado Recreation Area along the north side of the highway improve the score for this unit.

2015 Comments: Removal of the Alta Mira building removed an aesthetic distraction and provided additional open lake views. New bus shelters, landscaping along US 50 are improvements. New Champions Plaza, reconstruction of parking areas and relocated restrooms improve aesthetics. The Harrison Avenue Project reconfigured parking, sidewalks, and improved landscaping and screen buildings) reduced visual clutter.

Roadway Unit 35. Al Tahoe (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	7	2	1	1	1	1	1	N
1991	7.5	2.5	1	1	1	1	1	N
1996	7.5	2.5	1	1	1	1	1	N
2001	7.5	2.5	1	1	1	1	1	N
2006	8	3	1	1	1	1	1	N
2011	8.5	3	1	1.5	1	1	1	N
2015	8.5	3	1	1.5	1	1	1	N

1991 Comments: Increase in man-made features subcomponent due to incremental remodeling and improvements to built environment.

1996 Comments: No comments.

2001 Comments: This review notes the overall lack of improvement throughout this unit, particularly compared to other commercial districts in the Region. Specific improvements and degradations have occurred in this unit without changing the scores. Improvements include some new structures with improved design at the southern end of the unit and some frontage landscaping improvements. Several new signs produce new visual problems. With a better structure color, modifications at the middle school could produce an improvement. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: Recent installation of curbs & gutters with sidewalks and new road pavement improve the score for this unit. Redevelopment of one parcel and remodeling of some others provides incremental improvement in the visual quality of the built environment. The Martial Arts Center just west of Sussex Avenue is flanked by a large, unpaved parking lot. The lot and the old building directly along the highway have no landscaping or screening.

2015 Comments: New sidewalks end part way through unit. The martial arts building was replaced by a new Auto Zone building, and other continued façade improvements benefit the built environment.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 36 A-D (El Dorado County)

Unit 36, Airport Area, was divided into three units in 2001 due to its length and diversity of character.

Roadway Unit 36A. Airport Area (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	10.5	1.5	2	2	1	2	2	N
2006	13	2.5	2.5	2.5	1	2.5	2	N
2011	13	2.5	2.5	2.5	1	2.5	2	N
2015	13	2.5	2.5	2.5	1	2.5	2	N
1996 Comments: Changes noted for this area in 1996 are: Commercial improvements near the south end of US 50 in South Lake Tahoe have slightly improved the man-made features subcomponent.								
2001 Comments: This unit extends approximately 1.65 miles from D Street in South Lake Tahoe to the southern end of the industrial development. Although most of the developed uses in this unit continue their degraded scenic condition, removal of the clutter, disturbance and signage associated with Sunset Ranch and the associated site restoration produces noticeable improvements to man-made features and a more limited improvement to landscape views. Tree growth on the slope above the airport is better screening view of the development, while also blocking view of distant ridges.								
2006 Comments: Improvements in this scenic include the removal of a building located along Highway 50 and the implementation of the water quality BMP project within Caltrans right-of-way.								
2011 Comments: Unsightly land uses along the west side of Highway 50 that are mostly unscreened continue to degrade the visual quality of this primary entry way to the City of South Lake Tahoe.								
2015 Comments: No comments.								

Roadway Unit 36B. Lake Valley (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	19	3	4	3	1	4	4	A
2006	20	3	4.5	3.5	1	4	4	A
2011	20	3	4.5	3.5	1	4	4	A
2015	20	3	4.5	3.5	1	4	4	A
1996 Comments: No comments.								
2001 Comments: Significant improvements have resulted from the removal of billboards, utility undergrounding, and removal of two abandoned model homes.								
2006 Comments: Caltrans water quality BMP project has improved the score for roadway distractions and roadway structure.								
2011 Comments: A steel bridge structure has been constructed across the Truckee River as part of the new Sawmill bike trail along the west side of the highway between Sawmill Road and Santa Fe Road. The bridge is a rusty-brown color. The size and mass of the bridge, sufficient to handle emergency vehicles, seem out of scale with the surrounding landscape as well as the existing highway bridge at this location.								
2015 Comments: No comments.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 36C. Meyers (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	NA							
1991	NA							
1996	NA							
2001	14	2.5	2.5	2	1	3	3	N
2006	15	3.5	2.5	2	1	3	3	N
2011	15	3.5	2.5	2	1	3	3	N
2015	15	3.5	2.5	2	1	3	3	N
1996 Comments: Improvements noted for this area in 1996 are: Commercial improvements in Meyers have slightly improved the man-made features subcomponent.								
2001 Comments: Redevelopment of Yanks Station property includes upgrade of the motel tower and extensive remodel of an old restaurant and retail shop area. This creates improved man-made features, yet would have been improved with more space devoted to landscaping. Lack of sign compliance continues to be a major scenic problem throughout Meyers.								
2006 Comments: Improvements in this scenic unit include the construction of the US Post office, the California Highway Patrol office, and the Commercial Center located adjacent to the USFS Visitor's Center.								
2011 Comments: The new Conservation Corps dormitories next to Lira's Market are painted a light beige color that stands out and contrasts with the dark brown wood tones of the market. In the future the dormitories should be painted to match the market as should the new corps administrative building that is presently under construction.								
2015 Comments: The new canopy over the 76/ Roadrunner gas station is not consistent with design guidelines and causes a distraction. The new Bob Dogs Pizza building is compatible with design guidelines. Abandoned buildings on the west side of Meyers continue to detract from the visual quality.								

Roadway Unit 37. Echo Summit (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	26	4	5	5	4	3	5	A
1991	26	4	5	5	4	3	5	A
1996	26	4	5	5	4	3	5	A
2001	26	4	5	5	4	3	5	A
2006	26	4	5	5	4	3	5	A
2011	26	4	5	5	4	3	5	A
2015	26	4	5	5	4	3	5	A
1996 Comments: No comments.								
2001 Comments: No comments.								
2006 Comments: No comments.								
2011 Comments: Repainting of the building inside the Caltrans maintenance yard at Echo Summit as well as the installation of replacement safety barriers along the roadside improve the visual quality of the highway corridor. The replacement safety barriers have the same surface texture, color, and stone pattern as the original hand-built stone barriers. Also, the metal beam guardrails have been treated with a commercial stain product that gives them a darkened, weather appearance. This greatly reduces their visual contrast with the surrounding landscape.								
2015 Comments: No comments.								

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 38. Upper Truckee River (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	18	3	4	4	1	3	3	A
1991	18	3	4	4	1	3	3	A
1996	18	3	4	4	1	3	3	A
2001	18	3	4	4	1	3	3	A
2006	18	3	4	4	1	3	3	A
2011	18	3	4	4	1	3	3	A
2015	18	3	4	4	1	3	3	A

1996 Comments: No comments.

2001 Comments: No change noted. The scores for lake views and landscape views have been switched to reflect correction of a long standing typographical error.

2006 Comments: No comments.

2011 Comments: Recent BMP work along the roadside provides an incremental improvement in the visual quality of the highway corridor.

2015 Comments: No comments.

Roadway Unit 39. Alpine Summit (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	24	4	5	4	1	5	5	A
1991	24	4	5	4	1	5	5	A
1996	24	4	5	4	1	5	5	A
2001	24	4	5	4	1	5	5	A
2006	24	4	5	4	1	5	5	A
2011	24	4	5	4	1	5	5	A
2015	24	4	5	4	1	5	5	A

1996 Comments: No comments.

2001 Comments: No change noted. The scores for lake views and landscape views have been switched to reflect correction of a long standing typographical error.

2006 Comments: No comments.

2011 Comments: Recent BMP work along the roadside provides an incremental improvement in the visual quality of the highway corridor.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 40. Brockway Cutoff (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	15	2	3	3	3	2	2	N
1991	15	2	3	3	3	2	2	N
1996	15.5	2.5	3	3	3	2	2	A
2001	15	2.5	3	3	2.5	2	2	N
2006	15.5	3	3	3	2.5	2	2	A
2011	15.5	3	3	3	2.5	2	2	A
2015	15.5	3	3	3	2.5	2	2	A

1996 Comments: The man-made features subcomponent has been slightly increased due to the completion of a utility undergrounding project along the roadway.

2001 Comments: The focused lake view down the golf course has been degraded through addition and maturation of landscaping in the fairway and placement of new cafe/pro shop structure. This is true even though the terminus of the view at the lake has improved with removal of structure and fence at Tahoe Beach Center site. The golf course cafe/pro shop displays improved architectural features compared to the previous structure, yet is more visible from this unit. Required landscaping mitigation will likely, over time, allow an improvement in the man-made features score. This unit is not in threshold attainment.

2006 Comments: Required landscape mitigation has matured and has reduced the overall contrast of the café/pro shop.

2011 Comments: No comments.

2015 Comments: No comments.

Roadway Unit 41. Brockway Summit (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	21	3	5	3	3	4	3	A
1991	21	3	5	3	3	4	3	A
1996	21	3	5	3	3	4	3	A
2001	21	3	5	3	3	4	3	A
2006	21	3	5	3	3	4	3	A
2011	21	3	5	3	3	4	3	A
2015	21	3	5	3	3	4	3	A

1996 Comments: No comments.

2001 Comments: Although completion of the Caltrans erosion control project near the summit produces some benefits for road structure, the rating for this criteria is sufficiently high to reflect the 2001 condition.

2006 Comments: No comments.

2011 Comments: Recent BMP work along the roadside provides an incremental improvement in the visual quality of the highway corridor.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 42. Outlet (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	10	1	2	3	1	1	2	N
1991	12	1	2	3	1	2	3	N
1996	12	1	2	3	1	2	3	N
2001	12.5	1.5	2	3	1	2	3	N
2006	12.5	1.5	2	3	1	2	3	N
2011	13	2.5	2	3	1	2	3	N
2015	13	2.5	2	3	1	2	3	N

1991 Comments: Correction to 1986 ratings in landscape views and variety subcomponents.

1996 Comments: No comments.

2001 Comments: Painting the structures at the Caltrans maintenance facility and completion of the drainage pond/SEZ restoration project have slightly improved the man-made features element in this unit. An increase in river related recreation congestion could threaten roadway distractions. This unit is not in threshold attainment and is at risk.

2006 Comments: No comments.

2011 Comments: A new office building on Highway 89 just west of the intersection with Highway 28 has an attractive, contemporary design. It features landscape screening along the west façade, and dark colors that recede in the overall landscape. The parking area in front and to the sides of the building is now unscreened from the roadway and merges visually with the large parking area to the west to form an unattractive expanse of paving. A new Caltrans building to the north of Highway 89 is set back from the roadway behind a forest screen. The building has dark colored siding and a dark roof, all of which help minimize its visual impact.

2015 Comments: No comments.

Roadway Unit 43. Lower Truckee River (Placer County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	20	3	3	4	1	4	5	A
1991	19	3	2.5	3.5	1	4	5	N
1996	19	3	2.5	3.5	1	4	5	N
2001	19	3	2.5	3.5	1	4	5	N
2006	19	3	2.5	3.5	1	4	5	N
2011	19	3	2.5	3.5	1	4	5	N
2015	19	3	2.5	3.5	1	4	5	N

1996 Comments: There was no change to the unit's ratings during the past five years; however, an addition to the SQIP is needed to reflect the change in the 1991 Evaluation rating.

2001 Comments: Limited building and landscaping improvements have been made, although the man-made features score is sufficiently high to reflect the 2001 condition. An increase in river related recreation congestion could threaten roadway distractions. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 44. Kingsbury Grade (Douglas County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	13	1	1	1	3	3	4	N
1991	13	1	1	1	3	3	4	N
1996	13	1	1	1	3	3	4	N
2001	14.5	1.5	2	1	3	3	4	N
2006	15.5	2	2	1	3	3.5	4	N
2011	16	2.5	2	1	3	3.5	4	A
2015	16	2.5	2	1	3	3.5	4	A

1996 Comments: No comments.

2001 Comments: Improvements to both man-made features and roadway distractions have resulted from new and remodeled buildings, sidewalks and landscaping along the street and landscape restoration of the former disturbed condo site. Sign improvements have also occurred. New projects that are visible but avoid degradation include the water tower and Kahle Park structures. This unit is not in threshold attainment.

2006 Comments: Improvements to both man-made and landscape views resulted from the removal of the Love Chapel, introduction of landscaping at the disturbed site, continue improvements on the Prim Parcel.

2011 Comments: A series of new formed concrete retaining walls have been constructed to replace the old wooden and metal retaining structures along the upper portions of Highway 207. The new walls are an aesthetic improvement over the former condition, although the color of the walls is light and more beige in tone than the surrounding ground and stone. The appearance of the walls would be improved by the application of a commercial stain product that would give them a darker, more varied, and more natural coloration.

2015 Comments: Bus shelter and native revegetation across from Shady Lane are an improvement over barren ground; and sign consolidation at ZCFPD adjacent to gas station is an aesthetic improvement. Vegetation is coming in along SR 207 as a result of the completed stormwater project. New sidewalks are an aesthetic improvement. Staining of concrete retaining wall should be a darker and more natural looking color, which would be a scenic improvement, and additional revegetation could occur behind retaining walls.

Appendix G-1: Scenic Travel Route Ratings

Roadway Unit 45. Pioneer Trail North (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	10	1	1	3	2	2	1	N
1991	10	1	1	3	2	2	1	N
1996	10	1	1	3	2	2	1	N
2001	11	1.5	1	3	2.5	2	1	N
2006	11.5	2	1	3	2.5	2	1	N
2011	11.5	2	1	3	2.5	2	1	N
2015	11.5	2	1	3	2.5	2	1	N

1996 Comments: No comments.

2001 Comments: The removal of a motel near the northern end of the unit and construction of the erosion control project that placed curb/gutter along the roadway improve man-made features in this unit. The expanded lake view at the intersection of Pioneer Trail/Ski Run Blvd. produces improvement, although the traffic volumes at the intersection itself and the distance limit the viewers' appreciation of this feature. This unit is not in threshold attainment and is at risk.

2006 Comments: Improvement along Ski Run Boulevard (sidewalks, street lights, and landscaping) has improved the man-made score for this unit.

2011 Comments: No comments.

2015 Comments: New sidewalks and street lights are an aesthetic improvement. These improvements are notable but not significant enough to raise score. Overhead utilities and lack of screening around dumpsters, and lack of setback along older buildings detracts from aesthetics. New affordable housing project at the corner of Ski Run Boulevard is consistent with urban travel route and doesn't significantly add or detract from the aesthetics. New residential single family development along Pioneer Trail does not detract from scenic quality.

Roadway Unit 46. Pioneer Trail South (El Dorado County)

	Threshold Composite	Man-Made Features	Roadway Distractions	Road Structure	Lake Views	Landscape Views	Variety	Status
1982	20	4	4	3	1	4	4	A
1991	21	4	4	4	1	4	4	A
1996	21	4	4	4	1	4	4	A
2001	21	4	4	4	1	4	4	A
2006	21	4	4	4	1	4	4	A
2011	21	4	4	4	1	4	4	A
2015	21	4	4	4	1	4	4	A

1991 Comments: Increase in road structure subcomponent due to erosion control, revegetation and bike trail project.

1996 Comments: No comments.

2001 Comments: Changes include the effects of the salvage cut at mid-unit and in the south end. Generally, the tree thinning improves view penetration without changing the character of the forested view. At the south end, extensive tree death opens view to residences at the intersection of Vanderhoof Rd. This is a small area, however, and does not reduce the rating for the unit.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: New single family residential does not detract from aesthetics.

Scoring Shoreline Units

MANMADE FEATURES: Manmade features as seen from the Lake are evaluated in terms of the aesthetic qualities of structures and other manmade features that create eyesores, such as landscape scars or utility lines.

Manmade features detract from the landscape.

Rating: 1



Manmade features cause limited detracton from the landscape.

Rating: 3



Manmade features are not obvious in the landscape or they enhance the scene

Rating: 5



Scoring Shoreline Units

LANDSCAPE VIEWS: The view seen by the boat user near the shoreline is a panorama of the Basin. This view may offer a fairly unvaried landscape or may include an outstanding background for the scene.

View is a fairly unvaried landscape.

Rating: 3



Views include outstanding background for the landscape.

Rating: 5



Scoring Shoreline Units

VARIETY: Variety is change in the landscape. Within the vista the viewer forms an impression by the positive and negative changes on the landscape. Manmade facilities can be either enhancement or an unpleasant distraction. An outstanding vista may be scarred by a power line or soil scar that negatively modifies the scene.

Composition of landscape is uniform and lacks variety.

Rating: 1



Landscape offers some variation in topography, vegetation types, etc.

Rating: 3



Landscape has dominant natural features such as high peaks, large meadows, waterfall, etc.

Rating: 5



Appendix G-1: Scenic Travel Route Ratings

Shoreline Units

Shoreline Unit 1. Tahoe Keys (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Landscape Views	Variety	Status
1982	9	1	5	3	A
1991	9	1	5	3	A
1996	9	1	5	3	A
2001	9	1	5	3	A
2006	9	1	5	3	A
2011	9	1	5	3	A
2015	9	1	5	3	A

1996 Comments: No comments.

2001 Comments: No comments.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: Small incremental improvements as homes are rebuilt with darker colors.

Shoreline Unit 2. Pope Beach (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	2	3	3	A
1991	8	2	3	3	A
1996	8	2	3	3	A
2001	8	2	3	3	A
2006	8	2	3	3	A
2011	8	2	3	3	A
2015	8	2	3	3	A

1996 Comments: No comments.

2001 Comments: No comments.

2006 Comments: No comments.

2011 Comments: The Forest Service has replaced the old restrooms along the back of the beach with new, better looking structures. The white fence at north end of beach between Pope Beach and Jamison Beach should be painted using a TRPA-approved dark color.

2015 Comments: White fence at north end of beach has not been painted.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 3. Jameson Beach (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	3	2	3	A
1991	8	3	2	3	A
1996	8	3	2	3	A
2001	8	3	2	3	A
2006	8	3	2	3	A
2011	8	3	2	3	A
2015	8	3	2	3	A

1996 Comments: No comments.

2001 Comments: Two large residential rebuilds in this unit continue the poor situation related to man-made features. The new pier at Camp Richardson include good design features and is adequately mitigated with on shore improvements. This unit continues to be at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 4. Taylor Creek Meadow (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	13	3	5	5	A
1991	13	3	5	5	A
1996	13	3	5	5	A
2001	13	3	5	5	A
2006	13	3	5	5	A
2011	13	3	5	5	A
2015	13	3	5	5	A

1996 Comments: No comments.

2001 Comments: Fire kill of small trees and unscreened view of parked cars noted, but not sufficient to reduce the score.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 5. Ebright (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	2	4	3	A
1991	9	2	4	3	A
1996	9	2	4	3	A
2001	9.5	2.5	4	3	A
2006	9.5	2.5	4	3	A
2011	9.5	2.5	4	3	A
2015	9.5	2.5	4	3	A

1996 Comments: No comments.

2001 Comments: New foot trail is visible for a short distance, but does not create a major impact. Revegetation along the road helps reduce view of the road scar and improves man-made features.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 6. Emerald Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	12	2	5	5	A
1991	12	2	5	5	A
1996	12	2	5	5	A
2001	12.5	2.5	5	5	A
2006	12.5	2.5	5	5	A
2011	12.5	2.5	5	5	A
2015	12.5	2.5	5	5	A

1996 Comments: No comments.

2001 Comments: Continuing vegetation establishment and maturation in the avalanche scar and above the retaining walls along the viaduct is improving the view of man-made features. The retaining walls continue to produce too much color contrast, however. The new foot trail around the Bay avoids new significant degradation.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 7. Bliss State Park (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	12	5	4	3	A
1991	12	5	4	3	A
1996	12	5	4	3	A
2001	12	5	4	3	A
2006	12	5	4	3	A
2011	12	5	4	3	A
2015	12	5	4	3	A
1996 Comments: No comments.					
2001 Comments: No comments.					
2006 Comments: No comments.					
2011 Comments: No comments.					
2015 Comments: No comments.					

Shoreline Unit 8. Rubicon Point (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	12	3	5	4	A
1991	12	3	5	4	A
1996	12	3	5	4	A
2001	11.5	2.5	5	4	N
2006	11.5	2.5	5	4	N
2011	11.5	2.5	5	4	N
2015	12	3	5	4	A
1996 Comments: No comments.					
2001 Comments: The score for man-made features is amended to reflect the high visibility of parking along the beach at the state park and the clutter of beach equipment at the south end. A new large residence adjacent to the state park avoids degradation through good use of architectural design, setbacks, and vegetative screening. This unit is not in threshold attainment.					
2006 Comments: No comments.					
2011 Comments: Vegetation has been installed for the purpose of screening the parking lot. However, more vegetation needs to be added to be effective.					
2015 Comments: Teardown and rebuild of residence includes adequate screening and is compliant with shoreline standards except that it is lacking non-reflective glass. Residential addition is almost entirely screened. The State Park parking lot lacks adequate screening. The man-made features score is increased to reflect the growth of new conifer screening in front of residences. The white pier detracts from the view.					

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 9. Rubicon Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	6	1	3	2	N
1991	5	1	3	1	N
1996	5	1	3	1	N
2001	5	1	3	1	N
2006	5	1	3	1	N
2011	7	2.5	3.5	1	N
2015	7	2.5	3.5	1	N

1991 Comments: Decrease in variety subcomponent due to reduction in variety caused by addition of highly contrasting structures on hillside; bright, linear rip rap without vegetation; numerous additional piers.

1996 Comments: No comments.

2001 Comments: A new, large lakeside residence with poor setbacks and screening is under construction in this unit, further degrading the already rock-bottom man-made features score. This unit is not in threshold attainment and remains at risk.

2006 Comments: No comments.

2011 Comments: Successful rehabilitation of slope where path leads from private residence to shore and improvement in scenic conditions due to rebuild of more than a dozen structures under 2002 shoreland ordinance within the unit provide the increase in man-made score. Also, low vegetation now provides substantial screening of the once highly disturbed ground surface where homes were built on the slopes above the roadway. This improves the score for background views.

2015 Comments: Several of the houses on the hillside still have light exteriors. Many of the piers have light pilings, which detracts from visual quality if it contrasts with a darker deck. New pier extension is consistent with surrounding development and does not detract. SFD rebuild at north end of unit generally blends except for significant limbing of screening trees.

Shoreline Unit 10. Meeks Bay (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	2	4	3	A
1991	9	2	4	3	A
1996	9	2	4	3	A
2001	9	2	4	3	A
2006	9	2	4	3	A
2011	9	2	4	3	A
2015	9	2	4	3	A

1996 Comments: No comments.

2001 Comments: Beach clutter was noted here, but insufficient to lower the score.

2006 Comments: No comments.

2011 Comments: The presence of a large white tent used to host outdoor events was noted in this unit. Only dark, TRPA-approved colors should be allowed for facilities of this type.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 11. Sugar Pine Point (El Dorado County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	11	4	4	3	A
1991	11	4	4	3	A
1996	11	4	4	3	A
2001	11	4	4	3	A
2006	11	4	4	3	A
2011	11	4	4	3	A
2015	11	4	4	3	A
1996 Comments: No comments.					
2001 Comments: No comments.					
2006 Comments: No comments.					
2011 Comments: No comments.					
2015 Comments: No comments.					

Shoreline Unit 12. McKinney Bay (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	3	3	3	A
1991	9	3	3	3	A
1996	9	3	3	3	A
2001	8	2	3	3	N
2006	8	2	3	3	N
2011	9	2.5	3.5	3	A
2015	9.5	3	3.5	3	A
1996 Comments: No comments.					
2001 Comments: The reduction in the man-made features score reflects both an amendment to the previous scores and the construction of two large new residences, both with poor setbacks, screening and color, at the north end of the unit. The amendment results from the clutter and scale of boat storage at the Homewood Marina, the amphitheater tent structure, and the high density of structures at the south end of the unit. This unit was considered at risk in 1996 and has since fallen out of threshold attainment. It remains at risk.					
2006 Comments: No comments.					
2011 Comments: Ground surfaces of the ski slopes appear to have been revegetated. Except for still-exposed lower portion of north run, they have a uniform cover of vegetation. The boat storage area has been painted and successfully screened with trees and shrubs.					
2015 Comments: Many examples of screening trees with significant limbing that reduces screening. Ski slope screening and boat storage screening continue to thrive. New SR 89 stormwater detention structures are very unobtrusive. Numerous residential rebuilds have improved the man-made score.					

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 13. Eagle Rock (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	11	2	5	4	A
1991	11	2	5	4	A
1996	11	2	5	4	A
2001	11	2	5	4	A
2006	11	2	5	4	A
2011	11	2	5	4	A
2015	11	2	5	4	A

1996 Comments: No comments.

2001 Comments: Several large residential rebuilds have occurred in this unit and threaten the threshold rating. The existing pattern of development in many parts of this unit retains significant vegetative screening and is particularly vulnerable to the type of residential rebuilds seen in other areas of the lake. This unit remains at risk.

2006 Comments: No comments.

2015 Comments: Existing shoreline revetments are inconsistent, in disrepair, and contrast.

Shoreline Unit 14. Ward Creek (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	10	3	3	4	A
1991	10	3	3	4	A
1996	9	2	3	4	N
2001	9	2	3	4	N
2006	9	2	3	4	N
2011	9.5	2.5	3	4	N
2015	9.5	2.5	3	4	N

1996 Comments: The man-made features subcomponent was reduced due to several new large, highly contrasting homes with little or no visual screening or setback from the water's edge. Additional clutter along the shoreline from added piers (or extensions) and clutter on piers, have contributed to the degradation.

2001 Comments: Several large residential rebuilds south of Sunnyside with extensive glass area and poor screening further threaten man-made features. Additional development of this type will lower the score. This unit is not in threshold attainment and is at risk.

2006 Comments: No comments.

2011 Comments: Improvement in scenic conditions is evident within this shoreland unit due to the rebuild of more than a dozen structures under the 2002 shoreland ordinance. The shoreland ordinance encourages the use of TRPA-approved colors for exterior surfaces and rough-textured materials. Also, it requires a certain percentage of the building façade that faces the lake be screened from view.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 15. Tahoe City (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	5	1	2	2	N
1991	5	1	2	2	N
1996	5	1	2	2	N
2001	5	1	2	2	N
2006	5.5	1.5	2	2	N
2011	5.5	1.5	2	2	N
2015	5.5	1.5	2	2	N

1996 Comments: No comments.

2001 Comments: The rehabilitation of the large metal warehouse at the Tahoe City Marina produces improvement, but it is not sufficient on its own to improve the man-made features score in this unit. The new structure at the Cobblestone property, with its light colored facade, is distinct from the lake; this color choice should not be repeated. Larger piers with boatlifts are noticeable. This unit is not in threshold attainment and remains at risk.

2006 Comments: Improvements to the boat slips at the marina were modified to improve views.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 16. Lake Forest (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	5	1	2	2	N
1991	4	1	2	1	N
1996	4	1	2	1	N
2001	4	1	2	1	N
2006	4	1	2	1	N
2011	4	1	2	1	N
2015	4	1	2	1	N

1991 Comments: Decrease in variety due to addition of many structures that do not blend with setting.

1996 Comments: No comments.

2001 Comments: The revegetation project along the road cut at Dollar Hill is beginning to reduce the color contrast in this area. A residential rebuild and use of rock rip-rap without adequate planting pockets along the sewer line alignment both produce negative effects. This unit is not in threshold attainment and remains at risk.

2006 Comments: No comments.

2011 Comments: Scenic conditions have improved in some places within this unit due to rebuild of structures under 2002 shoreland ordinance. Such improvements are not yet sufficiently widespread to raise the rating for the entire shoreline unit.

2015 Comments: Residential project under construction with significant grading and stabilization is highly visible. Should be assessed in next evaluation.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 17. Dollar Point (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	10	3	4	3	A
1991	10	3	4	3	A
1996	10	3	4	3	A
2001	10	3	4	3	A
2006	10	3	4	3	A
2011	10	3	4	3	A
2015	10	3	4	3	A
1996 Comments: No comments.					
2001 Comments: No comments.					
2006 Comments: No comments.					
2011 Comments: No comments.					
2015 Comments: No comments.					

Shoreline Unit 18. Cedar Flat (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	2	3	3	A
1991	8	2	3	3	A
1996	7.5	1.5	3	3	N
2001	7.5	1.5	3	3	N
2006	7.5	1.5	3	3	N
2011	7.5	1.5	3	3	N
2015	7.5	1.5	3	3	N
1996 Comments: The man-made features subcomponent has been reduced due to additional development along the shoreline of piers and pier extensions, and several new or remodeled residences visible along the shoreline which are poorly sited and not well screened in relation to their setting.					
2001 Comments: Large residential rebuilds with poor setbacks, inadequate screening, and poor color and material choices continue to produce visual concerns in this unit, although the unit's score will not drop again at this time. Larger piers with boatlifts are noticeable. This unit is not in threshold attainment and is at risk.					
2006 Comments: No comments.					
2011 Comments: Improvement in scenic conditions are noted in some places due to rebuild of structures under 2002 shoreland ordinance. Such improvements are not yet sufficiently widespread to raise the rating for the entire shoreline unit.					
2015 Comments: Rebuilt piers are consistent with surroundings.					

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 19. Carnelian Bay (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	5	1	3	1	N
1991	5	1	3	1	N
1996	5	1	3	1	N
2001	6.5	2	3	1.5	N
2006	6.5	2	3	1.5	N
2011	6.5	2	3	1.5	N
2015	6.5	2	3	1.5	N

1996 Comments: No comments.

2001 Comments: With completion of the two CTC restoration projects and painting the marina structure (including the mural on the east side), the man-made features score improves. (The marina structure color should have been darker; the gray sand color misses an opportunity for more improvement.) The restoration projects also increase shoreline vegetation variety, producing a small improvement in the rating for that subcomponent. This unit is not in threshold attainment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 20. Flick Point (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	2	3	3	A
1991	8	2	3	3	A
1996	8	2	3	3	A
2001	8	2	3	3	A
2006	8	2	3	3	A
2011	8	2	3	3	A
2015	8	2	3	3	A

1996 Comments: No comments.

2001 Comments: New residential rebuilds in this unit provide examples of both good and poor results. Two projects avoid degradation with good structure color, varied roof ridgeline elevation, and adequate vegetative screening. Two projects that produce large structures with inadequate setbacks and screening, dominant roof ridgelines, and very large window area threaten to reduce the man-made features score in this unit. Larger piers with boatlifts are noticeable. This unit is at risk.

2006 Comments: No comments.

2011 Comments: Improvement in scenic conditions are noted in places due to rebuild of structures under 2002 shoreland ordinance. Such improvements are not yet sufficiently widespread to raise the rating for the entire shoreline unit.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 21. Agate Bay (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	1	4	3	A
1991	8	1	4	3	A
1996	8	1	4	3	A
2001	8	1	4	3	A
2006	8	1	4	3	A
2011	8	1	4	3	A
2015	8	1	4	3	A

1996 Comments: No comments.

2001 Comments: The low man-made features rating reflects, in part, the number of boats and beach equipment clutter found along the beach throughout this unit. Several residential rebuilds include poor setback and screening characteristics. Two tourist accommodation upgrade projects fail to make scenic improvements. This unit remains at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: New HOA pier improved scenic conditions, but not the extent that would increase the scenic rating.

Shoreline Unit 22. Brockway (Placer County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	10	2	4	4	A
1991	10	2	4	4	A
1996	10	2	4	4	A
2001	9	1.5	4	3.5	N
2006	9	1.5	4	3.5	N
2011	9	1.5	4	3.5	N
2015	9.5	2	4	3.5	N

1996 Comments: No comments.

2001 Comments: New medium large houses with inadequate screening and large window area reduce the man-made features score. The reduction in variety reflects an amendment in previous scores and the loss of some native shoreline vegetation. This unit is not in threshold attainment and is at risk.

2006 Comments:

2011 Comments:

2015 Comments: Cal Neva has been repainted to a shade that blends into the background increasing the man-made features score.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 23. Crystal Bay (Washoe County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	11	2	5	4	A
1991	8	1	4	3	N
1996	8	1	4	3	N
2001	7	1	3	3	N
2006	7	1	3	3	N
2011	7.5	1.5	3	3	N
2015	7.5	1.5	3	3	N

1991 Comments: Decreased in background views and variety subcomponent due to addition of new structures along Crystal Bay hillside and in Incline Village background which highly contrast with setting; new ski run clearings consisting of highly contrasting straight lines; new, bright colors on major multi-residential projects along shoreline.

1996 Comments: No comments.

2006 Comments: No comments.

2011 Comments: Improvement in scenic conditions within this unit due to rebuild of more than a dozen structures under 2002 shoreland ordinance is evident.

2015 Comments: Power lines are obvious where roadway is near the shore. Undergrounding would improve conditions.

Shoreline Unit 24. Sand Harbor (Washoe County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	12	4	5	3	A
1991	12	4	5	3	A
1996	12	4	5	3	A
2001	12	4	5	3	A
2006	12	4	5	3	A
2011	12	4	5	3	A
2015	12	4	5	3	A

1996 Comments: No comments.

2001 Comments: The new stage facility on Sand Harbor is larger and more visible than anticipated. However, it is anticipated that completion of the amphitheater mitigation measures will contribute to improvement of temporary, degraded scenic quality conditions and the man-made environment.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 25. Skunk Harbor (Carson City, Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	13	5	4	4	A
1991	13	5	4	4	A
1996	13	5	4	4	A
2001	13	5	4	4	A
2006	13	5	4	4	A
2011	13	5	4	4	A
2015	13	5	4	4	A

1996 Comments: No comments.

2001 Comments: Placement of unscreened metal monitoring equipment on the shoreline at Thunderbird Lodge produces unnecessary glare and color contrasts.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 26. Cave Rock (Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	10	3	4	3	A
1991	10	3	4	3	A
1996	10	3	4	3	A
2001	9.5	2.5	4	3	N
2006	9.5	2.5	4	3	N
2011	9.5	2.5	4	3	N
2015	9.5	2.5	4	3	N

1996 Comments: No comments.

2001 Comments: Three large new houses with poor screening, too much window area, reflective metal roofs and inadequate setbacks are highly visible. A rebuilt boat house fails to produce substantial improvement. Piers with boatlifts are noticeable. These features combine with the past development practices to reduce the score for man-made features. This unit is not in threshold attainment and is at risk.

2006 Comments: No comments.

2011 Comments: Scenic conditions have improved in some places within this unit due to rebuild of structures under 2002 shoreland ordinance. Such improvements are not yet sufficiently widespread to raise the rating for the entire shoreline unit.

2015 Comments: Background views are improving incrementally due to revegetation of cut slopes on Spooner Summit.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 27. Lincoln Park (Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	8	1	4	3	A
1991	7	1	4	2	N
1996	7	1	4	2	N
2001	7	1	4	2	N
2006	7	1	4	2	N
2011	7	1	4	2	N
2015	7	1	4	2	N

1991 Comments: Decrease in variety subcomponent due to addition of new structures which dominate the shoreline and highly contrast with forested setting.

1996 Comments: No comments.

2001 Comments: Three new residential rebuilds that are noticeably larger with poor setbacks and screening and too much window area create additional scenic problems. These projects further threaten the score in this unit. This unit is not in threshold attainment and remains at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 28. Tahoe School (Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	11	4	4	3	A
1991	11	4	4	3	A
1996	11	4	4	3	A
2001	11	4	4	3	A
2006	11	4	4	3	A
2011	11	4	4	3	A
2015	11	4	4	3	A

1996 Comments: No comments.

2001 Comments: Two new residential rebuilds in the south end of the unit create additional scenic problems and threaten the score in this unit. This unit is at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: Residential and pier replacements create incremental improvements but not sufficient to change the score. Vehicle parking along US 50 at Zephyr Cove Resort is visible and reflective.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 29. Zephyr Cove (Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	2	3	4	A
1991	9	2	3	4	A
1996	9	2	3	4	A
2001	9	2	3	4	A
2006	9	2	3	4	A
2011	9	2	3	4	A
2015	9	2	3	4	A

1996 Comments: No comments.

2001 Comments: One residential rebuild underway and larger piers with boatlifts create new distractions and threaten man-made features, although not sufficient to reduce the score at this time. This unit remains at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: No comments.

Shoreline Unit 30. Edgewood (Douglas County)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	11	4	4	3	A
1991	11	4	4	3	A
1996	10.5	3.5	4	3	N
2001	10.5	3.5	4	3	N
2006	10.5	3.5	4	3	N
2011	10.5	3.5	4	3	N
2015	10.5	3.5	4	3	N

1996 Comments: The man-made features subcomponent of this unit has been reduced due to the addition of new unscreened structures sited too close to the water's edge (including new pump house building near the south end of the unit and a massive residence north of Nevada Beach).

2001 Comments: Two new residences at the north end of this unit are visible; one of these is very boxy with extensive glass and little screening. This unit is not in threshold attainment and is at risk.

2006 Comments: No comments.

2011 Comments: No comments.

2015 Comments: Edgewood Pier blends wells. The Edgewood Hotel project is under construction and should be evaluated in the next assessment.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 31. Bijou (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	1	4	4	A
1991	9	1	4	4	A
1996	9	1	4	4	A
2001	9.5	1.5	4	4	A
2006	9.5	1.5	4	4	A
2011	9.5	1.5	4	4	A
2015	9.5	1.5	4	4	A

1996 Comments: No comments.

2001 Comments: Redevelopment of the Embassy Suites Vacation Resort removes several poor quality structures and replaces them with structures of higher design value. These features improve man-made features in this unit. Additional improvement could have been possible with an improved roof material/color choice for the Embassy structure. This unit remains at risk.

2006 Comments: No comments.

2011 Comments: No comments

2015 Comments: The redeveloped Landing Hotel has an improved color but is more visible due to illegal tree removal. The sheet pile/break wall in front of the swim beach to the east of Lakeside Marina detracts from views in this area and removal should be considered. The redevelopment of the Lake Tahoe Vacation Resort has significantly improved building and roof colors and this results in incremental improvements. The white tent at Timber Cove detracts while darker portions of the Hard Rock Casino and the removal of the Alta Mira building are an improvement. Overall this score is unchanged, but the 2011 score was reduced to correct for the Lakeview Commons project, which is in Unit 32, but was mistakenly placed in Unit 31 in 2011.

Shoreline Unit 32. Al Tahoe (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	9	2	4	3	A
1991	9	2	4	3	A
1996	9	2	4	3	A
2001	10	3	4	3	A
2006	10	3	4	3	A
2011	11	4	4	3	A
2015	11	4	4	3	A

1996 Comments: No comments.

2001 Comments: Improved shoreline revetment and revegetation exists along El Dorado and Regan Beaches. New office building demonstrates improved articulation and color, but continues poor setback and revegetation opportunities. These actions improve the man-made features score.

2006 Comments: No comments.

2011 Comments: Redesign and rehabilitation of El Dorado Beach shoreline park produces substantial improvements in scenic conditions.

2015 Comments: In 2015, the 2011 score was corrected to reflect the Lakeview Commons project, which was mistakenly placed in Unit 31 during the 2011 review.

Appendix G-1: Scenic Travel Route Ratings

Shoreline Unit 33. Truckee Marsh (City of South Lake Tahoe)

	Threshold Composite	Man-Made Features	Background Views	Variety	Status
1982	14	4	5	5	A
1991	14	4	5	5	A
1996	14	4	5	5	A
2001	14	4	5	5	A
2006	14	4	5	5	A
2011	14	4	5	5	A
2015	14	4	5	5	A
1996 Comments: No comments.					
2001 Comments: No comments.					
2006 Comments: No comments.					
2011 Comments: No comments.					
2015 Comments: No comments.					