

A detailed topographic map of the Lake Tahoe Basin, showing the lake's shoreline, surrounding mountains, and a grid of elevation contours. The map is oriented with North at the top. In the upper right corner, there is a north arrow and a scale bar labeled 'MILES' with markings for 1/2, 0, 1, and 2. The title 'LAKE TAHOE BASIN SCENIC RESOURCE INVENTORY' is printed in large, bold, black capital letters across the center of the map. Below the title, on the left side, is the text 'Prepared by Wagstaff and Brady for the Tahoe Regional Planning Agency'.

LAKE TAHOE BASIN SCENIC RESOURCE INVENTORY

**Prepared by Wagstaff and Brady
for the Tahoe Regional Planning Agency**

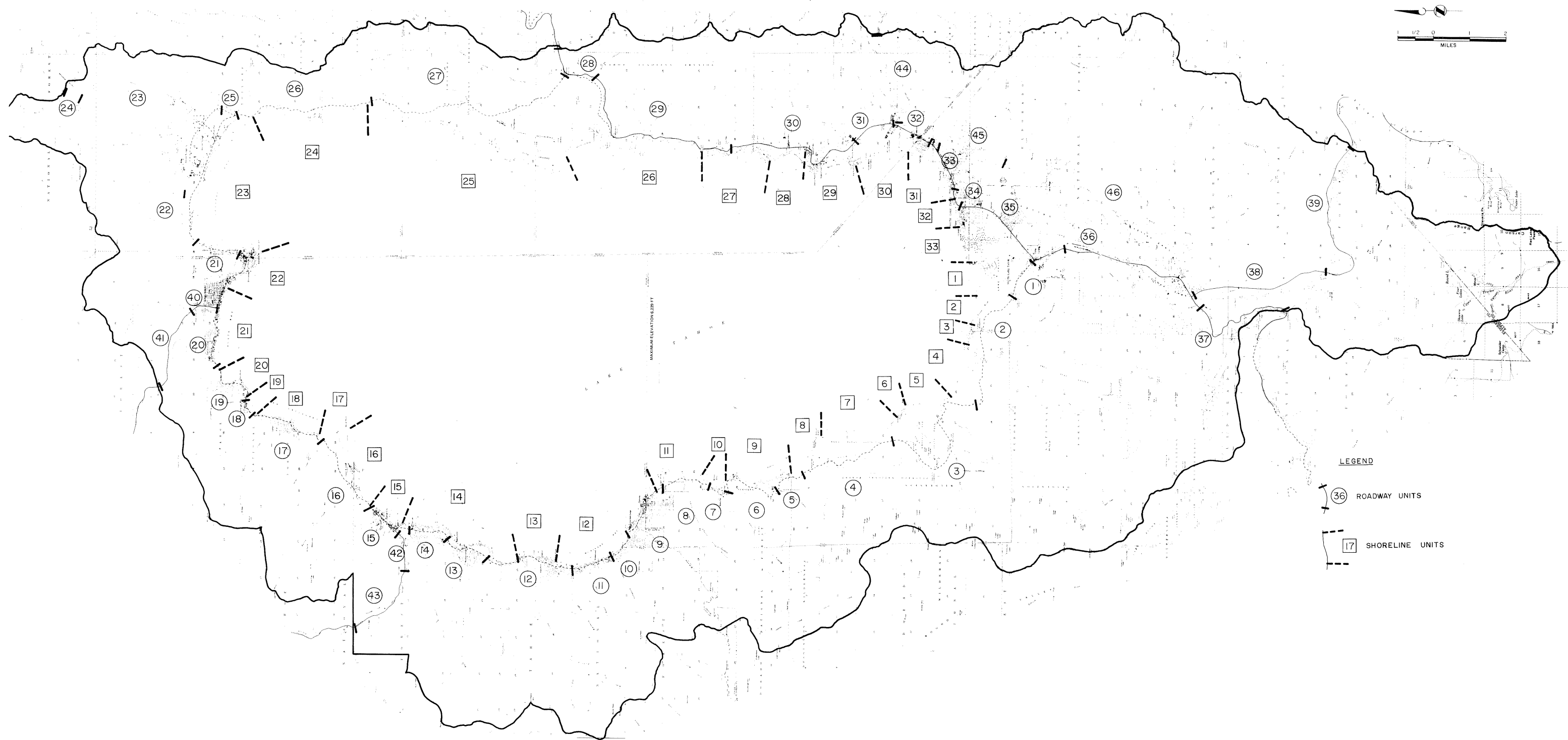


Figure 1. ROADWAY AND SHORELINE UNIT LOCATIONS

SCENIC RESOURCES INVENTORY·TAHOE ENVIRONMENTAL STUDY

ROADWAY UNIT INVENTORY

Introduction

The Lake Tahoe Basin major roadways were surveyed in February, March and May of 1982 for scenic resources, a component of the Tahoe Regional Planning Agency's Environmental Thresholds Study. Scenic resources within each unit were mapped, photographed and described in narrative text.

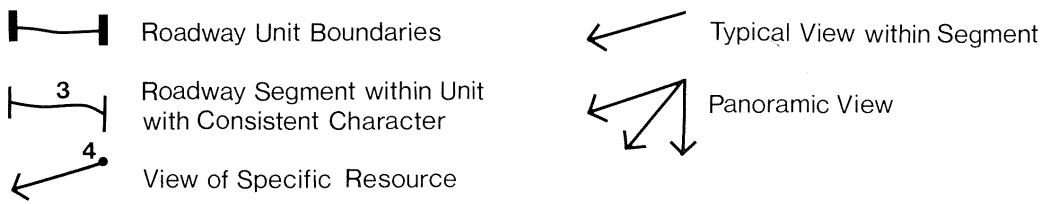
The following routes were surveyed:

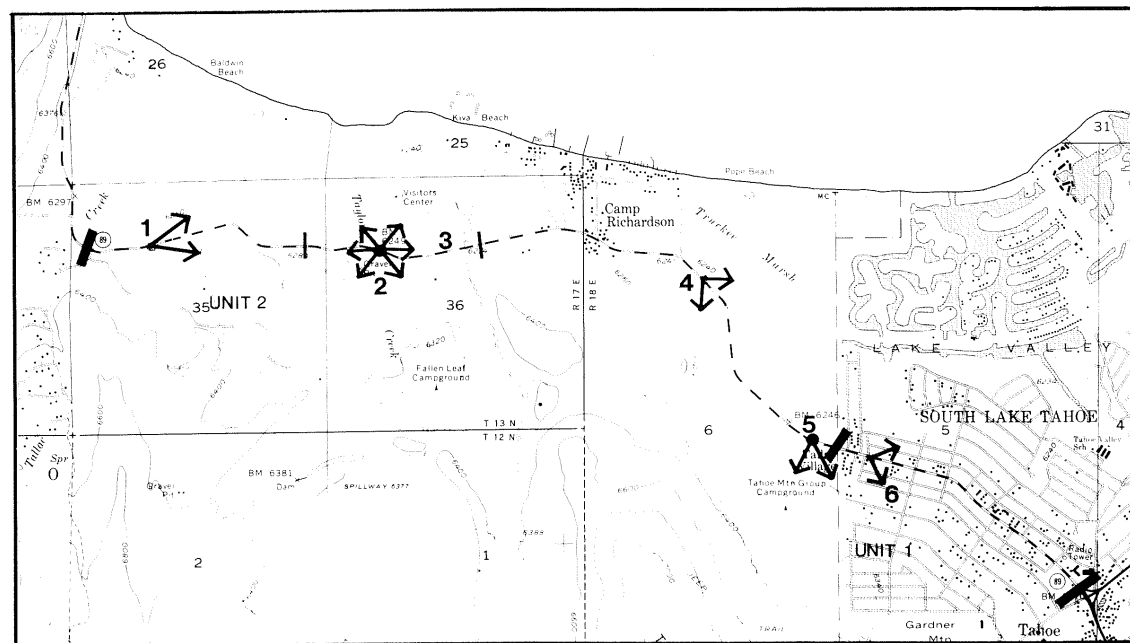
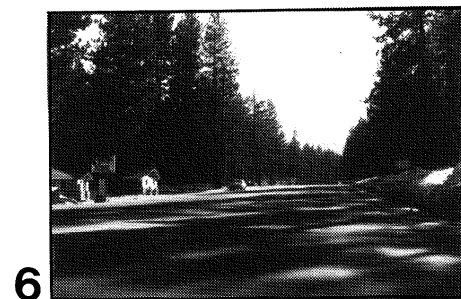
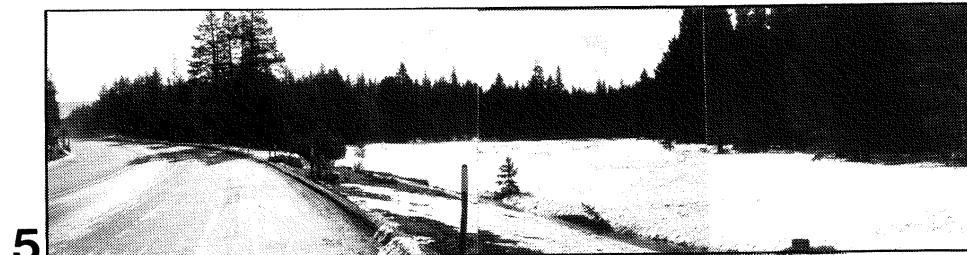
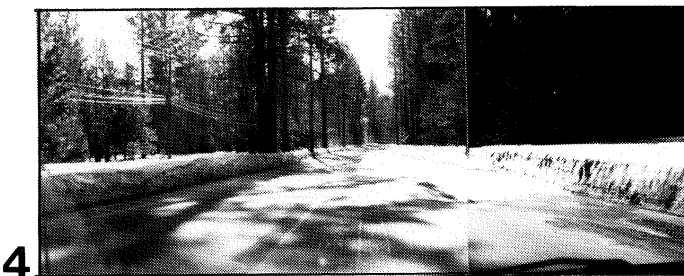
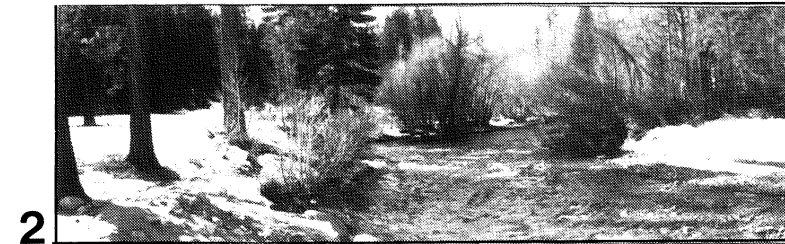
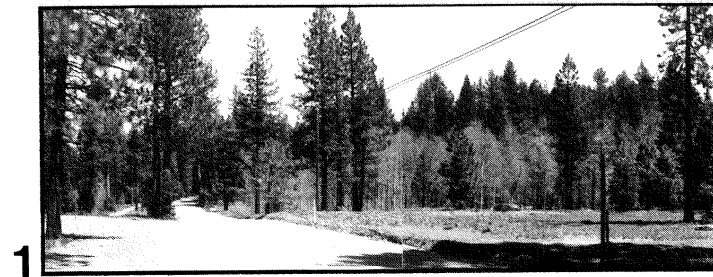
- Route 50, from Echo Summit to Spooner Junction
- Kingsbury Grade, from Route 50 to Tramway Drive
- Route 28, from Spooner Junction to Tahoe City
- Route 89, from Lake Tahoe Boulevard to Route 50
- Mt. Rose Highway, from Route 28 to basin boundary
- Route 267 from Route 28 to basin boundary
- Pioneer Trail

Resource subcomponents identified, mapped and photographed include 1) views from major entry points into the basin; 2) views from roadways of natural landscapes; 3) views from roadway to the lake; and 4) major visual features, such as rock formations, topographical features, beaches, streams and special vegetation patterns or areas.

The survey was conducted in both directions around the lake. Travel routes were inventoried by road units identified in the 1971 U.S. Forest Service Scenic Analysis of Travel Routes. Three units were added for a total of 46 roadway units. The narrative is structured in order of landscape components which would be seen in a counter-clockwise drive around the lake. The summaries identify scenic resources by unit number and resource number, and are keyed to mapped resources. In some cases, two units are described and mapped together.

ROADWAY MAPS LEGEND





Roadway Units 1 and 2. Tahoe Valley and Camp Richardson

The forest east of Tallac Creek is in a natural condition, enclosed by forest vegetation, along Route 89 for about 1.6 km (1 mi). It is broken by lightly forested meadow areas, at several points, almost resembling stream zones themselves. The road opens up again near Taylor Creek with open foreground views with short deciduous trees and a well-defined creek bed. Near Fallen Leaf Road the area is open with mixed pines for about 1 km (.6 mi) to the Camp Richardson Corral. No lake views are available in this area. Some roadside development in the Camp Richardson area begins to alter the visual character of the travel route; however, development is reasonably discreet and not out-of-character with the area.

Beyond the entrance way to Pope Beach, forest areas are on both sides of the road for about 1.6 km (1 mi). Where the road becomes four lanes an open meadow appears. Entering the South Lake Tahoe city limits, urban development immediately becomes apparent and intensifies as one nears the intersection with Route 50. The initial stretch of urban development is not unpleasant as one enters the city; residential units have good setbacks; commercial signs are not garish or obtrusive until one reaches Tahoe Valley where strip commercial begins to overtake the viewshed. Low profile mountain backdrops can be seen from the roadway in this area.

Roadway Units 1 and 2. Tahoe Valley and Camp Richardson Summary*

Views of natural landscapes from roadway

- 2-1. Views of forest areas broken by occasional meadows for 1.6 km (1 mi).
Scenic quality: high
Rating: 3
- 2-3. Open area with sagebrush and small pines; affords views westbound of Mt. Tallac and other peaks.
Scenic quality: moderate
Rating: 2
- 2-4. Natural forested area beyond Fallen Leaf Road included Camp Richardson. Small openings in forest and some recreation facilities are seen.
Scenic quality: high
Rating: 3
- 1.6 Commercial area, high density and cluttered at the east end, forested and low density at the west end.

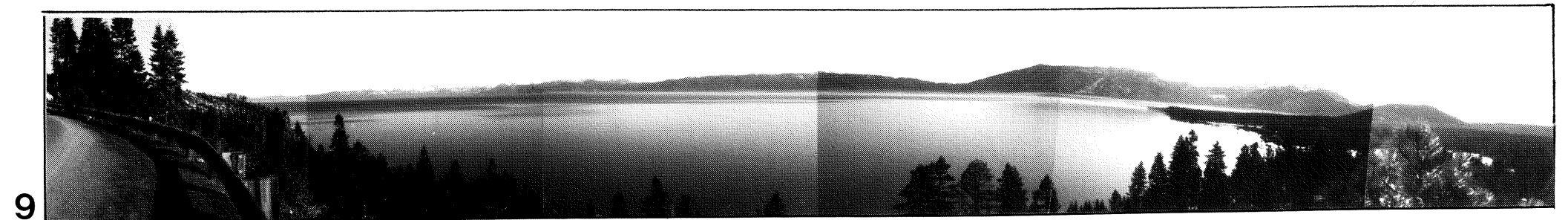
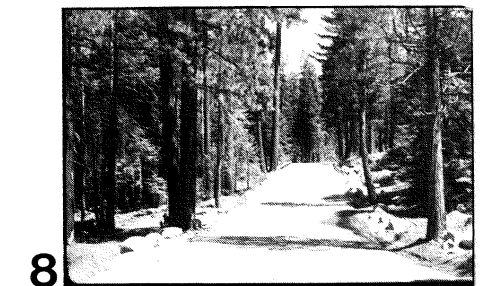
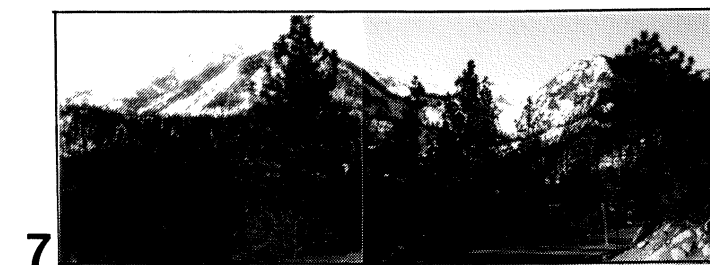
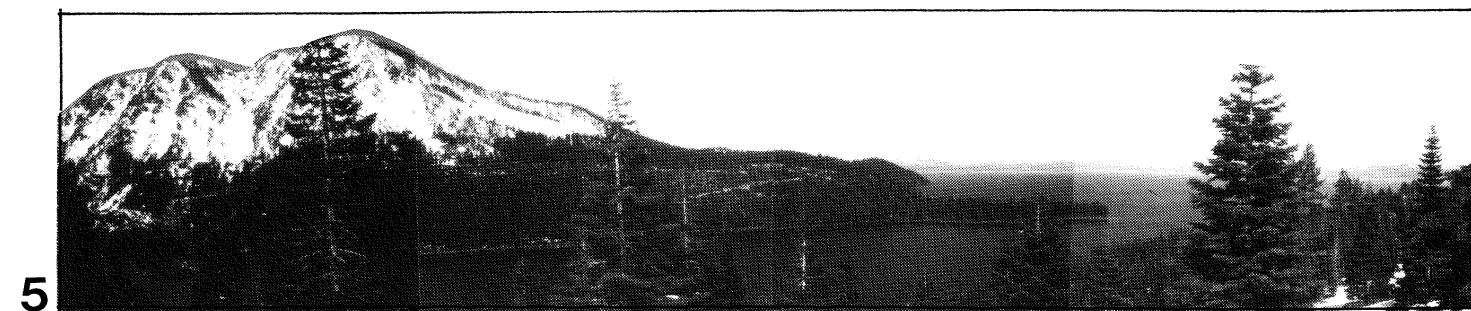
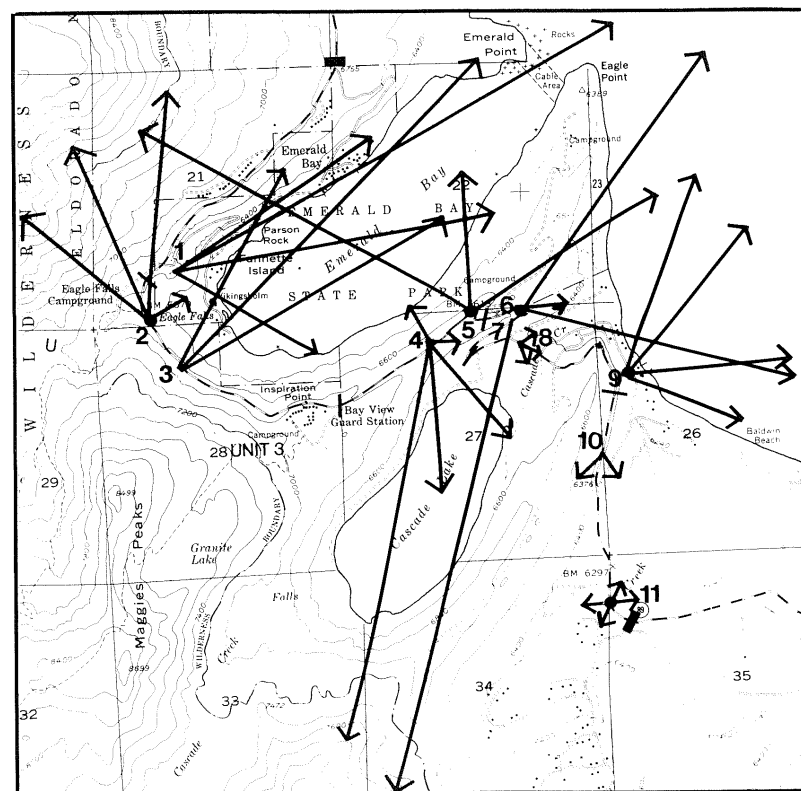
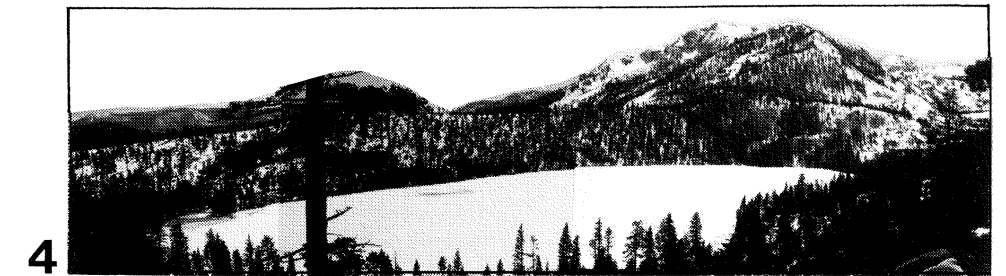
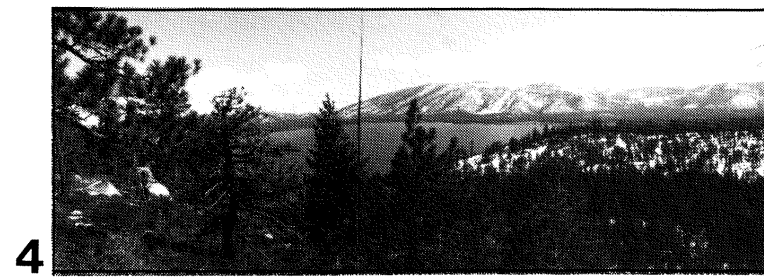
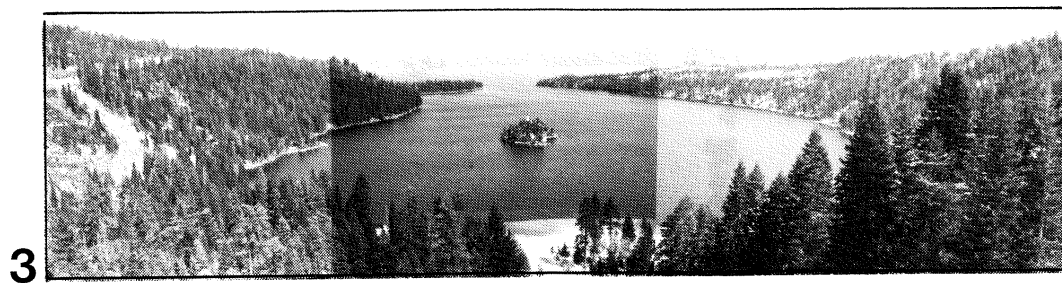
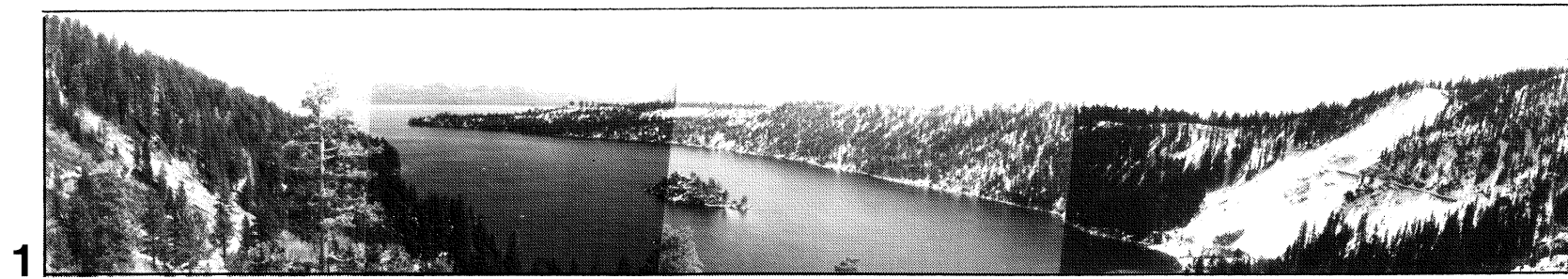
Visual features

- 2-2. Foreground and middleground view of Taylor Creek to north and east with forest background, and foreground view of Taylor Creek on south side of road.
Scenic quality: high
Rating: 3
- 2-5. Meadow area where road becomes 4 lanes.
Scenic quality: high
Rating: 3

Overall unit scenic quality: Unit 1: moderate; Unit 2: high
Rating: Unit 1 = 2
Unit 2 = 3

*The inventory summary is keyed to map locations; photographic survey does not include every mapped view or feature of the roadway unit. Only significant views or features have been photographed.

ROADWAY UNITS 1, 2. TAHOE VALLEY AND CAMP RICHARDSON



ROADWAY UNIT 3. EMERALD BAY

Roadway Unit 3. Emerald Bay

About 2.4 km (1.5 mi) beyond the D. L. Bliss headquarters, the roadbank on the south becomes steep with scattered rock outcrops. Minor views to Emerald Bay are available for the next kilometer (.6 mi). At the 3.2 km (2 mi) point there is a state maintained vista point with a hiking trail to Vikingsholm. From the point is a sweeping panorama of Emerald Bay. Views to Eagle Falls are also available here. Steep granite rock outcropping is on the western roadside visually dominant from the area of Eagle Creek. A stream zone exists on the west also.

Beyond Eagle Creek is steep rock outcropping and forest to the west (across from a lookout point) that continues for almost 1.6 km (1 mi). Interrupted panoramic vistas are available all along this segment.

Almost 6 km (3 mi) into the segment, the road enters forested lands for about 3.2 km (2 mi), then follows a roadway segment along a narrow west ridge that provides broken panoramas of the Bay and Lake on one side and views of Cascade Lake and South Lake Tahoe on the other.

Forested areas and broken panoramas continue up to the sharp turn to Emerald Bay State Park.

Several hairpin turns south of the State Park entrance provide broken and sometimes spectacular vistas of the south lake and the massive mountain backdrop of Mt. Tallac and nearby peaks. As the road drops in elevation toward the south, distant views decrease and a forested area encloses the travel route through the Cascade Creek area. The forest creates a feeling of quietude along the road here. Foreground views are totally dominated by green pines.

The road opens up again to intermittent panoramas and then presents one of the most spectacular vistas of the south lake area and eastern mountain ranges. Broken panoramas continue for about .4 mi. The road then travels through about .4 mi. of dense forest, then opens up into the wide, heavily vegetated stream zone of Tallac Creek. There variations in vegetation, color and visual range provides a nice aesthetic break from the heavily forested roadway. The minor development in this area does not detract from the quality.

Roadway Unit 3. Emerald Bay Summary

Views of lake from roadway

- 3-1.

Broken vistas lead up to a major panorama of Emerald Bay at state-maintained viewpoint.
Scenic quality: exceptionally high
Rating: 3+
- 3-3.

Views from Highway 89 between Eagle Falls and Inspiration Point across Emerald Bay.
Scenic quality: exceptionally high
Rating: 3+
- 3-5.

Views across Emerald Bay to northwest, and Lake Tahoe to north and northeast.
Scenic quality: exceptionally high
Rating: 3+
- 3-6.

Intermittent panoramic view of lake sometimes broken by forest.
Scenic quality: exceptionally high
Rating: 3+
- 3-9.

Spectacular panoramic 150⁰ + view of lake, South Lake Tahoe, south shore beaches and stateline.
Scenic quality: exceptionally high
Rating: 3+

Views of natural landscape from roadway

- 3-4.

Views of lake to northeast and east from area where Cascade Lake is also visually accessible.
Scenic quality: exceptionally high
Rating: 3+
- 3-7.

Middle-distance view to southeast across forested Cascade Creek drainage area to massive backdrop and skyline of Mt. Tallac and Cascade Creek Falls.
Scenic quality: exceptionally high
Rating: 3+
- 3-10.

Road segment enclosed with forest vegetation for 1.3 km (.8 mile).
Scenic quality: high
Rating: 3

Visual Features

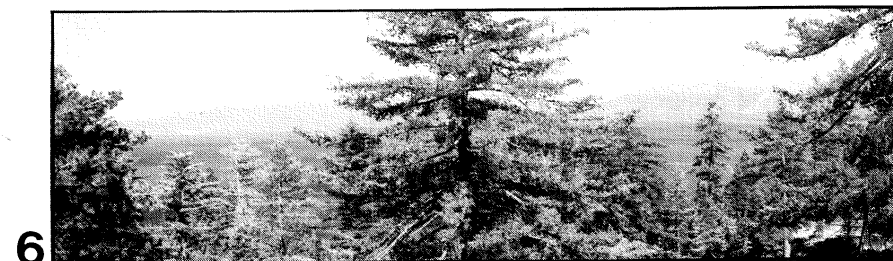
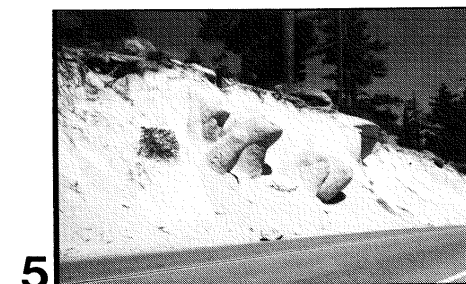
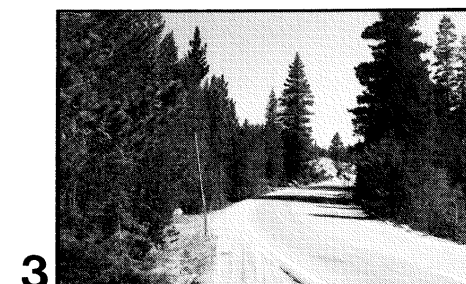
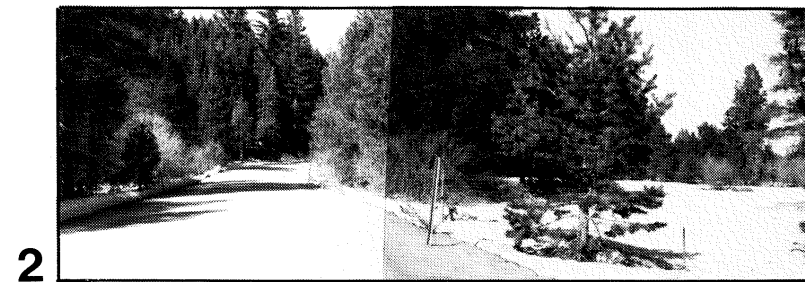
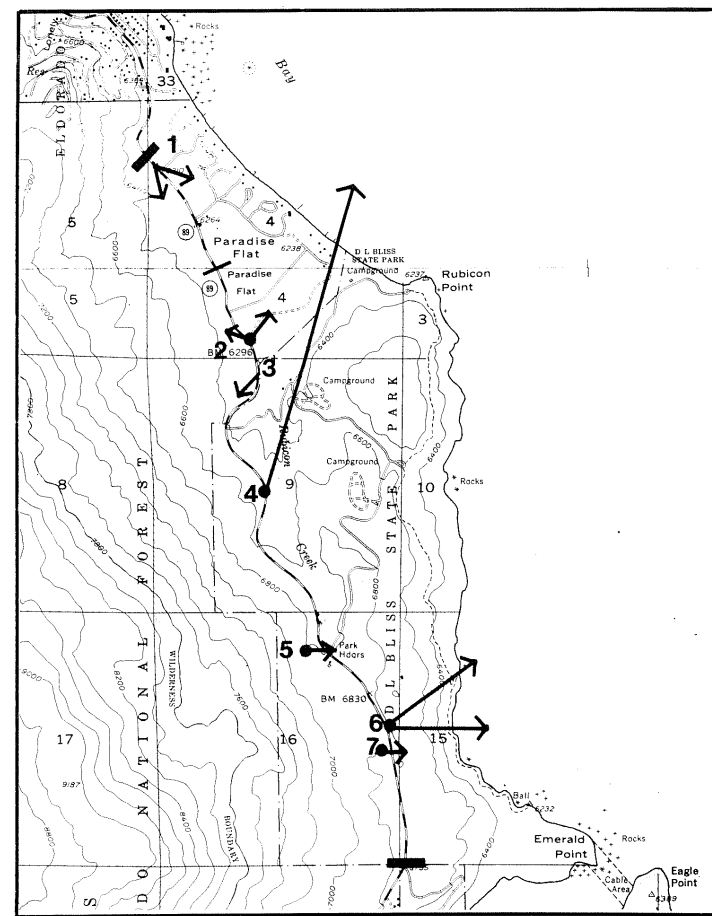
- 3-2.

Views across Eagle Falls to Emerald Bay and views of rocky peaks to northwest of Eagle Falls and Emerald Bay.
Scenic quality: exceptionally high
Rating: 3+
- 3-8.

Road segment enclosed with forest vegetation for .6 km (.4 mi) along northeast rim of Cascade Lake.
Scenic quality: high
Rating: 3
- 3-11.

Foreground view of Tallac Creek stream zone.
Scenic quality: high
Rating: 3

Overall unit scenic quality: exceptionally high
Rating: 3+



Roadway Unit 4. D. L. Bliss State Park

The unit begins with about 1.6 km (1 mi) of natural appearing forested lands. The first .8 km (.5 mi) has foreground views of scattered mid-size pines. The area moves into Paradise Flat where a heavy pine forest with a thick understory dominates the roadway corridor up to the northern boundary of D. L. Bliss State Park. A stream zone/meadow area exists to the north of Paradise Flat, providing a minor break and transition into the more open forest of the state park.

Some attractive rock outcropping can be seen at the entrance to the park. The road rises in elevation into heavy natural forest for the next 3.2 kilometers (2.0 miles).

Roadway Unit 4. D. L. Bliss State Park Summary

Views of lake from roadway

- 4.4 Brief panoramic view of lake interrupted by foreground pines.
Scenic quality: moderate
Rating: 2
- 4.6 Same view as in 4.4 but for southbound travelers looking southeast.
Scenic quality: high
Rating: 3

Views of natural landscape from roadway

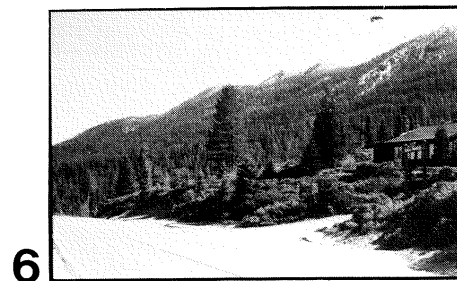
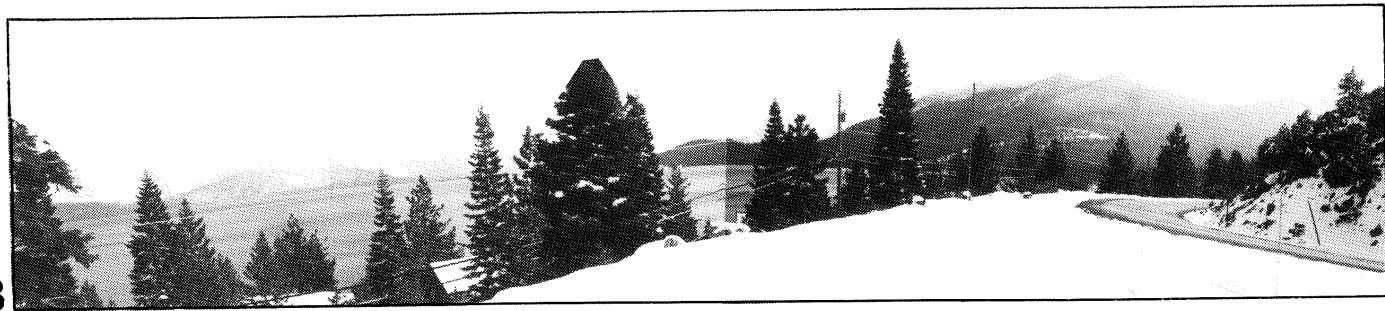
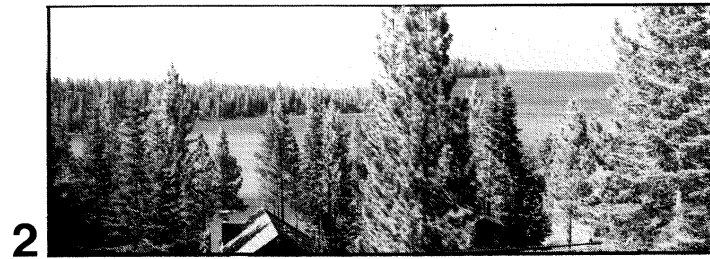
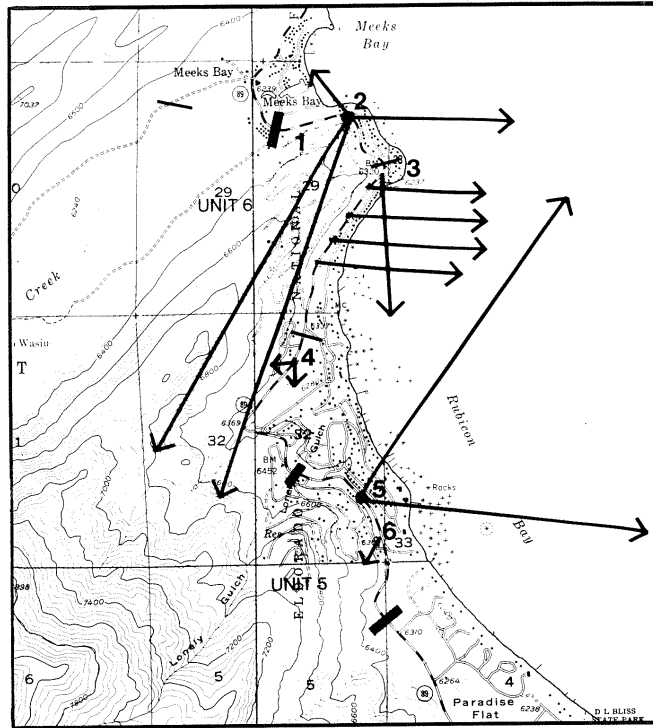
- 4-1. Forest vegetation along roadside.
Scenic quality: moderate
Rating: 2
- 4-3. Area of heavy pine forest with thick understory.
Scenic quality: high
Rating: 3

Visual features

- 4-2. Stream zone of Rubicon Creek is only sizeable opening in area of thick forest growth.
Scenic quality: high
Rating: 3
- 4-5. Rock outcroppings near entrance to State Park.
Scenic quality: moderate
Rating: 2
- 4-7. Rounded boulders are a roadside feature.
Scenic quality: high
Rating: 3

Overall unit scenic quality: high
Rating: 3

ROADWAY UNIT 4. D.L. BLISS STATE PARK



Roadway Units 5 and 6. Rubicon Bay and Lonely Gulch

At Meeks Bay Drive, a vista area exists that provides a broken panorama of the lake including massive mountains to the south. South Lake Tahoe/Stateline high-rise buildings can be seen from this area. Broken panoramas continue for the next .8 km (.5 mi) with a continued down-road backdrop of massive high mountain areas.

Where the panorama ends, natural forest area continues for about 1.3 km (.8 mi) with very minor development up to Rubicon Drive. Beyond Rubicon Drive, the forest opens up to major panoramas of the south lake area. The area on the western side of the road is characterized by scrub vegetation on open steep slopes with highly visible residential development.

Roadway Units 5 and 6. Rubicon Bay and Lonely Gulch Summary

Views of lake from roadway

- 5,6-2. From area near Kehlet Drive (a lookout point) views into Meeks Bay to northeast, broken panorama to west, and long-distant views of peaks to southeast.
Scenic quality: moderate
Rating: 2
- 5,6-3. Area of broken panoramic vistas to east and south.
Scenic quality: moderate
Rating: 2
- 5,6-5. Panorama of lake with development in foreground.
Scenic quality: moderate
Rating: 2

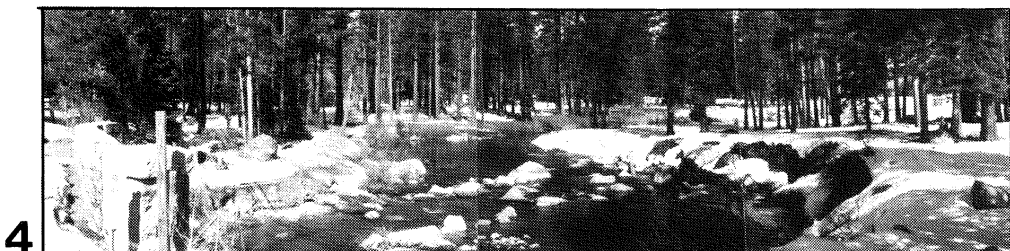
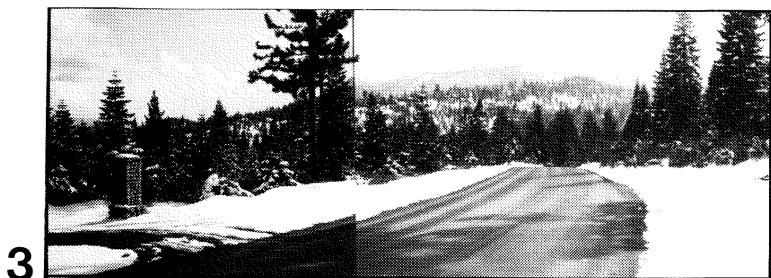
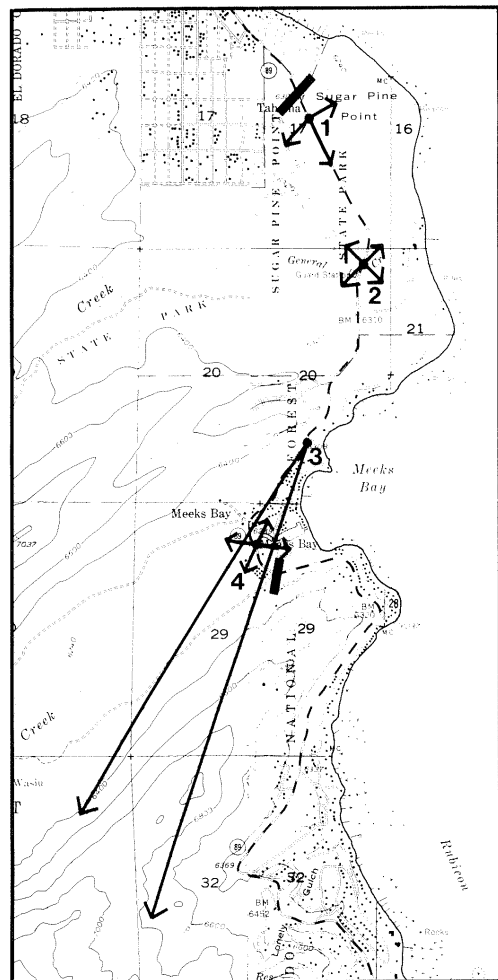
Views of natural landscape from roadway

- 5,6-1. Forested area with view glimpses beyond foreground. Some housing visible.
Scenic quality: moderate
Rating: 2
- 5,6-4. Natural forest area with scattered residential area visible.
Scenic quality: high
Rating: 3
- 5,6-6. Area (.8 km) of scattered mid-size pines among scrub vegetation creates a different forest setting than most forested segments in basin with large houses prominent above road.
Scenic quality: high
Rating: 3

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNITS 5, 6.

RUBICON BAY AND LONELY GULCH.



ROADWAY UNITS 7, 8. MEEKS BAY AND SUGAR PINE POINT.

Roadway Unit 7 and 8. Meeks Bay and Sugar Pine Point

In Sugar Pine Point State Park the travel route is heavily forested and unspoiled. Only a few homesites exist in the next 1.6 kilometer (1 mile) or so. The stream zone of General Creek provides a break in the forested enclosure. (From within the park, major panoramas of the entire basin shoreline exist, accessible only by foot.)

The natural forest continues for about .3 mile beyond the park boundary. At Glenridge Drive, some spectacular views of peaks to the south are available with minor glimpses into Meeks Bay. The roadway drops into Meeks Bay where scattered development in a forested area creates pleasant diversity.

Roadway Units 7 and 8. Meeks Bay and Sugar Pine Point Summary

Views of lake from roadway

- 7,8-3. Glimpses are seen of Meeks Bay from roadway, together with Rubicon Peaks.
Scenic quality: moderate
Rating: 2

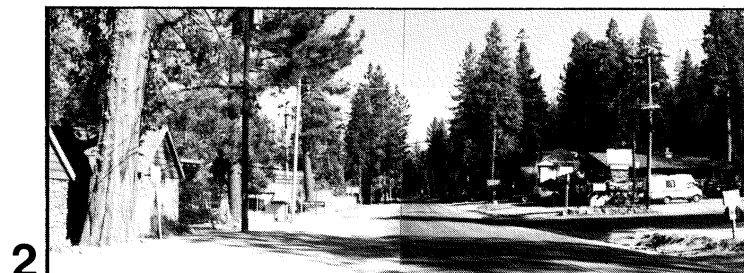
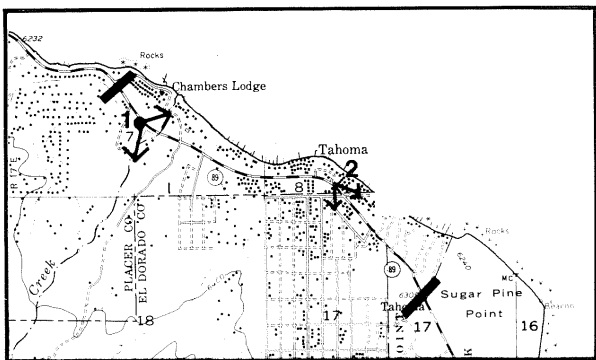
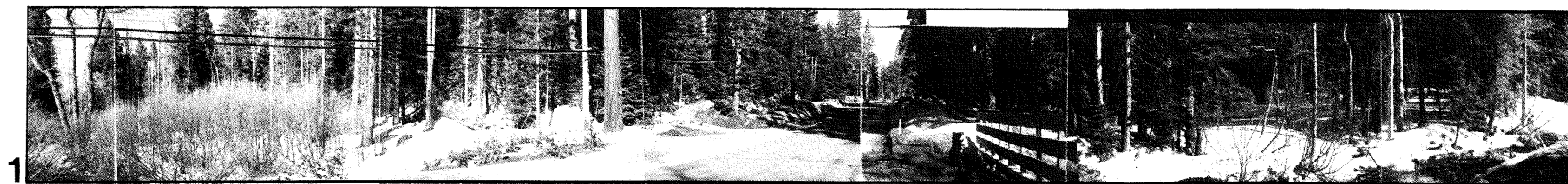
Views of natural landscape from roadway

- 7,8-1. Natural forest through park and .5 km (.3 mi) beyond park.
Scenic quality: high
Rating: 3

Visual features

- 7,8-2. General Creek is seen from roadway, with openings in forest, mixed vegetation and colors.
Scenic quality: high
Rating: 3
- 7,8-4. Stream zone of Meeks Creek, well-defined creek bed surrounded by scattered pines. Campground and glimpses of Meeks Bay can be seen. Scattered timber houses and mixed vegetation are visible.
Scenic quality: high
Rating: 3

Overall unit scenic quality: high
Rating: 3



ROADWAY UNIT 9. TAHOMA

Roadway Unit 9. Tahoma

Beyond Chambers Landing to McKinney Creek, development lessens with a natural area on both sides of the McKinney Creek stream zone.

Development is located on both sides of the road through Tahoma with no natural areas.

Roadway Unit 9. Tahoma Summary

Views of natural landscape from roadway

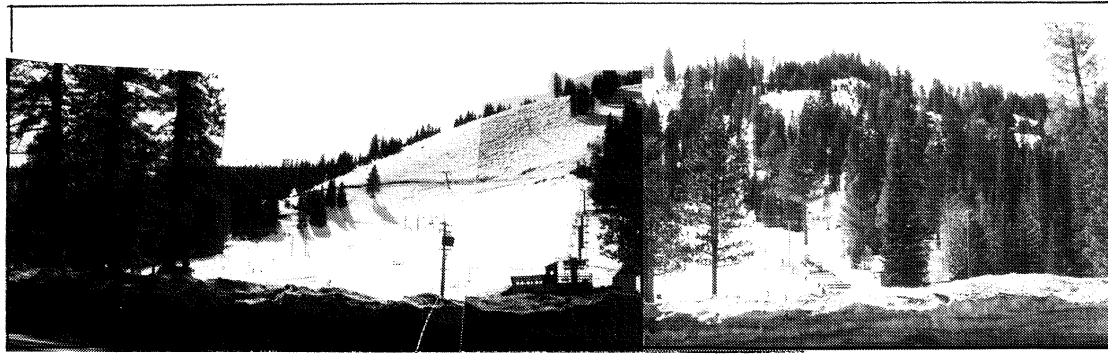
- 9-2. Views are of utilities, commercial and residential development (including condominium units), dusty eroded areas beside road detract from forest landscapes.
Scenic quality: low
Rating: 1

Visual Features

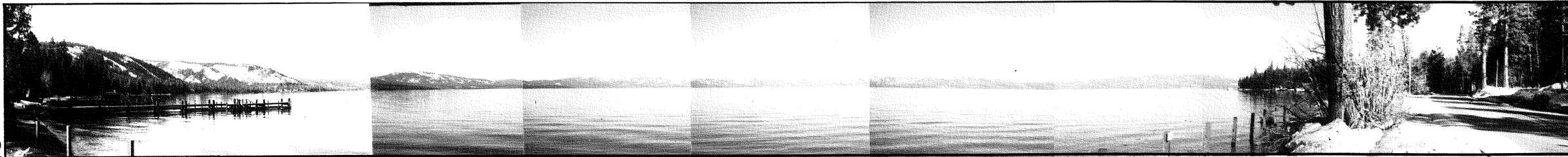
- 9-1. McKinney Creek stream zone and natural area on both sides.
Scenic quality: high
Rating: 3

Overall unit scenic quality: low
Rating: 1

1



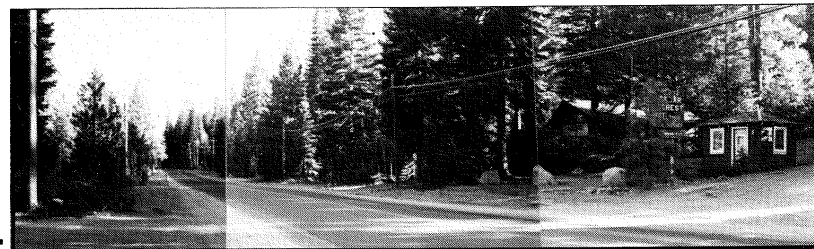
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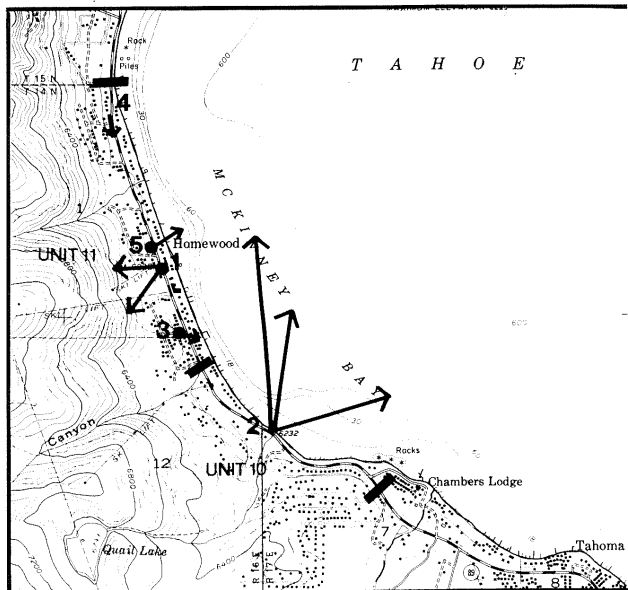
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5



Roadway Units 10 and 11. Quail Creek and Homewood

To the south of the panorama area a forested development continues for 1.3 km (.8 mi) with no views of the lake.

In Homewood, a ski area to the west dominates most views. Several large developments across the road from the ski area appear out-of-scale and have minimum setbacks from the road.

The road segment 1 km (.6 mi) south of the Homewood Ski area is all forested development with no stretches of natural area. Near Meadow Road, the road opens up to a major panorama of the entire basin. The panorama continues for about .5 mile (to Chambers Landing).

Roadway Units 10 and 11. Quail Creek and Homewood Summary

Views of natural landscape from roadway

10,11-4. Bulk of unit is composed of conifer forest with medium-density residential and some scattered commercial buildings of older appearance. The scenic character is generally undistinctive.
Scenic quality: low
Rating: 1

Views of lake from roadway

10,11-2. Major panorama of entire basin near Meadow Road for about .8 km (.5 mi). Boathouses on piers are prominent but not too dominant.
Scenic quality: high
Rating: 3

10,15-5. There are brief glimpses through foreground trees to nearby shoreline.
Scenic quality: moderate
Rating: 2

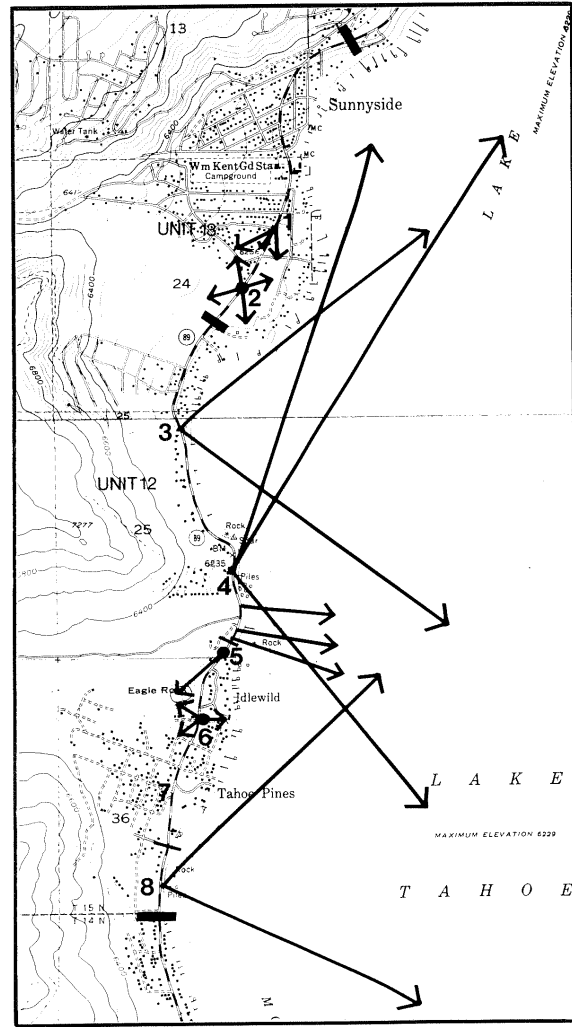
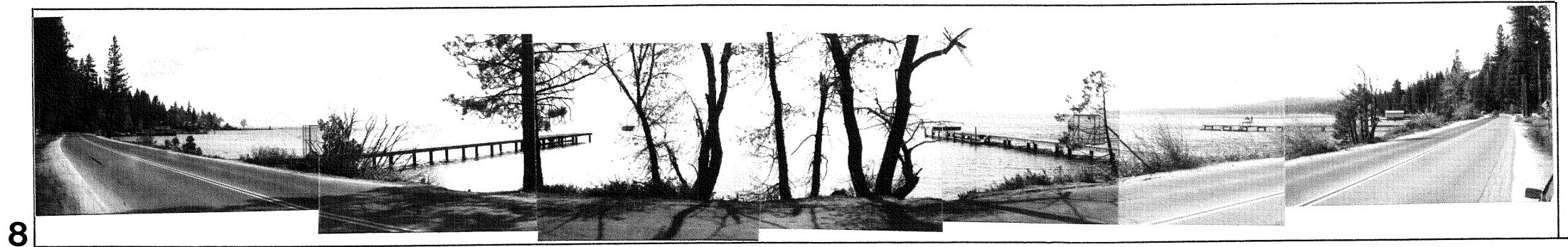
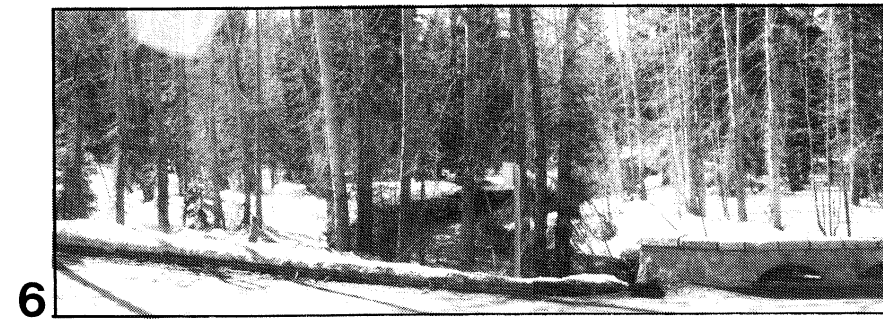
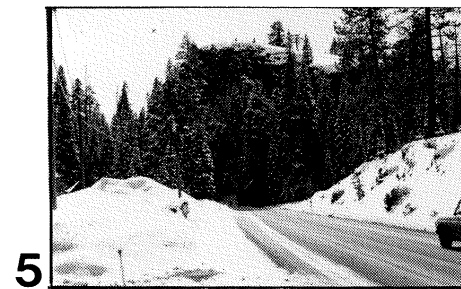
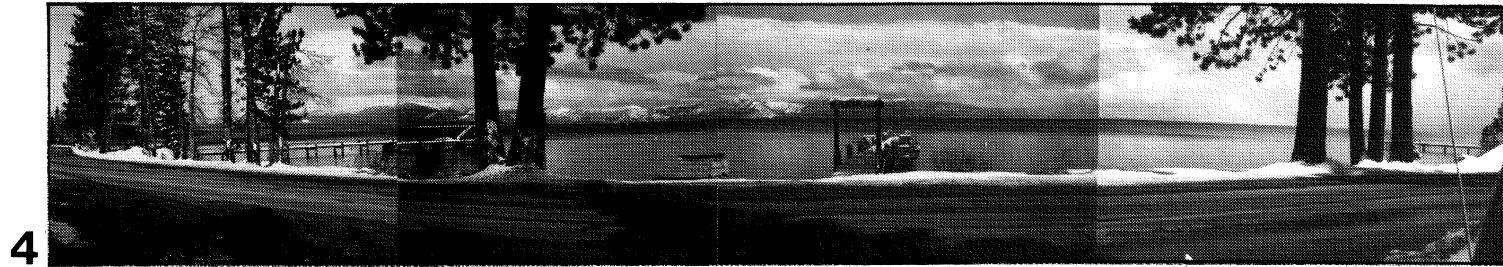
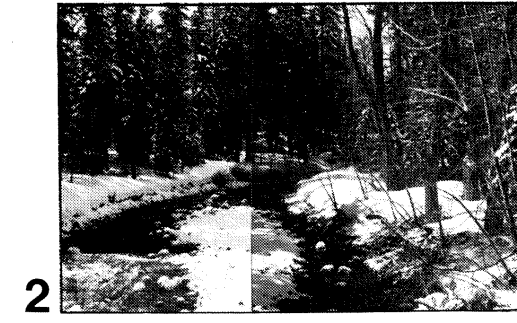
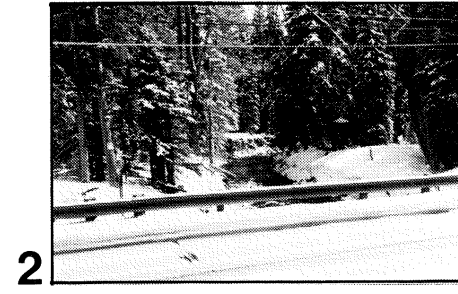
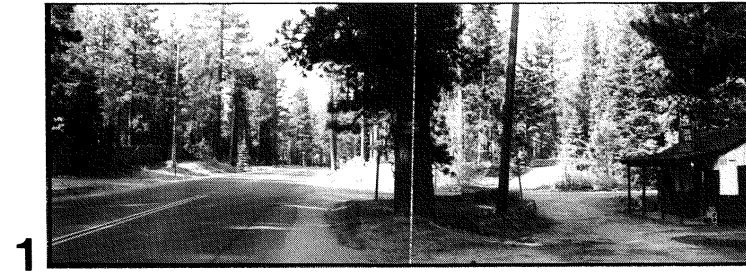
Visual features

10,11-1. Views of Homewood ski area from roadway.
Scenic quality: low
Rating: 1

10,11-3. There are interesting old timber boat-yard buildings, boat-racks, and glimpses of lake. View is marred by large utilitarian buildings on west side of road, utilities, and unpaved areas.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNITS 10, 11. QUAIL CREEK AND HOMEWOOD



ROADWAY UNITS 12, 13. TAHOE PINES TO SUNNYSIDE

Roadway Units 12 and 13. Tahoe Pines to Sunnyside

Entering the Sunnyside area, development becomes more apparent with fewer set-backs in the forests. Numerous subdivision access drives also contribute to a more urban character.

Beyond Pineland Avenue in Sunnyside, a heavy forest buffer creates a fairly natural appearance, though with homes set back in the trees. Variation in the view corridor is the stream zone of Ward Creek with mixed vegetation. The only detractors are commercial signs in the Ward Creek Area.

Beyond Ward Creek there are about .6 km (.4 mi) of extremely attractive natural forest vegetation until one reaches the Timberland area where once again development alters natural foreground views. About 1/3 km (.8 mi) south of Ward Creek the first view of the Lake opens up to a 160°+ panorama. At Skyland, northshore areas are visually accessible. Areas to the west are developed with residences and resorts. The panorama continues for about 1.1 km (.7 mi) until roadside trees begin to break views (near St. Michaels Court). The views to the lake are not available as the road bears to the west.

A special feature here is a prominent rock outcropping, Eagle Rock, that overhangs the road to the south of St. Michaels Court. The area is forested with development up to the Tahoe Pines area. Blackwood Creek presents a change in the forest scene.

In Tahoe Pines, a long 8-foot-high granite rock wall parallels the road to the east for about .2 km (.15 mi). Homes to the west are setback in the forest.

At Grimsell Pass Road, the road again borders the lake and presents a sweeping panorama for about .5 km (.3 mi).

Roadway Units 12 and 13. Tahoe Pines to Sunnyside Summary

Views of lake from roadway

- 12,13-3. Major panorama of cove and lake and mountains from northwest to southwest. Small piers in foreground. Scenic quality: exceptionally high Rating: 3+
- 12,13-4. Major panorama from roadway, near Elizabeth Drive that continues for 1.1 km (.7 mi). Scenic quality: exceptionally high Rating: 3+
- 12,13-8. There is a continuous panorama of lake from Sugar Pine Point and Freel Peak to North Shore. Many small piers in foreground. Fleur de lac housing prominent at Lake Shore, large cedar are visible to west of road. Scenic quality: high Rating: 3

Visual features

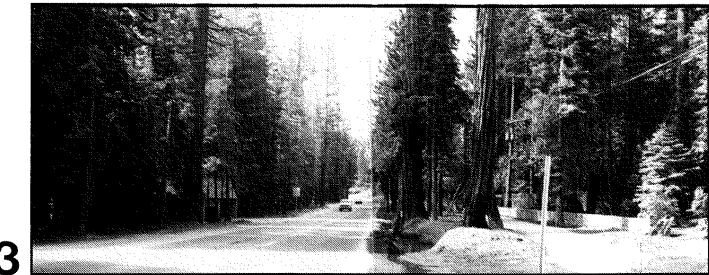
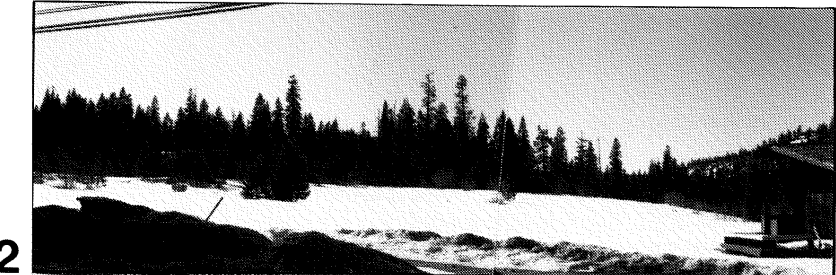
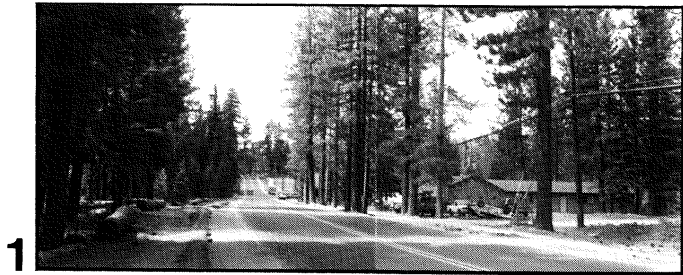
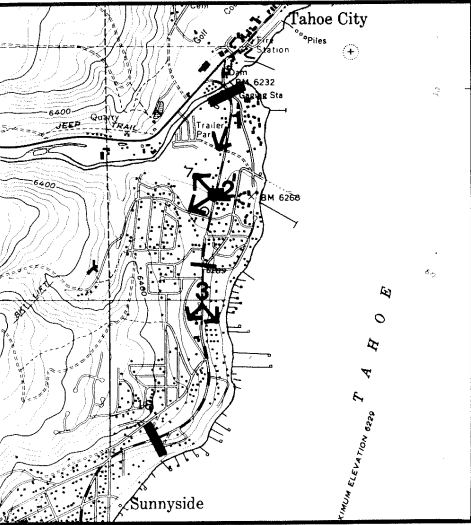
- 12,13-2. Stream zone of Ward Creek Scenic quality: high Rating: 3
- 12,13-5. Eagle Rock Scenic quality: high Rating: 3

- 12,13-6. Stream zone of Blackwood Creek, with diverse vegetation and attractive stone bridge. Scenic quality: high Rating: 3

Views of natural landscape from roadway

- 12,13-1,2. Moderately developed areas are interspersed with scenic forested areas. Natural scenes are numerous in unit 2. Scenic quality: high Rating: 3
- 12,13-7. Forested area with housing, mostly quite attractive, except for monumental wall and entry to Fleur de lac in Tahoe Pines. Scenic quality: moderate Rating: 2

Overall unit scenic quality: high
Rating: 3



Roadway Unit 14. Tahoe Tavern

Heavy commercial development at the "Y" dominates the first tenth of a mile of the unit. The stream zone of the Truckee River is visible to the west. Beyond the first tenth of a km there is a undeveloped forest area to the east; however, development on the west affects the general aesthetic quality. Just before Tahoe Tavern is an open meadow area. Development then continues along both sides of the road.

Development is well buffered by heavy forest vegetation. At about 2.4 km (1.5 mi) into the unit, development slackens off to a natural forest setting for about .8 km (.5 mi). Only occasional glimpses of the lake are available.

Roadway Unit 14. Tahoe Tavern Summary

Views of natural landscape from roadway

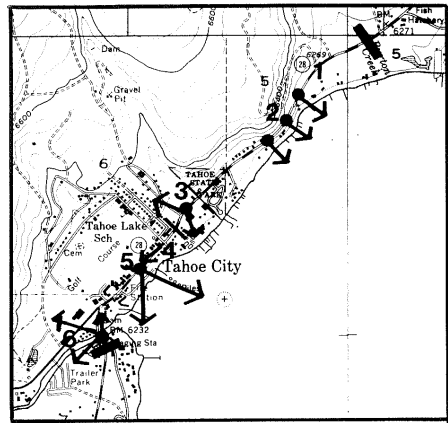
- 14-1. Views are of commercial and residential development among open pine forest; utility lines and signs are prominent in places. Scenic quality: low Rating: 1
- 14-3. About .8 km (.5 mi) of natural pine forest with large cedar trees, relatively undisturbed. Scenic quality: high Rating: 3

Visual Features

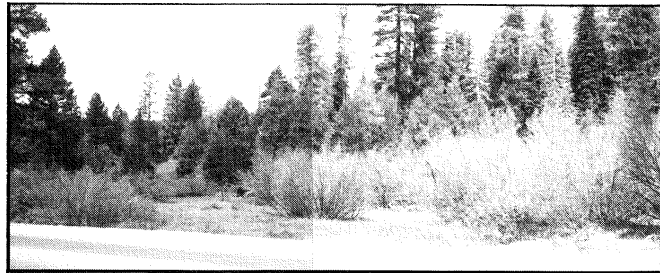
- 14-2. Meadow area across from Tahoe Tavern. Scenic quality: moderate Rating: 2

Overall unit scenic quality: low
Rating: 1

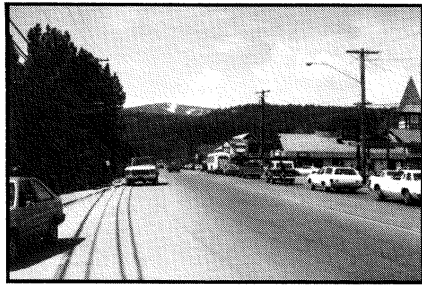
ROADWAY UNIT 14. TAHOE TAVERN.



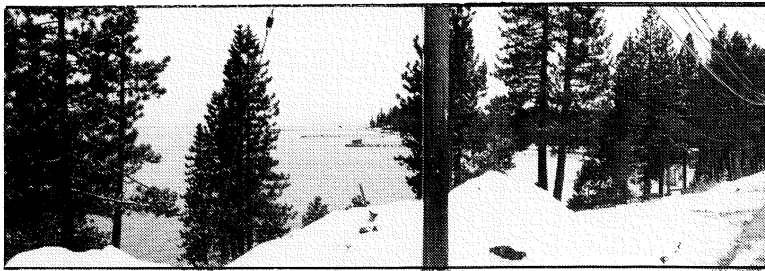
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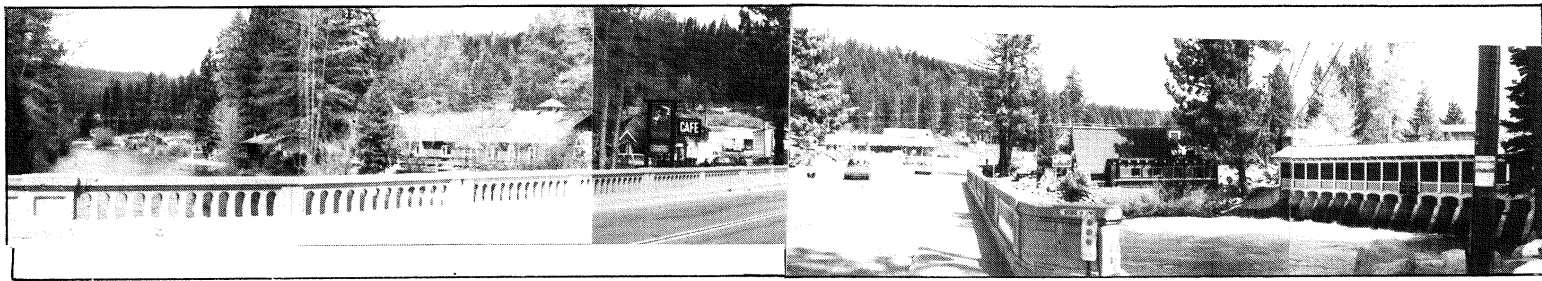
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6



Roadway Unit 15. Tahoe City

Beyond Burton Creek, the roadway is forested on both sides. No views to the lake can be seen for the first .3 km (.2 mi). Intermittent views over and through residential units on the lower roadside become available after this point. This area has a variety of vegetation and roadside development activities and generally appears cluttered. Riparian-type vegetation exists in the Tahoe State Recreation area lands. Beyond this, heavy commercial development begins to occur. Broken panoramas to the lake are available in Tahoe City near the large tree in the center of Route 29. The vista is not very noticeable because of traffic and pedestrian activity in Tahoe City.

Roadway Unit 15. Tahoe City Summary

Views of natural landscape from roadway

- 15-1. Views are of forested area with considerable residential and some commercial development.
Scenic quality: low
Rating: 1

Views of lake from roadway

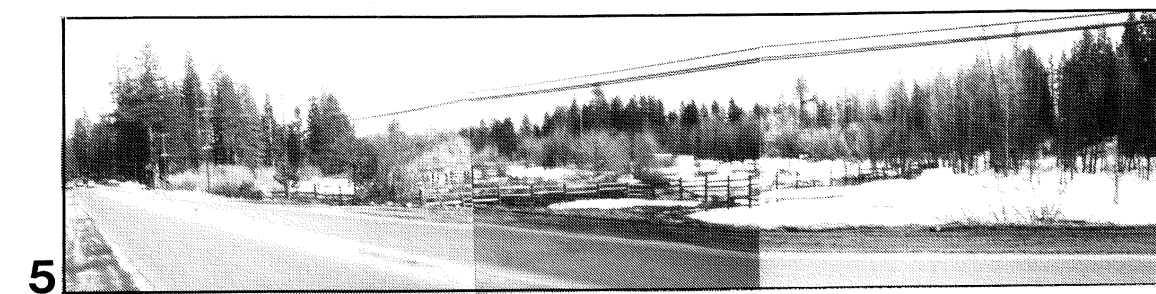
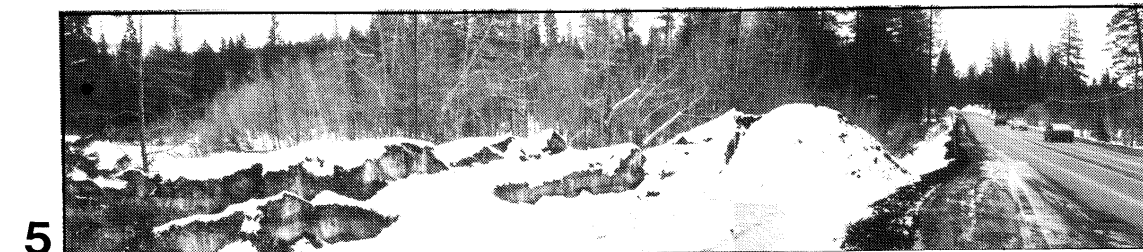
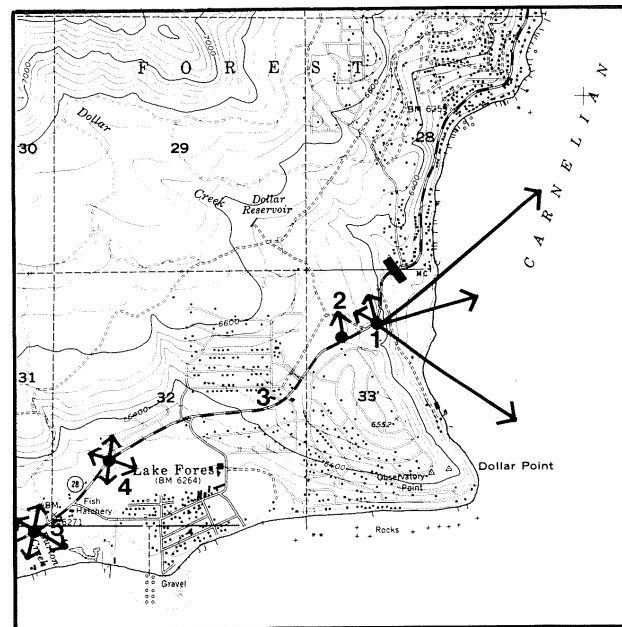
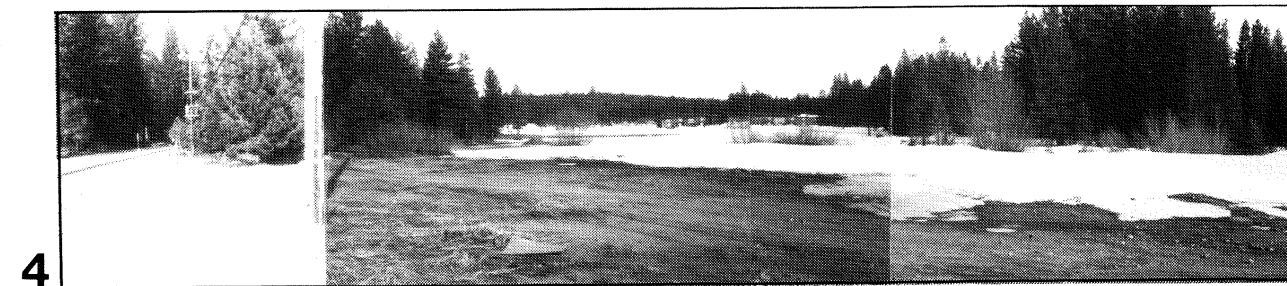
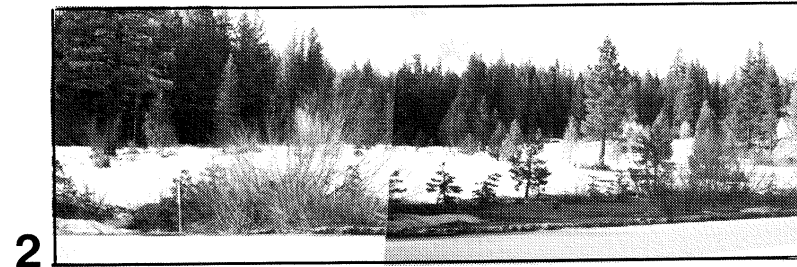
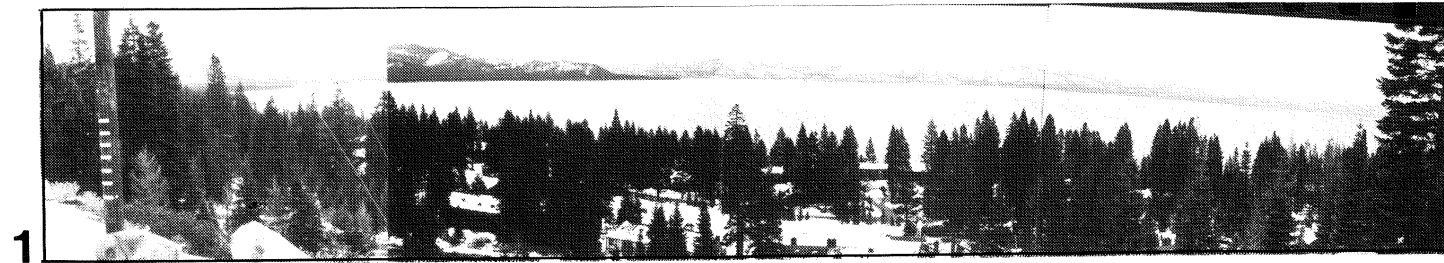
- 15-5. From central Tahoe City, the road borders the lake in heavy developed area providing broken vistas to areas to southwest.
Scenic quality: moderate
Rating: 1
- 15-2. There are interrupted panoramas and glimpses of the lake above houses and between trees.
Scenic quality: moderate
Rating: 2

Visual Features

- 15-3. Views of mixed deciduous vegetation in Tahoe State Recreation Area.
Scenic quality: moderate
Rating: 2
- 15-6. Stream zone of Truckee River. View of river as glimpsed downstream is attractive with unusual outlet structure and white water, but view is marred by intensive commercial development, traffic, and signs.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: low
Rating: 1

ROADWAY UNIT 15. TAHOE CITY.



Roadway Unit 16. Lake Forest

Beyond Dollar Creek is a major panoramic vista to the east. The west side of the road has steep bare banks with undeveloped forest above. Only minor development occurs for about 1.0 km (.6 mi) (to Dollar Drive).

Subdivision development throughout the Lake Forest community has a strong influence on the aesthetic character along Route 28. It contains mixed residential and commercial uses in a general area of heavy forest.

There is an open meadow area just beyond Burton Creek Road, that presents a change in scenery. Foreground views are of deciduous vegetation with mid-distant views of condominium development.

The stream zone of Burton Creek, southeast of Route 28 has aging wooden corral fences in it that add to the visual variety, although the fences do detract from the unity of the natural meadow. There is much deciduous vegetation in the stream zone. The area on the northwest side of the road is open with small scattered pines and deciduous trees.

Roadway Unit 16. Lake Forest Summary

Views of lake from roadway

- 16-1. Wide vista of Carnelian Bay, Stateline Point and areas beyond to the north-east bound traveler.
Scenic quality: high
Rating: 3

Views of natural landscape from roadway

- 16-3. Open pine forest without understory, scattered with clustered housing and some commercial activity. View is primarily of foreground.
Scenic quality: moderate
Rating: 2

Visual Features

- 16-2. Forest Glade in vicinity of Dollar Drive, open and undeveloped for approximate .3 km (.2 mi).
Scenic quality: moderate
Rating: 2
- 16-4. Open meadow area near Placer County Administration Building.
Scenic quality: moderate
Rating: 2
- 16-5. Burton Creek stream zone north and south of roadway with mixed pines, corrals, and riparian vegetation, intrusion by housing developments on meadow further to east.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNIT 16. LAKE FOREST.

Roadway Units 17 and 18. Cedar Flat to Carnelian Bay

In Carnelian Bay, development encroaches on the roadside with resort areas, real estate sales and other commercial uses, and transmission lines. There are some open views to the lake in this area. A boat harbor and yacht club with associated development is visually dominant at the western end of town. Intermittent lake views and a broken lake panorama exist along here. Generally, significant background views are lacking in this area.

Beyond the commercial area, most development is on the lower side of the road (to the southeast). Powerlines parallel the road on the northwest and have numerous connector lines to residences on the southeast. Minor views to the lake are available for about 1.0 km (.6 mi).

Nearing Cedar Flat, there is an area providing very expansive open vistas to the lake. The rooftops of homes are visually apparent to the southeast and in some areas cause minor blockage of views up to Ridgewood Road (about .4 mi.). The Cedar Flat area is primarily residential development with minor setbacks from the road. Development is found on both sides with no meadows or open areas to provide visual relief for about 1.3 km (.8 mi). The road gains in elevation and begins to provide lake overlooks that are interrupted and obstructed by residential development.

Toward Dollar Creek, open forest lands dominate the scenery to the west. To the east is primarily residential development with good setbacks from the road.

Roadway Units 17 and 18. Cedar Flat to Carnelian Bay Summary

Views of lake from roadway

- 17,18-3. Panorama of Carnelian Bay and shoreline area primarily to southwest continues for about .6 mile.
Scenic quality: moderate
Rating: 2
- 17,18-4. Major panorama of Carnelian Bay and mountain areas on all sides, 150+°.
Scenic quality: moderate
Rating: 2
- 17,18-3. Broken panorama primarily to northeast and southeast, obstructed by trees and residential development on lower side of road.
Scenic quality: moderate
Rating: 2

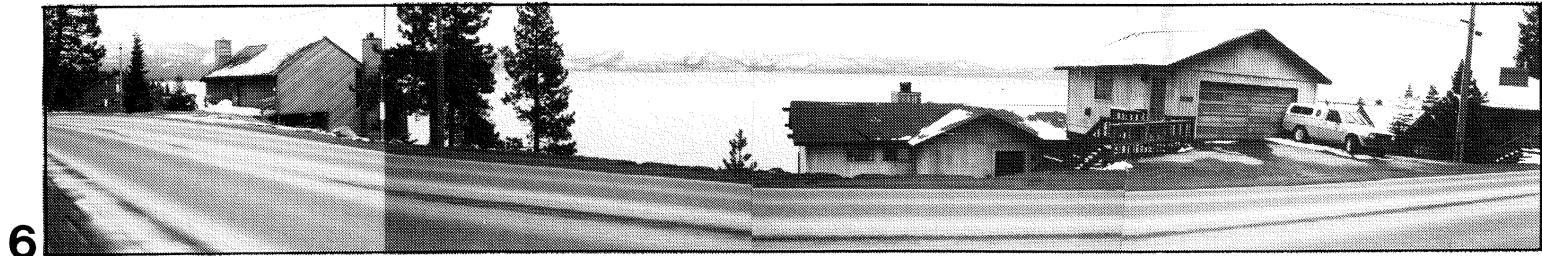
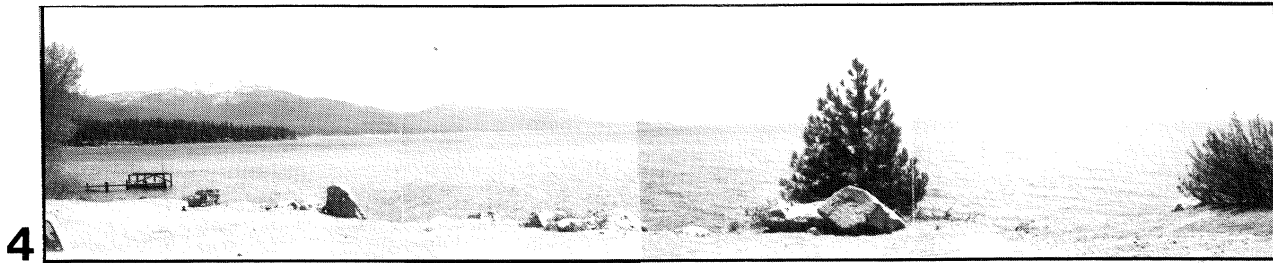
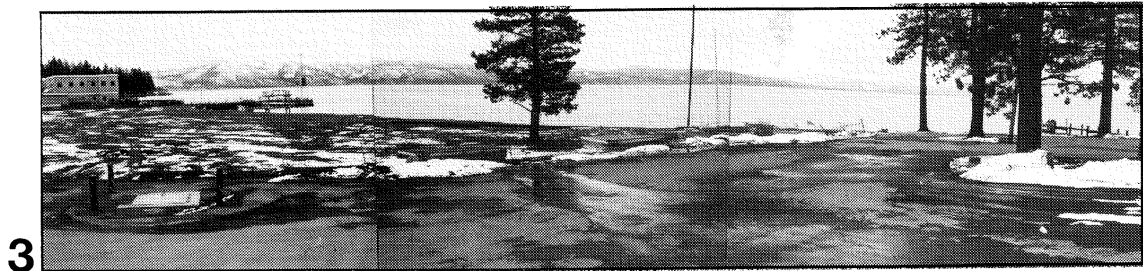
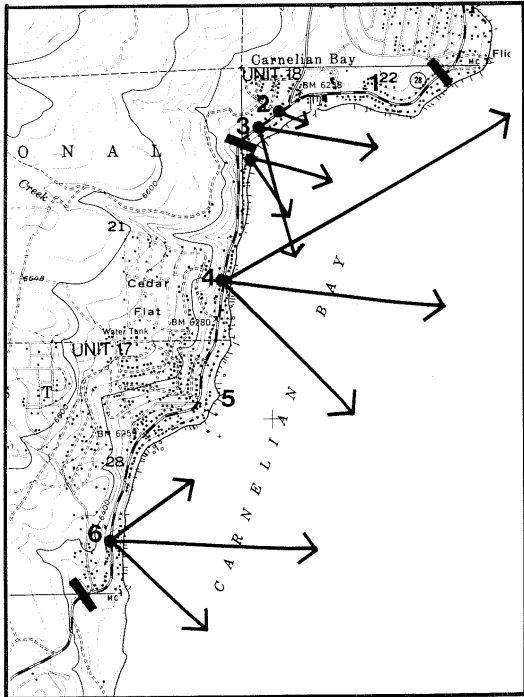
Views of natural landscape from roadway

- 17,18-1. Commercial and residential development dominate views in forested area with glimpses of lake.
Scenic quality: low
Rating: 1
- 17,18-5. Residential development in thick forest, with occasional minor glimpses of the lake through the trees.
Scenic quality: moderate
Rating: 2

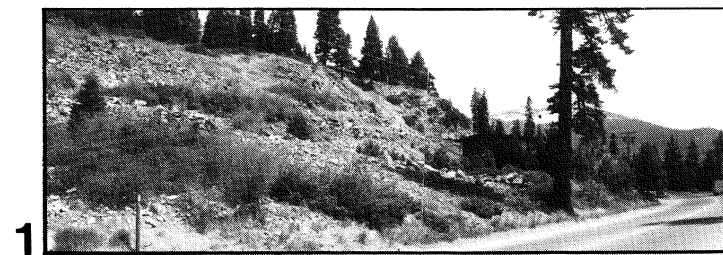
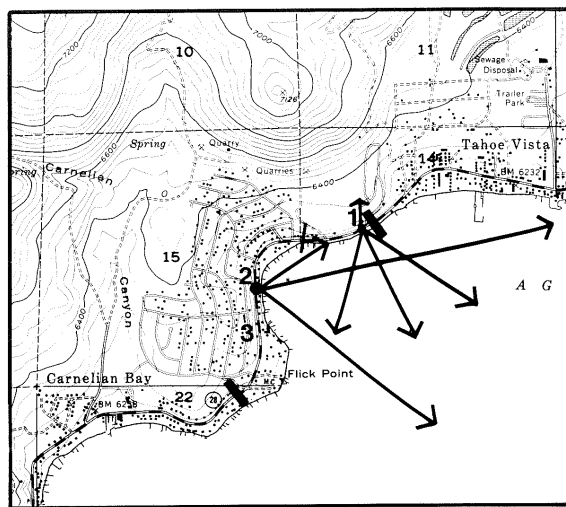
Visual Features

- 17,18-2. Sierra Boat Company and Marina provide unusual but not inappropriate visual interest with distinctive blue color and large building scale. Boats beside road also provide interest.
Scenic quality: moderate
Rating: 2

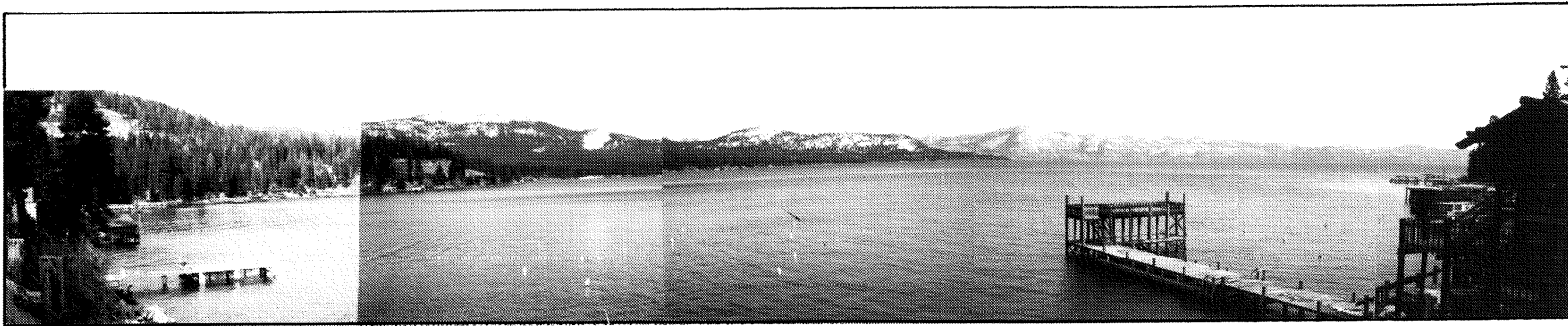
Overall unit scenic quality: moderate
Rating: 2



ROADWAY UNITS 17, 18. CEDAR FLAT TO CARNELIAN BAY



1



2

Roadway Unit 19. Flick Point

The area beyond Tahoe Vista has developed forest area with occasional broken vistas of the lake for about .5 km (.3 mi).

Near the Agate Bay Sun and Beach Club more expansive views that include Agate Bay, developed shoreline areas to the east and long-distance views of mountain areas (including Mt. Rose and mountains to the south and southeast) are available. Beyond the panorama is developed forest area on both sides of the road for about 1.0 km (.6 mi).

The roadway becomes more developed toward the community of Carnelian Bay. There are natural-appearing forested areas along the travel route and most development has good setbacks with forest buffering. There are very few opportunities for lake vistas in this area.

Roadway Unit 19. Flick Point Summary

Views of lake from roadway

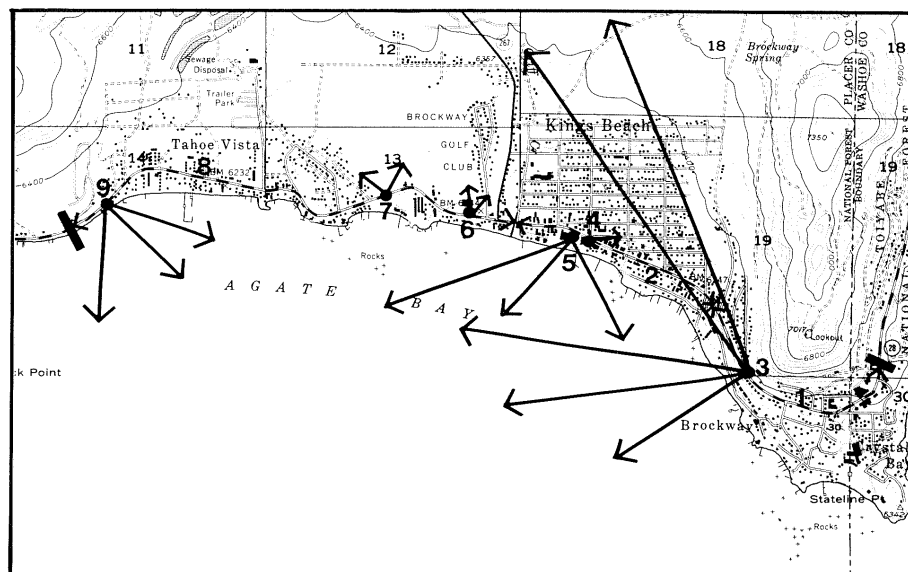
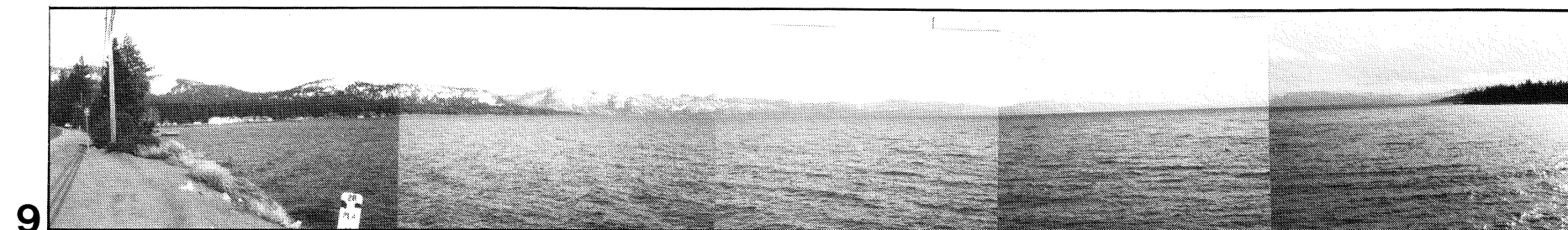
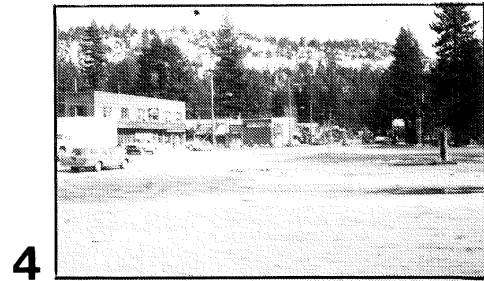
- 19-2. Wide panorama of shoreline areas of Agate Bay and long-distant views of Mt. Rose to the northeast, mid-distant views to Stateline Point and ridge-lines south of Mt. Rose. There is an interesting timber structure (Agate Bay Sun and Beach Club) in foreground.
Scenic quality: high
Rating: 3

Views of natural landscape from roadway

- 19-1. The road offers interrupted panoramas of lake and foreground views of housing, with eroding rock-slope to north of road.
Scenic quality: moderate
Rating: 2
- 19-3. Densely developed forest area (.5 km) with brief glimpses and broken views of lake.
Scenic quality: 2
Rating: moderate

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNIT 19. FLICK POINT.



Roadway Unit 20. Tahoe Vista

Brockway is heavily developed on both sides of the roadway with mixed uses, street lights and powerlines. Between Park Lane and Beaver Street, along a half mile area, there are views to the lake, partially obstructed by a guardrail and trees. Views to the mountain slopes toward Brockway Summit are also available. Kings Beach has fairly heavy strip development with no noticeable views of mountains or lake. The traveler must focus his attention on cross traffic and vehicle movement from commercial drives.

A small recreation area on the south side of Route 28 provides some visual relief from the heavy strip development along the road in this area and offers panoramic views of the lake and mountain backdrops on all sides. Heavy strip development begins to taper off beyond the Route 28/Route 267 intersection. Undeveloped forested area and a stream zone exist in the area beyond the Brockway Golf Course, which provides open space and visual relief from development on the north side of the road. Heavy transmission lines are noticeable and degrade the aesthetic conditions.

Development along Route 28 in Tahoe Vista blocks many potential views of the lake. Small openings through developed areas provide minor vistas. Tahoe Vista has a higher aesthetic quality than Kings Beach primarily because fewer roadside driveways, signs, and commercial activity are apparent. Beyond Estates Drive, development begins to slacken off and the road provides broken panoramas for about .8 km (.5 mi) to almost all areas of the lake and surrounding mountains.

Roadway Unit 20. Tahoe Vista Summary

Views to lake from roadway

- 20-2. About .2 mile beyond Lake Drive open panorama of Carnelian Bay and mountains to the west.
Scenic quality: moderate
Rating: 2
- 20-5. At Kings Beach Recreation Area, panorama of lake amidst heavy urban development is seen across extensive parking lot.
Scenic quality: moderate
Rating: 2
- 20-9. Beyond Estates Drive in Tahoe Vista, broken panoramas to mid-distant views of shorelines of Carnelian Bay and long-distance views of mountains east, south and west.
Scenic quality: moderate
Rating: 2

Views of natural landscape

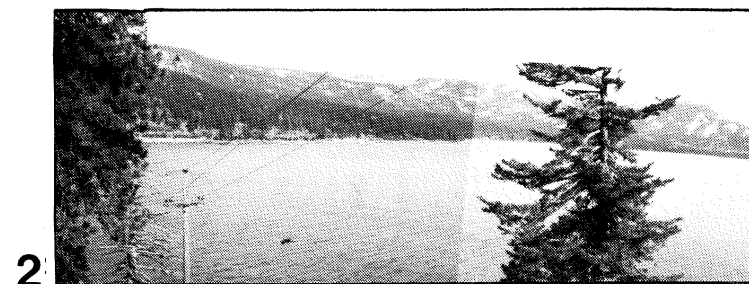
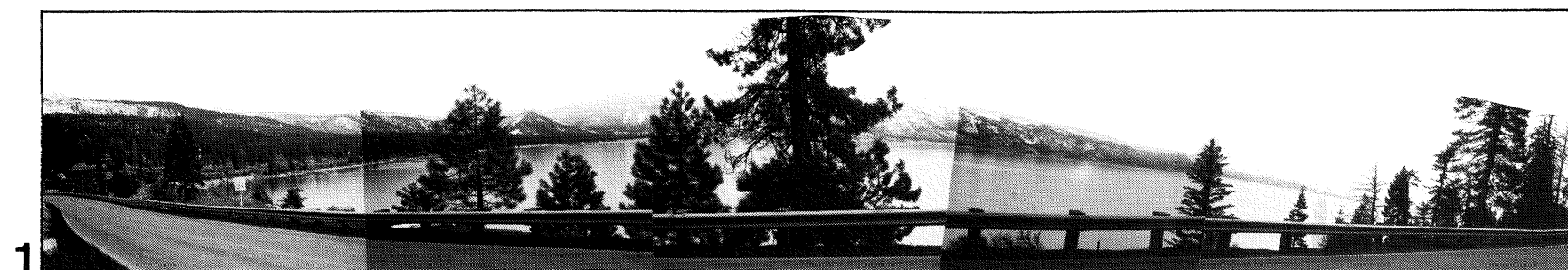
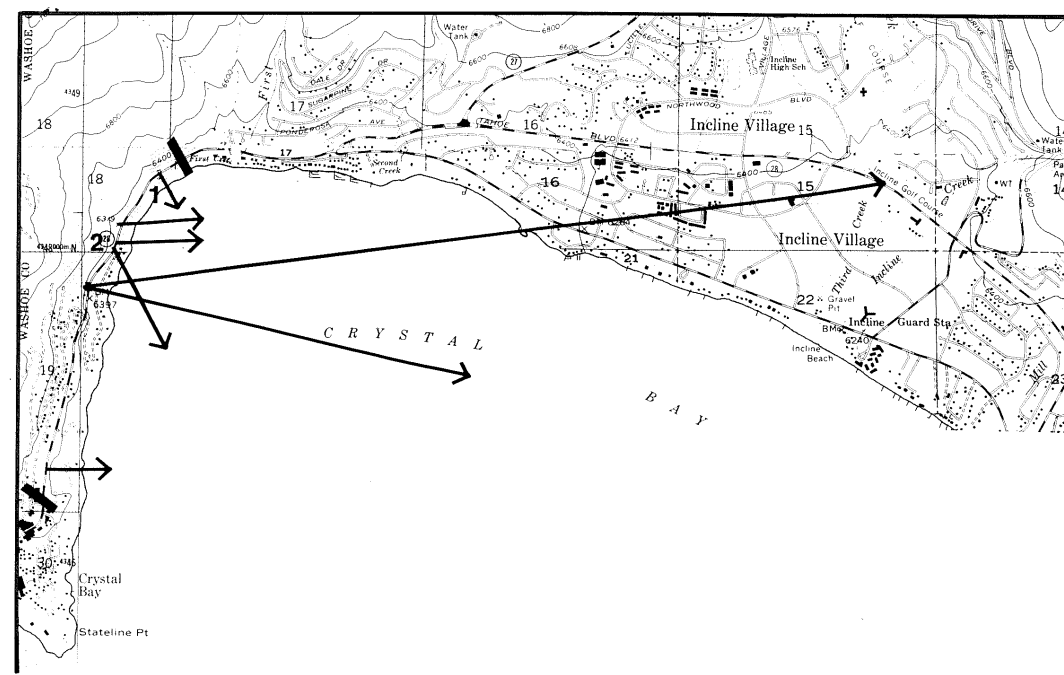
- 20-1. Housing at high density is seen among trees on slopes above and below road with heavy commercial uses at Stateline.
Scenic quality: low
Rating: 1
- 20-3. At same location as 20-1, views of distant forested mountainsides and ridgelines to northwest.
Scenic quality: moderate
Rating: 2
- 20-4. Heavy commercial development is seen at Kings Beach.
Scenic quality: low
Rating: 1
- 20-7. Stream zone of undeveloped meadow and open riparian vegetation; grading mars its appearance.
Scenic quality: moderate
Rating: 2
- 20-8. Motel strip is prominent with dense development on both sides of road, although of small scale and buffered by conifers. There are few glimpses of the lake here.
Scenic quality: moderate
Rating: 2

Visual Features

- 20-6. Wood Vista Golf Course provides open vistas towards mountain ridges to the north.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNIT 20. TAHOE VISTA.



Roadway Unit 21. Stateline

Beyond the Crystal Bay Cove development an unobstructed panorama of the lake is available. First Creek is in a steep sloped area and little visual evidence of a stream zone exists. Beyond First Creek, forested areas occur along the northern slopes of the road. For almost 1.6 km (1 mi) beyond First Creek the road gains elevation and many views of the lake and mountains to the east are available. Views are broken by trees, powerlines, and rooftops. Heavy powerlines border the road almost continually. The area north of the road is steep and well forested.

Intermittent views become smaller and occur less often as one nears Crystal Bay. Mixed residential and commercial development up to the Nevada/California state-line dominates the visual conditions along the roadway unit.

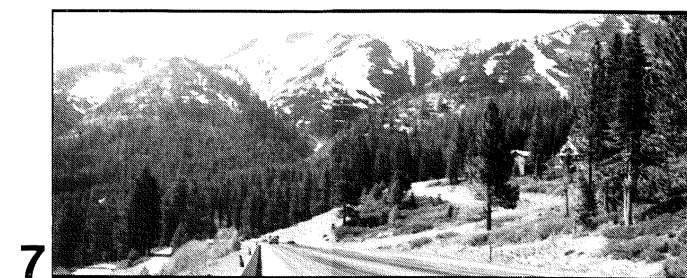
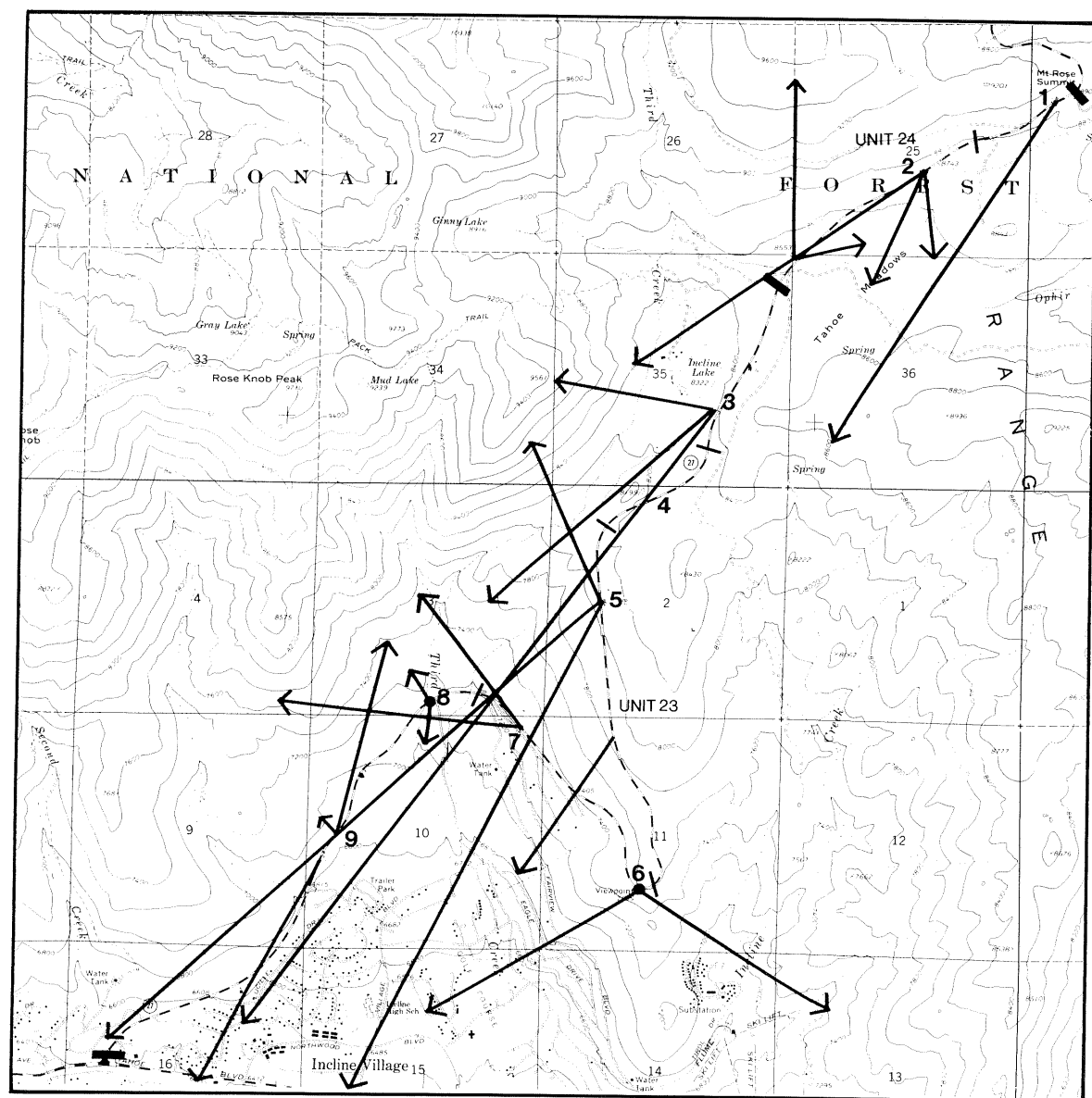
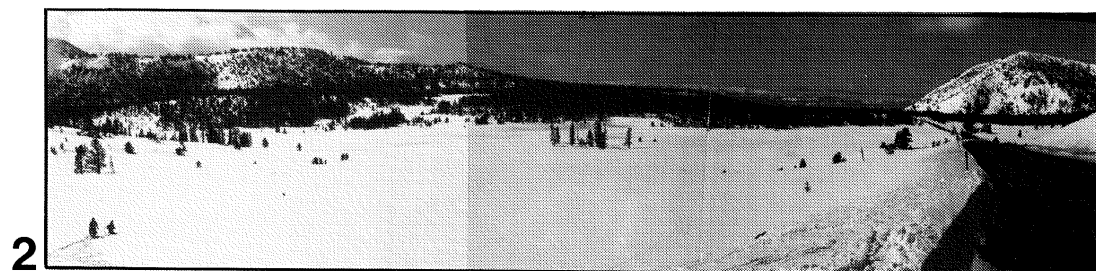
Roadway Unit 21. Stateline Summary

Views to the lake from roadway

21-1,2. Repeated but interrupted panoramas of lake from elevated viewing position, revealing unbroken mountain ridgelines to east, on both sides of Mt. Rose. Views are marred by roof-tops below road and guard rails.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNIT 21. STATELINE.



ROADWAY UNITS 23, 24. MT. ROSE HIGHWAY TO TAHOE MEADOW.

Roadway Unit 23 and 24. Mt. Rose Highway to Tahoe Meadow

This unit survey began at the Toiyabe National Forest campground. There is an entry point view of the basin as one travels south. The area has dramatic topography and is in a natural state.

Approximately 1.1 km (.7 mi) south of the campground are foreground and mid-distant views of an open meadow almost .8 km (.5 mi) long, with low level mountain backdrop. Minor views of the lake can be observed from upper elevations in this area. Traveling at lower elevations in the meadow views of the lake are blocked by topography.

More expansive lake vistas are available about 3 km (1.9 mi) and 4.6 km (2.9 mi) from the campground. The area along the roadway is all open pine forest. What is particularly attractive is the lack of transmission and telephone lines along the road. The view at 4.6 km (2.9 mi) is more panoramic than previous entry point views. Crystal Bay and Stateline Point are prominent in mid-distant views. Minor portions of Carnelian Bay and Flick Point can also be seen.

At about 5.6 km (3.5 mi) south of the campground a very wide panorama opens up and continues for approximately 3 km (.2 mi). This is 1.6 km (1 mi) above the marked vista overlook. Broken panoramas continue to the south for another .5 km (.3 mi). At this point the road begins its sharp hairpin turn which provides a panorama of over 250° of the entire area.

Undeveloped open forest lands border the road for about 1.3 km (.8 mi) south of the viewpoint with broken panoramas continuing to the southwest. A large mountain-side looms in mid-distance windshield views as one nears the developed areas along Apollo Way.

A stream zone of Third Creek exists south of Apollo way. Broken panoramas of the lake are in this area. Beyond Country Club Drive there is about .5 km (.3 mi) of natural appearing forest area with unobtrusive development. South of this area, development becomes more apparent.

South of Fay Street natural appearing forest is on the east for the remainder of the segment with rock rip-rap protecting steep slopes to the west. Occasional windshield views of the lake can be seen as one loses elevation and nears Route 28.

Roadway Unit 23 and 24. Mt. Rose to Tahoe Meadow Summary

Entry point views

- 23,24-1. Open vista of forest, mountain, and very long distant glimpse of lake.
Scenic quality: high
Rating: 3
- 23,24-3. Open vista across forested area of Third Creek drainage area to lake, with mountainsides and Incline Lake visible to west.
Scenic quality: high
Rating: 3

Views of lake from roadway

- 23,24-5. Closer and more panoramic views of Crystal Bay, Flick Point, and lake.
Scenic quality: exceptionally high
Rating: 3+
- 23,24-6. At vista point, most expansive panorama in entire basin (250°+)
Scenic quality: exceptionally high
Rating: 3+

Views of natural landscapes from roadway

- 23,24-2. View of Tahoe meadows and mountain backdrop.
Scenic quality: high
Rating: 3
- 23,24-4. Occasional glimpses of lake and mountains through high-elevation conifer forest.
Scenic quality: high
Rating: 3
- 23,24-7. Windshield views toward backdrop of Rose Knob Peak, with open scrub area and attractive homes in foreground above road.
Scenic quality: high
Rating: 3

- 23,24-9. Natural appearing forest for .5 km (.3 mi) south of Country Club Drive and south of Fay Street for remainder of visual unit with occasional windshield views of lake. Lower stretches of Highway 27 afford glimpses of lake and high mountainous ridges with open conifer forest and attractive scattered housing. Highway safety barriers and grey rip-rap dominate foreground views.
Scenic quality: high
Rating: 3

Visual features

- 23,24-8. Stream zone of Third Creek has diverse vegetation but is marred by road-cuts, gravel heaps and nearby large scale development.
Scenic quality: moderate
Rating: 2
- Overall unit scenic quality: high
Rating: 3

Roadway Units 22 and 25. Crystal Bay to Ponderosa Area

Scattered residential development within forested areas are on the south side of the travel road as one enters the unit. Mid-distant windshield views include an unbroken ridge to the north and west. The Ponderosa Ranch development cuts into the western slope with parking lots and general visual clutter.

Beyond Sweetwater Road a major portion of the western roadbank has been cleared and developed. The mixed forest/residential areas to the south are unobtrusive. The stream zone of Mill Creek is not visually accessible from the road.

About .5 km (.3 mi) of roadway has forested lands on both sides of the road with minimum unobtrusive development. More development occurs at the access road to Incline Ski area.

The road takes on a more developed quality as one approaches central Incline Village. While open areas exist along the Incline Village Golf Course, it is not particularly attractive. Development on the south side of the road is insufficiently buffered by forest and is extremely visible.

A thinned-out forest borders both sides of the road in the golf course area. No views of the lake are available in the unit so far.

About .6 km (.4 mi) beyond Southwood Boulevard is heavy commercial development and little in the way of visual features.

Minor glimpses of the lake can be seen beyond Northwood Blvd. At the intersection with the Mt. Rose Highway (Route 431), a broken panorama of the lake can be seen. Attractive vistas of Mt. Rose and the Incline Ski area are available to eastbound travelers along Route 28.

Between Route 431 and Lakeshore Drive is scattered development amidst thin forest and the stream zone of Second Creek which is very narrow and not particularly noticeable. Near Lakeshore Drive, more broken vistas of the lake are available; views are hampered by trees and rooftops of residences below the road.

Beyond Pinion Drive, the road borders Crystal Bay. Rooftops of development on the lower side of the road block foreground (short-distance) views of the Bay.

At a development called Crystal Bay Cove, garages and condominiums block views to the lake and encroach upon foreground views. Views of developed shoreline areas are easily accessible to eastbound travelers.

Roadway Units 22 and 25. Crystal Bay to Ponderosa Area Summary

Views to lake from roadway

22,25-4. Broken panorama to Crystal Bay, eastern shoreline and backdrop of eastern mountains for about .2 km (.1 mi).
Scenic quality: high
Rating: 3

22,25-5. Broken vistas (hampered by trees and rooftops) of Crystal Bay shoreline, eastern mountains and south lake, for about .8 km (.5 mi).
Scenic quality: moderate
Rating: 2

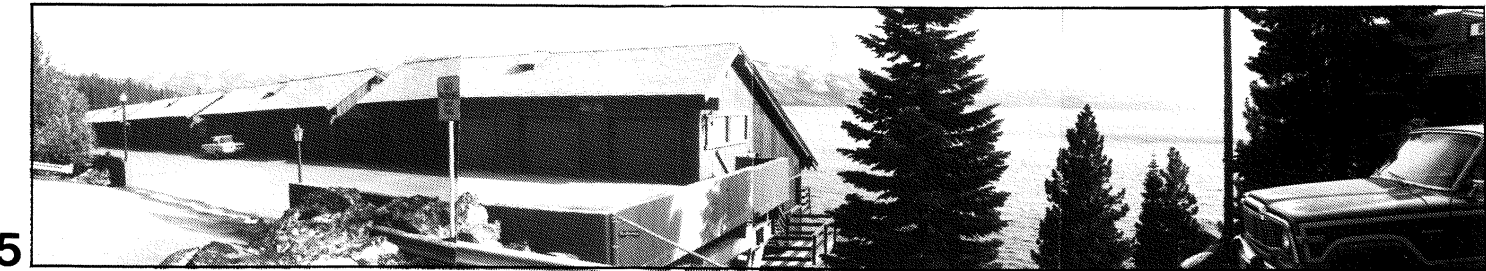
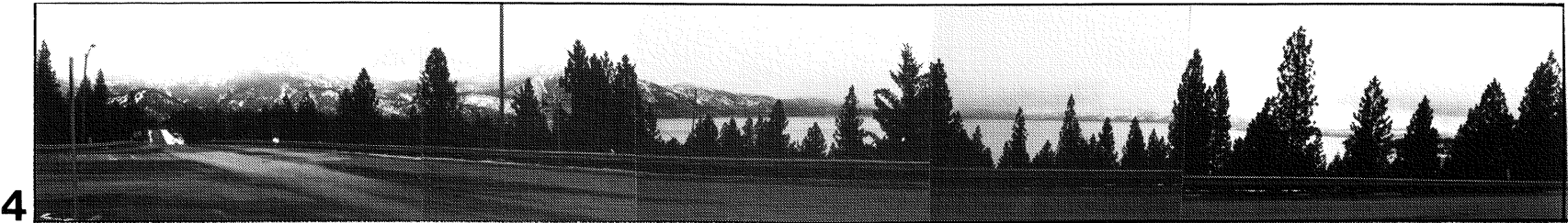
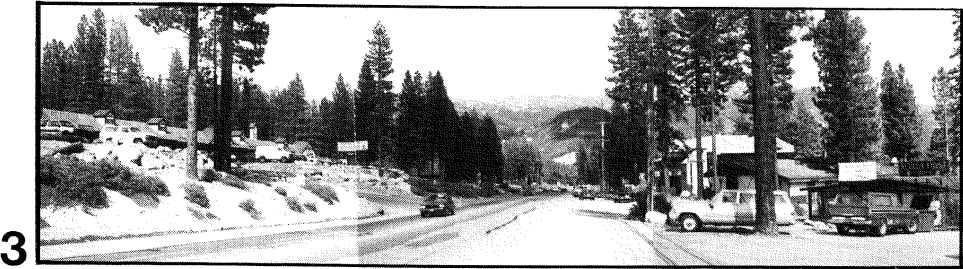
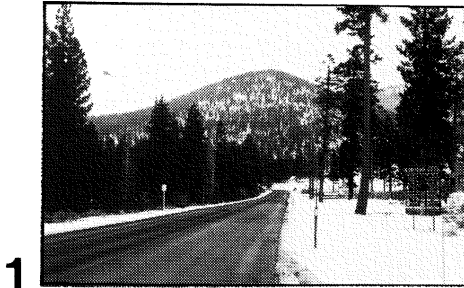
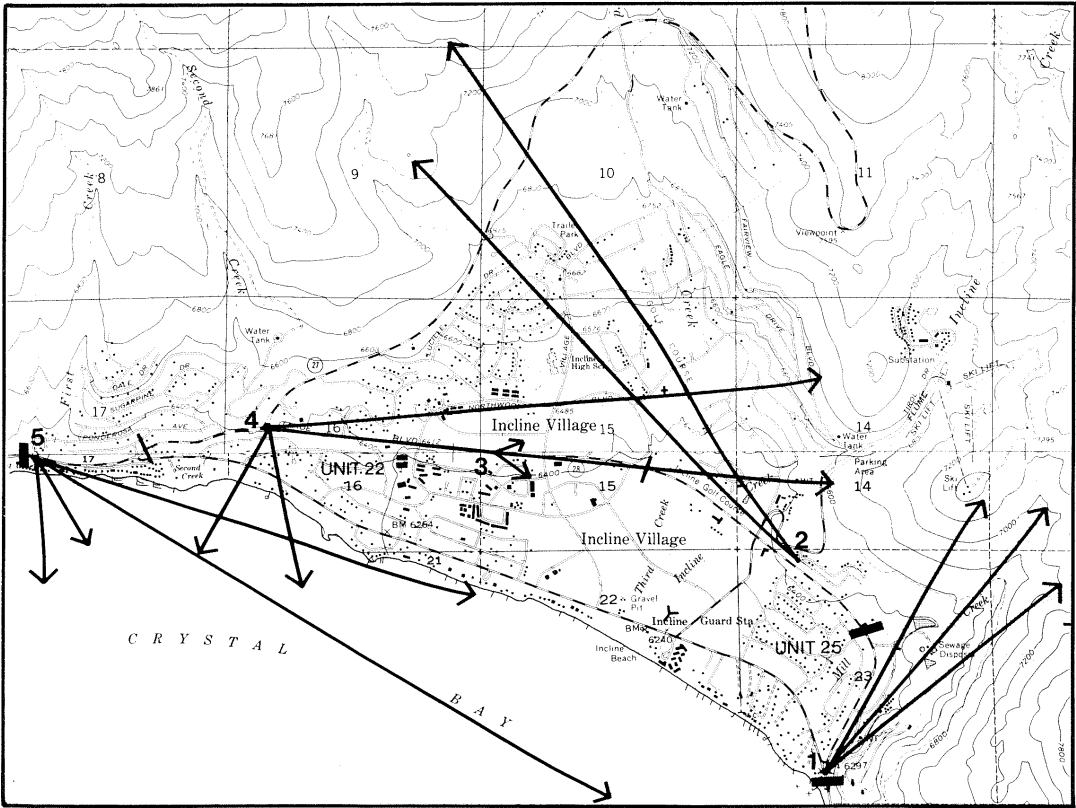
Views of natural landscape from roadway

22,25-1. Views of ridgeline and face of mountain (behind Ski Incline) and mid-distant mountains toward Mt. Rose Highway to northwest. Foreground views of Ponderosa Ranch and mixed development, including unsightly warehouses.
Scenic quality: moderate (because of foreground views)
Rating: 2

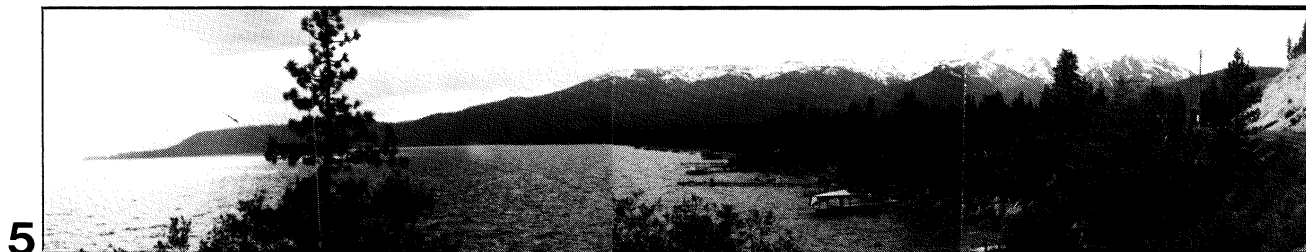
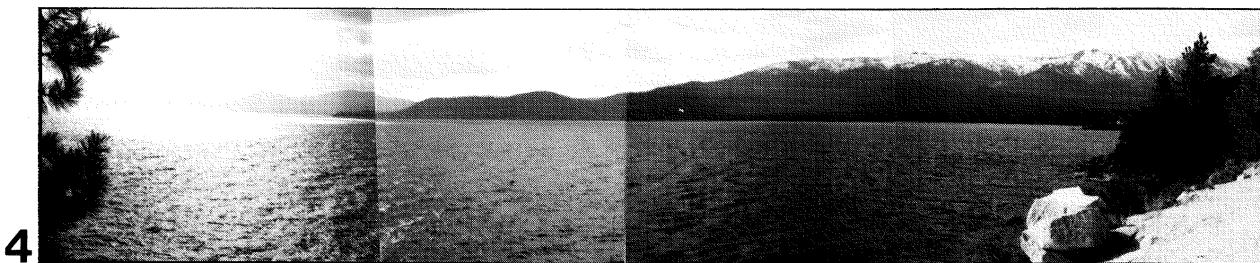
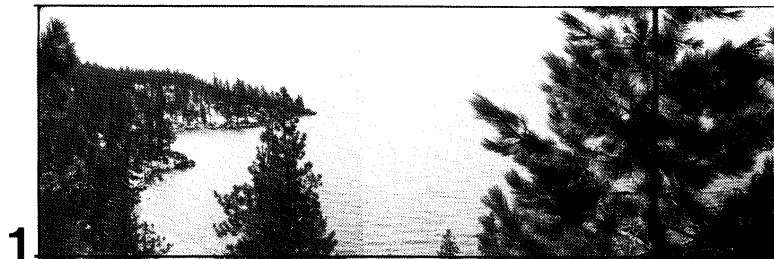
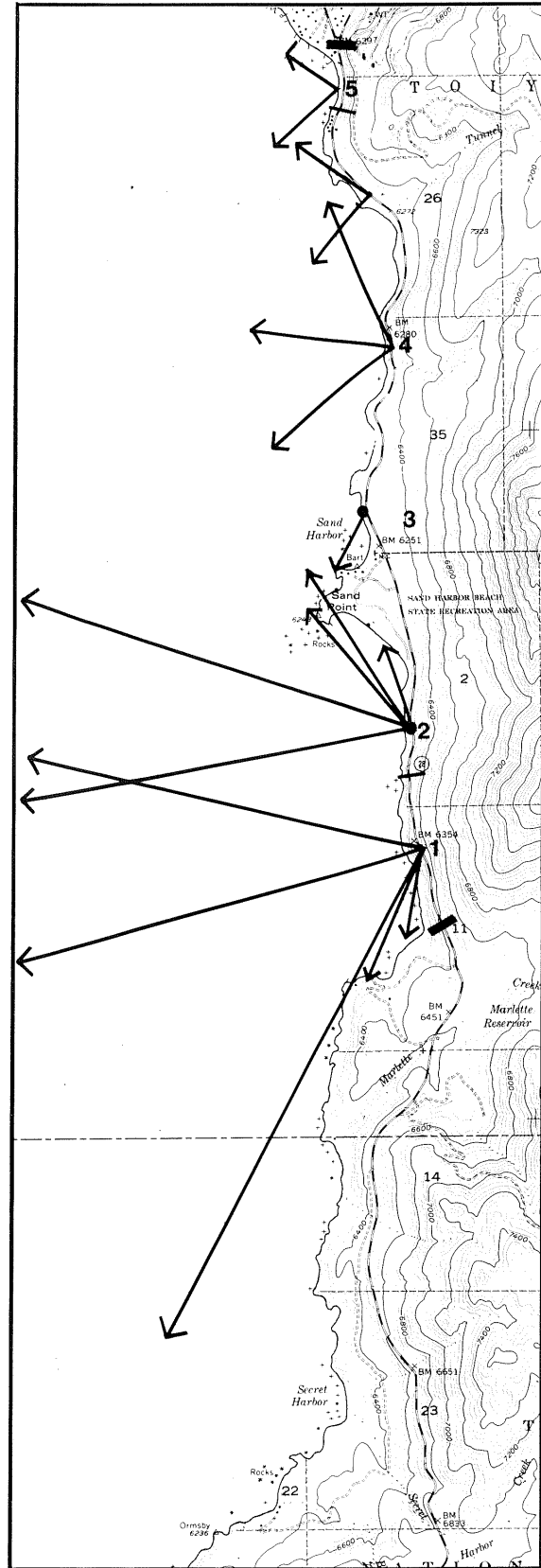
22,25-2. Mid-distant views to ridgeline of Ski Incline and mountains to the north-east. Golf course provides attractive openings in forest, with scattered housing and school recreation resort development among trees. There are axial east-west views of mountains.
Scenic quality: moderate
Rating: 2

22,25-3. There is an extensive commercial strip on both sides of the road, with obtrusive utilities, eroding banks, some screening by pines. Middleground eastward views are of Incline ski area with scars and forested ridge.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: low
Rating: 1



ROADWAY UNITS 22, 25. CRYSTAL BAY TO PONDEROSA AREA.



Roadway Unit 26. Sand Harbor

Beyond Marlette Creek, mountains to the north can be seen from the road. Route 28 parallels the shoreline closely in this area and provides an extremely broad panorama of the lake. The road drops into Nevada State Park with expansive vistas of Sand Harbor Beach to the north. From Sand Harbor Beach, development can be observed in the Incline Village area but does not appear as a scar on the mountain side from this distance.

North of the state park entrance, Route 28 closely borders the lake and provides an open expanse of viewing to the west, for about a mile. Steep to moderately steep forested hillsides and rock outcroppings comprise foreground views to the east. In the area of Tunnel Creek, an extremely wide panorama (probably greater than 180°) of the lake basin can be seen.

Beyond the boundaries of the state park, residential development blocks views to the lake from the road. Piers jutting out into the lake from residences along Lakeshore Drive, are immediately apparent and affect the visual quality of shoreline views.

Roadway Unit 26. Sand Harbor Summary

Views of lake from roadway

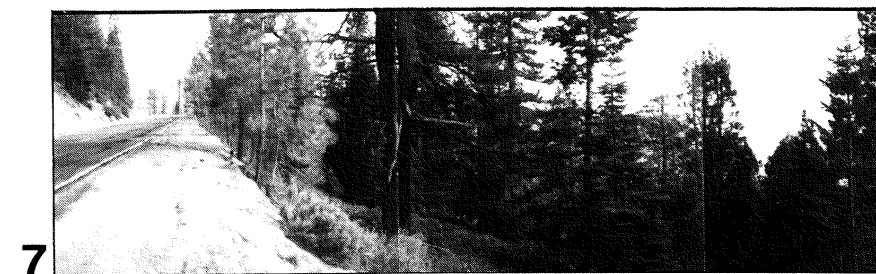
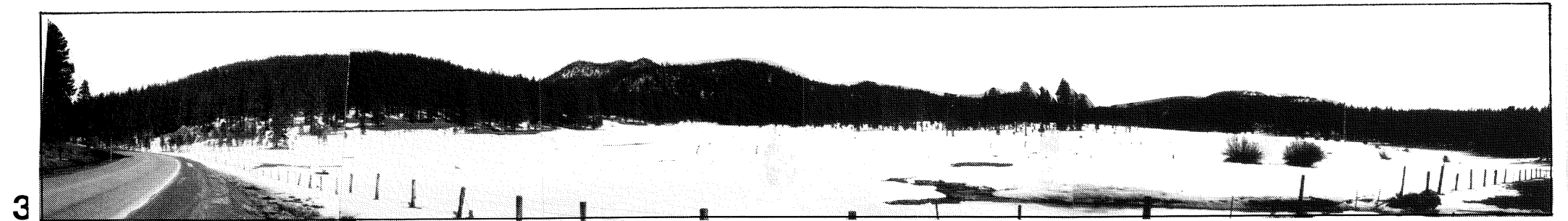
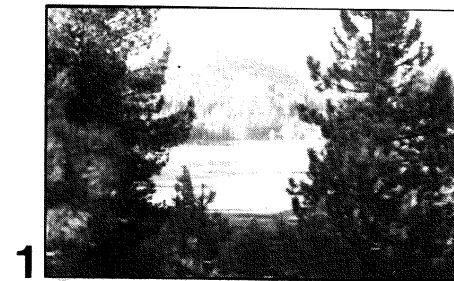
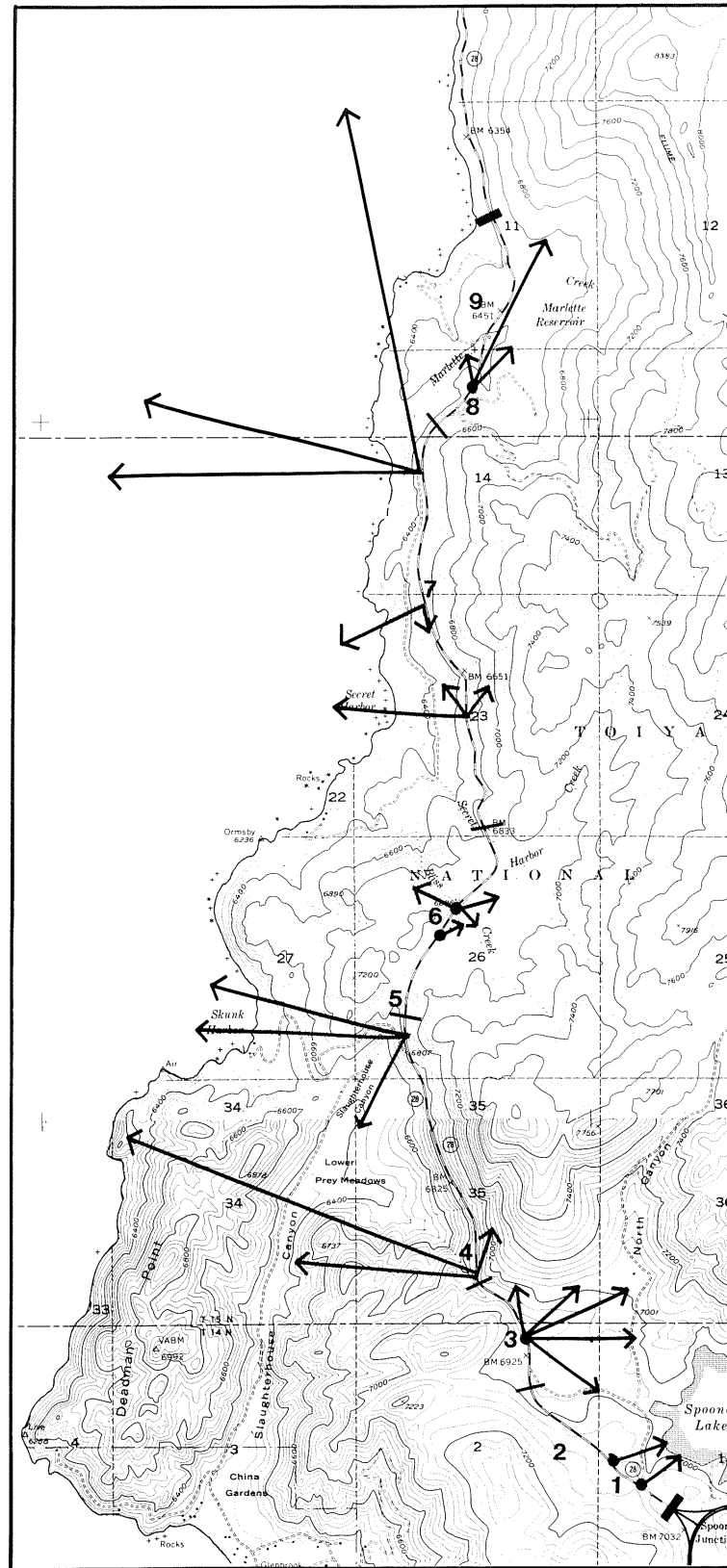
- 26-1. Broken panoramas of shoreline features, lake waters, and distant mountains to the west from elevated viewpoints.
Scenic quality: exceptionally high
Rating: 3+
- 26-4. Wide panoramas (150°+) of lake and shoreline features along Crystal Bay, mountains to north, northwest, west, and southwest.
Scenic quality: exceptionally high
Rating: 3+
- 26-5. Panorama includes view along beach of Crystal Bay with many piers. Also large road-cut degrades the setting.
Scenic quality: high
Rating: 3

Visual features

- 26-2. View of shoreline features including Sand Harbor Beach and Sand Point.
Scenic quality: extremely high
Rating: 3+
- 26-3. Sand Harbor and Point, seen by southbound travelers, has unusual boulders, clear water and attractive beach.
Scenic quality: high
Rating: 3

Overall unit scenic quality: exceptionally high
Rating: 3+

ROADWAY UNIT 26. SAND HARBOR.



ROADWAY UNIT 27. PREY MEADOW.

Roadway Unit 27. Prey Meadow

The area along Route 28, beyond Spooner Junction is level forest land. This is part of Spooner Lake State Park. The road opens up into a wide meadow vista/stream zone near North Canyon Creek about 1.6 km (1 mi) from the junction. Further north on Route 28 the forest again encloses the road with intermittent foreground views of meadow areas.

In the Lake Tahoe State Park (Carson City Rural Area) there are many small vistas of the lake through breaks in the forest. Where these vistas exist, long distance views of the lake and westshore mountains are available. Some large rock outcrops bordering the road provide visual interest. Mid-distance views into the forested slopes of Slaughterhouse Canyon are also available along this segment.

The entire area from Spooner Junction to Marlette Reservoir is pristine. Western vistas to the lake are framed by pines; the visual characteristics along the road promote a sense of wilderness and serenity that is probably greater here than at any other location along Lake Tahoe. The east side of Route 28 is generally bounded by steep slopes with rock outcropping and pine forests. Toward the north end of this unit, mountains to the north are apparent. There are only a few minor areas where lake views are not accessible.

Roadway Unit 27. Prey Meadow Summary

Views of lake from roadway

- 27-4. Views into Slaughterhouse Canyon and intermittent vista to the lake for approximately 1.6 km (1 mi). Interesting rock outcropping along segments of roadway. Continued views of lake and western mountains through pine tree tops with Slaughterhouse Canyon meadows below the road, and Dead-man Point in middleground. Scenic quality: exceptionally high Rating: 3+
- 27-7. Wider vistas to lake and mountain areas to north, glimpsed repeatedly through roadside trees. Scenic quality: exceptionally high Rating: 3+

Views of natural landscape from roadway

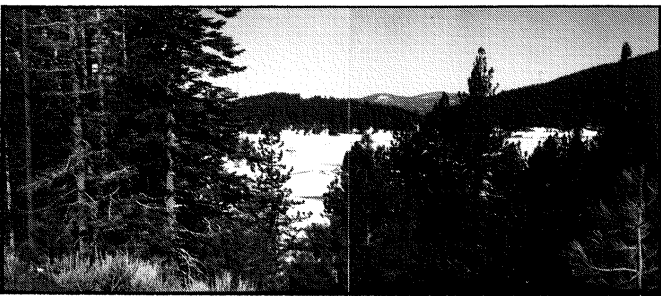
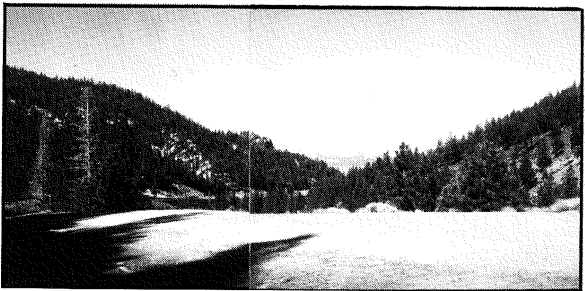
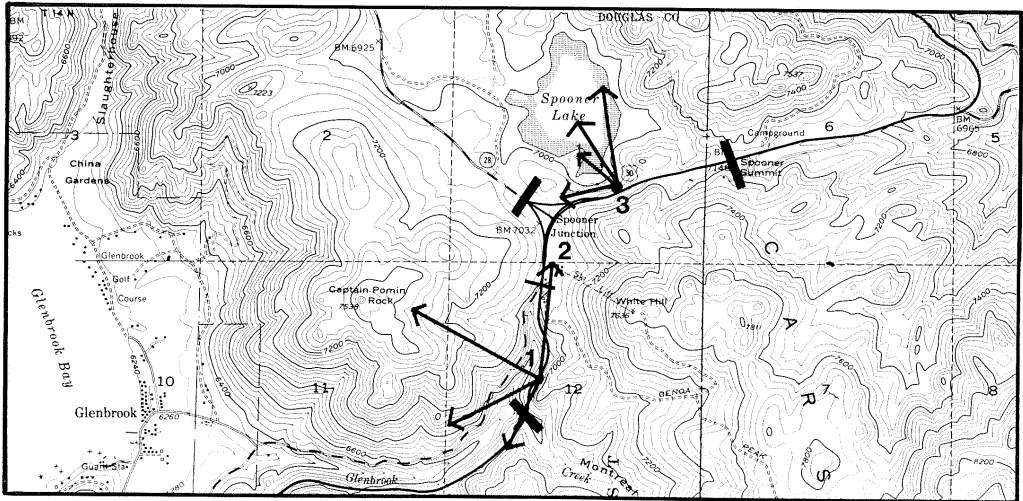
- 27-2. View is of forested area with mainly foreground views and some small openings. Scenic quality: high Rating: 3
- 27-3. Very attractive meadow/stream zone of North Canyon with open foreground views and mid-distant views of low-lying forested ridgelines. Scenic quality: exceptionally high Rating: 3+

- 27-5. View is of forested area, with rolling topography and attractive open understory. Scenic quality: high Rating: 3
- 27-9. View is of forested area, permitting few views beyond foreground of twisting road and coniferous enclosure. Scenic quality: moderate Rating: 2

Visual Features

- 27-1. Spooner Lake is visible through narrow vistas framed by pines in lateral views to the northeast. Scenic quality: high Rating: 3
- 27-6. Forested stream zone of Bliss and Harbor Creeks, with small pond and waterside aspen. Scenic quality: high Rating: 3
- 27-8. Forested stream zone area of Marlette Creek and views to mountains to northeast. Scenic quality: high Rating: 3

Overall unit scenic quality: high
Rating: 3



Roadway Unit 28. Spooner Summit

The area is heavily forested. A notable feature is formed by the massive cutbank slopes of Route 50 with yellowish angular rock outcroppings. Near Spooner Junction the area is open with some minor development, and land disruption where a road maintenance shed has been built. Spooner Lake is the primary point of visual interest and can be seen through the trees as one heads west from Spooner Summit.

Roadway Unit 28. Spooner Summit Summary

Entry point views

- 28-2. View is of low forested ridges with some steep slopes and open areas with scrub. Road cuts, junction, and maintenance yard dominate foreground views. Scenic quality: moderate Rating: 2

Views of natural landscape from road

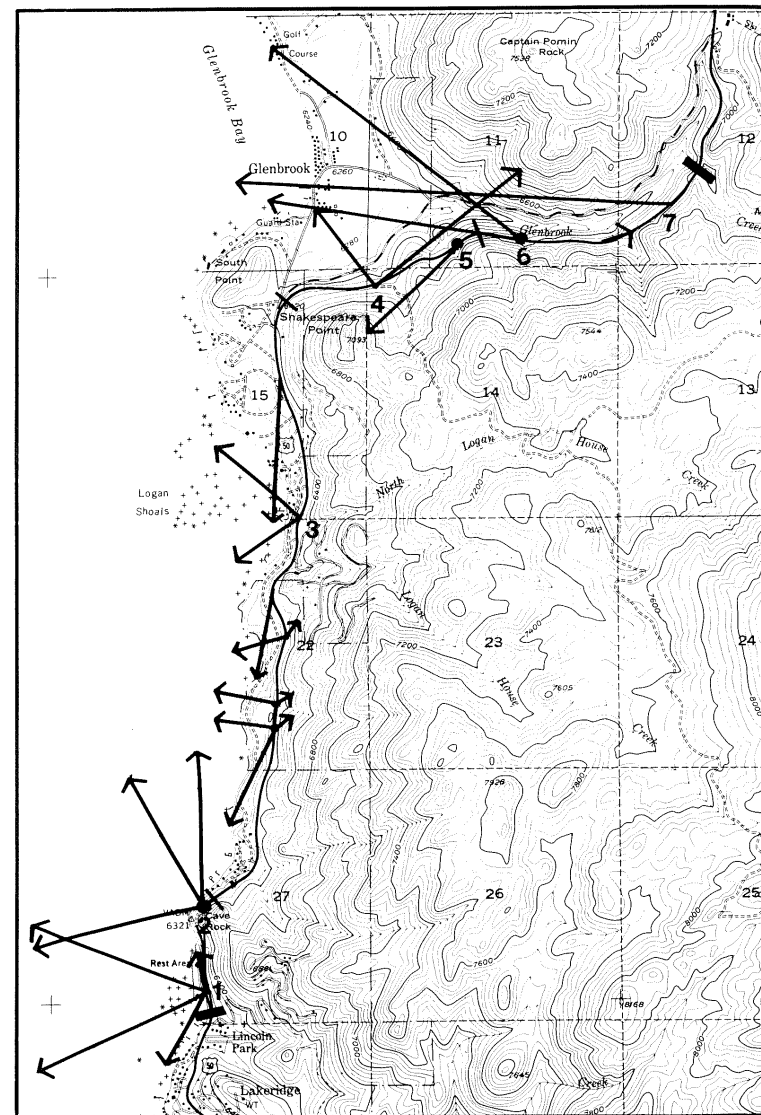
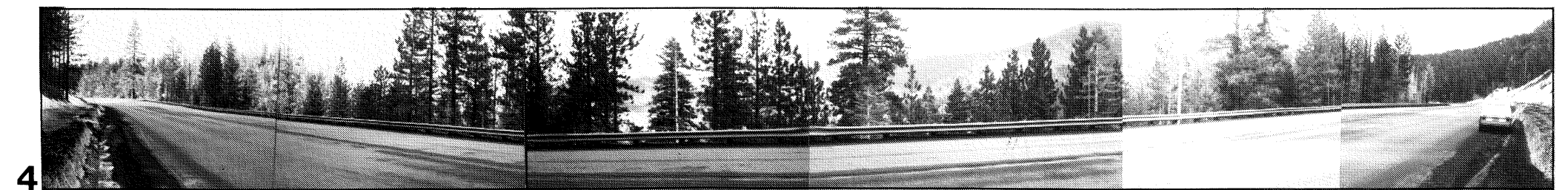
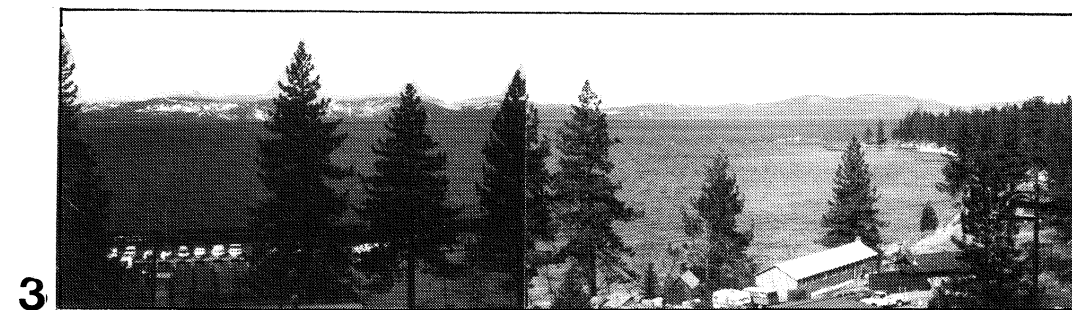
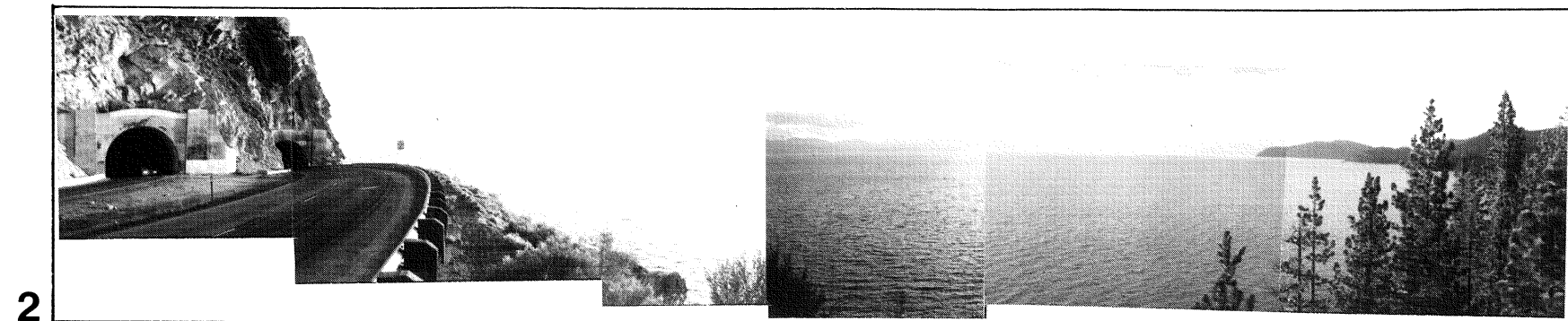
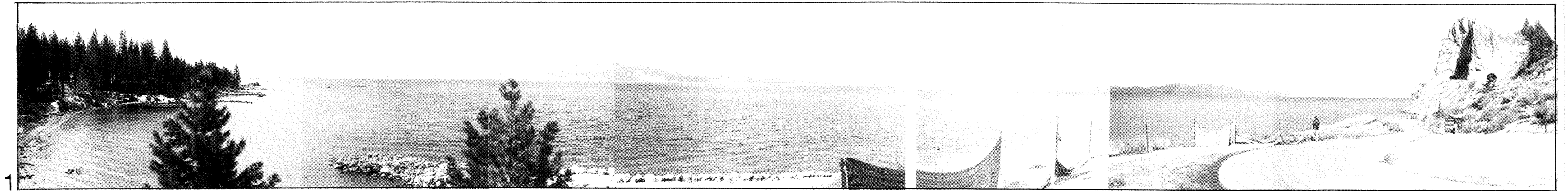
- 28-1. Views of forested slopes of Captain Pomin Rock and White Hill and drainage area to the east. Cut banks and yellow rock outcropping along eastern road bank notable feature. Scenic quality: moderate Rating: 2

Visual Features

- 28-3. Views of Spooner Lake and surrounding forests to southbound motorist from Spooner Summit and junction area. Scenic quality: high Rating: 3

Overall unit scenic quality: moderate
Rating: 2

ROADWAY UNIT 28. SPOONER SUMMIT.



ROADWAY UNIT 29. CAVE ROCK.

Roadway Unit 29. Cave Rock

To the north of Lincoln Park, Route 50 provides wide panoramic views of almost the entire lake. A rest area (at the boat landing) allows an opportunity for the traveler to stop and enjoy this panorama. Foreground views include a small cove with piers to the south, a boat launch area and lake to the west, and Cave Rock tunnel to the north. Mid-distance views to the south are of residential units in the pine forest, adjacent to the cove shoreline. Long distance views are of the mountains surrounding the lake to the southwest, west and northwest.

North of Cave Rock the road curves away from the shoreline, slightly limiting the extent of panoramic views. Undeveloped foreground views of rock outcroppings on the eastern road banks and pine forests to the west with broken lake panoramas continue through the unit.

A small cove in the Logan Creek (Cedarbrook) area can be seen from the highway. Minor development detracts slightly from the visual quality in this area.

North of Logan Creek development becomes more apparent. The road has more of an open feel to it and there are numerous intermittent vistas of the lake above the forest canopy to the west. Toward Shakespeare Point the forest begins to encroach more upon the road.

At Glenbrook the road curves inland toward the Spooner Lake Junction. Forest covered mountain slopes dominate mid-distant views on both sides of the road. The area is in a natural and undeveloped condition. Travelers can see down into the Glenbrook Creek drainage area which lies between Route 50 and the old Highway 50 Road. Lake views are more accessible to the southbound traveler north of Glenbrook.

Roadway Unit 29. Cave Rock Summary

Views of lake from roadway

- 29-1. Wide panorama to west that includes pine forest along shoreline, long-distant views of lake and mountains and Cave Rock to north, 180°+ plus considerable shoreline development and cut-slopes.
Scenic quality: moderate
Rating: 2
- 29-2. Panoramic views from Cave Rock in foreground to distant mountains toward northwest.
Scenic quality: high
Rating: 3
- 29-3. Area of intermittent vistas to lake in natural forest setting for approximately 2 km (1.2 mi). View to boat harbor and nearshore rocks in Logan Creek area (Logan Shoals). Foreground views contain waterfront development. Southbound travelers obtain middleground glimpses of Cave Rock.
Scenic quality: high
Rating: 3
- 29-4. Minor views into Glenbrook Bay to northwest and across Glenbrook Creek drainage to Captain Pomin Rock.
Scenic quality: high
Rating: 3
- 29-6. View of Glenbrook Bay beyond Glenbrook Creek drainage, Deadman's Point, lake and long distant mountains to west.
Scenic quality: high
Rating: 3

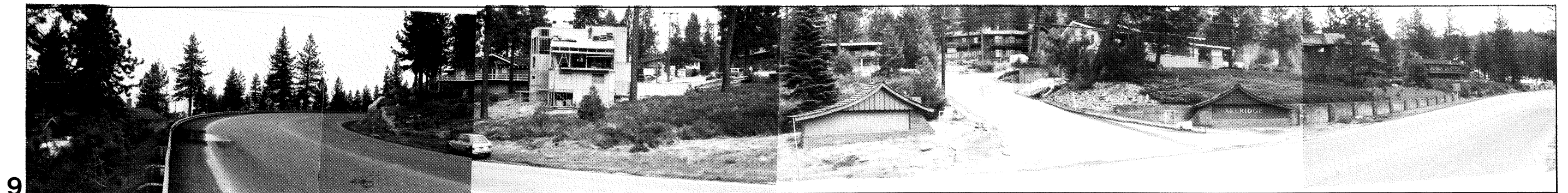
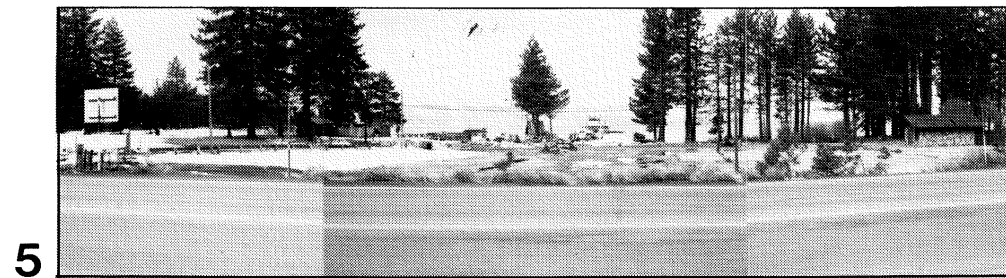
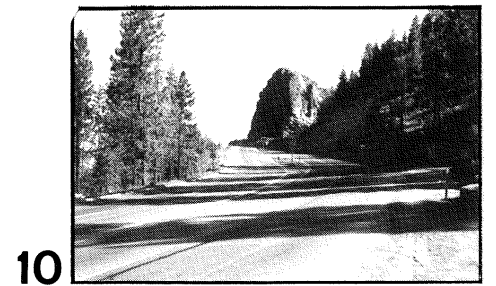
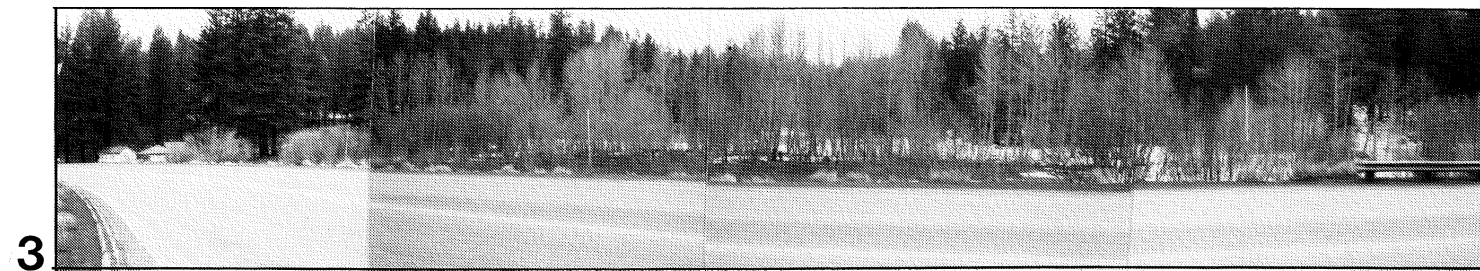
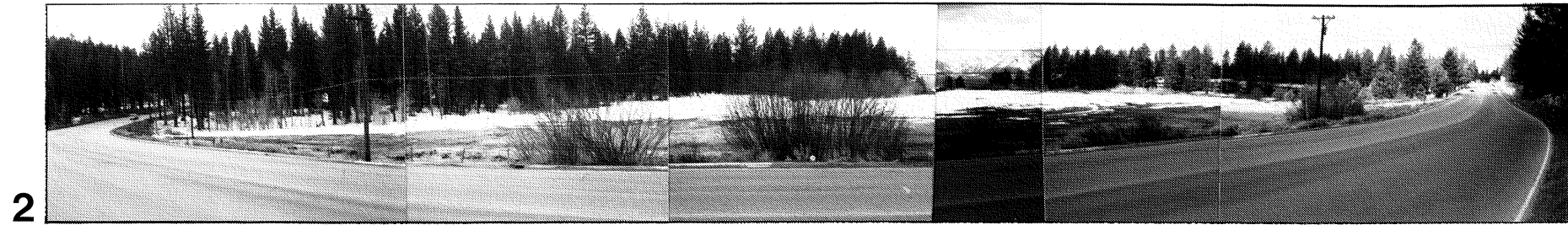
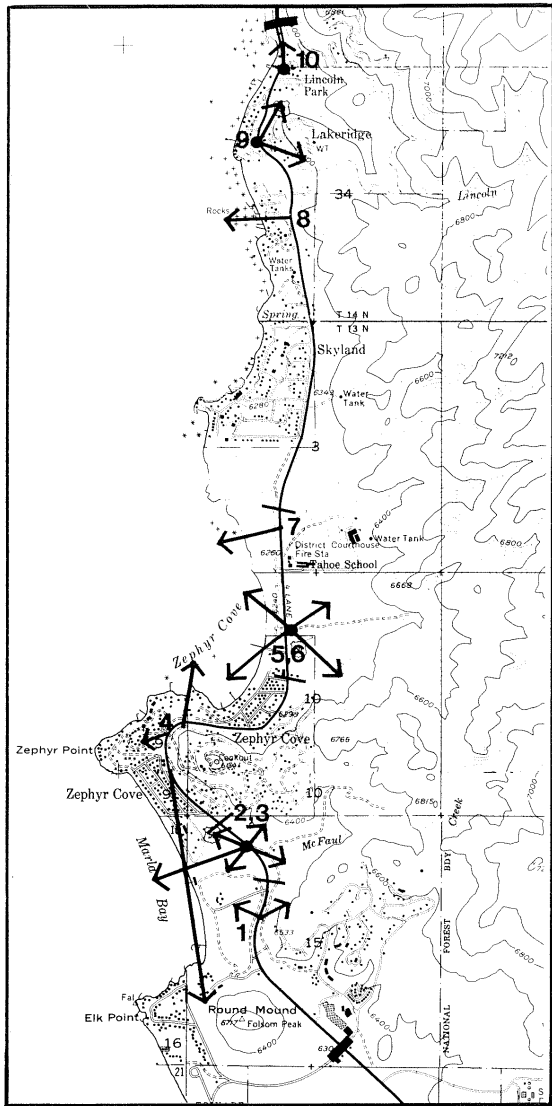
Views of natural landscape from roadway

- 29-7. View along highway above Glenbrook Creek is dominated, especially in eastward direction, by massive road cuts. Steep forested slopes and small clearings form middleground backdrops of Captain Pomin Rock hillsides.
Scenic quality: moderate
Rating: 2

Visual features

- 29-5. Shakespeare Point has vivid sheer rock walls on prominent crag in south-bound views.
Scenic quality: high
Rating: 3

Overall unit scenic quality: high
Rating: 3



ROADWAY UNIT 30. ZEPHYR COVE-LINCOLN PARK.

Roadway Unit 30. Zephyr Cove-Lincoln Park

In the vicinity of Elks Point Road there are a shopping center and general roadside commercial uses. Shortly beyond the shopping center, however, the road returns to a natural condition with pine forests on both sides for about 1.0 km (.6 mi). Only minor development exists in this area. At the turn in the road, before the village of Zephyr Cove, the undeveloped stream zone of McFaul Creek provides a change in vegetation types. Foreground views to the east are primarily of riparian vegetation with a backdrop of pine forest. A small roadside stand is in the northern portion of the stream zone.

An open meadow, also part of the McFaul Creek stream zone dominates foreground views to the west. Forested areas exist on the north and south boundaries of the stream zone and provide a framed vista of the lake and the mountains beyond the westshore. To the north of the stream zone the area becomes more developed with commercial, office and residential uses. Development continues up to the Zephyr Heights area. The most detracting feature in this area are transmission lines that parallel the road.

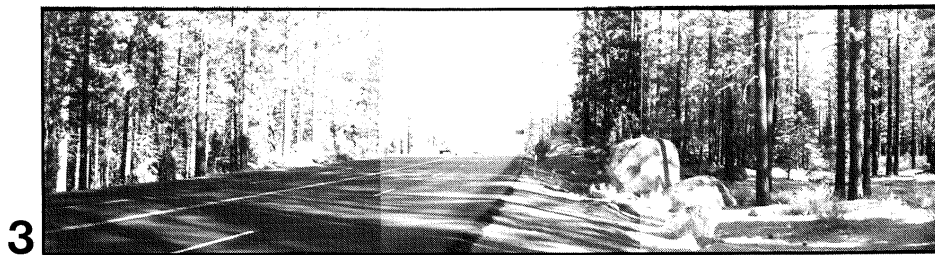
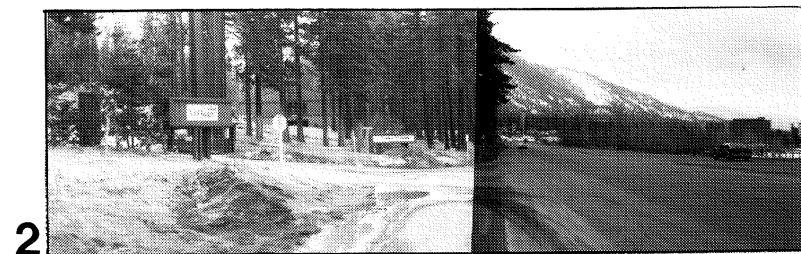
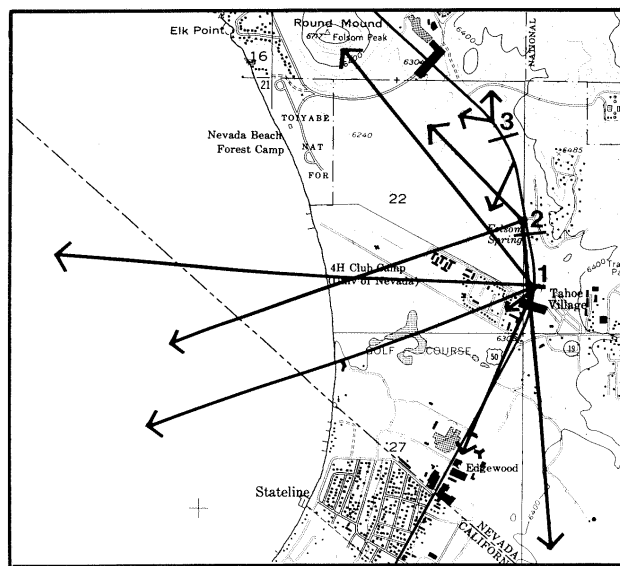
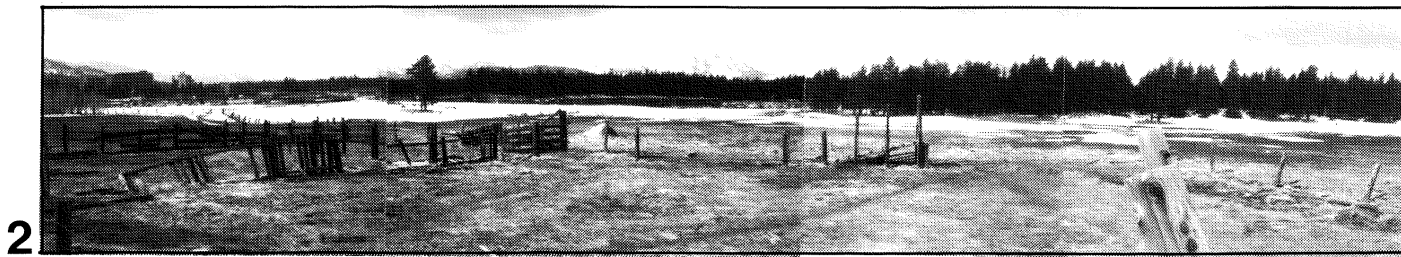
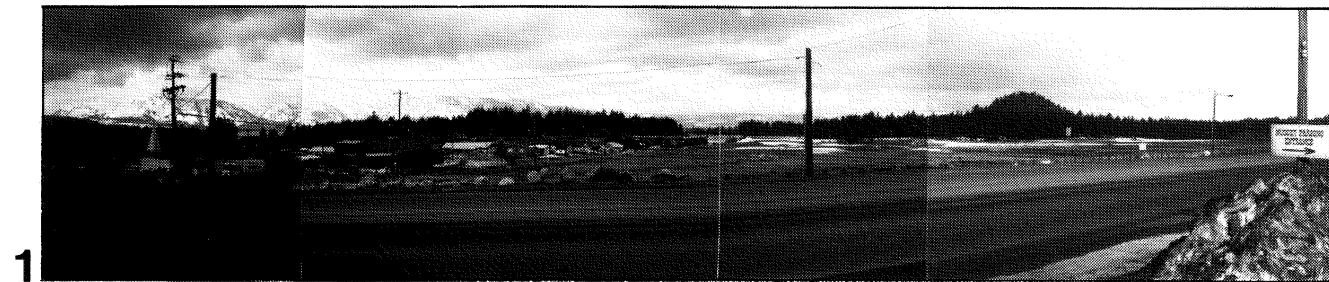
Beyond Zephyr Heights the northbound traveler can begin to see into Zephyr Cove and a commercial boat landing. A stream zone with foreground views of open marsh and riparian vegetation is on the east side of Route 50. Open vistas to Zephyr Cove (beyond a parking lot) and the lake are on the west.

North of Zephyr Cove, Route 50 is a relatively undeveloped four-lane highway with natural foreground views along the roadway corridor for about 1.3 km (.8 mi) (to Skyland). A county administration building, sheriff's office, courthouse, and fire department slightly impact the undeveloped viewshed. Beyond this area the travel route is natural appearing with intermittent views of the lake through the forest to the west. A stream zone exists further north where the creek crosses under Route 50. The road begins to climb upgrade with greater intermittent panoramas of the lake to the west. The area is open and undeveloped until an estate subdivision is reached (Skyland). The development is attractive and does not substantially detract from the aesthetic experience except for some portions further north that affect foreground views. The forest remains undisturbed for another 1.0 km (.6 mi) to the east. Route 50, between Skyland and Lakeridge, contains numerous short, intermittent panoramas of the lake and is in a natural forest condition except for minor single-lot developments that have ample setbacks. Some attractive low-level rock outcroppings in this area add to visual variety.

At Lakeridge, the large out-of-scale residential development in an open forest area detracts significantly from the aesthetic quality of the Route 50 drive. Homes are unscreened from the travel corridor. A small commercial center near the north end of the unit adds to the negative qualities of garish colors and obtrusive signs.

Roadway Unit 30. Zephyr Cove-Lincoln Park Summary

<u>Views of lake from roadway</u>	
30-2.	Framed view of lake through McFaul Creek stream zone/meadow (into Marla Bay) to west. Scenic quality: high Rating: 3
30-5.	View into Zephyr Cove at boat docking area and long-distance views of western mountains. Scenic quality: moderate Rating: 2
30-7.	Intermittent views of lake through natural forest area for about 1.3 km (.8 mi). Scenic quality: high Rating: 3
30-8.	Forested area with intermittent lake vistas between trees. Residential development is not overly obtrusive in foreground zone. Scenic quality: moderate Rating: 2
<u>Views of natural landscape from roadway</u>	
30-1.	Area of natural pine forest with minor development both sides of road. Scenic quality: moderate Rating: 2
30-4.	Forested area with commercial and residential development visible in most places in foreground. Occasional glimpses into Zephyr Cove, and of Round Mound and Heavenly Valley mountains for southbound travelers. Scenic quality: moderate Rating: 2
<u>Visual features</u>	
30-3.	McFaul Creek stream zone, riparian and deciduous vegetation to east. Scenic quality: high Rating: 3
30-6.	Stream zone and creek to east, meadow and deciduous vegetation. Scenic quality: high Rating: 3
30-9.	Steep developed hillside of Lakeridge Development. Scenic quality: low Rating: 1
30-10.	Focal view of Cave Rock for northbound travelers is seen in foreground. Scenic quality: high Rating: 3
Overall unit scenic quality: high Rating: 3	



Roadway Unit 31. Meadow

Beyond the Tahoe Village area, to the west, the road opens up into a wide meadow expanse that appears seasonally marshy. Aging wooden and barbwire fencing in the center of the meadow gives it a rustic feel. The meadow borders the road for a full .8 km (.5 mi).

The meadow dominates the foreground views. Mid-distance views are of casino high rises to the south, residential development along Kahle Drive to the southwest, the lake, and forested lands along Nevada Forest Beach Camp. (This area is all national forest land.) Long-distance views observed here are of the mountain peaks and ridgelines above the casinos to the south. Above the tree and rooftops, long-distance views of mountain peaks in the El Dorado National Forest, west and north of Emerald Bay are striking, particularly in the cold weather months when snow covers the east-facing slopes. Ridgelines to the west are dominated by Mt. Tallac and Rubicon Peak. Mountain views to the northwest are blocked by mid-distance forests. A condominium complex, Lake Village, has been developed in the forested slopes to the east of Route 50.

From Lake Drive to Elks Point Road, roadside frontages are generally undeveloped and in a natural forest state for about .6 km (.4 mi). Forested lands are on both sides of the road and except for minor open areas, dominate all views.

Roadway Unit 31. Meadow Summary

Views of lake from roadway

- 31-1. Vista of lake seen across meadow area with Folsom Peak (Round Mound) in middle distance; long distance views of mountains in El Dorado National Forest to west.
Scenic quality: high
Rating: 3

Views of natural areas from roadway

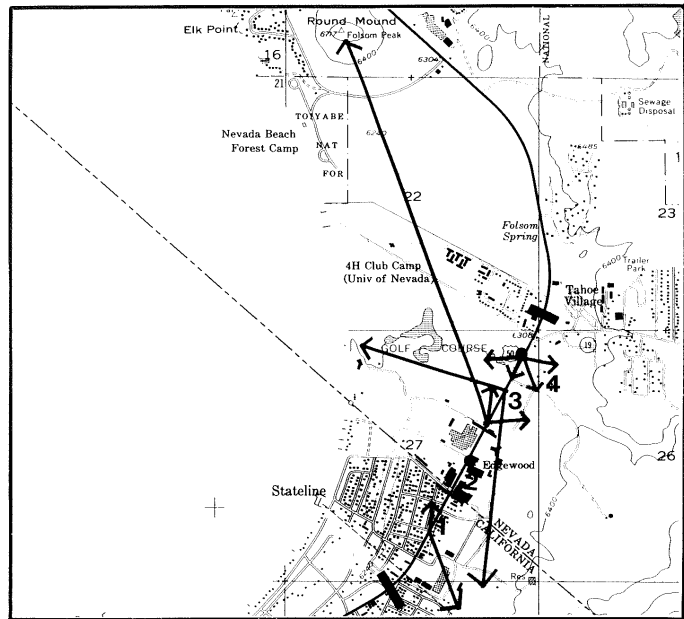
- 31-2. Open view of meadow with wooden fencing in foreground, pine forest in mid-distant viewshed, casinos and Heavenly Valley ski-run to south and long distance views of western mountains
Scenic quality: high
Rating: 3

Visual features

- 31-3. Approximately 6 km (.4 mi) of natural forested roadway with minor open areas, gentle topography.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

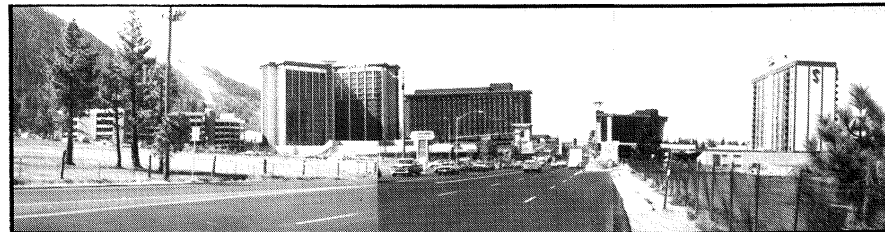
ROADWAY UNIT 31. MEADOW.



2



3



4



Roadway Unit 32. Casino Area

The Stateline area is heavily developed with high-rise casinos, resorts, restaurants, and numerous other commercial and office uses. The first opportunities for open vistas are beyond the casinos in the area of the Edgewood Golf Course. Open foreground views of the golf course to the west provide the first visual break to northbound Nevada travelers. (A casino is across the street to the east.) Mid-distance views at this location include residential development along Loop Road, forested areas at the lake's edge and the forested slope of Round Mound (Folsom Peak) to the northwest.

Roadway Unit 32. Casino Area Summary

Views of natural landscape from roadways

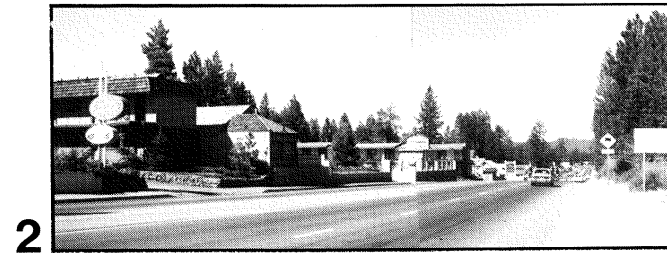
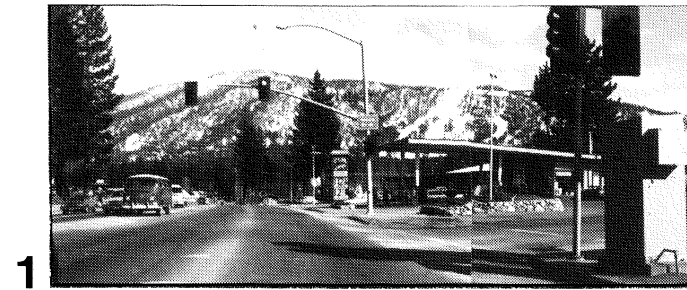
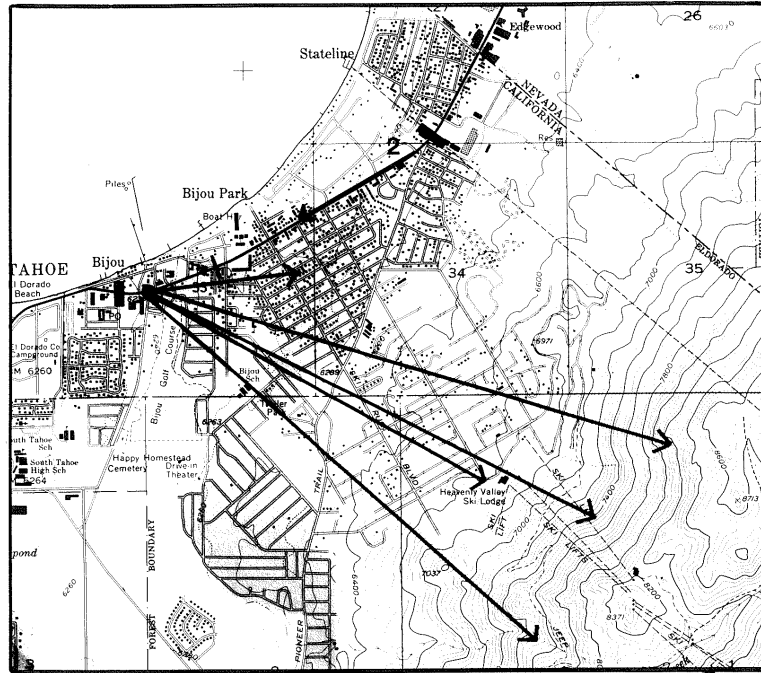
- 32-1. Commercial strip dominates all views, with monotonous signs, buildings, straight road and traffic, and little natural vegetation remaining in foreground. Middleground views of mountains are dominated by scars of Heavenly Valley ski-hill for southbound travelers.
Scenic quality: low
Rating: 1
- 32-3. Meadow and golf course provide attractive open foreground views beyond area of heavy development, with brief vistas to lake and focal view to casinos for southbound travelers.
Scenic quality: moderate
Rating: 2

Visual features

- 32-2. Casino area is dominated by large buildings and enormous signs.
Scenic quality: moderate
Rating: 2
- 32-4. Wide expansive stream zone of Edgewood Creek with mixed riparian vegetation and pines.
Scenic quality: high
Rating: 3

Overall unit scenic quality: low
Rating: 1

ROADWAY UNIT 32. CASINO AREA.



ROADWAY UNIT 33. THE STRIP.

Roadway Unit 33. The Strip

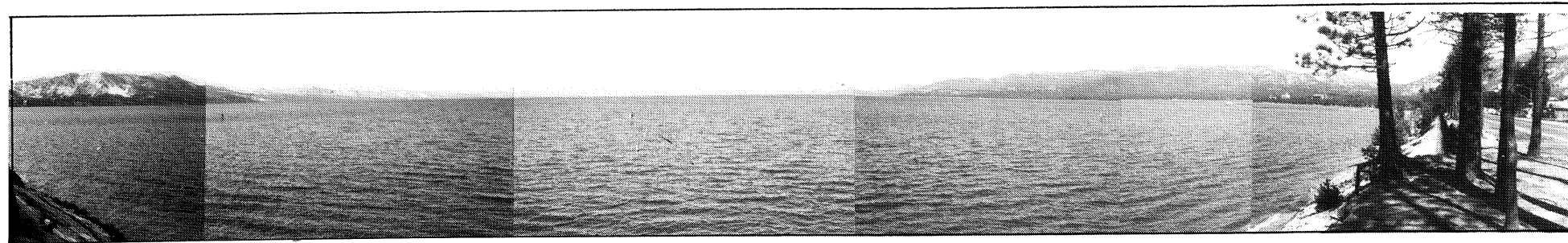
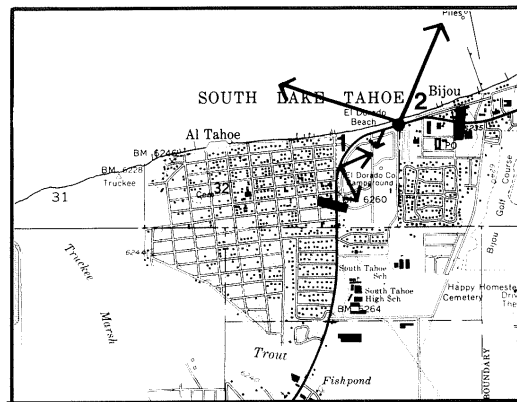
Heavy strip commercial development dominates foreground views beyond the public beach area. In some areas, however, scenic, long-distant background vistas of mountain areas to the southeast are available, including Monument Peak to the east and Mt. Tallac to the southwest. Heavenly Valley ski development is prominent in middleground in vistas between buildings. There are virtually no glimpses of the lake.

Roadway Unit 33. The Strip Summary

Views of natural landscape from roadway

- 33-1. Long-distant views to Monument Peak and Heavenly Valley ski area
Scenic quality: moderate
Rating: 2
- 33-2. Focal view of Mt. Tallac down strip is dominated in foreground by commercial activity and roadway. Some coniferous forest remains on the north side of the road.
Scenic quality: low
Rating: 1

Overall unit scenic quality: low
Rating: 1



ROADWAY UNIT 34. EL DORADO BEACH.

Roadway Unit 34. El Dorado Beach

This very short road segment is characterized by heavy forest growth to the south-east in park lands of the South Lake Tahoe Recreation Area, and wide expansive panoramas (180°+) of Lake Tahoe and surrounding mountains for about .6 km (.4 mi), where the roadway closely parallels the shoreline. Some commercial development (motels, resorts and restaurants) occurs in forested areas but does not block lake views.

Roadway Unit 34. El Dorado Beach Summary

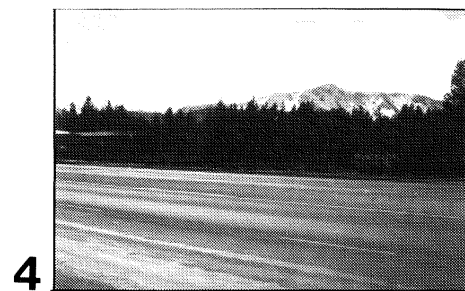
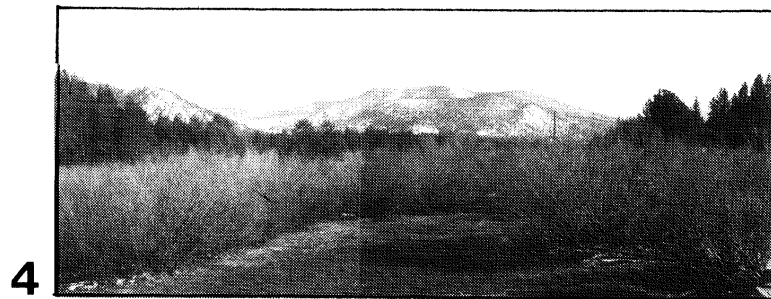
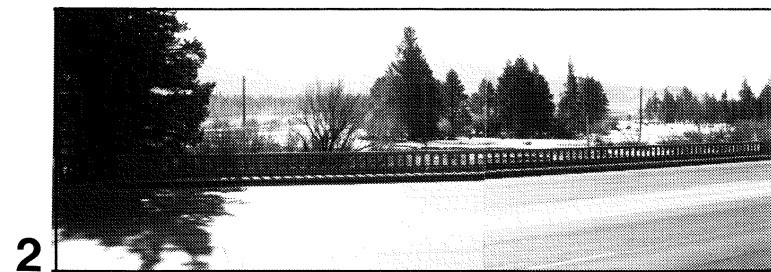
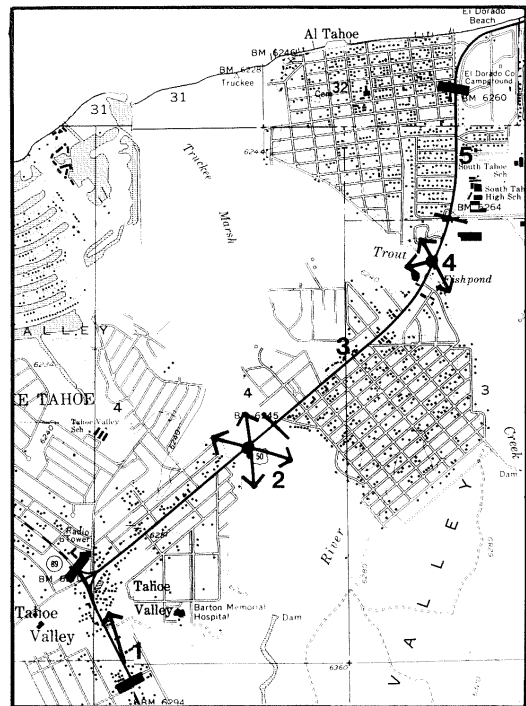
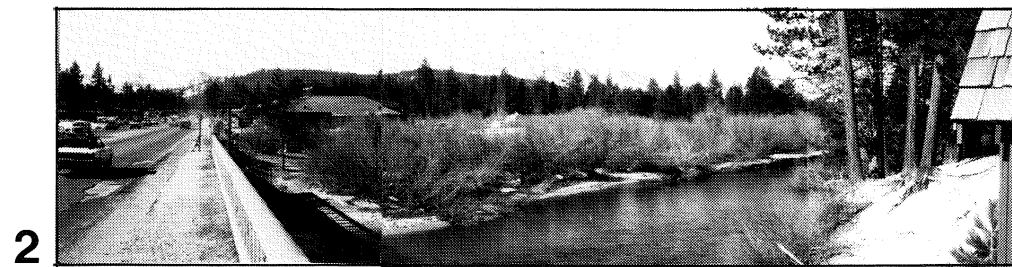
Views of lake from roadway

- 34-2. Major panorama of lake at 1500+ for approximately 6 km to the north, seen through a line of pine trees.
Scenic quality: high
Rating: 3

Views of natural landscape from roadway

- 34-1. Heavy forested area of South Lake Tahoe Recreation to east and south; no understory, recreation facilities or vehicles are visible.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2



Roadway Unit 35. Al Tahoe

Motel/resort development begins and intensifies up to the Route 50 intersection with Route 89 (the "Y"). No mid-distance or long-distance views are readily available in this area. Beyond the "Y", about 1.3 km (.8 mi) of this road segment is characterized by heavy strip development. No relief in foreground views is available until one reaches the stream zone of the Truckee River. Here, undeveloped foreground views of riparian vegetation and small open lands provide a break in the heavy developed character of the roadway. Views of mountain ridgelines to the south are also more readily accessible in this area.

A similar situation exists at the Trout Creek stream zone: heavy strip development exists on either side of the creek with visual relief provided by the open riparian area.

Mixed development continues to the end of the unit, but at a lesser intensity.

Roadway Unit 35. Al Tahoe Summary

Views of natural landscape from roadway

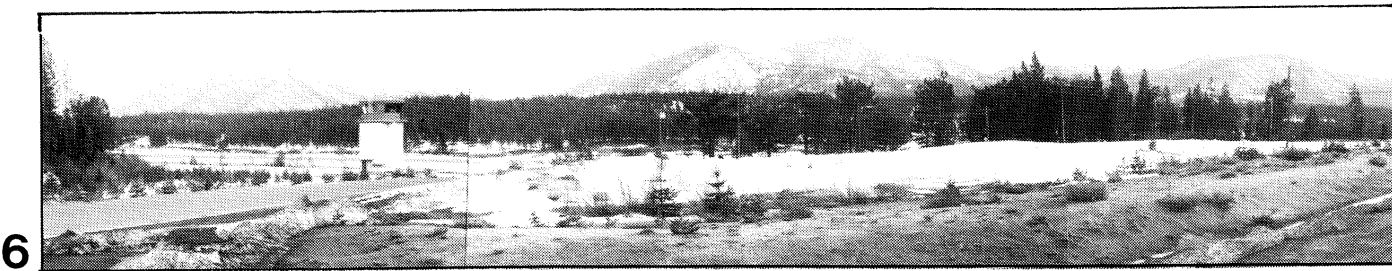
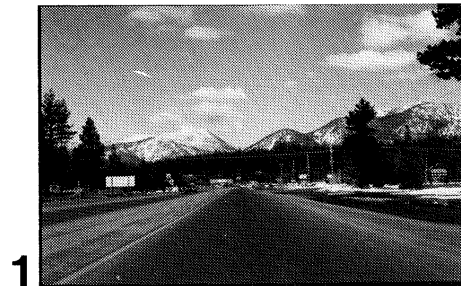
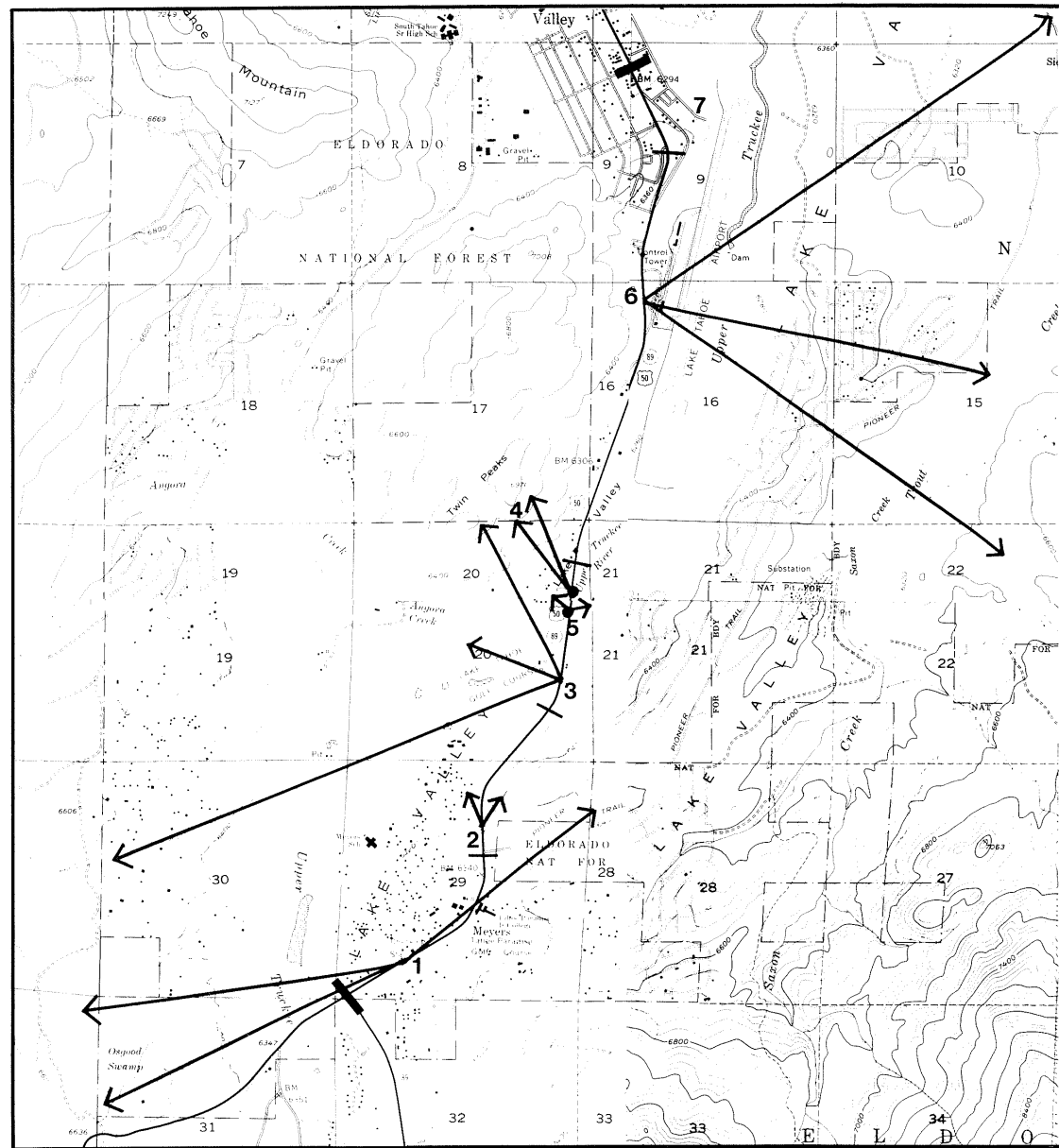
- 35-1. Commercial strip is set back amongst pine forest screening south of junction with Highway 89.
Scenic quality: low
Rating: 1
- 35-3. Same as 35-1.
- 35-5. Commercial and mixed use of low density with good setbacks, retention of large pine trees gives a more natural appearance.
Scenic quality: moderate
Rating: 2

Visual features

- 35-2. Truckee River stream zone on both sides of Route 50.
Scenic quality: moderate
Rating: 2
- 35-4. Front Creek stream zone on both sides of Route 50.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: low
Rating: 1

ROADWAY UNIT 35. AL TAHOE.



ROADWAY UNIT 36. AIRPORT AREA.

Roadway Unit 36. Airport Area

At the intersection of Route 50 and Upper Truckee Road, activity begins to detract from the visual conditions along the roadway (commercial campgrounds, etc.). The area along Route 50 from the Route 89 intersection is heavily developed with mixed commercial uses cluttering foreground views. When driving through developed areas, especially those with highway serving commercial uses, the driver must concentrate on roadway traffic, signs and other distracting objects in the immediate foreground. Generally any experience of long-distance background views is minimized even though views of unbroken ridgelines to the north are available here.

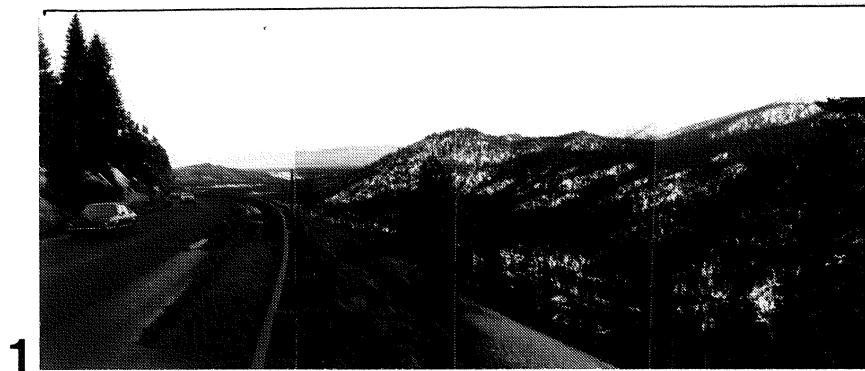
Background views of undeveloped ridgelines to the south are available to south-bound motorists. Cluttered foreground views generally continue up to the Route 50 intersection with Pioneer Trail. South of Pioneer Trail, roadside development lessens significantly with forest areas buffering the development for about 1.3 km (0.8 mi).

The Lake Tahoe Golf Course on the west side of Route 50 provides very open foreground views, uninterrupted mid-distance views of rocky outcrops (Twin Peaks) to the northwest, and longer-distance background views to the uninterrupted ridgelines of the mountains east and south of Fallen Leaf Lake, probably Echo and Angora Peaks.

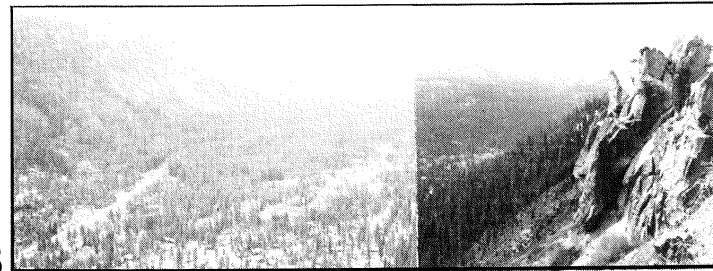
Near Sawmill Road there is a vista of Twin Peaks. Beyond the point where the Upper Truckee River crosses Route 50 the roadside is bordered by large pines and a powerline amidst occasional areas of open meadow, rock outcropping, and commercial activities. Streamside vegetation exists along the river banks. In the meadow areas there are long-distance mountain views available to the east through the forest. Beyond this area is the Lake Tahoe Airport. Flat open foreground views of runway areas are backed by an expanse of large scale mountains to the east that include the ridgelines and slopes of the Cold Creek and Trout Creek watersheds. North of the airport, pine forests enclose the roadway with minor development on both sides for about .6 km (.5 mi), on both sides of the South Lake Tahoe city limits.

Roadway Unit 36. Airport Area Summary

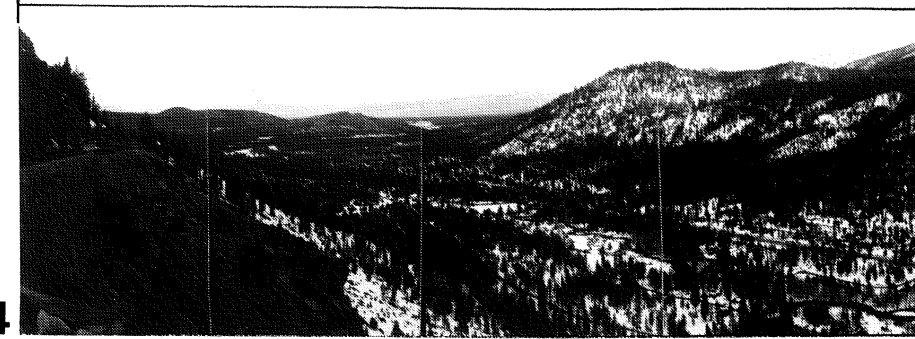
Views of natural landscape from roadway		Visual features
36-1.	Mid-distant view to unbroken rocky ridgeline of Flagpole Peak and mountain ridges to southwest; long-distant background views of peaks to north-east through road corridor. Scenic quality: moderate Rating: 2	36-4. Mid-distant view of Twin Peaks. Scenic quality: high Rating: 3
36-2.	Roadside forest with scattered development. Visual quality: low Rating: 1	36-5. Truckee River stream zone Scenic quality: moderate Rating: 2
36-3.	Tahoe Golf Course with low lying forest and rocky outcrop of Twin Peaks to the northwest; distant views of peaks (Echo and Angora) to west. Forested mountains are seen in middleground to east. Scenic quality: moderate Rating: 2	Overall unit scenic quality: moderate Rating: 2
36-6.	Tahoe Airport and control tower, gently rolling forested lands to east and views of eastern ridgelines and slopes of Cold Creek and Front Creek watersheds. Scenic quality: moderate Rating: 2	
36-7.	Foreground views of pine forest and scattered residential/commercial development. Scenic quality: low Rating: 1	



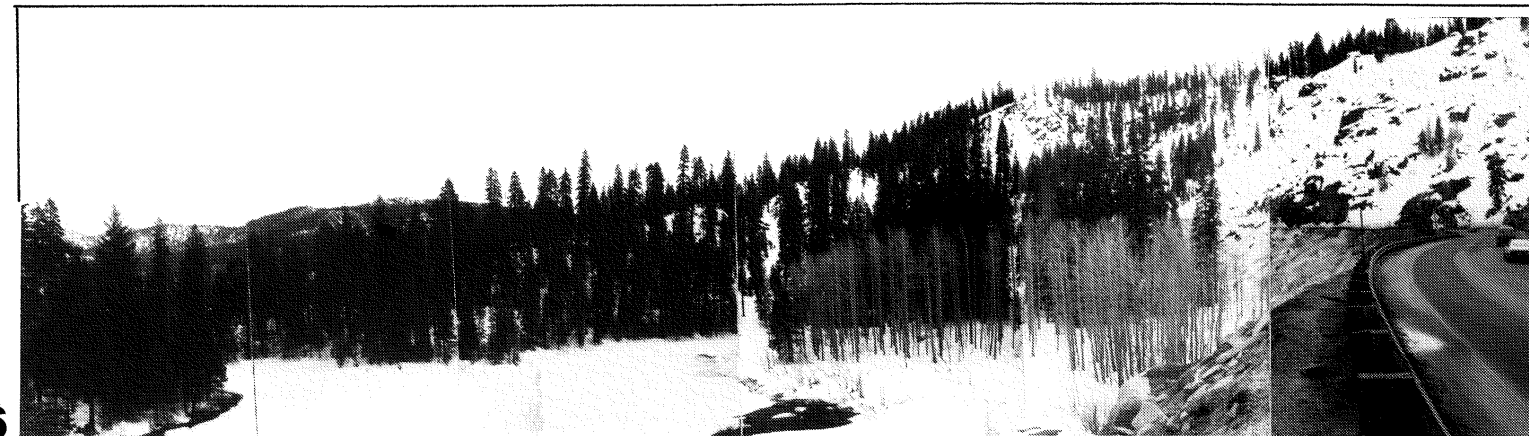
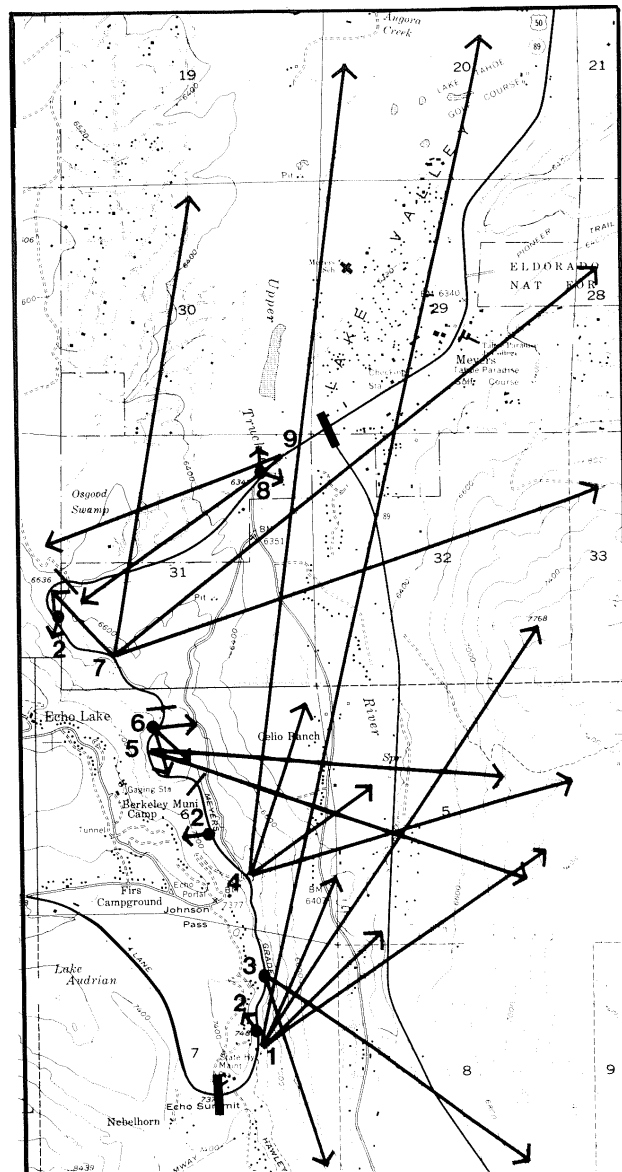
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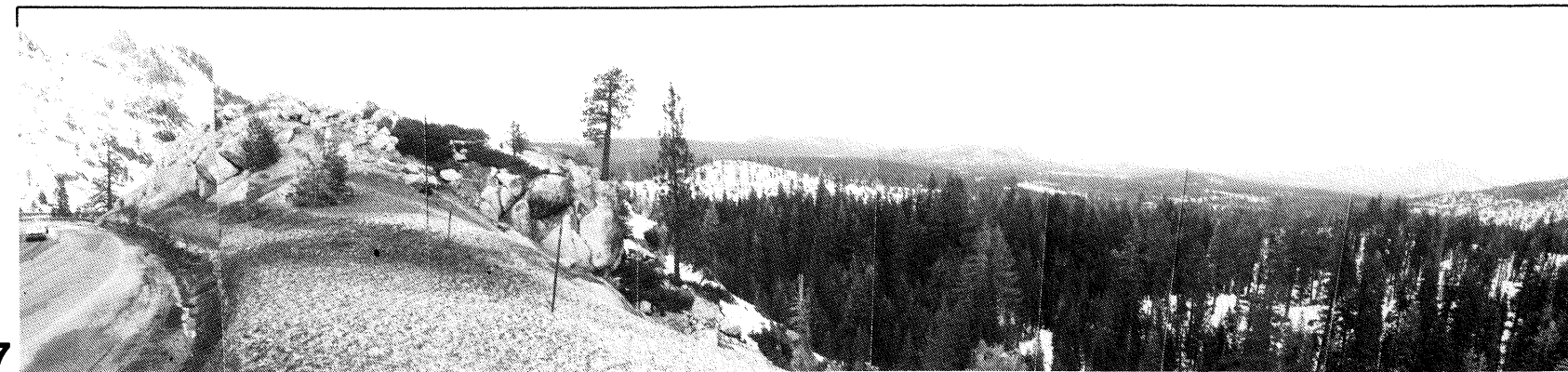
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ROADWAY UNIT 37. ECHO SUMMIT.

Roadway Unit 37. Echo Summit

Route 50 generally follows east-facing mountain contours as it drops in elevation toward Osgood Swamp. The first mile of roadway beyond the summit provides several open panoramic vistas of eastern mountain areas to the northbound traveler.

An unbroken ridgeline and west-facing mountain slope dominates mid-ground views to the east. Several higher ridgelines rising behind it can also be seen at the skyline. The mountainside itself appears natural and pristine; however, development can be seen at its base and in the valley below Route 50. This valley is accessed primarily by Luther Pass Road (Route 89) and Upper Truckee Road.

The road has numerous curves as it drops to lower elevations. On the west side, steep slopes and rock outcroppings totally dominate immediate foreground views. Residential development can be observed above the west roadbanks but are probably only visible to the discerning eye. Long distance views to ridgelines south, east, and north of South Lake Tahoe and Stateline can be seen from this stretch of roadway.

A break in scenery and change in foreground views occurs at about 29 kilometers (km) (1.8 mi) from the summit. A small lake and meadow area provides a minor open vista and change in vegetation.

North of the small lake, Route 50 provides a sweeping panorama of forested lands with gently sloping topography to the north-east. Mountain slopes dominate the long-distance background views. Development activity is not immediately apparent in the viewshed, however, one can see the high rising casinos at Stateline, Nevada, from this point. The immediate foreground view to the northbound traveler in this area is the steep rocky ridgeline on the western roadbank.

As one drops further into the El Dorado National Forest, long-distance views are primarily of tall mountains to the north and east. No views of Lake Tahoe are seen from lower elevations in this area.

Roadway Unit 37. Echo Summit Summary

Entry point views

37-1,4. 2.1 km (1.3 miles) of continuous panoramic view of lake, mountain ridges, and valley floor.
Scenic quality: high
Rating: 3

Views of natural landscape from roadway

37-3. View to southeast for south bound travelers is across Upper Truckee Valley at rugged mountains in middleground and background.
Scenic quality: high
Rating: 3

37-5. Middle-distance view of forest backdrop.
Scenic quality: high
Rating: 3

37-7. Long-distance view of lake valley area and stateline area, with mountain backdrop to north and east.
Scenic quality: high
Rating: 3

37-9. Middle-distance view to southwest of rock ridgelines with vegetation mosaic.
Scenic quality: moderate
Rating: 2

Visual features

37-2. Sheer rock wall enclosing west side of roadway from entry point about 4 km (2.5 miles) along unit.
Scenic quality: moderate
Rating: 2

37-6. Foreground view is of enclosed small lake/meadow area near roadway, 2.9 km (1.8 miles) from beginning of unit.
Scenic quality: high
Rating: 3

37-8. Foreground views on both sides of the road are of the Truckee River.
Scenic quality: high
Rating: 3

Overall unit scenic quality: high
Rating: 3

Roadway Unit 38. Upper Truckee River

Highway 89 drops into the Upper Truckee River Valley, at first hugging the base of the steep eastern valley sides, then following the flattish valley floor. The upper portion provided intermittent views out across the valley from a superior observer position, although coniferous forest blocks many views. The west side of the valley dominates middleground views for drivers throughout much of the unit; the road scars and talus slopes below Meyers Grade are prominent. The lower section is characterized by long straight road tangents, with open pine forest, scattered housing, and intermittent views towards the river and distant jagged peaks on the west side of the basin.

Roadway Unit 38. Upper Truckee River Summary

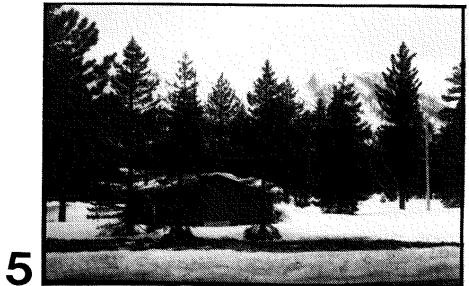
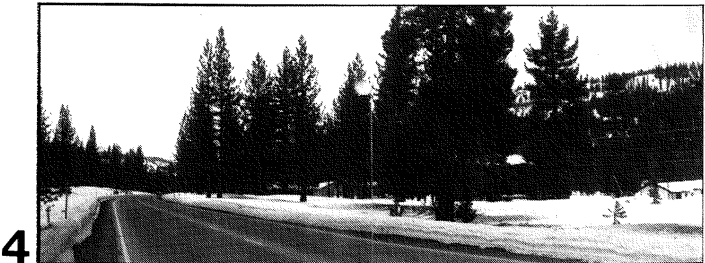
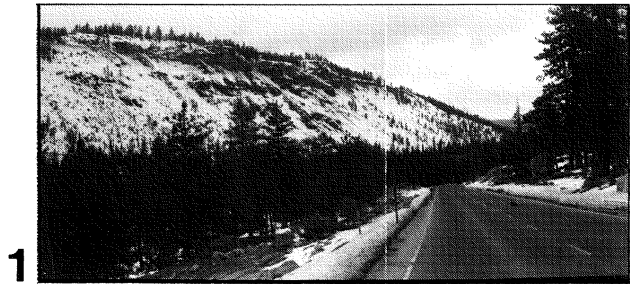
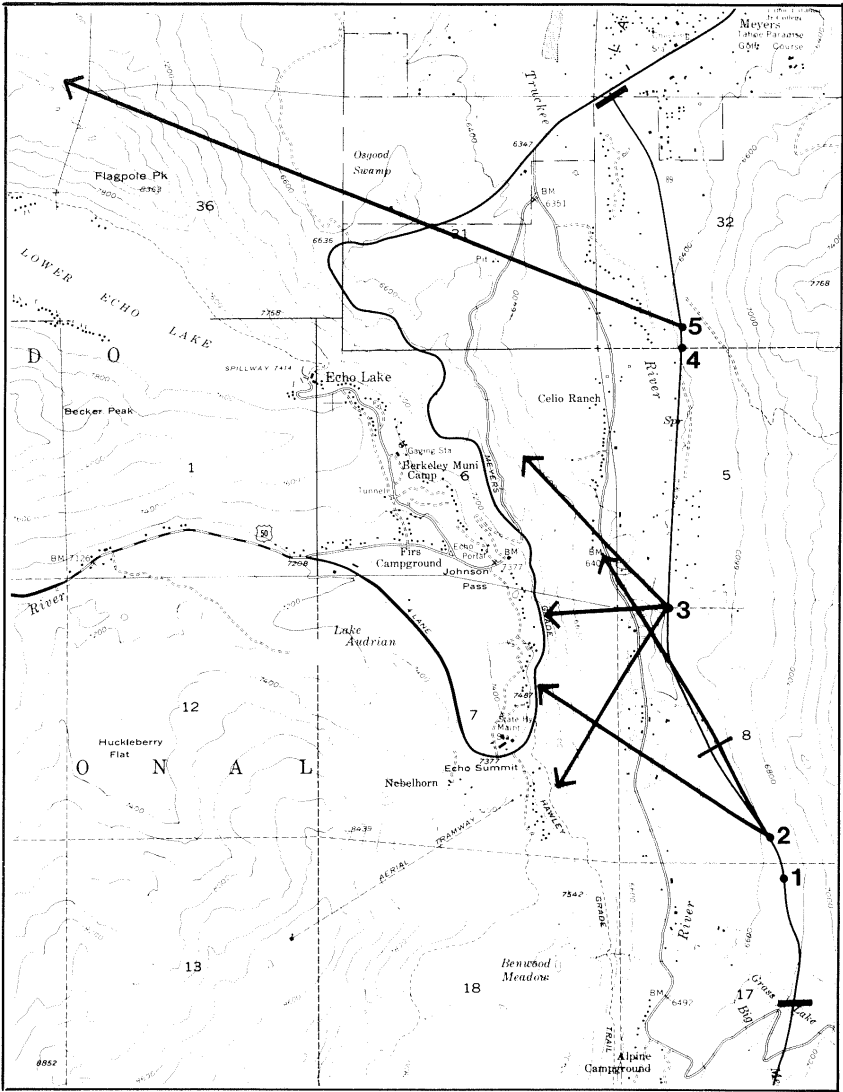
Views of natural landscape

- 38-1. 1.2 mi. Road enclosed by steep slope with rock outcrops on east side; thick coniferous forest permits some views to the west of cliffs and forested ridgelines. Long axial view down the road into the valley.
Scenic quality: high
Rating: 3
- 38-4. 2.5 mi. Road levels out on valley floor, permitting many views under and through open pine stands to west side, up the river, and at distant peaks; scattered residential development. Long axial views along road.
Scenic quality: moderate
Rating: 2

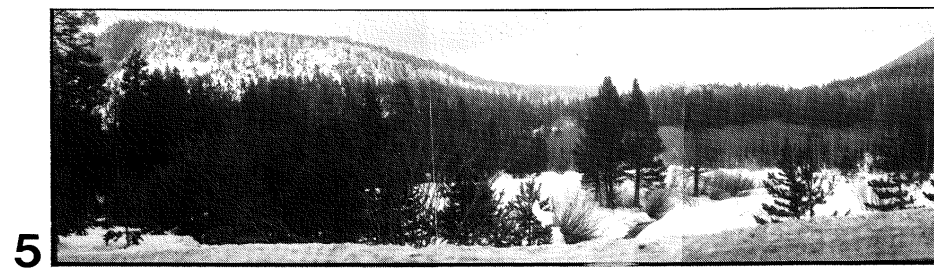
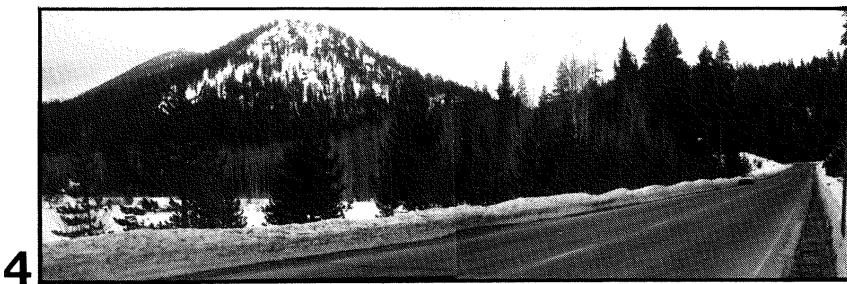
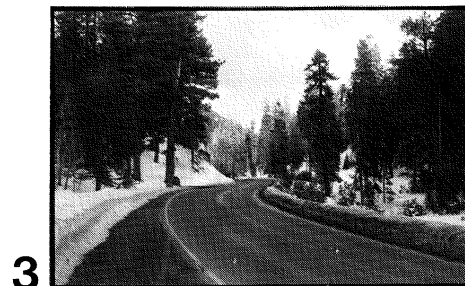
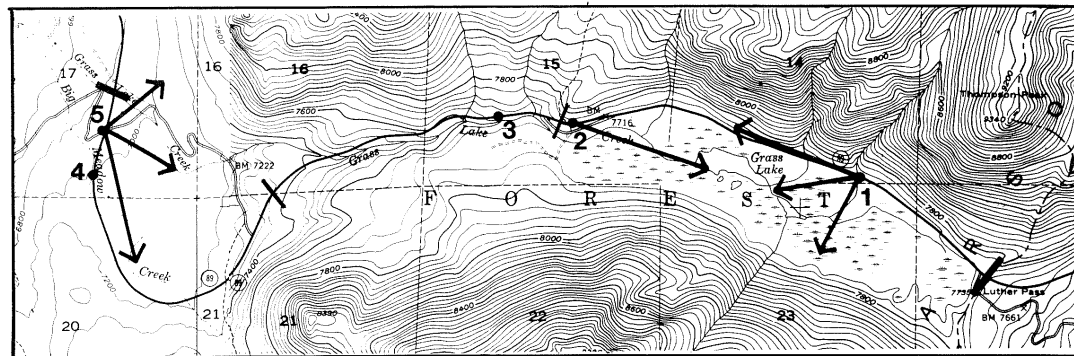
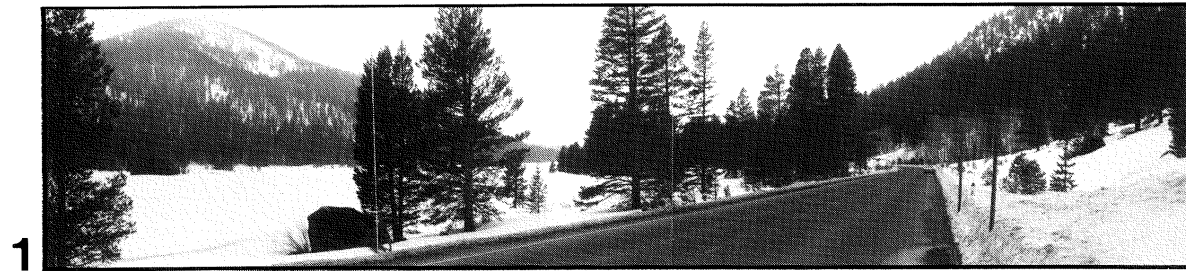
Visual features

- 38-2. 0.5 mi. from south end of unit. Middleground view over valley at Meyer's Grade and Echo summit; distinctive precipitous slopes and rock-faces, degraded by Highway 50 scarring.
Scenic quality: moderate
Rating: 2
- 38-3. 1.6 mi. from south end of unit. Similar view of Meyer's Grade from near middleground and inferior observer position.
Scenic quality: moderate
Rating: 2
- 38-5. 2.6 mi. from south end of unit. Glimpse of distinctive peaks in background, between pine stands.
Scenic quality: high
Rating: 2

Overall unit scenic quality: moderate
Rating: 2



ROADWAY UNIT 38. UPPER TRUCKEE RIVER.



ROADWAY UNIT 39. ALPINE SUMMIT.

Roadway Unit 39. Alpine Summit

Highway 89 enters the Tahoe Basin via a low pass into the Grass Lake Creek valley. This provides distinctive and unified views of the attractive meadow surrounding Grass Lake, and steeply enclosed by forested mountain slopes, apparently pristine. The road drops more steeply into the valley below the meadow, twisting between the valley sides and affording mainly short views of forested slopes and stream. Above Big Meadow the road skirts an open bowl, although views across and down into it are limited by roadside tree screening. At the lower end of the unit, views of undisturbed mountain peaks, rock faces, and meadow with aspen are obtained.

Roadway Unit 39. Alpine Summit Summary

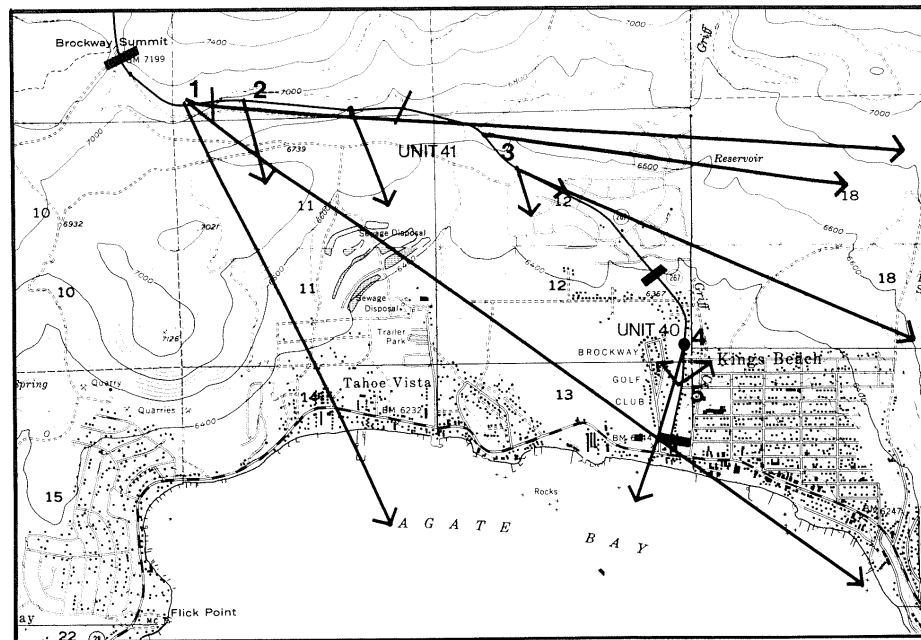
Entry point views

- 39-1. 1.7 mi. Enclosed on the north side by steep terrain, road offers repeated framed views of roadside grassy meadow, lake, and enclosing forested slope opposite; aspen stands provide further vivid color contrasts.
Scenic quality: high
Rating: 3

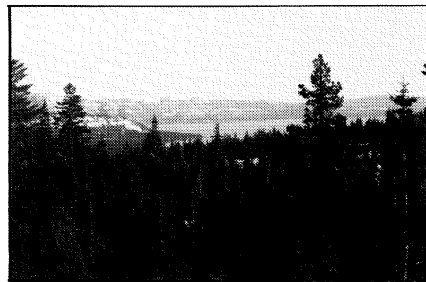
Natural landscape views

- 39-2. 1.6 mi. from east end of unit. Focal vista up meadow for eastbound drivers, framed by steep slopes.
Scenic quality: exceptionally high
Rating: 3+
- 39-3. 1.1 mi. Foreground views of curving road and steep enclosing forested slopes; intermittent views of mountainous skyline in background for west-bound drivers.
Scenic quality: high
Rating: 3
- 39-4. 1.2 mi. Views to northwest no longer screened by topography, but dense coniferous forest permits only glimpses of distant mountains. Road descends in long curve, steeply enclosed on south side.
Scenic quality: exceptionally high
Rating: 3+
- 39-5. 4.0 mi. from east end of unit. Enclosed view of grassy meadow, surrounded by colorful willow and aspen vegetation, and backed by rugged mountains, rock faces, and conical peaks in middleground.
Scenic quality: exceptionally high
Rating: 3+

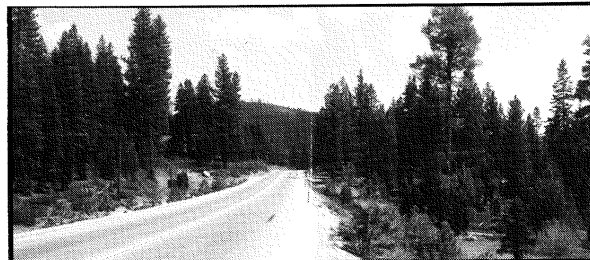
Overall unit scenic quality: exceptionally high
Rating: 3+



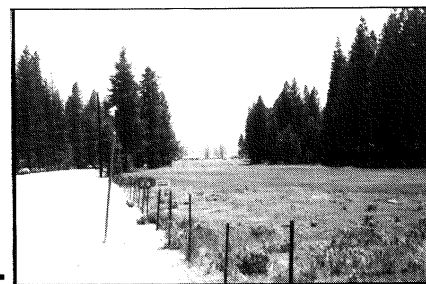
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Roadway Units 40 and 41. Brockway Cutoff to Brockway Summit

Route 267 rapidly gains elevation beyond the Kings Beach area. At the upper boundaries of the national forest lands there are entry point vistas to the lake, broken by tall pines. Natural forest vegetation is found on both sides of the road. The view opens up into wider broken panoramas of the shore areas and mountains to the south. These views continue for about .5 km (.3 mi).

Mountains to the east can also be observed including the ski runs of the Incline Ski area. These are prominent windshield views as one drives south on Highway 267; they are seen for about 1.3 km (.8 mi).

At about 1.6 km (1 mi) from the National Forest boundaries development activity becomes apparent and generally degrades most foreground views through the remainder of the unit.

Roadway Units 40 and 41. Brockway Cutoff to Brockway Summit Summary

Entry point views

- 41-1. Entry point views from area south of Brockway Summit toward Stateline and mountains bordering the westside of basin. Numerous interrupted panoramas for .5 km (.3 mi).
Scenic quality: high
Rating: 3

Views to lake from roadway

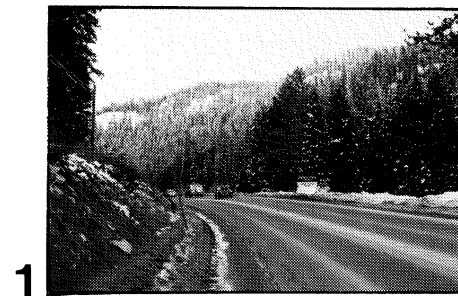
- 41-4. Narrow vista down golf-course fairway to lake in middleground and Mt. Tallac, spectacularly framed, in background.
Scenic quality: moderate
Rating: 2

Views of natural landscape from roadway

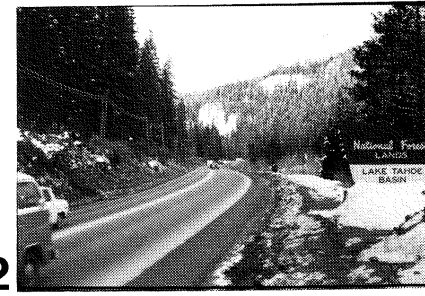
- 41-2. Long-distance mountain views toward Incline ski areas amidst natural forest setting for 1.3 km (.8 mi).
Scenic quality: high
Rating: 3
- 41-3. View of open coniferous forest in foreground, with scattered timber houses set well back, and axial eastward views of clearings and forest on ridge in middleground.
Scenic quality: high
Rating: 3
- 40-5. View is of dense, older residential development on east side within pine forest; views up and down golf course with meadow appearance on west.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: moderate
Rating: 2

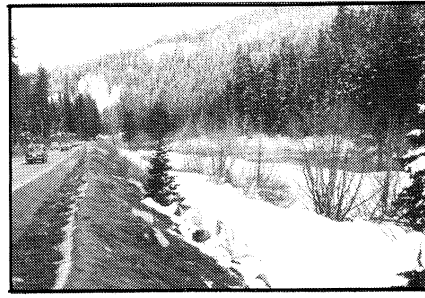
ROADWAY UNITS 40, 41. BROCKWAY CUTOFF TO BROCKWAY SUMMIT.



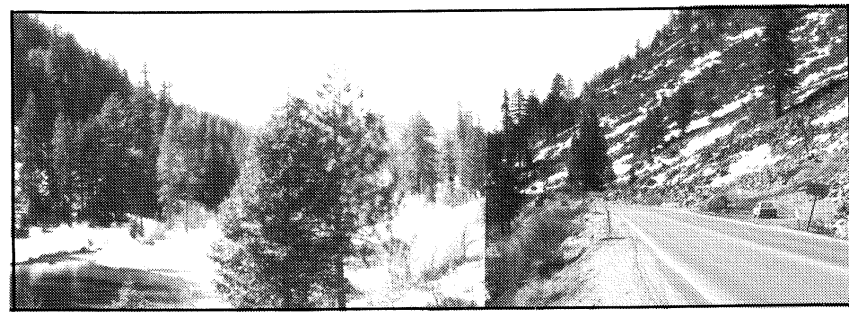
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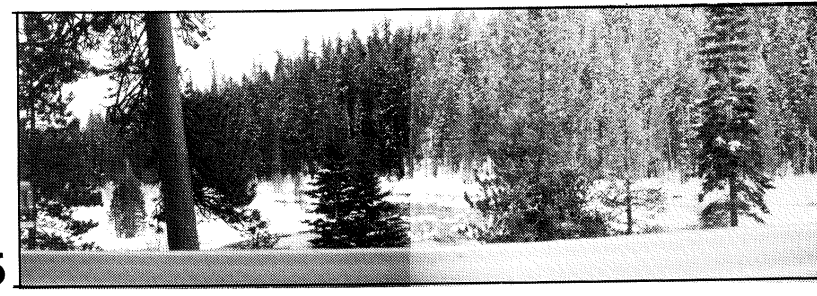
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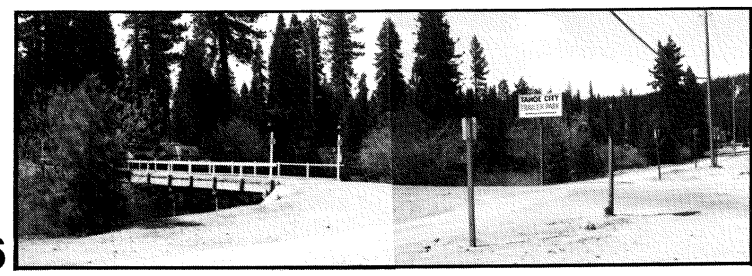
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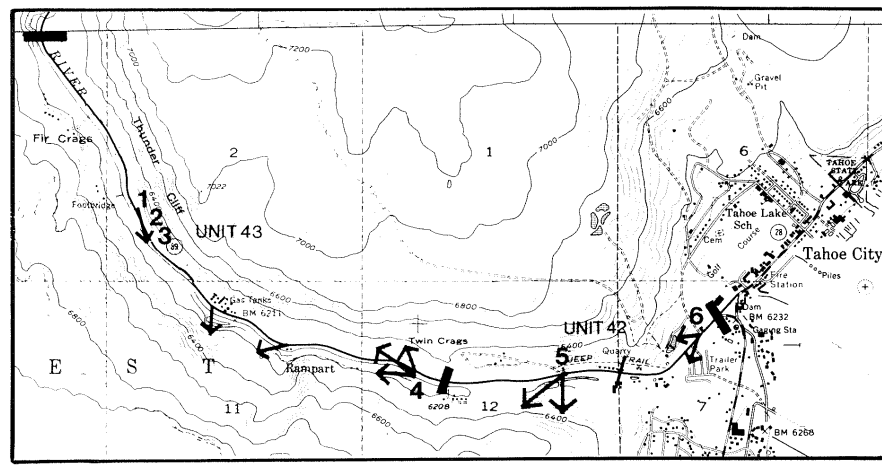
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Roadway Units 42 and 43. Outlet to Lower Truckee River

From the Y, the first .3 km (.2 mi) stretch of Route 89 is heavily developed. Development activity and general clutter is noticeable along the stream zone of the Truckee River. Mid-distant views to the westbound traveler, however, are primarily heavily forested low level ridgelines.

At about 1 km (.6 mi) from the Y, near the entrance to Twin Crags (National Forest summer homes) the development thins and a wide stream zone is visually dominant on the south side of the roadway. The stream zone continues in a generally undeveloped state for approximately 3.2 km (2 mi), excepting transmission lines that closely parallel the road. The stream zone hugs the base of a low pine-forested slope. Steep slopes to the north are sparsely vegetated with scattered pines and brush. The blue-colored water, rapids and several timber bridges are attractive foreground features.

About 2.2 miles into the unit, there is a clustering of commercial development. Beyond this point, the unit is enclosed by natural vegetation to the boundary of the basin.

Roadway Units 42 and 43. Outlet to Lower Truckee River Summary

Entry Point Views

42,43-1,2,3,4. Stream zone and sparsely vegetated hillside.
Scenic quality: 3
Rating: high

Views of natural landscape from roadway

42,43-5. Wide forested stream zone of Truckee River, typical of general area.
Scenic quality: high
Rating: 3

42,43-6. View is of commercial area without tree screening, though permitting middleground views of forested ridges and foreground views of river beside road.
Scenic quality: low
Rating: 1

Overall unit scenic quality: high
Rating: 3

ROADWAY UNITS 42, 43. OUTLET TO LOWER TRUCKEE RIVER.

Roadway Unit 44. Kingsbury Grade (Daggett Pass to Highway 50)

From Tramway Drive at the summit of Kingsbury Grade, the road drops quite steeply by way of a series of small ravines or valleys. These afford mainly foreground enclosed views of coniferous forest, steep slopes, and residential development. In places where hairpin bends negotiate topographic spurs, panoramic views of the lake and distant mountains are obtained.

In the upper sections, many large single-family homes occur on steep slopes. Open pine forest prevail, with little understory. Distinctive rounded rock outcrops provide foreground features in the steeper areas, especially noticeable when driving uphill. There is evidence of considerable erosion associated with the road and construction activities. There are some views of mountains to the south in middle-ground.

In the lower sections, slopes become gentler, with fewer long distance views, some mixed riparian vegetation, and denser pine forest. Development is more established, with less evidence of site disturbance. Near the base of the grade, commercial development (shopping centers and small offices) dominate views, although a broad panorama of the lake can be seen. Nearing Highway 50, Round Mound becomes a prominent feature in middleground.

Roadway Unit 44. Kingsbury Grade (Daggett Pass to Highway 50) Summary

Entry point views

- 44-1. 0.7 mi. Enclosed views of steep, lightly forested slopes in foreground with low-density residential development, some glimpses of mountain skyline in background, beyond the lake.
Scenic quality: moderate
Rating: 2
- 44-2. 0.1 mi. Long distance vista of part of Lake Tahoe and west-side mountains.
Scenic quality: high
Rating: 3
- 44-5. 0.1 mi. Long distance view of lake and west-side mountains.
Scenic quality: high
Rating: 3
- 44-11. 0.2 mi. Panorama of lake and west-side mountains, with clutter of commercial development in foreground.
Scenic quality: moderate
Rating: 2

Views of natural landscape

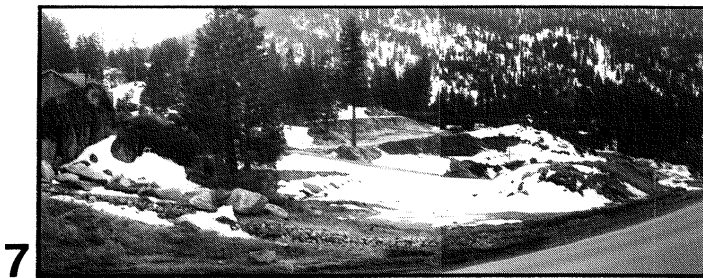
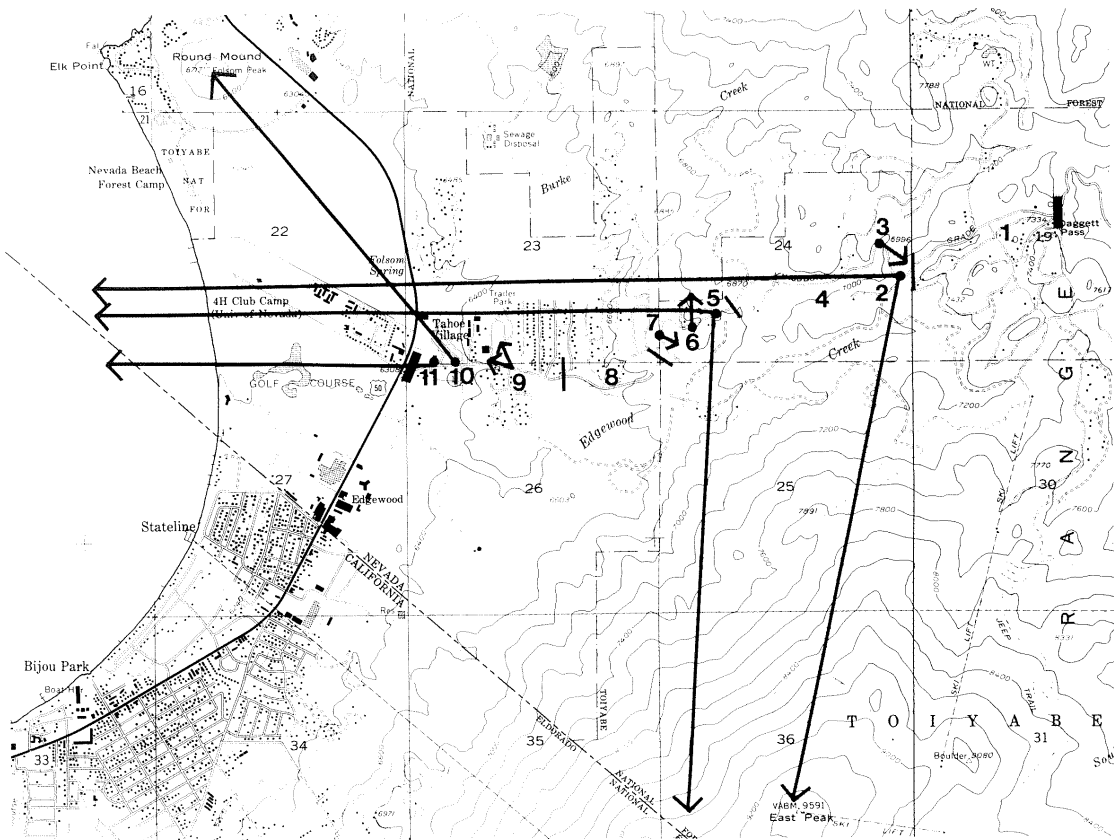
- 44-4. 0.6 mi. Foreground views of enclosed valley, with scatter of housing, pine forest, and gravel pit; some middleground views of mountains across Edge-wood Creek.
Scenic quality: moderate
Rating: 2
- 44-8. 0.5 mi. Foreground view of scattered residential development and pine forest, on low-relief topography.
Scenic quality: moderate
Rating: 2

- 44-9. 0.6 mi. Foreground views of commercial development in various architectural styles but principally with unpainted timber exteriors; many small signs, some landscaping, car parking, utilities.
Scenic quality: low
Rating: 1

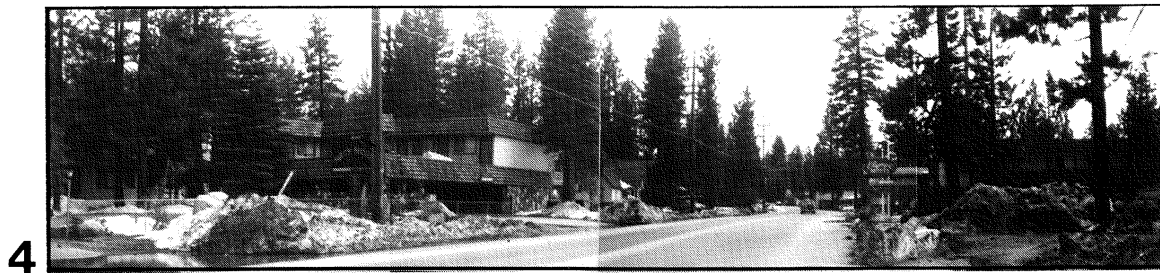
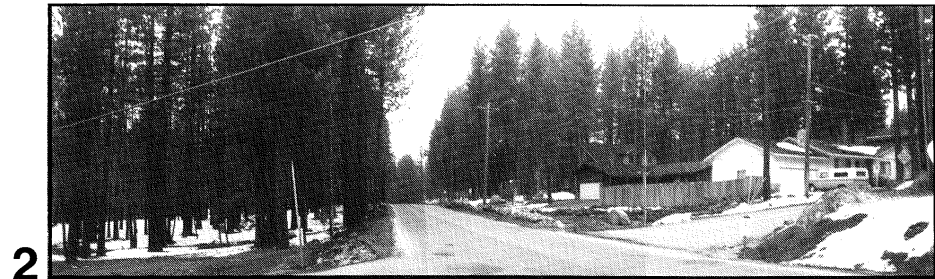
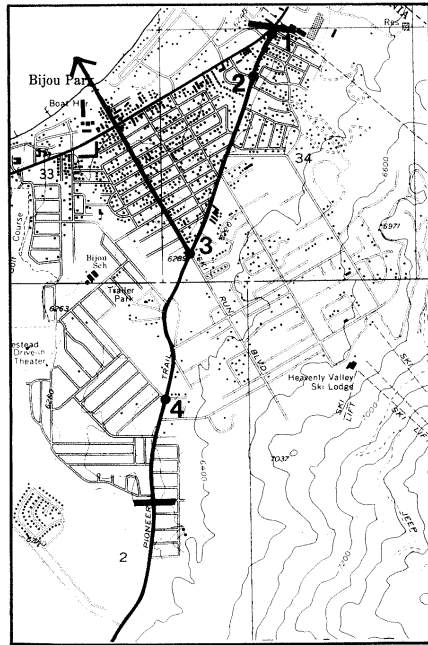
Visual features

- 44-3. 0.8 mi. from east end of unit. Unusual rock formations above road in foreground.
Scenic quality: high
Rating: 3
- 44-6. 1.8 mi. from east end of unit. Unusual rock outcrops and boulders above road in foreground.
Scenic quality: high
Rating: 3
- 44-7. 1.9 mi. from east end of unit. Large graded area for future house construction; much erosion.
Scenic quality: low
Rating: 1
- 44-10. 2.9 mi. from east end of unit. Middleground view of Round Mound as distinct conical form seen against lake.
Scenic quality: high
Rating: 3

Overall unit scenic quality: moderate
Rating: 2



ROADWAY UNIT 44. KINGSBURY GRADE (DAGGETT PASS TO HIGHWAY 50).



Roadway Unit 45. Pioneer Trail, North

From Highway 50 southward for almost 2 miles, Pioneer Trail follows the foot of the mountainsides enclosing South Lake Tahoe. The road crosses flattish terrain, with most views of foreground only, limited by development and pine forest. The first section is densely developed, with commercial buildings (mostly motels) near Highway 50, and some apartment buildings. Limited views of the mountains in mid-ground and of the Heavenly Valley ski area are obtained. The casinos are visible to northbound travellers only at the end of Pioneer Trail. The lake is glimpsed briefly at an intersection. At the southern end of the unit, single-family homes and retention of more pine forest creates a lower density, suburban environment.

Roadway Unit 45. Pioneer Trail, North Summary

Views of lake

- 45-3. 0.9 mi. from north end of unit. Vista of lake in middleground down road leading to Boat Harbour; brief view, cluttered by utilities and road signs.
Scenic quality: moderate
Rating: 2

Views of natural landscape

- 45-2. 0.9 mi. Foreground views of commercial development, housing, and pine trees, with occasional glimpses of mountainsides to the southeast.
Scenic quality: low
Rating: 1
- 45-4. 0.3 mi. Foreground views of low density housing and trailer park and pine forest with occasional views of mountains to the east in middleground.
Scenic quality: low
Rating: 1

Visual features

- 45-1. At north end of unit. Middleground view of high-rise casinos.
Scenic quality: moderate
Rating: 2

Overall unit scenic quality: low
Rating: 1

ROADWAY UNIT 45. PIONEER TRAIL, NORTH.

Roadway Unit 46. Pioneer Trail, South

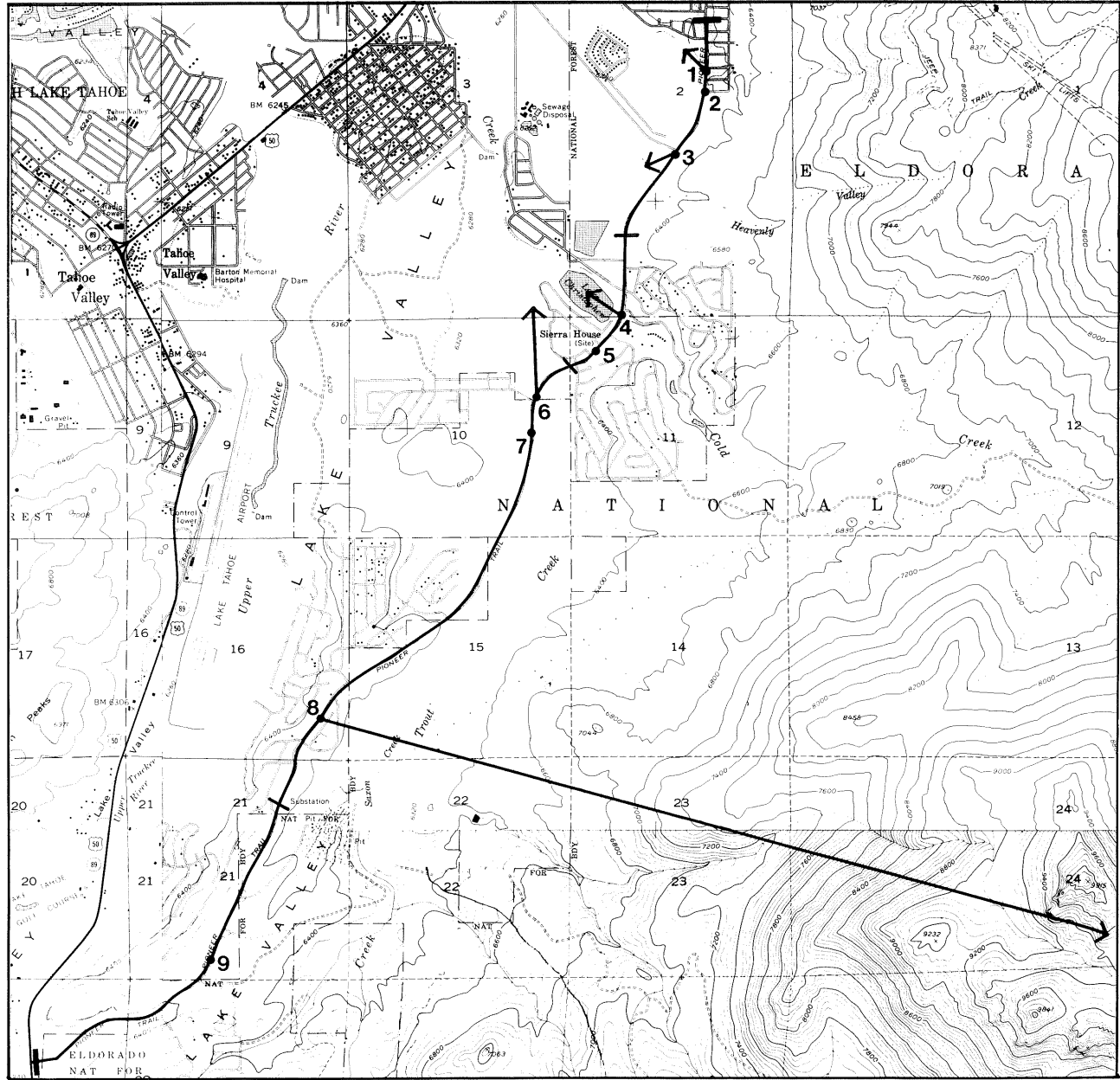
This is a long stretch of road through predominantly natural landscape, in which the road rises and falls gently with rolling topography, finally rejoining Highway 50 at Meyers.

At the northern end, suburban development gives way to considerable stretches of undisturbed landscape, gently sloping and forested. Variety is imparted by views of meadows and water features in foreground, two nodes of residential development, and middleground and background views of mountains on both sides of the road. Observer position and outward views vary as the road alternately dips into creek valleys and ascends low ridges.

Roadway Unit 46. Pioneer Trail, South, Summary

Views of natural landscape

- 46-2. 1.2 mi. Predominantly natural landscape, canopied and enclosed by pine forest, with fleeting glimpses of mountains to west, east, and north, and of meadows west of the road.
Scenic quality: moderate
Rating: 2

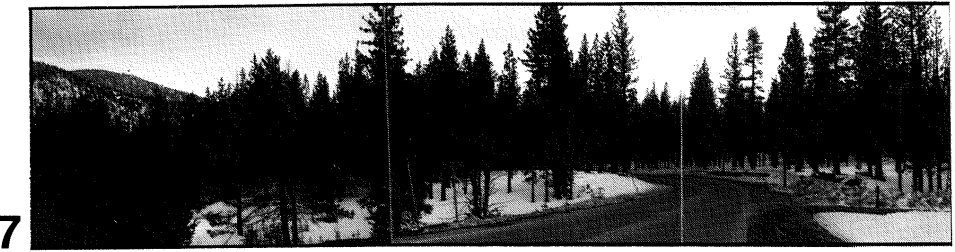
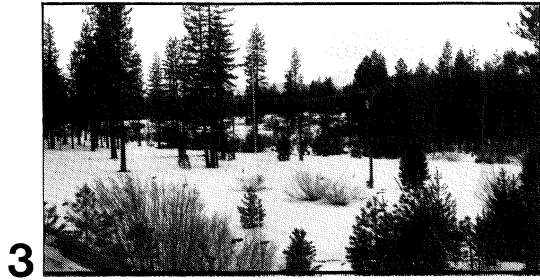
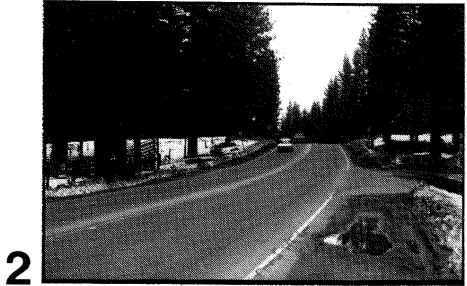
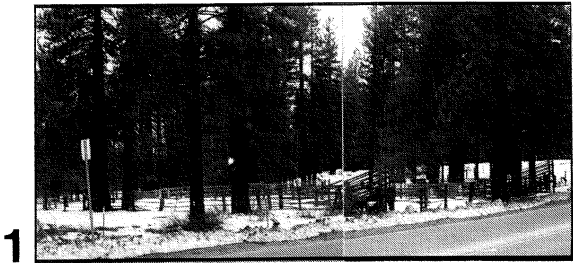


- 46-5. 0.4 mi. Suburban development (housing and school) dominates foreground views, but attractively situated round shores of a reservoir enclosed by forest; some middleground views of mountains.
Scenic quality: moderate
Rating: 2
- 46-7. 2.5 mi. Elevated road position provides long-distance views of mountains on both sides as vistas through trees; some development and utilities evident.
Scenic quality: high
Rating: 3
- 46-9. 1.6 mi. Foreground views of thick forest from roadway with inferior observer position; some single-family homes at low density.
Scenic quality: moderate
Rating: 2

Visual features

- 46-1. 2.1 mi. from north end. Roadside corral under pine trees, with attractive backdrop of meadow and forest.
Scenic quality: high
Rating: 3
- 46-3. 2.7 mi. from north end. Overlook of open area with mountains near Echo Summit beyond; view marred by utility poles.
Scenic quality: moderate
Rating: 2
- 46-4. 3.5 mi. from north end. Lake or reservoir provides distinctive foreground views with water's edge and diverse vegetation.
Scenic quality: high
Rating: 3
- 46-6. 3.7 mi. from north end. Focal view down Trout Creek, along meadows enclosed by forest; visible housing is well sited at forest edge.
Scenic quality: high
Rating: 3
- 46-8. 5.8 mi. from north end. Freel Peak forms distinctive summit in a panorama of mountains to the east in far middleground.
Scenic quality: high
Rating: 3

Overall unit scenic quality: moderate
Rating: 2



ROADWAY UNIT 46. PIONEER TRAIL, NORTH.