Scott Carey

From:	Granville Fortescue <granville.fortescue@pressmail.ch>
Sent:	Sunday, October 30, 2022 10:12 PM
To:	Scott Carey
Subject:	11-03-2022 N.T.R.P.A. G.B. Meeting {ITEM 2 = PUBLIC COMMENT}
Attachments:	SHC § 262.1.pdf; SHC § 263.1.pdf; SHC § 263.4.pdf; Scenic_Res_82_Roadways_El Dorado.pdf; Scenic_Res_82_Shoreline_El Dorado Beach.pdf; Scenic_Recreation_Areas_ 36-37.pdf; Scenic Maps.pdf; SCENIC-CORRIDORS.pdf; Visual Impact on Scenic Resources.pdf; Environmental Zone.pdf; Constructing a 112-foot cell tower in a residential area is no minor project.pdf; EO-13057.pdf; PRC § 21084.pdf; SouthLakeTahoe City Code -- 6.10.190 -- Scenic highway corridors.pdf; SouthLakeTahoe City Code -- Chapter 6 -- Trees.pdf; SouthLakeTahoe City Code -- Chapter 6 -- National Treasure.pdf

Dear Nevada Tahoe Regional Planning Agency Governing Board and all other interested parties;

Please don't allow anymore thoughtless development of our Scenic Corridors!

1360 Ski Run Boulevard—Verizon Cell Tower Site

The success of prior preservation efforts to set aside these lands and scenic corridors from development is precisely the reason we are even able to have this discussion! This land has been saved on purpose and it is not yours to ruin! A line has been drawn in the sand; if we keep moving it, then we have decided to be on a *bona fide* slippery slope to the very nightmare a prior generation hoped to prevent. There is no good reason to put an ugly, noisy, bright indoor recreation center on the precious rim of Lake Tahoe, just as there is no good reason to spoil the scenic return drive from *Heavenly Valley Ski Resort Scenic Recreation Area* with a hideous 12-story Macro Cell Tower, a cyclone fence, and an industrial shack. This is America's **outdoor playground**. Don't ruin it. **DON'T DO IT!**

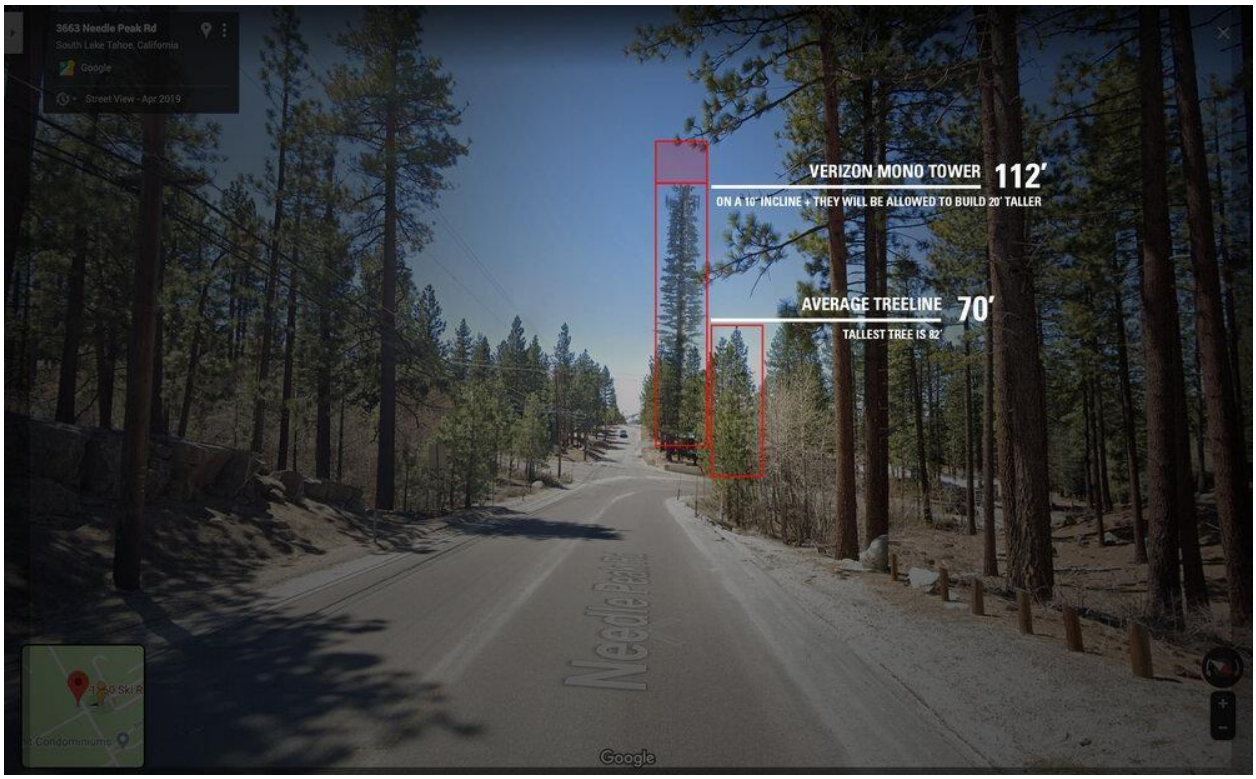
Thanks for considering,

Granville R. Fortescue

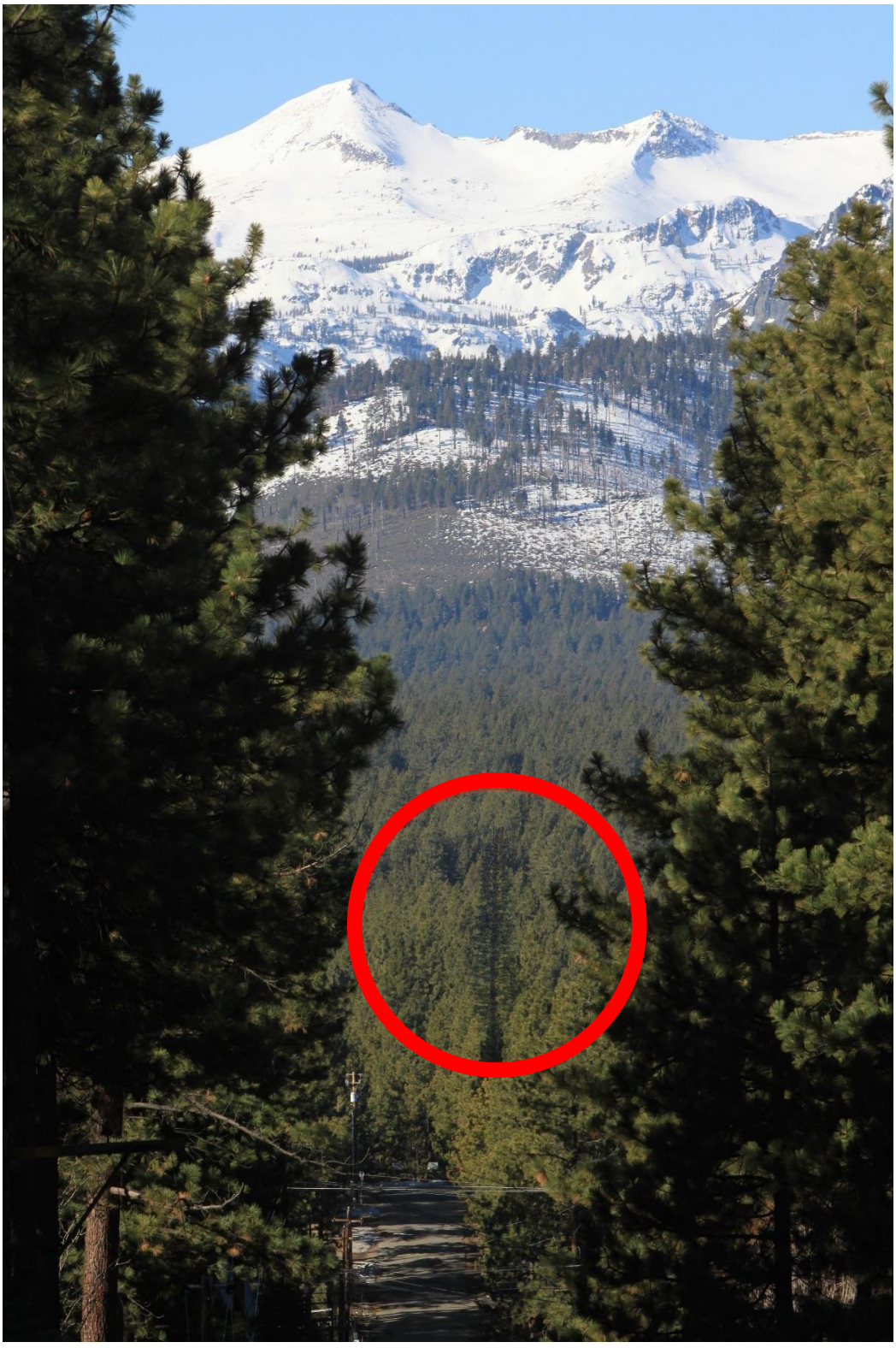
Visual Impact on Scenic Parkway

The Needle Peak Road-Ski Run Blvd. route is the designated parkway connecting tourist traffic from the TRPA designated Pioneer Trail “Scenic Corridor” to the world destination Heavenly Valley Ski Resort “Scenic Recreation Area.” The aspen grove that tangentially crosses Upper Ski Run Blvd., is a heavy scenic attraction during the fall. Visitors regularly turnout here to take souvenir photographs.

The proposal would deforest the above scenic turn of 13 trees, replacing them with a 112-foot tower.



The entire length of Needle Peak Road is directionally aligned to its spectacular allusion, the iconic “needle tipped” Pyramid Peak—for which congress created the federal Desolation Wilderness. Traffic departing Heavenly Valley Ski Resort “Scenic Recreation Area” enjoys this view on the return to Pioneer Trail “Scenic Corridor.” The tower also would be visible from the yards of many cabins along this road.

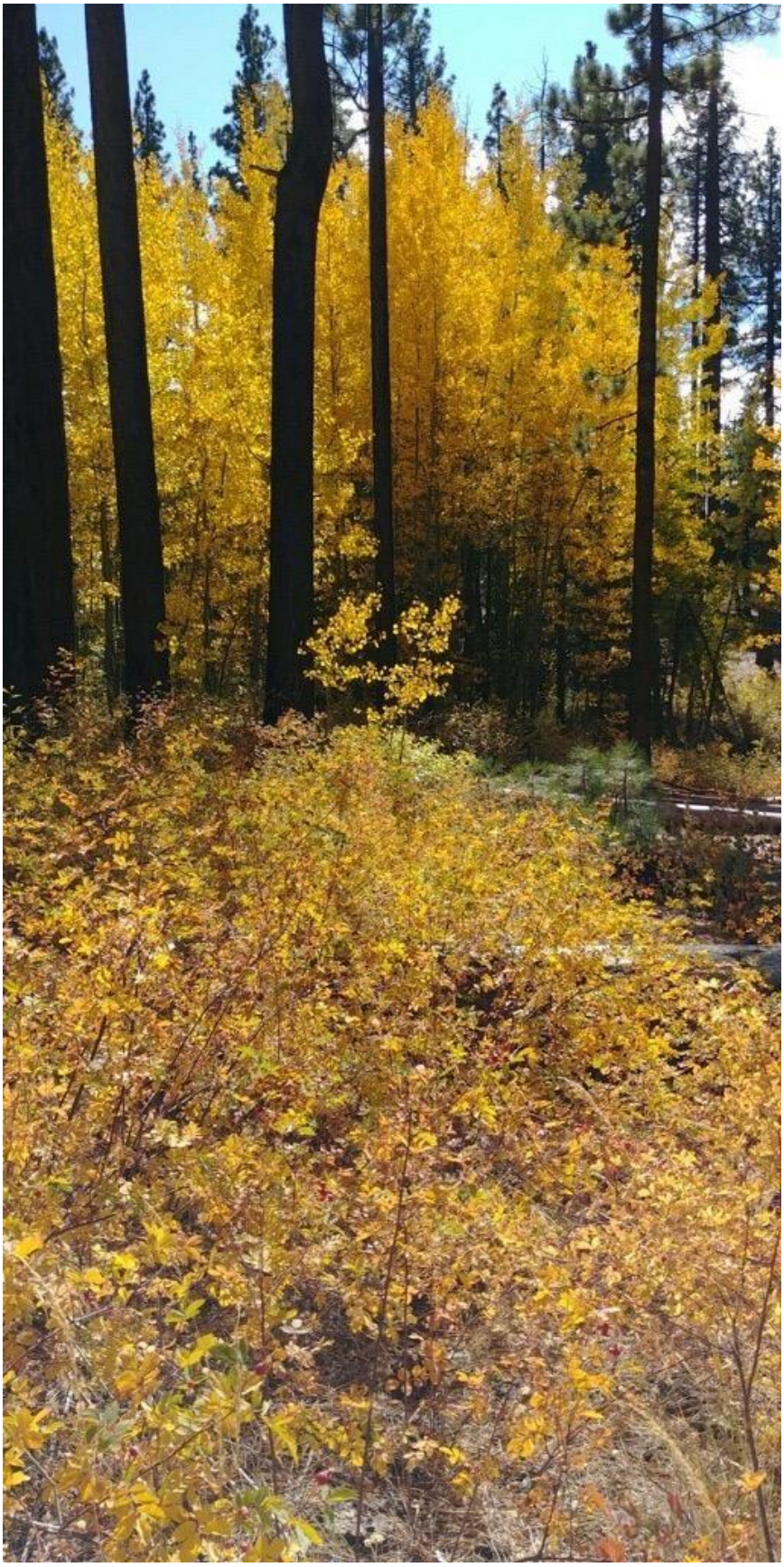


The spectacular Bijou Park Creek aspen grove runs along the right side of Ski Run Boulevard and crosses the street at the intersection with Needle Peak Road.

The Tower site parcel is marked by the red trapezoid. Thirteen of these pine trees are to be cut down to install one 112-foot tall monopole cell tower along this scenic drive. The heat generated by the antenna panels would conspicuously melt snow flocking the surrounding trees, an unnatural change in the view.

The Aspen Grove is a fall destination for tourists. A 12-story structure would ruin its photographic appeal. The tower could be especially visible in the winter after the aspen loses its foliage.

Locations like the Aspen Grove are used for wedding photographs. Quaking aspen (*Populus tremuloides*) forests are typically single living organisms having one massive underground root system, making them particularly vulnerable to deleterious environmental encroachments.



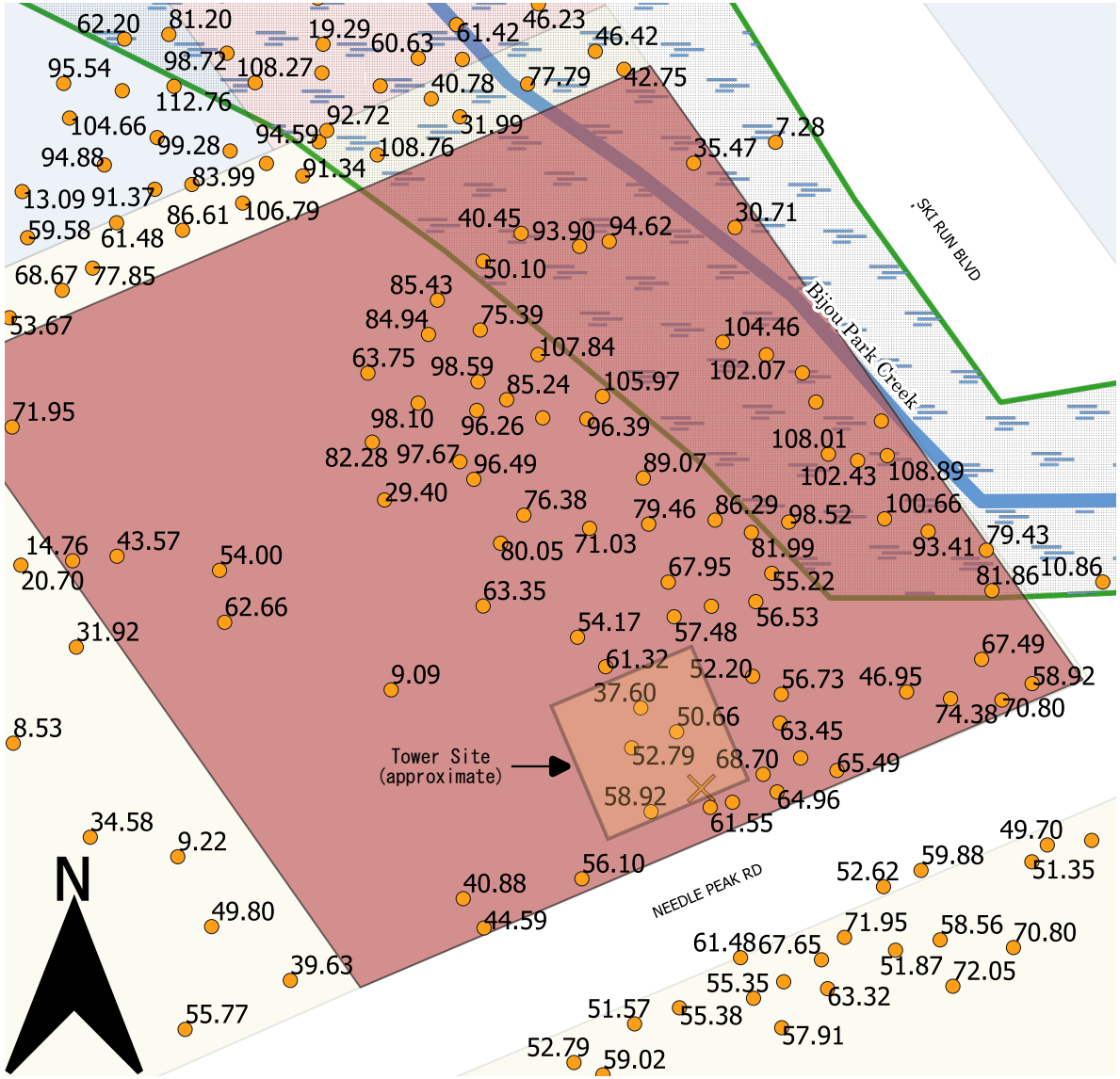
Tourists also stop for the abundant wildlife viewing as well. The riparian habitat along Upper Bijou Park Creek attracts rodents, bears, hawks, and eagles. This photograph of a federally protected osprey was taken less than 500 feet away from the proposed tower site. Eagles rest in the tallest trees in order to swoop down upon prey perched in shorter trees below. By mimicking their habitat, the proposed tower invites these protected birds into the harmful near-field radiation of the antenna.


1389 Ski Run Blvd
South Lake Tahoe, California
Google
Street View - Apr 2019
VERIZON MONO TOWER 112'
ON A 10' INCLINE + THEY WILL BE ALLOWED TO GO TO 120"
AVERAGE TREELINE 65'
TALLEST TREE IS 75'
1360 Ski Ru
Condominiums
Google
Image capture: Apr 2019 © 2019 Google United States Terms Report a problem


3609 Needle Peak Rd
South Lake Tahoe, California
Google
Street View - Jun 2017
VERIZON MONO TOWER 112'
ON A 10' INCLINE + THEY WILL BE ALLOWED TO GO TO 120'
AVERAGE TREELINE 65'
TALLEST TREE IS 75'
Needle Peak Rd
1360 Ski R
Condominiums
Google
Image capture: Jun 2017 © 2019 Google United States Terms Report a problem


VERIZON MONO TOWER 112′
ON A 10° INCLINE + THEY WILL BE ALLOWED TO BUILD 20′ TALLER
AVERAGE TREELINE 65′
TALLEST TREE IS 82′
Google

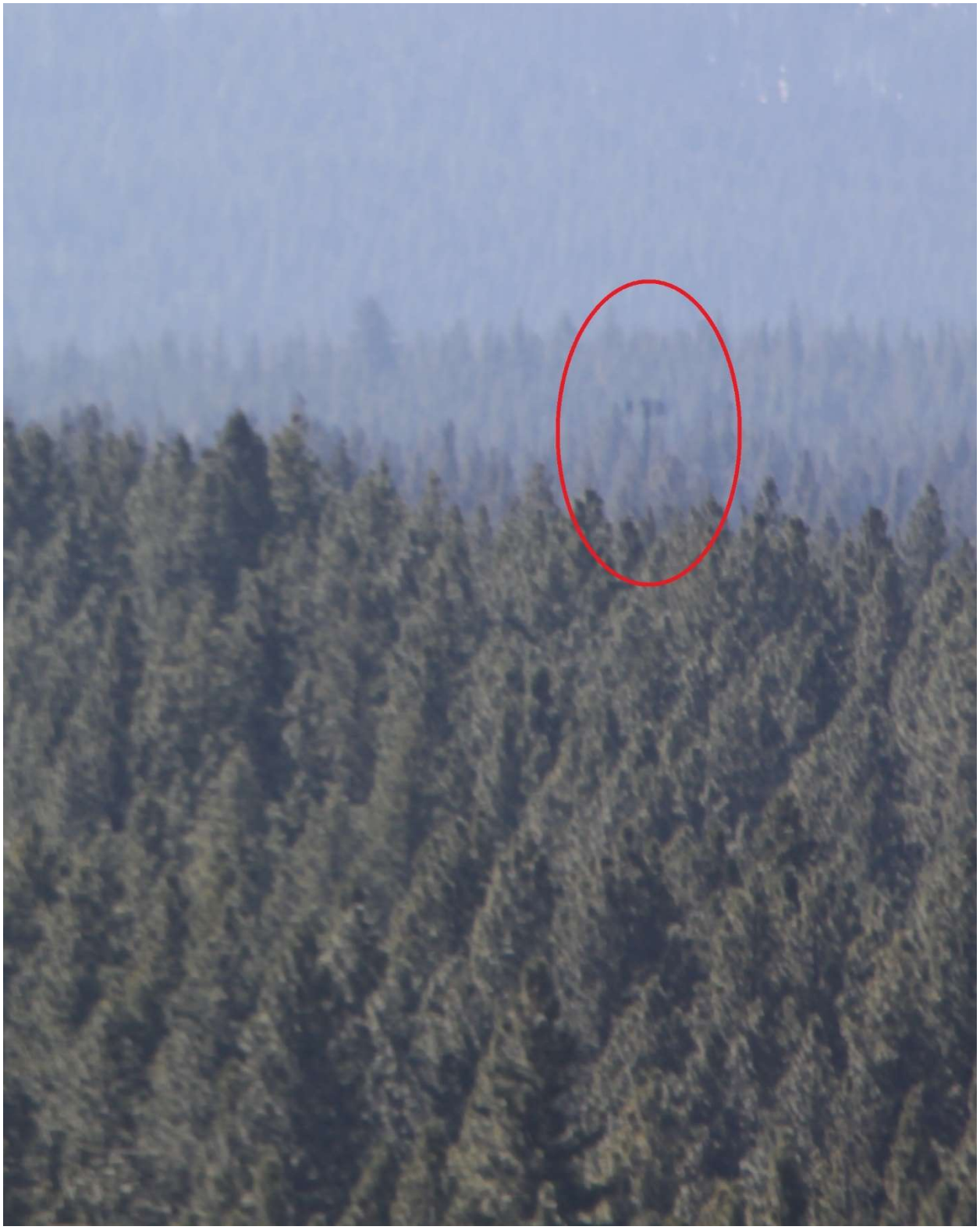
Visual Impact of Proposed 112-Foot Tall Ski Run Cell Tower with 20-Foot Co-location



Tree locations and their respective heights in vicinity to the proposed tower site. Numbers denote height in feet. The proposed tower will be 112 feet tall, and the leassor plans to extended the tower an additional 20 feet for co-locations which must be allowed under 47 U.S.C. § 1455(a). The adjacent trees are generally 60' tall which means the tower will extend 70' above the forest canopy. The tower site is on a ridge which adds substantially to the height differential of all downhill trees.

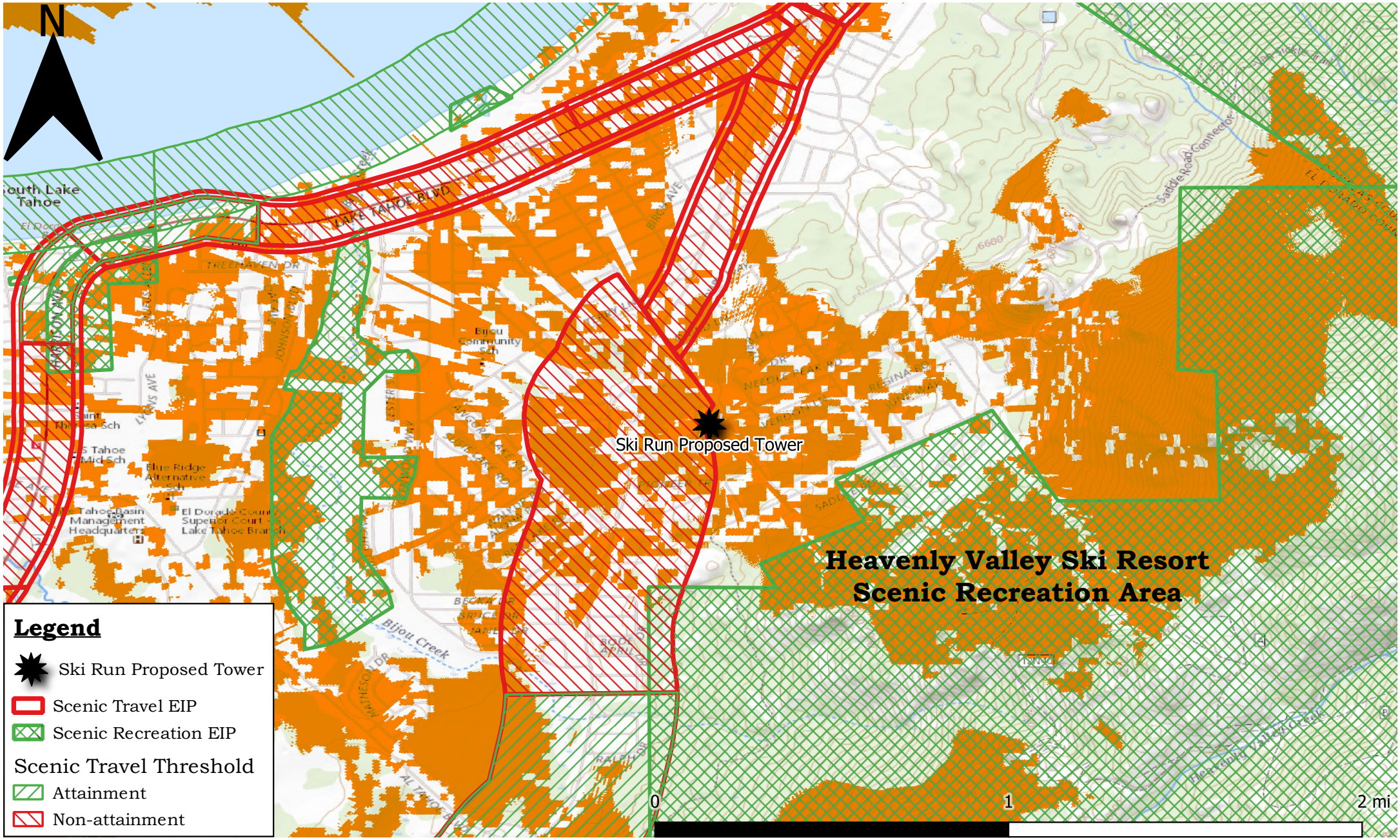
Photo-simulation of tower as viewed from the top of Harrah's Casino on U.S. 50 "Scenic Corridor."

Photo-simulation of tower as viewed from Gondola Observation Deck, within Heavenly Ski Area "Recreational Scenic Zone."



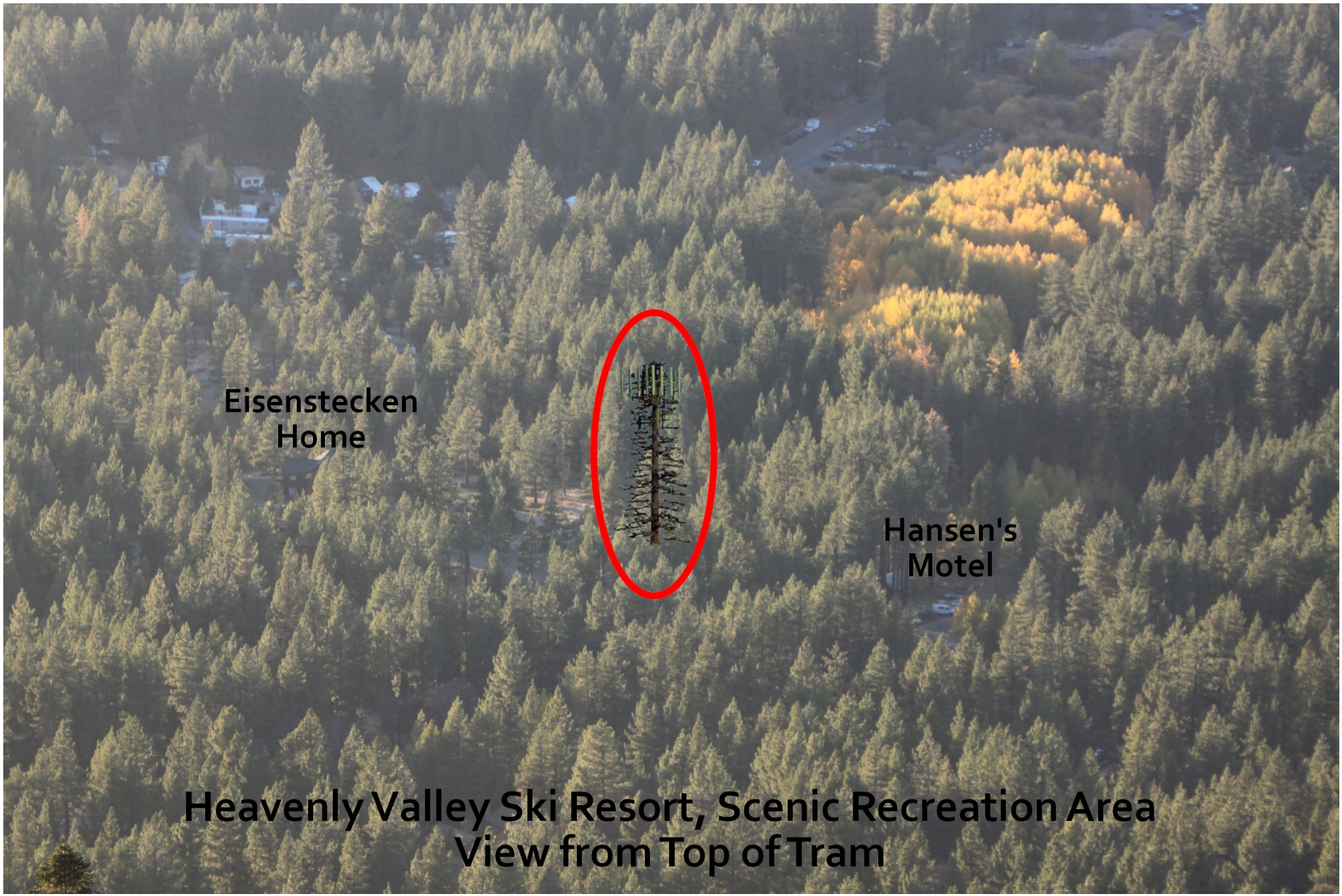
In South Lake Tahoe, a 2005 Verizon Macro Cell Tower can be seen from Stateline Casinos nearly two-and-a-half miles away. If the tower were a “monopine,” design, it would require unnaturally long branches and a 10-foot “topper” which would paradoxically increase the silhouette by a substantial amount. This profile with an additional 47 U.S.C. § 1455(a) 20 foot co-location would extend to the top of the red oval. The closer proposed Ski Run Tower a mile-and-a-half away would be substantially more visible from the casinos. The “monopine” design may decrease discernibility at short range, but in creating a gargantuan “species” outlier in an otherwise homogeneous forest, it increases visibility at long range. It is harder to see a treetop (crown) from the very base of a tall tree.

Proposed Antenna Viewshed & Scenic Environmental Improvement Areas



The proposed Antenna would be visible from sienna colored areas, including from the TRPA designated "Heavenly Valley Ski Resort Scenic Recreation Area" and would potentially be visible from State Scenic Highway U.S. 50 (CA Street and Highway Code § 263.4(c)) as well as TRPA designated travel coridors and improvement programs, and hence will adversely affect scenic environmental quality which expressly disqualifies it from categorical exemption under state regulation (14 C.C.R. § 15300.2(d)). Lake Tahoe is an area of statewide importance as well as national importance (14 C.C.R. §§ 15125(d), 15206(b)(4)(A); E.O. 13057).

Proposed Antenna will spoil view from the TRPA-designated Heavenly Valley Ski Resort <u>Scenic Recreation Area</u>



Angel's Roost Macro Tower & Lakeview Heights Small Cell

Angel's Roost Macro Tower antennas with faux plastic needles.

West Facing antenna array directly points at city center.

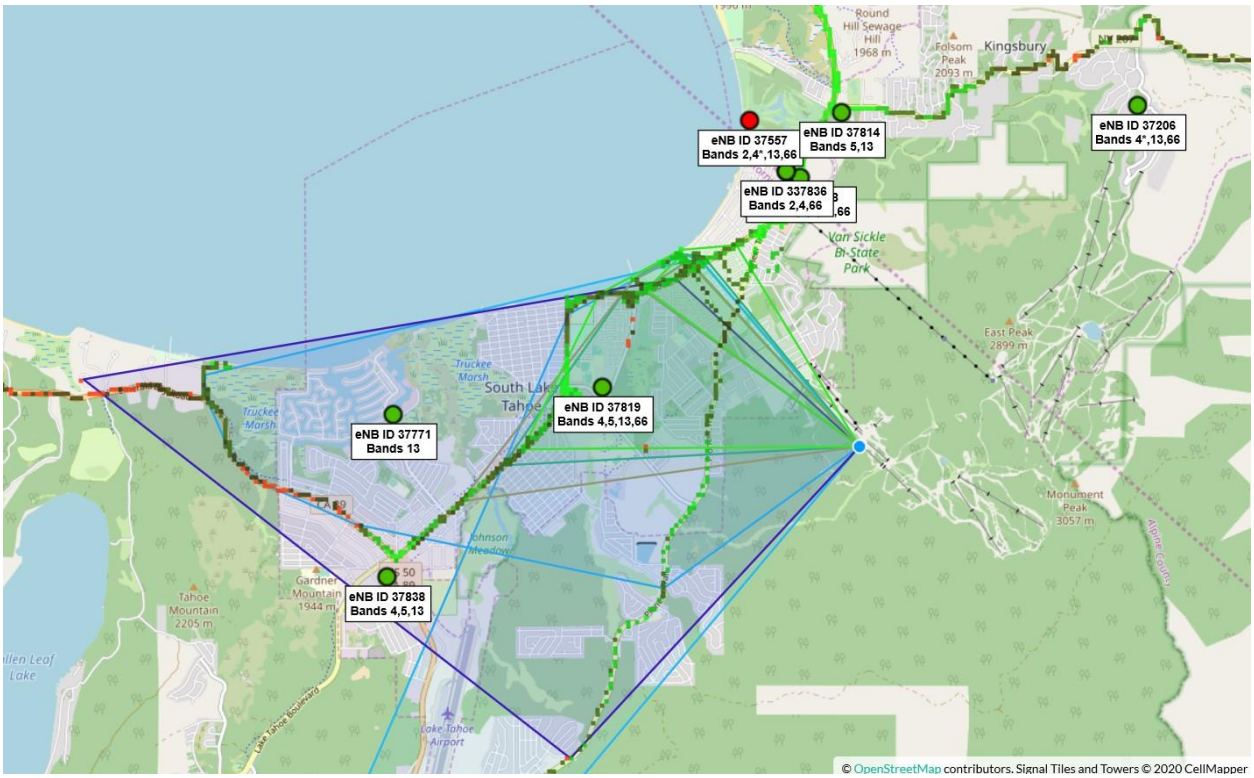
In the Ski Run Macro Tower application & appeal, Verizon lied to City of South Lake Tahoe Officials that: (1) Angel's Roost was entirely facing towards Monument Peak to service the Heavenly Ski Resort; (2) the panels couldn't face downward towards the City because of interference with the lake water—the elevation difference and the lake actually improve signal quality; (3) the monopine design was environmentally friendly.

Nylon faux needles rapidly degrade into microplastics, which wash into protected Lake Tahoe.

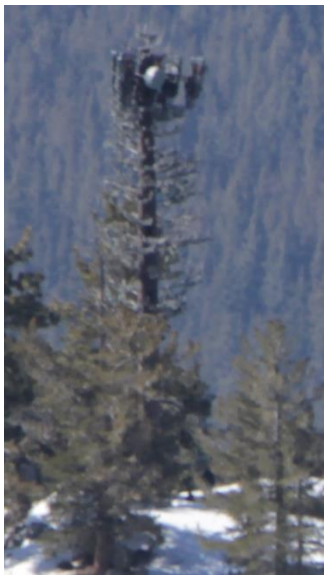
Lakeview Heights Small Cell with Angel's Roost in the background (circled). All of the Angels Roost antennas face down upon the City of South Lake Tahoe.

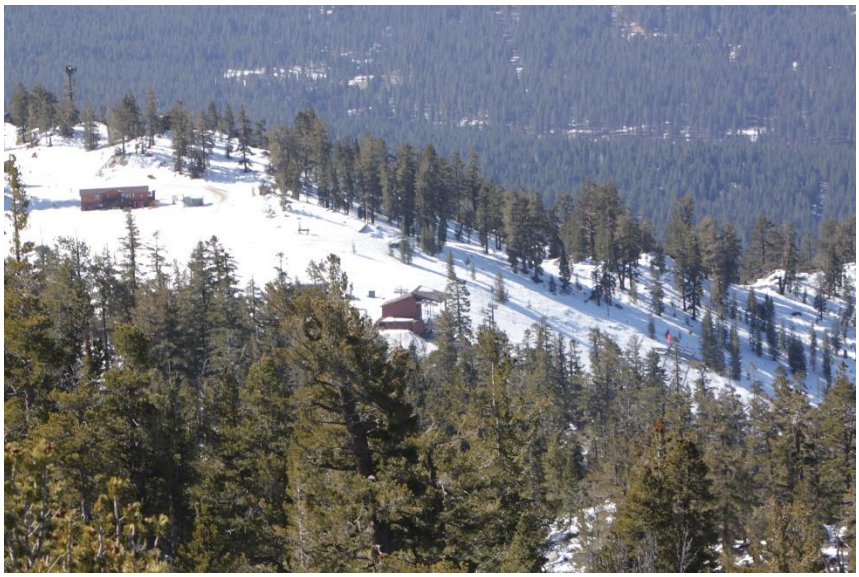
***Prima facie* evidence that the Angel's Roost Tower services the City of South Lake Tahoe**

The Angel's Roost macro cell tower has a large array of panels which are oriented to provide service to the town below. Macro cell towers have a powerful broadcast radius potential of 30 km (18.5 mi), greater than the width of Lake Tahoe; the alleged "significant gap" is a mile away.



It is also evident by direct inspection of the Angel's Roost cell facility, that its antenna panel arrays are directly pointed both northward and southwestward at the City of South Lake Tahoe. Verizon purported in its permit application to the city that the tower could only service the top of the seasonal ski resort, evidencing a "coverage gap," and hence the necessity of the Ski Run site.





6.50.010 Purpose of regulations controlling tree removal.

In enacting the following sections, the city council finds that the city is situated in a scenic mountain forest area with a reputation as a restful resort community whose economic well-being is primarily dependent upon the attraction of tourists from all parts of the world, that by reason of the rapid growth of the city, certain property owners have cut down great numbers of trees within the city without regard to the beauty of the area, that many lots have been left in an unsightly condition by reason of tree stumps being left visible above ground level, that as a result of such wanton cutting of trees and leaving of stumps much adverse publicity has been received by the city which has adversely affected its image as a tourist attraction with a resultant adverse effect upon the city's economic well-being; that such adverse publicity will continue unless the cutting of trees within the city is strictly controlled, and that the leaving of slash, debris and felled trees or tree parts creates breeding sites for insects which can infest standing trees.

Therefore, the provisions of the following sections are intended to limit the unnecessary destruction of existing trees on private and public property so as to preserve the natural beauty for which this area is so famed and thus to preserve and protect the prosperity, general welfare and economic well-being of the city and its inhabitants, while at the same recognizing individual rights to develop private and public property in a manner which will not be prejudicial to the public interest. (Ord. 62 § 1; Ord. 193 § 1. Code 1997 § 29-1)

6.50.020 Permits to destroy trees – Required.

No person shall cut down, destroy, remove or move any tree with a trunk diameter of six inches or greater, measured 24 inches above the ground, growing within the city, unless a permit so to do has been obtained from the city manager or his designated representative. (Ord. 62 § 1. Code 1997 § 29-2)

6.50.030 Permits to destroy trees – Application, inspection of premises.

Application for a permit for the removal of a tree shall be made to the city manager in such form and detail as he shall prescribe.

Upon receiving any such application, the city manager or his designated representative shall inspect the premises involved, and the surrounding area, and shall ascertain whether or not the trees can be preserved while permitting a logical and reasonable development of the property in accordance with applicable zoning laws. (Ord. 62 § 1. Code 1997 § 29-3)

6.50.040 Permits to destroy trees – Issuance or denial – Appeals.

A. Following investigation, a permit for the removal of a tree shall be issued, unless the city manager shall find that any such tree is in a reasonably healthy condition and can be preserved while permitting a logical and reasonable development of the property in accordance with applicable zoning laws, or that the public interest will be otherwise unduly prejudiced by the destruction or removal of any such tree, and that the public interest in preservation of any such tree is not outweighed by the individual hardship on the applicant in the event the application is denied. In applying such standards, nothing shall be deemed to prevent the city manager or his

designated representative from issuing a permit to destroy or remove part of the trees involved in an application, while denying a permit as to the remainder. As to any permit denied, the city manager shall set forth, in writing, the reasons for the denial.

B. Notwithstanding the provisions of subsection (A) of this section, in any case where the city manager or his designated representative is unable to make the necessary findings as prescribed therein, but does find that it would be otherwise desirable in the public interest that any tree involved in an application be preserved, then in such event the permit may be withheld for a period not to exceed 20 days, during which time the matter may be referred to the city council for consideration of providing compensation to the land owner involved in return for continued preservation and maintenance of the tree.

C. Any person aggrieved by any action of the city manager or his designated representative in denying or issuing any such permit may appeal pursuant to Chapter 2.35 SLTCC. (Ord. 62 § 1; Ord. 1105 § 1 (Exh. B). Code 1997 § 29-4)

6.50.110 Purpose of article.

It is for the best interests of the city and of the citizens and public thereof that a comprehensive plan for the planting and maintenance of trees in city streets should be developed and established, and this article is adopted for the purpose of developing and providing for such a plan and program, and for the purpose of establishing rules and regulations relating to the planting, care and maintenance of such trees. (Ord. 37 § 4. Code 1997 § 29-10)

6.50.180 Appeals.

Any person aggrieved by any act or determination of the director of public works in the exercise of the authority granted in this article may appeal said decision pursuant to Chapter 2.35 SLTCC. (Ord. 37 § 4; Ord. 1105 § 1 (Exh. B). Code 1997 § 29-17)

6.10.090 Purpose – Intent – Applicability.

A. Purpose. The scenic beauty of the Lake Tahoe Region has been recognized as a national treasure through many eyes, including those of the U.S. Congress. The visual quality of the natural landscape is the primary contributor. National treasure status has afforded the region unparalleled stewardship. The concept of stewardship carries through to the design and development of the built environment and the way it fits into the natural setting becomes critical. This Manual of Design Standards and Guidelines represents a concerted effort to keep this area a national treasure while accommodating the sensitive development and use of land.

B. The Intent. The city-wide design standards relate to the aesthetic considerations of project development. There are other codes, i.e., the Plan Area Statements and Other Land Use Regulations or the TRPA Code, that will outline the parameters which you are entitled to use in developing your property. These standards will tell you how to aesthetically and sensitively refine those parameters into a project that will fit into the natural setting.

C. Applicability. For the city of South Lake Tahoe, the standards presented in this document replace the "South Lake Tahoe Design Guide," April 20, 1971, as well as the TRPA design standards and guidelines contained within the TRPA Code of Ordinances, Chapter 30, or as may be amended.

In general, the standards contained in this chapter are to be applied to new construction, major remodeling, more specifically:

1. All newly constructed or exterior remodeled buildings or structures proposed for any use other than single-family residential units.

2. Newly constructed or exterior remodeled residential units or structures which are located within 200 feet of the high water line of the lake.

3. All prefabricated or factory-built buildings or structures.

4. All existing buildings or structures to be relocated within the city, regardless of proposed use.

5. Any structure proposed or located within a flood plain as defined within the City Code.

6. New or modified parking areas containing four or more parking spaces.

7. Other proposals without buildings or structures which may potentially affect the general appearance of the city, including public projects, such as erosion control projects.

a. Exceptions. The above projects are required to comply with all the design standards contained within this chapter as a part of their project approval, with the following exceptions:

i. Projects for which the cost of public improvements may be prohibitive, based on a case-by-case

review, may submit schedules for compliance. Depending on the magnitude of the improvements, the maximum schedule for completion shall be five years.

ii. Projects which are in assessment districts (or are contained in approved public works projects) which are committed to implement the public improvements.

iii. Projects for which the city has found the standard not to be applicable as a result of the city variance process (SLTCC 6.55.620). The city shall consult with the TRPA regarding exceptions and required TRPA findings, including those which may affect the scenic thresholds on Highway 50, 89 and Pioneer Trail. (Note: the TRPA cannot approve a variance to a scenic threshold if it affects the scenic threshold rating).

iv. Exterior remodeled structures shall only be required to comply with those standards which are directly affected by the construction.

v. Modifications to driveway width and placement requirements may be made for industrial projects where large truck maneuvers require wider driveways in order to provide safe turning maneuvers and adequate circulation. Evidence provided by a licensed traffic engineer shall demonstrate the need for the exception and that the exception will improve safety and circulation.

b. Approval Process. All projects subject to review shall be submitted to the planning division. If the project is environmentally categorically exempt, the applicant decides if the planning staff or planning commission will approve the project. If the project requires an environmental negative declaration or an EIR/EIS (each of which requires a public hearing), the applicant decides if the zoning administrator or the planning commission will approve the project. See city planning fee schedule.

c. Appeals. Should an applicant not agree with the city planning commission they may appeal that decision pursuant to Chapter 2.35 SLTCC.

d. Organization. The design standards are laid out to identify what the project is required to include as a part of its design. These requirements are designated as “standards” and are mandatory.

The standards are divided into two main groups: 1) the city-wide design standards, and 2) the community plan design standards. All projects must comply with the city-wide standards and if the project is within one of the three community plans (Stateline/Ski Run, Bijou/Al Tahoe, and the WYE/Industrial), it must also comply with those standards. (Ord. 903; Ord. 985 § 1; Ord. 1105 § 1 (Exh. B). Code 1997 § 5-17)

6.55.010 Purpose.

As set forth in the general plan, the plan area statements provide detailed plans and policies for specific areas of the city. The plan area’s written text and maps, as well as the other land use regulation’s written text, provide

specific land use policies and regulations for a specific planning area. Each planning area is depicted on the plan area maps.

The plan area statements and other land use regulations are adopted to promote and protect the public health, safety, peace, comfort, convenience, general welfare and environment, natural and manmade. (Ord. 902; Ord. 1060 § 1 (Exh. A). Code 1997 § 32-1)

6.55.620 Granting of use permits.

A. Authority. The zoning administrator or the planning commission may, with the procedure specified in SLTCC 6.55.640, grant a use permit to authorize a special use and structure devoted to such use, on a specific parcel within a plan area; provided, that such use is allowed by use permit.

B. Required Findings. The zoning administrator or the planning commission may grant a use permit; provided, that it is found that the use applied for is:

1. Necessary or desirable on a specific parcel;

2. Not injurious to the neighborhood;

3. Consistent with the intent of this chapter; and

4. Consistent with the permitted uses in such plan area. (Ord. 902. Code 1997 § 32-60)

6.10.190 Scenic highway corridors.

The Lake Tahoe Region offers many outstanding opportunities to view and photograph scenic resources. Many of these opportunities are available while driving around the lake on the main highways (US 50, State Routes 28, 89, 207, 267 and 431, and Pioneer Trail). The highways listed are also travel routes used in TRPA's scenic quality thresholds. Maintaining and in some cases upgrading the scenic quality of the view from the road is the primary goal behind both scenic highway corridors and scenic quality thresholds.

All projects which are within the scenic highway corridors, as defined by the TRPA, of US 50, 89 and Pioneer Trail shall meet design standards listed below. (Note: A scenic corridor is defined as including the street right-of-way and property abutting such right-of-way, a distance of 300 feet.)

1. Standard: All new electrical lines which operate at 32 kilovolts or less, including service connection lines, shall be placed underground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new electrical lines are permitted to be installed above ground, the new lines, poles and hardware shall be screened from view of the scenic highway to the maximum extent possible.

2. Standard: All new communication lines including telephone lines, cable television lines, and service connection lines shall be placed under- ground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new communication lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from view of the scenic highway to the maximum extent possible.

3. Standard: See also standards for street right-of-way improvements.

4. Standard: TRPA Code Section 30.13 development standards for rural transitional corridors shall apply to the applicable sections of Pioneer Trail. (Ord. 903. Code 1997 § 5-28)

State of California

STREETS AND HIGHWAYS CODE

Section 263.4

263.4. The state scenic highway system shall also include:

Route 37 from:

(a) Route 251 near Nicasio to Route 101 near Novato.

(b) Route 101 near Ignacio to Route 29 near Vallejo.

Route 39 from Route 210 near Azusa to Route 2.

Route 40 from Barstow to Needles.

Route 41 from:

(a) Route 1 near Morro Bay to Route 101 near Atascadero.

(b) Route 46 near Cholame to Route 33.

(c) Route 49 near Oakhurst to Yosemite National Park.

Route 44 from Route 5 near Redding to Route 89 near Old Station.

Route 46 from:

(a) Route 1 near Cambria to Route 101 near Paso Robles.

(b) Route 101 near Paso Robles to Route 41 near Cholame.

Route 49 from:

(a) Route 41 near Oakhurst to Route 120 near Moccasin.

(b) Route 120 to Route 20 near Grass Valley.

(c) Route 20 near Nevada City to Route 89 near Sattley.

Route 50 from Route 49 near Placerville to the Nevada state line near Lake Tahoe.

Route 57 from Route 90 to Route 60 near Industry.

Route 58 from Route 14 near Mojave to Route 15 near Barstow.

Route 68 from Monterey to Route 101 near Salinas.

Route 70 from Route 149 near Wicks Corner to Route 89 near Blairsden.

Route 71 from Route 91 near Corona to Route 83 north of Corona.

(Amended by Stats. 1988, Ch. 106, Sec. 12. Effective May 13, 1988. Operative January 1, 1989, by Sec. 31 of Ch. 106.)

State of California

STREETS AND HIGHWAYS CODE

Section 263.1

263.1. The state scenic highway system shall include all of the following state routes:

Routes 28, 35, 38, 52, 53, 62, 74, 75, 76, 89, 96, 97, 127, 128, 150, 151, 154, 156, 158, 161, 173, 197, 199, 203, 209, 221, 236, 239, 243, 247, 254, and 330 in their entirety.

(Amended by Stats. 2019, Ch. 104, Sec. 1. (AB 998) Effective January 1, 2020.)

State of California

STREETS AND HIGHWAYS CODE

Section 262.1

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

(Added by Stats. 1971, Ch. 1531.)

TAHOE REGIONAL PLANNING AGENCY

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PO Box 5310
Stateline, NV 89449-5310

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Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

SCENIC CORRIDORS, RECREATION AREAS & BIKEWAYS

Scenic Corridors

Lake Tahoe
Pioneer Trail
State Route 28
State Route 89
State Route 207
State Route 267
State Route 431
U.S. Highway 50

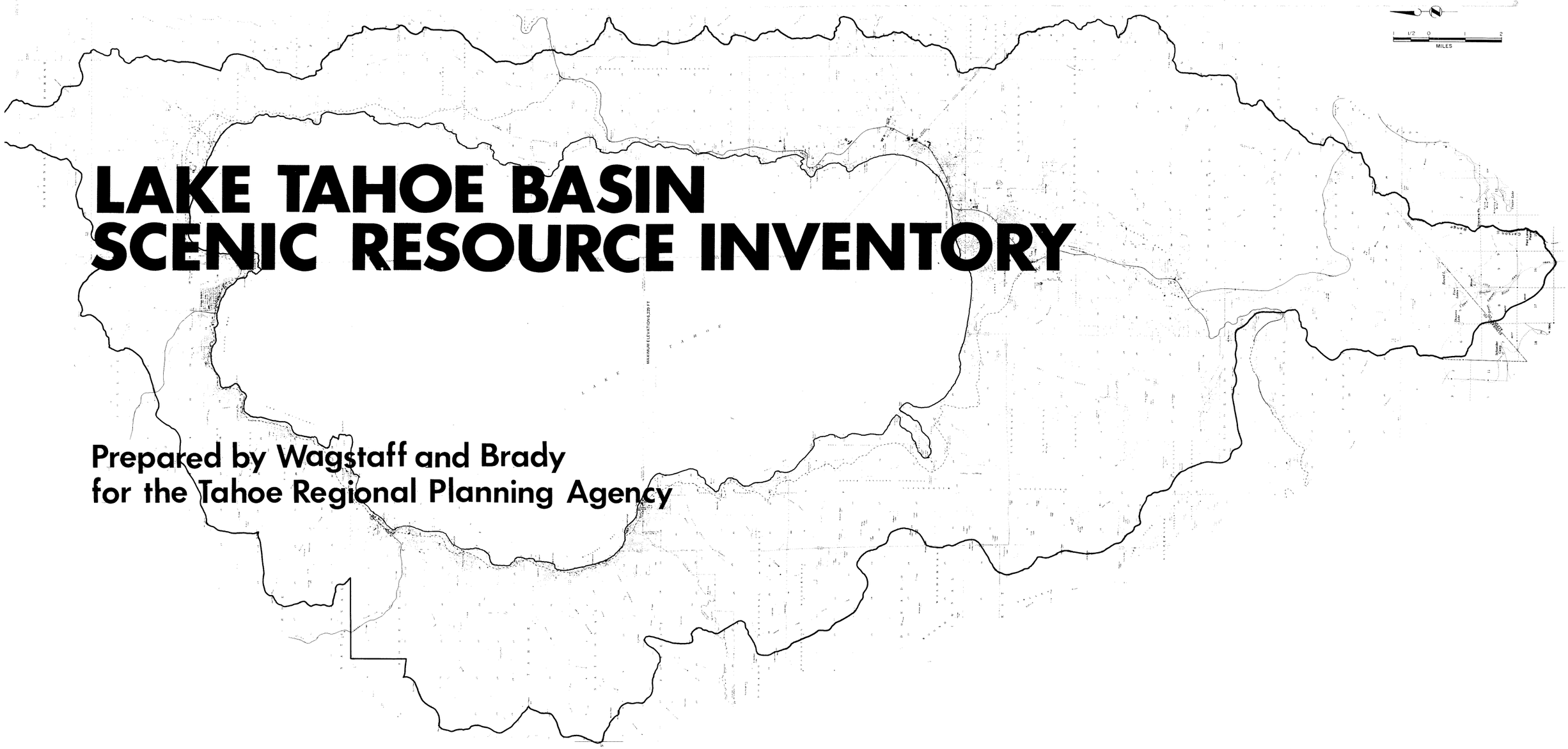
Scenic Recreation Areas

Agatam Beach
Baldwin Beach Taylor Creek
Burnt Cedar Beach
Camp Richardson
Cave Rock
D.L. Bliss State Park
Diamond Peak
Eagle Falls Picnic Area
Eagle Point Campground
El Dorado Beach and Campground
Fallen Leaf Lake Campground
Granlibakken Ski Resort
Heavenly Valley Ski Resort
Hidden Beach
Incline Beach
Kaspian Recreation Area
Kings Beach State Park
Kiva Picnic Area/Tallac Historic Site
Lake Forest Beach
Lake Forest Campground/Boat Ramp
Meeks Bay Campground
Meeks Bay Resort
Moon Dunes Beach
Nevada Beach
Patton Beach
Pope Beach
Reagan Beach
Sand Harbor
Ski Homewood/Tahoe Ski Bowl
Sugar Pine Point State Park
Tahoe City Commons Beach
Tahoe State Recreation Area
Vikingsholm, Emerald Bay Picnic Area
William Kent Beach & Campground
Zephyr Cove

Bikeway Segments

Al Tahoe Boulevard
City of SLT Recreation Area
City of SLT to Tallac Creek
Sunnyside to Timberland
Tahoe City to Dollar Point
Tahoe City to River Ranch
Tahoe Pines to Tahoma
Tahoe Tavern
Tahoe Valley Route
Tahoe Valley to SLT City Limits
Timberland to Tahoe Pines

LAKE TAHOE BASIN
SCENIC RESOURCE INVENTORY



Prepared by Wagstaff and Brady
for the Tahoe Regional Planning Agency

SCENIC RESOURCES INVENTORY · TAHOE ENVIRONMENTAL STUDY

SHORELINE UNIT INVENTORY

Introduction

The Lake Tahoe shoreline was surveyed in April of 1982 for its scenic resources, a component of the TRPA's Environmental Thresholds Study. The shoreline was inventoried using the same shoreline units identified in previous evaluations by TRPA and the U.S. Forest Service (1971). Use was made of the U.C. Davis research vessel to provide onshore views of the water's edge and surrounding landscape, from a distance of approximately 1/4 mile. The entire shoreline was navigated, for the most part in a clockwise direction, and each unit surveyed at least once. Landscape subcomponents were recorded and evaluated using a standard rating form, and representative views photographed and mapped. Scenic quality was evaluated in terms of:

1) View of backdrop landscape, from the skyline

2) Character of the shoreline; the water's edge and foreground, seen from the lake

3) Features which are points of particular visual interest on or near the shore

This inventory contains map locations, photographs, narrative descriptions, and scenic quality ratings for the scenic resource subcomponents and units. Figure 1 shows the location of the units. Standard rating forms used in the field for scenic quality evaluations are available for review at the Tahoe Regional Planning Agency office in South Lake Tahoe.

The following paragraphs characterize the predominant scenic resources found in typical shoreline units, and identify the major sources of landscape variety which occur in the basin as seen from the lake.

General Character of Typical Shoreline Units

Backdrop: Hills and ridges, approximately 6300-7500 feet in elevation, seen in middleground (1/2 to 3-5 miles) from inshore waters, and forming a fairly low smooth skyline in panoramic views. They tend to be without distinct features, predominantly forested (mixed conifers), with few distinct vegetation patterns and few signs of man-made development. In areas where the hills are set back farther from the shore (e.g., the south shore and Units 11 and 14), the backdrop may be only glimpsed over or screened altogether by shoreline elements, seen from inshore. Landscape subcomponents of the typical backdrop tend to be rated moderate (2) in scenic quality.

Shoreline: Land is flattish or moderately sloping, with gravel beach or rocks at water's edge. Vegetation approaches the shore closely, with foreground views enclosed usually by pine forest. Scrub vegetation occurs in places. Single-family homes and limited condominium/cluster development often is evident, but not obtrusive among the trees near the shore. Limited views of landscaped areas occur in places, with grass, retaining walls, driveways, etc. There may be glimpses of traffic and occasional road scars near or above the lake. Small numbers of piers, small boats, and buoys occur and may clutter the shoreline at higher density. Landscape subcomponents of the shoreline tend to be rated low-moderate (1-2) in scenic quality.

Features: Usually no major points of vivid visual interest occur. Low-key features may include: creek outlets marked by deciduous vegetation with distinctive color/texture contrasts, especially with willow; individual houses of atypical design, prominent on or above the water's edge.

Such features tend to be rated moderate-high (2-3) in scenic quality, unless man-made features degrade the unit and intactness of the shoreline.

The typical unit generally attains an overall scenic quality rating of 2 (moderate).

Major Variations in Shoreline Units

Backdrop

1. Mountain peaks. Distinctive peaks, alpine summits, and crags create a vivid skyline above approximately 7500 feet; slopes are usually precipitous, with avalanche chutes and other vegetation patterns providing strong color contrast, particularly with snow. Landscape components in this category usually are rated high (3-3+) in scenic quality; for example:

west shore units 5-8, (Mt. Tallac to Rubicon Peak),
north shore units 21-2, (Mt. Baldy et al.),
east shore unit 30 (Monument Peak to Freel Peak), and
south shore units 1-4, 31-33 (Monument Peak to Freel Peak).

2. Ski run clearings. Vertical linear clearings create strong visual contrasts, especially in winter, on steep forested mountainsides in middleground and background. Unity and intactness of the backdrop may be considerably reduced, with ratings of low-moderate (1-2) scenic quality, for example:

west shore unit 12 (Homewood/Tahoe ski bowl),
east shore unit 30 (Heavenly Valley), and
southshore units 31-32 (Heavenly Valley).

3. Other man-made impacts. Prominent highway scars (for example, Units 6, 23, 26) and housing developments on or above steep slopes (for example, Units 9, 15, 16, 27) create strong visual contrasts which reduce scenic quality ratings of middleground backdrops to low (1).

Shoreline

1. Extensive sandy beaches. Uninterrupted stretches of sandy beach, backed by pine forest with well-integrated low-density housing or no development at all, create attractive shorelines where the turquoise color of the water is often most pronounced. Scenic quality ratings are generally moderate-high (2-3); for example:

north shore units 21, 23
east shore units 24, 26, 28-30, and
south shore units 104, 31.

2. Marsh and meadow areas. Sizable openings with grass and/or marsh vegetation create important variety along otherwise forested shores. Most are enclosed by forest, contain distinct color contrasts of vegetation types, and are largely undegraded by man-made developments, attaining scenic quality ratings of high (3); for example:

south shore units 1, 33, and
east shore unit 30.

3. High-density residential/commercial development. Often associated with visible utility lines, traffic, road scars, shoreline clutter of piers/stairways/boathouses/ramps, etc., and partial or no screening by pine forest. Architectural types and colors sometimes conflict. Views onshore to foreground features, e.g. creeks, marsh, or small meadows, may be dominated or blocked by structures. Some erosion is often evident on banks and slopes. Natural landscape unity and vividness is reduced, usually leading to ratings of low (1) scenic quality; for example:

south shore units 1, 31-32,
west shore units 9, 15-16, 18-20,
north shore units 21-23, and
east shore unit 27.

Features

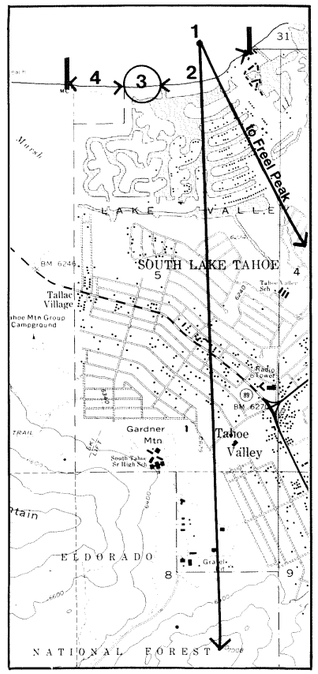
A variety of natural features may enhance the scenic quality of shoreline units; for example, distinctive landforms (Units 13, 26-27, 29-30); unusual boulders/rock formations at water's edge (Units 8, 16, 25-26, 28); pronounced promontories which act as landmarks (Units 5, 8, 11, 16-67, 22-23, 24, 26); and small meadow/marsh areas (Unit 4). Depending on the prominence of the features, they attain scenic quality ratings of 2-3 (moderate-high).

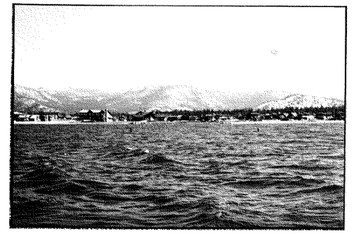
Man-made features may either enhance or detract from the shoreline. Distinctive, old, and historic structures (for example, in Units 6, 10, 12, 23, 25, 26) which are well integrated with the site may attain ratings of 3 (high scenic quality); structures which are very large in scale, or which intrude upon and dominate the water's edge (for example, in Units 1, 15, 20, 22, 27, 30) may reduce scenic quality ratings to low (1).

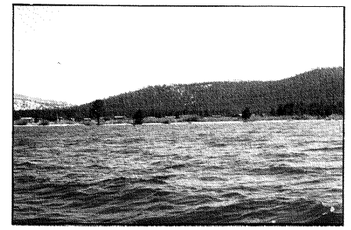
The shoreline unit summaries that follow describe significant views and features within each unit, and rate the scenic quality of each resource and the overall unit. The views and features are keyed to the accompanying map and photographs for each unit.

SHORELINE MAPS LEGEND

- Shoreline Unit Boundaries
- 3 — Shoreline Section
- (8) — Visual Feature
- 5 — Major View of Backdrop
- 7 — Panoramic View of Backdrop







Shoreline Unit 1. Tahoe Keys Summary

Background Views

1.1 Lower mountains in middleground, Freel Peak in background.
Scenic quality: high
Rating: 3

Shoreline Views

1.2 Tahoe Keys view is of low flat undulating sandy shore; few trees; shore dominated by residential development of various colors and shapes, not particularly well designed to fit the site.
Scenic quality: low
Rating: 1

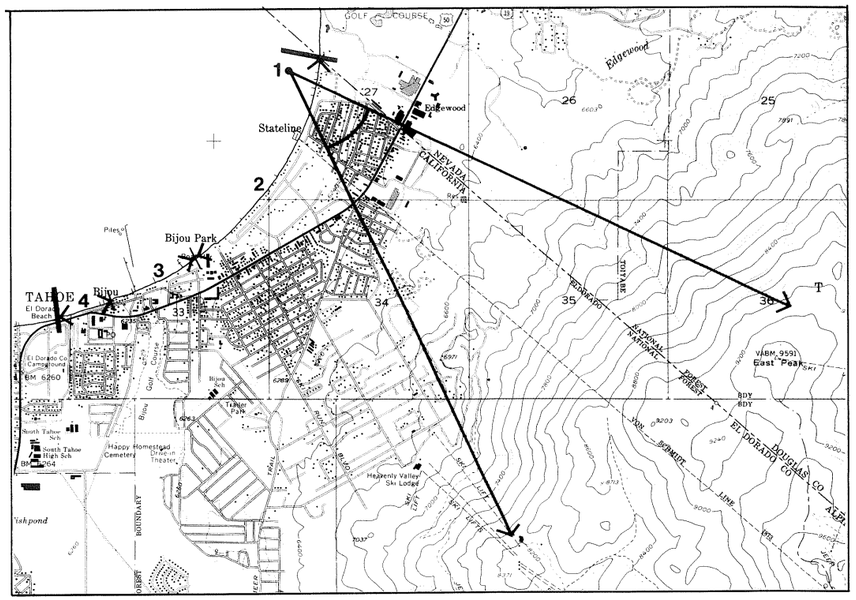
1.4 View of marsh is diversity of color/texture provided by willows, scattered pines, and pine backdrop with flat shores. Houses are visible beyond.
Scenic quality: moderate
Rating: 2

Visual Features

1.3 The Marina entry is an inlet with large new houses, unvegetated shore.
Scenic quality: low
Rating: 1

Overall unit scenic quality: low
Rating: 1

SHORELINE UNIT 1. TAHOE KEYS

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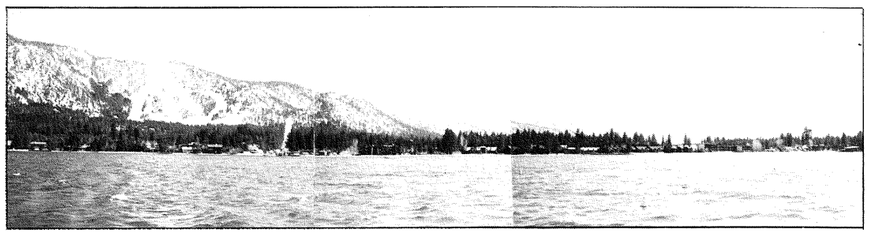
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SHORELINE UNIT 31. BIJOU

Shoreline Unit 31. Bijou Summary

Background Views

31.1 Heavenly Valley ski slopes and stateline clearing scar are very prominent linear contrasts which degrade an otherwise very scenic mountain backdrop in middleground. Some road scars are visible near the ski development.
Scenic quality: moderate
Rating: 2

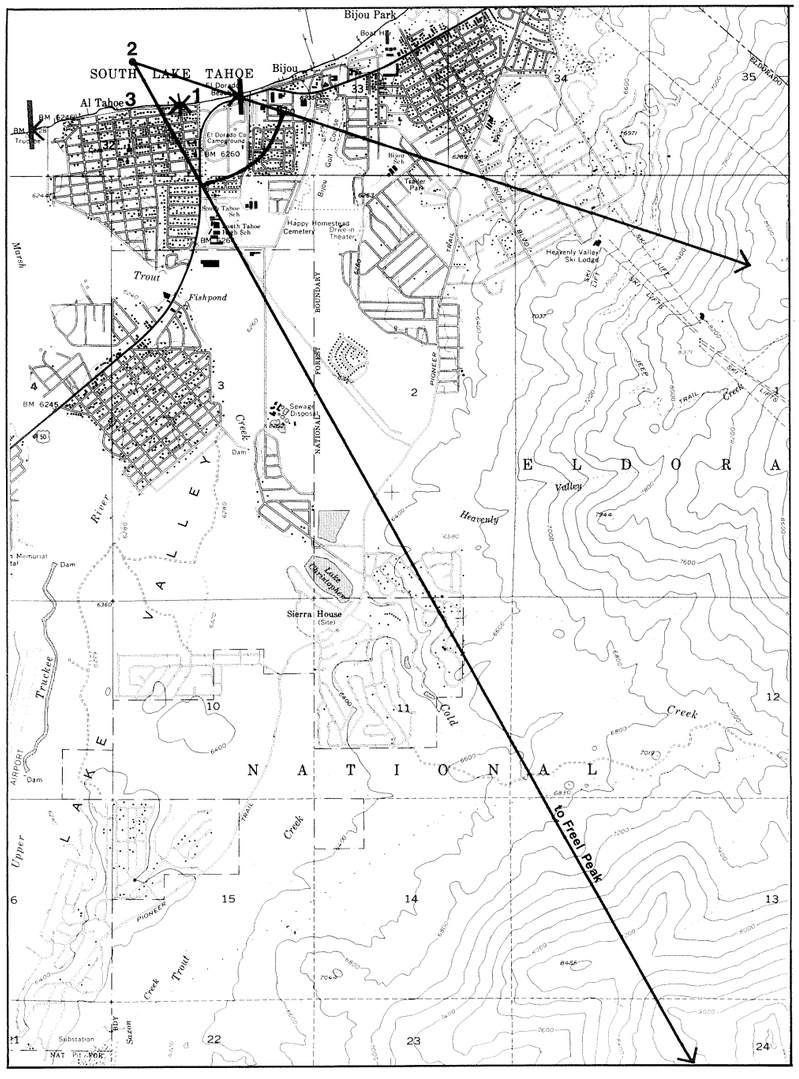
Shoreline Views

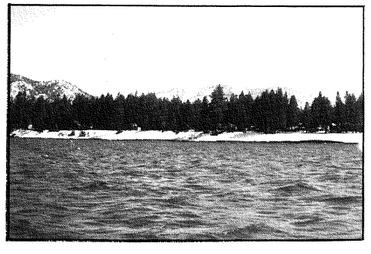
31.2 Stateline has low sandy shore with residential development among pine trees; casinos are visible over tree tops but not prominent; several piers, breakwaters, and tour boat dock line the shore.
Scenic quality: moderate
Rating: 2

31.3 Chevron signs/marinas are visually prominent on low shore. Big apartment/commercial buildings are visible; there is less screening by trees in places. Some cluster housing beside sandy beach is quite well designed. Large pier, many buoys, colorful boats are features.
Scenic quality: moderate
Rating: 2

31.4 At south end, a steep, low bank below Highway 50 is eroding, partly supported by unattractive riprap and concrete wall. Traffic is prominent; roadside trees are dying. Commercial development is evident beyond highway.
Scenic quality: low
Rating: 1

Overall unit scenic quality: moderate
Rating: 2





Shoreline Unit 32. Al Tahoe Summary

Background Views

32.2 Freel Peak has reddish summit which is distinctive among high mountain ridges in background, snowy for much of year. Heavenly Valley is also visible.
Scenic quality: high
Rating: 3

Shoreline Views

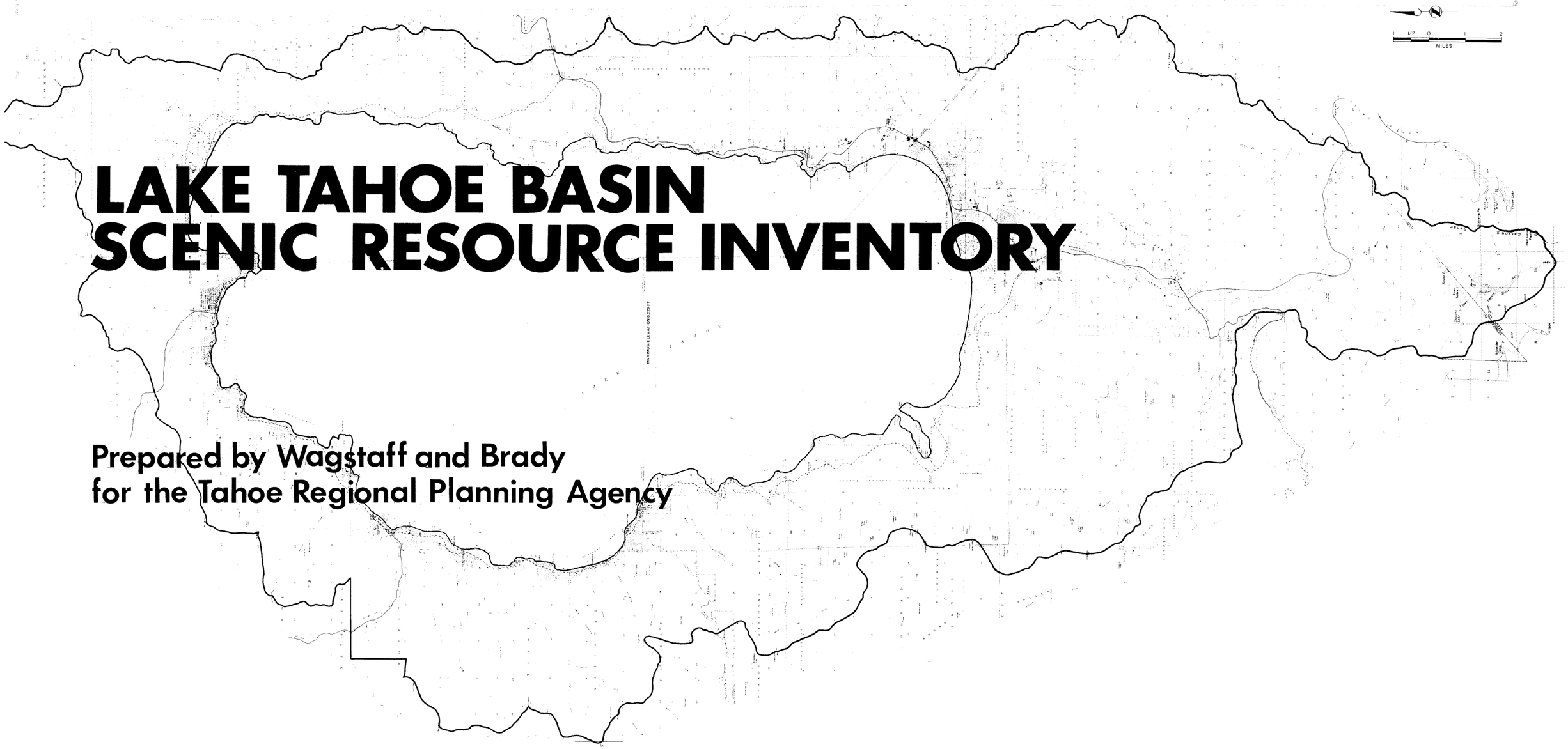
32.1 Eldorado Beach has prominent view of highway, unsightly retaining wall, and shore beach. Many buoys clutter the water.
Scenic quality: low
Rating: 1

32.3 View is of low steep bank, with flat forested area behind for the most part with dense housing. In places, condominiums and cluster housing of diverse styles and colors degrade the water's edge. Unsightly breakwater is near the west end.
Scenic quality: low
Rating: 1

Overall unit scenic quality: low
Rating: 1

SHORELINE UNIT 32. AL TAHOE

LAKE TAHOE BASIN
SCENIC RESOURCE INVENTORY



Prepared by Wagstaff and Brady
for the Tahoe Regional Planning Agency

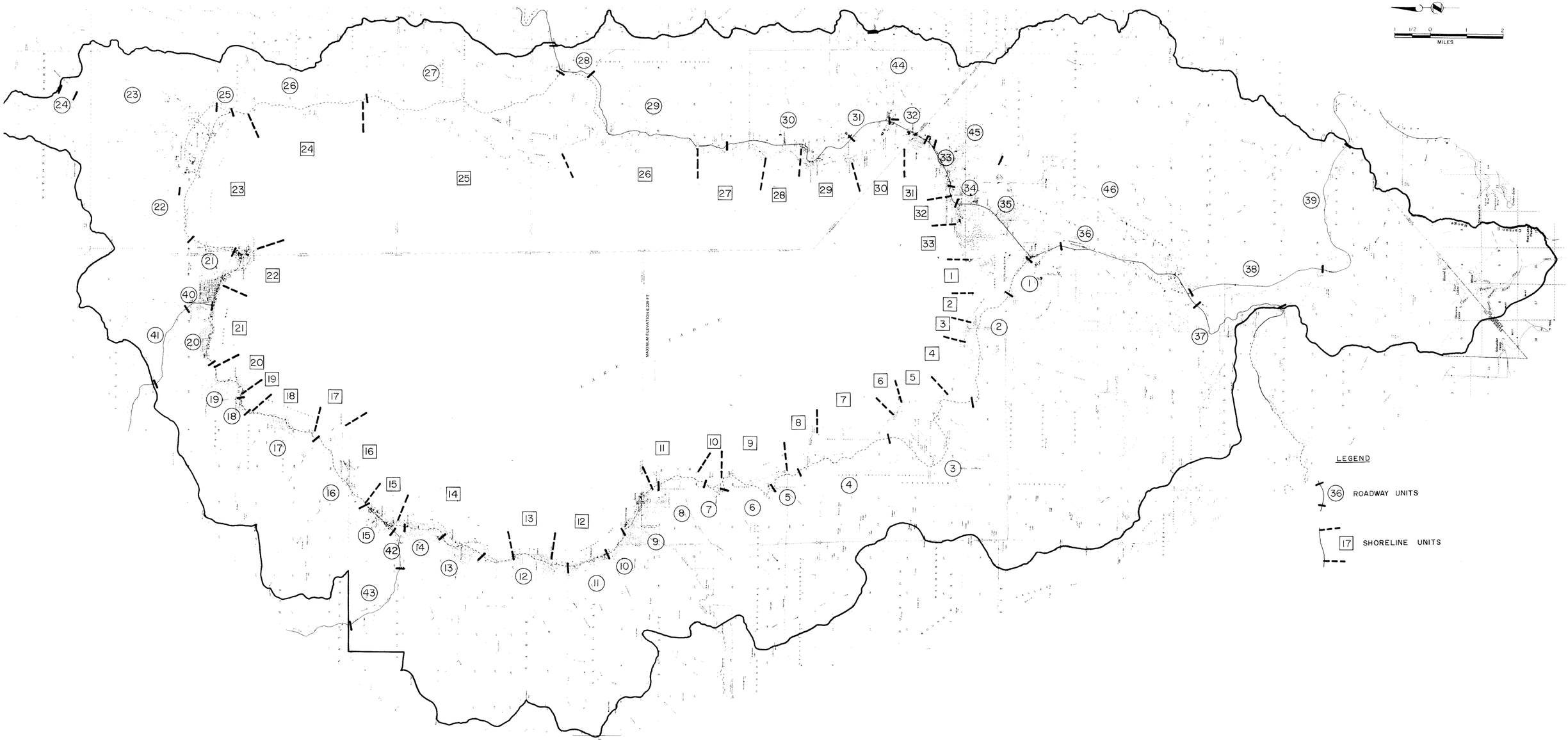


Figure 1. ROADWAY AND SHORELINE UNIT LOCATIONS

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.

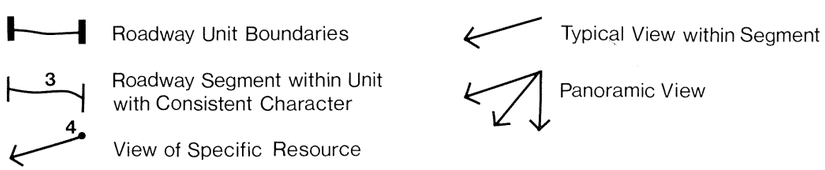
The following routes were surveyed:

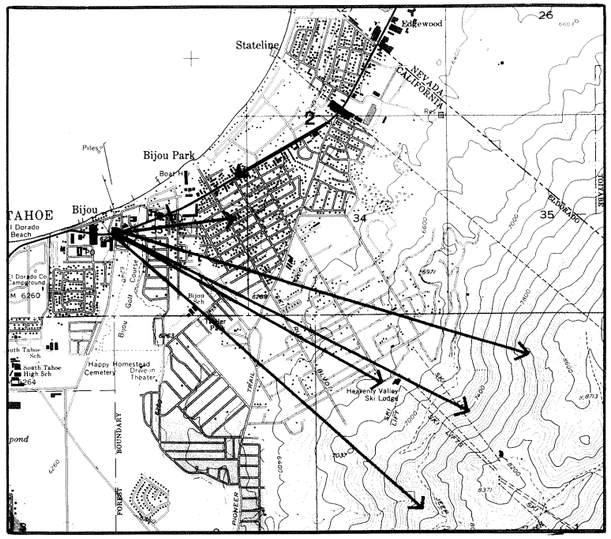
- Route 50, from Echo Summit to Spooner Junction
- Kingsbury Grade, from Route 50 to Tramway Drive
- Route 28, from Spooner Junction to Tahoe City
- Route 89, from Lake Tahoe Boulevard to Route 50
- Mt. Rose Highway, from Route 28 to basin boundary
- Route 267 from Route 28 to basin boundary
- Pioneer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





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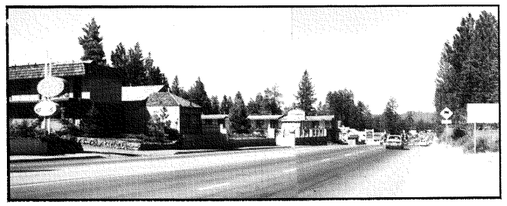


ROADWAY UNIT 33. THE STRIP.

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.

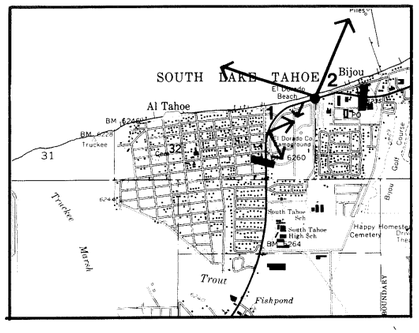
Roadway Unit 33. The Strip Summary

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



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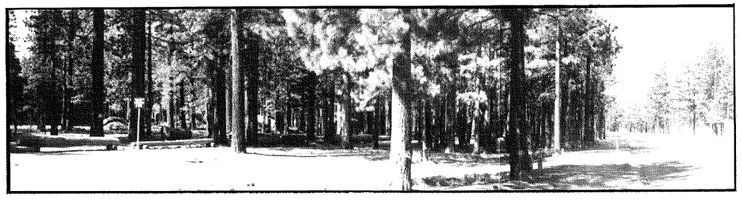

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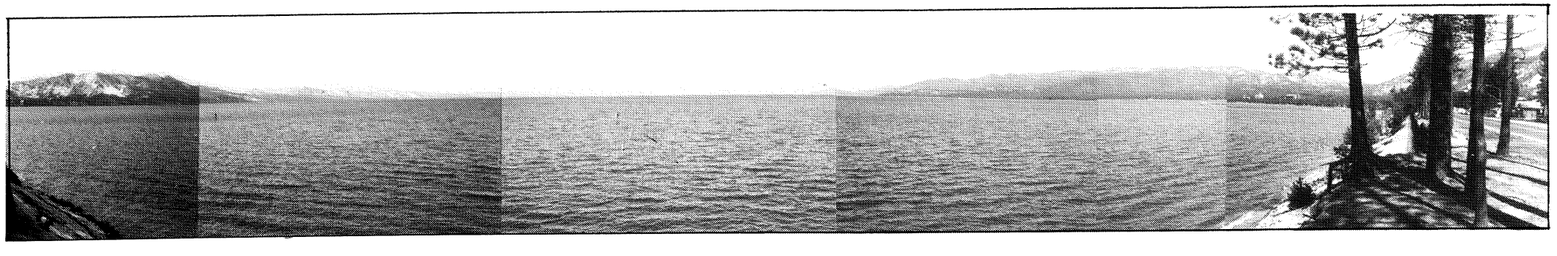

ROADWAY UNIT 34. EL DORADO BEACH.

Roadway Unit 34. El Dorado Beach

This very short road segment is characterized by heavy forest growth to the southeast 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 150°+ 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

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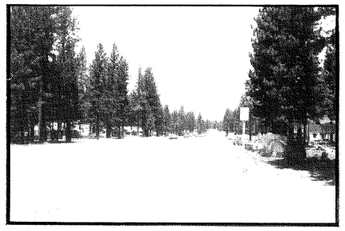

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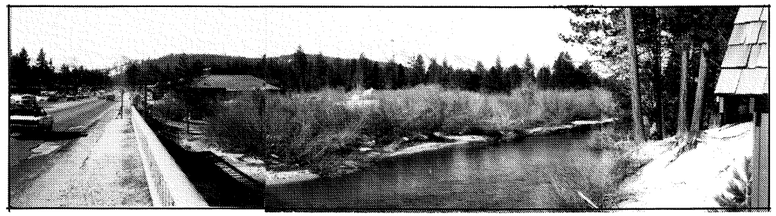

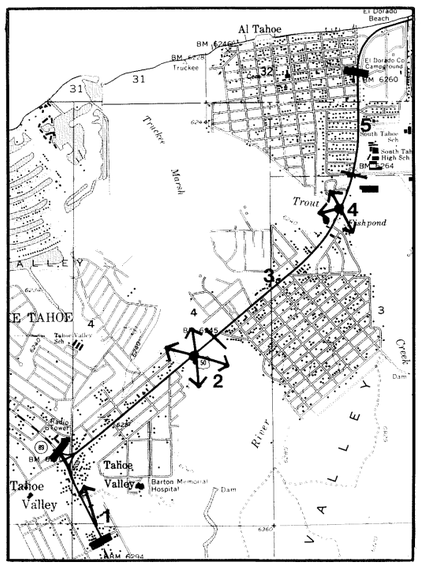

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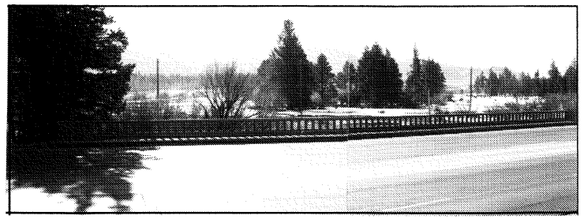

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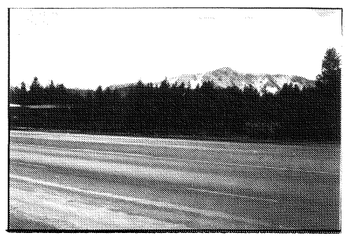


ROADWAY UNIT 35. AL TAHOE.

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 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 middleground 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

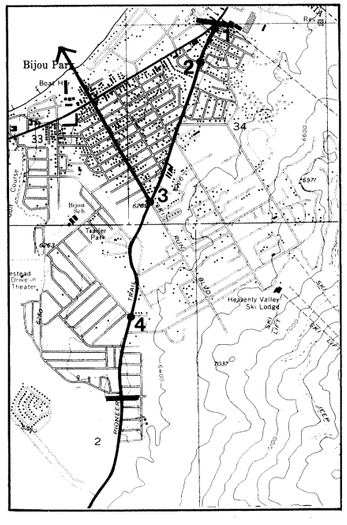
45-2. 0.9 mi. Foreground views of commercial development, housing, and pine trees, with occasional glimpses of mountainsides to the southeast.
Scenic quality: low
Rating: 1

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



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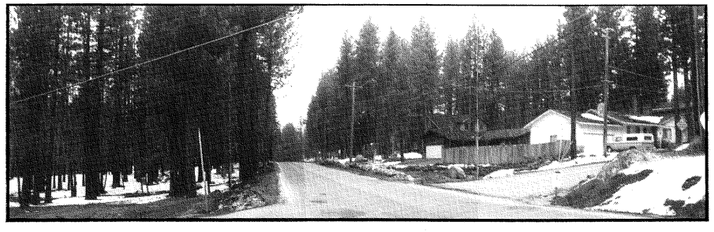

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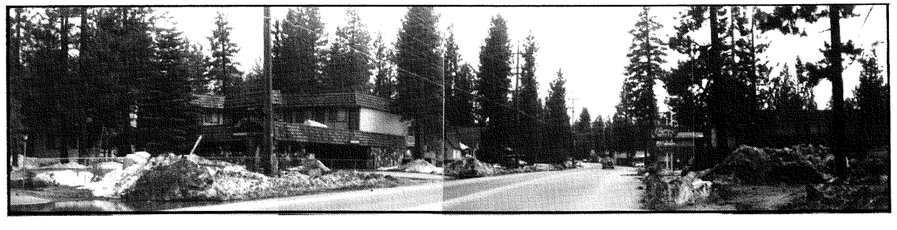


ROADWAY UNIT 45. PIONEER TRAIL, NORTH.

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

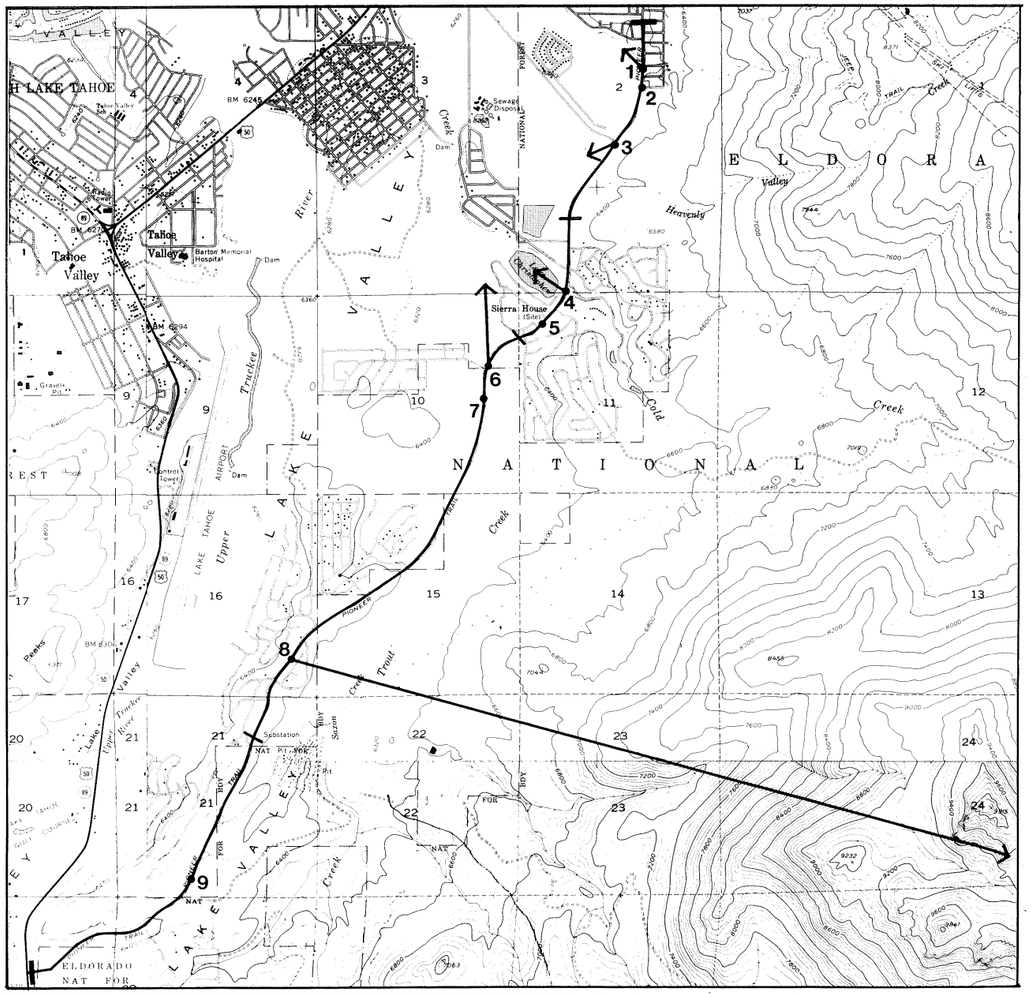
46-3. 2.7 mi. from north end. Overlook of open area with mountains near Echo Summit beyond; view marred by utility poles.
Scenic quality: moderate
Rating: 2

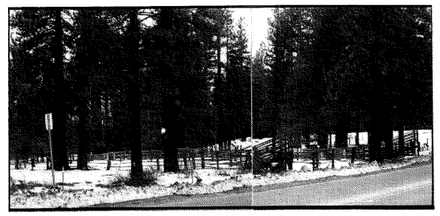
46-4. 3.5 mi. from north end. Lake or reservoir provides distinctive foreground views with water's edge and diverse vegetation.
Scenic quality: high
Rating: 3

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

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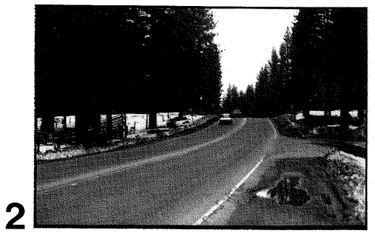
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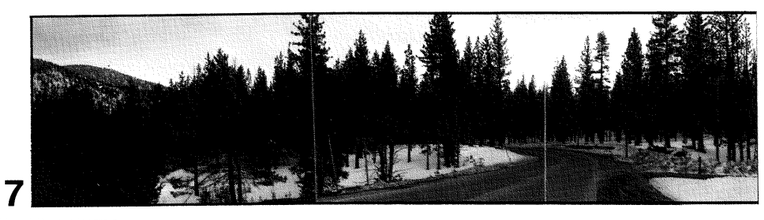
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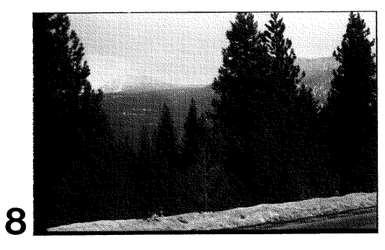
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ROADWAY UNIT 46. PIONEER TRAIL, NORTH.

36. EL DORADO BEACH AND CAMPGROUND

El Dorado Beach is located on the south shore of the lake on Lakeview Avenue between Highway 50 and Harrison Avenue. The beach is owned and operated by the City of South Lake Tahoe. The facilities include a boat launch and picnic area in addition to the beach.

The El Dorado recreation area is actually divided into three areas by the junction of Lakeview Boulevard and Highway 50 (Lake Tahoe Boulevard). The beach portion consists of a long narrow stretch of land bordered by the lake to the north and Lakeview Avenue and Lakeshore Boulevard to the south. The second portion of the recreation area, which contains the parking and restroom facilities, is a small triangular area defined by the intersection of Lakeview Avenue, Lake Tahoe Boulevard, and Harrison Avenue. The third portion of the recreation area is the camping area which is situated south of Highway 50.

These streets are significant in determining the character of the recreation area, particularly since Highway 50/Lakeshore Boulevard, which divides the site, is such a busy thoroughfare. The presence of traffic is felt both visually and aurally from everywhere except the beach and the campsites away from the road. These thoroughfares give the area a very urban feeling and create a fragmentation which discourages movement from one area to another.

The parking area is a pleasantly landscaped lot which also includes the restroom facilities and the entry to the boat ramp. From this area the lake is visible through the stand of trees on the other side of Lakeview Avenue. This stand of trees covers a very flat, narrow strip of land which runs along the edge of Highway 50. No other vegetation grows in this area, so the contrast between the trees and the very flat, bare ground is quite distinctive. The picnic area is located within this wooded strip. From the picnic area, one has an elevated perspective down to the lake which is approximately 20-25 feet lower. To the east, casinos tower over the landscape. Other development is evident around the Stateline area and then begins to thin out as one looks farther north. Directly north, the opposite shoreline is very distant across the length of the lake. The shoreline becomes very distinctive around the Emerald Bay area but the view is cut off by the motel perched on the cliff adjacent to the west end of the beach. At the beach level three piers extend out into the lake. The campground area south of Highway 50 is densely forested with conifers and provides no significant external views. Landscaping along Highway 50 has recently been added to create some buffer between the campsites and the busy roadway.

The view of the lake does not change significantly as one descends to the beach. The main difference is the removal of the distracting backdrop of traffic which accompanies the view from the picnic area. The change in elevation from picnic area to beach significantly decreases one's awareness of the street above.

El Dorado Beach--Components

Views from the Recreation Area

36-1. View of lake from the picnic area (Photos #12-17).
Rating: 12 Unity 4; Vividness 3; Variety 3; Intactness 2.

36-2. View of lake from the east end of the recreation area (Photos #1-7).
Rating: 12 Unity 4; Vividness 3; Variety 3; Intactness 2.

Natural Features of El Dorado Beach

36-3. Stand of pine trees (Photos #15, 16, 23).
Rating: 10 Unity 3; Vividness 3; Variety 2; Intactness 2.

36-4. Beach (Photos #21, 24, 25, 27).
Rating: 9 Unity 4; Vividness 2; Variety 2; Intactness 1.

Man-Made Features of El Dorado Beach

36-a. Restrooms (Photos #14, 32)
Rating: 11 Coherence 3; Condition 3; Compatibility 2; Design Quality 3.

36-b. Parking area (Photos #12, 14).
Rating: 14 Coherence 3; Condition 4; Compatibility 3; Design Quality 4.

36-c. Picnic area (Photos #7, 15, 16, 22, 23).
Rating: 12 Coherence 3; Condition 4; Compatibility 3; Design Quality 2.

36-d. Boat ramp (Photos #13, 17, 18).
Rating: 10 Coherence 3; Condition 4; Compatibility 1; Design Quality 2.

Summary:

El Dorado Beach is different from the majority of the recreation areas in that it is located more in an urban than a natural setting. This is not inherently disadvantageous, although in this case elements such as the traffic, motels, and the casinos do compete with more scenic natural features. The view down the length of the lake is a scenic viewshed but because of the distance it is not especially distinctive.

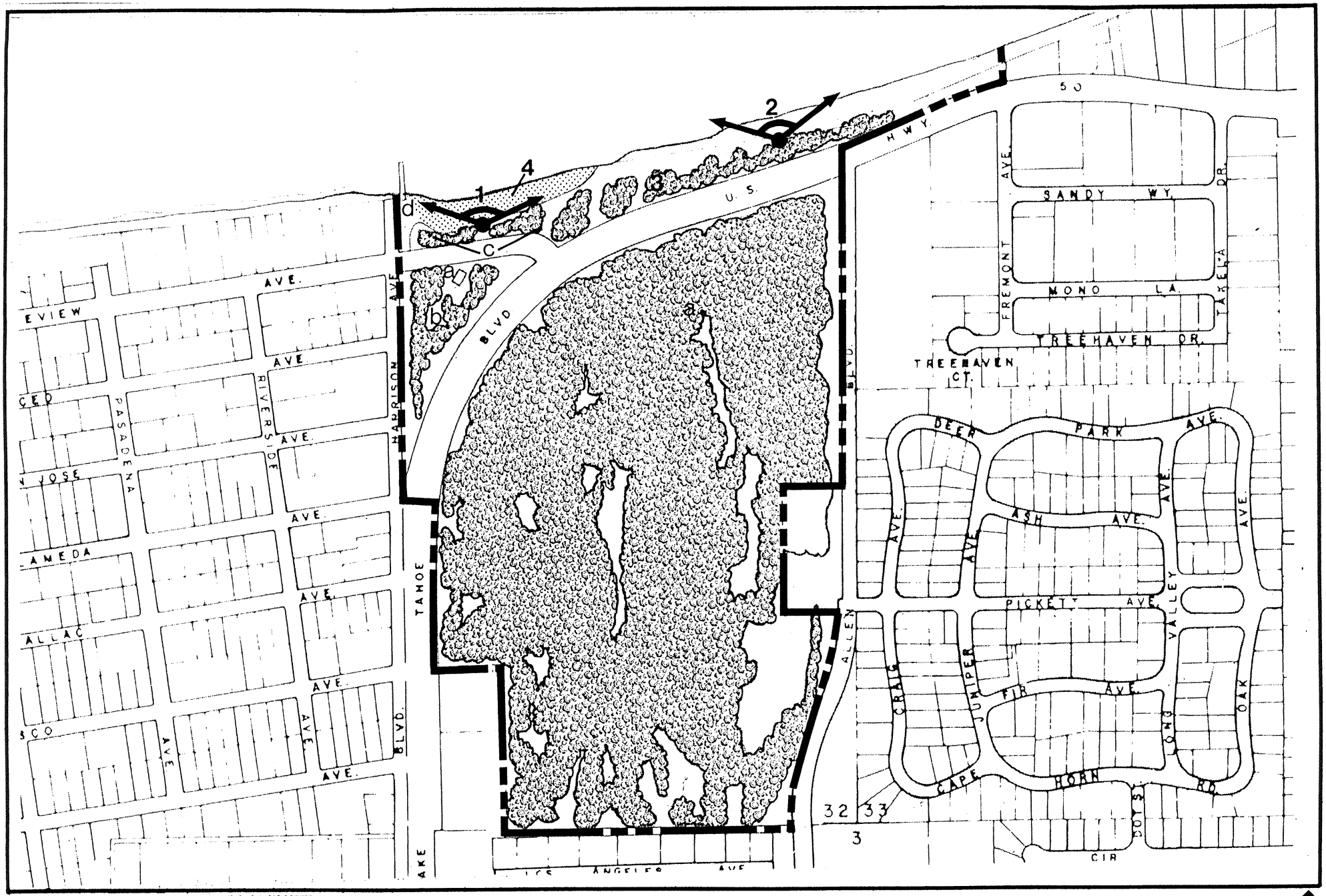


Figure 36a Scenic Resources

EL DORADO BEACH AND CAMPGROUND

SCALE: 1"=400'

Elements That Contribute to the Scenic Quality of El Dorado Beach

A. Panoramic view north across the lake

B. The forested, yet manicured picnic area presents an interesting combination of urban and natural elements. In addition, its elevated position above the lake adds a dramatic character to the view.

C. The enclosed beach area forms a kind of natural amphitheater facing the lake.

Elements That Detract from the Scenic Quality of El Dorado Beach

A. The proximity of Highway 50 to the picnic area and the constant movement and noise of automobiles significantly affects the use of this area.

B. The hotel and casino development east of the recreation area stands out boldly above the forest cover and is completely out of scale with its surroundings.

C. The motel just west of the recreation area is an unattractive foreground element that projects out in front of one of the more distinctive landscape features in the viewshed (i.e., Emerald Bay area).

D. The boat launch area is a major structure where it passes under the roadway. The mass of concrete and the cyclone fencing around it visually dominate the west end of the beach. The combined effect of this area with the motel adjacent to it is distinctly unappealing visually.

E. The erosion of the bank at the east end of the beach is undercutting existing trees and preventing the establishment of new vegetation.

Recommendations for Preserving the Scenic Quality of El Dorado Beach

A. Area west of El Dorado Beach

1. The area that is visually sensitive from the recreation area includes just the first few parcels to the west which have already been developed. Any future development or change of status of this area should require measures to mitigate the existing visual problems. This would consist primarily of landscaping to screen the structures and soften some of the hard edges. (Photos #7, 17, 18, 36)

B. Area east of El Dorado Beach

1. Existing trees should be preserved as a visual screen between structure(s) and major public use areas. This is particularly important on the beachfront since structures sited there are visible from many points around the lake.

2. Structures should not be permitted to exceed the height of the existing tree cover.

3. Development should not be permitted where tree cover is too sparse to visually absorb new structures, road cuts, and other attendant improvements.

4. Use of reflective materials should be restricted and use of materials which blend into the surrounding landscape encouraged. Hues should fall within a range of natural colors that complements rather than contrasts with the existing vegetation and earth tones. Values should be equal to or darker than those of surrounding colors. The recommendations should apply to all visible surfaces of structures including roofs, siding, fences, etc. (Photos 1, 2, 21, 25)

C. El Dorado Beach

1. Some effort to lessen the impact of Highway 50 on the picnic area is necessary. Screening and/or buffering is needed along the edge of the recreation area which borders the busy thoroughfare. Either structural or landscape solutions could be used. The best solution would be to screen the view of the road; however, even a buffer that provides only psychological relief would be an improvement. (Photos #1, 22, 23)

2. Landscaping should be introduced on the slopes on either side of the boat ramp tunnel to mitigate the visual impact of this structure and to screen the development to the west. The plantings would have to be of significant size to be effective. If the cyclone fencing were replaced with wooden fencing, the rather industrial look it currently gives the boat ramp area would be mitigated.

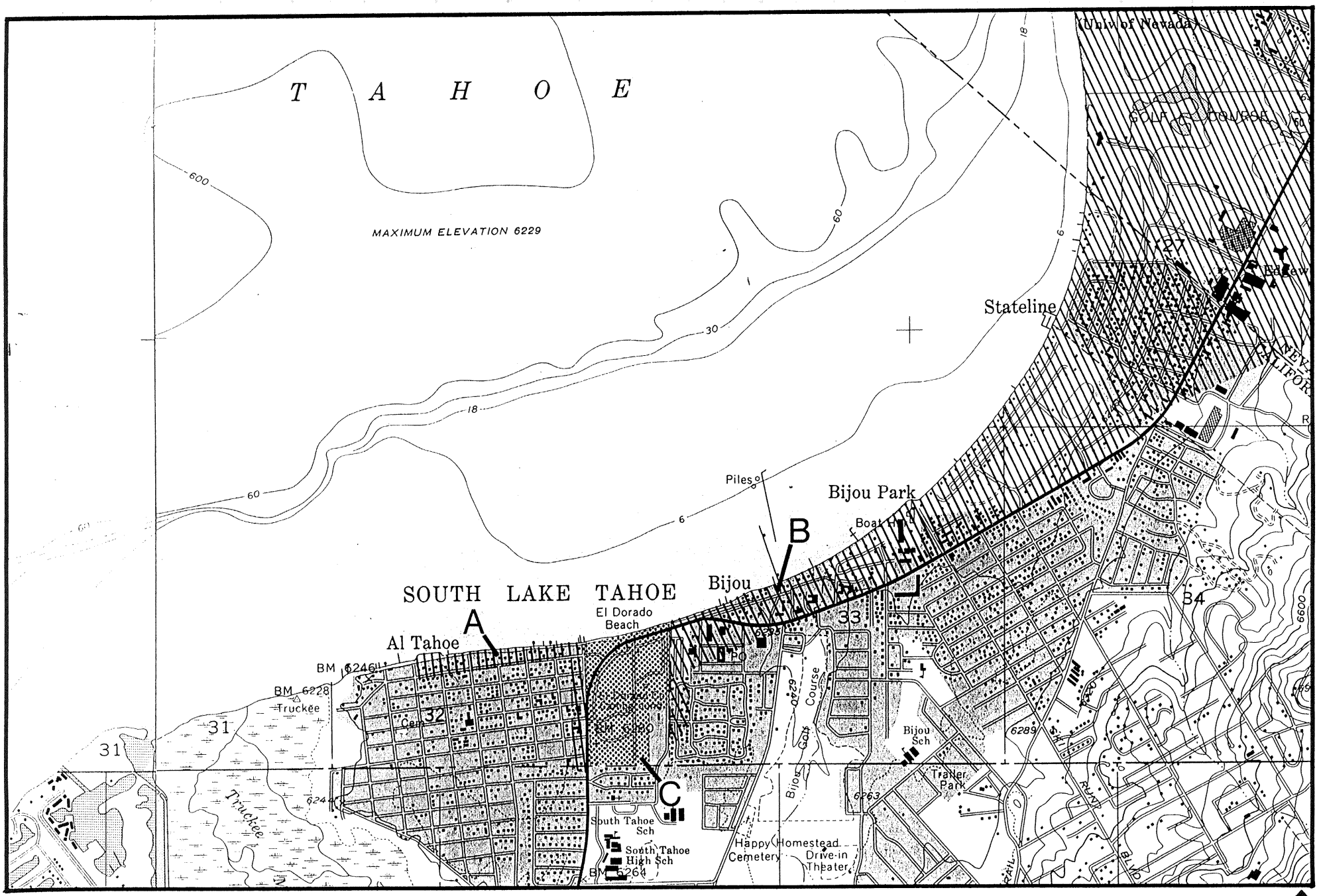


Figure 36b Visually Sensitive Areas

EL DORADO BEACH AND CAMPGROUND

SCALE: 1"=2000'

37. HEAVENLY VALLEY

The Heavenly Valley ski resort is located on the south shore of the lake just south of the city limits of South Lake Tahoe. The resort is privately owned and operated, although the ski slopes are located on national forest lands.

Entry to the recreation area is from Wildwood Avenue into a large plane of parking that spreads out on two levels at the foot of the mountain. The slopes rise steeply to the southeast and are lightly covered with conifer forest. A good deal of the rocky slope is revealed between the trees. There are two main vertical swaths up the hill that have been cleared. The vegetation in the lower portion of these areas is very sparse, consisting primarily of grasses. The upper portion is almost completely unvegetated, revealing the light-colored rocky soil. To the east of the ski area the hillside becomes more distinctive, revealing a much more rugged terrain marked with rocky outcroppings. Toward the bottom of this slope four or five houses have been built. The main lodge, which is located at the foot of the ski slope on the western side of the parking area, is a long, low, boxy building partially set into the hillside. Extending from the east end of the lodge all the way across the foot of the slope is a concrete block retaining wall topped with a cyclone fence. This wall, which averages about 10 feet in height, separates the ski area from the parking area. Another structure is situated at the east end of the parking lot. This shed-roofed structure houses the tram which takes visitors up to the lodge at the top of the slopes.

The north side of the resort is bordered by conifer forest. Several structures are visible, although they are partially concealed by the trees. At the northeast corner of the property a multi-story structure stands out boldly because of the absence of trees between it and the recreation area. To the west, the topography slopes away enough to make the range of mountains visible over the top of the trees.

Heavenly Valley--Components

Views from the Recreation Area

37-1. View from west end of parking lot (Photos #12-15).
Rating: 9 Unity 3; Vividness 2; Variety 2; Intactness 2.

37-2. View from east end of parking lot (Photos #30-37).
Rating: 12 Unity 3; Vividness 4; Variety 3; Intactness 2.

37-3. View from tram area (Photos #19-24).
Rating: 12 Unity 3; Vividness 4; Variety 3; Intactness 2.

Natural Features of Heavenly Valley

37-4. Ski slope (Photos #3, 18-22, 33).
Rating: 12 Unity 3; Vividness 4; Variety 3; Intactness 2.

37-5. Conifer forest (Photos #32, 33, 34).
Rating: 11 Unity 2; Vividness 3; Variety 3; Intactness 3.

37-6. Rocky hillside east of the ski slopes (Photos #16, 23, 24, 35, 36).
Rating: 14 Unity 3; Vividness 4; Variety 3; Intactness 4.

Man-Made Features of Heavenly Valley

37-a. Main lodge (Photos #12, 13, 37).
Rating: 9 Coherence 2; Condition 3; Compatibility 2; Design Quality 2.

37-b. Tram terminal (Photos #14, 25, 28).
Rating: 12 Coherence 2; Condition 4; Compatibility 3; Design Quality 3.

37-c. Parking area (Photos #13, 14, 15, 27, 28, 30, 31).
Rating: 8 Coherence 2; Condition 2; Compatibility 2; Design Quality 2.

Summary:

Heavenly Valley is the largest of the ski areas in the basin and has scenic qualities and problems that correspond to its size and its volume of visitor traffic. The mountain slopes are higher and more distinctive than in the other areas; however, the heavy use of these slopes has left them very worn looking. The lodge and parking areas lack positive scenic qualities and appear to have been designed solely with functional criteria. The distant view of the mountains to the west adds a scenic dimension that is unique for ski areas in the basin.

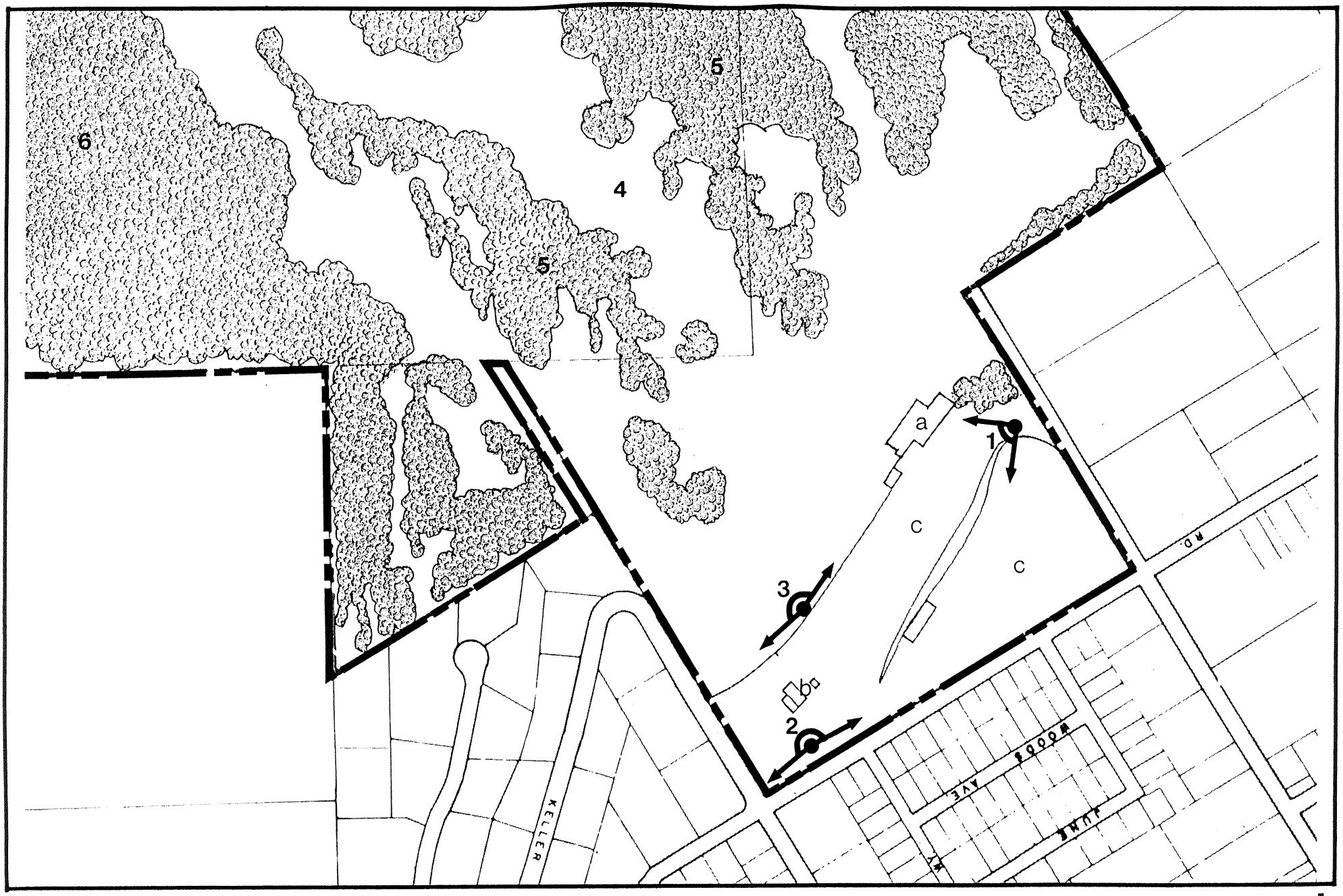


Figure 37a Scenic Resources

HEAVENLY VALLEY

SCALE: 1"=400'

Elements That Contribute to the Scenic Quality Heavenly Valley

A. The verticality of the steep mountain slopes.

B. The conifer forest which surrounds the resort area.

C. The rocky outcrops on the hillside east of the ski slopes.

D. The view of Mt. Tallac and other mountain peaks to the west.

Elements That Detract from the Scenic Quality of Heavenly Valley

A. The cleared ski slopes are very worn looking from intensive use and because of the difficulty of vegetating the rocky slopes. The ski runs are very linear and do not blend well with the natural vegetative and topographic patterns. The resulting visual impression is that the mountain has been scarred.

B. The ski lodge is a very large plain structure that has very few qualities worthy of note. Its size, absence of quality, and central location make it a visually prominent feature that detracts from its surroundings.

C. The concrete block wall across the foot of the slope creates a physical and visual barrier between the parking area and the ski slopes. It makes the viewer more aware of the separation of the built environment and the natural landscape.

D. The houses on the hillside east of the ski slopes are not well concealed by the sparse tree cover, and they compete with the natural features (i.e., the rocky hillside) for the viewer's attention.

E. The multi-story visitor residential building east of the parking area stands out boldly because of the absence of forest cover between it and the recreation area and because of the metal fascia which reflects the sunlight.

F. The large expanse of paved parking area is visually dominant whether empty or full, because of its size and lack of any mitigating measures. The embankment that separates the upper lot from the lower lot is poorly maintained and unattractive (e.g., asphalt paving is breaking along edges and existing vegetation looks weedy).

Recommendations for Preserving the Scenic Quality of Heavenly Valley

A. Rocky hillside to the northeast of the ski area

The rocky outcroppings and sparse forest cover on the hill contribute greatly to the overall quality of the recreation area. Maintaining the natural condition of this hill is important since the appearance of the adjoining ski slope has been so altered. Because the tree cover is sparse, further development would be difficult to conceal, and it is recommended that it be sited in such a manner that it is not visible from the ski area. (Photos #16, 23, 24, 35, 36)

B. Forested areas bordering the resort to the northwest

1. New development should be visually screened from the recreation area. Structures should be sited so that existing trees are preserved as a visual screen.

2. Structures should not be permitted to exceed the height of the existing tree cover.

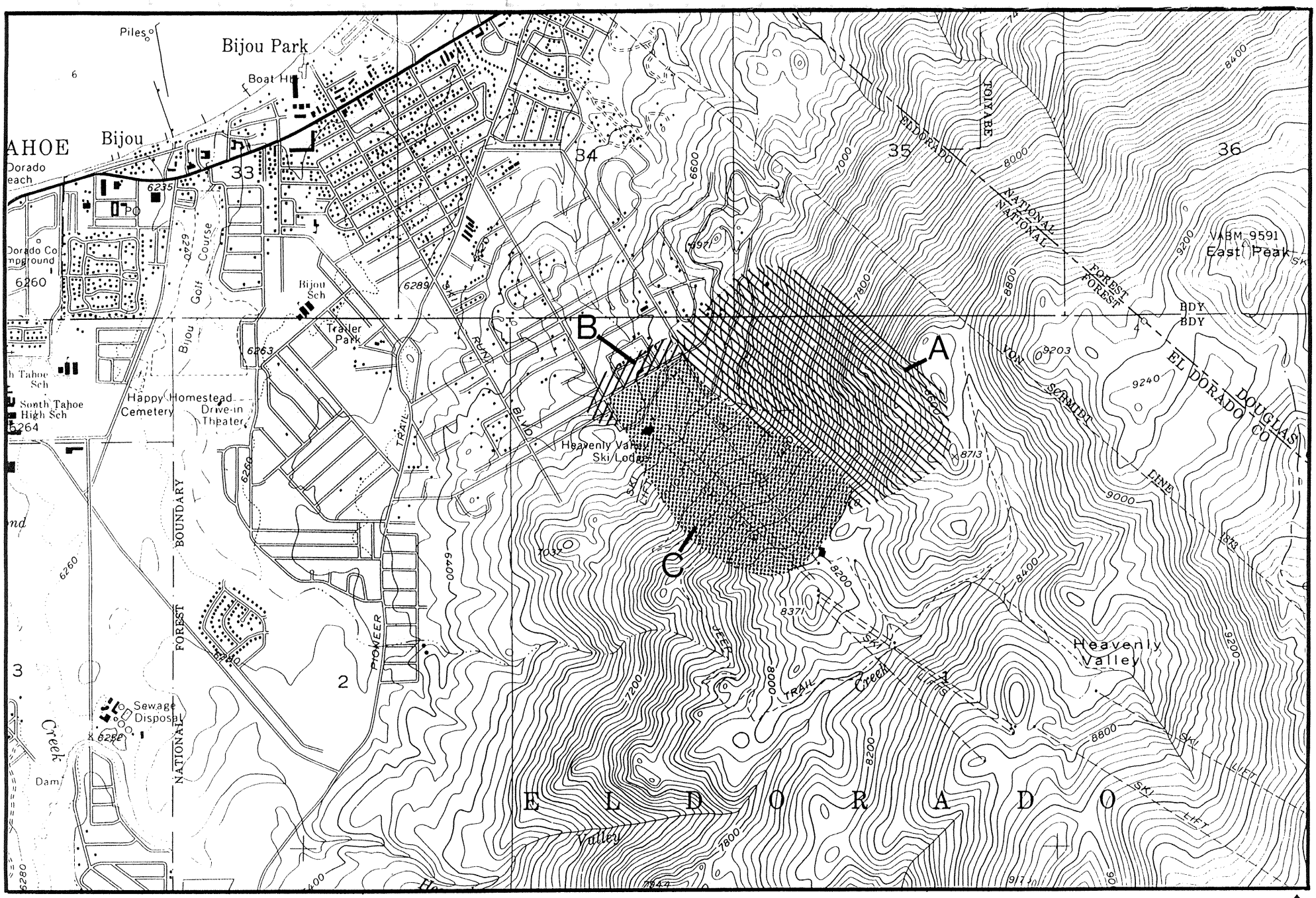
3. Use of reflective materials should be restricted and use of materials which blend into the surrounding landscape encouraged. Hues should fall within a range of natural colors that complements rather than contrasts with the existing vegetation and earth tones. Color values should be equal to or darker than those of surrounding colors. The recommendations should apply to all visible surfaces of structures including roofs, siding, fences, etc. (Photos #15, 27, 28, 30)

C. Heavenly Valley

1. The denuded area of the ski slope should be revegetated. This is particularly important along the lower portions of the slope that are highly visible from the lodge. (Photos #3, 17, 18, 20, 21, 32, 33)

2. Methods for improving the appearance of the lodge should be investigated. Rehabilitation of the structure should aim at introducing a sense of quality to the building's appearance in terms of design and the level of craftsmanship. In addition to alterations in the building's appearance, landscaping should be introduced along the front to mitigate the transition between the parking area and the structure, and to reintroduce some natural elements into this stark man-made landscape. (Photos #12, 13, 37)

3. A redesign of the parking area to decrease its apparent size and its visual impact should be considered. The lot should be divided into smaller areas separated by landscaped islands. This would help decrease the number of automobiles visible at any one time and would reintroduce some natural elements into the landscape area. The embankment between the upper and lower lots should be heavily landscaped to provide a buffer between the two areas and to control erosion. Landscaping should be introduced along the length of the concrete block wall to soften its hard, barren appearance and to mitigate the abrupt change in elevation. (Photos #10, 13-15, 27, 28, 30, 31)

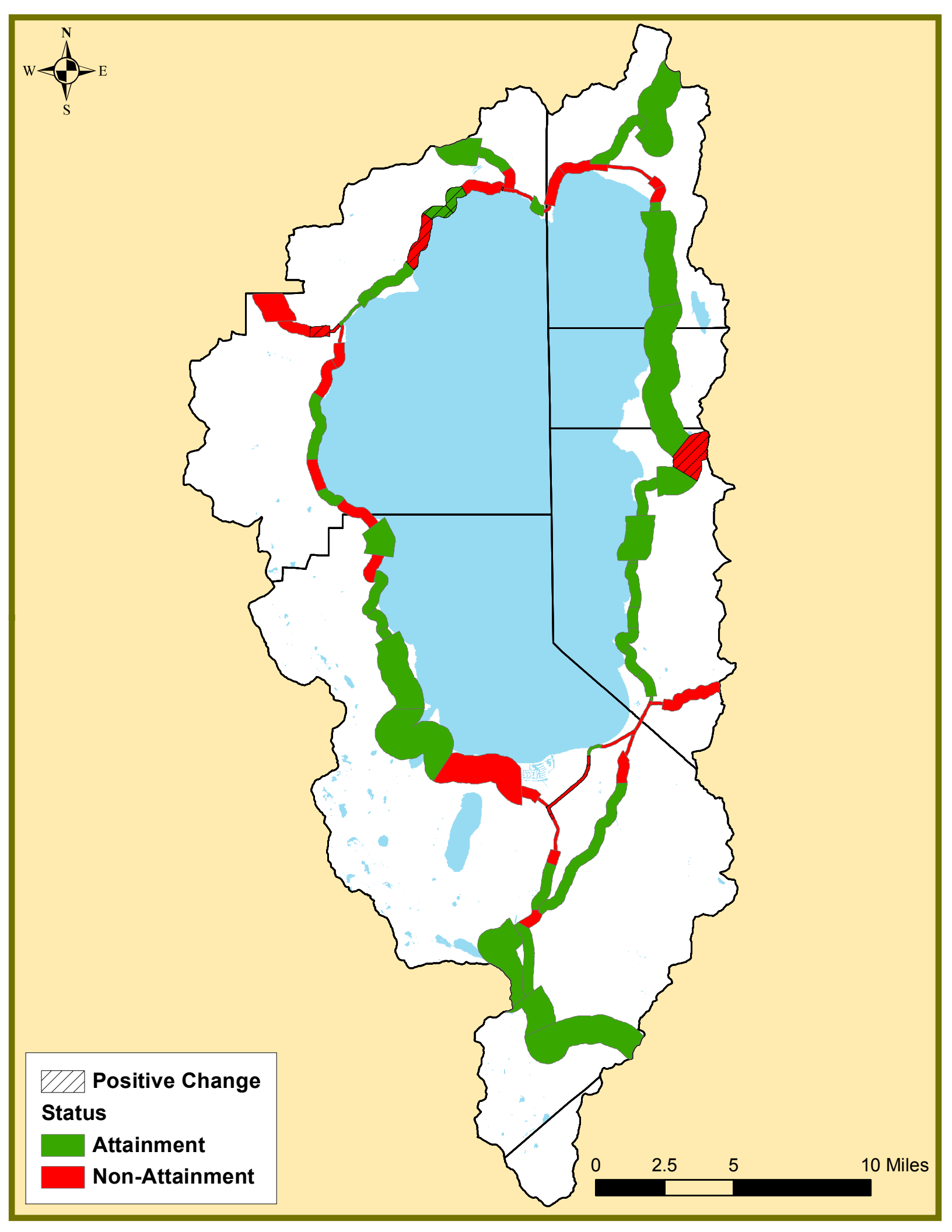


NORTH

Figure 37b Visually Sensitive Areas

HEAVENLY VALLEY

SCALE: 1"=2000'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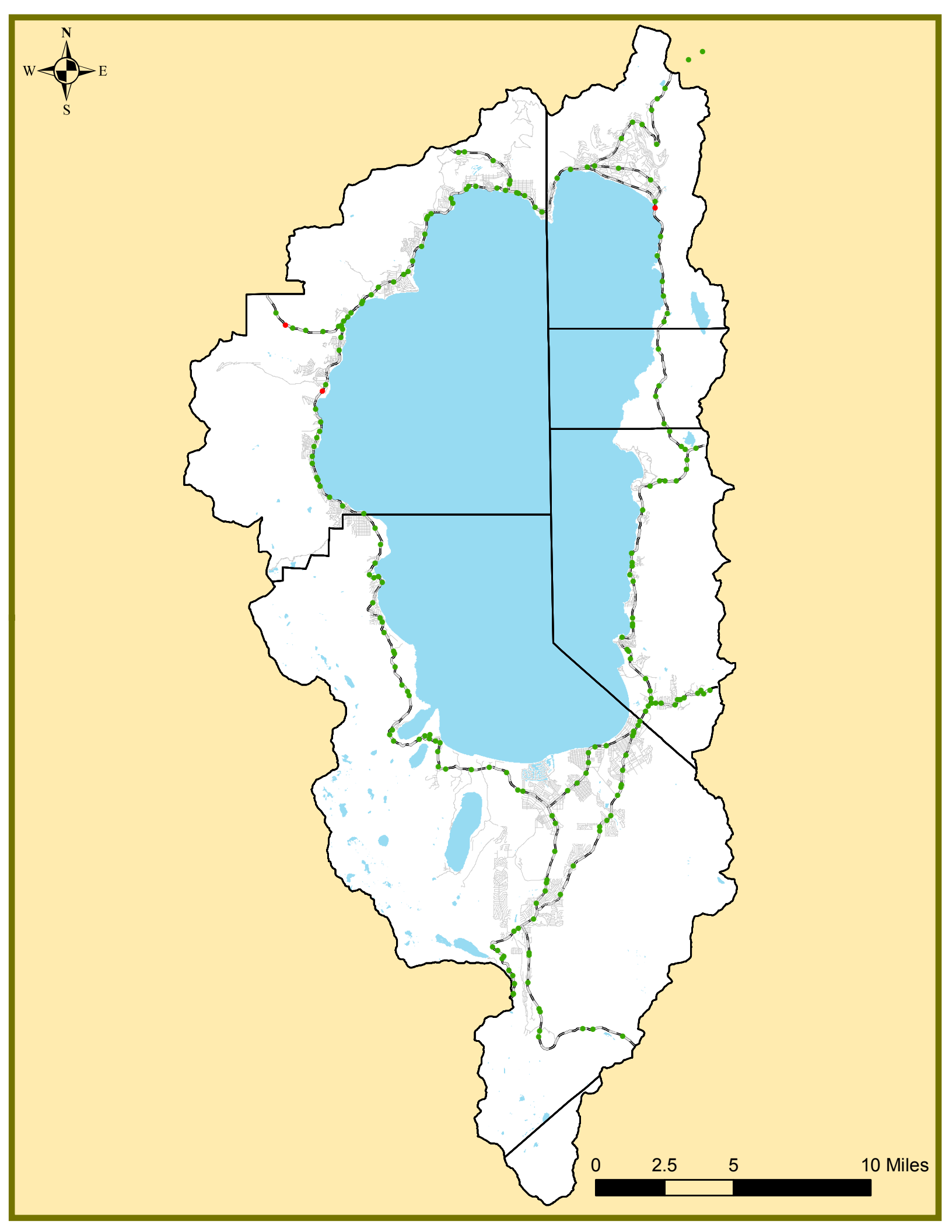
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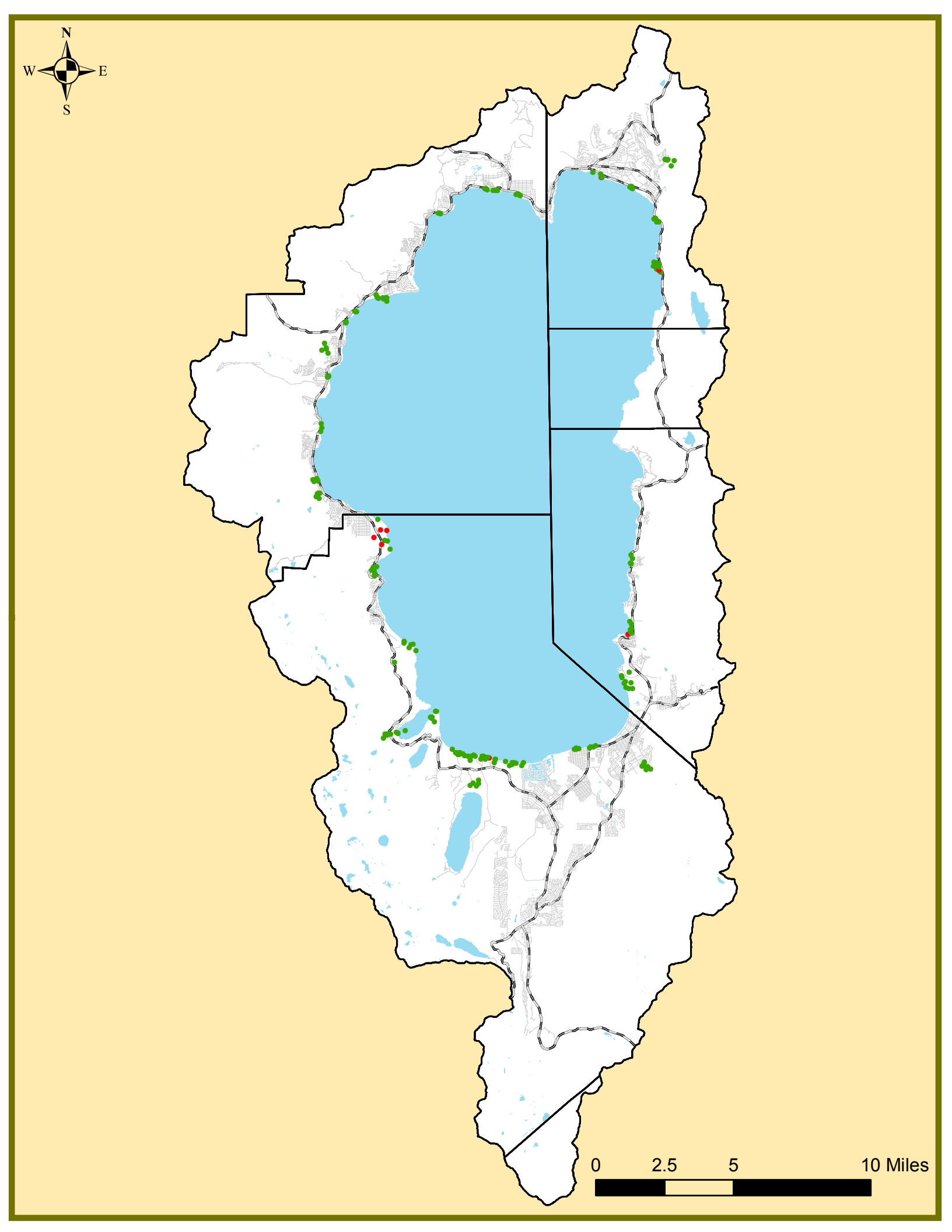
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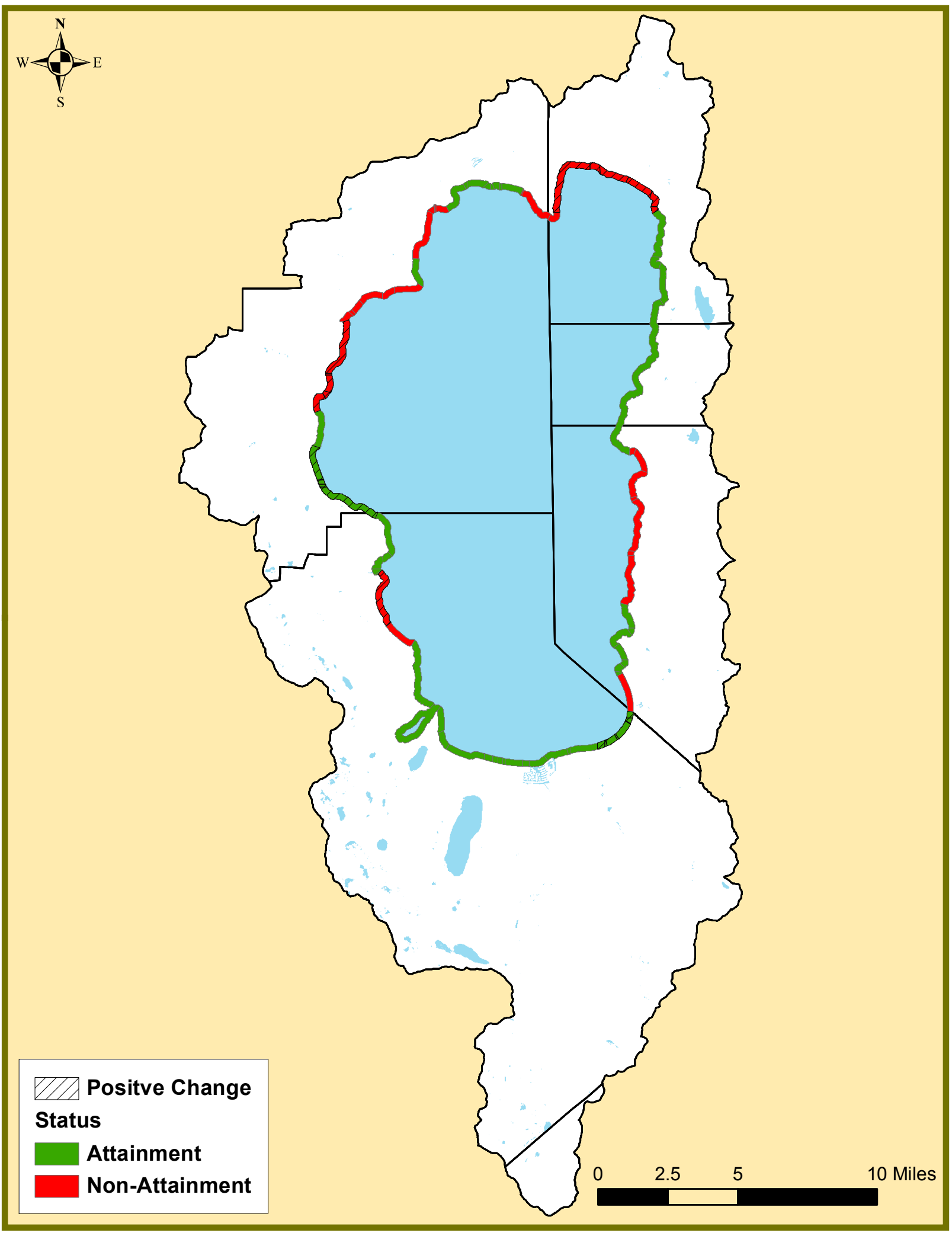
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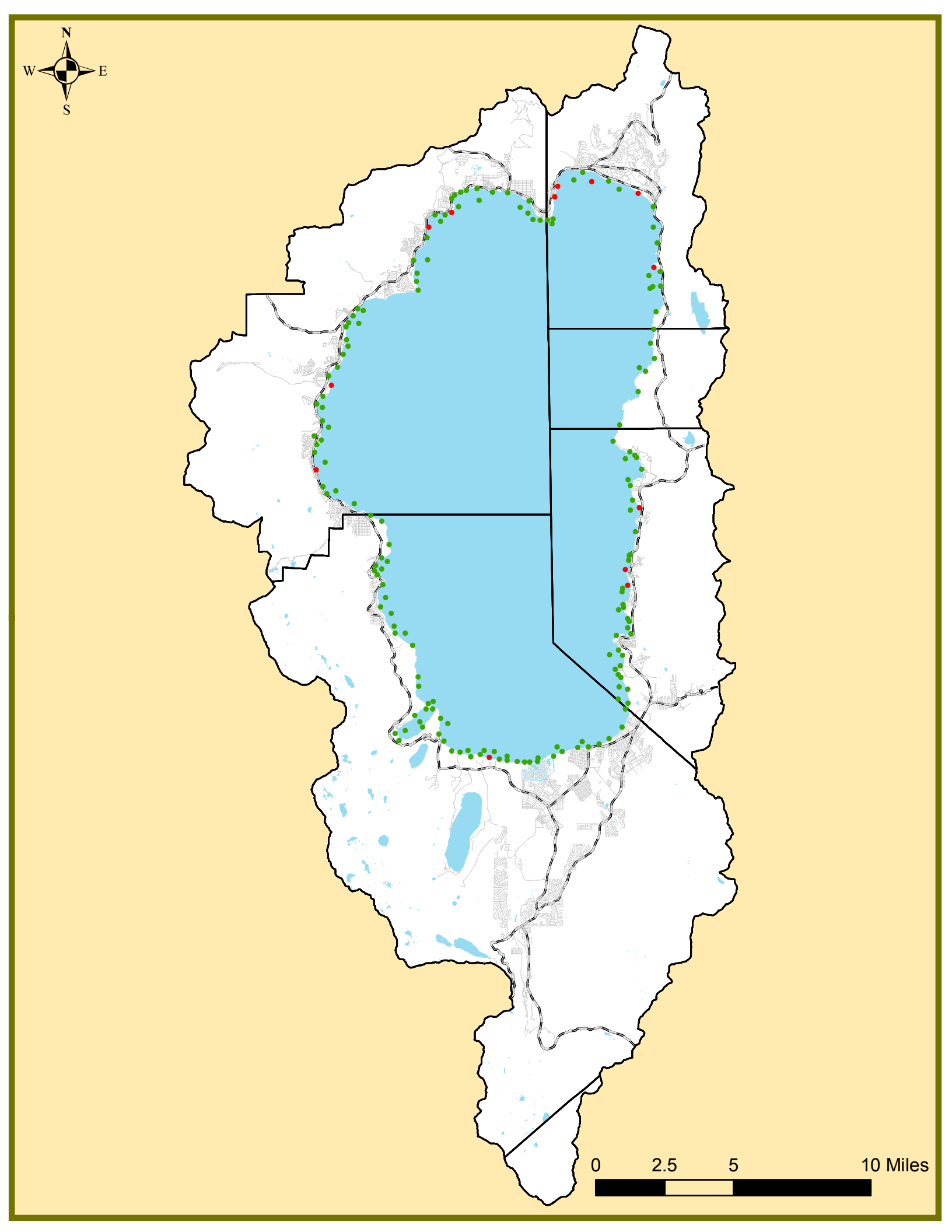
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State of California

PUBLIC RESOURCES CODE

Section 21084

21084. (a) The guidelines prepared and adopted pursuant to Section 21083 shall include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from this division. In adopting the guidelines, the Secretary of the Natural Resources Agency shall make a finding that the listed classes of projects referred to in this section do not have a significant effect on the environment.

(b) A project's greenhouse gas emissions shall not, in and of themselves, be deemed to cause an exemption adopted pursuant to subdivision (a) to be inapplicable if the project complies with all applicable regulations or requirements adopted to implement statewide, regional, or local plans consistent with Section 15183.5 of Title 14 of the California Code of Regulations.

(c) A project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway designated as an official state scenic highway, pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code, shall not be exempted from this division pursuant to subdivision (a). This subdivision does not apply to improvements as mitigation for a project for which a negative declaration has been approved or an environmental impact report has been certified.

(d) A project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code shall not be exempted from this division pursuant to subdivision (a).

(e) A project that may cause a substantial adverse change in the significance of a historical resource, as specified in Section 21084.1, shall not be exempted from this division pursuant to subdivision (a).

(Amended by Stats. 2013, Ch. 76, Sec. 175. (AB 383) Effective January 1, 2014.)

Federal Register
Vol. 62, No. 148
Friday, August 1, 1997

Presidential Documents

Title 3—

The President

Executive Order 13057 of July 26, 1997

Federal Actions in the Lake Tahoe Region

By the authority vested in me as President by the Constitution and the laws of the United States of America, and in order to ensure that Federal agency actions protect the extraordinary natural, recreational, and ecological resources in the Lake Tahoe Region (''Region'') (as defined by Public Law 91-148), an area of national concern, it is hereby ordered as follows:

Section 1. *Tahoe Federal Interagency Partnership.*

1-101. The Federal agencies and departments having principal management or jurisdictional authorities in the Lake Tahoe Region are directed to establish a Federal Interagency Partnership on the Lake Tahoe Ecosystem (''Partnership'').

1-102. Members of the Partnership shall include the Secretary of Agriculture, the Secretary of the Interior, the Secretary of Transportation, the Administrator of the Environmental Protection Agency, the Secretary of the Army, and the heads of any other Federal agencies operating in the Region that choose to participate. Representation on the Partnership may be delegated. The Partnership shall be chaired by the Secretary of Agriculture for the first year after its establishment. The Chair of the Partnership shall thereafter be rotated among the members on an annual basis.

1-103. The Partnership will:

(a) facilitate coordination of Federal programs, projects, and activities within the Lake Tahoe Region and promotion of consistent policies and strategies to address the Region's environmental and economic concerns;

(b) encourage Federal agencies within the Region to coordinate and share resources and data, avoid unnecessary duplication of Federal efforts, and eliminate inefficiencies in Federal action to the greatest extent feasible;

(c) ensure that Federal agencies closely coordinate with the States of California and Nevada and appropriate tribal or local government entities to facilitate the achievement of desired terrestrial and aquatic ecosystem conditions and the enhancement of recreation, tourism, and other economic opportunities within the Region;

(d) support appropriate regional programs and studies needed to attain environmental threshold standards for water quality, transportation, air quality, vegetation, soils (stream environment zone restoration), wildlife habitat, fish habitat, scenic resources, recreation, and noise;

(e) encourage the development of appropriate public, private, and tribal partnerships for the restoration and management of the Lake Tahoe ecosystem and the health of the local economy;

(f) support appropriate actions to improve the water quality of Lake Tahoe through all appropriate means, including restoration of shorelines, streams, riparian zones, wetlands, and other parts of the watershed; management of uses of the lake; and control of airborne and other sources of contaminants;

(g) encourage the development of appropriate vegetative management actions necessary to attain a healthy Lake Tahoe ecosystem, including a program of revegetation, road maintenance, obliteration, and promotion of forest health;

(h) support appropriate regional transportation and air quality goals, programs, and studies for the Region;

(i) support appropriate fisheries and wildlife habitat restoration programs for the Region, including programs for endangered species and uncommon species;

(j) facilitate coordination of research and monitoring activities for purposes of developing a common natural resources data base and geographic information system capability, in cooperation with appropriate regional and local colleges and universities;

(k) support development of and communication about appropriate recreation plans and programs, appropriate scenic quality improvement programs, and recognition for traditional Washoe tribal uses;

(l) support regional partnership efforts to inform the public of the values of managing the Lake Tahoe Region to achieve environmental and economic goals;

(m) explore opportunities for public involvement in achieving its activities; and

(n) explore opportunities for assisting regional governments in their efforts.

1-104. The Partnership will report back to the President in 90 days on the implementation of the terms of this order.

Sec. 2. *Memorandum of Agreement.*

2-201. The Partnership shall negotiate a Memorandum of Agreement with the States of California and Nevada, the Washoe Tribal Government, the Tahoe Regional Planning Agency, and interested local governments.

2-202. The Memorandum of Agreement shall be designed to facilitate coordination among the parties to the Agreement, and shall document areas of mutual interest and concern and opportunities for cooperation, support, or assistance.

Sec. 3. *General Provisions.*

3-301. The Chair of the Partnership shall advise the President on the implementation of this order. The Chair may recommend other administrative actions that may be taken to improve the coordination of agency actions and decisions whenever such coordination would protect and enhance the Region's natural, ecological, and economic values.

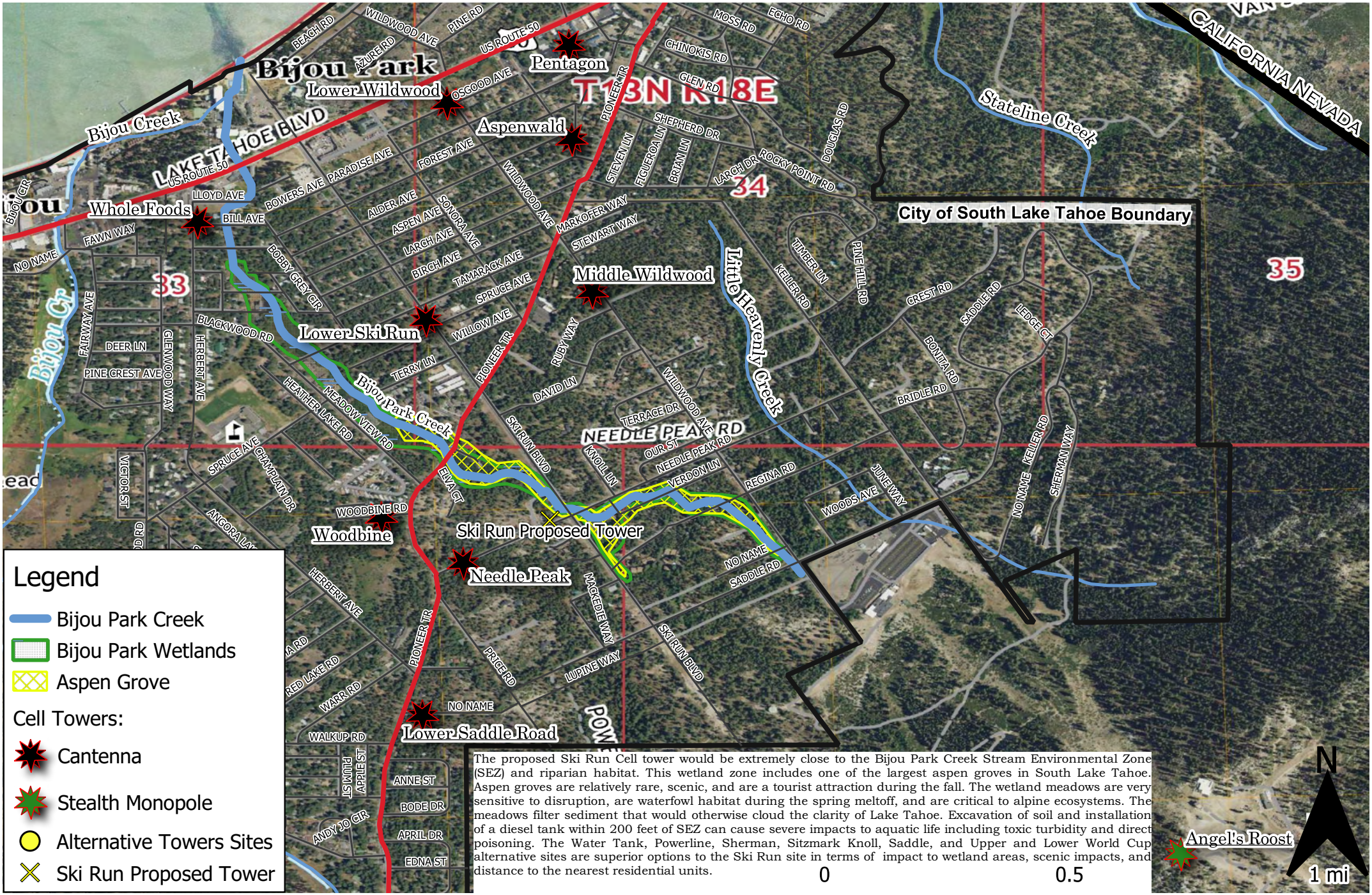
3-302. Nothing in this order shall be construed to limit, delay, or prohibit any agency action that is essential for the protection of public health or safety, for national security, or for the maintenance or rehabilitation of environmental quality within the Region.

3-303. Nothing in this order is intended to create, and this order does not create, any right to administrative or judicial review, or any other right or benefit, substantive or procedural, enforceable by a party against the United States, its agencies or instrumentalities, its officers or employees, or any other person.

THE WHITE HOUSE,
July 26, 1997.

[FR Doc. 97–20497
Filed 7–31–97; 8:45 am]
Billing code 3195–01–P

Proposed Tower is Adjacent to Stream Environmental Zone (SEZ)

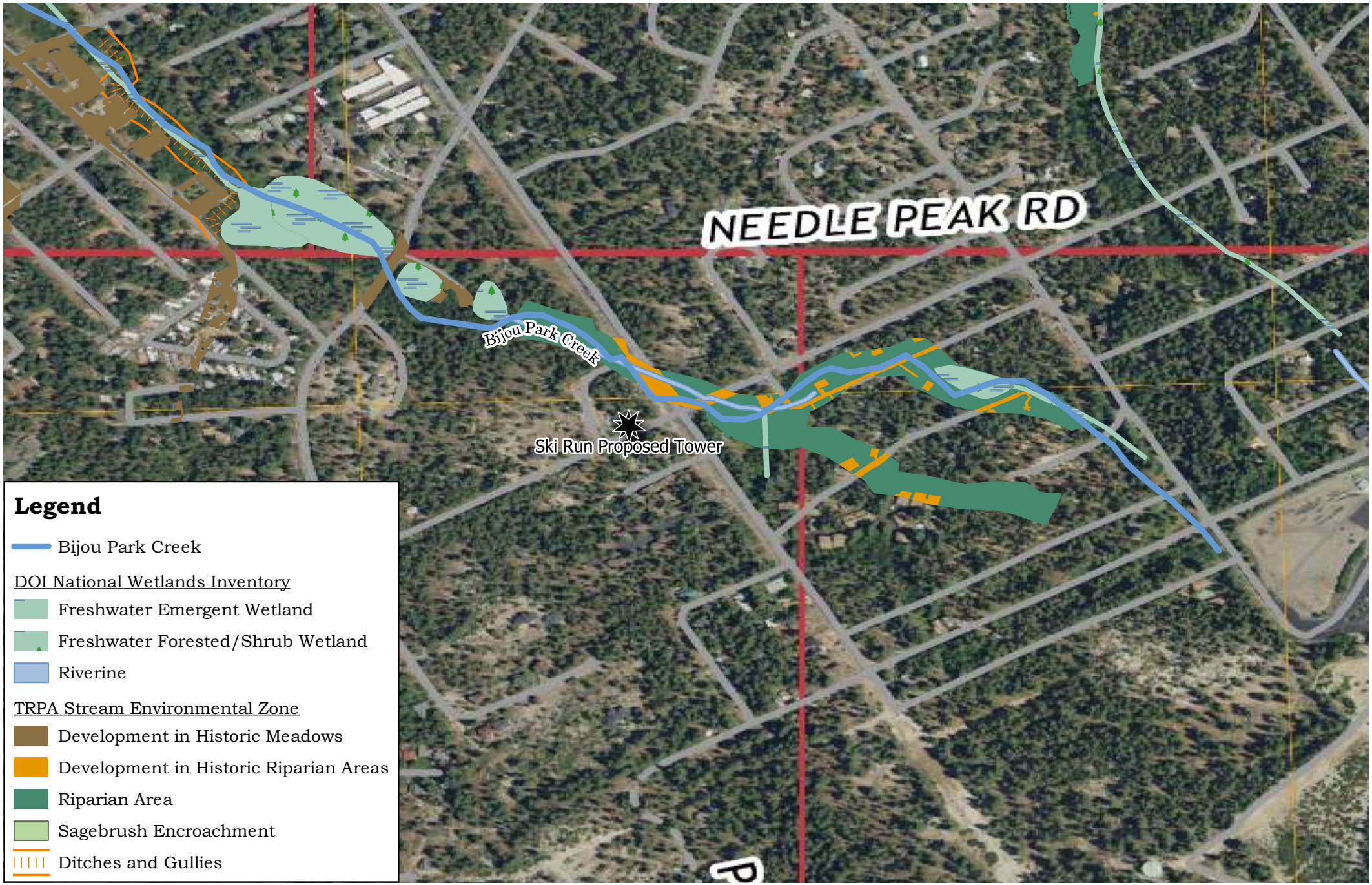


Bijou Park Creek Wetlands

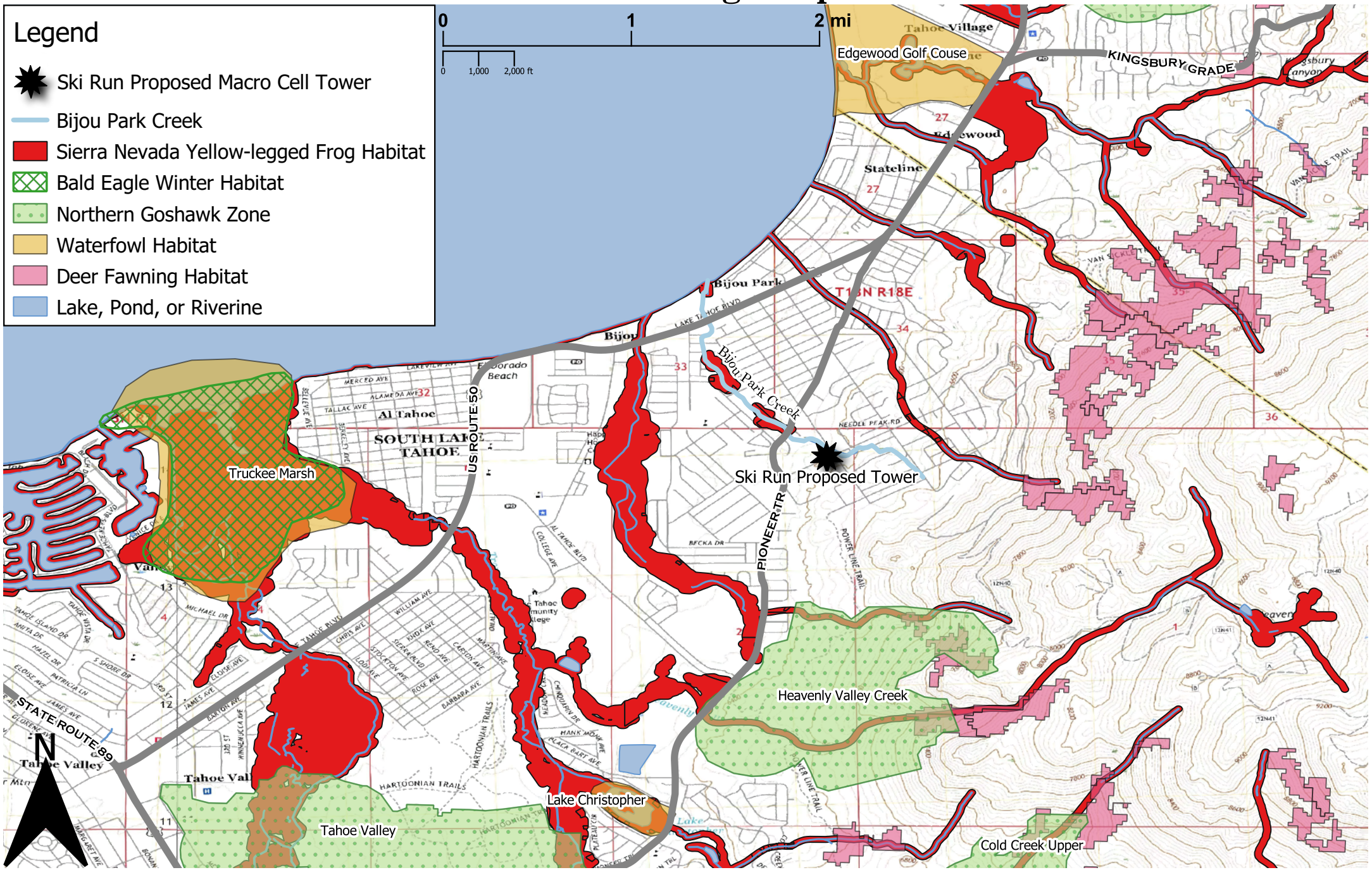
Legend

- Bijou Park Creek
- Bijou Park Creek Wetlands
- Aspen Grove
- 40-Foot Contours
- Ski Run Proposed Tower

TRPA SEZ vs DOI NWI

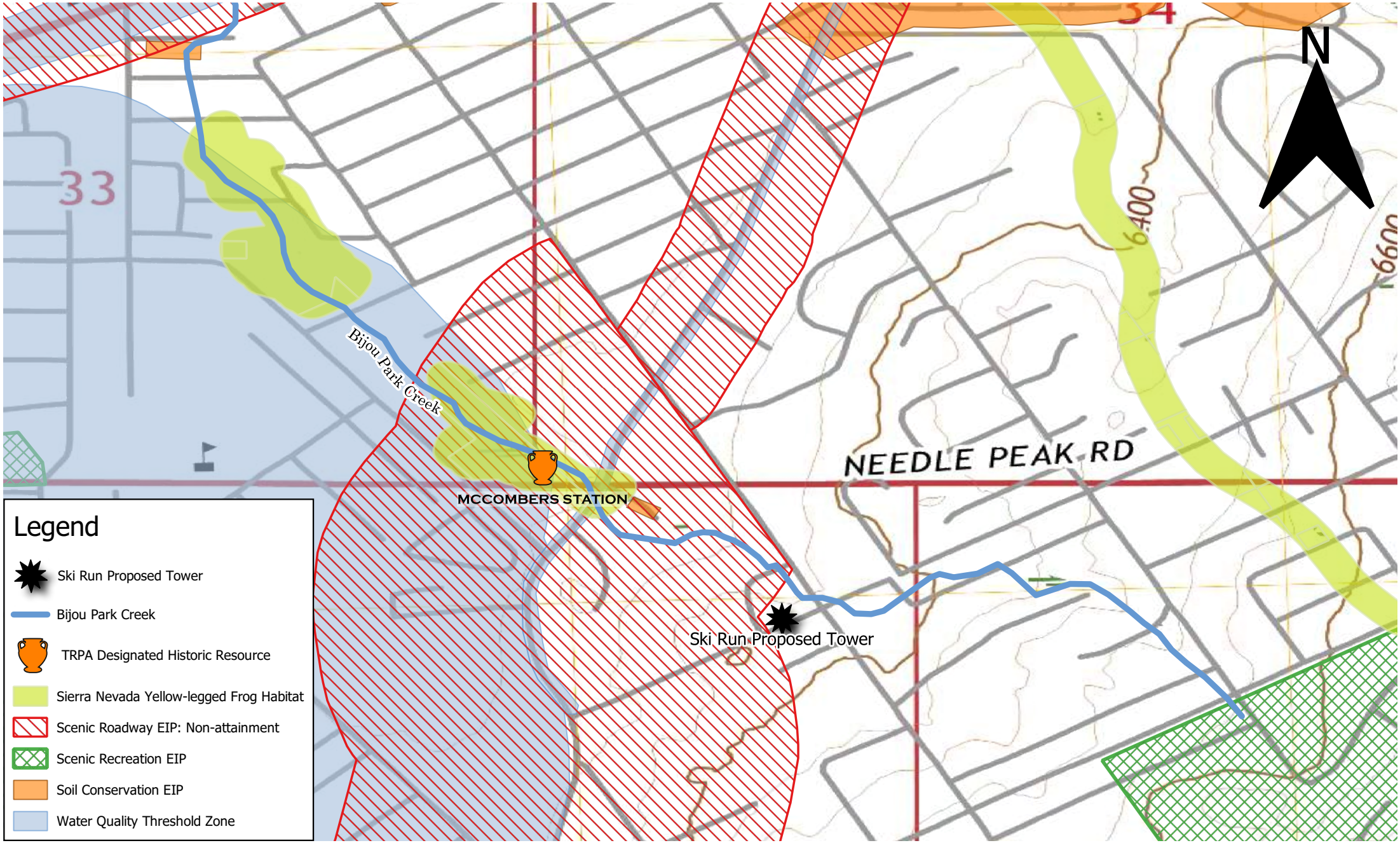


Known Endangered, Threatened, Likely Candidate, and Sensitive Species Suitable Habitat Surrounding Proposed Antenna Site



Data Source: Tahoe Regional Planning Agency, https://www.tahoeopendata.org.
This data may be interactively explored at the TRPA Wildlife ArcGIS Online Map Viewer:
http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fmaps.trpa.org%2Fserver%2Frest%2Fservices%2FDatadownloader_Wildlife%2FMapServer&source=sd.
See also: TRPA Tahoe Stream Environmental Zone (SEZ) Viewer: https://gis.trpa.org/tahoesezviewer.

Applicant Neglected to Report Environmental and Cultural Resources



The NEPA Review performed by EBI Consulting on behalf of their client Verizon, omits the above sensitive environmental and cultural areas, as well as improvement (EIP) zones. In exercise of due diligence, this data ought to have been obtained by conferring with the local USFS field office and the Tahoe Regional Planning Agency.

Constructing a 112-foot cell tower in a residential area is no minor project

Governments, like people, can make mistakes. The government is not always right, and the mistake does not have to be intentional.

When officials err, as we all do at times, elected officials and their executives need to take corrective action as soon as possible. Most elected leaders want to do what is right, but they are not always provided with the right advice.

People who elect their representatives to the City Council want their elected leaders to look out for their health, safety and welfare and protect their property rights and not cave to powerful corporate interests on land use matters.

Approval of a 112-foot cell tower at 1360 Ski Run Boulevard and Needle Peak Road is bad policy, bad planning and based on bad advice.

Yes, we all want improved cell phone service. This can be achieved without degrading residential neighborhoods.

Here are a few thoughts based on my experience in local government.

1. General Plan — A 112-foot commercial cell tower in a residential area is not consistent with the characteristics of a residential area in the city's adopted General Plan. It is not a residential use, and it detracts from the characteristics of a residential area. When Verizon Wireless first applied for a permit to build the tower, city staff should have told them to find another location.

2. Could you build one? — No one living in a residential area could build a 112-foot-tall structure whether commercial or residential. While the FCC does limit the city's zoning authority to consider health effects, city council still can, and must, consider conventional aesthetic factors.

3. Environmentally exempt? – Nowhere in the city codes can I find a specific exemption from environmental review for a 112-foot tall cell tower, yet city staff allowed the commercial project to be processed without even an environmental assessment. An environmental assessment would have evaluated the possible impacts of the tower on the area and identified the long-term proposed use of the tower (i.e. what add-on cell facilities are expected in the future).

4. General Plan must be followed under state law — No cell tower ordinance was needed to do the basic work required on this project that planners are supposed to do. All that was needed was to follow the city's adopted General Plan, the "constitution" for all development. Yes, I support a comprehensive cell tower ordinance now, but at Ski Run/Needle Peak the proverbial "horse is already out of the barn," and the people who suffer are those people who live in the area, not the officials and staff who approved it.

5. Policy makers not given good advice — The planning commission and city council were not made aware of their options to further evaluate or deny the project when it was first brought to them.

6. Evidence not given fair consideration — The appeal of the planning commission's decision to approve the tower was then mishandled at the council level with the abundance of evidence submitted by the appellant and hundreds of people were apparently overlooked by the city council majority. The council majority was placed in a box by their staff and told they could go no farther to provide relief. The recommendation was nonsense.

There were at least two alternative sites that would be appropriate and available to close the alleged gap in cell coverage that a tower would close. Verizon has not demonstrated that those sites are infeasible, only that this site is easier for them.

7. Appeal hearing missteps — The appeal hearing was conducted in a poor manner that violated the appellant's due process rights and the city's written appeal hearing protocols. (a) The appellant was not given equal time to rebut Verizon testimony; (b) city council improperly reduced the time limit at the hearing for public comment from 3 to 2 minutes, and no city executive cautioned the council that such action violated the printed city protocol for appeal hearings.

No vote was taken by council to reduce the time limit; (c) A council member prior to the hearing is reported by a witness to have voiced his opposition to the appeal in a lodging meeting a few days before the hearing and made it clear that he was not a neutral party required under City protocols; and (d) Not all written evidence allegedly opposing the appeal, I am told, was placed in the record and made available to all parties before or at the hearing. Council members were supposed to rely on the hearing and evidence in the record only to make their decision, not hidden pre-hearing messages or communications to them.

The City Council can and should fix this travesty of justice. They can do so if they agree to re-hear the matter, read the volumes of written and verbal testimony opposed to the 112-foot tower and the brief by a prominent New York cell facilities expert lawyer, get sound advice from their staff, and tell powerful and wealthy Verizon corporate people that they have to find a new location if they want to build a tower.

City officials should actively engage top leadership of other public entities to allow the construction of the tower on public lands (i.e. the USFS, CTC).

Verizon advocates stated that the Forest Service (with vast amount of land within the city limits) denied any more permits for cell facilities towers on their lands.

I have written to Vicki Christiansen, Chief of the USFS in Washington D.C., asking for her help to allow a tower on their lands, thus taking city government off the hot seat and providing well-deserved relief to the people who live in the neighborhood.

I communicated as well with Congressman McClintock's Office for support in this regard. If federal, state, and local government officials want 112-foot towers built, put the towers on public lands, not in a residential area.

Finally, Verizon officials could be heroes if they agreed to find another site. But of course, they do not live here, and apparently, they do not care. It sure would be a great gesture if Verizon would help and I would then take back what I just said about them. Would any of you want a 112-foot tower near your house? I doubt it. I don't.

David Jinkens is a South Lake Tahoe resident and former city manager.

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