

APPENDIX B

VISUAL RESOURCES TECHNICAL MEMORANDUM

Visual Resources Technical Memorandum

San Bernardino Class 1 Bike Trail Project

Prepared by:

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Prepared for:

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County of El Dorado, Department of Transportation
South Lake Tahoe, CA 96150

Introduction

The San Bernardino Class 1 Bike Trail Project is proposed on publicly-owned lands in the unincorporated community of Meyers, California in El Dorado County. Pathway and drainage improvements are proposed within the County-maintained rights of way of East and West San Bernardino Avenues, within the Tahoe Paradise Recreation and Park District (Park) boundary, and on National Forest System (NFS) lands managed by the USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU). A site plan map and Class 1 bike trail (e.g., shared-use pathway) details are included in Attachment A.

Analysis of the scenic environment requires an evaluation of the project area and its ability to absorb the effects of both historic and ongoing human modification. Slope, natural vegetation types and patterns, topography, and viewing distance are important factors in this analysis. Within the project area, development of public roadways, recreational trails and infrastructure at the Park, as well as the creation of informal trails along the Upper Truckee River, has occurred gradually since the Park's inception in 1965. The Upper Truckee River is located within the western boundary of the Park and is accessed by an informal trail network on both the Park side (east) and NFS (west) side of the river. NFS lands managed by the LTBMU surround a majority of the Park and also include sections of the Upper Truckee River. For this analysis, the potential impacts to the scenic environment were considered in relation to the overall existing development/recreational theme of the Park and adjacent NFS lands.

Background and Proposed Improvements

Part of the project area is located within the Park, west of the city of South Lake Tahoe, in the unincorporated community of Meyers. It is situated on 53.5 acres of land that ranges from flat to hilly and is not easily seen from offsite locations. The Park is on the east side of the base of Echo Summit at an elevation of 6,250 feet. The topography of the Park and adjacent NFS lands lends itself to many types of outdoor recreation on a year-round basis. The Upper Truckee River borders the western Park boundary, is in the largest watershed in the Lake Tahoe Basin, and is the only river tributary to Lake Tahoe. The Upper Truckee River banks exhibit destabilization of the stream corridor, displaying erosion and contribute significant amounts of sedimentation into the river¹.

¹ Tahoe Paradise Park online, "Master Plan for Tahoe Paradise Recreation and Park District (formerly Tahoe Paradise Resort Improvement District) and Tahoe Paradise Park," <http://www.tahoeparadisepark.com/master-plan.html> (accessed 17 September 2019).

Project area sections to the west and east of the Park are located within the Santini-Burton/Urban Forest Parcels Management Area as defined in the LTBMU *Land Management Plan*². The management emphasis within this management area is on protecting watershed conditions and community open space. Urban Forest Parcels provide opportunity for dispersed recreation within the urban setting, such as walking/hiking, wildlife viewing, cross-country skiing, and access to streams and lakes. When appropriate, recreational improvements such as system trails and shared-use pathways may occur on urban forest parcels.

Finally, the remainder of the project area and the locations of proposed improvements are located within road right of way managed by El Dorado County. East San Bernardino Avenue provides access to the Park and includes Class 3 bike route pavement marking and signage improvements. West San Bernardino Avenue provides access to the Class 1 shared-use pathway on the west side of the Upper Truckee River and will also include new Class 3 bike route pavement markings and signage. Photographs of the project area are provided below in Figures 1 - 5.



Figure 1. East San Bernardino Avenue approach to Tahoe Paradise Park (looking west)

² U.S. Department of Agriculture, *Land Management Plan, Lake Tahoe Basin Management Unit*, 2016 (South Lake Tahoe, CA, 2016), 72.



Figure 2. Tahoe Paradise Park Paved Parking/Trailhead Site (looking west)



Figure 3. Upper Truckee River Bridge Crossing Location (looking west)



Figure 4. Upper Truckee River Bridge Crossing Location (looking southeast)



Figure 5. West San Bernardino Avenue Class 1 Shared-Use Pathway Trailhead and Corridor (looking east)

Indicators for Analysis of Effects

The goal of scenic resource management on all NFS lands is to manage for the highest possible visual quality, commensurate with other appropriate public uses, costs, and benefits. Since the mid-1970s, the Forest Service has operated under the guidance of the Visual Management System (VMS) for inventorying, evaluating, and managing scenic resources on NFS lands. More recently the Scenery Management System (SMS) has been used to evaluate changes in visual character from project activities. As stated in the *Land Management Plan*³, “Scenic integrity is a measure of the degree to which the valued scenic attributes are present within the landscape. The highest scenic integrity ratings are given to those landscapes which have little or no deviation from the character valued by constituents for its aesthetic appeal....”

The *Land Management Plan* includes minimum scenic integrity objectives for LTBMU lands (see Map 10 in Attachment B) - the minimally acceptable levels of scenic integrity for a given area. Project design and activity planning should meet or exceed minimum scenic integrity objectives for the project or activity area and should maintain or enhance scenic integrity. A Minimum Scenic Integrity Objective (MSIO) map

³ Ibid. 90.

identifies assigned MSIO levels to NFS lands. Scenic Class, which describes the relative “social value” of areas for their scenery was the starting point for determining MSIO levels. Factors that affect Scenic Class include the inherent attractiveness of the area and its visibility from key viewing areas and travel routes.

Portions of the project area outside of NFS lands fall under the jurisdiction of El Dorado County and the Tahoe Regional Planning Agency (TRPA). These portions of the project area fall within the Park boundary and are not visible from offsite locations. The Park is not identified as a sensitive scenic resource in either the *Meyers Area Plan*⁴ or the TRPA *Regional Plan*⁵. As such, there are no additional scenic resource indicators that must be applied to this analysis for the County or TRPA.

NFS lands in the Meyers area are assigned a “high” MSIO rating, which is defined as landscapes where the valued landscape character “appears” intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident.

The 2016 Forest Plan standards and guidelines for scenic resources includes the following:

SG117. Scenic resource and built environment guidelines are incorporated into management activities and into the design and development of agency facilities. All resource management and permitted activities shall meet or exceed the established scenery objectives shown on the MSIO map. Utilize techniques such as:

- a) Size areas cleared for management objectives to meet minimum requirements for operability and safety.
- b) With consideration for scenic objectives, maintain clumps of trees within cleared areas if they do not pose a safety or operational risk.
- c) Maintain understory vegetation within cleared corridors if they do not pose a safety or operational risk.

Analysis of Direct/Indirect Effects

Roadway pavement markings and signage would not be noticeable off-site as no perceptible change would occur from off-site viewing distances as a result of creating Class 3 bike route designation. Likewise, repair of existing pavement in the Park and at the end of West San Bernardino Avenue would not be perceptible from off-site locations. Therefore, the focus of this analysis is on the pathway and drainage facility components of the project.

Pathway and drainage facility construction requires grading and the removal of trees along the trail corridor where they are located within the excavation limits for the pathway construction. Pathway construction would begin at the end of West San Bernardino Avenue, follow an existing user created dirt trail to the bank of the Upper Truckee River, cross the river using an estimated new 200 foot-long elevated bridge structure, then follow an existing Park dirt trail to connect with the Park’s paved parking lot. Plan sheets (e.g., sheet L-3) in Attachment A identify the portions of the pathway where tree removal would occur.

⁴ County of El Dorado, *Meyers Area Plan*, 2018 (Placerville, CA), 4-2.

⁵ Tahoe Regional Planning Agency, *Regional Plan Update, Threshold Standards and Regional Plan*, 2012 (Stateline, NV). 15.

The majority of pathway construction would not be visible from off-site locations due to intervening topography and vegetation. New pavement at the beginning of the paved Class 1 shared-use pathway would be visible from the residential neighborhood located along West San Bernardino Avenue. The bridge crossing of the Upper Truckee River and other sections of the paved shared-use pathway would not be visible from public roadways, residential areas or offsite recreational facilities (e.g., CA State Parks land to the north).

Tree removal and construction of the bridge proposed in Attachment A will create a noticeable deviation to the existing landscape character of the Upper Truckee River from viewpoints within adjacent NFS lands (west of the bridge location) by modifying existing vegetation patterns, line, color and form; the bridge construction would stand out compared to the existing mostly unaltered landscape character of the river corridor and would be evident but not dominant in degree of change. The bridge would increase the presence of man-made features that currently includes several user-created foot trails, a small pump house, overhead utility lines and sheet pile that was placed perpendicularly in the river channel to protect a utility pipeline. The change created by construction of the proposed shared-use pathway bridge would not be consistent with the scenic integrity goals for the NFS lands in the project area but would mimic built elements similar to those currently located in the vicinity (Park and utility facilities, foot trails and the steel sheet pile located in the river channel).

Visibility of the bridge construction would be limited to the immediate area in which viewers are located and obscured from other locations by topography, retained trees, and other ground vegetation. For recreational users, the pathway and bridge structure would not be out of place in the river corridor landscape as recreational facilities are located in many similar NFS land locations (e.g., Saxon Creek, Blackwood Creek, Rabe Meadow). Measures required in the design of the bridge structure to reduce the amount of deviation to the landscape are demonstrated in Figure 6 and include low profile bridge rail design, natural appearing building materials and color consistent with adjacent landscape. Use of a low profile bridge railing with horizontal cabling rather than solid steel tubing, natural and darker paint colors (e.g., self-rusting steel with reddish/brown patina surfaces and stained concrete using darker colors), and retention of existing boulders, groundcover and shrubs in the bridge vicinity ensures that the proposed bridge structure would not be visually out of place with the adjacent landscape character when compared to other similar recreational uses on NFS lands in the LTBMU.

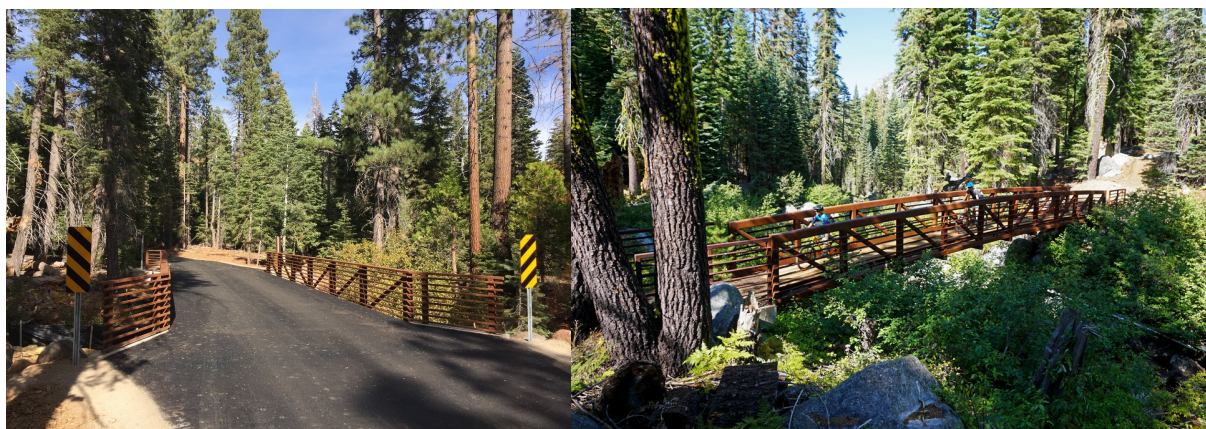


Figure 6. Examples of bridge design features that are consistent with the adjacent landscape

Cumulative Effects

The Tahoe Paradise Recreation and Park District are in the initial planning stages for potential improvements to Park facilities including improvements to the clubhouse, courts and playground, enhanced ball fields and picnic area, and new facilities (e.g., ADA loop trail around Lake Baron, pavilion near the picnic area, and restroom across from the clubhouse). Neither of the proposed facility improvements or expansions would be visible from the location of the proposed shared-use pathway crossing of the Upper Truckee River. Because erosion control projects would be the only improvements visible at the location of the proposed river crossing, Park improvements would not result in cumulatively significant impacts to the landscape/scenic quality. Besides ongoing maintenance of existing Park facilities, proposed Park improvements and facilities, and the identification of necessary restoration of erosion along the banks of the Upper Truckee River, no other cumulative effects are anticipated in the vicinity of the Project.

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San Bernardino Class 1 Bike Trail Project

ATTACHMENT A – SITE PLAN AND DETAIL SHEETS

INDEX OF SHEETS

SHEET NO.	SHEET NAME	TITLE
1	i	TITLE SHEET
2	ii	GENERAL NOTES, ABBREVIATIONS, AND LEGEND
X	L-1	LAYOUT STA 10+ 00 - 14+00
X	L-2	LAYOUT STA 14+00 - 18+00
X	L-3	LAYOUT STA 18+00 - XX+XX
X	C-1	CONSTRUCTION DETAILS
X	EC-1	TEMPORARY EROSION CONTROL PLAN
X	EC-2	TEMPORARY EROSION CONTROL DETAILS
X	PD-1	SIGNING AND PAVEMENT DELINEATION
X	PD-2	SIGNING AND PAVEMENT DELINEATION
X	PD-3	SIGNING AND PAVEMENT DELINEATION

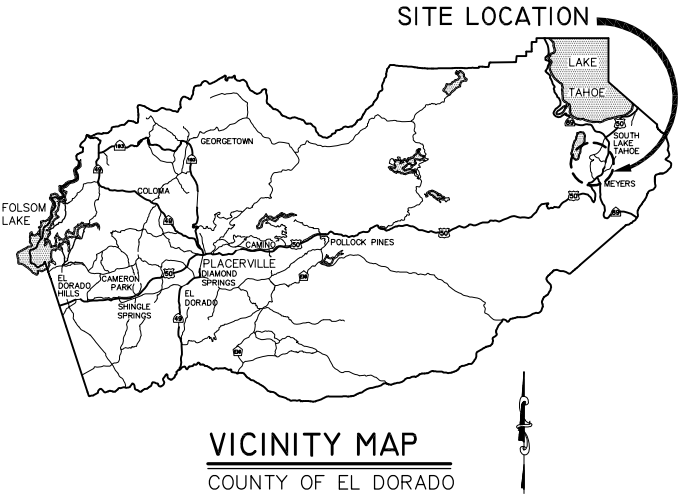
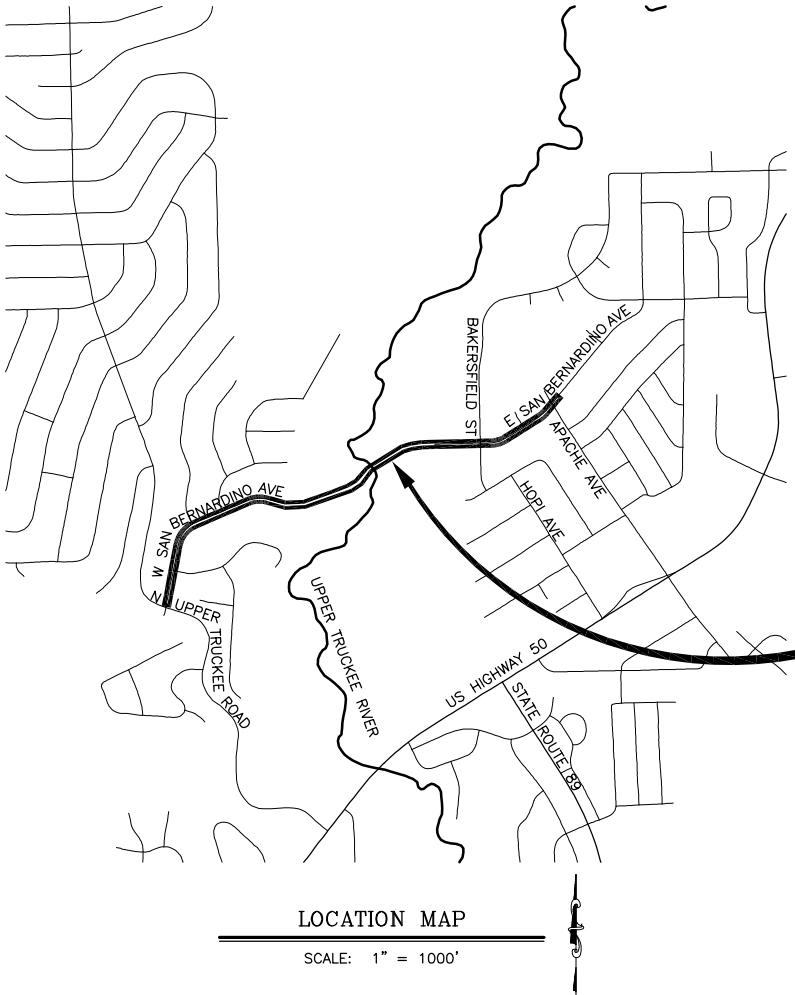
COUNTY OF EL DORADO, CA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR THE CONSTRUCTION OF THE 2020

SAN BERNARDINO CLASS 1
BIKE TRAIL PROJECT

IN THE COUNTY OF EL DORADO, DISTRICT 5,
PORTION OF SEC 29, PORTION OF EAST 1/4 SEC 30, PORTION OF
SOUTH 1/4 SEC 20, T12N, R18E, MDM

To be supplemented with 2015 Standard Plans and Specifications of the
California Department of Transportation, unless otherwise noted.



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TAHOE REGIONAL PLANNING AGENCY

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COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION
(530) 573-7900
924 B EMERALD BAY ROAD 2850 FAIRLANE CT
SOUTH LAKE TAHOE, CA 96150

ADOPTED AND APPROVED BY:	DATE
SUE NOVASEL CHAIR, EL DORADO COUNTY BOARD OF SUPERVISORS	
APPROVED BY:	DATE
RAFAEL MARTINEZ, DIRECTOR DEPARTMENT OF TRANSPORTATION	
JOHN H. KAHNUS, P.E. NO. CS2126 DEPUTY DIRECTOR, ENGINEERING	

CONTRACT NO. ????, CIP NO. 95117
SAN BERNARDINO CLASS I
BIKE TRAIL PROJECT
TITLE SHEET
SHEET I OF ?

CONTRACTOR'S LICENSE CLASSIFICATION: Bidders shall be properly licensed to perform the Work pursuant to the State Contractor's License Law (Business and Professions Code section 7000 et seq.) and shall possess a CLASS A LICENSE or equivalent combination of Classes required by the categories and type of Work included in the Contract Documents and Plans, at the time the Contract is awarded, and shall maintain a valid license through completion and acceptance of the Work including guarantee and warranty period. If the Contractor possesses a Class A license instead of the equivalent combination of Classes required by the categories and type of work included in the Contract Documents and Plans, then the Contractor or a subcontractor must also possess a CLASS C27 "Landscaping Contractor" license. Failure of the successful Bidder to obtain proper and adequate licensing for an award of the Contract shall constitute a failure to execute the Contract, and shall result in forfeiture of the Bidders security.

REVISIONS		
MARK	DATE	BY



Preliminary
For informational purposes only.
Not for construction.

SUBMITTED BY: DONALDO S. PALAROAN P.E. DATE
SENIOR CIVIL ENGINEER
STATE OF CALIFORNIA NO. C66083

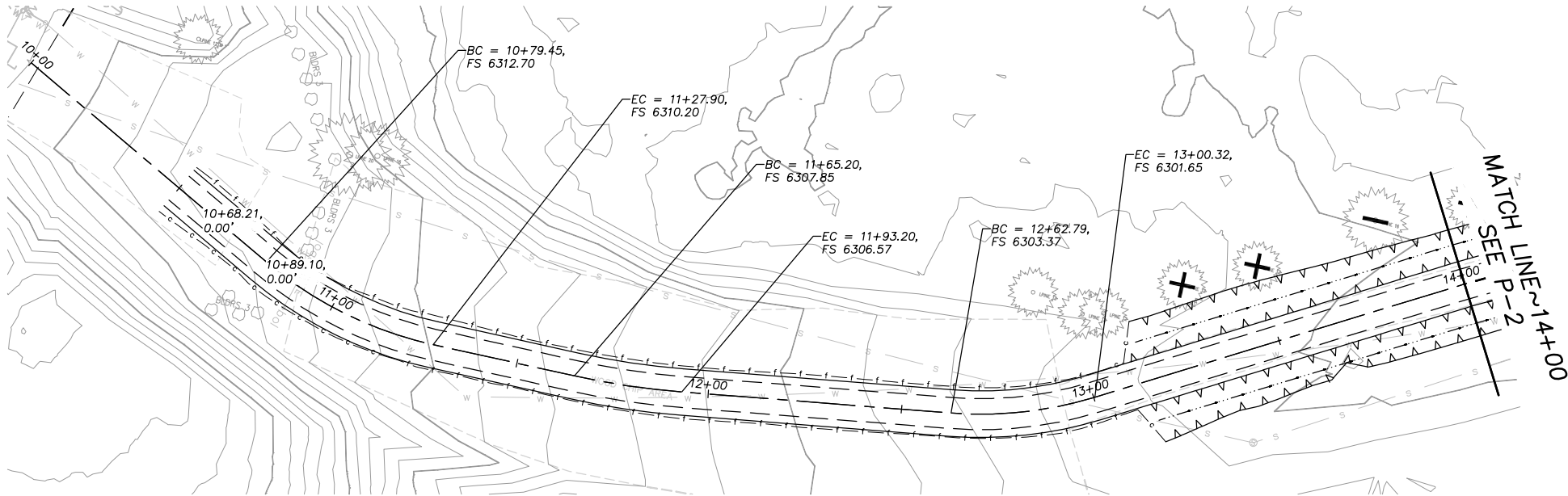
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REVISION

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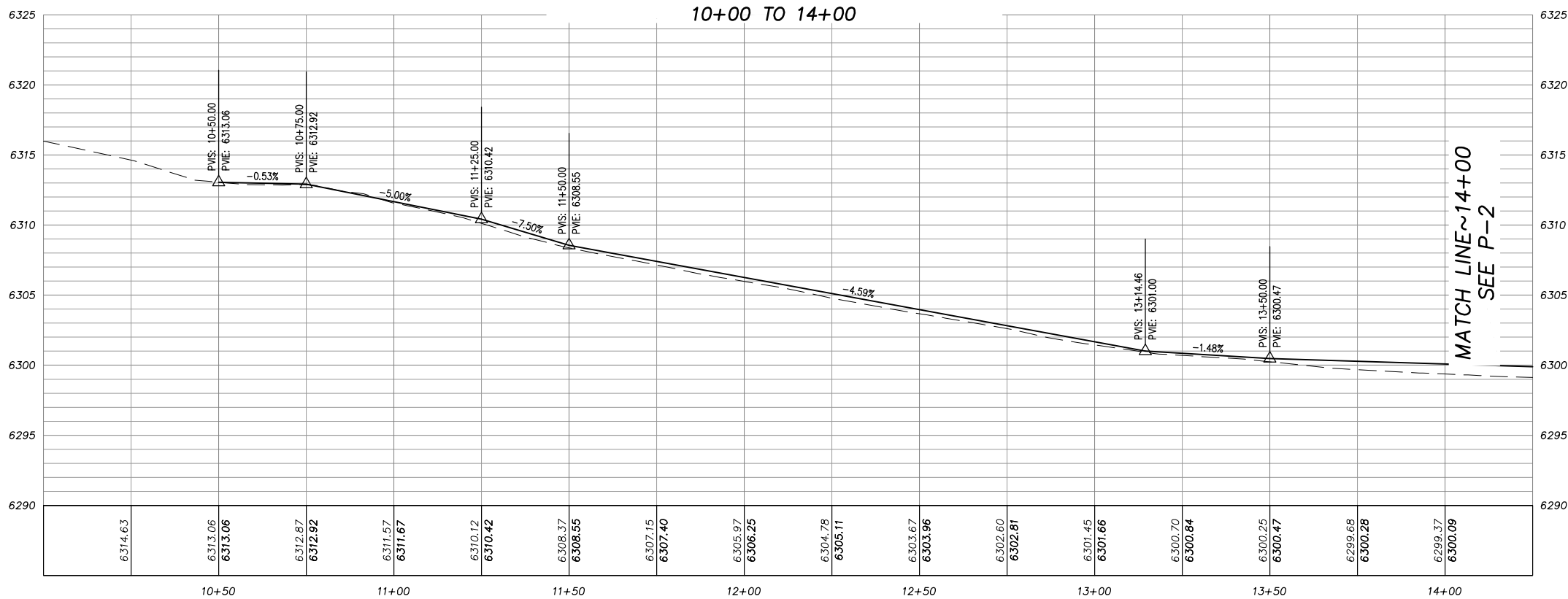
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!! WARNING !!

THE LOCATION AND/OR ELEVATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES.

PLAN & PROFILE

SCALE: HORIZ 1"= 20'
VERT 1"= 5'



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PREPARED UNDER THE SUPERVISION OF :

DESIGNED BY: KIS
CHECKED BY: DSP
ROAD NUMBER: ---

REGISTERED CIVIL ENGINEER
DATE: APRIL 23, 2019

DESIGNED BY: KIS
CHECKED BY: DSP
ROAD NUMBER: ---

COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

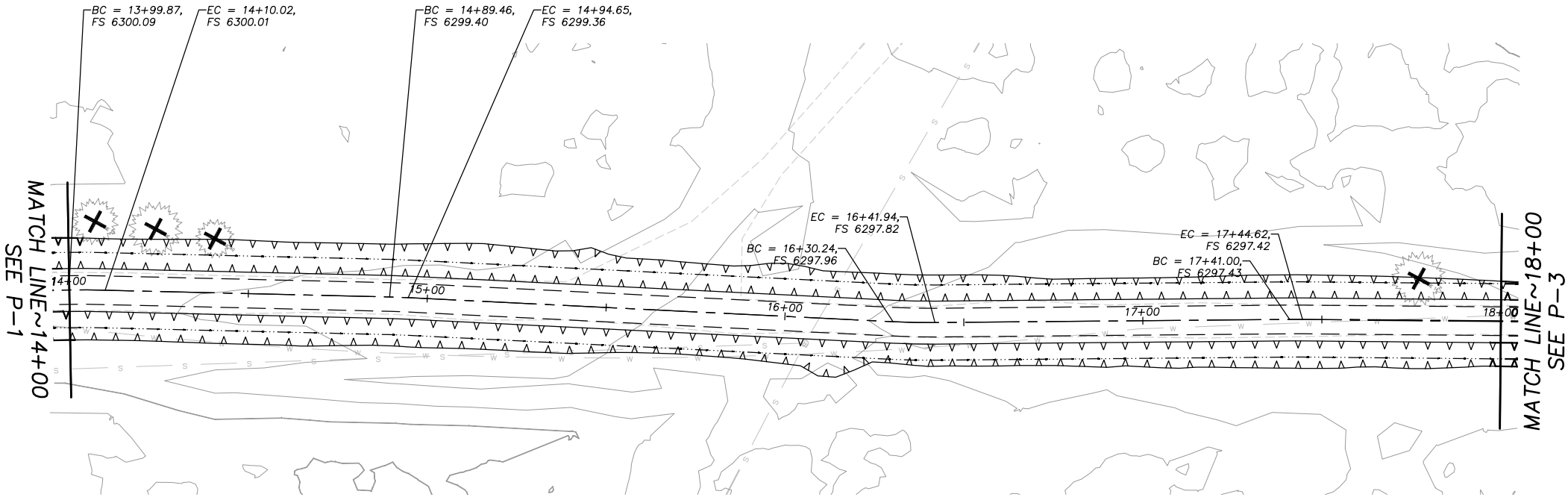
SAN BERNARDINO CLASS 1 BIKE TRAIL PROJECT
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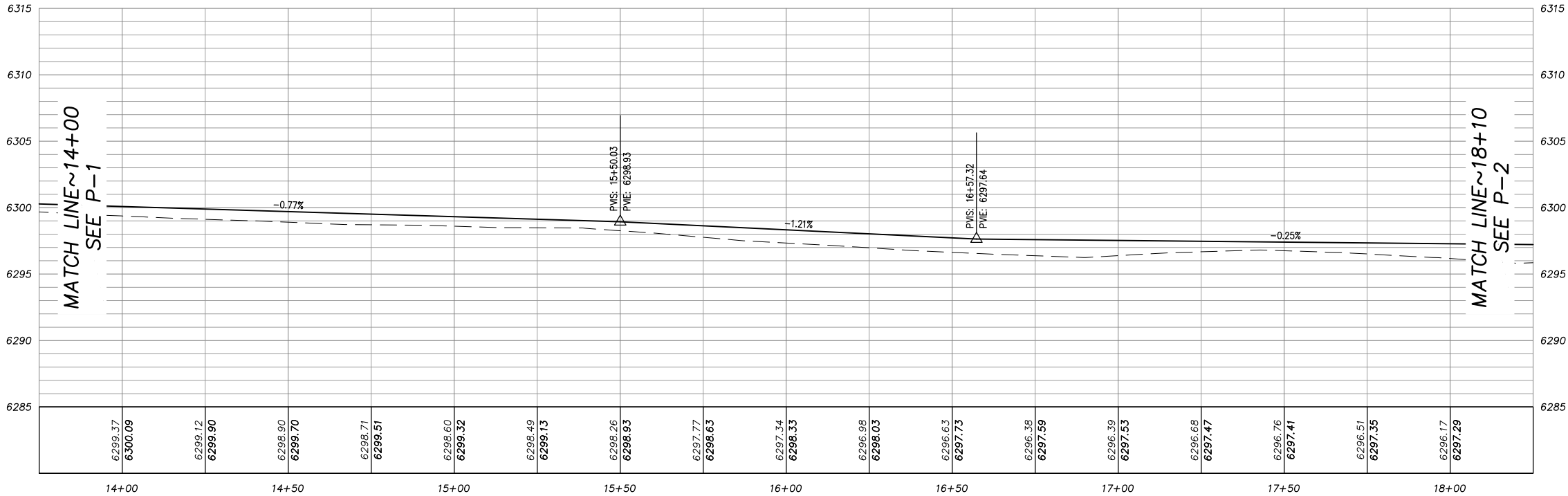
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PLAN & PROFILE
SCALE: HORIZ 1"= 20'
VERT 1"= 5'

14+00 TO 18+00



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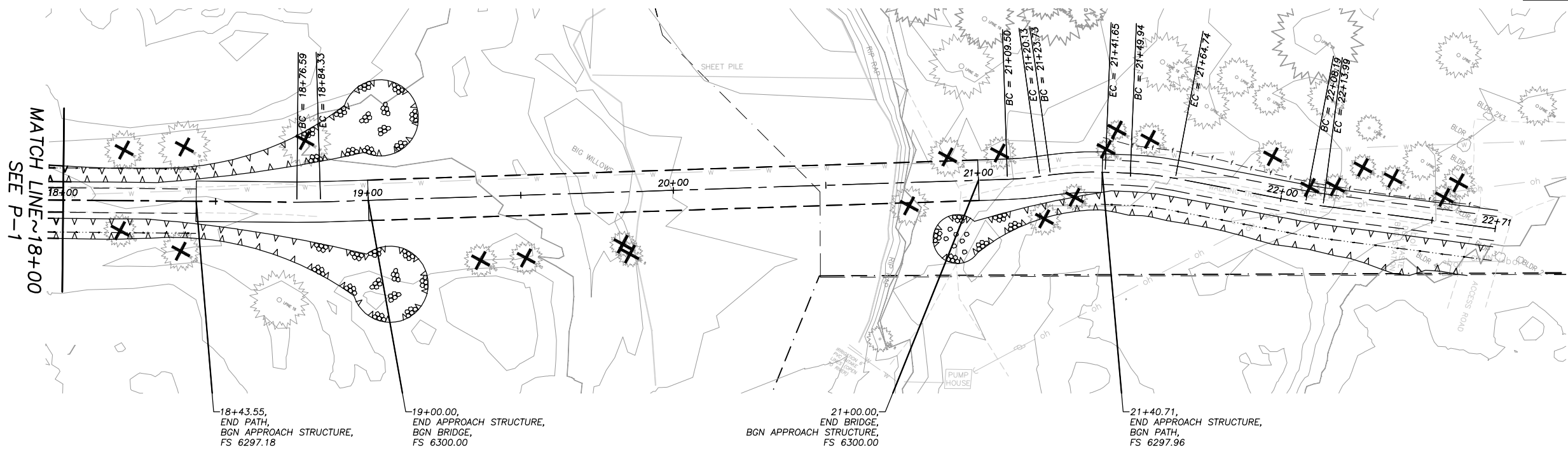
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REGISTERED CIVIL ENGINEER		CHECKED: DSP	DATE: 04/19
APRIL 23, 2019		ROAD NUMBER: ---	
DATE: ---			
COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION			

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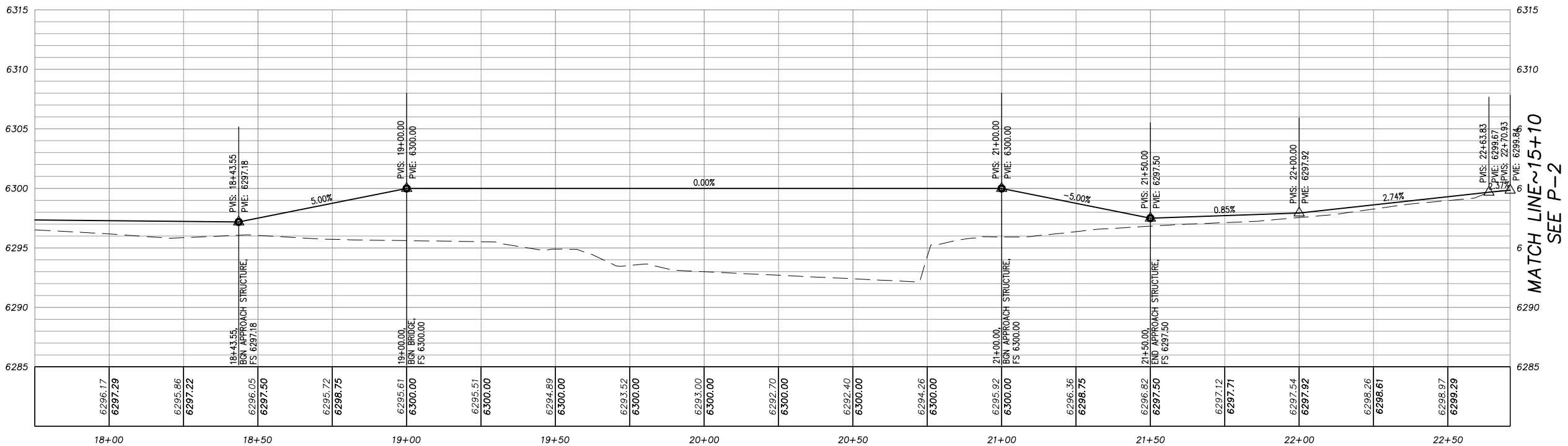
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PLAN & PROFILE

SCALE: HORIZ 1" = 20'
 VERT 1" = 5'

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COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO CLASS 1 BIKE TRAIL PROJECT
LAYOUT STA 18+00 - XX+XX

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CONTRACT NO.
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CIP No. 95117

REVISION				
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PREPARED UNDER THE SUPERVISION OF :

REGISTERED CIVIL ENGINEER

DATE: APRIL 23, 2019

DESIGNED: KIS	DRAWN: KIS
CHECKED: DSP	DATE: 04/19
ROAD NUMBER: ---	

FOR REDUCED PLANS

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95117

Visual Resources Technical Memorandum

San Bernardino Class 1 Bike Trail Project

ATTACHMENT B – Forest Plan Map 10 (Minimum Scenic Integrity)

