

TABLE OF CONTENTS

ATTACHMENT A – MEYERS DESIGN STANDARDS AND GUIDELINES

IMPLEMENTING THE DESIGN STANDARDS AND GUIDELINES A-2

 Community Design Strategy A-2

 Design Review by the Meyers Advisory Council, Planning Commission and Planning Division A-2

MEYERS AREA PLAN DESIGN STANDARDS..... A-3

 Site Design and Planning A-3

 Building Design Standards A-6

 Landscaping Standards..... A-7

 Exterior Lighting Standards A-8

 Water Conservation Standards..... A-8

 Substitute Sign Standards A-8

MEYERS AREA PLAN DESIGN GUIDELINES A-11

 US 50 Corridor and Right-of-Way Design..... A-11

 Site Planning A-19

 Building Design A-20

 Exterior Lighting A-24

 Signage A-25

ATTACHMENT B – DEFINITION OF USES

ATTACHMENT C – PROJECT SUMMARIES

ATTACHMENT D – ASSESSOR’S PARCEL NUMBERS LISTED BY ZONING DISTRICT

ATTACHMENT A
MEYERS DESIGN STANDARDS AND GUIDELINES

A. IMPLEMENTING THE DESIGN STANDARDS AND GUIDELINES

1. Community Design Strategy

The Meyers Area Plan's design vision is for an attractive, well-designed and organized community which takes advantage of its outstanding natural setting. As part of an area dependent on recreation and tourism, the appearance of Meyers takes on economic importance. The majority of the plan area lies along US Highway 50 (US 50) and California State Route 89 (SR 89), both of which are designated state and regional scenic highway corridors. Poorly designed development and signage along the corridor adversely affects perceptual expectations of people travelling them.

To realize the plan's design vision, a coordinated community design program is included in the plan. As described in Chapter 2, Land Use Element, the underlying goals include improving the form and function of existing development and providing clear direction regarding design and signage of new development. Community design will be implemented within the Area Plan boundaries by the Design Standards (mandatory) and Design Guidelines (recommended).

The sign standards replace certain sections of El Dorado County's Ordinance Code, Chapter 17 and TRPA's Code of Ordinances, Chapter 38, Signs. The Guidelines replace certain sections of TRPA's Regional Plan for the Lake Tahoe Basin Design Review Guidelines (TRPA Chapters 1 Site Design, 2 Building Design, 6 Landscaping, 7 Exterior Lighting and 8 Signs). TRPA Chapters 3-5 and 9-11 remain in effect. Chapter 2, Building Design, advocates use of an historical theme in the design of new or remodeled buildings.

Design Standards. Section B of this attachment is the Meyers Area Plan Design Standards required for signs, site planning, and architecture.

Design Guidelines. Section C of this attachment are the Meyers Area Plan design guidelines, a set of recommended design solutions for highway corridor design, site planning, architecture, exterior lighting and signage.

2. Design Review by the Meyers Advisory Council, Planning Commission and Planning Division

The Meyers Advisory Council (MAC) will initially review each development proposal and provide the Planning Department with a recommendation on the proposal's consistency with the Meyers Design Standards and Guidelines. The El Dorado County Planning Commission or Planning Department, as applicable, will review each development proposal and consider the recommendation from the MAC to determine its consistency with the Meyers Area Plan. The Planning Commission and/or planning staff may recommend and/or add design requirements to a project as conditions of approval. TRPA may conduct design review instead of the County for projects that are not delegated to the County as part of the Memorandum of Understanding.

B. MEYERS AREA PLAN DESIGN STANDARDS

1. Site Design and Planning

- a. **General Standards.** [TRPA Code Subsection 36.5.1]
 - A. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site and be consistent with Section 36.12.
 - B. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:
 - 1. The disturbed area is precluded from development by setbacks or other such limitations;
 - 2. The disturbed lands are classified as sensitive lands and alternative sites classified as nonsensitive lands exist on the parcel;
 - 3. The use of the disturbed lands would require more total disturbance than use of undisturbed lands;
 - 4. Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or
 - 5. The degree of existing disturbance is minor and the area shall be restored as part of the project.
- b. **Standards for Commercial, Tourist Accommodation, Public Service, and Multi-Residential Projects.** [TRPA Code Subsection 36.5.2 (revised)]

In addition to the other general site design standards listed above, the design standards for commercial, tourist accommodation, public service, and multi-residential projects include the following:

 - A. Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands designed in accordance with TRPA's Design Review Guidelines;
 - B. A pedestrian circulation system shall be incorporated into the site plan to assure that pedestrians can move safely and easily both on the site and between properties and activities within the neighborhood year round. Parcels with frontage on US 50 or SR 89 and adjacent to a Class 1 shared use path shall provide dedicated pedestrian access to the Class 1 shared use path from parking areas and building entrances;
 - C. Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services;
 - D. Screening of service yards, maintenance yards, warehousing, outdoor storage

and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer; and

E. Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.

c. **Standards for Snow Storage.** [TRPA Code Subsection 36.5.3]

The standards for snow storage shall be:

A. Parking areas shall be sloped at least two percent to prevent ponding and icing; and

B. Commercial, tourist accommodation, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.

d. **Protection of Sierra Juniper Trees.** Protect and maintain existing Sierra junipers through careful site design, consistent with Ordinance 160, Landmark Tree Protection. Where a juniper appears to be in the way of a proposed building, structure, parking area or other improvement, relocate the improvement in order to save the tree. Do not do site improvements in such a manner that a juniper or its root system will be damaged or destroyed. This may result in building a sign, deck or other portion of a building around the tree or incorporating the tree into the structure. Maintain the existing grade around each juniper to a minimum of at least the edge of the tree's dripline. Do not build structures inside the dripline. Standing dead Sierra Junipers which are not a safety hazard should be considered for retention as wildlife habitat.

e. **Fencing.** Fencing shall be constructed of wood, wooden-framed wire, or woodcrete products. Where fencing is used to mark property boundaries, low rail, log or plank fences shall be used. Fencing which simply marks property boundaries shall not exceed four feet in height. Cyclone or chain link fences visible from US 50 or SR 89 are not permitted.

Any fence greater than four feet in height, regardless of its purpose, shall not be located within the twenty (20) yard setback on parcels abutting US 50 or SR 89. Any fence greater than four feet in height and fifty feet (50') in length shall incorporate trees and/or shrub along it to break up the linear appearance.

f. **Screening Outdoor Storage and Service Areas.** Where fencing is needed to screen or enclose an outdoor storage area or service area, a solid wooden fence no greater than six feet in height shall be used. Screening is especially important where commercial or light industrial uses border residential uses. Fences taller than six feet shall only be used when they are not visible from US 50 or SR 89. Fencing greater

than fifty feet (50') in length shall incorporate trees and/or shrubs along it to break up the linear appearance. When located along US 50 or SR 89 solid fencing which is used as a screen shall be set back from the property line a minimum of twenty feet to avoid creating the appearance of a walled-off compound.

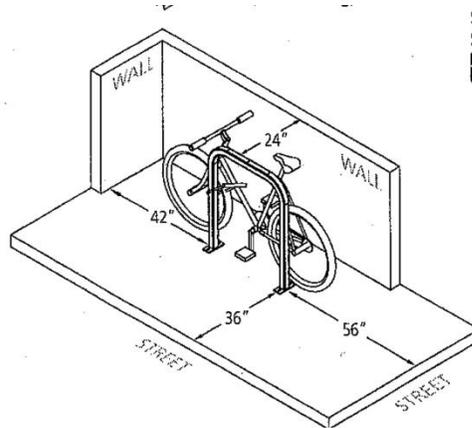
- g. **Highway Landscape Buffers.** Parcels with frontage on either US 50 or SR 89 shall provide landscaped open space along the highway frontage. Depending on site-specific conditions, the buffers may be installed on either public or private land. Each land use districts shall use a plant palette of trees, shrubs, groundcovers and planting patterns to produce a similar frontage appearance within the district as described below. Individual projects shall install or cause to be installed, the landscape buffer along their property frontage(s).

US 50 as it passes through Meyers is essentially a wide boulevard. Landscape design along the corridor, therefore, shall recognize the corridor's function as a boulevard and present a sense of arrival. Larger, deciduous street trees create a sense of organization and order. Existing Sierra juniper trees help create a sense of place. Together with an understory shrub planting, provided mainly by the bike trail, landscaping will unify the corridor.

- **East Meyers**
Landscape buffers shall be installed along US 50 and Santa Fe Road/Apache Avenue in the Eastern end of the Town Center. The buffer should consist of large deciduous and coniferous trees where appropriate and evergreen shrubs. Mature Sierra junipers trees are not abundant in this area of the Town. Visibility of freestanding signs, driveways and bike trail crossings is an important design determinant. Planting areas and plant material selections shall recognize sign visibility needs. A common theme should be developed among the property owners with US 50 frontage.
 - **Central and West Meyers**
Landscape buffers shall be installed along parcels adjacent to US 50 and SR 89 in the west and central parts of Meyers, and the Upper Truckee River areas. The areas represent a gateway to the Tahoe Basin and shall present a coordinated and well-landscaped image. A common theme to be implemented by all property owners with US 50 frontage shall include retention of existing conifers, large deciduous trees and the existing Sierra juniper trees.
 - **Industrial Tract**
Landscape buffers shall be used along the SR 89 corridor to provide screening of the Meyers Industrial District and between commercial or industrial uses and residential uses. Existing native vegetation provides an excellent screen. It shall be maintained across all parcels. Any additional landscaping shall complement the existing native vegetation.
- h. **Provide Bear-Proof Trash Facilities.** Trash and garbage facilities shall be secure from bears. For residential uses, garbage shall be cleaned up and made unavailable to bears. For all other uses, garbage cans and dumpsters shall be "bear-proofed" with

metal lids that are latched with a minimum of two latches.

- i. **Provide Bicycle Racks.** Bicycle racks should be provided at all uses which attract bicyclists. Racks or other secure facilities for bicycle storage should be provided within each land use district. Retail and service commercial uses, transit and park and ride facilities and recreation uses are primary uses in Meyers which generally attract bicyclists. Share racks or other storage methods are appropriate for multiple uses within a single project or development.



Space Use and Setbacks



Wall Setbacks:

For racks set parallel to a wall:
Minimum: 24"
Recommended: 36"

For racks set perpendicular to a wall:

Minimum: 28"
Recommended: 42"

Distance Between Racks:

Minimum: 24"
Recommended: 36"

Street Setbacks:

Minimum: 24"
Recommended: 36"



2. Building Design Standards

- a. **General Standards.** [TRPA Code Subsection 36.6.1]
 - A. **Screening Elements.** The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground.
 - B. **Roof Finishes and Colors.** Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earthtone colors that minimize reflectivity. For this subparagraph, non-glare earthtone colors are defined as Munsell Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines, that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G. Vegetated roof materials complying with applicable fire defensible

space requirements meet the intent of this subparagraph and are encouraged.

- C. **Alternative Energy Production.** Solar panels or other alternative energy equipment may be exempted from the requirements of A and B if a project level assessment demonstrates that scenic threshold standards will not be adversely impacted.
- D. **Color of Structures**
 - 1. For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures. Other colors may be acceptable for historic buildings as outlined in Guidelines Section C.3.f.
 - 2. Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color.
 - 3. For this subparagraph, earthtone colors shall be medium to dark and shall meet the Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.
 - 4. TRPA may grant exceptions to this provision pursuant to Section 67.7, for scenic roadway corridors designated as urban, for unique situations such as site characteristics, or as set forth in subparagraph 83.11.1.
- E. **Building Form.** Buildings should use sloping roofs with pitches of 4:12 or greater. Second story dormers are generally consistent with the historic theme and may be used. Flat-roofed buildings are not permitted unless they include architectural features, which give the clear appearance of a sloped roof.
- F. **Building Facades.** Building facades facing highways, roads, and bike trails should be designed to be inviting to pedestrians. Buildings shall limit the length of blank walls to less than 50 feet by including with windows, display windows, doorways, variation in materials, courtyards, or other appropriate architectural features.

3. Landscaping Standards

- a. **Plant Species Permitted.** [TRPA Code Subsection 36.7.1]
Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping.
- b. **Minimum Plant Sizes and Spacing.** [TRPA Code Subsection 36.7.2]
For projects other than single-family home projects, the following sizes and spacing shall be required for woody plant materials at time of planting in compliance with state and local defensible space requirements:
 - A. Trees shall be a minimum six feet tall or one-inch caliper size or diameter at breast height;
 - B. Shrubs shall be a minimum three-gallon pot size, such that upright shrubs shall have a minimum height of 18 inches and minimum spread of 18 inches, and spreading shrubs shall have a minimum spread of 18 to 24 inches; and

C. Groundcovers shall be a minimum four-inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.

- c. **Accent Vegetation.** [TRPA Code Subsection 36.7.3]
Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used for landscaping as accent plantings. Such plants shall be limited to borders, entryways, flower-beds, and other similar locations to provide accents to the overall native or adapted landscape design. Species identified as invasive plant species in the TRPA BMP Handbook shall never be used.

4. Exterior Lighting Standards

- a. **General Standards.** [TRPA Code Subsection 36.8.1]
- A. Exterior lights shall not blink, flash, or change intensity. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
 - B. Exterior lighting shall not be attached to trees except for the holiday season (Thanksgiving through March 1 of the following year).
 - C. Parking lot, walkway, and building lights shall be directed downward.
 - D. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37 of the TRPA Code.
 - E. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
 - F. The commercial operation of searchlights for advertising or any other purpose is prohibited.
 - G. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code.

5. Water Conservation Standards

[TRPA Code Subsection 36.9] The following appliances and fixtures shall be installed in new facilities or when replaced in existing facilities: low-flow flush toilets; low-flow showerheads (3 gpm rated maximum flow); faucet aerators; and water-efficient appliances (e.g., washing machines and dishwashers).

6. Substitute Sign Standards

Compliance with the following guidelines and standards are required for signs within the Meyers Area Plan, except where those standards are replaced by substitute standards below:

- TRPA Code of Ordinances Chapter 38 (Signs), Sections 38.1 through 38.12.
- El Dorado County Code of Ordinances; Section 17.6 Signs.
- El Dorado County Code of Ordinances; III Lake Tahoe Basin Zoning, Section 17.58 Commercial Districts and 17.60 Industrial Districts.

The following sign standards replace sections of El Dorado County's Ordinance Code,

Chapter 17 and TRPA's Code of Ordinances, Chapter 38, Signs.

- a. **Commercial Directories, Kiosks and Internally Facing Signs.** Kiosks or other structures displaying directories, maps, or other information regarding the location or nature of commercial establishments; or building signs facing an interior courtyard or parking area shall not count towards a project area's total allowable sign area if the structure or sign is not visible from US 50 or SR 89. [amends section 38.4, General Sign Standards]
- b. **Prohibition of Reflective Materials.** No sign shall use or include reflective materials on any part of the sign or sign structure. Copper, brushed aluminum, and gold leafing are not considered reflective materials. [amends subsection 38.4.7, Prohibited Devices].
- c. **Temporary Winter Signs.** Until such time as Caltrans provides a snow haul for plowed snow stored along US 50, businesses located adjacent to US 50 may install temporary signs which meet the design criteria listed below. Once the snow haul has begun, no temporary signs will be permitted and the temporary sign provision will be deleted from the Area Plan and substitute sign standards [replaces subsection 38.4.12, Portable Signs].

Design Criteria for Temporary Winter Signs:

- A. Each business located adjacent to US 50 may install one temporary sign when plowed snow along US 50 obscures the visibility of a legally existing freestanding or building sign;
 - B. The sign shall be placed on private property and may be placed in such a manner as to be visible to motorists on US 50;
 - C. The sign shall be a maximum of 12 square feet in area;
 - D. The sign shall be constructed of sign board, plywood or sign foam only. No other materials are permitted including, but not limited to, such materials as cloth, banners or flags;
 - E. The sign shall have a dark background;
 - F. The sign shall not be internally illuminated;
 - G. No other temporary signs shall be in place; and
 - H. The temporary sign shall be removed once the permanent sign face is completely visible from US 50.
- d. **Increases in Maximum Allowable Building Sign Height.** Maximum height of building signs which are painted on the building or appear to be painted on the building may be equal to a line formed by the top of the second floor windows or

twenty feet when the building is determined to conform to the Meyers historic architectural design theme. This includes signs which are vertically oriented. This provision does not include signs which are internally illuminated, including neon [amends subsection 38.8.1 A, Building Signs in Commercial and/Public Service Plan Areas].

- e. **Transfer of Certain Building Sign Area.** Building sign area which may otherwise be permitted under this chapter may be transferred from the building frontage against which the permissible sign area is determined to another side of the same building which does not have a building frontage as defined by TRPA's Code of Ordinances provided the following conditions are met [amends subsection 38.8.1 B]:
 - A. The building on which the signage is to be transferred is determined to conform to the Meyers historic architectural design theme;
 - B. The sign area is completely transferred such that no signage remains or is installed on the frontage from which the sign area was transferred;
 - C. The building side receiving the transferred sign area is the side adjacent to the building frontage from which the sign area is transferred;
 - D. The transfer may occur one time per primary use;
 - E. The transferred sign area is not internally illuminated, is not used in a projecting sign and is found to be consistent with the Meyers Area Plan Design Guidelines for Building Signs on Historic Theme Buildings; and
 - F. The transfer to the building side receiving the transferred area does not result in a total building sign area greater than 72 square feet, regardless of sign ownership or arrangement of uses within the building.
- f. **Replacement of Existing Non-Conforming Signs.** Existing non-conforming signs shall be brought into conformance with the sign standards, as amended by the Meyers Area Plan, if a sign is altered structurally, or if the sign face is altered, except for maintenance [amends subsection 38.12.3, Conformance or Removal of Non-Conforming Signs].
- g. **Freestanding Sign Height.** The maximum allowable height of freestanding signs for project areas adjacent to the US 50 ROW is 12 feet [amends Table 38.8.2-2 of subsection 38.8.2.D, Freestanding Sign Height only for project areas adjacent to the US 50 ROW].
- h. **Additional Height for Freestanding Signs.** The maximum allowable height for freestanding signs adjacent to the US 50 ROW may be increased to 14 feet if the sign is consistent with the recommendations in section C.5, Signage, of these Design Guidelines; and the sign is incorporated into a coordinated landscaped buffer consistent with section 1. g., Highway Landscape Buffers, of these Design Standards [replaces Section 38.8.2.F, Additional Height for Freestanding Signs].

- i. **Freestanding Sign Location.** Freestanding signs shall be at least 50 feet from the US 50 centerline and at least 15 feet from the Pat Lowe multi-use trail centerline (Figure A-1). Freestanding signs may be within one (1) foot of the property line when adjacent to the US 50 ROW. [amends subsection 38.8.2.E, Freestanding Sign Location].
- j. **Off-Premises Signs.** For project areas adjacent to the US 50 ROW, off-premises signs may be allowed in the non-operational US 50 ROW adjacent to the property if the Right of Way owner provides written authorization to the property owner and any existing freestanding signs on the property are removed, or moved to the Right of Way.

Off-premises signs shall be no closer than 15 feet to the centerline of the Pat Lowe multi-use trail, and no closer than 50 feet to the centerline of US 50.
- k. **Freestanding Sign Area.** The maximum allowable area of freestanding signs for project areas adjacent to the US 50 ROW is fifty (50) square feet for signs within 100 feet of the US 50 ROW. Freestanding signs located greater than 100 feet from the US 50 centerline may be up to seventy five (75) square feet in size [replaces subsection 38.8.2.C, Freestanding Sign Area for project areas adjacent to US 50].

C. MEYERS AREA PLAN DESIGN GUIDELINES

1. US 50 Corridor and Right-of-Way Design

This section provides guidelines unique to the US 50 corridor and right-of-way. Additional guidelines from other sections of this document and TRPA’s Design Review Guidelines may be applied based on the nature of the project.

- a. **Meyers Bike Trail.** Parcels adjacent to the bike trail should implement the site improvements along the property edges contained in the bike trail plans to ensure consistency in terms of access, signage, landscaping, storm water management and other improvements.
- b. **Meyers Gateway Entry Statements.** Meyers gateway entry statements should be located along US 50 and SR 89 near the entrances to Meyers. This may include up to three separate displays. The entry statements should consist of signage and features reflecting the surrounding Meyers landscape, such as Sierra Juniper trees and boulders. The entry statements may differ from one another, however, they should present a common design concept.



FIGURE A-1: FREESTANDING SIGN LOCATION RESTRICTIONS



- c. **Art in Public Places.** Public art is encouraged to be displayed along the US 50 corridor on either public or private property in such a manner that all can enjoy. Public art can include sculpture, paintings, street furniture and paving, or landscape design. Public art should exemplify Meyers' historic roots or mountain recreation culture and should generally avoid reflective materials or bright colors.



- d. **Transit Shelters.** Transit shelters in Meyers should consist of an enclosed shelter with seating and route signage. Architecture should include textured wood siding and gable-end roof. A stone wainscot may also be used as a design detail.



- e. **Corridor Street Lighting.** Year-round overhead street lighting along the corridor should be done selectively. Lighting should not create a continuous corridor of light. If used, lighting should highlight such things as roadway intersections, driveway entrances, bike trail crossings and public parking.

The light standard and fixture type used along Ski Run Boulevard should be the design used along the US 50 Corridor.

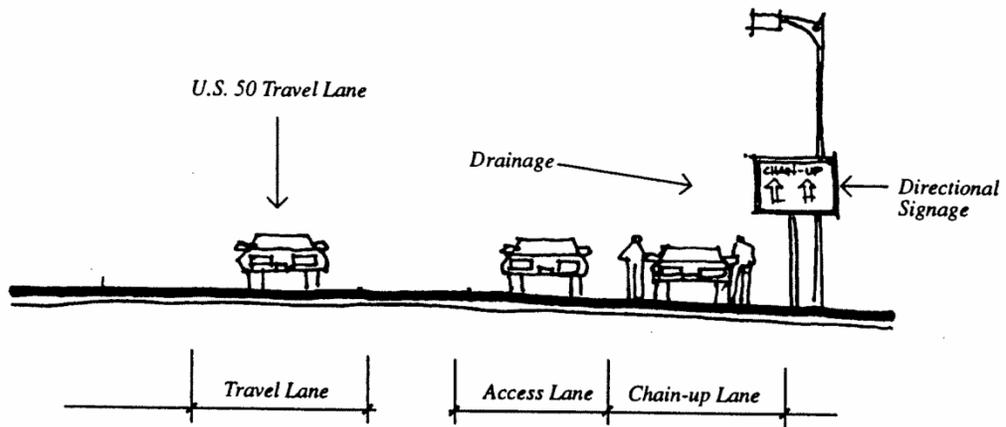
Light standards (poles) and fixtures shall conform to the Scenic Corridor Design Standards established in Chapter 36 of the TRPA Code of Ordinances. All lighting should be directed downward and use cut-off shields or other devices to prevent it from casting light on nearby properties. Light fixture height should not exceed fifteen feet. Low-Level lighting (maximum 8-10 feet tall) may be provided along the bike trail or at gateway entry statements.



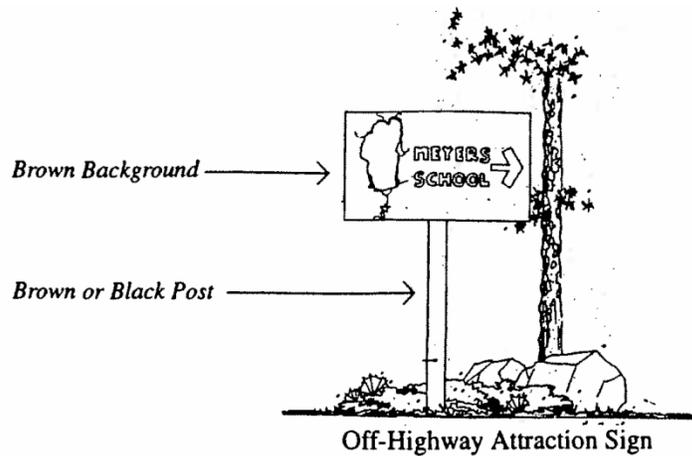
f. **Pedestrian Signs, Historic Markers and Displays.**

In recognition of Meyer's cultural and natural history, and the pedestrian-friendly recreation-centered vision; pedestrian-scale signs, displays or markers may be erected along the corridor. This includes historic markers, interpretive panels, banners and pedestrian kiosks with permanent and/or temporary information. They may be combined with other street furniture (including trash bins), located at transit shelters, public-parking areas, light standards/fixtures, or along the bike trail. The Planning Commission shall approve placement of all historic markers and displays.

g. **US 50 Trailhead and Chain-up Area.** A dedicated chain-up area should be provided for westbound traffic along US 50 at or west of the SR 89 intersection. The area will provide a place to safely pull off the highway to install tire chains, and should serve as a trailhead and public parking area when chain-up is not required. It should include parking spaces, an access lane, drainage, lighting and signage including trail maps and other information on recreation opportunities. During the winter months, chain installers could be provided a reserved space within the area and temporary signage could be attached similar to snow poles on existing stakes. During the summer months, the area should provide parking for special events, recreationists, and pedestrians walking to the commercial areas.

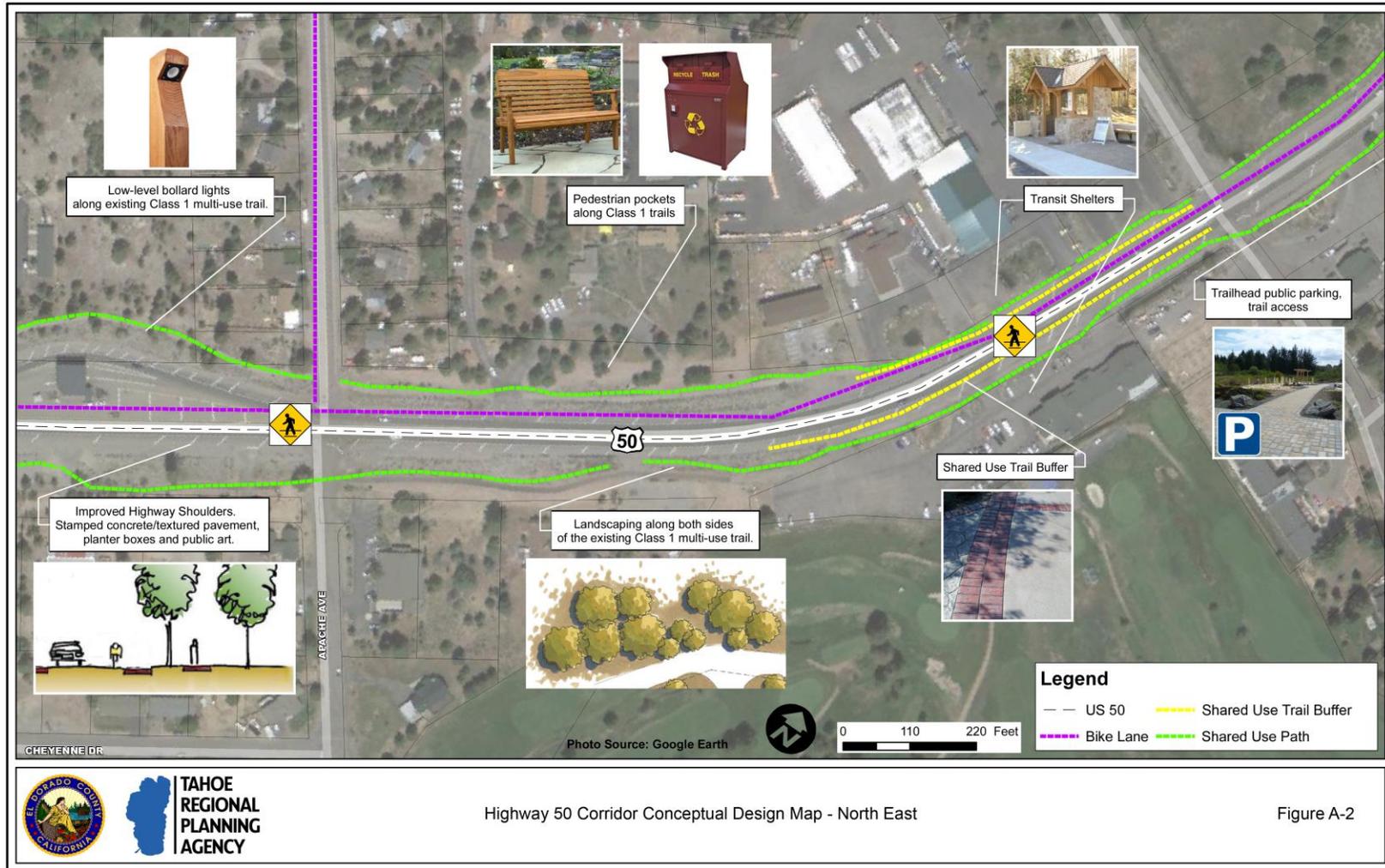


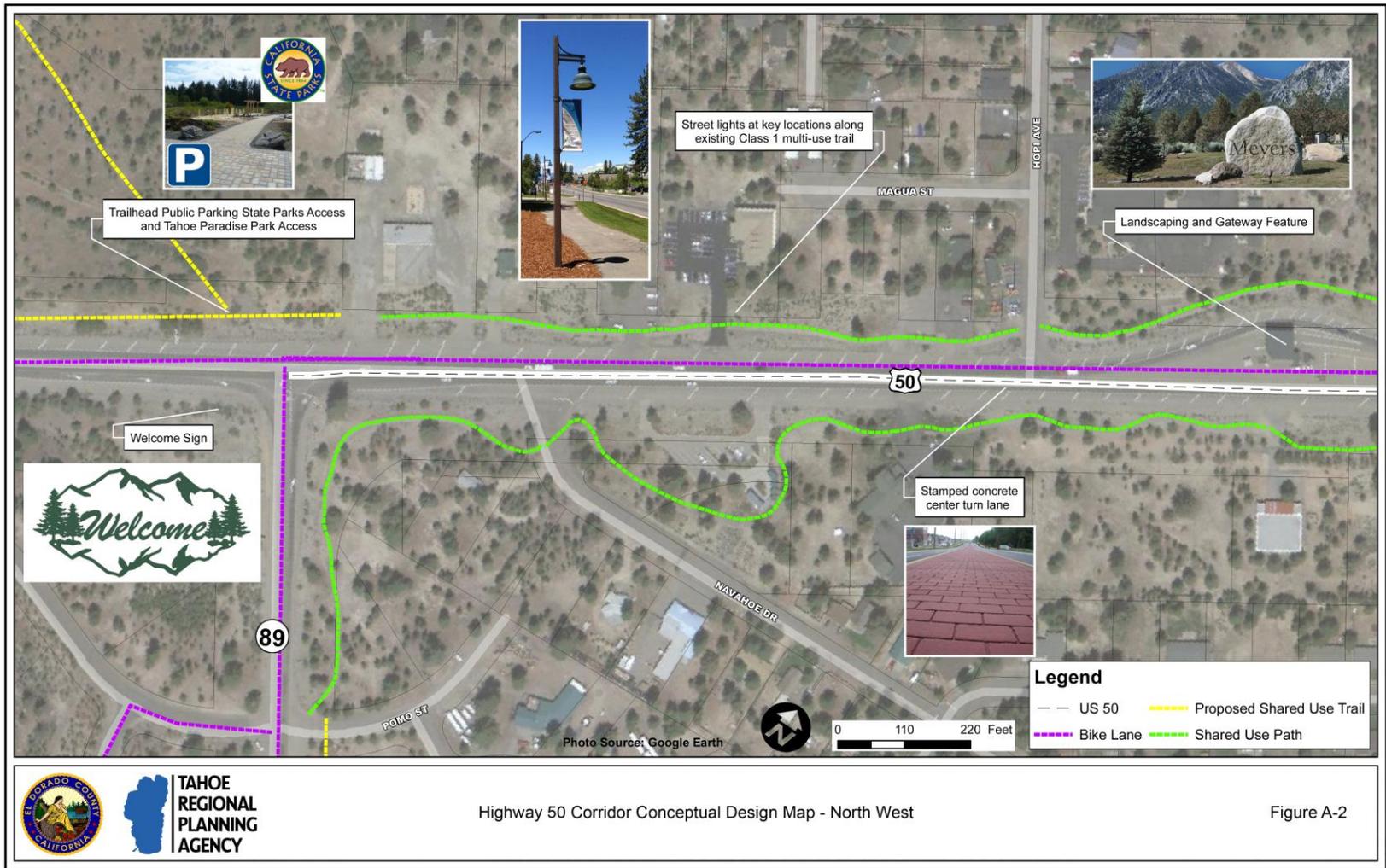
- h. **Improved Median.** A continuous improved median should be installed in place of the center turn lane along US 50. Approximate locations are shown on the Meyers Area Design Map (Figure A-2). The improved median should be paved with stamped concrete or a similar product to distinguish the center median from travel lanes. Stamped concrete should be placed slightly lower than surrounding road surfaces to prevent damage during snow removal. The improved median should help to distinguish Meyers from other highway segments, and should contribute to traffic calming and aesthetics.
- i. **Improved Highway Shoulder.** Shoulder improvements are desired along US 50. Desired improvements include: reducing the width of paved shoulders; distinguishing the shoulder from the travel lane with stamped concrete paving, separation of Class 1 and Class 2 bike trails where they are immediately adjacent or very close together with stamped concrete or raised pavers; and the addition of planters or temporary (seasonal) public art between the highway and Class 1 bike trails where space permits. Approximate locations are shown on the Meyers Area Design Map (Figure A-2).
- j. **Right-of-Way Directional Signage.** Directional signage located in the public right-of-way should be reduced to an absolute minimum. Non-essential signage should use the Regional off-highway attraction sign face shown below. It may reference another information source such as a radio message or the Visitors Center. Wherever possible, signage should be combined into a single standard or post. This is especially critical at the entrances to Meyers (two along US 50, one along SR 89). Caltrans, the California Highway Patrol, TRPA, and El Dorado County should identify excess signage to be removed as soon as possible after it is established.



- k. **Agricultural Inspection Station.** Due to its functional needs, the Agricultural Inspection Station should be relocated outside the plan area. Until such time as a relocation is feasible, the inspection station and surrounding parking areas should be redesigned in accordance with the US 50 corridor, site planning, building design, exterior lighting and signage guidelines contained herein.
- l. **Snow Removal Along US 50.** Caltrans snow removal and storage operations along US 50 should not create a large berm which reduces visibility of signs, driveways and other vehicles. A snow haul should be used following heavy snow fall to move the snow out of the immediate corridor so it does not accumulate over time. Likewise, property owners adjacent to US 50 should not store snow from their site along the highway frontage where it will act to compound the problem.

FIGURE A-2: HIGHWAY 50 CORRIDOR CONCEPTUAL DESIGN MAP

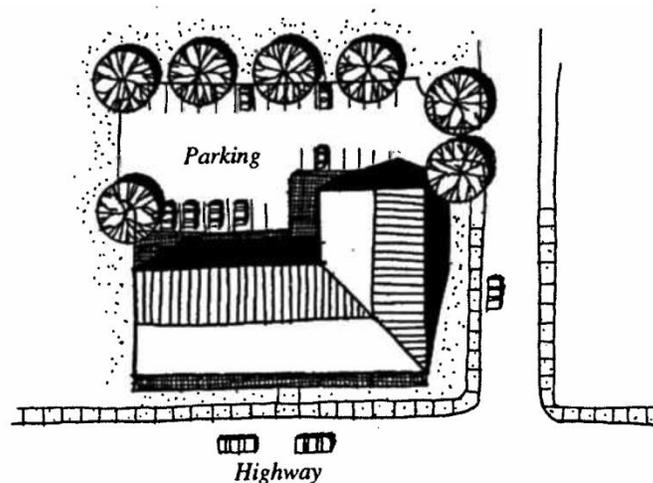




2. Site Planning

- a. **Location of On-site Parking.** Whenever possible, locate on-site parking areas at the rear of the buildings or otherwise out of sight of US 50 and SR 89 (designated scenic highway corridors). This will minimize the visual impact of the automobile and keep the building façade and freestanding sign visible to the highway or street with a minimum of visual interference.

Parking should not be located within the US 50 right-of-way nor within front or side setback for parcels abutting US 50 or SR 89. These areas should be reserved for landscaping, signage, storm water management facilities and open space. On-site directional signage can be used to help direct vehicles to parking areas. When parking must be located within the front setback, berms and landscaping should be used to minimize its visual impact. Place as little parking as possible in the front yard setback. Refer to the Landscape Screening guideline for more information.



- b. **Landscape Screening.** Screening objectionable views using landscape plant materials can be a cost-effective and aesthetically pleasing technique. Landscape screening should generally consist of a mix of trees, shrubs and ground covers which will be effective on a year-round basis (i.e., deciduous trees and shrubs will lose their screening abilities during times they are not in leaf). Landscape screening should be used to screen parking areas, service and storage areas. The size of all plant materials at the time of planting should be such that the screening is effective no later than two years from planting.

Small berms and other minor landforms can be incorporated into the design to provide a visual sense of variety. They can hide an on-site storm water detention basin or trash enclosure. Due to the flat topography found in Meyers, berm and other created landforms should generally not exceed three to four feet in height.

The use of native and adapted plant materials is recommended to minimize fertilizer and irrigation requirements; however, using a temporary irrigation system may be used to assist in establishing a new landscape.

- c. **Outdoor Retail and Rental Displays.** Outdoor display can be visually distracting and present a cluttered image of Meyers. Outdoor displays of retail and/or rental merchandise should be minimal and easy to comprehend when viewed from the roadways or bike trail. This applies to items which are not customary and incidental to the use such as recreation equipment rentals, rugs, cars or clothing. A single item showing what the business rents or sells should be used whenever possible. It should be integrated into a display which may include signage. Rotate the item or items by season if needed. Include snow removal considerations in the design and location of the display. Outdoor displays which are not visible from the roadways or bike trails may use greater amounts of display area or items than those visible from the roadways.
- d. **Combined Driveways Along US 50.** Whenever possible, driveways on adjoining parcels along US 50 should be combined to form a shared access point. Combined driveways should always be used when a back street or drive provides a second point of site access. Individual driveways which are combined may then be removed and restored. Combined access points reduce traffic friction on the highway, convey an image that land uses are planned together, and can provide increased safety for bike path users who must cross the driveways. Shared driveways are encouraged to provide landscaped medians in the driveways.
- e. **Use of Former US 50 Non-Operational Right-of Way.** The approximately forty-foot wide former US 50 non-operational right-of-way strips of land plays an important role as an edge between adjacent private lands and the public highway corridor. It acts as an extension of the existing parcel. The way in which the land is used, therefore, is critical to successfully solving the edge relationship. Appropriate land uses include vehicle access, signage, transit shelters, landscaping paths and walks (pedestrian and bicycle access), outdoor seating (i.e., patios, benches and decks), lighting, screened parking and water quality protection facilities. Transfers of the non-operational right-of-way to adjacent property owners or El Dorado County should be promoted to facilitate appropriate uses.

3. Building Design

- a. **Architectural Theme.** A consistent architectural theme is a powerful means to create and convey a sense of place. This does not mean that all buildings will or should look alike. It is the use of variations on a theme which can be an asset to the community. Historically, the commercial area was used as a way station. The historic architectural design theme which uses modern building technology is the preferred theme for both new and redeveloping buildings. The following architectural elements should be used to convey the historic theme.
- b. **Porches.** Covered front porches which run the entire length of the building facade are a simple design element which helps to communicate the historic theme. The porch may be recessed in the form of a mudroom/vestibule or may extend outside of the building envelope covered by a separate shed roof.

- c. **Building Materials.** Building materials should consist of wood and/or natural stone sidings. Dimensional concrete products which look like wood or stone may be used. Appropriate siding materials include cedar, half-round log, or horizontal tongue and groove. Vertical cedar or redwood board and batten sidings may be used when battens are carried to the roofline on all sides, including the gable ends. Plywood sidings and stucco are not appropriate. Roof materials should be shingles (black is preferred), metal roofing, or treated fire retardant shakes.
- d. **Building Colors.** The process of selecting colors for building siding, trim and roofing must consider the building materials and the architectural style. All elements are seen together. Certain combinations work together to produce a pleasing appearance while other combinations work against each other. The following colors and materials combinations are recommended:
- Historic Theme Buildings
Siding colors should be beige to umber brown tones, mossy green tones, or white. Roofing should be brown tones, mossy green tones or black.
 - Non Historic Theme Buildings (Those buildings which do not use building form and materials guidelines set forth above.)
Siding colors should be beige to umber brown tones, or mossy green tones. Roofing should be beige to umber brown tones, mossy green tones or black. White is not appropriate for non-historic theme buildings.

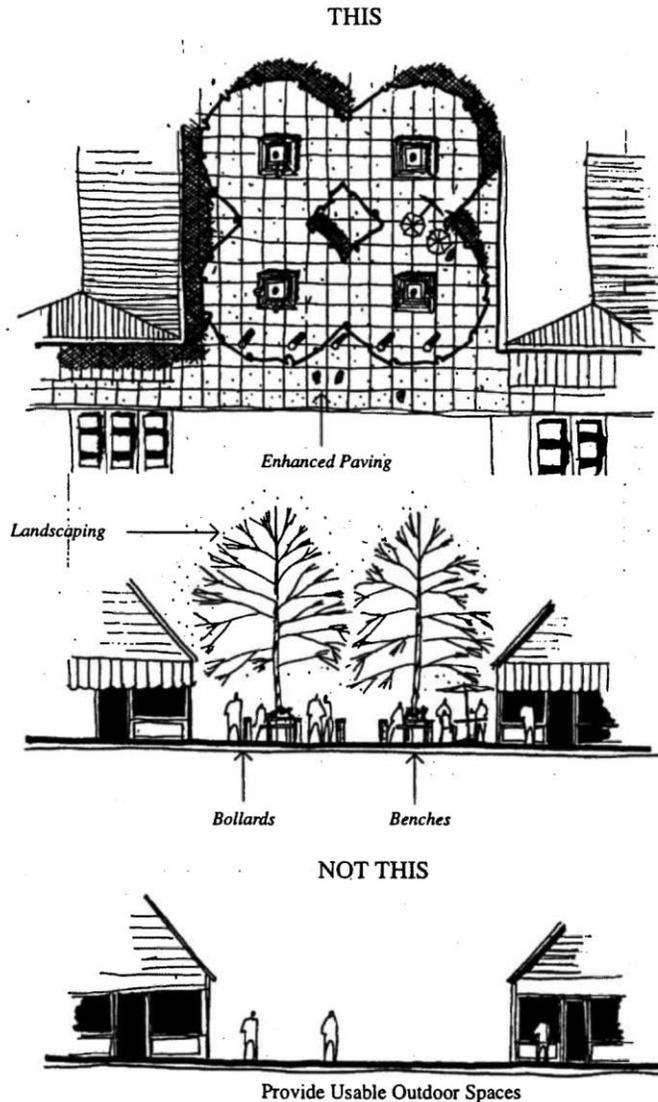
Buildings should generally be stained, however, painting is acceptable. Accent colors which fall outside the recommended building siding colors should be used sparingly and should be limited to trim, fascias and architectural details such as window frames, door frames, shutters, planter boxes, railings and balusters.

- e. **Sustainable Design.** Sustainable building design is encouraged. Redeveloped or new buildings should include proper building orientation for passive solar design, solar power or other alternative energy sources, rainwater collection, ground source heat pumps (e.g., geothermal energy systems), green roofs, insulation exceeding required building standards, and/or other design features to reduce energy consumption.
- f. **Windows.** Windows should be individual-windows oriented vertically. Windows should have mullions, a sash and a sill. Exterior shutters and planter boxes located underneath the window may also be used. Double hung windows are acceptable.
- g. **Redeveloped Existing Buildings.** Redeveloping existing buildings with one or more of the architectural features listed above can begin to create a sense of place incrementally. Some design features are more feasible to retrofit than others. The following improvements are recommended in order of importance to achieve the historic theme:
- i. Remodel building façade(s) facing US 50 and SR 89;
 - ii. Add porch or vestibule;
 - iii. Repaint/restain with recommended colors;

- iv. Replace siding;
- v. Replace signage;
- vi. Replace windows and doors;
- vii. Replace fascia board and trim;
- viii. Add stone wainscot; and
- ix. Add window boxes.

Installing the improvements should first be done on the façade(s) which face US 50 or SR 89. The sides should be done next followed by the rear.

- h. **New Buildings.** New buildings can easily establish the preferred architectural character from the beginning. New commercial buildings in Meyers should utilize the Building Design guidelines listed above to create the historic architectural theme.
- i. **Public Service Buildings.** As public spaces, these buildings have a responsibility to draw interest and convey the community theme. New public service buildings should utilize the Building Design guidelines listed above to create the historic architectural theme.
- j. **Provide Usable Outdoor Spaces.** The process of building design and site planning should consider the types of outdoor spaces that a development will create. Projects should create a positive outdoor space(s) that has identity and function due to its sense of enclosure and orientation. Outdoor spaces can be used for informal seating, meeting and gathering, to create an outdoor café or to provide relief from the weather and other influences. Projects incorporating retail uses should strive to include outdoor space(s) as part of their program.



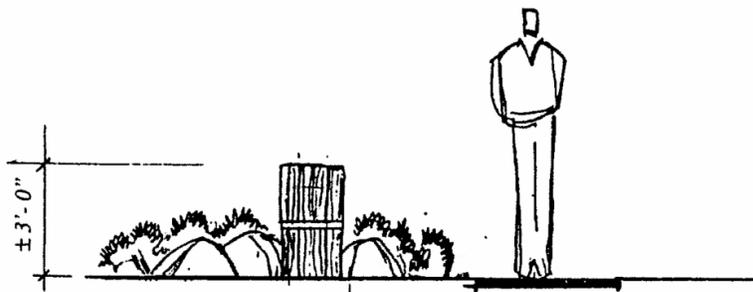
- k. **Designing for Snow.** Building design and orientation should recognize and respond to the presence of snow. Understanding a site's microclimate in terms of sunny and shaded areas, prevailing winds, and areas which accumulate drifting snow will help successfully solve the design problem. The following guidelines are recommended:
- i. Locate building entrances under the gable end of pitched roofs.
 - ii. Avoid locating entrances and walkways under roof eaves or other surfaces which can be expected to unload snow on unsuspecting persons below.
 - iii. Provide cover for stairways and other entrances. Porches can be a successful form of cover.
 - iv. Avoid locating stairs under the dripline of roof eaves.
 - v. Avoid extending balconies beyond the roof eaves.
 - vi. Provide covered walkways between buildings using a compatible architectural style.

4. Exterior Lighting

- a. **Use of Exterior Lighting.** Exterior lighting should be used selectively to provide light for functional needs such as transit stops, building entries, walkways, paths, building signage, public art, grade changes and safety. Human-scaled lighting for outdoor gathering spaces may occur, provided the lighting is of low intensity and does not cast light off-site. General area lighting of landscaped or other outdoor areas where people are not expected to gather or traverse should not be done. All lighting should generally be directed downward and should not cast light off the property. All light sources should be concealed from view. Exterior lighting should not be used to illuminate entire buildings. Lighting should utilize ultra-low energy bulbs (e.g., LED) and include motion sensors or two-stage fixtures so that they do not need to be left on when not needed.



- b. **Light Fixture Styles.** Exterior light fixtures should be of a common design style(s) throughout Meyers. Recommended styles for freestanding lights are shown below. Additional designs using forms or materials from other design elements which represent the historic theme may also be acceptable.
- c. **Low-Level Bollards.** Low-level bollards may be used instead of overhead lighting for pedestrian paths or along the bike trail.



Low-Level Bollard Light

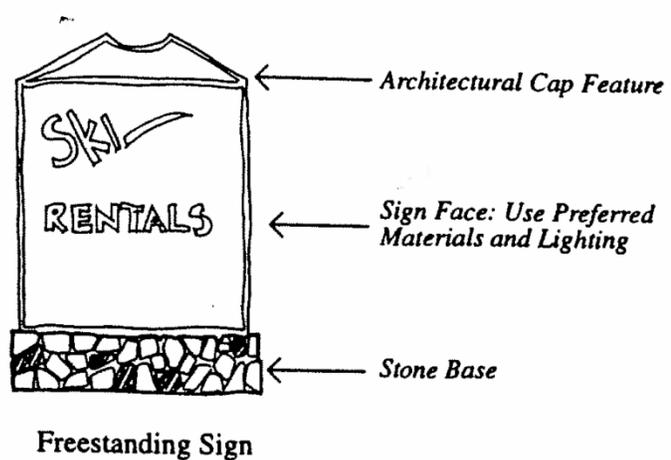
- d. **Landscape Lighting.** Exterior landscape lighting should be used selectively to highlight pathways or special landscape plantings. It should not illuminate an entire landscape bed or planting area (especially turfgrass). Where lighting of plant materials is desired, the light source should be concealed from view, produce a low level of illumination and used on only a small number (one to three) of displays.
- e. **Light Fixture Height.** Maximum height for parking area light standards should not exceed 15 feet. For walkways, including the bike trail, the maximum height should not exceed 10-12 feet. When used as bollards, the height should not exceed 4-5 feet. Building-mounted fixtures should not exceed 8-10 feet in height, except when

lighting a building sign. Building sign lighting should not be located any higher than one to two feet from the top of the sign.

5. Signage

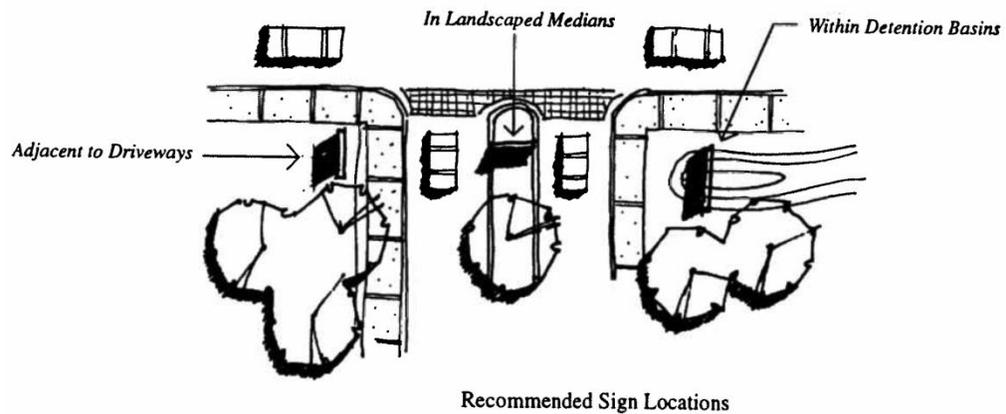
- a. **Freestanding Signs.** Freestanding signs should be set on a monument base which is stone, has a natural stone or wood veneer, or another material that closely resembles wood or stone. Freestanding signs placed on a single pole should not be used. The sign face should be constructed of materials that resemble wood, metal, stone, or are otherwise consistent with the natural, historic, or outdoor recreation themes of Meyers. Neon tubing should be used sparingly as an accent, or not at all. Reflective surfaces on signs, such as 3M Scotchlite reflective sheeting, are inappropriate and not permitted by the substitute standards.

Freestanding signs should not be placed in areas which will be obscured from vision by stored or plowed snow. If necessary, locate or relocate the sign in places where any accumulated snow can easily be cleared. A snow storage plan may be needed to optimize snow plowing operations, snow storage areas and sign visibility.



- b. **Building Signs.** Building signs should be constructed of materials that resemble wood, metal, stone, or are otherwise consistent with the natural, historic, or outdoor recreation themes of Meyers. Individual or channelume letters may be used. Plastic or plexiglass faced signs should not be used. Neon tubing should be used sparingly as an accent, or not at all. Building signs should complement the building's architecture and should be integrated into its design. Reflective surfaces on signs, such as 3M Scotchlite reflective sheeting, are inappropriate and not permitted by the substitute standards.
- c. **Building Signs on Historic Buildings.** Historically, building signs were often painted directly on the wall surface. This is an appropriate technique only when using the historical building design forms and materials. Similarly, the Meyers substitute sign standards provide for wall signs on the historical theme buildings to be located above a line formed by the top of the second floor windows or twenty feet. Refer to the substitute sign standards.
- d. **Freestanding Sign Location and Snow Removal.** Given the amount of snow which

falls in Meyers, special attention should be paid to the location of freestanding signs. Generally, freestanding signs should be located in places where they can easily be cleared of snow. Recommended locations include adjacent to driveways, within driveway landscaped medians or near walkways. They should be placed near an area which is regularly shoveled so the area around the sign can also be shoveled. Two additional recommended locations area: on an island within a storm water detention basin (use negative space to ensure visibility); or set far enough away from snow storage areas to remain visible (e.g., Tahoe Paradise Winter Sports Center sign). If used, detention basins should be adequately sized to account for the change in storage volume taken up by the island. Snow storage areas should not be located in front of freestanding signs where the sign’s visibility would be impaired.



- e. **Sign Lighting.** Signs should generally be externally lit from above the tip of the sign. External light sources should light the sign only and should incorporate a cone or cutoff-type shield to direct the light beam at the sign.
- f. **Develop a Coordinated Sign Plan for Multiple-Tenant Complexes.** Multiple-tenant buildings and complexes should develop a coordinated sign program that minimizes the potential visual conflicts and competition among tenant signs, yet insures adequate identification for each tenant. Freestanding signs used to identify such complexes which are seen by motorists on US 50 should strive for simple wording and layout rather than too much small text which cannot be read. Tenant identification should be provided by building or projecting signs within the complex.

ATTACHMENT B
DEFINITION OF USES

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
RESIDENTIAL	
Employee housing	Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity.
Multiple-family dwelling	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. Vacation rentals are included, up to but not exceeding a four-plex, provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code. One detached secondary residence is included; see "Secondary Residence."
Multi-person dwelling	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses.
Nursing and personal care	Residential establishments with in-patient beds providing nursing and health-related care as a principal use, such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care homes.
Residential care	Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes.
Single-family dwelling	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house or condominium. Vacation rentals are included provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code. A caretaker residence is included (see "Secondary Residence").
Summer home	A cabin-type single-family house intended primarily for intermittent vacation use and located in USFS summer home tracts or other remote recreation sites. Such structures are generally located in areas of restricted winter access.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
TOURIST ACCOMMODATION	
Bed and breakfast facilities	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Family Dwellings").
Hotel, motel, and other transient dwelling units	Commercial transient lodging establishments, including hotels, motor-hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include "Bed and Breakfast Facilities" or "Vacation Rentals."
Time sharing (hotel/motel design)	A right to exclusively use, occupy, or possess a tourist accommodation unit of a hotel/motel design without kitchen units, according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.
Time sharing (residential design)	A right to exclusively use, occupy, or possess a tourist accommodation unit of a residential design with kitchen units, according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.
COMMERCIAL	
Retail	
Auto, mobile home and vehicle dealers	Retail trade establishments selling new and used automobiles, boats, vans, campers, trucks, mobile homes, recreational and utility trailers, motorcycles, golf carts, snowmobile and jet skis (except bicycles and mopeds; see "General Merchandise"). Such businesses are considered a primary use when the establishment sells more than six vehicles per calendar year. The use also includes establishments selling new automobile parts, tires, and accessories (including tire recapping establishments), as well as establishments dealing in used automobiles exclusively. Includes automobile repair shops only when maintained by an establishment selling new vehicles on the same site. Does not include establishments dealing exclusively in used parts (see "Recycling and Scrap") or outside sales (see "Secondary Storage" or "Sales Lots").
Building materials and hardware	Retail trade establishments within buildings primarily engaged in selling lumber and other building materials, including paint, wallpaper, glass, hardware, nursery stock, and lawn and garden supplies. The use includes all such stores selling to the general public, even if contractor sales account for a larger proportion of total sales. Outside storage or display is included as part of the use. Establishments primarily wholesaling plumbing, heating and air conditioning equipment, and

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	electrical supplies are classified in "Wholesale and Distribution."

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Eating and drinking places	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premise consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.
Food and beverage retail sales	Retail trade establishments primarily engaged in selling food for home preparation and consumption, as well as the retail sale of packaged alcoholic beverages for consumption off the premises. The use includes establishments such as grocery stores, convenience stores, and liquor stores. Such establishments may include no more than two gas pumps as an accessory use.
Furniture, home furnishings and equipment	Retail trade establishments primarily engaged in selling home furnishings such as furniture, floor coverings, draperies, glass and chinaware, domestic stoves, refrigerators, and other household electrical and gas appliances, including televisions and home sound systems. Also includes the retail sale of office furniture.
General merchandise stores	Retail trade establishments such as department stores, variety stores, drug and discount stores, and general stores engaged in retail sales of one or more lines of new and used merchandise, including: dry goods, apparel and accessories; small wares; sporting goods and equipment; bicycles and mopeds, parts and accessories. The use also includes sales of miscellaneous shopping goods such as: books; stationery; jewelry; hobby materials, toys and games; cameras and photographic supplies; gifts, novelties and souvenirs; luggage and leather goods; fabrics and sewing supplies; florist and house plant stores; cigar and newsstands; artists supplies; orthopedic supplies; religious goods; handcrafted items (stores for which may include space for crafting operations when such area is accessory to retail sales); and other miscellaneous retail shopping goods.
Mail order and vending	Establishments primarily engaged in retail sale of products by catalog and mail order. The use includes vending machine distributorships and suppliers. The use does not include product manufacturing, which is included under the appropriate manufacturing use.
Nursery	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.
Outdoor retail sales	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, fireworks, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	products from individual motor vehicles locations outside the public right-of-way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right-of-way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Service stations	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.
Entertainment	
Amusements and recreation services	Establishments providing amusement or entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms; clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; gymnasiums; health and athletic clubs; ice skating and roller skating facilities; indoor sauna, spa, or hot tub facilities; motion picture theaters; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.
Outdoor amusements	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto race tracks; moped, bicycle, and skate rentals; and miniature golf courses. Outside storage or display is included as part of the use.
Privately owned assembly and entertainment	Commercially operated facilities for public assembly and group entertainment with a capacity of greater than 300 people, such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for "live" theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar public assembly uses.
Services	
Animal husbandry services	Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see "Local Public Health and Safety Facilities").
Auto repair and service	Service establishments engaged in repair, alteration, painting, washing, or waxing of automobiles as a principal use. The use also includes storage and maintenance yards for rental of cars, trucks, or trailers. Outside storage or display is included as part of the use. The use does not include: automobile parking (see "Transportation"); repair shops subordinate to and maintained by a vehicle dealership; service stations

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	(which are separately defined); or automobile wrecking yards (see "Recycling and Scrap").
Broadcasting studios	Communication establishments such as telegraph, telephone, radio and television broadcasting and receiving stations, and studios, contained entirely within buildings. Transmission and receiving apparatus, such as towers, lines, reflectors, and antennas are included under the definition for "Transmission and Receiving Facilities."
Business support services	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.
Contract construction services	Service establishments primarily engaged in construction, such as new development, additions, alterations, and repairs. Construction activities are generally administered or managed from a relatively fixed place of business, but actual construction work is performed at one or more different sites that may be dispersed geographically. Three broad types of construction activity are covered: (a) building construction by general contractors or by operative builders; (b) other construction by general contractors; and (c) construction by special trade contractors such as electrical, air conditioning and plumbing contractors, or others such as well drilling services. Establishments engaged in the installation of prefabricated buildings and equipment also are included. Outside storage or display is included as part of the use. An office not associated with a construction site or without secondary storage is considered under "Professional Offices."
Financial services	Service establishments primarily engaged in the field of finance, such as banks and trust companies, lending and thrift institutions, credit agencies, brokers and dealers in securities and commodity contracts, security and commodity exchanges, holding (but not predominantly operating) companies, vehicle finance (equity) leasing agencies, and other investment companies.
Health care services	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care," and

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists or unlicensed individuals, are included under "Professional Offices."

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Laundries and dry cleaning plant	Service establishments primarily engaged in high-volume laundry and garment services, such as power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. The use does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment (see "Personal Services").
Personal services	Establishments primarily engaged in providing non-medical services generally involving the care of persons, such as: beauty and barber shops; shoe repair shops; saunas and hot tubs; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales and related facilities; offsite rental of sporting equipment; and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.
Professional offices	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; accounting, auditing, and bookkeeping services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; employment, stenographic, secretarial, and word processing services; off premise concessions (OPC); reporting services; data processing and computer services; management, public relations, and consulting services; organizational offices; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.
Repair services	Service establishments where repair of consumer products is the principal business activity, such as: electrical repair shops; television, radio, and other appliance repair; watch, clock, and jewelry repair; boat repair; small engine repair; and reupholstery and furniture repair. An outdoor storage yard associated with these uses is considered under "Secondary Storage." The use does not include businesses serving the repair needs of heavy equipment (see "Industrial Services").
Sales lots	Outdoor sales area for permanent display of motor vehicles, recreational vehicles, mobile homes, construction equipment, farm machinery, or other heavy equipment; outdoor equipment rental yards (not including recreational equipment rental); and large-scale, permanent outdoor sales activities such as livestock auctions and sales. Outside storage or display is included as part of the use.
Schools - business and vocational	Business and secretarial schools and vocational schools offering specialized trade and commercial courses. The use includes specialized

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	non-degree granting schools including, but not limited to: music schools; dramatic schools; language schools; driver education schools; ballet and other dance studios; seminaries and other establishments exclusively engaged in training for religious ministries; and establishments furnishing educational courses by mail.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Secondary storage	The outdoor storage of various materials or the public display of merchandise on the same site as a principal building or use that supports the activities or conduct of the principle use and does not increase the intensity of the use. This does not apply to primary uses that include outside storage and display as part of the use.
Light Industrial	
Batch plant	Manufacturing establishment for the production of paving materials or concrete. Outside storage or display is included as part of the use. The use does not include quarrying operations supplying material for the production of such materials.
Food and kindred products	Manufacturing establishments producing or processing foods and beverages for human consumption and certain related products for distribution within the region, such as meat and poultry processing, dairy products processing, beverages and liquors processing, and miscellaneous food preparation from raw products. Outside storage or display is included as part of the use.
Fuel and ice dealers	Retail trade establishments primarily engaged in the sale to consumers of ice, bottled water, fuel oil, butane, propane, and liquefied petroleum gas (LPG), bottled or in bulk, as a principal use. Outside storage or display is included as part of the use.
Industrial services	Service establishments providing other businesses with services, including maintenance, repair, service, testing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair (except vehicle repair; see "Auto Repair and Service"); research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings (for equipment rental yards, see "Sales Lots"), including leasing tools, machinery and other business items except vehicles; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use.
Printing and publishing	Establishments engaged in printing onsite by letterpress, lithography, gravure, screen, offset or other common process including electrostatic (xerographic) copying and other "quick printing" services; and establishments serving the printing trade such as book binding, typesetting, engraving, photo engraving, and electro-typing. The use also includes establishments manufacturing business forms and binding devices.
Recycling and scrap	Establishments engaged in assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap. Outside storage or display is included as part of the use. The use does not include terminal waste disposal sites, which are prohibited,

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	and temporary storage of toxic or radioactive waste materials.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Small scale manufacturing	Establishments considered to be light manufacturing or cottage industry that produce jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. The use also includes artisan and craftsman-type operations that are not home occupations and that are not secondary to on-site retail sales. The use also includes small-scale blacksmith and welding services and the manufacture of trusses. Outside storage or display is included as part of the use.
Wholesale/Storage	
Storage yards	Service establishments primarily engaged in the outdoor storage of motor vehicles, construction equipment, materials or supplies, fire wood lots, farm machinery, or industrial supplies on a parcel. Outside storage or display is included as part of the use.
Vehicle and freight terminals	Transportation establishments furnishing services incidental to transportation, such as: freight forwarding services; transportation arrangement services; packing, crating, inspection and weighing services; freight terminal facilities; joint terminal and service facilities; trucking facilities, including transfer and storage; and postal service bulk mailing distribution centers. Outside storage or display is included as part of the use.
Vehicle storage & parking	Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long-term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. The use does not include wrecking yards (see "Recycling and Scrap").
Warehousing	Establishments primarily engaged in the storage of furniture, household goods, or other commercial goods, such as warehouses and storage or mini-storage facilities offered for rent or lease to the general public. The use does not include warehouse facilities where the primary purpose of storage is for goods for wholesaling distribution. Outside storage or display is included as part of the use. The use does not include terminal facilities for handling freight (see "Vehicle and Freight Terminals").
Wholesale and distribution	Establishments engaged in the storage of merchandise for sale to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. The use includes such establishments as: merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; and assemblers. Outside storage or display is

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	included as part of the use.
PUBLIC SERVICE	
General	
Religious assembly	Religious organization assembly or institutional facility operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp) are not considered a religious assembly and are classified according to their respective activities.
Collection stations	Establishments engaged in the temporary accumulation and storage of recyclable or discarded materials, including toxic and hazardous wastes, which are subsequently transported to recycling centers or solid waste disposal sites for further processing on a regular and consistent schedule. Outside storage or display is included as part of the use. The use does not include automobile wrecking yards or any recycling processing facilities, which are listed under "Recycling and Scrap" or regional solid waste transfer stations, which are listed under "Recycling and Scrap" or "Regional Public Health and Safety Facilities."
Cultural facilities	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, and arboretums.
Child Day care facilities and pre-schools	Establishments used for the care of seven or more children residing elsewhere.
Government offices	Buildings containing offices for public agencies, including administrative offices, meeting rooms, and regional post offices. The use does not include offices that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards.
Hospitals	Establishments primarily engaged in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. Such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care.
Local assembly and entertainment	Facilities for public assembly and entertainment for the local community, not to exceed a capacity of 300 people, such as community centers, meeting halls, and multi-purpose centers.
Local post office	Establishments providing local neighborhoods with mail service and delivery, such as postal substations and neighborhood delivery centers.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Local public health and safety facilities	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Membership organizations	Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as: business associations; professional membership organizations; labor unions and similar organizations; civic, social and fraternal organizations; political organizations; and other membership organizations. The use does not include country clubs in conjunction with golf courses (see "Golf Courses"); religious organizations ("see Churches"); and lodging (see "Multi-person Dwelling").
Power generating	Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, and diesel facilities. Outside storage or display is included as part of the use. The use does not include biofuel facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."
Public owned assembly and entertainment	Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people, such as: public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for live theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.
Public utility centers	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").
Regional public health and safety facilities	Regional facilities operated by public or quasi-public entities for protection of the public, such as: fire stations and other fire prevention facilities; water and sewage facilities; transportation maintenance/storage facilities; police and sheriff substations and headquarters, including secondary county short-term incarceration facilities; and solid waste transfer stations that TRPA finds to be regionally serving. "Secondary county short-term incarceration facility" means a county jail (not a state or federal prison facility) that is not the primary jail for the county.
Schools – college	Junior colleges, colleges, universities, and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees, and requiring for admission at least a high school diploma or equivalent general academic training.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Schools - kindergarten through secondary	Kindergarten, elementary, and secondary schools serving grades up to 12, including denominational and sectarian.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Social service organizations	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged. The use includes organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development.
Threshold related research facilities	Public or non-profit research establishments primarily engaged in implementing social, political, and scientific research relating to the Lake Tahoe Environmental Thresholds or the Lake Tahoe ecosystem. The use includes laboratories, monitoring stations, scientific interpretive centers, research and training classrooms, and related support facilities. Overnight multi-person facilities, outside storage, and caretaker facilities may be considered as accessory to this use. The use does not include facilities unrelated to threshold-related research, such as: general college administrative offices and classrooms (see "Schools-College"); and government administrative offices (see "Government Offices"); or non-threshold-related research (which may be conducted under the "Professional Office" use).
Linear Public Facilities	
Pipelines and power transmission	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional Offices"); equipment and material storage yards (see "Storage Yards"); distribution substations (see "Public Utility Centers"); and power plants (see "Power Generating Plants").
Transit stations and terminals	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.
Transmission and receiving facilities	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
	such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under "Broadcasting Studios."
Transportation routes	Public right-of-ways that are improved to permit vehicular, pedestrian, and bicycle travel.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
RECREATION	
Boat launching facilities	Recreational establishments that provide boat launching, parking, and short-term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.
Cross country ski courses	Land or premises used as a commercial operation for nordic skiing. Outside storage or display is included as part of the use.
Day use areas	Land or premises, other than "Participant Sports Facilities," designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, and playgrounds.
Developed campgrounds	Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities.
Downhill ski facilities	Uses and facilities pertaining to ski areas, including but not limited to: runs, trails, lift-lines cables, chairs, cars, warming huts, care taking quarters, parking, vehicles, day lodges, shops for sale and rental of ski equipment, ski pro shop, first aid stations, ski school facilities and assembly areas, day nurseries, maintenance facilities, lounges, eating and drinking establishments, and other ski oriented shops. Outside storage or display is included as part of the use. Uses and facilities serving non-skiing activities or operating year-round such as tennis courts, swimming pools, hot tubs, restaurants, bars, and retail sales constructed on lands which serve or are utilized in the operation of a ski area shall be considered under the appropriate use classification in this Code.
Golf courses	An area of land laid out for the game of golf, including driving ranges and putting greens. A golf course may include accessory uses such as an eating and drinking place, clubhouse, and general merchandise store. Outside storage or display is included as part of the use.
Group facilities	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Marinas	Establishments primarily providing water-oriented services, such as: yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities, excursion boat and sightseeing facilities; and other marina-related activities, including but not limited to fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures, which are regulated and defined in Chapter 81. Outside storage or display is included as part of the use. The use does not include condominiums, hotels, restaurants, and other such uses with accessory water-oriented, multiple-use facilities.
Off-road vehicle courses	Areas authorized by the Agency for the use of off-road vehicles including, but not limited to, dirt bike, enduro, hill climbing, or other off-road motorcycle courses. The use also includes areas authorized by the Agency for competitive events utilizing four-wheel-drive vehicles. The use does not include the use of vehicles associated with timber harvest activities on approved skid trails or maintenance vehicles.
Outdoor recreation concessions	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.
Participant sports facilities	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non-professional). Outside storage or display is included as part of the use.
Recreation centers	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, ice skating rinks, multi-purpose courts, weight rooms, and meeting and crafts rooms.
Recreational vehicle parks	Transient lodging establishments engaged in renting, leasing, or otherwise providing overnight sites for trailers, campers, and recreation vehicles with individual utility hookups. The use also includes accessory facilities such as public restrooms, swimming pools, and manager's quarters.
Riding and hiking trails	Planned paths for pedestrian and equestrian traffic, including trailheads.
Rural sports	Establishments that provide for special outdoor recreation group activities, such as: outdoor archery, pistol, rifle, and skeet clubs and facilities; hunting and fishing clubs; and equestrian facilities, stables, and exhibition facilities. The use does not include indoor shooting facilities (see "Amusements and Recreational Services").

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
Snowmobile courses	Mapped areas, pathways, and trails utilized in, and approved for, commercial snowmobile operations.
Sport assembly	Commercial facilities for spectator-oriented, specialized, sports assembly that do not exceed a 5,000-person seating capacity, such as stadiums, arenas, and field houses.
Undeveloped campgrounds	Land permanently established to be used for temporary occupancy by campers traveling by foot or horse, which may contain tent sites, fire rings, and sanitary facilities, but which does not contain utilities.
Visitor information centers	Nonprofit establishments providing visitor information and orientation.

**ATTACHMENT C
PROJECT SUMMARIES**

MEYERS WELCOME SIGN

Description
Construct a “Welcome to Meyers” sign on the south side of US 50, west side of the Town Center, for visitors arriving over Echo Summit.
Action
Construct a new sign consistent with Meyers Area Plan sign standards and guidelines in the Caltrans US 50 ROW
Analysis
Construction of a well-designed and attractive welcome sign for visitors is a high priority for Meyers and important for its identity as a community. The design of the sign should complement and reflect the natural setting for the town.
Lead Agency
Tahoe Transportation District
Supporting Agencies
El Dorado County, Tahoe Regional Planning Agency and Caltrans
Funding Needs
Funding is needed for site planning, design, manufacture and placement of the new sign
Potential Funding Sources
El Dorado County funds raised from allocations of commercial floor area; private and civic donations, Caltrans, and other community entities.
Relationship to other Plans
Meyers Area Plan Design Standards and Guidelines for Meyers Gateway Entry Statements
Special Considerations
Opportunities exist for two additional entry signs into Meyers: (1) SR 89 in Christmas Valley, and US 50 near Pioneer Trail. The proposed site must be approved by Caltrans prior to the approval of an Encroachment Permit or Cooperative Agreement (the site should be located in an area where maintenance can be performed safely, be located beyond the clear recovery zone, and follow standards for placement of discretionary fixed objects).

MEYERS AREA-WIDE EROSION CONTROL AND BMP IMPLEMENTATION

Description
Treatment and removal of fine sediment and nutrients from Lake Tahoe's stormwater runoff is a primary goal of the Lake Tahoe TMDL. Establishing a community approach to solving stormwater challenges is critical to restore clarity to Lake Tahoe. Planning, design and implementation of joint stormwater treatment and restoration opportunities between private property owners and the County will assist in meeting TMDL goals and achieving Environmental Threshold Standards.
Action
The Tahoe Resource Conservation District (TRCD) will collaborate with other agencies to identify joint stormwater treatment and water quality improvement opportunities in Meyers. Priorities will include treatment of runoff from commercial properties and County right-of-ways, and enhancement of Meyers Creek.
Analysis
Meyers has very low compliance with BMP implementation, and many properties are site constrained due to slope and groundwater conditions. In these locations it may be possible to encourage private property owners to join forces in developing and financing a joint treatment system in lieu of individual BMP implementation.
Lead Agency
Tahoe Resource Conservation District
Supporting Agencies
El Dorado County - permitting, and engineering design Tahoe Regional Planning Agency - permitting and approval Environmental Protection Agency - planning and approval
Funding Needs
(1) Comprehensive engineering design, (2) Community facilitation (3) Construction and Implementation
Potential Funding Sources
Possibly future EPA sponsored CWP funding through SNPLMA, 319 Federal Grant funds, the state funded IRWM, and the Tahoe Fund.
Relationship to other Plans
Lake Tahoe TMDL, Lahontan Basin Plan, TRPA Code of Ordinances Chapter 60
Special Considerations
Coordinate with TRPA to consider options for private funding of shared treatment facilities or meadow restoration as an alternative to implementing on-site BMPs for certain parcels.

US 50 CORRIDOR STREETSCAPE IMPROVEMENTS

Description
Streetscape improvements along the US 50 corridor from the SR 89 intersection to the east end of the plan area. Improvements include landscaping, seasonal planter and public art placement within the paved shoulder.
Action
El Dorado County will secure an encroachment permit from CalTrans and implement streetscape improvements along the US 50 corridor. Streetscape improvements may include landscaping between the Pat Lowe multi-use trail and Highway 50, the placement of permanent public art between the Pat Lowe trail and the highway, and the placement of seasonal planter boxes and/or public art within the paved shoulder “chain-up” areas of US 50.
Analysis
Streetscape improvements can be completed relatively quickly and inexpensively. These improvements can enhance the aesthetics of Meyers and calm traffic to promote pedestrian activity. The placement of planter boxes and public art must consider the visibility of signs and commercial establishments. Streetscape improvements should present a coordinated appearance and could include banners or other features advertising special events. Streetscape improvements should be designed to minimize irrigation and maintenance needs.
Lead Agency
El Dorado County
Supporting Agencies
Local non-profit organization – materials and/or maintenance CalTrans – encroachment permit
Funding Needs
(1) Landscape design, (2) materials, (3) maintenance
Potential Funding Sources
El Dorado County funds, private donations
Relationship to other Plans
Scenic Quality Improvement Plan, Meyers Area Plan Design Standards and Guidelines
Special Considerations
Vehicular access and visibility of adjacent businesses and streets must be carefully considered in the design of streetscape improvements. Permanent improvements should be designed to handle snow storage. Temporary planter boxes or public art will require ongoing commitments to place and remove the improvements seasonally. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50.

MEYERS SUSTAINABLE MOBILITY PROJECT PHASE 1

Description
Pedestrian and scenic improvements within the unpaved US 50 ROW implemented through an expanded easement or encroachment permit. Improvements may include: creating a landscape buffer between the Pat Lowe bike trail and US 50, an additional crosswalk, maintenance or improvements to the existing Pat Lowe Trail, bollard style lighting along the trail, transit shelters, pedestrian kiosks and benches.
Action
El Dorado County will secure an expanded easement, fee title ownership of the unpaved US 50 Right of way, or an encroachment permit from CalTrans and implement sustainable mobility improvements along the US 50 corridor. Improvements will focus on improving pedestrian, bicycle, and transit transportation within the US 50 corridor. Specific improvements could include additional landscaping and pedestrian features (e.g. kiosks, benches, trash cans, lighting) to improve the pedestrian environment, improvements to the existing Pat Lowe trail, and/or the installation of a one or more additional crosswalks across US 50.
Analysis
An inviting pedestrian environment and supporting infrastructure are critical to promoting pedestrian, bicycle, and transit use. In addition, crossing US 50 is potentially the greatest barrier to pedestrian transportation in Meyers. The implementation of crosswalks and other pedestrian infrastructure should be phased to promote “on-the-ground” improvements while allowing for projects that require more funding or time for planning and design to progress separately.
Lead Agency
El Dorado County
Supporting Agencies
CalTrans – encroachment permit TRPA – permitting and funding assistance
Funding Needs
(1) planning and design, (2) permitting and compliance, (3) construction, (4) operations and maintenance
Potential Funding Sources
El Dorado County funds, Tahoe Transportation District, CalTrans planning or mitigation funds, TMPO transportation planning funds, TRPA Air Quality Mitigation Funds
Relationship to other Plans
Regional Transportation Plan, Meyers Area Plan Design Standards and Guidelines
Special Considerations
Improvements that can move forward quickly should be prioritized, while longer-term improvements should be phased separately. The placement of additional crosswalks should consider pedestrian use patterns and minimize potential conflicts with vehicular access. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50.

SR 89 CLASS 1 TRAIL

Description
Construct a new Class 1 trail in eastern side of the California SR 89 ROW from the terminus of the existing Pat Lowe Bike Trail at Pomo Street, then south to Reindeer Way.
Action
El Dorado County will work the California Department of Transportation (Caltrans) to develop a Class 1 multiple-use trail (or shared-use path) in or along the east side of the SR 89 ROW. Due to topography, short sections of this trail might be best located on National Forest land between Shakori Drive and Reindeer Way. El Dorado County would be responsible for securing funding for construction and maintenance of the trail.
Analysis
The new trail would be approximately one and a half miles in length and would cross several ephemeral streams and one perennial waterway originating from a significant unnamed spring. The trail would also connect with the historic Warr Cabin Trail which leads to various meadowlands in the mountains to the east. The new trail would allow safe access to downtown Meyers for Christmas Valley neighborhoods located on the east side of SR 89, and would not necessitate any highway crossings. The speed limit for SR 89 is 55 mph, which can pose a safety problem for highway crossings. Due to topography, some sections of this trail might be best located on adjacent National Forest land. The final trail location should not impact existing pedestrian and equestrian paths on National Forest land which are popular with residents in the area. Most of the trail would be located on level or slightly sloping land. Consideration should be given to designating Blitzen Road, which parallels SR 89 to the west, as a Class II bicycle route with marked highway crossings at Reindeer Way, Han, Shakori, Wasabe and Pomo Streets.
Lead Agency
El Dorado County
Supporting Agencies
Caltrans – ROW U.S. Forest Service – Special use permit for new trail route on federal land CA Tahoe Conservancy – Funding and design assistance Tahoe Regional Planning Agency – land capability determinations and Lake Tahoe Region Bicycle and Pedestrian Plan modifications Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Transportation District (TTD) – planning and potential funding
Funding Needs
(1) Right-of-way acquisition, (2) planning and design, (3) environmental review, (4) construction, (5) maintenance, and (6) directional and interpretative signage and pavement striping.
Potential Funding Sources
(1) El Dorado County, Measure S (2) CA Tahoe Conservancy (3) Air quality mitigation funds, (4), Tahoe Metropolitan Planning Organization and Tahoe Transportation District, (5) The Tahoe Fund, (6) U.S. Forest Service
Relationship to other Plans

Lake Tahoe Region Bicycle and Pedestrian Plan (TRPA)
Meyers Area Plan Transportation and Circulation Element Goal 6, Policy 6.4
Meyers Area Plan Transportation and Circulation Element Implementation Subsection, Pedestrian/Bicycle Facilities Project number 15
Meyers Area Plan Recreation Element Goal 2, Policy 2.1
Meyers Area Plan Public Services Element, Implementation Subsection, Project number 3
Special Considerations
Portions of this trail may be constructed above STPUD's sewer export line to Alpine County.

TAHOE PINES CAMPGROUND REHABILITATION AND ACCESS PROJECT

Description
Environmental restoration of the former 8.11-acre Tahoe Pines campground property, including the construction of a new passive river-oriented day use area with an access driveway to US 50, 12 parking spaces, picnic tables, new pedestrian bridge(s) over Echo Creek, trails, interpretative signage, bicycle racks and benches along the river bank.
Action
The California Tahoe Conservancy will restore the former campground property to a new passive river-oriented day use area.
Analysis
The successful implementation of a well-used day use area.
Lead Agency
California Tahoe Conservancy
Supporting Agencies
U.S. Bureau of Reclamation – Initial \$200,000 reimbursable planning grant for day use area project design and environmental analysis State of California – Construction and related funding Caltrans – Transfer of jurisdiction of approximately 0.46 acres of land to the California Tahoe Conservancy. Tahoe Regional Planning Agency – land capability determinations, groundwater determinations, planning and potential funding
Funding Needs
(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage
Potential Funding Sources
(1) State of California (2) TRPA air quality mitigation funds, (3) The Tahoe Fund, (4) U.S. Forest Service (5) Bureau of Reclamation
Relationship to other Plans
Meyers Area Plan Recreation Element Implementation Subsection, Recreational Facilities Project number 6
Special Considerations
Existing and planned river restoration efforts

HIGHWAY 50 UNDERCROSSING

Description
Potential construction of a new north-south pedestrian bridge under the existing east-west US 50 Upper Truckee Bridge with trail connections along the river corridor on public land.
Action
El Dorado County will work with the California Tahoe Conservancy, U.S. Forest Service and Caltrans to develop a trail crossing under the existing under US 50 bridge as a safe passageway beneath this busy highway. The County will also work with the Conservancy to provide pedestrian access to the property from downtown Meyers.
Analysis
Funding for planning and design of the new crossing under US 50 is undetermined. This crossing may need to be located above the 100-year flood level, and a bridge or bridge-like structure may need to be physically attached to existing highway abutments. The existing highway bridge may exceed the height necessary for 100-year floods.
Lead Agency
El Dorado County TTD
Supporting Agencies
State of California – Construction and related funding Caltrans –Provides approvals for a north-south trail bridge located under the existing US 50 Upper Truckee River Bridge to allow safe access to both sides of the highway U.S. Forest Service – Construction of a new hiking trail on property north of US 50 to access the new north-south bridge proposed under the existing US 50 bridge
Funding Needs
(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage
Potential Funding Sources
(1) State of California (2) TRPA air quality mitigation funds, (3) The Tahoe Fund, (4) U.S. Forest Service (5) Bureau of Reclamation
Relationship to other Plans
Meyers Area Plan Recreation Element Implementation Subsection, Recreational Facilities Project number 6
Special Considerations
100-year and standard project flood plain crossing, construction and mitigation, unusual under-highway pedestrian bridge design

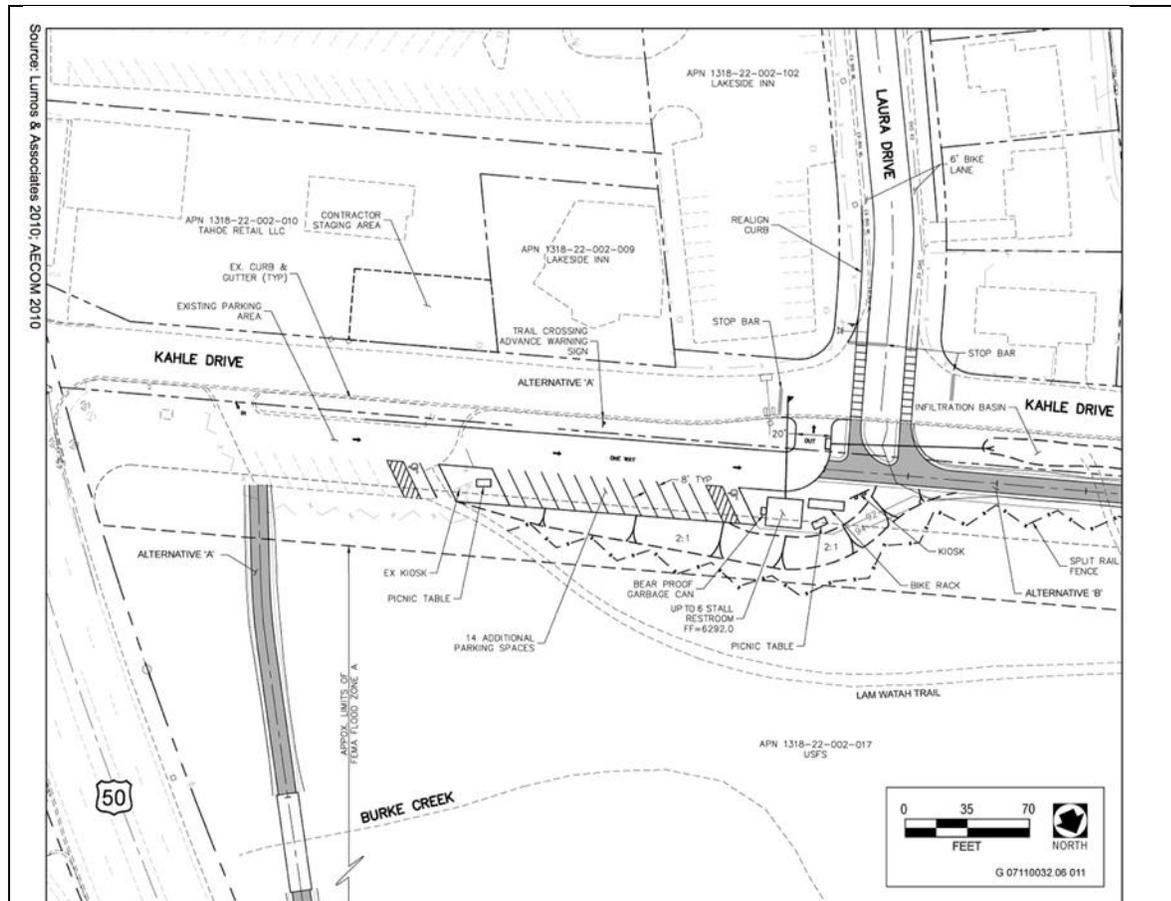
EAST SAN BERNARDINO TRAIL

<p>Description</p>
<p>The construction of a new Class I multi-use or shared-use trail and bridge over the Upper Truckee River, connecting East and West San Bernardino Avenues, would provide a safe and direct year-round connection between North Upper Truckee and Meyers neighborhoods. This trail would pass through Tahoe Paradise Park and cross the river at the general location of the sheet metal/sewer line protection wall constructed in the river by South Tahoe Public Utility District. The proposed trail would be located on land owned or managed by the Tahoe Paradise Park District and the United States Forest Service. A new class II bike route would be designated along West San Bernardino Avenue from Tahoe Paradise Park to Apache Avenue and the Lake Tahoe Environmental Magnet School.</p>
<p>Action</p>
<p>El Dorado County will work with the affected property owners and STPUD to obtain ROW, special use permits (USFS), and other necessary access, construction and maintenance agreements. El Dorado County would be responsible for securing funding for construction and maintenance of the trail, including winter snow removal. The lower parking area at Tahoe Paradise Park could serve as the construction staging area for the trail</p>
<p>Analysis</p>
<p>The new trail would be approximately one-quarter mile in length and would cross the Upper Truckee River in one location. The floodplain for the river would need to be surveyed and the bridge would be constructed to minimize impacts on the floodplain. An environmentally acceptable design for the trail would also need to be developed for construction in the TRPA verified stream environment zone (SEZ). The future of the existing STPUD sheet metal should be determined and considered in the environmental analysis and design for the bridge. This wall was constructed to stop a moving head-cut on that threatened the existing sewer line under the river. As a result, the River Thalweg below the wall is approximately three to four feet lower than the Thalweg above the wall, and is a significant barrier to fish migration and safe navigation on the river. Design of the bridge should be closely coordinated with the Upper Truckee River Tahoe Paradise Reach Enhancement Project.</p>
<p>Lead Agency</p>
<p>El Dorado County</p>
<p>Supporting Agencies</p>
<p>Tahoe Paradise Park District – ROW dedication and snow removal on USFS managed land and in the park with funding from El Dorado County U.S. Forest Service – Special use permit for new trail route on federal land CA Tahoe Conservancy – Funding and design assistance El Dorado County – snow removal on Class II street routes STPUD – Design assistance for construction over or near sewer lines, especially at river crossing California Department of Fish and Game and U.S. Army Corp of Engineers – Bridge design and possible remediation of impacts from river head-cut and STPUD sheet metal wall Tahoe Regional Planning Agency – land capability determinations, groundwater determinations Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Transportation District (TTD) –</p>

planning and potential funding
Funding Needs
(1) planning and design, (2) environmental review, (3) construction, (4) maintenance, and (5) directional and interpretative signage and pavement striping
Potential Funding Sources
(1) El Dorado County, Measure S? (2) CA Tahoe Conservancy (3) TRPA air quality mitigation funds, (4), Tahoe Metropolitan Planning Organization and Tahoe Transportation District (sustainability and safe routes to school grants), (5) The Tahoe Fund, (6) U.S. Forest Service
Relationship to other Plans
Lake Tahoe Region Bicycle and Pedestrian Plan (TRPA) Meyers Area Plan Transportation and Circulation Element Goal 6, Policy 6.2 Meyers Area Plan Transportation and Circulation Element Implementation Subsection, Pedestrian/Bicycle Facilities Project number 15 Meyers Area Plan Recreation Element Goal 2, Policy 2.1
Special Considerations
100-year and standard project floodplain crossing, fish migration, stream environmental zone construction and mitigation, existing and planned river restoration efforts

MEYERS LOOP MULTI-USE TRAIL AND TRAILHEAD

Description
<p>Construct a multi-use trail that provides transportation and recreational connectivity between the Meyers Community Center and surrounding recreation and residential areas. The trail should eventually provide a loop that connects the Meyers Community Center to Washoe Meadows State Park, utilizing existing trails where possible. The project should include a trailhead that includes parking and information on surrounding recreation amenities. Maps and other information on trail connectivity should be provided at public parking areas within the Meyers Town Center to encourage parking at appropriate sites within Meyers and non-motorized access to recreational trails surrounding the plan area.</p>
Action
<p>Construct a trailhead with public parking and signage near the US 50 and SR 89 intersection on the privately owned parcel (former Tveten gas station) or if it cannot be acquired, on USDA Forest Service lands. Provide a Class 1 multi-use trail leading north from the trailhead to access Washoe Meadows State Park utilizing federal, state and Tahoe Paradise Resort Improvement District owned lands. Provide a new Class 1 segment connecting the trailhead to the existing Pat Lowe multi-use trail to the east, and to the North Upper Truckee Road to the west in the Caltrans US 50 ROW.</p>
Analysis
<p>Formal trailhead access to the new Class 1 multi-use trail would be provided adjacent to US 50 near the existing Caltrans chain up area. The existing informal parking area at the northeast corner of the Upper Truckee River/US 50 bridge on Forest Service lands could also be improved or expanded to accommodate additional use of the Upper Truckee River Meadow area. This trailhead would be a regional large-scale trailhead with 20+ parking spaces and developed facilities. Facilities should include some combination of permanent restrooms, interpretive signage, drinking water, picnic tables, benches, bear-proof trash/recycling receptacles, shade trees or structures, and large-scale maps. Regional trailheads may also contain transit stops and/or transit shelter to allow multi-modal access to the trail network; it is intended to draw all types of visitors. The trailhead could be modeled after the Kahle Drive facility (completed on USDA Forest Service lands in 2013) that is approximately 12,000 square feet with 23 parking spaces (including handicapped spaces), a kiosk, two picnic tables, bicycle racks, a bear-proof garbage can, and a six-stall restroom building. The Kahle Drive facility is shown in the following site plan.</p>



Lead Agency

Tahoe Transportation District

Supporting Agencies

- Tahoe Paradise Resort Improvement District – right of way and trail layout
- Caltrans – Access to trailhead through US 50 ROW
- USDA FS – special use permit for activities on federal lands
- El Dorado County – permitting for the site improvements
- CA State Parks – multi-use trail planning and construction on state lands
- CA Tahoe Conservancy – funding assistance

Funding Needs

- (1) Planning Design – Trailhead and multi-use trail design, (2) Agency Processing – Easement acquisition and special use permits, (3) Construction – Trailhead and multi-use trail construction, (4) Operation – Trailhead operation (e.g., kiosk and bathrooms), and (5) Maintenance – Trailhead and multi-use trail maintenance.

Potential Funding Sources

State of California: California Tahoe Conservancy, Wildlife Conservation Board, and Caltrans California Bicycle Transportation Account.

Federal Government. MAP-21, Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Investment bill). MAP-21 is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning, and funding allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas.

Relationship to other Plans

Meyers Area Plan Standards and Guidelines Subsection C.1.g
Meyers Area Plan Transportation and Circulation Element Goals 5 and 6
Meyers Area Plan Transportation and Circulation Element Parking Facilities Project number 13, and Pedestrian/Bicycle Facilities Project number 18
Meyers Area Plan Recreation Element Trail System Project number 3

Special Considerations

Caltrans Encroachment Permit and a USDA FS special use permit would likely be required.

EAST MEYERS TRAILHEAD

Description
Construct a trailhead on State owned property off US 50 at the eastern edge of the Meyers Community Center District. Trailhead should include public parking and signage, and provide access to the existing unpaved trail connecting to Oneidas St., and the existing Class 1 trail through Meyers and along US 50 to the City of South Lake Tahoe.
Action
Construct a trailhead with public parking and signage southeast of the US 50 and Pioneer Trail intersection on state owned lands. Provide a Class 1 multi-use trail connection to the existing Pat Lowe trail that travels southwesterly through Meyers and to the intersection of US 50 and Pioneer Trail to access the County's Sawmill Class 1 multi-use trail. Provide a connection to the existing unpaved trail that traverses USDA FS lands east to Oneidas St.
Analysis
Formal trailhead access to the existing Class 1 multi-use trails and unpaved trail located on USDA FS lands would be provided adjacent to US 50 on state owned lands at the far northeast end of the Area Plan boundary. This trailhead would be a small to moderately-sized trailhead with 5-20 parking spaces and support facilities, such as signage/kiosk, bear-proof trash/recycling receptacles, picnic tables, and bicycle racks. Signage will likely include large-scale maps of the trail network. This trailhead is intended to appeal primarily to local users whose primary goal is recreation, but will occasionally be utilized by individuals whose primary goal is transportation (e.g., bicycle commuters).
Lead Agency
Tahoe Transportation District
Supporting Agencies
Caltrans – Access to trailhead through US 50 ROW CA Tahoe Conservancy – land transfer or easement and funding assistance USDA FS – special use permit for connection to existing informal trails on federal lands El Dorado County – permitting for the site improvements
Funding Needs
(1) Planning Design – Trailhead and multi-use trail connection design, (2) Agency Processing – Easement acquisition and special use permits, (3) Construction – Trailhead and multi-use trail construction, (4) Operation – Trailhead operation (e.g., kiosk and trash), and (5) Maintenance – Trailhead and multi-use trail maintenance.
Potential Funding Sources
State of California: California Tahoe Conservancy, Wildlife Conservation Board, and Caltrans California Bicycle Transportation Account. Federal Government. MAP-21, Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Investment bill). MAP-21 is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning, and funding allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and

Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas.

Relationship to other Plans

Meyers Area Plan Standards and Guidelines Subsection C.1.g
Meyers Area Plan Transportation and Circulation Element Parking Facilities Project number 13,
and Pedestrian/Bicycle Facilities Project number 18
Meyers Area Plan Recreation Element Trail System Project number 3

Special Considerations

Conservancy Easement, Caltrans Encroachment Permit and a USDA FS special use permit would likely be required.

MEYERS SUSTAINABLE MOBILITY PHASE II

Description
Roadway and intersection improvements to reduce congestion, calm traffic, and improve pedestrian safety. Improvements may include: stamped concrete center lane, signage improvements, reverse ingress-egress at Visitor Center, and/or turn lanes or other intersection improvements at US 50 and N. Upper Truckee Road, and US 50 and S. Upper Truckee Road.
Action
El Dorado County will implement sustainable mobility improvements along the US 50 corridor to reduce traffic congestion and calm traffic to promote non-automobile forms of transportation. Improvements may include a roundabout at the US 50 and Apache four-way intersection, the installation of stamped concrete shoulders and center turn land to calm traffic, and/or the installation of turn lanes at the North and South Upper Truckee Roads and US 50 intersections.
Analysis
As a major throughway, US 50 presents an obstacle to local vehicular traffic and non-automobile forms of transportation. Intersection improvements and traffic calming features can improve the utility of the US 50 corridor for all transportation users
Lead Agency
El Dorado County
Supporting Agencies
CalTrans – encroachment permit TRPA – permitting and funding assistance
Funding Needs
(1) planning and design, (2) permitting and compliance, (3) construction, (4) operations and maintenance
Potential Funding Sources
El Dorado County funds, Tahoe Transportation District, CalTrans planning or mitigation funds, TMPO transportation planning funds, TRPA Air Quality Mitigation Funds
Relationship to other Plans
Regional Transportation Plan
Special Considerations
Intersection improvements should consider the variable traffic patterns associated with weekend visitors. Caltrans currently has no excess ROW parcels identified for relinquishment along US Highway 50

AGRICULTURAL INSPECTION STATION RELOCATION PROJECT

Description
The California Department of Food and Agriculture maintains and operates the Meyers Inspection Station along US 50 near the center of the plan area. The inspection station's role is to prevent unwanted agricultural pests, hosts or other organisms from entering the state. However, the station presents traffic congestion and impacts the aesthetics and community character of Meyers.
Action
Relocate the agricultural inspection station to outside of the Meyers Area Plan to improve community character, scenic quality, traffic flow, and pedestrian and bicycle safety.
Analysis
Based on a July 2, 2013 conversation with Matt Pastel (CA Department of Agriculture), relocation of the Meyers station is not a high priority because other stations create greater traffic congestion problems. Funding for ongoing operation of the station is uncertain because of budget cuts. Funding is authorized in small increments (e.g., six months at a time). Decisions regarding future funding for operation of the station are at the Department of Agriculture Secretary level (and Governor's office).
Mr. Pastel indicated that a preferred location for the inspection station would be Highway 88 near Woodfords – to capture more of the commercial traffic. Costs to relocate other State inspection stations are upwards of \$34,000,000 (CA share). However, if a station were located in Woodfords, it could be done with a much smaller portable facility (trailer and generator) at a much lower cost. The major relocation costs would be the removal of the existing facility, but no estimate has been prepared for station demolition.
Lead Agency
California Department of Food and Agriculture, Bill Thompson, Meyers Station Manager: 530 577 2196, or Matt Pastel, Sacramento: 916 403 6701
Supporting Agencies
Caltrans – Reconfiguration of US 50 El Dorado County – permitting reuse of the site Alpine County – permitting new Ag inspection station near Woodfords
Funding Needs
(1) Land – Site acquisition in Alpine County, (2) Planning Design – Reuse plans for the Meyers US 50 ROW, and (3) Construction – Demolition of the existing building and roadway reconfiguration.
Potential Funding Sources
No funding sources identified by State for relocation. Operations budget could be reduced for smaller facility in Woodfords.
Relationship to other Plans
Meyers Area Plan Standards and Guidelines Subsection C.1.k Meyers Area Plan Public Services Goal 3 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project

Number 2
Special Considerations
N/A

UPPER TRUCKEE RIVER ENHANCEMENT PROJECT

Description
Stabilize eroding banks and remove/improve existing river bed structure of the Tahoe Paradise Reach of the Upper Truckee River.
Action
El Dorado County will work with the Tahoe Resource Conservation District (TRCD) to secure funding for planning, design, environmental documentation and construction to enhance the Tahoe Paradise Reach of the Upper Truckee River, including stabilizing the eroding river banks, improving the existing river bed structure and improving the overall recreational experience.
Analysis
An environmental assessment (EA) of the Upper Truckee River, including the Tahoe Paradise Reach, was prepared by the firm of Swanson Hydrology and Geomorphology in March 2004. The EA evaluated several project alternatives using a variety of river restoration treatments along with estimated costs for each alternative. The TRCD has pursued conceptual ideas for improving sections of the Upper Truckee River near Lake Baron in Meyers. While design ideas are very preliminary at this time, they may involve bank stabilization, removal of debris and structures in the channel, and recreation improvements.
Lead Agency
Tahoe Resource Conservation District
Supporting Agencies
CA Tahoe Conservancy – Funding and design assistance Tahoe Regional Planning Agency – Funding and environmental review assistance Lahontan Regional Water Quality Control Board – Funding and design assistance Department of Interior, Bureau of Reclamation (BOR) U.S. Forest Service Tahoe Paradise Resort Improvement District
Funding Needs
(1) Planning and design, (2) environmental review, (3) construction, and (4) maintenance.
Potential Funding Sources
(1) CA Tahoe Conservancy, (2) TRPA water quality mitigation funds, (3) BOR, (4) Lahontan, (5) USFS and (6) The Tahoe Fund.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Soil Conservation Project number 12 Meyers Area Plan Environmental Conservation Element Goal 7
Special Considerations

Most of the land along the river in this area is in public ownership (USFS), making access for restoration efforts more readily available.

ENHANCED STREET SWEEPING

Description
Enhance ongoing street sweeping operations using the best available technology.
Action
El Dorado County will work with the California Department of Transportation (Caltrans) to develop a coordinated street/highway sweeping operations plan for US 50, SR 89 and all paved County streets and roads in Meyers using sweepers with the best available technology. Said plan shall include enhanced street sweeping operations consistent with the El Dorado County Pollutant Load Reduction Plan, to reduce sources of roadway dust.
Analysis
The El Dorado County Pollutant Load Reduction Plan includes implementation measures, such as enhanced street sweeping and abrasive controls, for achieving required load reduction targets related to the Lake Tahoe TMDL. El Dorado County currently has acquired a high efficiency vacuum sweeper with a regeneration air system. Additional enhancement measures being pursued by El Dorado County include changing sweeping frequencies, targeting high use areas (intersections, high use streets), tandem sweeping and GPS equipped sweepers to track and measure effectiveness. El Dorado County is currently working with Caltrans to coordinate and share information relative to sweeping operations.
Lead Agency
El Dorado County
Supporting Agencies
Caltrans Tahoe Regional Planning Agency Lahontan Water Quality Control Board
Funding Needs
(1) High efficiency sweepers, (2) GPS equipment
Potential Funding Sources
(1) TRPA air quality mitigation funds, (2) El Dorado County Air Quality Management District, (3) The Tahoe Fund, (4) Southern Nevada Lands Management Act (SNPLMA)
Relationship to other Plans
Lake Tahoe TMDL Plan (TRPA) Meyers Area Plan Environmental Conservation Element Water Quality Project number 1
Special Considerations
Street sweeping technologies improve over time.

PAT LOWE TRAIL SNOW REMOVAL

Description
Remove and keep clear snow and ice from the Pat Lowe Trail on both sides of US 50 in downtown Meyers.
Action
El Dorado County will work the California Department of Transportation (Caltrans) and highway frontage property owners to remove and keep clear snow and ice from the Pat Lowe Trail.
Analysis
The Pat Lowe Trail follows both sides of US 50 from the intersection of SR 89 to Pioneer Trail for a distance of about one mile. A short section of this trail follows the east side of SR 89 to Pomo Street. Except for small sections of trail that are occasionally cleared of snow by property owners, this trail is not maintained in winter months, which is a hindrance to non-vehicular circulation in the downtown area.
Lead Agency
El Dorado County
Supporting Agencies
N/A
Funding Needs
(1) Snow removal equipment, (2) operator (either a private contractor or El Dorado County staff), and (3) equipment maintenance,
Potential Funding Sources
(1) El Dorado County Measure R, (2) TRPA Air Quality Mitigation Funds
Relationship to other Plans
Meyers Area Plan Transportation and Circulation Element Goal 8, Policy 8.2 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project number 5 and Pedestrian/Bicycle Facilities Project number 17 Meyers Area Plan Recreation Element Trail System Project number 4
Special Considerations
Deep snow may occasionally prevent complete snow removal, cause the creation of high and/or unstable berms and snow walls, and cause ice build-up.

FORM A NON-PROFIT ORGANIZATION FOR MEYERS

Description
An IRS 501 (c) (3) charitable organization, 501 (c) (6) non-profit business league, or similar non-profit public benefit organization, should be formed in Meyers to assist with fundraising efforts for public works, public benefit, and environmental projects specifically identified in the Meyers Area Plan.
Actions
Meyers citizens or businesses will organize and incorporate a new non-profit charitable organization or business league under federal and state regulations. This will require drafting of bylaws and articles of incorporation; designation of corporate officers; drafting of corporate resolutions; and the establishment of bank accounts, a business location, operational procedures, and other requirements necessary for the establishment of a new non-profit corporation.
Analysis
Charitable organizations, business leagues and other public benefit business associations are common in the United States and help provide alternative funding for public projects, especially in established business districts. Currently, no such association exists for Meyers.
Lead Agency
No lead agencies have been identified – this will be a private endeavor.
Supporting Agencies and Organizations
Internal Revenue Service, California Secretary of State, El Dorado County, Chambers of Commerce, and the National Council of Nonprofits-California Chapter (CalNonprofits)
Funding Needs
Initial funding to cover legal fees and licenses associated with incorporation. Ongoing funding for future operations including legal fees, accounting and staffing.
Potential Funding Sources
Meyers Businesses and individuals.
Relationship to other Plans
Provides alternative funding for Meyers Area Plan implementation projects that may be unfunded or only partially funded by governments.
Special Considerations
Non-profit organizations require financial and time commitments by its members and supporters, and must be sustainable in order to be successful. The bylaws for this organization should be focused on projects identified in the Meyers Area Plan.

MONITORING AND TREATING INVASIVE SPECIES

Description
Treatment and removal of invasive weeds throughout the Meyers corridor allows for the establishment of a more desirable vegetative community, and improves the appearance of the streetscape. Soil amendments and alternate snow removal practices would need to occur simultaneously with weed treatments. Weed control along the bike trail would help prevent the spread of invasive weeds into neighboring areas, and can restore or enhance the ecosystem benefits provided by a more native landscape.
Action
The Tahoe Resource Conservation District (TRCD) will identify invasive weeds for treatment and will contract out to a certified herbicide applicator to perform the control work.
Analysis
Removal and control of invasive weeds in the Meyers corridor is an important consideration for improving the general aesthetics for business owners and bike trail users. It is also critical for preventing the spread of invasive weed species throughout the proposed bike trail connections and improvements included in the Recreation Element.
Lead Agency
Tahoe Resource Conservation District (TRCD)
Supporting Agencies/Organizations
Caltrans - roadway treatment and monitoring on state highways U.S. Forest Service – roadway and trail treatment on federal land CA Tahoe Conservancy – potential funding Tahoe Regional Planning Agency – planning and potential funding Tahoe Metropolitan Planning Organization (TMPO) – planning and potential funding Lake Tahoe Basin Weed Coordinating Group League to Save Lake Tahoe
Funding Needs
(1) Comprehensive weed survey, (2) Weed treatment, (3) Follow-up treatment
Potential Funding Sources
Possibly future EPA sponsored CWP funding through SNPLMA, 319 Federal Grant funds, the state funded IRWM, and the Tahoe Fund.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Vegetation and Wildlife Project number 15
Special Considerations
US 50 Snow removal operations will need to be modified to accomplish long term success related to soil health and revegetation. Permission from private landowners is necessary prior to remove of invasive weeds on private properties.

INTEGRATE WASHOE MEADOWS STATE PARKS GENERAL PLAN

Description
Actively participate in the development of the Washoe Meadows State Park General Plan to ensure it provides recreational opportunities, trail connectivity, and environmental improvements consistent with the Meyers Area Plan Vision.
Action
The Meyers Advisory Committee (MAC) will work with California State Parks to provide constructive, written input to the development of the Washoe Meadows State Park General Plan. MAC will meet with CA State Parks staff during the winter/spring of 2014 for educational and informational updates as to the Park General Plan process. MAC will hold community workshops to develop specific comments related to the Washoe Meadows General Plan prior to the formal public input process, and will then participate in the formal General Plan public input process to refine the initial comments and participate fully in the formal process.
Analysis
California State Parks staff has begun gathering information and writing draft sections in the development of the Washoe Meadows State Park General Plan. The public input process phase was scheduled to begin in September 2013; however that process has been delayed due to a law suit filed over a meadow restoration project. If the legal issues are settled, the public input process for development of the General Plan is scheduled to begin in 2014. During the interim, State Parks staff suggests that the Meyers community meet with the Park representatives and review State regulations that govern the uses and activities that can be incorporated into the Washoe Meadows Park General Plan. By convening prior to the public process, the community can be educated as to the State process, opportunities and limitations for the Park. The community should then provide specific written comments to State Parks that will capture ideas and goals of the community for the future of the Park as it relates to the Meyers Vision.
Lead Agency
Meyers Advisory Committee (MAC)
Supporting Agencies
California State Parks El Dorado County Tahoe Regional Planning Agency
Funding Needs
None
Potential Funding Sources
Not needed
Relationship to other Plans
Meyers Area Plan Recreation Element Dispersed Recreation Project number 7
Special Considerations
State of California definitions for Recreation Areas, State Parks, Protection Areas etc., as related to the uses and activities allowed in the Washoe Meadows State Park.
PROVIDE SIERRA JUNIPER SEEDLINGS
Description
Coordinate with local non-profit or community groups to develop a funding source and nursery

to provide low cost or free Sierra Juniper seedlings for use in the plan area.

Action

Sierra juniper (*Juniperus occidentalis* subsp. *australis*), is a “long-lived and ruggedly picturesque” native, yet uncommon tree found in various locations in Meyers.

The Meyers Advisory Committee (MAC) will collaborate with local non-profit groups, such as the Sugar Pine Foundation to coordinate public information campaigns to raise awareness of the species’ value as wildlife habitat and its attractiveness as a special natural landscape feature for Meyers, thereby creating demand for seedlings. MAC will also promote, encourage and coordinate informed seed collection efforts. MAC will apply for grants from national and local sources, and solicit donations from local organizations to fund seedling propagation, raising and holding-area contracts.

Contacts and resources:

Potential Seed Propagation and Nursery Contacts:

- Cal Forest Nursery (Etna, CA) for seedling propagation: www.calforest.com
- Tahoe Outdoor Living (South Lake Tahoe, CA), (has worked under contract with the Sugar Pine Foundation for seedling care and holding): www.tahoeoutdoorliving.com

Assistance with Community Outreach and Education:

- The Arbor Day Foundation: www.arborday.org
- United States Forest Service Urban and Community Forestry program: www.fs.fed.us/ucf/
- American Forest Foundation: www.forestfoundation.org

Grants and Technical Assistance:

- National Forest Foundation: www.nationalforests.org

Local Contacts:

- Sugar Pine Foundation: Phone 650.814.9565; www.sugarpinefoundation.org
- USDA Tahoe Resource Conservation District: Phone 530.545.1501; tahoercd.org.

Additional Resources:

- Reforestation, nurseries and genetic resources: www.rngr.net
- National Seed Laboratory: www.nsl.fs.fed.us/index.html

Analysis

The species is not well known in terms of public popularity, as is the Sugar Pine, and seedlings were not available from tree nurseries in 2013. Efforts to promote the use of the species will require public information campaigns to create interest and demand. As seeds are difficult to propagate, it is recommended that nursery specialists be contracted specifically for that purpose. Education and training to organize seed collection efforts is also recommended to collect and provide seed materials to the contract nursery for seedling propagation. Seedlings require immediate planting or, if they are to be held for future planting, require longer-term care and potting until they are planted. Establishing a relationship and contract with a local nursery to provide long term care and over-wintering is recommended.

Detailed information regarding habitat, characteristics, seed collection and propagation for Sierra Juniper can be found at:

http://www.na.fs.fed.us/pubs/silvics_manual/Volume_1/juniperus/occidentalis.htm

Additional information can be found at: http://www.conifers.org/cu/Juniperus_occidentalis_australis.php
Lead Agency
Meyers Advisory Committee (MAC)
Supporting Agencies/Organizations
El Dorado County Tahoe Resource Conservation District Sugar Pine Foundation
Funding Needs
N/A for ongoing MAC meetings; grants and donations for public education and outreach; grants and donations for seed propagation contracts and nursery care.
Potential Funding Sources
The Tahoe Fund. Also see the list of potential granting agencies in the Action section.
Relationship to other Plans
Meyers Area Plan Environmental Conservation Element Goal 2 and Vegetation and Wildlife Project number 14
Special Considerations
Seedlings are essentially perishable goods and will require immediate attention and care. Also, Sierra juniper is a very slow growing tree that typically grows in poor high-altitude soils. Long-term commitment by the community is essential for the successful implementation of this strategy.

US 50 SNOW REMOVAL AND STORAGE OPERATIONAL IMPROVEMENTS

Description
Caltrans snow removal and storage operations along US 50 should not create a large berm which reduces visibility of signs, driveways and vehicles. A snow haul should be used following heavy snowfall to move the snow out of the immediate corridor so it does not accumulate over time. Likewise, property owners adjacent to US 50 should not store snow from their site along the highway frontage where it will act to compound visibility of commercial development.
Action
El Dorado County and Caltrans will coordinate to identify and implement feasible changes to snow removal and storage operations along US 50. Operational improvements should consider vehicle, pedestrian, and bicycle safety; the visibility of adjacent businesses; funding sources and cost constraints; year-round use of the Class 1 multi-use trail; and impacts on native vegetation and landscaping.
Analysis
Need to determine creative funding sources. Need to determine where to store the snow. Need to define timing for snow removal operations – will it occur only during major storms (to be defined) or for all snow removal operations?
Lead Agency
Caltrans
Supporting Agencies
El Dorado County – coordinate snow removal on side streets and location(s) for snow storage CA Tahoe Conservancy – potential snow storage locations
Funding Needs
(1) Land – snow storage site(s), (2) regulatory compliance – snow storage site(s), (3) operation – Expansion of snow removal operations and addition of snow hauling equipment, and (4) Maintenance – Maintain BMPs at snow storage site(s)
Potential Funding Sources
(1) El Dorado County Measure R
Relationship to other Plans
Meyers Area Plan Standards and Guidelines Subsections C.1.l and C.5.d Meyers Area Plan Transportation and Circulation Element Goal 8, Policy 8.2 Meyers Area Plan Transportation and Circulation Element Streets and Highways Project number 5 and Pedestrian/Bicycle Facilities Project number 17 Meyers Area Plan Recreation Element Trail System Project number 4
Special Considerations
N/A

BACKCOUNTRY ACCESS – ROCK CLIMBING AND WINTER TRAILS INVENTORY

Description
Coordinate with land management agencies to inventory and advertise existing rock climbing and bouldering areas, and winter backcountry trails.
Action
With the assistance of the U.S. Forest Service, California State Parks; and other land management agencies, private outfitter businesses, and outdoor enthusiasts; inventory and advertise these outdoor amenities to the general public in various forms of popular media. May involve new parking and accessory facilities (restrooms, signs, etc.) at trailheads and staging areas.
Analysis
Meyers is located in close proximity to world-class rock climbing and bouldering areas, and is the hub for winter access into the surrounding backcountry, including the Desolation Wilderness Area and several National Forest Roadless areas and state park lands. These natural attractions are important to the health and well-being of its residents and provide potential business opportunities to climbing and backcountry outfitter businesses.
Lead Agency
Non-profit groups
Supporting Agencies
U.S. Forest Service, California Tahoe Conservancy, California State Parks, interpretative organizations
Funding Needs
Funds are needed to gather data and publish, distribute and advertise results in appropriate media. Funds may also be needed for trailhead facilities for access to some sites.
Potential Funding Sources
Lake Tahoe Visitors Authority, local chambers of commerce, private donations, outfitter businesses; and recreation providers and land management agencies
Relationship to other Plans
Meyers Area Plan Recreation Element Goals 3 and 4 and Dispersed Recreation Project number 9
Special Considerations
The U.S. Forest Service inventories many recreational opportunities at Lake Tahoe and would be a good resource for initial information. In addition, there are several privately published guidebooks that cover the Meyers area.

TRANSIT SERVICE COORDINATION

Description
Improved transit service between Meyers and the City of South Lake Tahoe
Action
El Dorado County will coordinate with the Tahoe Transportation District (TTD), transit providers and recreation area shuttles to improve transit service between Meyers and the City of South Lake Tahoe, and to provide high quality transit stops and facilities which encourage ridership and are designed in accordance with the Area Plan Design Review Guidelines.
Analysis
Transit service between Meyers and the City of South Lake Tahoe is currently limited to a dial-a-ride service for the elderly and disabled only. Previous attempts at providing regular transit service to Meyers in years past were curtailed over a decade ago due to poor ridership and lack of funding. In order to determine the feasibility of providing regular transit service between the City and Meyers, it is recommended that a ridership demand and fiscal analysis be conducted by TTD. In addition, it is recommended that the El Dorado County Transportation Commission work with the Tahoe Transportation District to discuss ways of providing improved service to the Meyers community.
Lead Agency
Tahoe Transportation District (TTD)
Supporting Agencies
BlueGo Tahoe Regional Planning Agency Tahoe Transportation District (TTD) Tahoe Metropolitan Planning Organization (TMPO)
Funding Needs
(1) Right-of-way acquisition for transit stops, (2) transit stop planning and design, (3) environmental review, (4) construction, (5) maintenance, and (6) directional and interpretative signage and pavement striping, (7) advertising.
Potential Funding Sources
(1) El Dorado County, (2) Air quality mitigation funds, (3) Tahoe Metropolitan Planning Organization and Tahoe Transportation District, (4) The Tahoe Fund, (5) Meyers employers
Relationship to other Plans
Regional Transportation Plan (TRPA) Meyers Area Plan Transportation and Circulation Element Goal 3 and Transit Service Project numbers 10, 11 and 12
Special Considerations
Winter conditions and US 50 traffic may impact the efficiency of future transit services.

STREAMLINE APPROVAL OF GUIDE AND OUTFITTER SERVICES

Description
Streamline outfitter and guide permits with the Lake Tahoe Basin Management Unit (LTBMU) of the United States Forest Service.
Action
El Dorado County elected officials and staff will work with the LTBMU leadership to streamline the permitting process for future outfitter and guide services that choose to operate in Meyers.
Analysis
The USFS permit process for guide and outfitter services can be a long and cumbersome process, and is not currently a priority with the Forest Service. This is an obstacle to guide and outfitter services who may want to locate in Meyers and take advantage of public lands surrounding the community for their business.
Lead Agency
El Dorado County
Supporting Agencies
TRPA
Funding Needs
None
Potential Funding Sources
None needed
Relationship to other Plans
Meyers Area Plan Recreation Element Dispersed Recreation Project number 8
Special Considerations
The USFS will require a “needs analysis” to be performed prior to any programmatic environmental review for new outfitter or guide services. This analysis may need to address National Forest resource capacities, existing resource utilization, resource sustainability, and alternate resources available on private lands. USFS permits will require environmental analysis pursuant to the National Environmental Policy Act (NEPA). A prospectus level analysis may be required for resource allocation when limited resources could be potentially over exploited to ensure that multiple applicants are evaluated fairly.

ATTACHMENT D

ASSESSOR'S PARCEL NUMBERS LISTED BY ZONING DISTRICT

MEYERS COMMUNITY CENTER

034-040-03	034-321-23	034-323-15	034-341-10	034-402-14
034-040-04	034-321-25	034-331-15	034-342-07	034-402-15
034-270-21	034-321-26	034-331-21	034-342-09	034-402-16
034-270-22	034-322-01	034-331-23	034-342-11	034-671-02
034-270-30	034-322-02	034-331-24	034-350-09	034-671-03
034-270-44	034-322-03	034-331-29	034-350-10	034-671-04
034-270-49	034-322-04	034-331-31	034-350-11	034-671-05
034-270-58	034-322-05	034-331-32	034-402-01	034-671-06
034-270-59	034-322-06	034-331-33	034-402-02	034-671-12
034-270-61	034-323-02	034-335-02	034-402-03	034-671-14
034-300-08	034-323-03	034-335-03	034-402-04	035-261-04
034-321-16	034-323-10	034-336-01	034-402-05	880-341-84
034-321-19	034-323-12	034-341-07	034-402-10	880-342-40
034-321-21	034-323-13	034-341-08	034-402-13	881-036-32

MEYERS INDUSTRIAL

035-030-17	035-183-15	035-192-10	035-262-04	035-263-04
035-030-18	035-183-16	035-193-01	035-262-05	035-264-01
035-030-19	035-183-17	035-193-02	035-262-06	035-264-02
035-181-05	035-183-18	035-193-03	035-262-07	035-264-03
035-181-06	035-183-19	035-193-04	035-262-08	
035-181-07	035-191-01	035-193-07	035-262-12	
035-181-08	035-191-02	035-193-08	035-262-13	
035-181-09	035-191-03	035-193-09	035-262-14	
035-182-01	035-191-04	035-194-01	035-262-15	
035-182-02	035-192-01	035-261-05	035-262-17	
035-182-03	035-192-02	035-261-06	035-262-18	
035-182-04	035-192-03	035-262-01	035-263-01	
035-182-05	035-192-05	035-262-02	035-263-02	
035-182-06	035-192-09	035-262-03	035-263-03	

MEYERS RECREATION

034-010-13	034-070-10	035-010-08	035-010-29
034-010-22	034-070-11	035-010-23	035-010-30

034-010-24	034-300-25	035-010-24	035-010-32
034-020-17	034-300-26	035-010-26	035-223-01
034-020-32	034-300-27	035-010-28	035-223-02
	034-300-28		035-224-01
	035-010-06		
	035-010-07		

UPPER TRUCKEE RESIDENTIAL/TOURIST

034-300-22	035-211-19	035-213-02	035-224-02	035-232-04
035-211-01	035-211-23	035-213-03	035-224-03	035-233-01
035-211-02	035-211-28	035-213-04	035-224-04	035-233-02
035-211-03	035-211-29	035-213-05	035-224-05	035-233-03
035-211-04	035-212-01	035-213-06	035-224-06	035-233-32
035-211-05	035-212-02	035-213-07	035-224-07	035-234-01
035-211-06	035-212-05	035-213-08	035-224-08	035-234-02
035-211-10	035-212-06	035-213-09	035-224-09	035-234-03
035-211-11	035-212-07	035-213-10	035-224-10	035-234-04
035-211-12	035-212-08	035-213-11	035-225-01	035-234-05
035-211-13	035-212-09	035-213-12	035-231-01	035-234-06
035-211-15	035-212-10	035-222-01	035-231-02	035-234-07
035-211-16	035-212-11	035-223-05	035-231-03	
035-211-17	035-212-12	035-223-06	035-231-04	
035-211-18	035-212-13	035-223-07	035-231-05	
	035-212-14	035-223-08	035-232-01	
	035-212-15	035-223-09	035-232-02	
	035-212-16		035-232-03	
	035-213-01			

UPPER TRUCKEE RIVER CORRIDOR

034-010-18	035-010-31	035-080-03	035-090-09	035-110-05
034-010-23	035-020-05	035-080-04	035-100-01	035-110-06
034-020-12	035-020-12	035-080-05	035-100-02	035-110-07
034-020-14	035-020-13	035-080-06	035-100-03	035-110-08
034-020-24	035-020-14	035-080-07	035-100-04	035-120-01
034-020-26	035-020-15	035-080-08	035-100-05	035-120-02
034-020-28	035-020-16	035-080-09	035-100-06	035-120-03
034-020-29	035-030-07	035-080-10	035-100-07	035-120-04
034-020-30	035-030-20	035-090-01	035-100-08	035-120-05
034-020-31	035-070-01	035-090-02	035-100-09	035-120-06
034-300-10	035-070-02	035-090-03	035-100-10	035-120-07
034-300-24	035-070-03	035-090-04	035-100-11	035-120-08
034-300-30	035-070-04	035-090-05	035-110-01	035-120-09

035-010-17
035-010-19
035-010-20
035-010-27

035-070-05
035-080-01
035-080-02

035-090-06
035-090-07
035-090-08

035-110-02
035-110-03
035-110-04

880-350-88
880-354-38