



RESOLUTION NO. 036-2018

RESOLUTION

TO AMEND THE GENERAL PLAN

AND TO ADOPT THE MEYERS AREA PLAN

WHEREAS, on November 5, 1993, the Board of Supervisors adopted the Meyers Community Plan; and

WHEREAS, on April 11, 1995, the Board of Supervisors adopted Resolution No. 92-95 that approved and accepted the environmental documents filed on the Meyers Community Plan and adopted the proposed amendments to the General Plan; and

WHEREAS, on October 31, 1995, the Board of Supervisors adopted Resolution No. 282-95 that approved and accepted the environmental documents filed on the Meyers Community Plan and adopted the proposed amendments to the General Plan; and

WHEREAS, on June 16, 1998, the Board of Supervisors adopted Resolution No. 159-98 that approved and accepted the environmental documents filed on the Meyers Community Plan and adopted the proposed amendments to the General Plan; and

WHEREAS, on December 12, 2012, the Tahoe Regional Planning Agency adopted an update to the 1987 Regional Plan that provided opportunities for local governments to develop conforming Area Plans; and

WHEREAS, beginning in May 2012, the County has held 14 Community Workshops to update the Meyers Area Plan; and

WHEREAS, on December 12, 2017, the Board of Supervisors conceptually approved the Meyers Area Plan pending Tahoe Regional Planning Agency adoption; and

WHEREAS, on February 28, 2018, the Tahoe Regional Planning Agency's Governing Board adopted the Meyers Area Plan.

THEREFORE, BE IT HEREBY RESOLVED, that the El Dorado County Board of Supervisors takes the following action:

1. Amend the General Plan as summarized in the following strike through text:

Land Use Element Policy 2.2.1.2

Adopted Plan (AP): This land use category recognizes areas for which specific land use plans have been prepared and adopted. These plans (e.g., specific plan or community plan) are accepted and incorporated by this reference, and the respective land use map associated with each such plan is hereby adopted as the General Plan map for each such area. The plans recognized by the AP category do not include the now-superseded Area Plans that comprised the County's General Plan prior to the adoption of this General Plan. The adopted plan for the Tahoe Basin is the Regional Plan for the Tahoe Basin and the Plan Area Statements, both adopted by the Tahoe Regional Planning Agency (TRPA), and the Meyers Area (Community) Plan, adopted by El Dorado County and TRPA.

Lake Tahoe Basin Section (page 44) One of the strategies of the Regional Plan is to direct development to specified communities and transfer development rights from more sensitive lands to those identified in the Regional Plan as more suitable for development. To date, one Community Plan has been adopted within the County's jurisdiction: the Meyers Area (Community) Plan (Tahoe Regional Planning Agency and El Dorado County 2016). The Meeks Bay/Tahoma area is also suitable for development of an AreaPlan.

2. Rescind the Meyers Community Plan and adopt the Meyers Area Plan, attached as Exhibit A hereto.
3. Adopt the Meyers Area Plan Mitigated Negative Declaration. To that end, the Board of Supervisors finds, on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the Board of Supervisors' independent judgment and analysis. The Clerk of the Board of Supervisors, located at 330 Fair Lane, Placerville, CA, is designated as the custodian of the documents constituting the record of proceedings.
4. Adopt the Meyers Area Plan Mitigation and Monitoring Program, attached as Exhibit B hereto.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 20th day of March 2018, by the following vote of said Board:

Attest:

James S. Mitrison

Clerk of the Board of Supervisors

By: _____

Deputy Clerk

Ayes:

Noes:

Absent:

Chair, Board of Supervisors

Michael Ranalli



MEYERS AREA PLAN

EL DORADO COUNTY

Lake Tahoe



MEYERS COMMUNITY VISION

Meyers is an ideally situated, spacious, historic, and walkable mountain community that values sustainability, health, wellbeing and the natural environment. Uniquely concentrated with year-round outdoor sport and recreational opportunities, the Meyers mountain culture is the hallmark of our thriving local-based economy boasting a diverse commercial and retail environment, welcoming visitors and providing residents with an extraordinary place to live, work and play.

ACKNOWLEDGEMENTS

El Dorado County and the Tahoe Regional Planning Agency would like to thank the following individuals for their contributions to this Area Plan.

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TABLE OF CONTENTS

MEYERS COMMUNITY VISION	i-1
ACKNOWLEDGEMENTS.....	i-2
TABLE OF CONTENTS	i-3
Chapter 1- Introduction	1-1
Chapter 2 – Land Use Element.....	2-1
A. LAND USE REGULATIONS	2-1
B. ZONING DISTRICTS.....	2-2
C. LAND USE GOALS & POLICIES	2-5
D. LAND USE AND ZONING ORDINANCE	2-7
Chapter 3 – Transportation & Circulation Element	3-1
A. EXISTING TRANSPORTATION SYSTEM	3-1
B. TRANSPORTATION GOALS & POLICIES	3-3
C. TRANSPORTATION & CIRCULATION IMPLEMENTATION ACTIONS.....	3-6
Chapter 4 – Environmental Conservation Element	4-1
A. EXISTING ENVIRONMENTAL CONDITIONS.....	4-1
B. ENVIRONMENTAL CONSERVATION GOALS & POLICIES	4-3
C. ENVIRONMENTAL CONSERVATION IMPLEMENTATION ACTIONS ..	4-4
Chapter 5 – Recreation Element.....	5-1
A. EXISTING RECREATION OPPORTUNITIES	5-1
B. RECREATION GOALS & POLICIES	5-3
C. RECREATION IMPLEMENTATION ACTIONS	5-4
Chapter 6 – Public Services Element.....	6-1
A. EXISTING PUBLIC SERVICE FACILITIES.....	6-1

B. PUBLIC SERVICES GOALS & POLICIES	6-3
C. PUBLIC SERVICE IMPROVEMENTS	6-4
Chapter 7 – Implementation Element.....	7-1
A. IMPLEMENTATION GOALS & POLICIES	7-1
B. PUBLIC SECTOR IMPLEMENTATION STRATEGIES	7-3
C. PRIVATE SECTOR IMPLEMENTATION STRATEGIES	7-7
D. REPORTING & PLAN REVISIONS	7-9

Figures

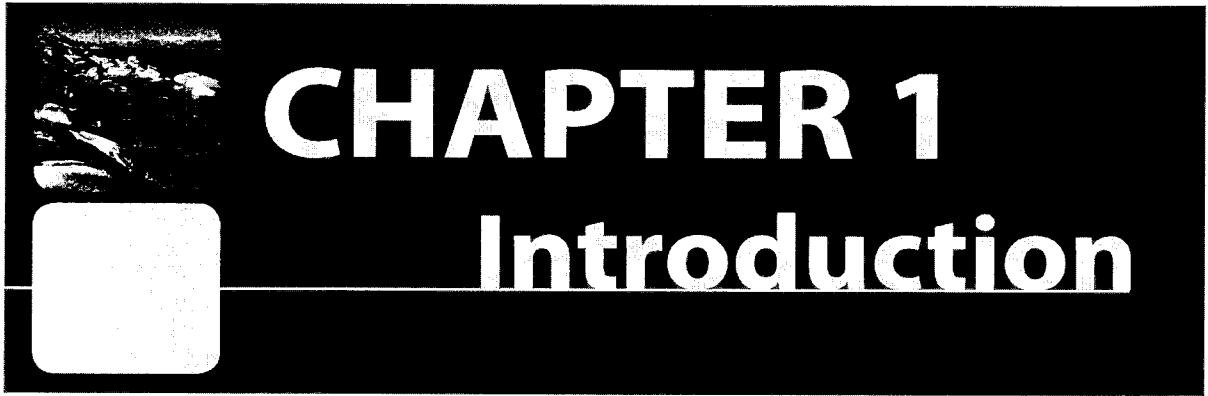
1-1: Meyers Area Plan and Vicinity	1-6
1-2: Land Ownership.....	1-7
1-3: Existing Development	1-8
2-1: Land Uses	2-3
2-2: Zoning Districts.....	2-4
3-1: Meyers Transportation Map	3-9
4-1: Meyers Conservation Map	4-7
4-2A: TMDL Sediment Loading Estimates by Catchments.....	4-8
4-2B: Water Quality and Stream Environment Zone Projects.....	4-9
4-3A-F: Conceptual Restoration Priorities for Transfers of Development.....	4-10
4-4: Landmark Tree Protection Map	4-16
4-5: Groundwater Constraints Map.....	4-17
5-1: Meyers Recreation Map	5-6
6-1: Public Service and Utilities Map.....	6-5
A-1: Freestanding Sign Location Restrictions	A-10
A-2: Highway 50 Corridor Conceptual Design Map.....	A-14

Tables

2-1: Permitted, Conditional Uses and Prohibited Uses.....2-11
2-2: Development Standards..... 2-14
4-1: Load Reduction Targets..... 4-2
7-1: Capital Improvement Projects..... 7-3
7-2: Operations and Planning Activities..... 7-5

Attachments

A. Meyers Design Standards and Guidelines.....A-1
B. Definitions of Uses B-1
C. Project Summaries..... C-1
D. Assessor’s Parcel Numbers Listed by Zoning DistrictD-1



CHAPTER 1

Introduction

PURPOSE OF THE AREA PLAN

The Meyers Area Plan serves as the comprehensive land use and zoning plan for the community of Meyers, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the El Dorado County General Plan (General Plan). The plan is intended to realize the Meyers Community Vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan. The Meyers Community Vision Statement was developed by residents of the Meyers community through a series of public workshops, and is stated below:

"Meyers is an ideally situated, spacious, historic, and walkable mountain community that values sustainability, health, wellbeing and the natural environment. Uniquely concentrated with year-round outdoor sport and recreational opportunities, the Meyers mountain culture is the hallmark of our thriving local-based economy boasting a diverse commercial and retail environment, welcoming visitors and providing residents with an extraordinary place to live, work and play."

The Meyers Area Plan builds upon the 1993 Meyers Community Plan and maintains much of the vision and many of the same priorities as this original plan. However, the Area Plan includes lands not included in the Community Plan. It also updates the plan to reflect current conditions and includes additional implementation measures to achieve the plan's objectives.

The Area Plan includes approximately 669 acres (including 66 acres of public right-of-way) of mixed-use, recreation, and conservation lands as shown in Figure 1-1. The Area Plan recognizes Meyer's role as the hub of a much larger community that includes residential, recreation, and conservation lands surrounding the Area Plan. The plan includes policy direction, zoning, and regulations that apply within the plan area, as well as guidance on how the Area Plan should be integrated with surrounding areas.

The Area Plan incorporates both the Regional Plan and the General Plan by reference, including the respective implementing ordinances. The Area Plan integrates these plans to the extent practical in order to simplify compliance with local and regional requirements, and improve the efficiency of plan administration. The Area Plan also revises portions of the Regional Plan and General Plan to reflect Meyer's unique characteristics and support the local community's vision.

The Area Plan is implemented through a zoning ordinance and a Capital Improvement Program. The zoning ordinance is included in this plan in Section D of Chapter 2, Land Use. The ordinance is a supplement to both the TRPA Code of Ordinances and the El Dorado County Zoning Ordinance

and it governs development within the Area Plan.

The Capital Improvement Program is a series of projects necessary to implement the goals and policies of this plan. The Capital Improvement Program is described in Chapter 7, Implementation Element, and Attachment C, Project Summaries. This Area Plan identifies necessary projects and improvements at a conceptual level, but does not approve individual projects. Attachment C includes summaries and relevant analysis of projects identified in this Area Plan. These project summaries can serve as a starting point for the development of the identified projects. Projects identified in this plan may be developed by El Dorado County, TRPA, or other entities. Each project will require additional planning, design and engineering, regulatory compliance, and funding prior to implementation.

ORGANIZATION OF THE AREA PLAN

The Area Plan is organized into seven chapters and four attachments. Each chapter and attachment is summarized below.

Chapter 1 - Introduction

The Introduction describes the purpose and organization of the Area Plan. It summarizes the legal authority and regulatory setting for the plan, and provides a summary of existing conditions and the historic context of Meyers.

Chapter 2 - Land Use Element

The Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies, and the Land Use Element of the El Dorado County General Plan. This Element establishes land use and zoning regulations for the Area Plan. Section A summarizes applicable land use regulations; Section B describes zoning districts within the Area Plan; Section C includes the Area Plan's Goals and Policies related to land use; and Section D includes the land use ordinance, which implements the Land Use Element.

Chapter 3 - Transportation and Circulation Element

The Transportation and Circulation Element is a supplement to the TRPA Regional Plan, TRPA/TMPO Linking Tahoe: Regional Transportation Plan and to the Transportation Element of El Dorado County's General Plan. Consistent with these plans, this chapter lists the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies.

Chapter 4 - Environmental Conservation Element

The Environmental Conservation Element is a supplement to the Conservation Element of the TRPA Regional Plan and the Conservation and Open Space Element of the El Dorado County General Plan. It contains the Area Plan's environmental conservation and management strategy. It lists the environmental improvements which the Area Plan will achieve.

Chapter 5 - Recreation Element

The Recreation Element is a supplement to the Recreation Element of the TRPA Regional Plan and the El Dorado County General Plan. It contains the plan's strategy for improving recreational opportunities and identifies proposed recreational improvements within the plan area.

Chapter 6 - Public Services Element

The Public Services Element is a supplement to the Public Service Element of the TRPA Goals and Policies Plan and the Public Services and Utilities Element of the El Dorado County General Plan. It contains an inventory of the existing public services within the Area Plan. It also establishes policies addressing public services and identifies anticipated public service improvements within the Area Plan.

Chapter 7 – Implementation Element

The Implementation Element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan and the Tahoe Basin and Implementation Program sections of the Land Use Element of the El Dorado County General Plan. It describes the implementation Goals and Policies that direct implementation of the plan, the public sector implementation strategies including capital improvement projects and planning and coordination activities, private sector implementation strategies including a summary of regulations and incentives, and the plan reporting and revision process.

Attachment A – Meyers Design Standards and Guidelines

The Meyers Design Standards and Guidelines includes both required design standards and recommended design guidelines intended to improve the scenic quality of the built environment, promote a sense of place, and support Meyers desired community character. Development, redevelopment, or expansions of existing uses will be reviewed by the Meyers Advisory Council and either El Dorado County or TRPA for consistency with these standards and guidelines.

Attachment B – Definitions of Uses

Attachment B includes definitions for each potential type of use regulated by the zoning ordinance included in Section D of Chapter 2, Land Use. The definitions of uses reflect the definitions in Chapter 21, Permissible Uses, of the TRPA Code of Ordinances.

Attachment C – Project Summaries

The project summaries provide information on projects necessary to achieve the Meyers Community Vision, attain Environmental Threshold Carrying capacities, or otherwise implement the goals and policies of this plan. The project summaries address necessary actions, agency involvement and funding; and provide relevant analysis. The projects included in Attachment C are intended to be implemented through the regional Environmental Improvement Program, El Dorado County's Capital Improvement Program, or through innovative community or non-profit efforts.

Attachment D - Assessor's Parcel Numbers Listed by Zoning District

Attachment D lists the Assessor parcel numbers for parcels included within each zoning district.

LEGAL AUTHORITY AND REGULATORY SETTING

Area Plans allow for planning that is responsive to the unique circumstances of communities within the Tahoe Region. TRPA and local governments, in close coordination with the local community, may prepare plans for a specific area in conformance with the Regional Plan and General Plan. The authority and requirements for this Area Plan are provided in Chapter 13 (Area Plans) of the TRPA Code of Ordinances, and Chapter 130.56 (Specific Plan) of the El Dorado County Zoning Ordinance.

Upon adoption, this plan replaces the Meyers Community Plan that was adopted in 1993, and all or

a portion of TRPA Plan Area Statements 119, 122, 136, and 137. The plan also revises the official zoning map of El Dorado County; and replaces Section 130.26 of the El Dorado County Zoning Ordinance.

Goals and Policies in Chapter 2 through 7 of this Plan supplement the TRPA Goals and Policies and the El Dorado County General Plan. The Zoning Ordinance included in this plan, and the *Meyers Design Standards and Guidelines*, include both supplemental and substitute standards that apply to the Area Plan. The TRPA Code of Ordinances and El Dorado County Ordinances apply to all lands within the Area Plan, except in cases where they are specifically substituted or amended by standards in the Zoning Ordinance (Chapter 2, Section D), or Design Standards (Attachment A, Section 1) in this Plan. Where a conflict exists between a TRPA ordinance and an El Dorado County ordinance, the more stringent requirement applies.

EXISTING CONDITIONS

Meyers functions as the primary gateway into the Lake Tahoe Basin (Region) with more visitors entering the Region through Meyers than through any other entry point. Meyers is also the commercial and public service hub for the El Dorado County portion of the Region, serving thousands of residents. Unlike other communities in the Region, which are located along the lake's shore, Meyers is separated from intense commercialization, but still supports a variety of commercial uses serving residents and visitors. It retains its own character while providing a variety of land uses.

Situated along U.S. Highway 50 (US 50) at the intersection of State Route 89 (SR 89), businesses in Meyers have a large potential customer base of local residents and visitors. At the same time, however, the community's close proximity to the population and tourist center of South Lake Tahoe means that motorists are less likely to stop in Meyers as they enter or leave the region for their retail and service needs. As a result, Meyers has traditionally been more of a "drive-by community" than a destination itself.

The stretch of US 50 traversing Meyers is designated as a scenic corridor by TRPA and Caltrans, offering breathtaking panoramic vistas of Tahoe's alpine peaks. The biking and hiking trails that traverse the area provide access to some of the region's best recreational resources. Currently, however, there is little signage or other indication of how to explore these resources while visiting the area.

There are a number of buildings in Meyers that contribute positively to the character of the community and reflect the community vision. The bike paths running parallel to US 50 are a unique resource that offers enhanced access to local businesses and recreation. Unfortunately, there is an overall lack of coherence in how buildings in the community are designed and how they address the streets and bike paths, which undermines a strong sense of place. The unusually wide US 50 Caltrans right-of-way further exacerbates site design issues by forcing development to be built far from the roadway, and effectively hindering pedestrian circulation between the opposite sides of US 50. Landscaping along the highway corridor itself is typically minimal or non-existent, making it less inviting to potential visitors. In addition, vehicle speeds and snow storage along US 50 provide barriers to pedestrian circulation and the visibility of commercial establishments.

The Area Plan includes approximately 669 acres. Of this, approximately 118 acres are designated as mixed-use lands, which are divided into three separate zoning districts. These mixed-use lands support a variety of commercial, public service, residential, and tourist accommodation uses. The Area Plan includes approximately 137 acres of Recreation lands included in one zoning district. The Recreation lands include a mix of private and publicly owned lands supporting a golf course, park,

campground, and similar outdoor recreation opportunities. The Area Plan also includes approximately 348 acres of publicly owned Conservation lands included in one zoning district. The Conservation lands are managed primarily for their natural resource values and support dispersed recreation consistent with these resource values. Lastly, the Area Plan includes approximately 66 acres associated with public rights-of-way.

Within the mixed-use lands, there are 126 privately owned parcels, and 11 developable state-owned parcels that may qualify for future sales to private parties. Of these private parcels 80 are already developed and 46 are vacant. Figure 1-2 shows land ownership as of 2013, and Figure 1-3 shows the location of existing development as of 2013. Additional information on existing conditions relative to transportation and circulation, environmental conservation, recreation, and public services and utilities are provided in Chapters 3, 4, 5, and 6, respectively.

HISTORIC CONTEXT

Meyers was first established in the 1850s as a way station near its present location in the lower Lake Valley along the Upper Truckee River. In 1859, Martin Smith, Meyers' original developer, sold the station to Yank Clement, who renamed it Yank's Station. The station provided food, lodging, water and pasture to the thousands of travelers and their animals travelling over Echo Summit along the Great Bonanza Road. Yank's Station included a hotel, two saloons, a general store, a blacksmith shop, a cooperage, private homes and stables and barns. From 1860 to 1861 it served as a remount station for the Pony Express and is listed as a California Historical Landmark. In 1873, Clement sold the establishment to George Meyers who owned it for thirty years before selling it to the Celio family.

During the 1960s, the area around Meyers was part of a grand residential subdivision plan originally developed by two corporations, Tahoe Paradise Homes and Tahoe Paradise Properties, Inc. The new neighborhoods were to be called Tahoe Paradise. Since that time the entire area is referred to as either Meyers or Tahoe Paradise, although the commercial district is generally identified as Meyers.

FIGURE 1-1: MEYERS AREA PLAN AND VICINITY



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Date: 7/19/2017

FIGURE 1-2: LAND OWNERSHIP

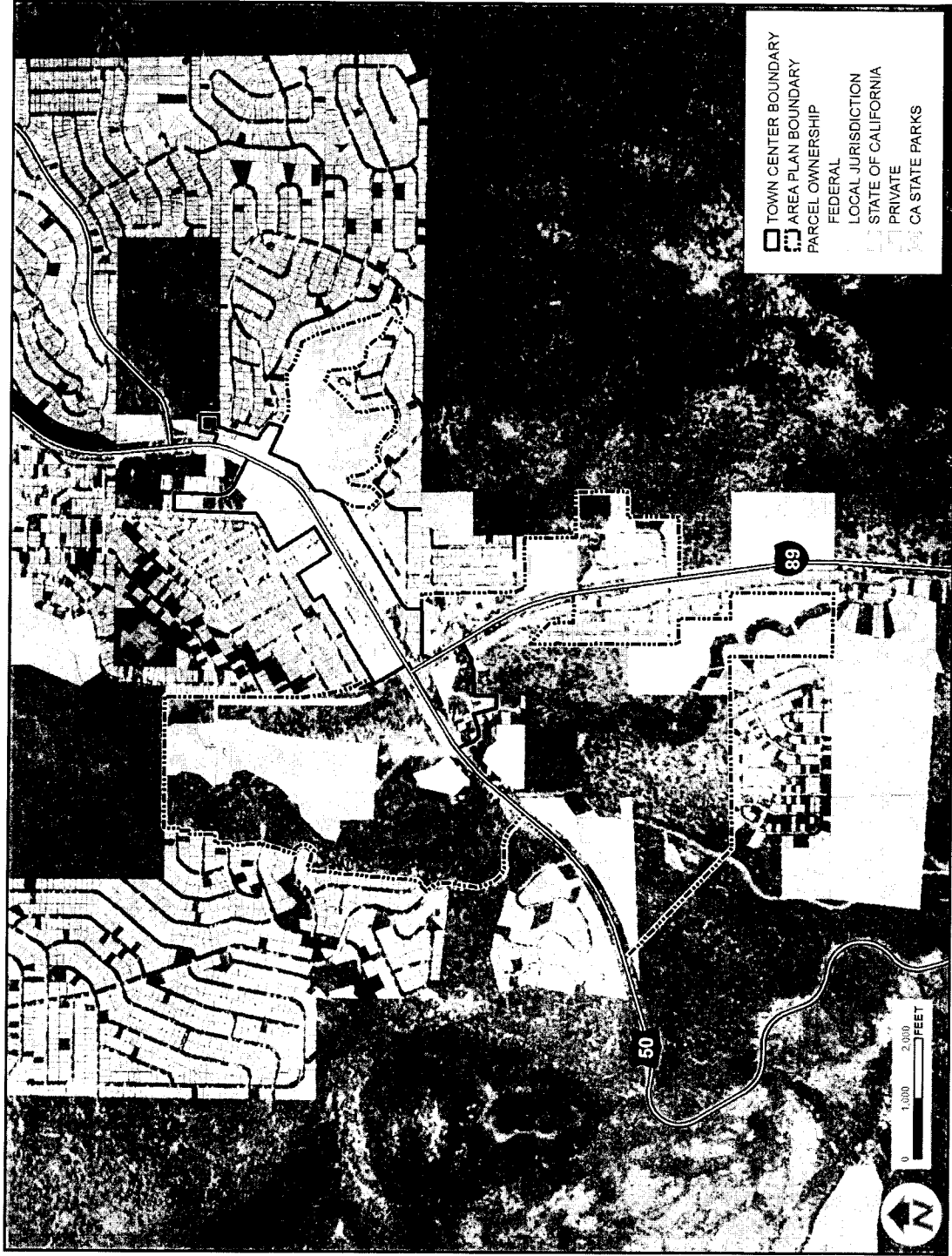
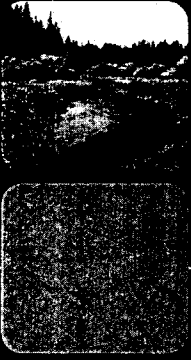


FIGURE 1-3: EXISTING DEVELOPMENT





CHAPTER 2

Land Use Element

The Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies, and the Land Use Element of the El Dorado County General Plan. This Element establishes land use and zoning regulations for the Area Plan. Section A summarizes applicable land use regulations; Section B describes zoning districts within the Area Plan; Section C includes the Area Plan’s Goals and Policies related to land use; and Section D includes the Land Use Ordinance, which implements the Land Use Element.

A. LAND USE REGULATIONS

Area Plans allow for planning that is responsive to the unique circumstances of communities within the Tahoe Region. TRPA and local governments, in close coordination with the local community, may prepare their own plans for a specific area in conformance with the Regional Plan. The authority and requirements for this Area Plan are provided in Chapter 13 (Area Plans) of the TRPA Code of Ordinances, and Chapter 130.56 (Specific Plan) of the El Dorado County Zoning Ordinance.

Goals and Policies in Chapter 2 through 7 of this Area Plan supplement the TRPA Goals and Policies and the El Dorado County General Plan. Section D of this Element (Land Use and Zoning Ordinance), and the *Meyers Design Standards and Guidelines* (Attachment A of this Area Plan), includes both supplemental and substitute standards that apply to the Area Plan. The TRPA Code of Ordinances and El Dorado County Ordinances apply to all lands within the Area Plan, except in cases where they are specifically substituted by standards in this Plan. The Land Use and Zoning Ordinance and the *Meyers Design Standards and Guidelines* identify the specific TRPA and El Dorado ordinances which are replaced by substitute standards in this Area Plan.

B. ZONING DISTRICTS

All lands within the Meyers Area Plan are assigned to a general land use category consistent with the TRPA Regional Land Use Map (see Figure 2-1). Five separate zoning districts are located in the overall Area Plan and each district is intended to serve a specific purpose, has a defined land use theme, permits specific land uses, and has specific development standards (see Figure 2-2). In addition, a Town Center overlay covers one district and portions of a second and third district. Parcels within the Town Center overlay are eligible for transfer incentives consistent with Chapters 30 and 51 of the TRPA Code of Ordinances. Each district and the Town Center overlay are described below.

Meyers Community Center (Meyers Area Plan - MAP-1)

The Meyers Community Center District is the heart of Meyers for residents and visitors alike. It is the mixed-use center of Meyers providing a scenic, rural feeling, and pedestrian friendly mix of commercial, public service, residential, and tourist accommodation uses.

Meyers Industrial (MAP-2)

The Meyers Industrial District includes commercial uses and public services generally serving residents in the Greater Meyers Community, although some uses serve visitors. This district contains light industrial, storage, and public service yards.

Upper Truckee Residential/Tourist (MAP-3)

The Upper Truckee Residential/ Tourist District provides a quiet mix of residential uses and allows for low intensity tourist accommodations. The district provides an appealing and scenic place for residents and visitors to stay within walking distance of the Meyers Community Center and nearby recreation amenities.

Meyers Recreation (MAP-4)

The Meyers Recreation District provides outdoor recreation amenities for residents and visitors within walking distance of commercial and residential uses. This district contains a variety of recreational opportunities including parks, a golf course, and developed campsites.

Upper Truckee River Corridor (MAP-5)

The Upper Truckee River Corridor includes public land surrounding the Upper Truckee River. The area is managed primarily for environmental values including watershed functions, conservation, and wildlife habitat connectivity. This district also provides for dispersed recreational uses including trails, trailheads, and cross-country skiing.

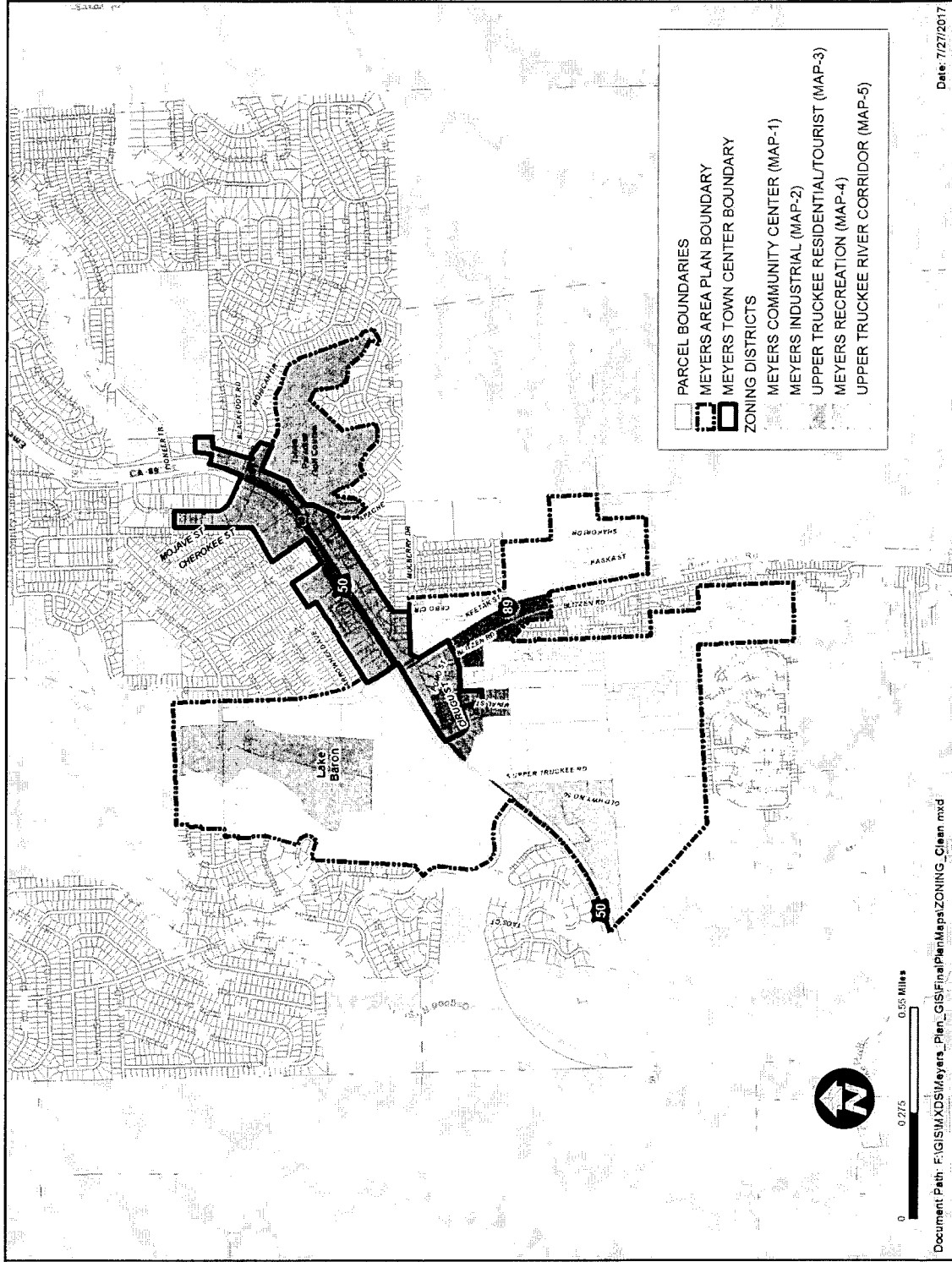
Town Center Overlay

The Town Center overlay includes the entirety of the Meyers Community Center District, and portions of the Upper Truckee Residential/Tourist District and Meyers Recreation District. High capability parcels within the overlay are suitable for redevelopment or infill and qualify for incentives when development is transferred from less suitable locations within the Tahoe Region. Applicable incentives relate to: transfers of land coverage (TRPA Code sections 30.4.2, subsections B & C); transfers of residential development rights (TRPA Code section 51.3); and transfers of existing development (TRPA Code section 51.5).

FIGURE 2-1: LAND USES



FIGURE 2-2: ZONING DISTRICTS



C. LAND USE GOALS & POLICIES

MEYERS COMMUNITY VISION

Meyers is an ideally situated, spacious, historic, and walkable mountain community that values sustainability, health, wellbeing and the natural environment. Uniquely concentrated with year-round outdoor sport and recreational opportunities, the Meyers mountain culture is the hallmark of our thriving local-based economy boasting a diverse commercial and retail environment, welcoming visitors and providing residents with an extraordinary place to live, work and play.

Goals and Policies:

1. *Goal:* Maintain the long term economic health and stability of the Area Plan by providing a diverse mix of commercial, recreational, tourist accommodation, residential and public service land uses in five separate land use districts which serve both residents and tourists.

Policy 1.1: Discourage perpetuating the strip commercial land use pattern and appearance. Provide appropriate land use opportunities to realize the intent and theme of each district by promoting unique local businesses at a similar size and scale as surrounding buildings.

Policy 1.2: Encourage the following uses to locate or remain within the Area Plan: indoor and outdoor recreation, a full-service community market, a community meeting facility, California Highway Patrol offices, day care or preschool facility, a full-service post office and a bed and breakfast inn.

Policy 1.3: Discourage additional service stations, convenience retail stores, car sales lots and outdoor retail sales along US 50.

Policy 1.4: Encourage the development of a permanent multi-use community plaza in Meyers to provide visitor information, public parking and restrooms, and a central gathering place.

Policy 1.5: Provide opportunities to improve the connections between commercial areas and surrounding recreation areas.

Policy 1.6: Provide opportunities to transfer existing commercial land uses which are located near the Town Center overlay to relocate into the Town Center.

Policy 1.7: Consider future expansions of the Community Center zoning district to incorporate portions of adjacent residential areas; in order to provide walkable mixed-use areas away from US 50 and discourage the existing commercial strip development pattern.

Policy 1.8: Encourage redevelopment of existing developed parcels over the development of vacant parcels.

2. *Goal:* Incentive programs should promote commercial development projects which meet plan objectives.

Policy 2.1: Allocate a portion of additional commercial floor area in a manner that will

result in capital improvements that implement the Area Plan.

Policy 2.2: Provide commercial floor area allocations to projects that exemplify the Meyers Vision, result in direct community and environmental benefits, and comply with all policies and requirements of this plan including but not limited to: environmental review requirements, scenic protections, allowable uses, and Meyers Advisory Council review requirements.

3. *Goal:* Encourage land uses, development projects and activities that will enhance the “year round” economy.

Policy 3.1: Establish a special events area and streamline review of arts and crafts shows, seasonal sales, athletic and cultural events, and other similar events.

Policy 3.2: Promote consolidated public parking areas and design them in such a manner that they can accommodate special event parking.

Policy 3.3: Coordinate and collaborate with public land management agencies to streamline permitting of guide services and special uses on public lands surrounding Meyers.

4. *Goal:* Implement a comprehensive community design program which will improve the visual and aesthetic quality of Meyers and establish a sense of permanence.

5. *Goal:* Improve the physical appearance of all areas within the Area Plan. Encourage rehabilitation through the remodeling, upgrading, landscaping, and aesthetic improvements of buildings, other structures and signage.

Policy 5.1: Projects which expand or relocate units of use, including land coverage, shall implement practical landscape improvements fronting its project area. The improvements are described in the Meyers Area Plan Design Standards and Guidelines (Attachment A). This policy may be waived if the project is in an assessment or improvement district already committed to the improvements.

Policy 5.2: Outdoor retail sales and displays visible from US 50 or SR 89 shall be consistent with the outdoor display guidelines contained in the Meyers Area Plan Design Standards and Guidelines (Attachment A). Outdoor storage of items to be sold or rented (not sales displays) shall not be visible from US 50 or SR 89.

Policy 5.3: Land uses in the US 50 non-operational right-of-way which may be acquired by adjoining property owners should be limited to parking, decks, outdoor seating, paths, signage, landscaping, lighting, public art, and water quality control facilities.

6. *Goal:* All redevelopment or new development in Meyers shall reinforce the community design goals and established “historic Meyers” architectural design theme, and shall improve the scenic and aesthetic condition of the built environment.

Policy 6.1: All projects shall be consistent with applicable sections of the Meyers Area Plan Design Standards and Guidelines (Attachment A). Appropriate guidelines may be required as conditions of project approval.

7. *Goal:* Encourage scenic resource and related community design improvements within the US 50 corridor.

Policy 7.1: Implement a cooperative sign reduction and consolidation program with Caltrans for signs located within the US 50 and SR 89 rights-of-way. Remove, reduce and consolidate highway informational and directional signage wherever possible.

Policy 7.2: Participate in the south shore's Art in Public Places program. Encourage placement of public art within the Area Plan.

Policy 7.3: Consult and collaborate with Caltrans to implement snow removal operations along US 50 consistent with the Highway's role as Meyer's main street.

Policy 7.4: Collaborate with Caltrans and the City of South Lake Tahoe to implement a way finding signage program within the US 50 and SR 89 rights-of-way.

Policy 7.5: Encourage the installation of gateway monument signage at the western and eastern entrances to Meyers.

Policy 7.6: Identify a location within the Meyers Town Center where the use of banners is permitted to advertise community and special events.

Policy 7.7: Promote underground parking or other facilities to minimize the visual impact of development. Figure 4-5 in the Conservation Element shows opportunities and groundwater constraints for underground facilities.

D. LAND USE AND ZONING ORDINANCE

SECTIONS

10	Purpose
20	Applicability
30	Exempt Activities
40	Zone Designations
50	Planning Permit Requirements
60	Matrix of Permitted Uses
70	Development Standards
80	Allocation of Commercial Floor Area
90	Community Incentive Projects
100	Special Events and Temporary Uses
110	Off-Street Parking and Loading
120	Height Measurement
130	Scenic Quality
140	Noise
150	Excess Land Coverage Mitigation
160	Landmark Tree Protection
170	Environmental Review
180	Appeals

10 PURPOSE

It is the purpose of the Meyers Area Plan (MAP) Zone to implement the policies of the Meyers Area Plan by setting forth separate and distinct uses and standards which apply to each of the five zones of the Meyers Area Plan. As noted in the Sections which follow, the permitted uses and development standards may vary for each designated zone as a means of implementing the policies of the adopted Meyers Area Plan.

20 APPLICABILITY

The regulations set forth in this Chapter shall apply to the MAP Zone. The standards of this Ordinance and of Section B of the *Meyers Area Plan Design Standards and Guidelines* replace specific standards within the Tahoe Regional Planning Agency (TRPA) Code of Ordinances. All provisions of the TRPA Code of Ordinances and the El Dorado County Zoning Ordinance that are not specifically substituted by standards in this Ordinance shall apply to all projects within the MAP Zone. Where there is a conflict between the TRPA Ordinances and the El Dorado County Ordinances, the most restrictive standards shall apply.

30 EXEMPT ACTIVITIES

The following activities are exempt from planning permit requirements, if the activity is established and operated in compliance with all other applicable standards of this ordinance, the Meyers Design Standards and Guidelines, and other applicable provisions of the El Dorado County Zoning Ordinance and the TRPA Code of Ordinances; and any permit or approval required by regulations other than this Ordinance is obtained (for example, a Building Permit).

- A. Special events
Special events or temporary activities pursuant to Section 100 of this Ordinance.
- B. Interior Remodeling
Interior remodeling provided there is no change or intensification of use and no increase in density; and no change in the gross floor area of the structure.
- C. Ordinary Maintenance and Repair
Ordinary maintenance and repair, which is the upkeep, or preservation of the condition of property. For structures visible from U.S. 50 or State Route 89, any exterior repairs shall employ the same materials and design as the original construction, or must comply with all recommendations in the Meyers Area Plan Design Standards and Guidelines (Attachment A).
- D. New Fences or Repair of Fences
Construction of new fences or repair or replacement of existing fences not located in Stream Environment Zones (SEZs) or bodies of water, and which comply with Section B of the Meyers Area Plan Design Standards and Guidelines (Attachment A).
- E. Excavation, Filling, or Backfilling
Excavation, filling, or backfilling for a volume not in excess of three cubic yards, provided the activity is completed within a 48-hour period and the excavation site is stabilized to prevent erosion. This exemption shall not be construed to exempt a series of excavations that collectively would constitute a project.

- F. Removal of Dead Trees
 - 1. Removal of dead trees less than or equal to 30 inches diameter at breast height (dbh).
 - 2. Removal of dead trees of any size provided the tree is not on a lakeshore property, is not within a SEZ or Conservation and Recreation Land, and poses a hazard to life and property.
- G. Seasonal Lighting
Seasonal lighting displays that are displayed between Thanksgiving and March 1 of the following year for no more than 14 weeks of cumulative time in a calendar year.
- H. Demolition
Demolition of structures, improvements, or facilities less than 50 years of age, provided any associated excavation and backfill is exempt pursuant to subparagraph E above. El Dorado County approval shall be required to obtain credit for land coverage or existing development.
- I. Landscaping and Gardening
Landscaping and gardening outside of SEZ are exempt provided all excavation or backfill is exempt pursuant to subparagraph E, the landscaping is in accordance with TRPA Code Chapter 61: Vegetation and Forest Health, the BMP Handbook (available at <http://tahoebmp.org>), Code subparagraphs 60.1.8.A through D requirements for fertilizer use, and the TRPA plant list (available at <http://tahoebmp.org>).
- J. Home Occupation
A home occupation that meets the definition of home occupation in Chapter 90 of the TRPA Code of Ordinances.
- K. Parcel Consolidations
Parcel consolidations, provided deed restrictions permanently consolidating the parcels are recorded by the affected owners. These should not result in any increase in development potential pursuant to Tahoe Regional Plan Policy LU-2.2.
- L. Replacement of Combustion Appliances and Woodstoves
Replacement of combustion appliances (water or space) and woodstoves in compliance with Section 65.1.4 (Combustion Appliances) of the TRPA Code of Ordinances.
- M. Removal of Live Trees
Other than Sierra Juniper trees, the removal of live trees 14 inches dbh or less is exempt as provided in subsection 61.1.5 (General Tree Removal Standards) of the TRPA Code of Ordinances.
- N. Activities Exempted by MOU
Other activities specifically exempted by an adopted MOU between TRPA and the implementing entity.

40 ZONE DESIGNATIONS

In order to differentiate the variable uses and development standards required for each Zone, the Meyers Area Plan (MAP) Zone will be designated on the official zone map as follows:

- A. MAP-1 Meyers Community Center District (Center)
- B. MAP-2 Meyers Industrial District (Ind)
- C. MAP-3 Upper Truckee Residential/Tourist District (Res/T)
- D. MAP-4 Meyers Recreation District (Rec)
- E. MAP-5 Upper Truckee River Corridor District (River)

50 PLANNING PERMIT REQUIREMENTS

- A. The Matrix of Permitted Uses in Section 50, below, provides for uses that are:
 - 1. Allowed by right subject to compliance with all applicable provisions of this Ordinance. Uses allowed by right must comply with site development requirements (Attachment A of the Meyers Design Standards and Guidelines and Chapters 30 – 39 of the TRPA Code of Ordinances), resource management and protection requirements (Chapters 60 – 68 of the TRPA Code of Ordinances). These are shown as a “P” in Table 2-1.
 - 2. Allowed subject to approval of a Use Permit. In addition to the requirements in Section 50.A.1, above, these uses are subject to a conditional use permit as described in El Dorado Zoning Ordinance Section 130.52.021. These are shown as “CUP” in Table 2-1.
 - 3. Not allowed in particular zones. These are shown as “—” in Table 2-1.
- B. The resource management uses of timber, wildlife/fisheries, vegetation protection and watershed improvements are permitted uses in any of the MAP Zones as long as such practices are consistent with the Meyers Area Plan and applicable provisions of the TRPA Code of Ordinances and the El Dorado County Zoning Ordinance.
- C. Tahoe Regional Planning Agency Code of Ordinances, Chapter 21, Section 21.4, *List of Primary Uses*, is adopted by reference for the uses listed under Table 50-1.

60 MATRIX OF PERMITTED USES

Uses are permitted in the following Zones subject to the requirements of this Ordinance as designated in Table 2-1 below:

- A. Only those uses listed on the following Table 2-1 and otherwise noted in this Section shall be permitted by right or by Conditional Use Permit within the Zones specified. Accessory uses (defined in Ch. 90 Definitions, TRPA Code of Ordinances) may be permitted per Sections 21.3.1 through 21.3.8 of the TRPA Code of Ordinances.

TABLE 2-1: PERMITTED, CONDITIONAL USES, AND PROHIBITED USES

USE	MAP 1 (Center)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
<i>Residential</i>					
Employee Housing	CUP ⁽³⁾	—	CUP	CUP	—
Multiple Family Dwelling	P ⁽⁶⁾	—	P	—	—
Multiple Person Dwelling (i.e., dormitories, etc.)	CUP	—	—	—	—
Nursing and Personal Care	CUP	—	—	—	—
Single Family Dwelling	P ⁽⁴⁾⁽⁶⁾	—	P	—	—
<i>Tourist Accommodation</i>					
Time-share units	—	—	—	—	—
Bed and Breakfast Facilities	P	—	P	—	—
Hotels/Motels	CUP	—	CUP ⁽⁷⁾	—	—
<i>Commercial (Retail)</i>					
Auto/Mobile Homes/Vehicle Dealers	—	CUP	—	—	—
Building Materials/Hardware	P	P	—	—	—
Eating and Drinking Places	P	P	—	—	—
Food and Beverage Sales	P	P	—	—	—
Furniture/Home Furnishings/Equipment	P	P	—	—	—
General Merchandise Stores	P	P	—	—	—
Mail Order and Vending	P	P	—	—	—
Nursery	P	P	—	CUP	—
Outdoor Retail Sales	CUP	CUP	—	—	—
Service Stations	CUP	CUP	—	—	—
<i>Commercial (Entertainment)</i>					
Amusements and Recreation Services	P	—	—	CUP	—
Privately Owned Assembly and Entertainment	CUP	—	—	—	—
Outdoor Amusements	CUP	—	—	CUP	—
<i>Commercial (Services)</i>					
Animal Husbandry Services	CUP	P	—	—	—
Broadcasting Studios	P	P	—	—	—
Business Support Services	P	P	—	—	—
Contract Construction Services	CUP	P	—	—	—
Financial Services	P	P	—	—	—
Health Care Services	P	P	—	—	—
Personal Services	P	P	—	—	—
Professional Offices	P	P	—	—	—
Repair Services	CUP	P	—	—	—
Schools-Business and Vocational	CUP	—	—	—	—
Sales Lots	—	CUP	—	—	—
Secondary Storage	CUP ⁽¹⁾	CUP	—	—	—
Auto Repair and Service	CUP	P	—	—	—

USE	MAP – 1 (Center)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Laundries and Dry Cleaning	CUP	CUP	—	—	—
Commercial (Light Industrial)					
Food and Kindred Products	CUP ⁽⁶⁾	P	—	—	—
Fuel and Ice Dealers	—	P	—	—	—
Industrial Services	—	CUP	—	—	—
Printing and Publishing	CUP ⁽⁶⁾	P	—	—	—
Commercial (Wholesale/Storage)					
Recycling and Scrap	—	CUP	—	—	—
Small Scale Manufacturing	CUP ⁽⁶⁾	CUP	—	—	—
Storage Yards	—	CUP	—	—	—
Vehicle/Freight Terminals	—	CUP	—	—	—
Vehicle Storage and Parking	CUP ⁽⁶⁾	P	—	—	—
Warehousing	CUP ⁽⁶⁾	P	—	—	—
Wholesale and Distribution	CUP ⁽⁶⁾	P	—	—	—
Public Services (General)					
Churches	P	—	CUP	—	—
Collections Stations	CUP ⁽⁶⁾	P	—	—	—
Child Day Care Facilities and Preschools	P	CUP	CUP	CUP	—
Government Offices	P	CUP	CUP	—	—
Hospitals	CUP	—	—	—	—
Local Assembly and Entertainment	P	CUP	CUP	P	—
Local Post Office	P	—	—	—	—
Local Public Health and Safety Facilities	P	P	CUP	CUP	CUP
Membership Organizations	P	—	—	—	—
Publicly Owned Assembly and Entertainment	CUP	—	—	CUP	—
Public Utility Centers	CUP ⁽⁶⁾	CUP	—	CUP	CUP
Regional Public Health and Safety Facilities	CUP	CUP	—	—	—
Social Service Organizations	P	CUP	CUP	—	—
Schools (K-12)	CUP	—	—	—	—
Cultural Facilities	P	CUP	P	P	—
Schools/Colleges	CUP	—	—	—	—
Public Service (Linear Facilities)					
Pipelines and Power Transmission	CUP	CUP	CUP	CUP	CUP
Transit Stations and Terminals	P	P	CUP	CUP	CUP
Transportation Routes	CUP ⁽⁵⁾	CUP ⁽⁵⁾	CUP ⁽⁵⁾	CUP ⁽⁵⁾	CUP ⁽⁵⁾
Transmission and Receiving Facilities	CUP	CUP	CUP	CUP	CUP
Recreation					
Cross Country Ski Courses	P	P	P	P	P
Day Use Areas	P	—	P	P	P
Golf Courses	—	—	—	CUP	—
Group Facilities	CUP	—	CUP	P	—

USE	MAP – 1 (Center)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Outdoor Recreation Concessions	P	CUP	CUP	P	—
Participant Sport Facilities	CUP	CUP	—	P	—
Recreation Centers	P	—	CUP	CUP	—
Riding and Hiking Trails	P	P	P	P	P
Rural Sports	—	CUP	CUP	P	CUP
Snowmobile Courses	—	—	—	CUP	—
Sport Assembly	CUP	—	—	—	—
Visitor Information Center	P	—	CUP	P	—
Developed Campgrounds	—	—	—	P	CUP
Undeveloped Campgrounds	—	—	—	P	CUP
Recreational Vehicle Parks	—	—	—	CUP	—

(1) Applies only to parcels on Santa Fe Road.
(2) Maintenance facilities not allowed within any new transit facilities.
(3) One employee housing unit allowed without a CUP per commercial building with at least 1000 sq. ft. of CFA.
(4) Single family dwellings in Meyers Community Center limited to condominiums or townhouses with at least 3 attached units.
(5) Non-motorized public trails are a permitted use.
(6) These uses are not allowed within the portion of the ground floor of a structure that faces the primary entry point for projects adjacent to US 50. This restriction may be waived if the Meyers Advisory Council and the Planning Commission find that the use is otherwise consistent with the intent of the Meyers Area Plan.
(7) Hotels/motels are only allowed in the Town Center portion of MAP-3.

70 DEVELOPMENT STANDARDS

The following provisions shall apply in all MAP Zones.

- A. Table 2-2 sets forth the applicable lot area, lot width, building height, development density, land coverage, and setback requirements for each MAP Zone. Design standards are further regulated under the *Meyers Area Plan Design Standards and Guidelines*, included as Attachment A of the Meyers Area Plan.

TABLE 2-2: DEVELOPMENT STANDARDS

		MAP – 1 (Center) ⁽⁶⁾	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Maximum Height and Density for All Uses	Maximum Height (Ft.) ⁽⁸⁾	42	TRPA Code Chapter 37	42, TRPA Code Sec. 37.4 ⁽⁹⁾	TRPA Code Sec. 37.4	TRPA Code Sec. 37.4
	Density, Single Family Residential	NA	NA	1 unit/ parcel (parcels less than 1 acre); 2 units if greater than one acre	NA	NA
	Density, Multiple Family ⁽⁴⁾	20 units/ acre	NA	15 units/ acre	NA	NA
	Density, Multi-person/ Nursing & personal care	25 persons/ acre	NA	NA	NA	NA
	Density, Bed and Breakfast	10 units/ acre	NA	10 units/acre	NA	NA
	Density, all other Tourist accommodation	30 units/ acre	NA	30 units/ acre ⁽⁷⁾	NA	NA
	Density, Group facilities	25 persons/ acre	NA	25 persons/ acre	25 persons/ acre	NA
	Density, Campgrounds & Recreational Vehicle Parks	NA	NA	NA	8 sites/ acre for campgrounds, 10 sites/ acre for RV Parks	8 sites/ acre for camp grounds
Setbacks and Lot Sizes for All Non-residential Uses	Minimum Lot Size (Sq. Ft.)	5,000	10,000	5,000	NA	NA
	Minimum Lot Frontage (Ft.)	50	100	50	NA	NA
	Front Setback (Ft.)	20 ⁽³⁾	20 ⁽¹⁾	20 ⁽¹⁾	20 ⁽¹⁾	20
	Side Setback (Ft.)	0	0	0	0	0
	Rear (Ft.)	0	10	0	0	0
	Setback Adjacent to residential (Ft.)	25	25	25	25	0

		MAP – 1 (Center) ⁽⁶⁾	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Setbacks and Lot Sizes for All Residential Uses	Minimum Lot Size (Sq. Ft.)	6,000	NA	6,000	NA	NA
	Minimum Lot Frontage (Ft.)	60	NA	60	NA	NA
	Front Setback (Ft.)	20 ⁽³⁾	NA	20 ⁽²⁾	NA	NA
	Side Setback (Ft.)	5	NA	5	NA	NA
	Rear Setback (Ft.)	15	NA	15	NA	NA
Maximum Transferred Land Coverage (see TRPA Code Sec. 30.4 for additional detail)		70% of high capability land	See TRPA Code Ch. 30	70% of high capability in Town Center overlay; see TRPA Code Ch. 30 for outside of Town Center ⁽⁵⁾	70% of high capability in Town Center overlay; see TRPA Code Ch. 30 for outside of Town Center	See TRPA Code Ch. 30

(1) The front setback may be reduced as part of the design review when such reduction supports the policies of the Meyers Area Plan and does not reduce the numerical scenic rating of the roadway unit.

(2) Second story cantilever living space not more than 4 feet into front yard.

(3) For parcels adjacent to the US 50 ROW in MAP-1 the minimum front setback can be reduced to 1 ft. from property line if the resulting setback is a minimum of 70 ft. from the centerline of US 50 and 35 feet from the centerline of the Pat Lowe multi-use trail.

(4) Multiple family density applies to apartments, condominiums, and townhomes.

(5) Detached single family dwellings limited to no more than 30% coverage per TRPA Code Sec. 30.4.

(6) The maximum density for parcels in the Meyers Community Center Zoning District proposed for a mixture of land uses shall be calculated as a proportional share of the maximum densities used for different project land uses. These densities shall be combined together and rounded to the next lowest whole number. For example, if a 3 acre parcel proposes that 2 acres be used primarily for multiple family (20 units/acre) and 1 acre be used primarily for tourist accommodation other than bed and breakfast (30 units/acre), then the maximum density allowed for the project would be 30 tourist accommodation units and 40 multiple family units.

(7) Hotels/motels are only allowed in the Town Center portion of the MAP-3 Zoning District.

(8) For building height above the maximum height of 26 feet, the findings in TRPA Code Sec. 37.7 shall apply.

(9) A maximum building height of 42 feet is only allowed in the Town Center portion of the MAP-3 Zoning District. For building height above the maximum height of 26 feet, the findings in TRPA Code Sec. 37.7 shall apply.

- B. Any new development, additions to existing development, change in use, or exterior modifications to existing development shall be reviewed for consistency with the Meyers Design Standards and Guidelines, and subject to a Design Review Permit in compliance with Section 130.52.030 of the El Dorado County Zoning Ordinance.

Upon receiving a complete application for any project requiring a Design review permit other than a single family detached residence, and prior to issuance of a Design Review Permit, the TRPA, El Dorado County Planning Department or El Dorado Planning Commission shall request and consider a recommendation from the Meyers Advisory Council on the consistency of the proposed activity with the policies of the Meyers Area Plan and the Meyers Design Standards and Guidelines.

80 ALLOCATION OF COMMERCIAL FLOOR AREA

- A. No person shall construct a project or commence a use that creates additional commercial floor area without first receiving an allocation of Commercial Floor Area (CFA) approved by the El Dorado County Planning Commission (Planning Commission), or an allocation of new or transferred CFA approved by TRPA consistent with Chapters 50 or 51 of the TRPA Code of Ordinances. As of June 1, 2014, a total of 33,395 square feet of additional CFA is available for allocation by the Planning Commission within the MAP Zone. Allocations of CFA authorized by the Planning Commission must be consistent with this Ordinance and with TRPA Code Section 50.6.1 subsections A and B, and 50.6.5 subsections A and B.
- B. In order to promote small business, of the CFA available for allocation by the Planning Commission, 17,000 square feet shall be reserved to ensure sufficient CFA is available for as many projects as possible. The remainder of the CFA available for allocation by the Planning Commission shall be distributed in accordance with subsection C, below. The Planning Commission may allocate this reserved CFA as follows: a maximum of 2,500 square feet of CFA may be allocated to a proposed project. Only one project is eligible for this allocation of CFA on each legally created parcel.
- C. The Planning Commission may allocate the remaining CFA that is not reserved under section B, above, to a project using either of the following approaches:
 1. CFA may be allocated to a project for a fee equal to the most recently advertised market rate for CFA available from the California Tahoe Conservancy. The funds received from this fee shall be collected by El Dorado County and placed in an interest bearing account. Use of these funds shall be reserved for implementation and maintenance of Capital Improvement Projects within the Meyers Area Plan.
 2. CFA may be allocated to the MAP-1 Center Zone as a match for transfers of existing CFA from sensitive lands consistent with Chapter 51 (Transfer of Development) of the TRPA Code of Ordinances, in the event that TRPA has no CFA available to provide as a match.

90 COMMUNITY INCENTIVE PROJECTS

- A. The fee for allocations of additional CFA, as described in section 80.C.1, above, may be waived if the Planning Commission makes written findings certifying that the project meets all of the following:
1. Include passive solar, alternative energy features, or other design components that the Meyers Advisory Council and Planning Commission find will result in reduced greenhouse gas emissions.
 2. Exceed State and regional green building standards for energy efficiency.
 3. Be consistent with the *Meyers Design Standards and Guidelines*, and contribute to an increase in the numeric scenic rating of Roadway unit 36C (US 50 through Meyers).
 4. Include a minimum of 10% of the project area or 800 square feet, whichever is less, of landscaped outdoor public areas including pedestrian amenities such as benches, tables, drinking fountains, public art, and/or informational kiosks. Public areas must be available to any member of the public regardless of whether they are engaged in commercial activity on the site.
 5. Exceed stormwater quality standards by 10%. This requirement is defined as sizing on-site stormwater facilities to accept 110% of the required stormwater volume, treating off-site stormwater from an area equal to at least 10% of the project area, or contributing 110% of the required financial or in-kind contributions to an area-wide stormwater management project.

100 SPECIAL EVENTS AND TEMPORARY USES

- A. The Tahoe Paradise Park, within MAP-4 (Rec) is designated as a special events area. Special events or other temporary uses within the Tahoe Paradise Park do not require a temporary use permit if the following conditions are met:
1. The temporary use is sponsored by a charitable, non-profit, government, or community organization that has received written approval from the land owner or entity managing and administering the property;
 2. The temporary use is less than 3 consecutive days in duration;
 3. Does not create noise in excess of the limits in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances. Noise occurring between 8 AM through 6:30 PM Sunday through Thursday, and between 8 AM through 10 PM on Friday and Saturdays, is exempt from the noise limits;
 4. The temporary use results in no additional permanent land coverage, temporary coverage and land disturbance is limited to the minimum amount necessary for the activity, and all temporary coverage or disturbance is restored and revegetated within 3 days after the temporary activity ends;

5. The temporary use does not include grading in excess of 3 cubic yards, and does not include the removal of trees greater than 14" diameter at breast height or the removal of vegetation within land capability districts 1 – 3;
 6. Parking is restricted to paved areas, with the exception of motor vehicle exhibit parking on established lawns for automobile displays. If parking is expected to exceed the capacity within the special events area, the sponsoring organization has received written authorization to use off-site parking from an off-site property owner(s) with sufficient paved parking capacity, and the written agreement is available for review by El Dorado County or TRPA upon request;
 7. The temporary use does not include the closure of a travel lane within a State or County roadway; and
 8. The temporary use is limited to the between the hours of 8:00 am to 10:00 pm, or is a race or exhibition conducted during daylight hours.
 9. The temporary use includes provisions for trash removal and site cleanup during and immediately following use.
- B. Temporary uses or special events within the Plan Area but outside of the Tahoe Paradise Park, within MAP-4 (Rec), are exempt from a temporary use permit if conditions 1 – 7 of Section 100.A, above, are met, and the temporary use:
1. If the temporary activity, other than the parking, is located on unpaved areas, the temporary activity does not occur on an unpaved area that has been used for temporary projects more than four times in the past calendar year; and
 2. The affected property(s) has a current TRPA Best Management Practices (BMP) Certificate and verified land coverage and maintains verifiable records on the duration of all events.

110 OFF-STREET PARKING AND LOADING

- A. Off-street parking and loading shall comply with Chapter 130.35, Off-Street Parking and Loading, of the El Dorado County Zoning Ordinance; and site design and planning standards included in section B.1 of *the Meyers Design Standards and Guidelines*.
- B. To promote a park-once pedestrian area and reduce unnecessary land coverage, reductions in parking requirements and shared parking are encouraged where consistent with section 130.35.030 of the El Dorado County Zoning Ordinance.

120 HEIGHT MEASUREMENT

Building height shall be measured consistent with section 130.30.040, of the El Dorado County Zoning Ordinance. [Replaces section 37.3 of the TRPA Code of Ordinances]

130 SCENIC QUALITY

- A. All projects requiring a Scenic Assessment pursuant to Chapter 66, Scenic Quality, of the TRPA Code of Ordinances shall submit the required scenic assessment pursuant to the TRPA Code of Ordinances and the TRPA Design Review Guidelines and Scenic Quality Improvement Program as part of the project application.
 - 1. All projects proposing buildings exceeding 26 feet in height shall make findings 1, 3, 5, and 9 in TRPA Code section 37.7 (Findings for Additional Building Height), including compliance with applicable visual magnitude/contrast ratings.
- B. Prior to approving a project that may affect an identified scenic resource, the County or TRPA shall find that the project is consistent with applicable recommendations from the Scenic Assessment for preserving or improving the scenic quality of the identified scenic resource.

140 NOISE

- A. Consistent with the adopted TRPA Threshold Standards the maximum community noise equivalent levels (CNEL) for each zoning district are as follows:
 - 1. CNEL of 65 dBA for the Meyers Community Center District, Meyers Industrial District, and highway corridors (300 feet each side of US 50 and SR 89).
 - 2. CNEL of 55 dBA for the Upper Truckee Residential/Tourist District and the Meyers Recreation District.
 - 3. CNEL of 50 dBA for the Upper Truckee River Corridor District.

150 EXCESS LAND COVERAGE MITIGATION

- A. The excess land coverage mitigation program as described in TRPA Code Chapter 30.6 applies within the plan area as modified below.
 - 1. A minimum of 5% of the excess land coverage mitigation required under TRPA Code section 30.6.1.C (Determination of Excess Land Coverage Mitigation) must be in the form of on-site excess coverage removal and restoration.

160 LANDMARK TREE PROTECTION

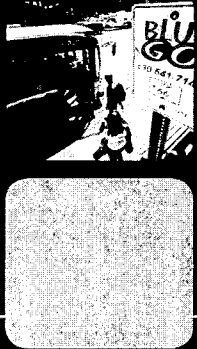
- A. Live Sierra Junipers exceeding 14 inches dbh in the Community Center (MAP-1), Industrial (MAP-2), or Upper Truckee Residential/Tourist (MAP-3) Zoning Districts; Live Sierra Junipers of any size in the Meyers Recreation (MAP-4) or Upper Truckee River Corridor (MAP-5); and other trees identified on the Landmark Tree Map (Figure 4-4), as amended, shall not be removed unless they meet one of the criteria in TRPA Code section 61.1.4.A.1 – 11, and a tree removal permit is issued by TRPA.
- B. Amendments to the Landmark Tree Map (Figure 4-4) may be recommended by the Meyers Advisory Council and approved by the El Dorado County Planning Commission. Prior to El Dorado Planning Commission review, proposed amendments to the Landmark Tree Map shall be submitted to the TRPA Forester and El Dorado County Planning Staff for approval or denial. Amendments to the Landmark Tree Map do not constitute a plan revision and do not require approvals as described in Chapter 7, section D (Reporting & Plan Revisions) of the Meyers Area Plan.
 1. Trees can be nominated to gain Landmark Tree Protection if they are at least 14 inches dbh; in good health; and if they are located in the Community Center (MAP-1), Industrial (MAP-2), or Upper Truckee Residential/Tourist (MAP-3) Zoning Districts. In addition, candidate trees must fulfill one or more of the following requirements:
 - a. Be a species of limited occurrence in the region or a Sierra Juniper,
 - b. Be an extraordinary specimen of any species,
 - c. Be visually prominent from transportation corridors, or
 - d. Be perceived as socially, historically, or culturally significant.

170 ENVIRONMENTAL REVIEW

Environmental review requirements of the California Environmental Quality Act (CEQA) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances apply within the Plan Area. El Dorado County or TRPA must make the applicable findings in Chapter 4 of the TRPA Code of Ordinances prior to approving an application in the Plan Area.

180 APPEALS

Decisions by the El Dorado County Planning Director, Zoning Administrator, or Planning Commission may be appealed pursuant to section 130.52.090 of the El Dorado County Zoning Ordinance. Decisions by the El Dorado County Board of Supervisors may be appealed to the TRPA Governing Board pursuant to TRPA Code section 13.9.



CHAPTER 3 Transportation & Circulation Element

The Transportation and Circulation Element is a supplement to the TRPA Regional Plan, TRPA Linking Tahoe: Regional Transportation Plan and to the Transportation Element of El Dorado County's General Plan. Consistent with these plans, this chapter lists the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies. Additional detail on capital improvements can be found in Chapter 7, Implementation.

A. EXISTING TRANSPORTATION SYSTEM

STREETS AND HIGHWAYS

U.S. Highway 50 (US 50) and California State Route 89 (SR 89) serve as the primary highway links in and through the Meyers Area Plan boundary (Meyers). US 50 enters the Tahoe Basin a short distance away over Echo Summit. US 50 into Meyers is the busiest gateway into the Tahoe Basin and provides the main south shore point of access from the Bay Area, west slope and central valley population centers. US 50 is a two lane highway with a continuous, two-way center turn lane between SR 89 and Santa Fe Street. Pioneer Trail, classified as a minor arterial roadway, intersects US 50 immediately north of Meyers. It is an important intersection in the area connecting Meyers to South Lake Tahoe, CA and Stateline, NV. Eight collector streets serve the surrounding residential neighborhoods and intersect either US 50 or SR 89. SR 89 also provides entry into the Tahoe Basin from Hope Valley and outlying communities in Alpine County.

US 50 and SR 89 are designated as state scenic highways through the Area Plan. Both are designated as TRPA regional scenic highway corridors. The TRPA designation includes all lands visible within one thousand feet from the edge of right-of-way for both highways.

Perhaps the most significant physical feature in Meyers is the US 50 right-of-way. Originally planned to contain a four lane, limited access freeway and frontage roads, it contains only two travel lanes and a center turn lane. The right-of-way varies in width from approximately 100 feet at the east end of Meyers to 280 feet near the west end of Meyers. Undeveloped land within the right-of-way is mostly disturbed and has adversely affected the community in terms of circulation, water quality, site planning, architectural design and business activity.

TRANSIT SERVICE

The Sierra at Tahoe ski resort operates seasonal shuttle services between the ski resorts, Meyers, and locations in the City of South Lake Tahoe. The Tahoe Transportation District offers demand response transit service within the boundaries of Cave Rock in the north, Christmas Valley in the south, Fallen Leaf Lake to the west, and within $\frac{3}{4}$ mile of the Pioneer and US Highway 50 north intersection near Heavenly Village on the east between 5:15 am and 12:45 am.

PARKING FACILITIES

Most existing uses have on-site parking and the supply of parking for individual uses generally is adequate. However, very little public parking is available to promote transit use, ride-sharing, “park once” pedestrian activity, or to facilitate special events in Meyers.

PEDESTRIAN/BICYCLE FACILITIES

A Class I shared-use trail, known as the Pat Lowe Memorial Bike Trail, runs along both sides of US 50 from Pioneer Trail to SR 89. On the north side of US 50, the Class I shared-use trail continues along US 50 towards the City of South Lake Tahoe. This trail is proposed to be continued providing non-motorized transportation connectivity between Meyers and South Lake Tahoe and Stateline. Other shared-use trails, bike routes, and bike lanes are proposed in the Linking Tahoe: Active Transportation Plan to improve connectivity between Meyers and surrounding residential areas and recreation sites. Additional conceptual safety, and access trail connections are shown in Figure 3-1. Other informal dirt paths connect Meyers to adjacent residential neighborhoods or nearby open space.

Traffic conditions and a lack of improved pedestrian crossings across US 50 present a major impediment to pedestrian activity in Meyers. Some pedestrian infrastructure is provided by individual businesses throughout Meyers and a crosswalk was constructed in 2015 at the intersection of US 50 and Apache Avenue. An additional crosswalk and roundabout is expected to be constructed at the intersection of US 50 and SR 89 by Caltrans in 2018 or 2019 and this Area Plan identifies the need for two additional pedestrian crossings (Figure 3-1), and the relocation of the crosswalk at US 50 and Apache Avenue to the west side of Apache with installation of a Rapid Rectangular Flashing Beacon. Caltrans is also contemplating a roundabout improvement at Pioneer Trail/US 50 north of the Area Plan and improvements at US 50/Apache Avenue. Bicycle and pedestrian trails are typically not maintained during winter months limiting their year-round use; however, the class I trail was maintained for year-round use in 2016/17, and is expected to continue to be maintained year-round through use of the measure R/S funds.

EXISTING TRAFFIC CONDITIONS

There are two distinct sets of traffic conditions in Meyers: free flowing and congested. Most of the time vehicle traffic on US 50, SR 89 and intersecting side streets flows freely. This generally occurs during weekday periods throughout most of the year except for holidays which fall or are observed on a weekday.

Congested traffic conditions generally occur during seasonal weekends and holidays. The normal pattern involves visitors entering the basin on Fridays and Saturdays and leaving the basin on Sundays or on weekday holidays. It causes severe backups and queues on US 50 for motorists travelling back and forth over Echo Summit. During winter snowstorms the situation can be easily compounded by chain-up and snow removal procedures. Congestion caused by US 50 traffic exiting the basin produces backups at intersections within Meyers including SR 89 and most side

streets. This is especially true for vehicles (generally local residents) attempting to make left turns. During periods of particularly bad congestion, the backup of traffic on US 50 traffic leaving the basin can extend all the way into the City of South Lake Tahoe. When this occurs, traffic in Meyers can become gridlocked.

Caltrans and TRPA traffic counts (count data collected in 2014) on US 50 through Meyers indicate peak hour traffic (peak month summer weekend) of 1,900 vehicles. Average Daily Traffic (ADT) for peak season (August) weekdays is estimated at 17,200 ADT along US 50 just east of the SR 89 intersection, and 5,600 ADT along SR 89 south of US 50.

Level of service (LOS) standards for roadways in Meyers are prescribed in the TRPA Regional Plan, and the Linking Tahoe: Regional Transportation Plan. Roadways must maintain LOS "D" with exceptions during peak periods when LOS "E" may be acceptable for no longer than four hours a day. Individual projects may cause these standards to be exceeded only when multi-modal amenities (i.e. the Transit Service and Pedestrian and Bicycle Facilities listed in section C, below) are provided to mitigate the traffic generation. As of 2010, US 50 through Meyers operated at LOS "E" for up to four hours per day during high season, peak travel. As such, the roadway meets the level of service standard but could exceed the standard if the Transportation and Circulation Implementation Actions listed in section C, below are not implemented concurrently with increases in traffic. Current data on the LOS at the un-signalized intersection of US 50 and SR 89 is not available, but congestion observed at this intersection on peak weekends indicates that it likely operates at LOS "E" for periods of time.

TRPA administers regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. Data on VMT specific to Meyers is not available, but implementation of measures to reduce VMT contained in this Area Plan (Transportation Element and Land Use Element), are important components of the regional VMT reduction effort. TRPA will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved, and may not release additional development allocations until those standards are met.

B. TRANSPORTATION GOALS & POLICIES

TRANSPORTATION & CIRCULATION VISION

Redevelop the transportation system within Meyers to achieve complete streets, reduce reliance on the private automobile, improve circulation and provide opportunities to experience Meyers as a pedestrian or cyclist.

Goals and Policies:

1. *Goal:* Implement transportation and circulation improvements in Meyers to improve existing conditions and achieve the plan's transportation and circulation vision.

Policy 1.1: El Dorado County, TRPA and Caltrans shall implement transportation improvements called for in the Linking Tahoe: Regional Transportation Plan and the Linking Tahoe: Active Transportation Plan.

Policy 1.2: All uses within the Area Plan with 50 or more employees shall implement transportation demand management strategies (TDM) including, but not limited to,

employer-based trip reduction programs, ride sharing programs and transit incentives.

Policy 1.3: Utilizing monitoring data collected by various Lake Tahoe Region agencies, El Dorado County and TRPA will periodically assess the effectiveness of the long-term implementation of mobility strategies within the Plan area.

Policy 1.4: Concurrent with TRPA's four-year Area Plan recertification process, should actual vehicle trips surpass the Area Plan vehicle trips projected for travel into and within the Plan area, as shown in the 2017 MND/IEC for the Area Plan, El Dorado County and TRPA shall jointly revise mobility strategies in the Area Plan transportation chapter to address the increased vehicle trips.

Policy 1.5: El Dorado County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA's Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations.

2. *Goal:* Identify opportunities to reduce traffic speeds through Meyers without adversely affecting air quality. Consider using right-of-way improvements and traffic controls to achieve the objective.

Policy 2.1: Maintain Level of Service of "D" or better at US 50/Pioneer Trail and US 50/SR 89 intersections consistent with the Linking Tahoe: Regional Transportation Plan (RTP).

3. *Goal:* Encourage El Dorado County, transit providers and recreation area shuttles to increase transit service to and from Meyers. Provide high quality transit stops and facilities which encourage ridership and are designed consistent with the Meyers Area Plan Design Standards and Guidelines (Attachment A).

Policy 3.1: Strategically locate transit stops in each land use district as the need and demand is demonstrated.

Policy 3.2: Transit shelters shall be provided at all transit stops. Transit shelters shall be designed consistent with the Meyers Area Plan Design Standards and Guidelines (Attachment A).

Policy 3.3: Support implementation of the Meyers transit service improvements in the Linking Tahoe: Tahoe Transit Master Plan, 2017.

4. *Goal:* Provide park and ride opportunities in Meyers. Encourage the use of shared community parking areas which can serve the land use districts.

Policy 4.1: Develop a community plaza within the Town Center area which can be served by transit and recreation area shuttles.

5. *Goal:* In consultation with Caltrans, TRPA and the California Highway Patrol cooperatively redesign the chain-up areas and modify chain-up procedures including short term truck parking, along US 50. Consider developing a chain up area that is separated from the travel lane and can serve as public parking and recreational access during non-winter months.

Policy 5.1: Caltrans, the California Highway Patrol, TRPA and other interested parties shall develop an action plan to improve chain control operations which minimize adverse impacts to circulation and traffic flow and provide safe and efficient chain-up

opportunities. This may include developing a designated chain-up area(s) along US 50, including chain up areas that serve as public parking or trailhead access during non-winter months.

6. *Goal:* Encourage pedestrian and bicycle linkages between land uses. Accommodate pedestrians throughout the Area Plan by providing safe, functional pathways.

Policy 6.1: Continue to participate and support the TRPA and Lake Tahoe Unified School District Safe Routes to school program.

Policy 6.2: Support development of bicycle and pedestrian facilities identified in the Linking Tahoe: Active Transportation Plan including, but not limited to, the Greenway Multi-Use Trail, and the Upper Truckee River crossing at San Bernardino Avenue.

Policy 6.3: Support operations and maintenance of transportation infrastructure consistent with year-round non-motorized access from commercial and residential access points.

Policy 6.4: Consider the development and maintenance of a bicycle lane and shared-use trail down SR 89 and along the South Upper Truckee Road.

Policy 6.5: Support year round operations and maintenance of South Upper Truckee Road to Luther Pass.

Policy 6.6: Promote a safe pedestrian crossing of US 50 within the Meyers Town Center including consideration of a non-interface/grade separated facility.

Policy 6.7: Promote non-motorized trail access between residential areas including the North Upper Truckee and Country Club Estates neighborhoods, Meyers Town Center, and recreation sites.

7. *Goal:* Reduce the number of vehicular access points and other points of conflict along US 50. Encourage the use of shared driveways along US 50. Coordinate the access locations with the planned US 50 center median.

Policy 7.1: Encourage the consolidation of access points along US 50 to improve traffic flow and eliminate vehicle conflicts with pedestrians and bicyclists. This policy shall apply to uses with more than one US 50 access and to adjoining uses with access points less than 100 feet apart where the site layouts will accommodate the combined access without major modification.

8. *Goal:* Recognize the status of US 50 and SR 89 as state and regionally-designated scenic highway corridors. Maintain and improve the scenic quality of the corridors and their viewsheds.

Policy 8.1: Transportation projects shall be designed consistent with the Meyers Design Standards and Guidelines.

Policy 8.2: Request Caltrans to implement a snow removal and snow haul program to remove plowed snow from in front of US 50 businesses. Assist in developing alternate snow storage sites and funding sources.

9. *Goal:* Reduce the visual dominance of the US 50 highway corridor through Meyers.

Policy 9.1: Request Caltrans to make available for sale or other means of transfer, excess right-of-way along US 50 to adjacent property owners or El Dorado County.

Policy 9.2: Develop an enhanced center lane along US 50 through the Area Plan which provides access and visibility to adjoining land uses, and permits turn movements at cross street intersections.

C. TRANSPORTATION & CIRCULATION IMPLEMENTATION ACTIONS

The following actions or improvements are necessary to implement the policies listed above. Several of the actions reflect items listed in the Environmental Improvement Program, Linking Tahoe: Regional Transportation Plan, or the Linking Tahoe: Active Transportation Plan. See Figure 3-1, Transportation Map for the conceptual location of improvements. Additional detail on each action or improvement is provided in Chapter 7, Implementation.

STREETS AND HIGHWAYS

1. US 50 Right of Way. Facilitate the relinquishment of unused portions of the US 50 right of way, or coordinate with Caltrans to gain authorization for additional uses within the right of way. Implement pedestrian and bicycle improvements, landscaping, and public art within the unused portions of the right of way.
2. Agricultural Inspection Station. 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.
3. US 50 Center Lane Improvements. Construct center lane improvements such as stamped concrete to reduce the visual dominance of US 50, calm traffic, and improve pedestrian safety.
4. Intersection Improvements. Develop and implement intersection improvements such as traffic signals or roundabouts at the following intersections: US 50 and SR 89, US 50 and Pioneer Trail, construct turn lanes or similar improvements at US 50 and North Upper Truckee, and US 50 and South Upper Truckee. Intersection improvements should maintain or improve level of service, improve traffic flow, reduce vehicle emissions associated with traffic delays, and improve pedestrian and bicycle safety.
5. Snow Removal and Storage Improvements. Develop and implement improvements to snow removal and storage operations along US 50 to improve the visibility of businesses, improve pedestrian safety, and protect native vegetation.
6. Consolidate Driveways. Reduce and/or consolidate existing access points along US 50 consistent with the access policy listed above under Goal 7.
7. Chain Control Improvements. In consultation with Caltrans and the California Highway Patrol, develop and implement improvements to chain control procedures along US 50. The improvements may include operational changes as well as site improvements to

facilitate chain-up while maintaining traffic flow and turning movements. Site improvements should provide multiple benefits, including public parking and access when not needed for chain up purposes.

8. Reduce Traffic Speeds. Implement traffic calming measures to encourage reduced vehicle speeds along US 50 through Meyers, and improve pedestrian and bicycle safety.
9. Improve Traffic Efficiency. Implement new technologies consistent with the Federal Intelligent Transportation Systems Program, and the Linking Tahoe: Regional Transportation Plan to improve the efficiency of circulation through Meyers. Priorities for new technologies include traffic management (including variable signalization for peak and non-peak periods), traveler information, and emergency management.

TRANSIT SERVICE

10. Transit Center. Develop an appropriately scaled transit center to reduce vehicle trips and promote multi-modal transportation. Locate the transit center with or adjacent to public parking facilities, commercial establishments, and bicycle amenities.
11. Improve Transit Service. Improve transit service between Meyers and the City of South Lake Tahoe and/or areas outside of the Tahoe Region, consistent with the Linking Tahoe: Regional Transportation Plan and the Linking Tahoe: Lake Tahoe Basin Transit Master Plan.
12. Transit Shelters. Construct transit shelters at transit stops to promote additional use of public transit and increase safety.

PARKING FACILITIES

13. Public Parking Facilities. Develop one or more public or shared-use parking areas adjacent to the transit center, commercial establishments, and/or trailheads to promote a “park once” pedestrian environment. Public parking and trailhead facilities should be developed along US 50 at the east and west end of Meyers. At least one additional public parking area should be centrally located in the Meyers Community Center District. During the project planning and permit approval process, identify and address the need for end-of-trip facilities including bicycle parking, water fountains, benches, and restrooms at commercial, tourist, recreational, transit, lodging, and government centers.

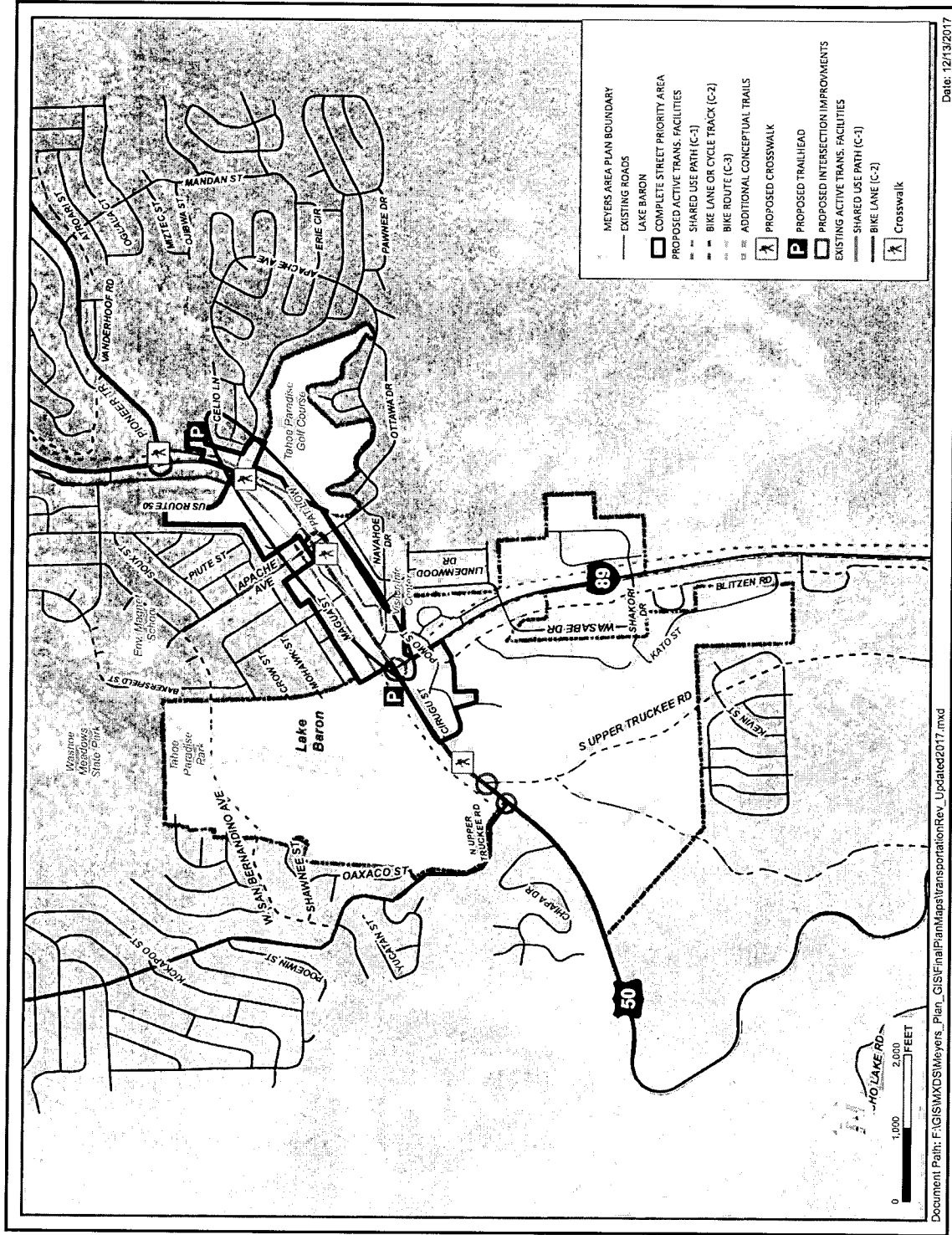
PEDESTRIAN/BICYCLE FACILITIES

14. Proposed Bicycle and Pedestrian Facilities. Construct the bicycle and pedestrian facilities proposed in the Linking Tahoe: Active Transportation Plan to promote non-motorized transportation. Construct, upgrade, and maintain active transportation facilities along major travel routes as part of all roadway improvements. Projects should be designed to maximize visibility at vehicular, bicycle, and pedestrian conflict points through increased safety signage, sight distance, and other design features, as appropriate.
15. Additional Bicycle and Pedestrian Trails. Develop and construct additional pedestrian and bicycle improvements to provide non-motorized connections between residential areas, recreation sites, and commercial areas. Conceptual connections are shown on

Figure 3-1, and should be developed in coordination with landowners and incorporated into the Linking Tahoe: Active Transportation Plan.

16. Pedestrian Crossings. Maintain at least three designated pedestrian crossings on US 50 within the Meyers Area Plan Boundary and implement traffic calming measures to improve pedestrian safety and promote non-motorized transportation. Pedestrian crossings should be spaced throughout Meyers and include at least one non-interface crossing.
17. Snow Removal. Continue to implement snow removal operations on bicycle and pedestrian trails within the Meyers Town Center and eliminate snow storage on trails to promote year-round non-motorized transportation and pedestrian activity.
18. Recreation Access Trailheads. Construct recreational trailheads to provide access to public lands.
19. Pedestrian Amenities. Develop and construct additional pedestrian amenities such as benches or lighting along major bicycle and pedestrian trails and between commercial businesses and US 50 to promote pedestrian activity.
20. Informal Trails. Inventory the existing network of informal trails surrounding the Area Plan, and coordinate with land owners to preserve trails that provide non-motorized transportation benefits.

FIGURE 3-1: MEYERS TRANSPORTATION MAP





CHAPTER 4

Environmental Conservation Element

The environmental conservation element is a supplement to the Conservation Element of the TRPA Regional Plan and the Conservation and Open Space Element of the El Dorado County General Plan. It contains the plan's environmental conservation and management strategy. It lists the environmental improvements which the area plan will achieve.

A. EXISTING ENVIRONMENTAL CONDITIONS

The Meyers Area Plan boundary (Meyers) includes 669 acres including 118 acres of mixed-use lands (including the Meyers Community Center, Industrial, and Upper Truckee Residential/Tourist areas), 137 acres of Recreation lands, 348 acres of Conservation lands and 66 acres associated with public rights-of-way. The plan area is surrounded by a mix of public and private Residential, Recreation, and Conservation lands. Land ownership is approximately 32 percent (192 acres) private and 68 percent (411 acres) public (Figure 1-2). Remaining lands within the Area Plan boundary consist of road rights-of-way. The public lands are owned primarily by the U.S. Forest Service (USFS) and the California Tahoe Conservancy (CTC). Approximately 5 acres of the public lands support public service facilities and approximately 6 acres are not set aside for open space or environmentally sensitive and potentially meet the criteria of the CTC asset lands program, which could allow their sale to private parties. Another 44 acres of public lands are managed for their natural resource values and are expected to remain as open space in perpetuity.

SOIL CONSERVATION

The mixed use areas of Meyers are predominately flat, high capability land suitable for redevelopment and infill (approx. 118 acres). The Area Plan includes three primary areas of environmentally sensitive or SEZ lands including approximately 69 acres surrounding Meyers Creek on the east end of Meyers, approximately 338 acres adjacent to the Upper Truckee River on the west end of Meyers, and approximately 12 acres of SEZs associated with drainages in the southern portion of the Industrial District and Upper Truckee Residential/Tourist District (Figure 4-1). The sensitive land surrounding Meyers Creek is mostly private land that is already developed for a variety of commercial uses. This area includes opportunities for land coverage reduction and environmental enhancement as a component of redevelopment projects. The majority of the sensitive land adjacent to the Upper Truckee River is owned by the USFS with several private parcels containing single-family residences. Additional information on groundwater levels and potential constraints was obtained and is summarized in Figure 4-4.

WATER QUALITY

As of 2013, only 10 percent of the developed parcels within Meyers have water quality BMP certificates. On average, commercial and public service uses generate significantly more pollutants than residential uses, and of the parcels with water quality BMP Certificates in the Meyers Area Plan, all are in the Meyers Community Center, Meyers Industrial, Upper Truckee Residential/Tourist, Zoning Districts. Water quality projects have been completed or are in progress along US 50, SR 89, and along County roadways in portions of Meyers and in residential areas surrounding Meyers (Figure 4-2).

The Lake Tahoe Total Maximum Daily Load (TMDL) sets targets and a timeline for pollutant loads for fine sediment particles, phosphorus, and nitrogen (Table 4-1). The TMDL also requires that each local jurisdiction prepare a load reduction plan demonstrating how the jurisdiction will achieve its share of the load reduction target.

TABLE 4-1: LOAD REDUCTION TARGETS FROM THE 2004 BASELINE CONDITION FOR THE LAKE TAHOE TMDL.

Pollutant	2016 Target	2021 Target	2026 Target	Transparency Standard (2076)
Fine Sediment	10%	21%	34%	71%
Total Phosphorus	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

In March 2013, El Dorado County adopted its first Pollutant Load Reduction Plan (PLRP) detailing the county's strategy for attaining TMDL load reductions. The strategy focused on stormwater infiltration projects in public right-of-ways, road shoulder improvements, private property BMPs, abrasive controls, and enhanced street sweeping. The western portion of Meyers drains into the Christmas Valley Catchment, and water quality projects completed since 2004 in this area helped achieve the 2016 load reduction targets. The eastern portion of Meyers drains into Meyers Creek, and El Dorado County is proposing to construct the Meyers Water Quality Improvement Project in this area to help in achieving 2021 load reduction targets.

SCENIC RESOURCES

Meyers includes the entirety of scenic roadway unit 36C, along US 50 through Meyers, and portions of roadway unit 38 along SR 89. Roadway unit 36C is not in attainment of TRPA scenic threshold standards due to the condition of the built environment. The scenic rating of this roadway unit has been improving gradually as older structures are redeveloped consistent with the Meyers Design Standards and Guidelines. Roadway unit 38 is in attainment of scenic threshold standards. Meyers also includes several identified scenic viewpoints (Figure 4-1), which are protected from scenic degradation under Chapter 66 of the TRPA Code of Ordinances.

VEGETATION AND WILDLIFE

Meyers contains a mix of upland conifer forest and landscaped areas. Riparian vegetation exists along Meyers Creek and the Upper Truckee River on either end of Meyers. Several Invasive weed species exist on public right of ways and private properties. Lake Baron is an adopted TRPA waterfowl threshold site. No special status wildlife or plant species are known to occur within Meyers. Potentially suitable habitat for several special status species exists on primarily public lands surrounding Meyers.

NOISE

The community noise equivalent level (CNEL) standard for the mixed-use portions of the Area Plan is 65 dBA. Noise monitoring occurred in July 2011 at two locations along US 50 within the Meyers Area Plan boundary and one location on SR 89 just south of the Area Plan Boundary. Average monitored CNEL levels around Meyers ranged from 58.6 to 61 dBA, indicating that the 65 dBA standard was being met. The CNEL noise standard for the US 50 corridor outside of Meyers is 65 dBA. Based on monitored noise levels within Meyers, this standard is also likely being met in the vicinity. The noise standard for SR 89 outside of Meyers is 55 dBA. Noise monitoring along SR 89 just south of Meyers measured an average CNEL of 59.4 dBA, indicating that this standard was not being met. Primary noise sources include traffic noise along US 50 and SR 89, with a substantial amount of noise generated outside of the Area Plan boundary as vehicles decelerate or accelerate. Other noise sources include industrial and public service uses that occur in proximity to residential areas.

AIR QUALITY

Site-specific air quality information is not available for Meyers. Regional status and trends related to air quality are reported every four years in the TRPA Threshold Evaluation Report. As of 2012, all regional air quality standards were in attainment except for 24 hour concentrations of PM¹⁰, which was not in attainment. Sufficient information was not available to determine the regional status of average PM¹⁰ concentration, or sub-regional visibility standards. In general, the primary source of air pollution within the Area Plan boundary is from vehicle exhaust along US 50 and SR 89. Sources of PM¹⁰ within Meyers include vehicle emissions, wood smoke, dust from roadways, and construction dust.

B. ENVIRONMENTAL CONSERVATION GOALS & POLICIES

ENVIRONMENTAL CONSERVATION VISION:

Improve environmental values in Meyers as part of implementing the Area Plan.

Goals and Policies:

1. *Goal:* Attain and maintain the environmental threshold carrying capacity standards.

Policy 1.1: The plan recognizes and incorporates environmental improvement projects implemented in the Area Plan since July 1, 1987. Such projects include, but are not limited to, placing overhead utility lines underground along US 50 and related water quality improvements.

Policy 1.2: All projects, whether the proponent is a private or public entity, shall implement the applicable improvement projects identified herein.

Policy 1.3: Public agencies having jurisdiction within the plan area are requested to implement public improvement projects identified in the plan. The policy shall apply to plans and programs which may be contained in an agency's capital improvements program.

2. *Goal:* Identify and protect the unique Sierra juniper tree. Consider its potential as an interpretive resource.

Policy 2.1: Live mature Sierra juniper trees within the Plan Area which are not a risk to public health and safety shall be preserved.

Policy 2.2: Encourage snow removal practices that protect the Sierra Juniper

Policy 2.3: Promote the planting of Sierra Juniper seedlings in landscaping and revegetation efforts.

3. *Goal:* Protect and enhance existing scenic views, ridgelines, and vistas from the Plan Area.
4. *Goal:* Protect and enhance stream environment zones. Encourage property owners with natural drainage channels in closed conduits to restore them to an open system.

Policy 4.1: Increase the area of naturally functioning SEZs by preserving existing SEZs and initiating and completing the restoration/rehabilitation of disturbed SEZs through Environmental Improvement Projects, requiring onsite excess coverage mitigation, providing incentives for coverage removal, and implementing SEZ enhancement strategies in the TRPA Regional Plan.

Policy 4.2: Onsite land coverage reduction will occur primarily through environmental redevelopment by providing incentives in Centers that promote the relocation and transfer of land coverage. The County will endeavor, where feasible, to reduce and avoid creating new coverage in order to benefit the objectives of this Area Plan, and attain and maintain environmental thresholds.

5. *Goal:* Take an active role in the planning and review of nearby projects which may impact Meyers.
6. *Goal:* Improve water quality by implementing all applicable elements of the Lake Tahoe TMDL.

Policy 6.1: The Meyers Area Plan incorporates by reference all monitoring, operations and maintenance, and reporting required by the County's NPDES permit, and the adopted Pollutant Load Reduction Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.

Policy 6.2: Develop an area-wide BMP program to address stormwater runoff from public and private properties.

7. *Goal:* Manage the Upper Truckee River Corridor District primarily for natural resource values including watershed and floodplain functions, and as a wildlife habitat corridor.

C. ENVIRONMENTAL CONSERVATION IMPLEMENTATION ACTIONS

The following key environmental improvement actions are necessary to achieve the Goals and Policies listed above. Implementing these actions will contribute to attaining and maintaining

environmental threshold standards and therefore will be a key component in the consideration of the extent of additional growth that may be allowed. The Environmental Improvement Program (EIP) is incorporated by reference, and all projects identified in the EIP within the Area Plan boundary shall also be implemented regardless of whether they are listed below. Additional detail on each action is provided in Chapter 7, Implementation.

WATER QUALITY

1. Lake Tahoe TMDL. Implement recommendations identified in the El Dorado County Pollutant Load Reduction Plan, as amended, for achieving required load reduction targets. Priorities include enhanced street sweeping, abrasive controls, private property BMP compliance, and the Meyers Water Quality Improvement Project, which can be developed in coordination with the Meyers Creek Enhancement Project described under Soil Conservation, below.
2. Area-Wide BMP Program. Develop an area-wide BMP program to address stormwater runoff and pollutant loading consistent with Chapter 13 (Area Plans) of the TRPA Regional Plan. Include funding mechanisms and assurances for ongoing maintenance of Area-Wide BMP improvements. Priority areas include commercial properties without completed BMPs. The Area-Wide BMP Program can be developed in coordination with the Meyers Water Quality Improvement Project and/or the Meyers Creek Enhancement Project. Parcel level BMP requirements in Chapter 60 (Water Quality) of the TRPA Code apply until an Area-Wide BMP program is in place.
3. Water Quality EIP Projects. Implement all water quality projects that are included in the Environmental Improvement Program five year list of priority projects, as amended, to address runoff from public right of ways and other sources (Figure 4-2).

AIR QUALITY

4. Implement Transportation and Land Use Improvements. Implement improvements described in the Transportation and Land Use Elements of this Area Plan, and in the Linking Tahoe: Regional Transportation Plan to reduce air pollution associated with vehicle use.
5. Enhanced Street Sweeping. Implement enhanced street sweeping consistent with the El Dorado County Pollutant Load Reduction Plan, to reduce sources of roadway dust.

SCENIC RESOURCES

6. Underground Utilities. Convert existing aerial utilities to underground systems to improve scenic conditions and safety along US 50 and throughout the Area Plan. Discourage the placement of additional above ground utility infrastructure.
7. Implement Land Use and Transportation Elements. Implement the Goals, Policies, and Implementing actions included in the Transportation and Land Use Elements of this Area Plan to improve the scenic quality of the built environment within the Area Plan.

SOIL CONSERVATION

8. Reduce Excess Land Coverage. All excess land coverage shall be mitigated as required by Chapter 30 (Land Coverage) of the TRPA Regional Plan. A minimum of 5% of excess land coverage mitigation shall occur through on-site coverage reduction.
9. Restore Disturbed Stream Environment Zones (SEZ). Restore disturbed SEZs within and adjacent to the Area Plan through public projects, private redevelopment projects, or public private partnerships.
10. Restore Sensitive Lands through Transfers of Development. Promote restoration of SEZs and other sensitive land within and outside of the Area Plan through transfers of existing development, development potential, and coverage to high capability lands within the Area Plan. All transfers must be consistent with and are eligible for incentives in Chapters 30 (Land Coverage) and 51 (Transfer of Development) of the TRPA Code of Ordinances (see Figures 4-3a-f).
11. Enhance Meyers Creek. Develop and implement an SEZ enhancement project to restore or enhance the segment of Meyers Creek that flows through the eastern portion of the Area Plan. The Meyers Creek Enhancement Project can be developed in coordination with an area-wide BMP program and/or the Meyers Water Quality Improvement Project.
12. Upper Truckee River Tahoe Paradise Reach Enhancement Project. Develop and implement a river restoration or enhancement project to reduce erosion, enhance habitat, and improve fish passage.

NOISE

13. Mitigate Noise Sources. Mitigate noise sources that exceed applicable threshold standards and implement all applicable elements of regional noise reduction programs. Priorities for noise mitigation include the interface between commercial or industrial uses (including the boat inspection station) and residential areas, and major roadways surrounding Meyers (including US 50 from Echo Summit to Meyers, SR 89 from Meyers through Christmas Valley, and Pioneer Trail east of Meyers).

VEGETATION AND WILDLIFE

14. Preserve and Expand Sierra Junipers. Discourage the removal of all existing Sierra Junipers that do not pose a risk to public health and safety. Identify a source for free or low cost Sierra juniper seedlings and promote their planting in landscaping and revegetation efforts.
15. Manage Invasive Weeds. Control or eradicate invasive weeds within Meyers. Prioritize control efforts along bike trails and roadways that may serve as a vector source for transporting invasive weeds to other sites.
16. Preserve Open Space. Enforce all provisions of the Regional Plan to protect native habitat in existing open space. Provide incentives for property owners to preserve additional native habitat in sensitive lands or in areas that provide open space connectivity to large areas of open space outside of Meyers.

FIGURE 4-1: MEYERS CONSERVATION MAP



FIGURE 4-2A: TMDL SEDIMENT LOADING ESTIMATES BY CATCHMENT

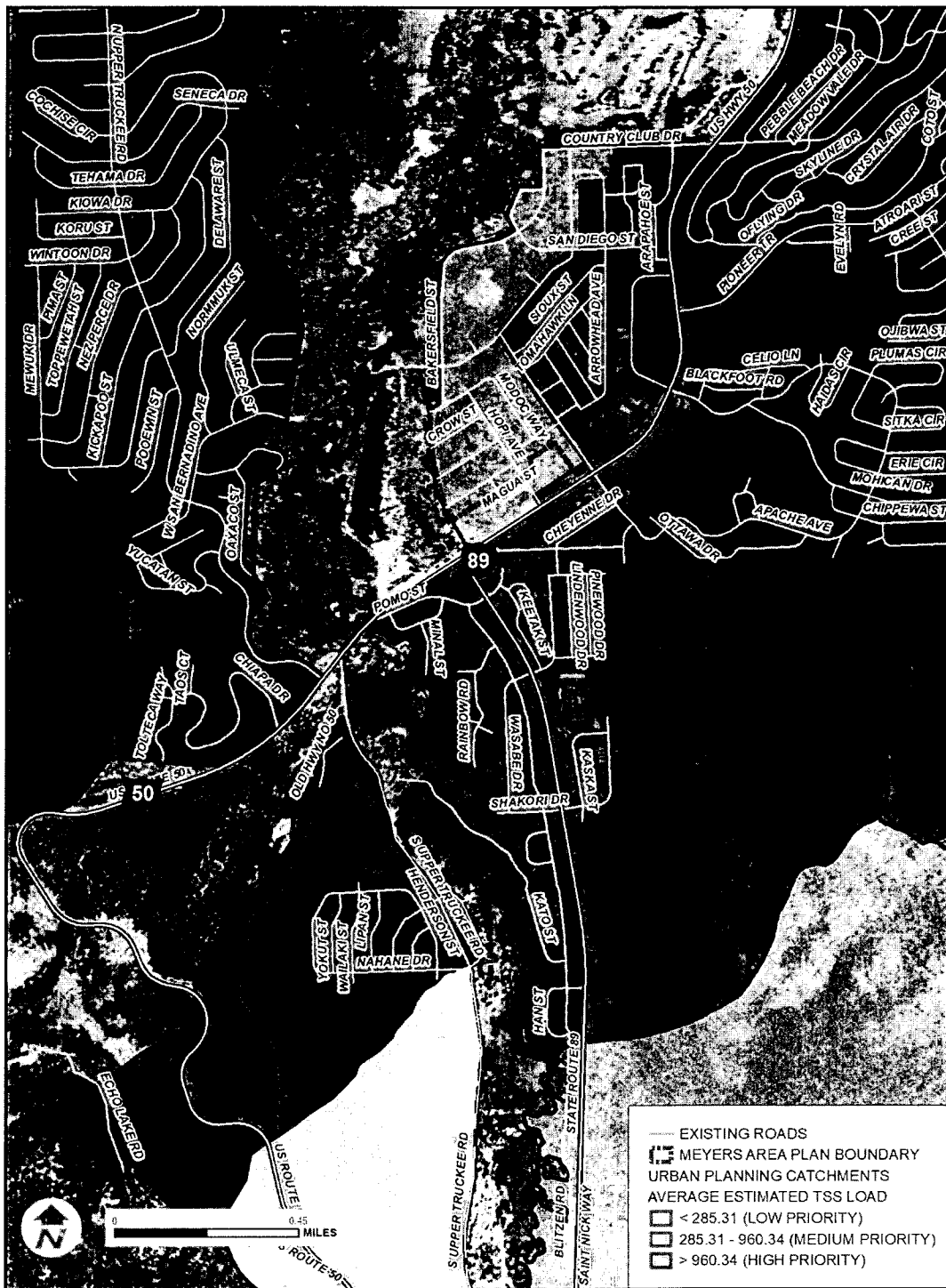
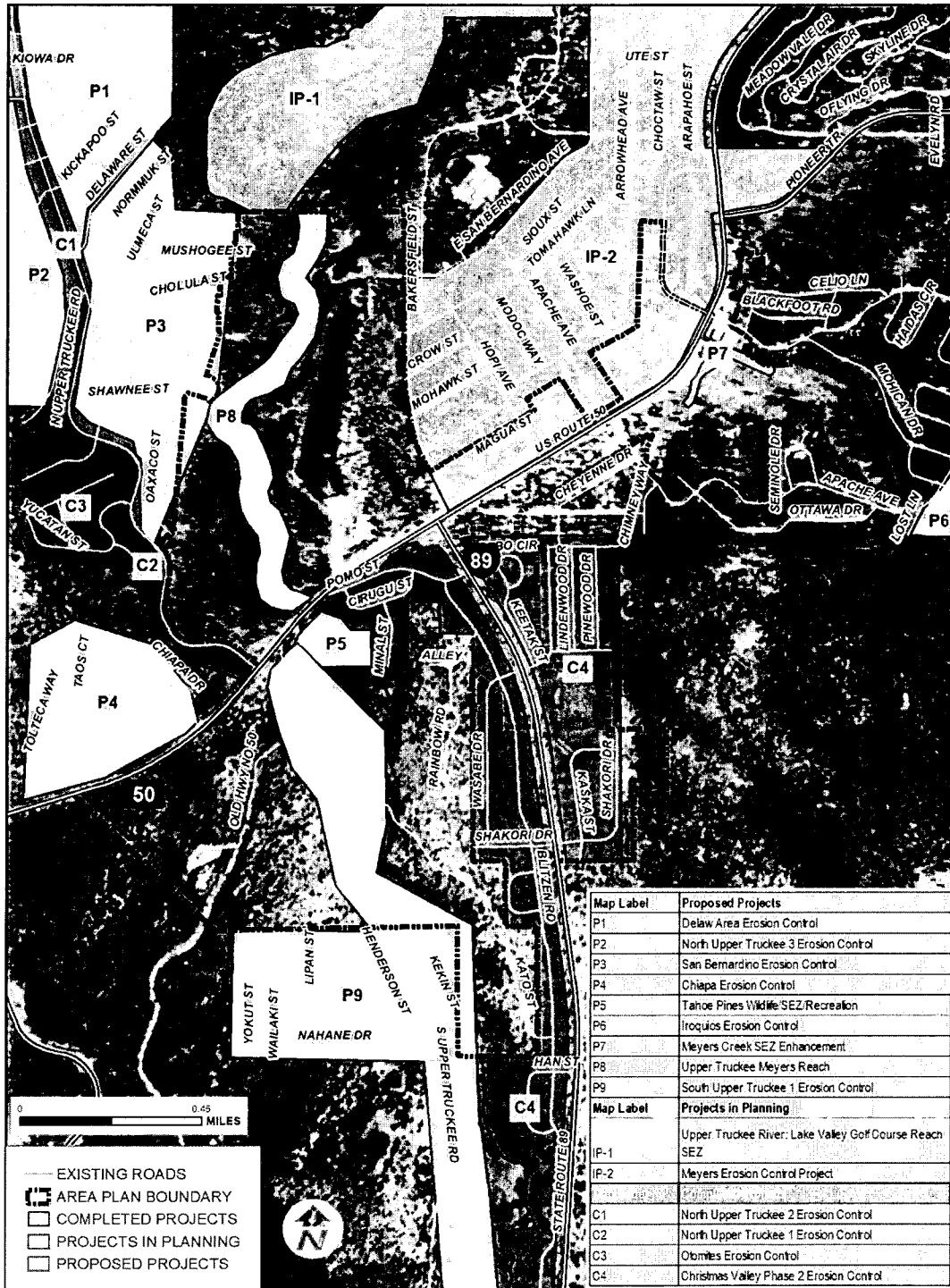


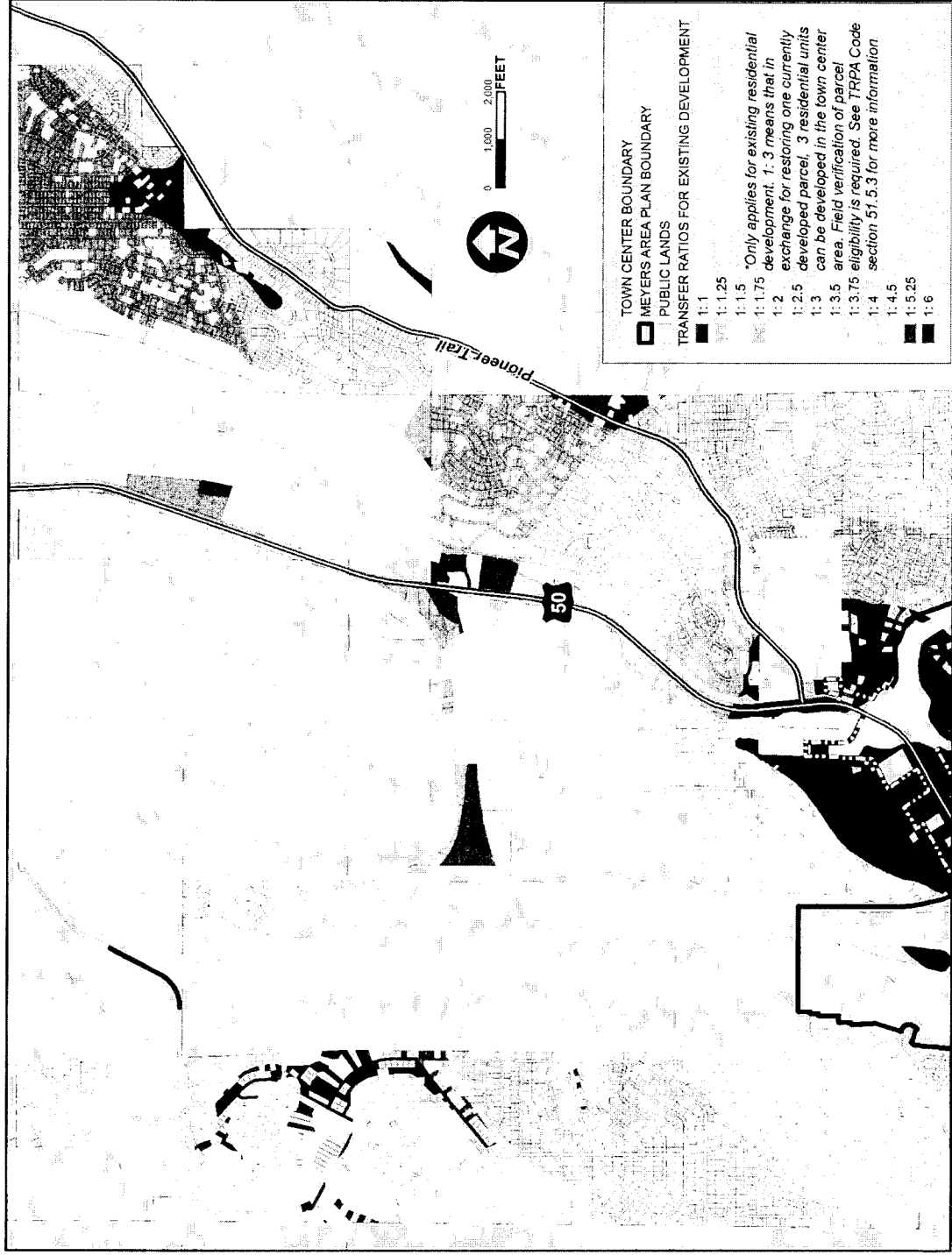
FIGURE 4-2B: WATER QUALITY AND STREAM ENVIRONMENT ZONE PROJECTS



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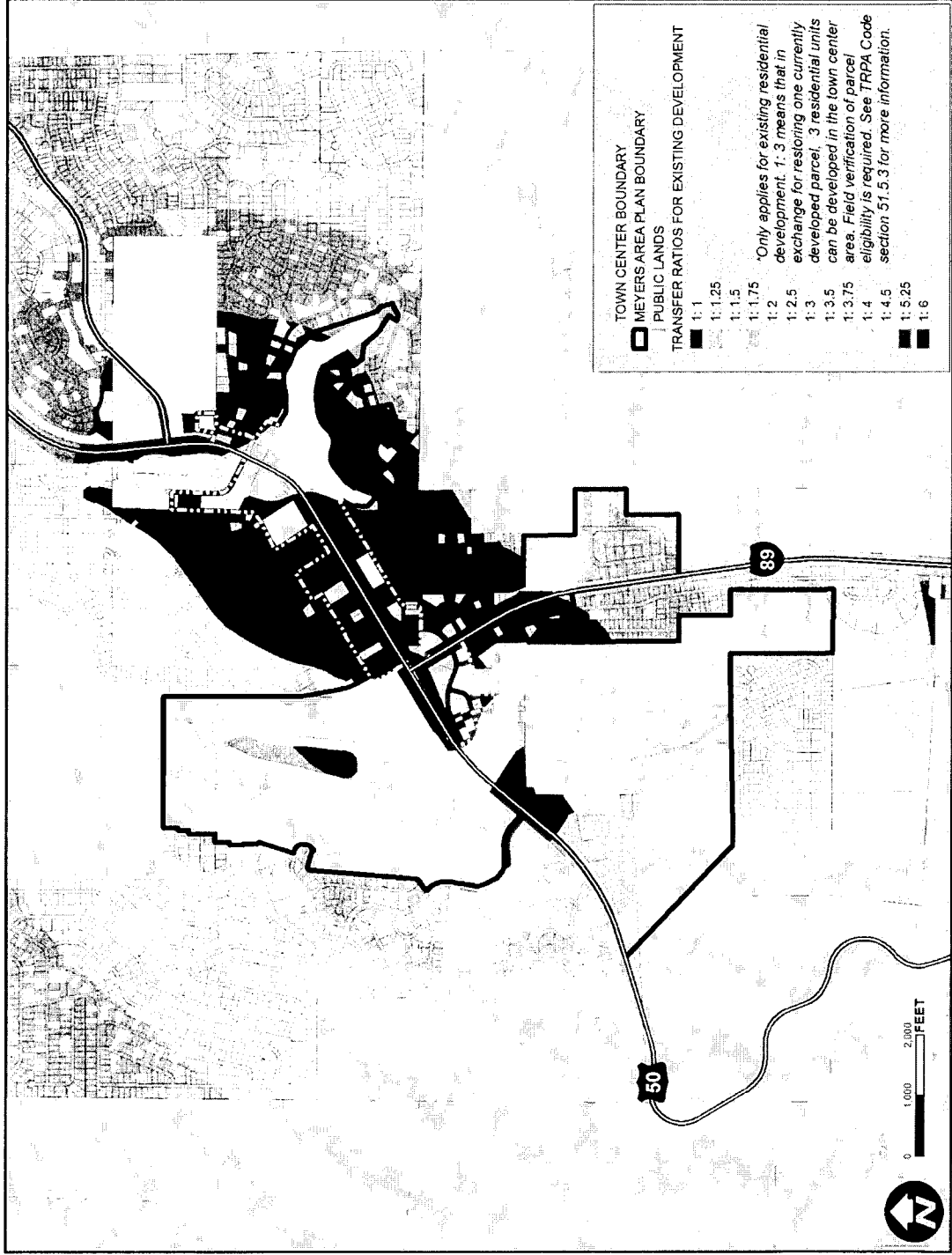
**FIGURE 4-3A: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(NORTH OF MEYERS)**



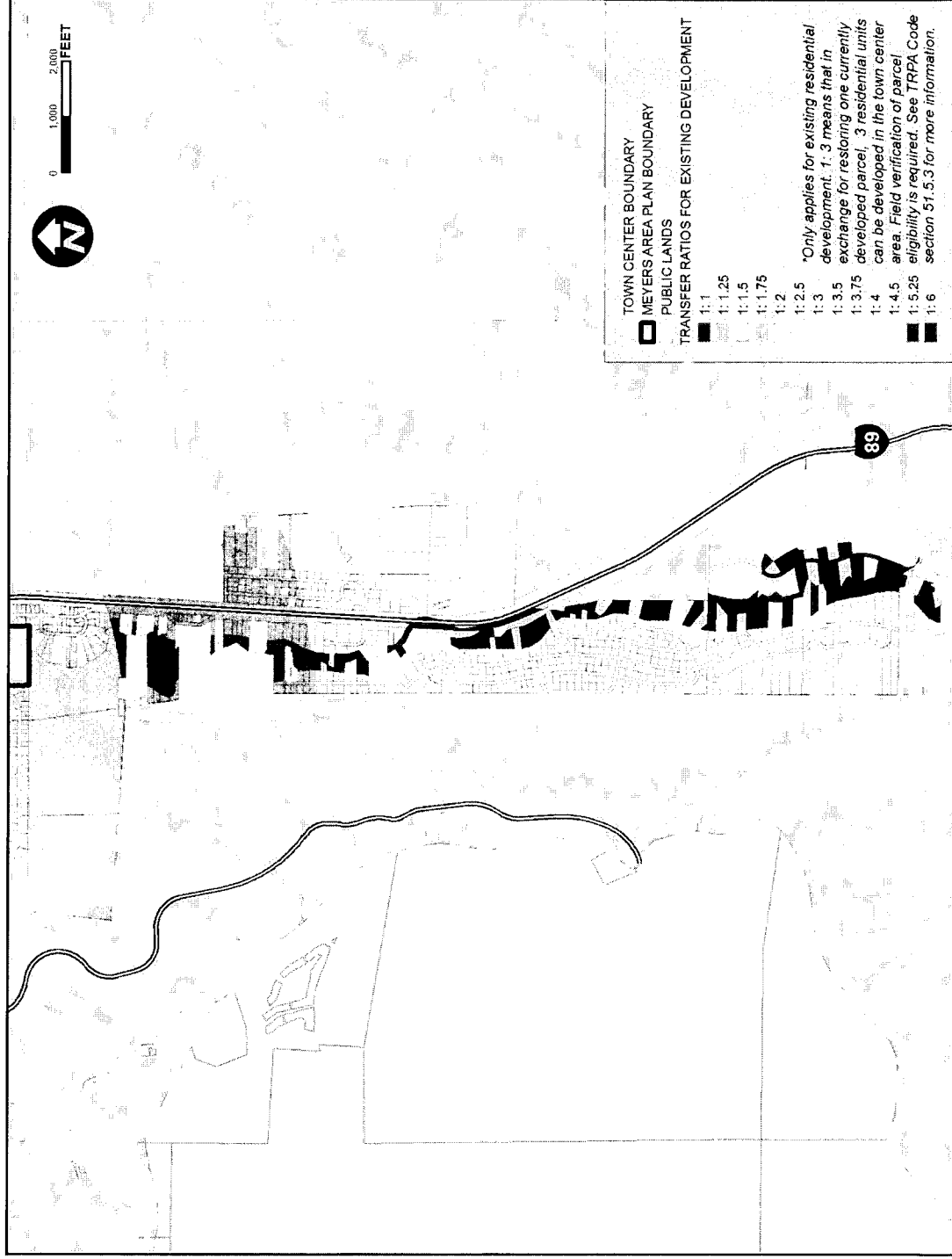
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**FIGURE 4-3B: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(MEYERS VICINITY)**



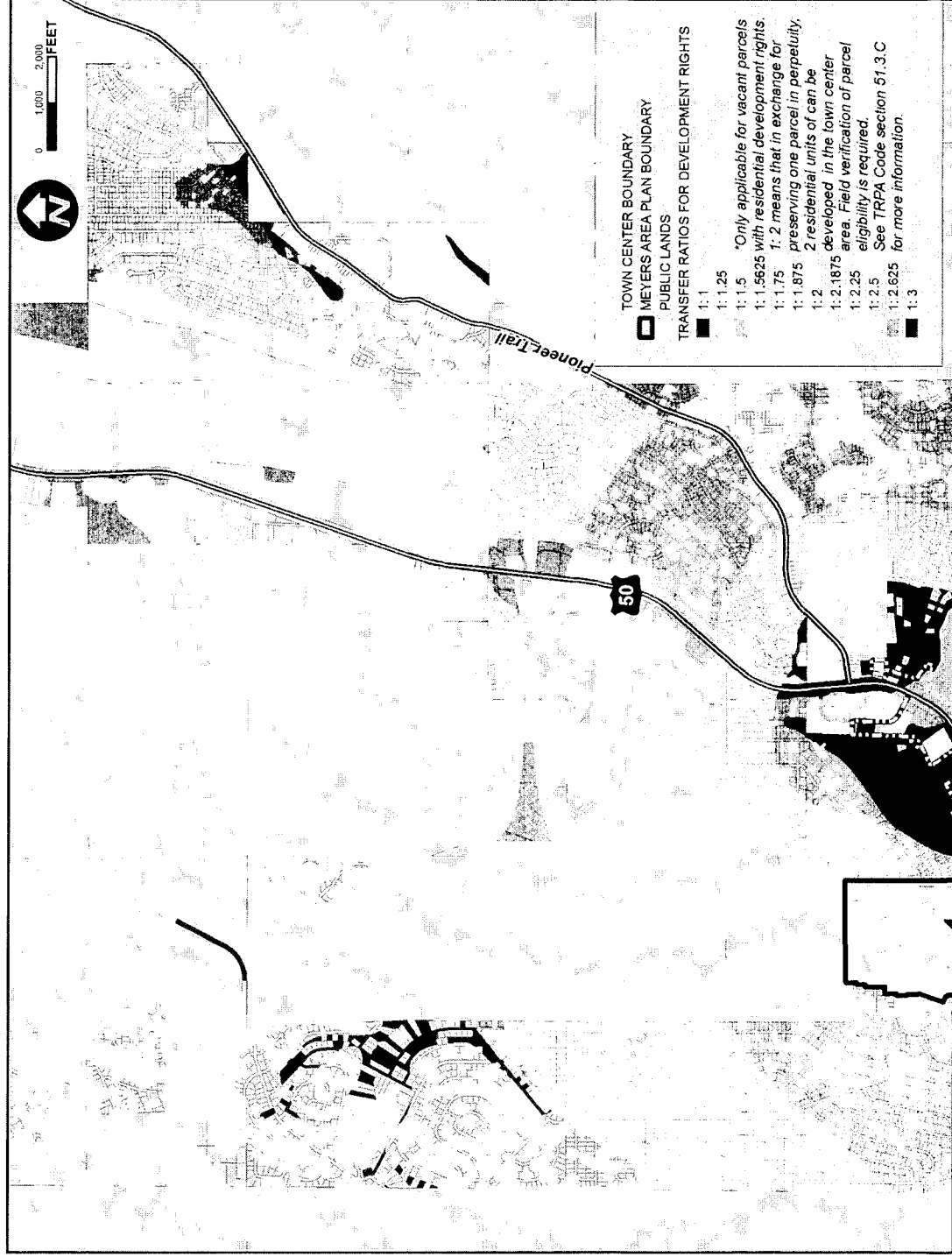
**FIGURE 4-3C: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(SOUTH OF MEYERS)**



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Date: 7/19/2017

FIGURE 4-3D: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF DEVELOPMENT RIGHTS (NORTH OF MEYERS)



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FIGURE 4-3E: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF DEVELOPMENT RIGHTS (MEYERS VICINITY)

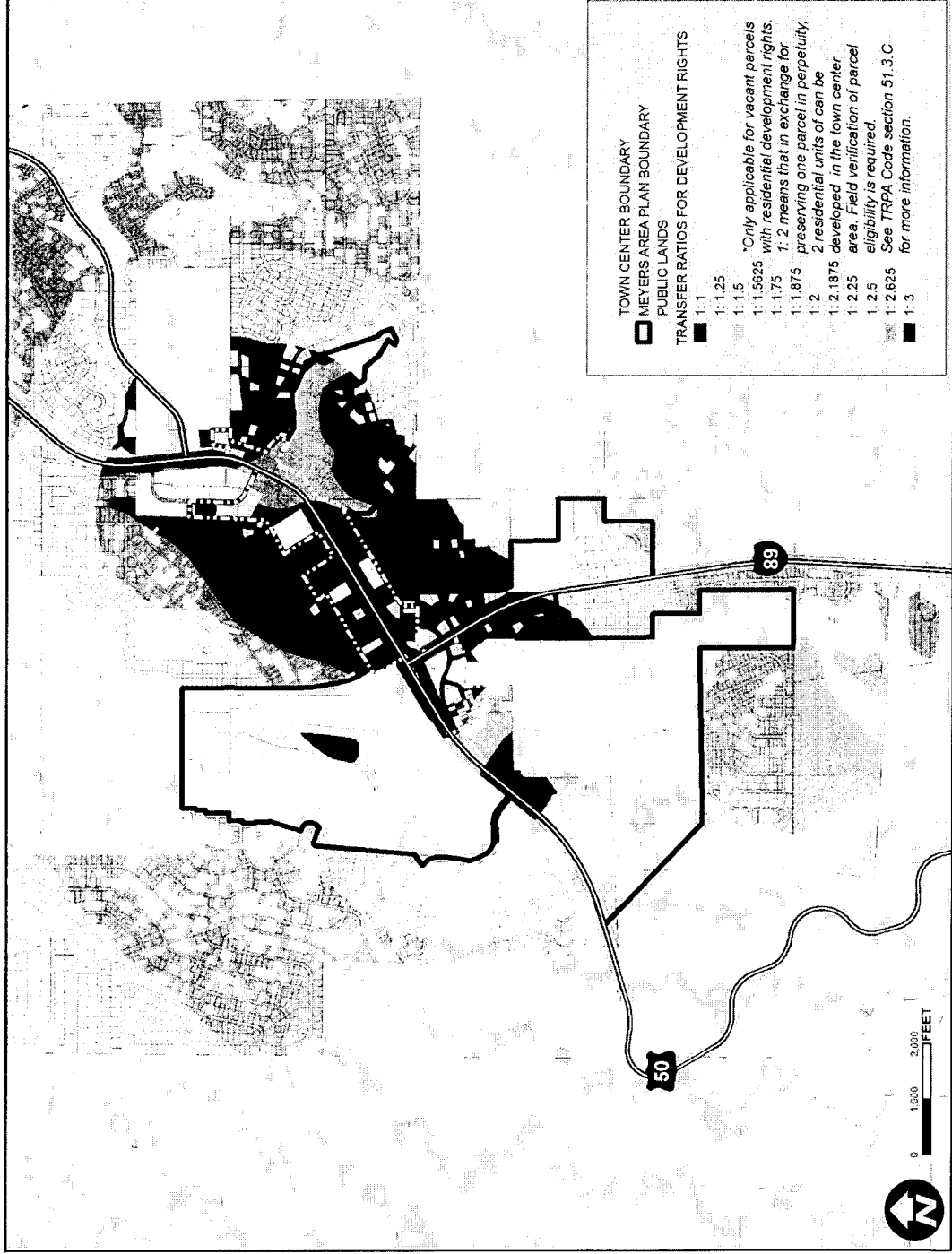
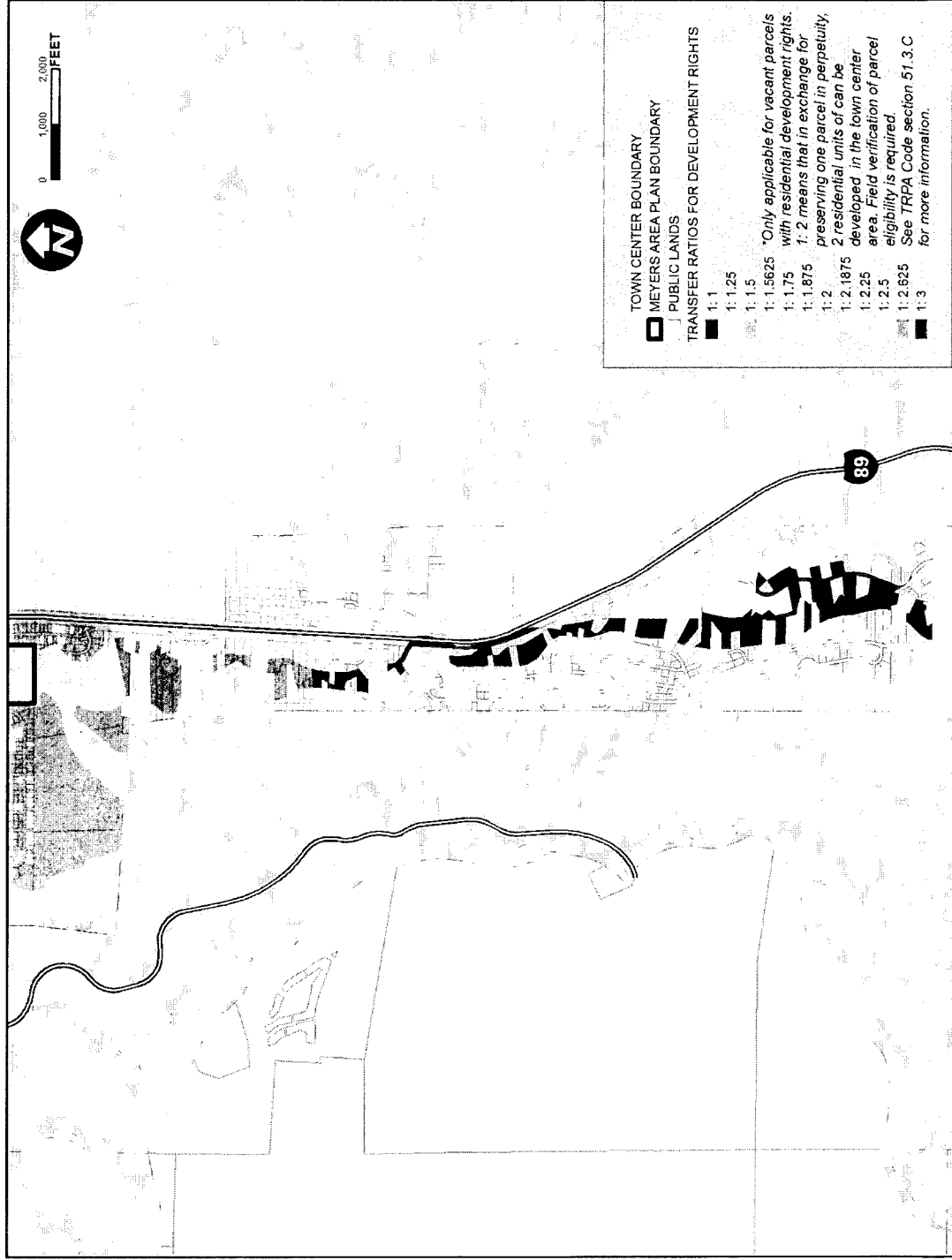


FIGURE 4-3F: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF DEVELOPMENT RIGHTS (SOUTH OF MEYERS)



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Date: 7/19/2017

FIGURE 4-4: LANDMARK TREE PROTECTION MAP

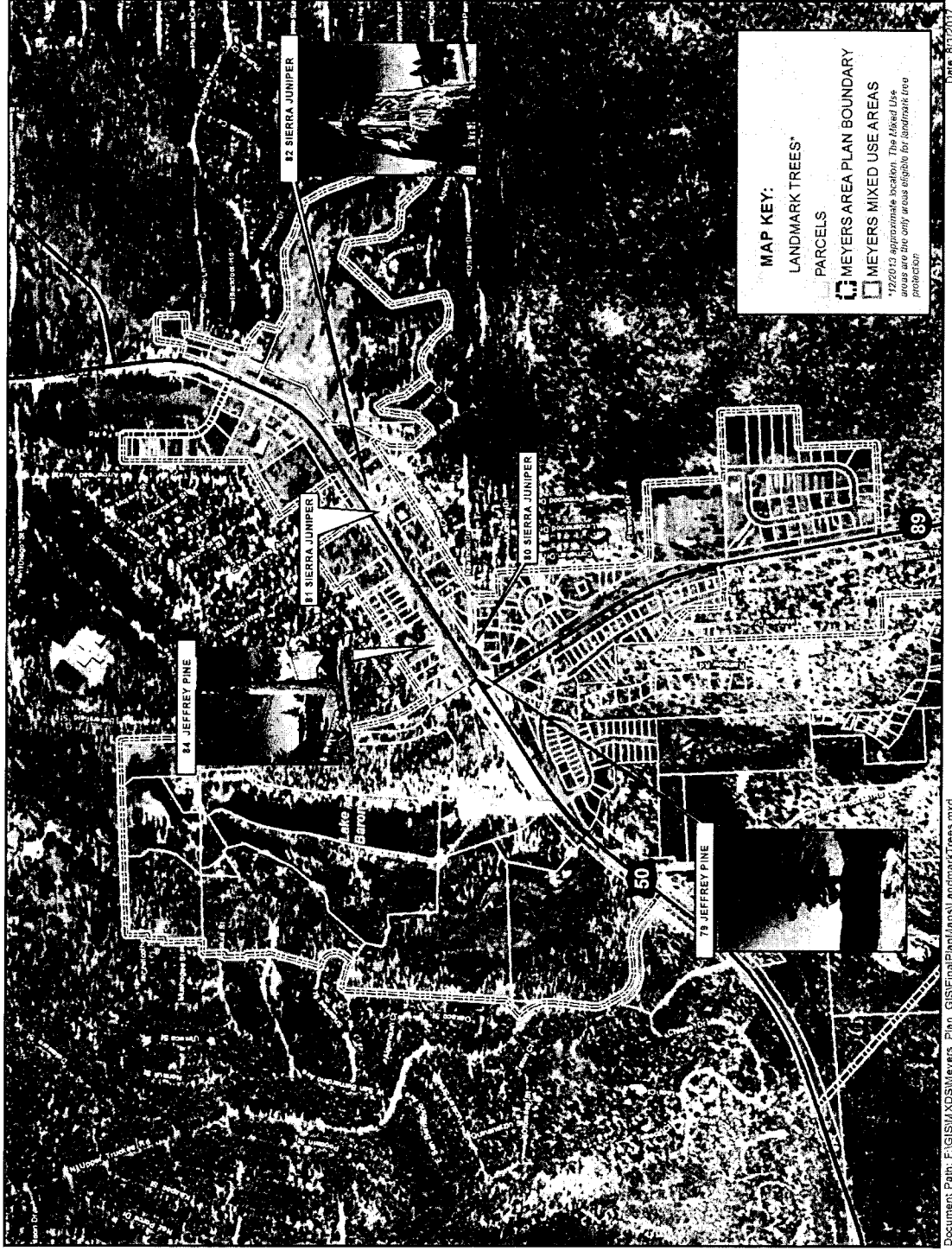
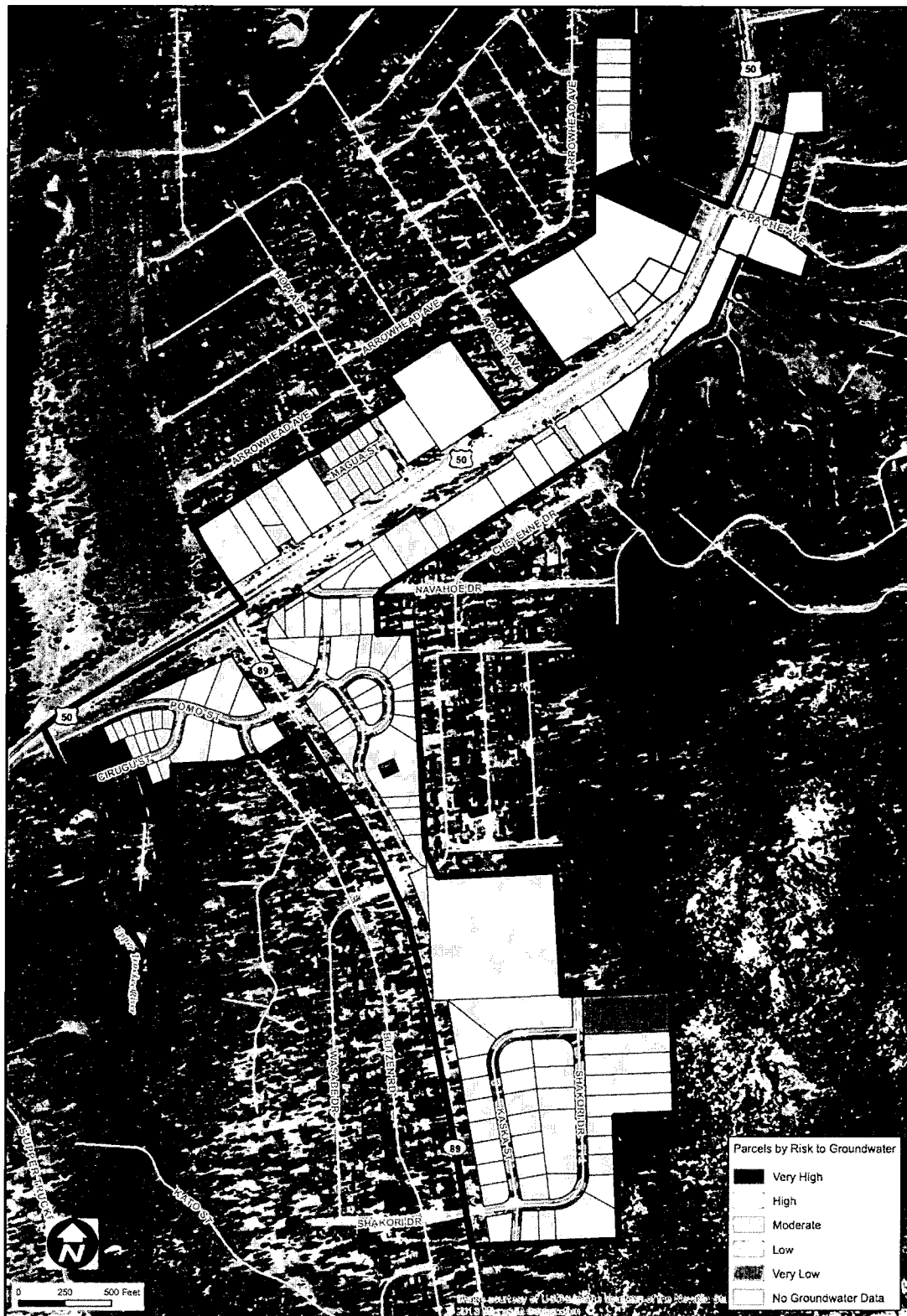
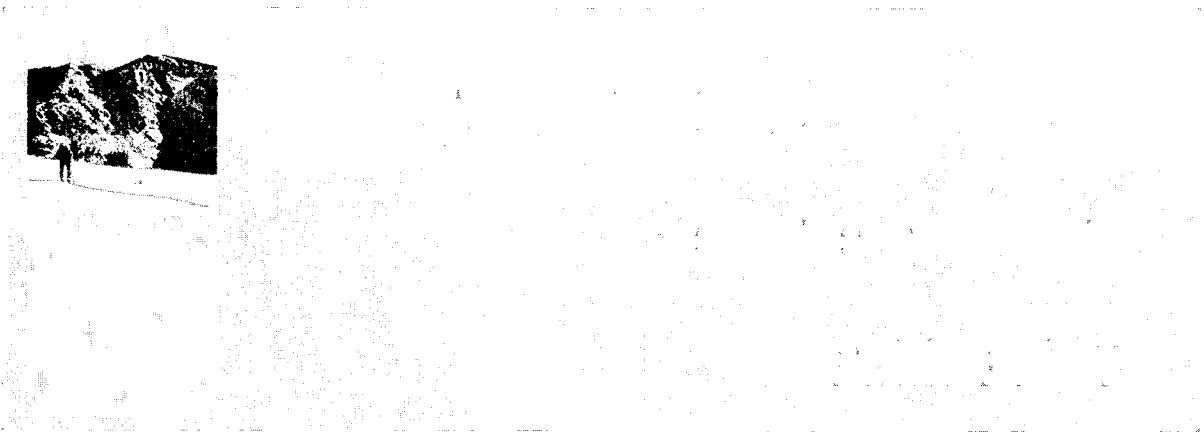


FIGURE 4-5: GROUNDWATER CONSTRAINTS MAP





The Recreation Element of the Meyers Area Plan is a supplement to the Recreation Element of the TRPA Regional Plan and the El Dorado County General Plan. It contains the plan's strategy for improving recreational opportunities and identifies proposed recreational improvements within the Plan Area.

A. EXISTING RECREATION OPPORTUNITIES

Meyers provides a hub for numerous outdoor recreation activities within and surrounding the Area Plan. A variety of recreational opportunities are provided on public lands by the U.S. Forest Service, Lake Tahoe Basin Management Unit (USFS), the California Tahoe Conservancy (CTC), and the California Department of Parks and Recreation (State Parks). Developed recreation facilities are provided by several entities including the Tahoe Paradise Golf Course, the Tahoe Paradise Resort Improvement District, and several private businesses that offer recreation services such as snowmobile rentals and camping.

TRPA evaluates regional standards related to the quality of recreational experiences and access to recreational opportunities as part of its threshold evaluation every four years. Site-specific data on the Meyers area is not available, but regional standards related to recreational opportunities were in attainment as of 2011. The USFS visitor use survey data from 2005 and 2009 indicates that primary outdoor recreation activities in the region include downhill skiing, relaxing, hiking/walking, and viewing natural features. The visitor use data shows that visitors to recreation sites in the region are generally satisfied with their experience, but are least satisfied with the availability of parking at recreation sites. This regional trend is likely even more prevalent in Meyers, where a lack of parking and signage for recreational access has consistently been identified as a challenge.

TRAIL SYSTEM

Meyers includes a non-motorized trail system that provides direct recreational benefits, as well as, non-motorized transportation connectivity. The existing trail system includes a network of existing and proposed paved bicycle and pedestrian trails within Meyers and connecting to surrounding areas. Meyers is also surrounded by a network of unpaved hiking, mountain biking, and equestrian trails that exist primarily on public lands. A few unpaved trails are formal trails adopted and maintained by the USFS or State Parks. However, the majority of unpaved trails are unofficial user-

created trails. The unofficial trails range from seldom-used trails connecting individual neighborhoods to heavily-used mountain biking and hiking trails. Few formal trailheads exist in and around Meyers, although trailhead parking regularly occurs on private parking lots within Meyers, and on surrounding residential streets. Figure 5-1 shows the existing and proposed trails in and adjacent to the plan area.

RECREATION FACILITIES

A variety of recreation facilities exist in and around Meyers. The locations of Meyers Area recreation facilities are shown on Figure 5-1, and include the following:

- A self-service visitor center is maintained by the USFS within Meyers and provides information on recreational opportunities.
- The privately owned Tahoe Paradise Golf Course is located within the Plan Area. The Tahoe Paradise golf Course offers an 18-hole golf course, driving range, and a snowmobile course in the winter.
- The Tahoe Paradise Park is located within the Plan Area, and is operated by the Tahoe Paradise Resort Improvement District. The Tahoe Paradise Park includes Lake Baron, a playground, picnic and event areas, and access to the Upper Truckee River.
- The Tahoe Pines Day Use Area is managed by the CTC and is located within the Plan Area. The site provides public access to the Upper Truckee River.
- The Lake Valley State Recreation Area includes an 18-hole golf course north of the Plan Area. The State Recreation Area also provides snowmobile rentals for use on a groomed course on the driving range.
- The Lake Tahoe Environmental Magnet School is located just north of the Plan Area and provides athletic fields and a playground.
- The Lake Tahoe KOA campground is located within the Plan Area, and provides camping, lodging, a playground, and a pool.
- Several downhill ski resorts are located in the surrounding area and provide transit connections from Meyers (not shown on Figure 5-1).

DISPERSED RECREATION

Numerous opportunities for dispersed outdoor recreation exist on public lands surrounding Meyers. Popular activities include hiking, mountain biking, backcountry skiing, camping, fishing, snowmobiling where allowed by the land owner, rock climbing, cross country skiing, snowshoeing, rafting or tubing, dog walking, and wildlife viewing. Public lands supporting dispersed recreation are managed by the USFS, CTC and State Parks. Dispersed uses on USFS lands are governed by the Lake Tahoe Basin Management Unit Forest Plan, which is being updated in 2013. Dispersed recreation on State Parks lands will be governed by the future Washoe Meadows State Park General Plan. Dispersed Recreation on California Tahoe Conservancy lands are governed by Conservancy policies consistent with the purpose of acquisition for each parcel.

B. RECREATION GOALS & POLICIES

RECREATION VISION

Encourage and accommodate on-going recreational activities, expand recreational opportunities and improve access to nearby recreation.

Goals and Policies:

1. Goal: Encourage the development of a permanent multi-use community plaza in Meyers that provides public recreational and visitor services for a variety of ages and user groups.
2. Goal: Provide multi-use trails to connect Meyers with nearby recreation areas, residential neighborhoods, existing trails, and provide safe routes to school and other transportation benefits consistent with the Transportation Element.

Policy 2.1: Develop trail connections within and adjacent to the Plan Area. Specific projects include: constructing the South Tahoe Greenway Multi-Use Trail linking Meyers with South Lake Tahoe; and trail connections between Meyers and nearby national forest and Tahoe Conservancy lands, Washoe Meadows State Park, and Tahoe Paradise Park. Provide bike racks and short-term storage lockers in the Meyers Town Center to encourage bicycle use.

3. Goal: Encourage recreational uses in and around the Area Plan to which local businesses can provide support goods and services.

Policy 3.1: Promote special events in Meyers that highlight surrounding recreational opportunities and natural or cultural heritage.

Policy 3.2: Encourage private property owners to incorporate recreational or interpretive features into proposed projects to bring attention to the areas recreational opportunities and natural and cultural heritage, and to better integrate recreational activities into commercial businesses.

4. Goal: Provide opportunities for a range of dispersed outdoor recreational activities surrounding Meyers.

Policy 4.1: Preserve a network of trails connecting the Plan Area and surrounding residential areas to nearby public lands.

Policy 4.2: Promote cross country skiing, snowshoeing, and other winter recreational activities in and around the Plan Area.

5. Goal: Provide year-round parking, signage, and access to recreational opportunities in and around the Plan Area.

Policy 5.1: Improve transit opportunities that access recreation facilities on a year round basis. Examples include: extending summer beach bus service and winter ski shuttles. Coordinate transit service with the Transit Center, consistent with the Transportation Element of this plan.

Policy 5.2: Develop trailheads that can provide parking for a variety of uses.

Policy 5.3: Provide an undercrossing of US 50 at the existing Upper Truckee River bridge to connect recreational and transportation trails on either side of the highway.

6. Goal: Anticipate and accommodate future trends in outdoor recreation. Accommodate recreation uses that include constructed venues such as ropes courses, climbing walls, and skate parks.

C. RECREATION IMPLEMENTATION ACTIONS

The following actions or improvements are necessary to implement the goals and policies listed above. The Environmental Improvement Program (EIP) is incorporated by reference and all recreation projects identified in the EIP should also be implemented regardless of whether they are listed below. Additional detail on each action or improvement is provided in Chapter 7, Implementation, below.

TRAIL SYSTEM

1. Informal Trail System. Inventory the existing network of informal trails within and surrounding the Plan Area. Coordinate with land owners including the USFS, State Parks, CTC, and Tahoe Paradise Resort Improvement District to formalize and maintain, or otherwise preserve existing recreational trails.
2. Bicycle and Pedestrian Trails. Construct and maintain bicycle and pedestrian trails and associated facilities identified in the Transportation Element of this Plan to provide a range of recreational trail opportunities and to enhance non-motorized access to recreation areas.
3. Recreation Access Trailheads. Construct recreational trailheads that include parking and information on surrounding recreation amenities to improve recreational access. Maps and other wayfinding 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.
4. Snow Removal. Implement snow removal operations on paved multi-use trails and trailheads to promote year-round recreational activities consistent with the Transportation Element of this Plan.

RECREATION FACILITIES

5. Meyers Community Plaza. Develop a multi-use community plaza within the Meyers Town Center to provide recreation information, interpretive displays and/or programs, public parking and restrooms, and other facilities. The community plaza should serve as a hub for recreation activities for visitors and residents, and better integrate the Meyers Town Center into surrounding recreational opportunities.
6. Tahoe Pines Campground Rehabilitation and Access Project. Construct improvements at the Tahoe Pines Day Use Area, immediately west of the Plan Area, to provide parking,

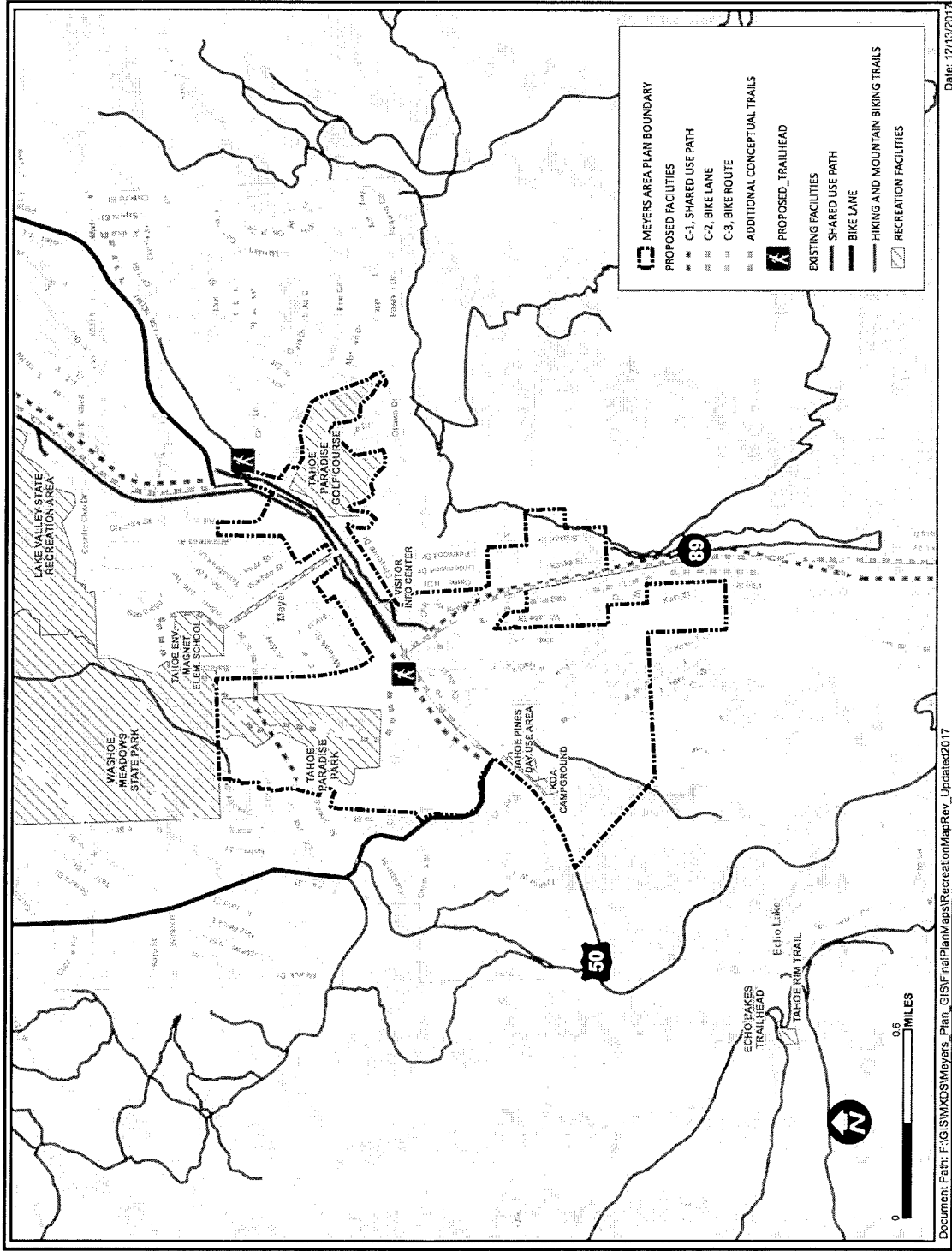
and limited day use and river access amenities consistent with the sites natural resource values.

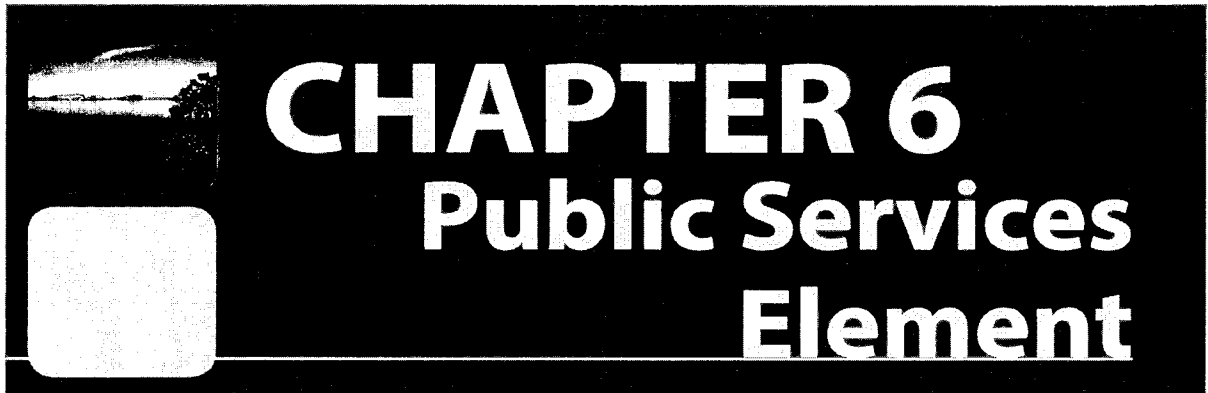
7. US Highway 50 Undercrossing. Construct a multi-use trail undercrossing at the US Highway 50 Bridge.
8. Tahoe Paradise Park. Coordinate with the Tahoe Paradise Resort Improvement District to develop a comprehensive plan for the Tahoe Paradise Park that reflects the vision of the Meyers Area Plan.

DISPERSED RECREATION

9. Washoe Meadows State Park. Coordinate with the California Department of Parks and Recreation to develop a General Plan for the Washoe Meadows State Park. Priorities for the General Plan should include providing a diversity of recreational opportunities, which may include providing non-motorized trail connectivity from Meyers, and potentially may include a visitor center and/or interpretive facilities.
10. Guide and Outfitter Services. Promote backcountry guide and outfitter services based out of Meyers to provide backcountry access to a range of recreationists and to promote recreation-based commercial activity in Meyers. Coordinate with the USFS to assess the demand for and opportunities to streamline review of guide and outfitter services on public lands.
11. Rock Climbing/ Winter Backcountry Access. Inventory existing rock climbing and bouldering areas and winter backcountry access points surrounding Meyers. Identify levels of use and needs for parking or other access amenities in coordination with the USFS and other relevant land management agencies. Work cooperatively with land owners to provide parking or other access amenities to provide safe public access to rock climbing areas and winter backcountry areas.

FIGURE 5-1: MEYERS RECREATION MAP





CHAPTER 6

Public Services Element

The Public Services Element is a supplement to the Public Service Element of the TRPA Goals and Policies Plan (Ch. 32, Basic Services) and the Public Services and Utilities Element of the El Dorado County General Plan. It contains an inventory of the existing public services within the Plan Area. It also establishes policies addressing public services and identifies anticipated public service improvements within the Area Plan.

A. EXISTING PUBLIC SERVICE FACILITIES

As the primary commercial and light industrial area in the El Dorado County portion of the Tahoe Basin, Meyers contains the offices, facilities and maintenance yards of local and sub-regional public service providers. It includes the Meyers post office, state and local government services as well as regulated utilities. The plan envisions Meyers to continue to be the primary location for public services in El Dorado County. Public service improvements do not require an allocation of Commercial Floor Area, but they must be consistent with a set of TRPA findings located in Code Subsection 50.8.1. The following inventory identifies public service providers presently located in the Area Plan. See Figure 6-1 for the location of most of these facilities.

U.S. Postal Service. The Postal Service operates the Meyers Post Office located at 1285 Apache Avenue at US 50 in the Meyers Community Center District. It contains a full service counter, general delivery service and approximately 800 individual post boxes.

California Highway Patrol (CHP). The CHP's Area Office is located at 2063 Hopi Avenue at US 50 near the agricultural inspection station in the Meyers Community Center District. The facility houses approximately twenty-five officers and staff. It is responsible for patrols in the southern end of the Tahoe Basin from Tahoma to the South Lake Tahoe City limits and from Twin Bridges on US 50 to the Amador-Alpine County line on California State Route 88, including Alpine County and portions of the Kirkwood Ski Resort. Patrols also include SR 89 over Monitor Pass to Mono County and Highway 4 from its junction at SR 89 to Amador County. The CHP is responsible for all traffic related incidents and assists the El Dorado County Sheriff's Department when necessary. The facility, which is owned by the State of California, has been in operation since June 2005.

California Department of Transportation. The Caltrans Meyers Maintenance Station is located along SR 89 near the Cornelian Drive intersection (2243 Cornelian Drive) in the Meyers Industrial District. The station is approximately ten acres in size and contains vehicle storage, maintenance and repair garages, and dormitory and cafeteria facilities for winter snow removal crews. It provides road maintenance and construction, snow removal and communications services to

nearby areas within and outside the basin, particularly along US 50 between Twin Bridges and Stateline, NV.

California Department of Food and Agriculture, Division of Pest Exclusion. The Department of Food and Agriculture maintains 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.

California Conservation Corps (CCC). The CCC is located in a new facility at 1949 Apache Avenue, next to the Tahoe Paradise Golf Course in the Meyers Community Center District. The site is used as a residential dormitory for up to 84 corps members and is currently expanding the facility to include a new kitchen and administrative wing with offices, computer lab, classrooms, and a conference room. The Corps' mission is to develop California's youth between the ages of 18 and 25 and enhance the state's natural resources and emergency response services. It engages in erosion control and forestry projects on a year round basis.

Lake Valley Fire Protection District. The district maintains the Lake Valley fire station and training center (Station 7) on a one and one-half acre site located at 2211 Keetak Street in the Meyers Industrial District. The site houses a three bay fire station, living quarters, modular classrooms, a practice burn tower and district administrative headquarters.

El Dorado County Community Development Agency, Transportation Division (ED CDA-TD). El Dorado County's road maintenance and snow removal facility is located on a two-acre site at 1121 Shakori Drive in the Meyers Industrial District. The facility also houses vehicle storage and repair and construction material storage.

El Dorado County Animal Services. El Dorado County's animal control facility and shelter is located at 1120 Shakori Street in the Meyers Industrial District. The facility provides animal control, pet adoption and shelter services.

El Dorado County Search and Rescue – Lake Tahoe Unit. El Dorado County Search and Rescue-Lake Tahoe Unit is located at 1834 Santa Fe Road in the Meyers Community Center District. The all-volunteer organization provides search and rescue missions in South Lake Tahoe and the surrounding wilderness area. Sworn Sheriff's deputies lead 30 to 40 member teams on approximately 50 missions annually.

South Tahoe Public Utility District (STPUD). STPUD's main treated effluent export transmission pipeline serving the south shore runs along US 50 and SR 89 through the Plan Area. STPUD provides water and sewer service to developed uses throughout the Plan Area. In 1989, STPUD purchased the Tahoe Paradise Water Company including two parcels of land and two older buildings at 1834 Santa Fe Street in the Meyers Community Center District. One parcel contains two existing structures - one of which is leased to El Dorado County Search and Rescue – Lake Tahoe Unit, while the second serves as additional District office and meeting space. The second parcel is vacant.

AT&T Inc. AT&T operates the Meyers Central Office, an unmanned switching station at 3107 US 50, near the intersection of US 50 and Apache Avenue in the Meyers Community Center District.

USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU). The LTBMU operates the existing Meyers Work Center located at 3030 US 50 in the Meyers Community Center District. It provides several services and facilities to the LTBMU throughout the Region. It contains three offices, dormitory space to house temporary or detail staff, a fleet garage and laboratory, and a fire station for the Tallac Hand Crew. The Tallac Hand Crew provides land management agencies with wildland fire suppression and fuel management resources. In the summer, as many as 130 to 150

staff members are based out of the Meyers Work Center. The LTBMU also operates a fire station (formerly the LVFD station) next to the new LVFD fire station on Keetak Street in the Meyers Industrial District.

The LTBMU also operates the Meyers Inter-Agency Visitors Center, located at 3180 US 50 near Navahoe Drive in the Meyers Community Center District. The facility is operated under a partnership agreement with the Lake Tahoe Visitors Authority and the CTC. The center is generally seasonally staffed by the Lake Tahoe Visitors Authority and provides visitor information services as well as picnic areas.

Southwest Gas. Natural gas service is provided in the Plan Area by Southwest Gas.

Liberty Utilities. Electrical service is provided by Liberty Utilities (formerly Liberty Energy and Sierra Pacific Power Company). In 1986 and 1987, overhead electrical lines located along US 50 through portions of the Plan Area were converted to underground facilities. Telephone and cable television lines which were on overhead poles were also converted to underground service at the same time. Existing overhead utility lines run along US 50 west of the SR 89 intersection and along Keetak Street near the Industrial Tract.

Internet Service Providers. Charter Communications offers cable television, voice and internet services in the Plan Area. AT&T U-verse offers voice and internet services in the Plan Area. A fiber optic cable, owned and operated by AT&T, is located within the US 50 right of way. The fiber technology can carry more bandwidth than traditional copper cable, presenting an opportunity for future improvements to communication and data sharing in the Meyers Area Plan.

B. PUBLIC SERVICES GOALS & POLICIES

PUBLIC SERVICES VISION

Meyers will continue to serve as a hub for public services and utilities that support the local and regional community.

Goals and Policies:

1. Goal: Public service and utility projects will be consistent with the Meyers Design Standards and Guidelines.

Policy 1.1: Public services and utility projects shall be designed consistent with the Meyers Community Design Map and Meyers Design Standards and Guidelines.

Policy 1.2: Coordinate with the California Department of Transportation to consolidate highway directional signs within the Plan Area wherever feasible.

Policy 1.3: Coordinate with Liberty Utilities and other utility providers with overhead lines visible from designated scenic highway corridors to convert the lines to underground facilities within the Plan Area.

2. Goal: Provide communications and information infrastructure utilizing the best available technology.

Policy 2.1: Promote readily accessible distributed broadband internet service throughout the developed portions of the Plan Area.

3. Goal: Relocate the agricultural inspection station to a location outside the Plan Area.

Policy 3.1: Coordinate with the Department of Food and Agriculture to relocate the existing inspection station outside of the Meyers Area Plan boundary.

Policy 3.2: Coordinate with the Department of Food and Agriculture to implement aesthetic improvements consistent with the Meyers Design Standards and Guidelines at the existing inspection station until the station is relocated.

4. Goal: Maintain a building or site for a Meyers Town Hall for town meetings and other community functions.

Policy 4.1: Coordinate with the CCC to provide shared public meeting space at its existing Apache Avenue site.

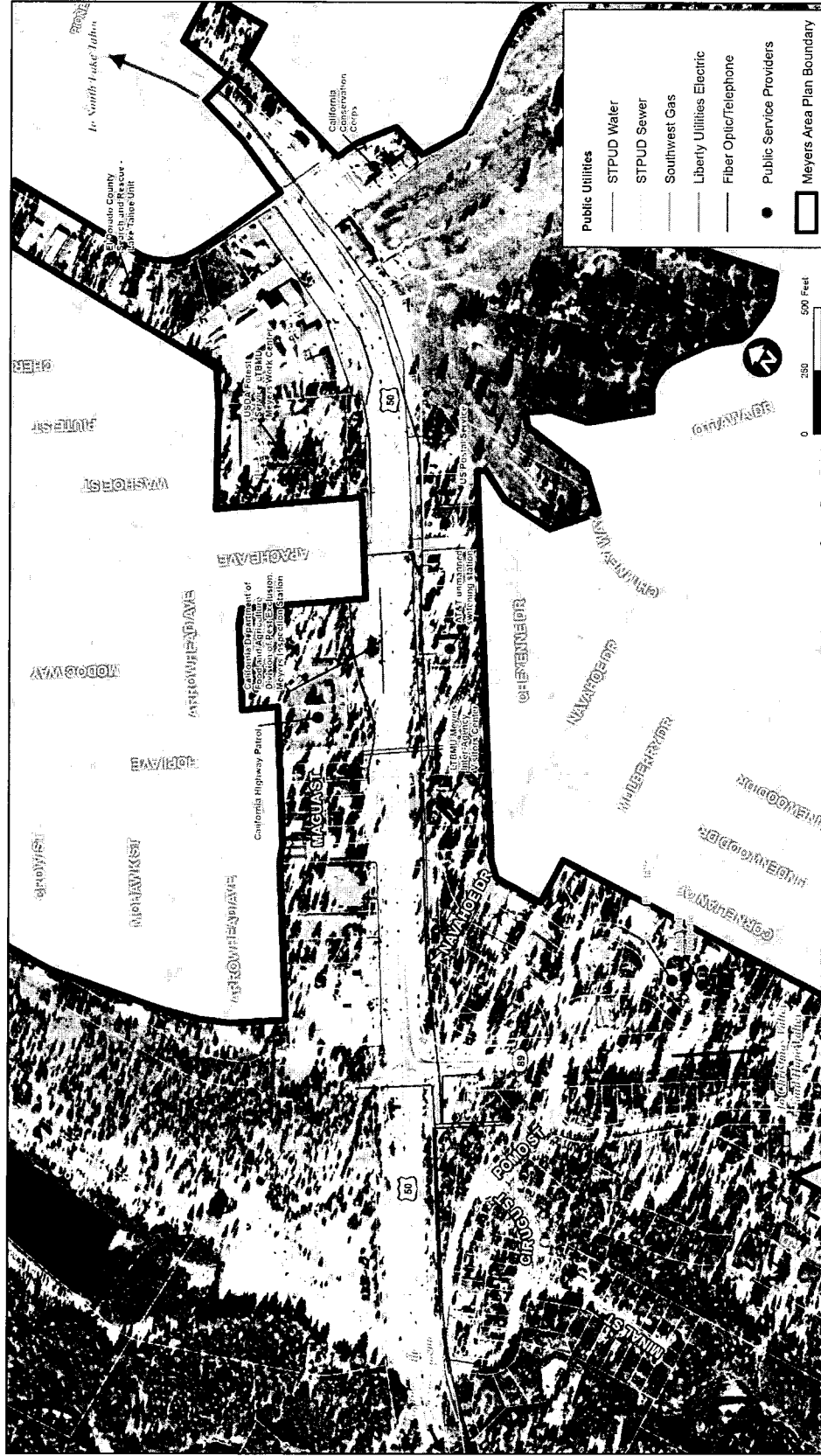
5. Goal: Establish a preschool/day care facility in or adjacent to the Area Plan in a location which is safe and would not conflict with residential uses.
6. Goal: Encourage new and relocated public service corporation yards and storage facilities to locate in the Meyers Industrial District.


C. PUBLIC SERVICE IMPROVEMENTS

The following public service improvements are necessary to implement the Area Plan goals and policies and to maintain or improve service capacities. Public service improvements related to transportation, environmental improvement, and recreation are also addressed in Meyers Area Plan Chapters 3, 4, and 5, respectively. See Figure 6-1.

1. California Department of Food and Agriculture, Division of Pest Exclusion. The Department of Food and Agriculture has no immediate plans to change the existing Meyers Inspection Station. Its long range objectives include the possibility of relocating the inspection station to a point further west past the intersection of US 50 and SR 89.
2. California Department of Transportation. Caltrans constructed water quality improvements along US 50 between Johnson Pass Road (Meyers Grade) to Incline Road, a portion of which is located within the Plan Area, in 2014. The project collects and treats stormwater runoff as part of the Lake Tahoe Environmental Improvement Program (EIP). Class II bike lanes were also constructed between North Upper Truckee Road and Pioneer Trail and the Class I bike trail south of Santa Fe Road was restored.
3. El Dorado County Community Development Services, Department of Transportation (ED CDS-DOT). The SR 89 Class I Bike Trail is planned between Portal Road and the US 50/SR 89 intersection, which would connect to the Pat Lowe Memorial Bike Trail. ED CDS-DOT has performed an operational study and the intersection at Apache Avenue and US 50 was signalized for pedestrians. ED CDS-DOT also recently completed a Road Safety Audit in coordination with Caltrans and the Federal Highway Administration, which evaluated traffic flow and circulation, safety components and operations from North Upper Truckee Rd. to Pioneer Trail.
4. Replace Existing Overhead Underground Utility Lines. Liberty Utilities and other utility providers using overhead facilities which are located along US 50 (a state and regional designated scenic highway corridor) are requested to convert those systems to underground facilities within the Plan Area. Statewide undergrounding conversion funds are available to make the conversion.

FIGURE 6-1: PUBLIC SERVICE AND UTILITIES MAP





CHAPTER 7 Implementation Element

The implementation element is a supplement to the Implementation Element of the TRPA Goals and Policies Plan and the Tahoe Basin and Implementation Program sections of the Land Use Element of the El Dorado County General Plan. The Meyers Area Plan must respond to and be consistent with the goals, policies and requirements of both El Dorado County and TRPA.

The plan is adopted by the County Board of Supervisors as an amendment to the El Dorado County General Plan and Zoning Ordinance. It is adopted by the TRPA Governing Board as a Regional Plan amendment which establishes land uses and zoning within the Plan Area and includes substitute standards that replace specific Regional standards and/or County-wide standards within the Plan Area. Projects proposed within the Plan Area must be consistent with the Area Plan, which incorporates by reference the El Dorado County General Plan and the TRPA Regional Plan with the exception of individual provisions that are specifically substituted by standards within this plan.

This chapter describes the implementation Goals and Policies that direct implementation of this plan (section A), the public sector implementation strategies including capital improvement projects and planning and coordination activities (section B), private sector implementation strategies including a summary of regulations and incentives (section C), and the plan reporting and revision process (section D).

A. IMPLEMENTATION GOALS & POLICIES

IMPLEMENTATION VISION

Implement regular public and private improvements to incrementally achieve the Area Plan Goals and Policies and attain Environmental Threshold Standards.

Goals and Policies:

1. Goal: The El Dorado County Board of Supervisors or their designee will have the responsibility to guide the plan's implementation.

Policy 1.1: El Dorado County shall assume primary responsibility for project review and approval consistent with this plan, the County's General Plan, and the Lake Tahoe Regional Plan pursuant to the conditions and limitations outlined in the Land Use Element of this plan and the MOU between TRPA and the County.

Policy 1.2: El Dorado County shall establish and maintain a Meyers Advisory Council (MAC) with regularly scheduled and publicly noticed meetings to provide

recommendations to the Planning Commission, County Board of Supervisors, and/or TRPA on the implementation of this Plan. The MAC shall include seven residents or property owners in the Lake Tahoe Region of unincorporated El Dorado County. The MAC shall include community members representing business, environmental, recreation, and other appropriate interests necessary to carry out the vision of the Meyers Area Plan. The MAC shall be comprised of elected board members of a Municipal Advisory Council or other appropriate special district, or if no appropriate entity exists, the MAC members may be appointed by the El Dorado County Board of Supervisors.

Policy 1.3: Land coverage, commercial floor area, tourist accommodation units, and other units of use regulated by TRPA shall not be transferred out of the Plan Area unless the Board of Supervisors or their designee finds that such transfer will result in a substantial community benefit in terms of implementing this plan.

2. Goal: Fund and implement a portion of the improvements necessary to achieve the Plan's goals and policies through private sector projects.

Policy 2.1: Improve scenic quality and community character by permitting projects that are consistent with the Meyers Area Plan Design Standards and Guidelines (Attachment A).

Policy 2.2: Provide incentives to privately funded projects that result in measurable progress towards achieving Plan goals and policies.

3. Goal: Fund public sector capital improvement projects, and planning and coordination activities through a variety of funding sources.

Policy 3.1: Actively pursue funding to implement this plan from federal, state, and local grant sources, philanthropic organizations, and private/public partnerships.

Policy 3.2: Consider the feasibility of establishing local funding sources such as improvement or assessment districts as a means to implement this plan.

Policy 3.3: Encourage the creation of a community non-profit organization to assist with funding and implementing improvements to implement this plan.

4. Goal: Achieve a sustainable and compact land use pattern by directing future commercial, tourist, and multi-family residential uses to appropriate areas within the Plan Area.

Policy 4.1: Direct the majority of additional CFA that becomes available to El Dorado County to within the Meyers Area Plan.

Policy 4.2: Identify and encourage opportunities to relocate and consolidate existing commercial uses within the Plan Area.

Policy 4.3: Encourage public agencies that hold banked land coverage, CFA, Tourist units, or residential units in the plan area to make them available for use within the Plan Area.

Policy 4.4: Request Caltrans to make available for sale or other means of transfer the excess US 50 right of way in Meyers to the adjoining property owners or the County.

5. Goal: Continuously review and update this Plan to reflect current technology, regulation, policy, community direction, and the environment.

Policy 5.1: El Dorado County, TRPA, and the Meyers Advisory Council will consider revisions or amendments to this plan at least once every four years.

Policy 5.2: The Meyers Advisory Council will evaluate this plan annually and advise the TRPA and El Dorado County if changes are appropriate prior to the comprehensive review every four years.

B. PUBLIC SECTOR IMPLEMENTATION STRATEGIES

Public sector investments are necessary to achieve the community vision and goals and policies of the Area Plan. The following tables list Capital Improvement Projects and Operations and Planning Activities necessary to implement this plan. Attachment C includes project summary sheets with additional detail on each item.

TABLE 7-1: CAPITAL IMPROVEMENT PROJECTS

PRIORITY (As Ranked by Community Workshop Participants)	IMPLEMENTER	PROJECT	DESCRIPTION
18 (must do)	El Dorado County	Meyers Sustainable Mobility Project Phase 2	Roadway and intersection improvements to reduce congestion, calm traffic, and improve pedestrian safety. Improvements may include: stamped concrete center lane, an additional crosswalk, signage improvements, reverse ingress-egress at Visitor Center, turn lanes or other intersection improvements at US 50 and N. Upper Truckee, and US 50 and S. Upper Truckee.
12 (must do)	El Dorado County	US 50 Corridor Streetscape Improvements	Streetscape improvements along the US 50 corridor from the SR 89 intersection to the east end of the Plan Area. Improvements include landscaping and, seasonal planter and public art placement within the paved shoulder.
8 (should do)	Tahoe Transportation District or El Dorado County	Meyers Welcome Sign	Construct a "Welcome to Meyers" sign south of US 50 on the west side of the Town Center.
8 (should do)	CA Department of Agriculture	Agricultural Inspection Station Relocation Project	Relocate the existing agricultural inspection station to west of the Meyers Community Center.

PRIORITY (As Ranked by Community Workshop Participants)	IMPLEMENTER	PROJECT	DESCRIPTION
8 (should do)	El Dorado County	Meyers Sustainable Mobility Project Phase 1	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, maintenance or improvements to the existing Pat Lowe Trail, bollard style lighting along the trail, transit shelters, pedestrian kiosks and benches.
6 (should do)	Tahoe Resource Conservation District	Meyers Area-Wide Erosion Control and BMP Implementation	Addresses runoff from County right of way and private commercial properties in the eastern portion of Meyers. Also includes enhancement of the Meyers Creek SEZ on each side of the US 50 crossing.
4 (should do)	El Dorado County	SR 89 Class 1 Path	Class 1 shared-use path in the SR 89 ROW, east of the HWY.
3 (should do)	Tahoe Transportation District	Meyers Loop Multi-use Trail and Trailhead	Construct a trailhead north of the US 50 and SR 89 intersection with public parking & signage. Class 1 multi-use trail leading north from the trailhead and accessing Washoe Meadows State Park. New class 1 segment connecting the trailhead to the existing Pat Lowe trail to the east, and to N. Upper Truckee Road to the west.
2 (could do)	El Dorado County	East San Bernardino Trail	Shared-use trail connection between Tahoe Paradise Park and the North Upper Truckee neighborhood. Bike route along San Bernardino from North Upper Truckee on the west, and from Apache on the east, with a class 1 shared-use trail connection between the ends of San Bernardino. Class 1 trail to follow the San Bernardino right of way and include a crossing of the Upper Truckee River.
2 (could do)	Tahoe Transportation District	East Meyers Trailhead	Construct a trailhead on State 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.

PRIORITY (As Ranked by Community Workshop Participants)	IMPLEMENTER	PROJECT	DESCRIPTION
0 (could do)	California Tahoe Conservancy	Tahoe Pines Day Use Area or Tahoe Pines Campground Rehabilitation and Access Project	Construct day use amenities including parking, picnic tables, and signage. Include an undercrossing of the UTR at the existing bridge, potentially as a second phase.
0 (could do)	Tahoe Resource Conservation District	Upper Truckee River Tahoe Paradise Reach Enhancement Project	Stabilize eroding banks and remove/improve existing river bed structure.

TABLE 7-2: OPERATIONS AND PLANNING ACTIVITIES

PRIORITY (As Ranked by Community Workshop Participants)	IMPLEMENTER	ACTIVITY	DESCRIPTION
8 (should do)	Non-profit groups, USFS, CTC, State Parks	Backcountry Access - Rock Climbing and Winter Trails Inventory	Coordinate with land management agencies to inventory existing rock climbing/bouldering areas and winter backcountry access points, identify and implement access improvements where needed, and advertise rock climbing/winter backcountry opportunities as appropriate.
2 (could do)	USFS, CTC, State Parks, El Dorado Co & TRPA	Maintain a trail network	TRPA and El Dorado County will coordinate with public land managers to provide a system of trails that provide connectivity between residential areas, recreation areas, and commercial areas consistent with resource management goals.
1 (could do)	El Dorado County	Pat Lowe trail snow removal	El Dorado County will implement snow removal operations on the Pat Lowe Class 1 trail through Meyers.
1 (could do)	Meyers residents and businesses	Form a non-profit organization for Meyers	Create a non-profit organization to assist with implementing and funding improvements in Meyers.

PRIORITY (As Ranked by Community Workshop Participants)	IMPLEMENTER	ACTIVITY	DESCRIPTION
1 (could do)	Tahoe Resource Conservation District	Monitoring and Treating Invasive Species	Regularly monitor and treat invasive species. Prioritize efforts along bike trails and roadways that can serve as a vector for the spread of invasive species.
1 (could do)	State Parks, El Dorado County, & TRPA	Integrate Washoe Meadows State Parks General Plan	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 Vision.
1 (could do)	El Dorado County, TRCD, Sugar Pine Foundation or other non-profit groups	Provide Sierra Juniper seedlings	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.
1 (could do)	Caltrans & El Dorado County	US 50 snow removal and storage operational improvements	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 trail; and impacts on native vegetation and landscaping.
1 (could do)	Tahoe Transportation District (TTD)	Transit Service Coordination	El Dorado County will coordinate with TTD to provide improved transit service between Meyers and the City of South Lake Tahoe.
0 (could do)	El Dorado County	Enhanced Street Sweeping	Implement ongoing street sweeping operations using the best available technology.
0 (could do)	USFS, El Dorado County or TRPA, local non-profits	Streamline approval of Guide and Outfitter Services	Secure funding and coordinate with USFS to perform a programmatic environmental review of guide and outfitter services based out of Meyers. The review should provide opportunities for a variety of guide services to be more easily permitted.

C. PRIVATE SECTOR IMPLEMENTATION STRATEGIES

Private property improvements are necessary to implement the Area Plan. Private sector improvements are facilitated through regulations that ensure proposed projects are consistent with this plan and attain environmental threshold standards, and through incentives that provide benefits to private parties in exchange for public benefits. Relevant incentives and regulations are summarized below.

INCENTIVES

Community Incentive Projects

The Community Incentive Project program waives fees for the allocation of commercial floor area. The incentives are available to projects that provide specific public and environmental benefits including public gathering spaces and parking, exceed water quality and energy efficiency standards. See section 90 of the land use ordinance in chapter 2 of this plan for more information.

Transfer of Residential Development Rights

Up to two residential bonus units and a residential allocation are available to property owners who transfer a residential development right from a sensitive or outlying parcel into the Meyers Town Center. The sensitive or outlying parcel must be permanently retired and the number of bonus units depends on the sensitivity and distance from services. See TRPA Code Section 51.3 (Transfer of Residential Development Right) for more information.

Transfer of Existing Development

Residential bonus units, bonus commercial floor area, and bonus tourist accommodation units are available to property owners who demolish existing development on sensitive or outlying parcels and transfer the development into the Meyers Town Center. The sensitive or outlying parcel must be restored and permanently retired and the number of bonus units depends on the sensitivity and distance from services. See TRPA Code Section 51.5.3 (Transfer of Existing Development to Centers) for more information. In addition, non-conforming land coverage may be retained when existing development is restored and transferred into the Meyers Town Center. See TRPA Code Section 30.4.2.C (Transfer of Nonconforming Land Coverage) for more information.

Onsite Removal and Retirement of Excess Coverage

Residential bonus units, bonus tourist accommodation units, and bonus commercial floor area are available to property owners who remove and retire excess land coverage in addition to the amount required by the TRPA excess coverage mitigation requirements. See TRPA Code section 30.6.3 (Onsite Removal and Retirement of Excess Coverage in Centers) for more information.

Coverage Exemptions for Properties with Water Quality BMPs

Land coverage exemptions are available for property owners who implement water quality BMPs. Qualifying properties must meet specific criteria and may be eligible for exemptions for pervious decks, pervious coverage (e.g. pervious pavement), non-permanent coverage (e.g. sheds or greenhouses), and facilities for Americans with Disabilities Act compliance. See TRPA Code Section 30.4.6 (Exemptions and Partial Exemptions from Calculation of Land Coverage) for more information.

Low-Income and Moderate Income Housing

Residential bonus units are available to project proponents proposing to establish deed-restricted low-income or moderate income housing. See TRPA Code Section 52.3.4 (Affordable and Moderate-Income Housing) for more information.

Environmental Mitigation Projects

Residential bonus units are available to project proponents who implement specific environmental mitigations such as contributing to an Environmental Improvement Program project, retiring sensitive land, or reducing land coverage. See TRPA Code Sections 52.3 (Multi-Residential Incentive Program) for more information.

REGULATIONS

Meyers Area Plan Design Standards and Guidelines

Proposed projects must be reviewed for consistency with the Meyers Area Plan Design Standards and Guidelines.

Environmental Documentation

Proposed projects must be reviewed for potential environmental impacts pursuant to the California Environmental Quality Act and TRPA Code Chapter 3 (Environmental Documentation).

Required Findings

Findings required by the TRPA Code and the El Dorado County Zoning Ordinance must be made prior to approval of a project.

Land Uses

Projects must be consistent with the Land Use and Zoning Ordinance of this plan, which incorporates by reference the El Dorado County Zoning Ordinance and the TRPA Code.

Site Development

Projects must be consistent with the development standards included in the Land Use and Zoning Ordinance of this plan, which incorporates the TRPA Code and the El Dorado County Zoning Ordinance by reference. Chapters 30 – 39 of the TRPA Code regulate site development

Growth Management

Development or redevelopment must be consistent with the TRPA growth management system as described in TRPA Code Chapters 50 – 53 and standards included in the Land Use Ordinance of this plan.

Resource Management and Protection

Projects and properties must be consistent with resource management and protection requirements in TRPA Code Chapters 60 – 68, and the El Dorado County Zoning Ordinance.

D. REPORTING & PLAN REVISIONS

REPORTING

Section 13.8 (Monitoring, Certification, and Enforcement of Area Plan) of the TRPA Code requires that the County provide TRPA with quarterly reporting of building permits issued by the County under this Area Plan. At a minimum the reporting will contain and make clear the necessary development information that TRPA needs to measure compliance with the terms of the Area Plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units. TRPA shall select and review a sample of development permits issued under this Area Plan in order to certify that the permits are issued in conformance with the Area Plan. TRPA will annually review and recertify the Area Plan or take corrective actions.

In addition, the County will continue to report on progress towards implementing the Lake Tahoe TMDL as required by the amended NPDES permit issued in October 2012. This information will also be used by TRPA to evaluate the area plan every four years pursuant to TRPA Code Section 13.8.5.

PLAN REVISIONS

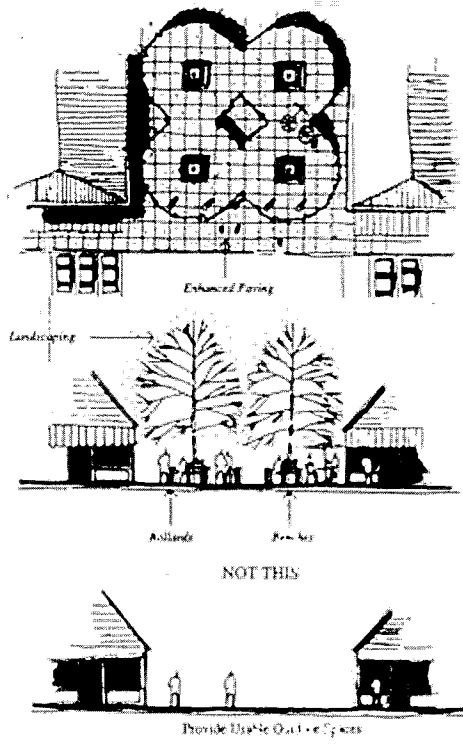
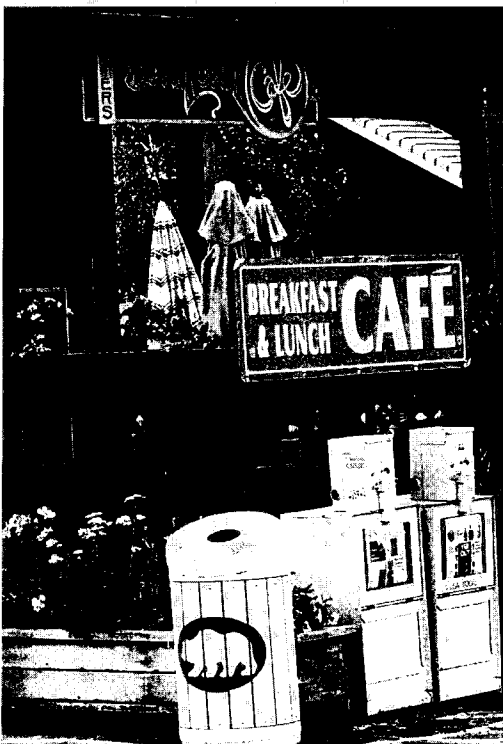
Revisions to this plan shall be approved by the County Board of Supervisors and the TRPA Governing Board. Pursuant to TRPA Code Section 13.6.7 (Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan), TRPA will provide the County's Planning Services Department with reasonable notice of pending Regional Plan amendments that may affect this plan. If TRPA approves a Regional Plan amendment that requires a revision of this plan, the County will have one year to revise this plan to be in conformance with the Regional Plan amendment.



MEYERS AREA PLAN ATTACHMENTS including Design Standards and Guidelines

EL DORADO COUNTY

Lake Tahoe



FINAL
March 2016

TABLE OF CONTENTS

ATTACHMENT A – MEYERS DESIGN STANDARDS AND GUIDELINES

IMPLEMENTING THE DESIGN STANDARDS AND GUIDELINES	A-1
Community Design Strategy.....	A-1
Design Review by the Meyers Advisory Council, Planning Commission and Planning Division	A-1
MEYERS AREA PLAN DESIGN STANDARDS.....	A-2
Site Design and Planning.....	A-2
Building Design Standards.....	A-5
Landscaping Standards.....	A-6
Exterior Lighting Standards.....	A-6
Water Conservation Standards.....	A-7
Substitute Sign Standards.....	A-7
MEYERS AREA PLAN DESIGN GUIDELINES	A-9
US 50 Corridor and Right-of-Way Design	A-9
Site Planning.....	A-16
Building Design	A-17
Exterior Lighting	A-20
Signage.....	A-21

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 130 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:

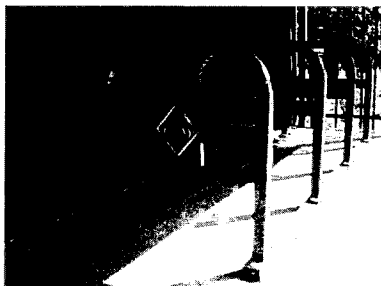
 - A. Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands designed in accordance with TRPA's Design Review Guidelines;
 - B. A pedestrian circulation system shall be incorporated into the 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.

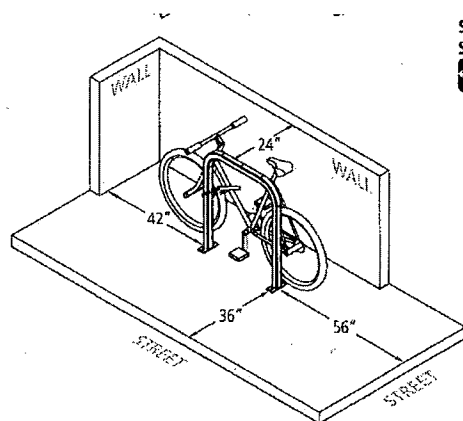
- c. **Standards for Snow Storage.** [TRPA Code Subsection 36.5.3]
The standards for snow storage shall be:
- A. Parking areas shall be sloped at least two percent to prevent ponding and icing; and
 - B. Commercial, tourist accommodation, public service, recreation and multi-residential projects shall 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 tress 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 130.16 Signs.
- El Dorado County Code of Ordinances; Section 130.27.120 – Tahoe Basin Combined Zone.

The following sign standards replace sections of El Dorado County's Ordinance Code, Chapter 130 and TRPA's Code of Ordinances, Chapter 38, Signs.

- 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]
- 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].
- 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

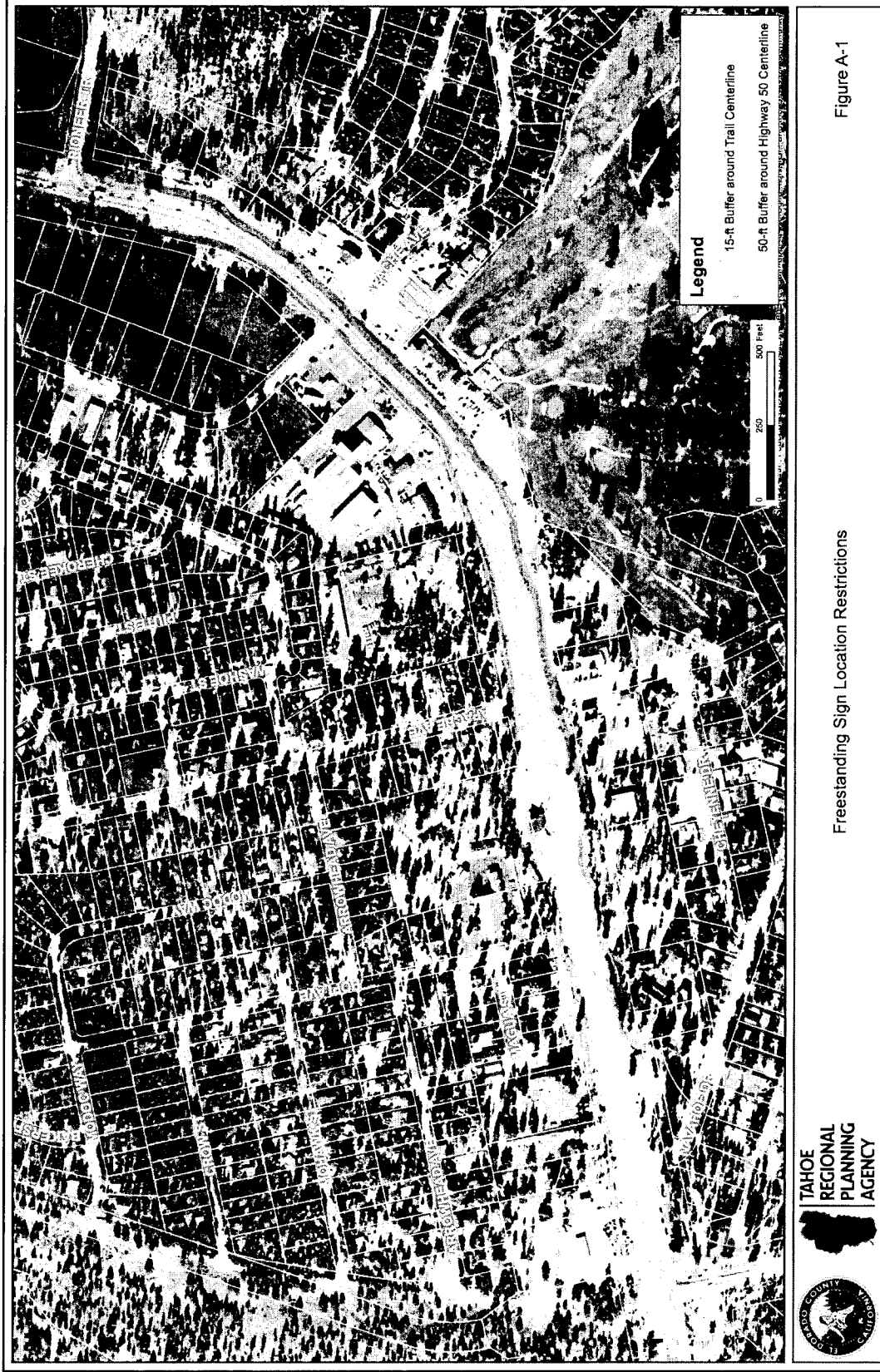
1. US 50 Corridor and Right-of-Way Design

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.

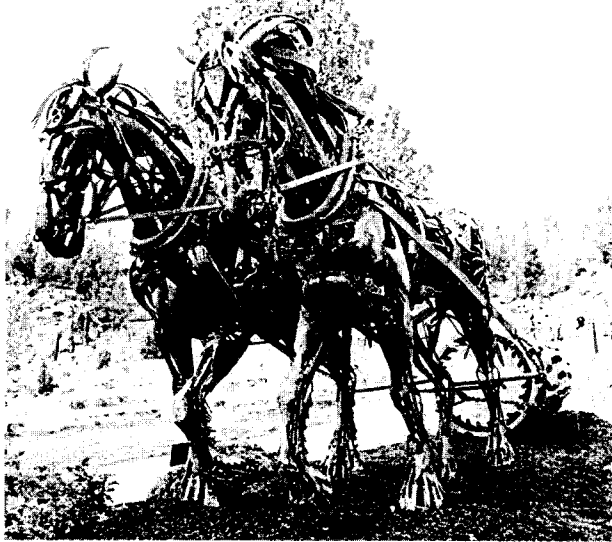
- a. **Meyers Bike Trail.** Parcels adjacent to the bike trail should implement the site improvements along the property edges contained in the bike trail plans to ensure consistency in terms of access, signage, landscaping, storm water management and other improvements.
- b. **Meyers Gateway Entry Statements.** 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.

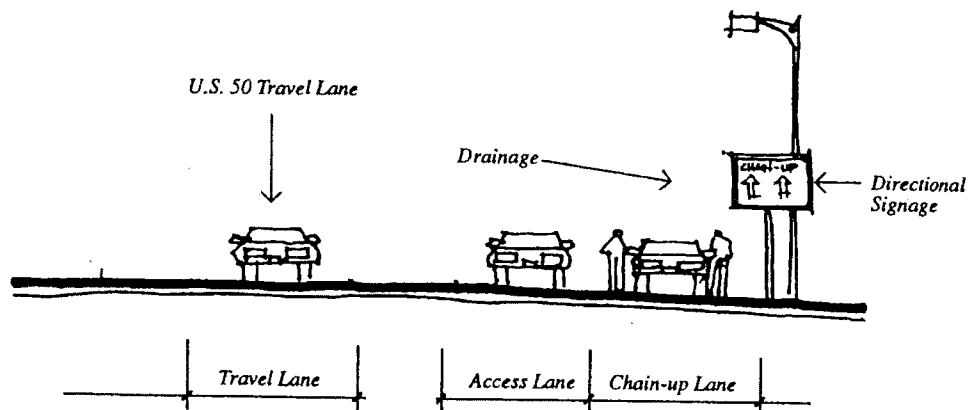
The light standard and fixture type used along Ski Run Boulevard should be the design used along the US 50 Corridor. Light standards (poles) and fixtures shall conform to the Scenic Corridor Design Standards established in Chapter 36 of the

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.

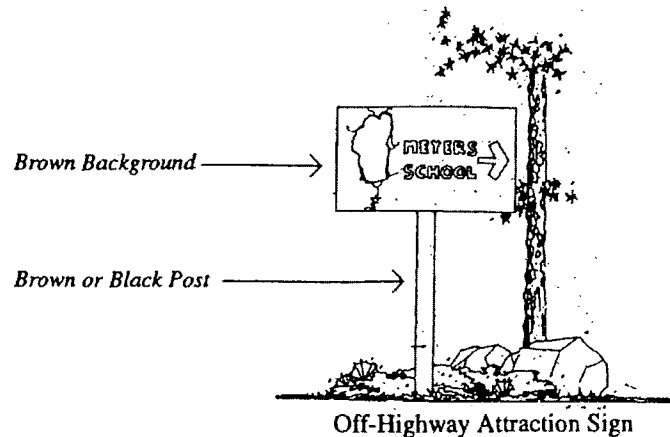


- f. **Pedestrian Signs, Historic Markers and Displays.** In recognition of Meyer’s cultural and natural history, and the pedestrian-friendly recreation-centered vision; pedestrian-scale signs, displays or markers may be erected along the corridor. This includes historic markers, interpretive panels, 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

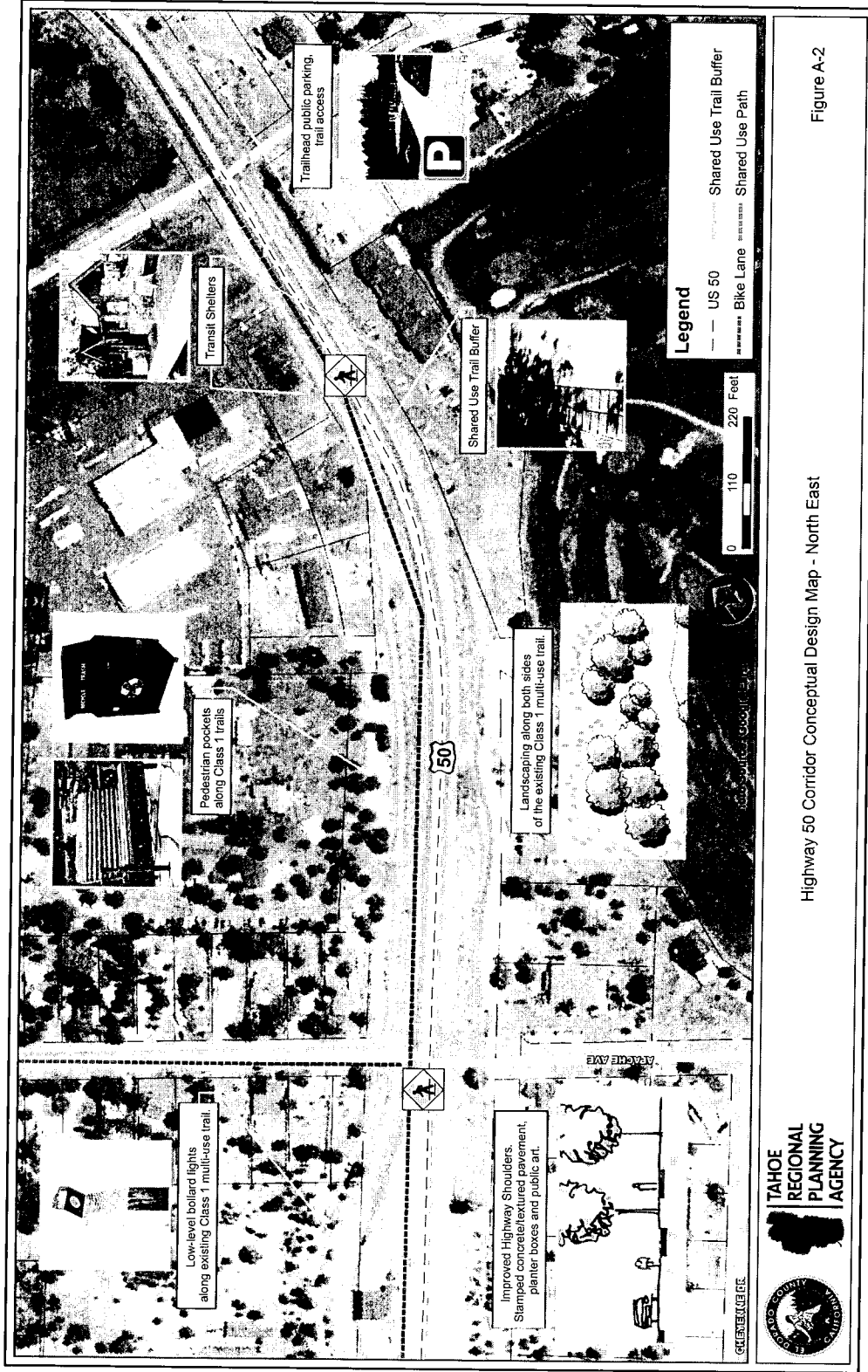


Figure A-2

Highway 50 Corridor Conceptual Design Map - North East

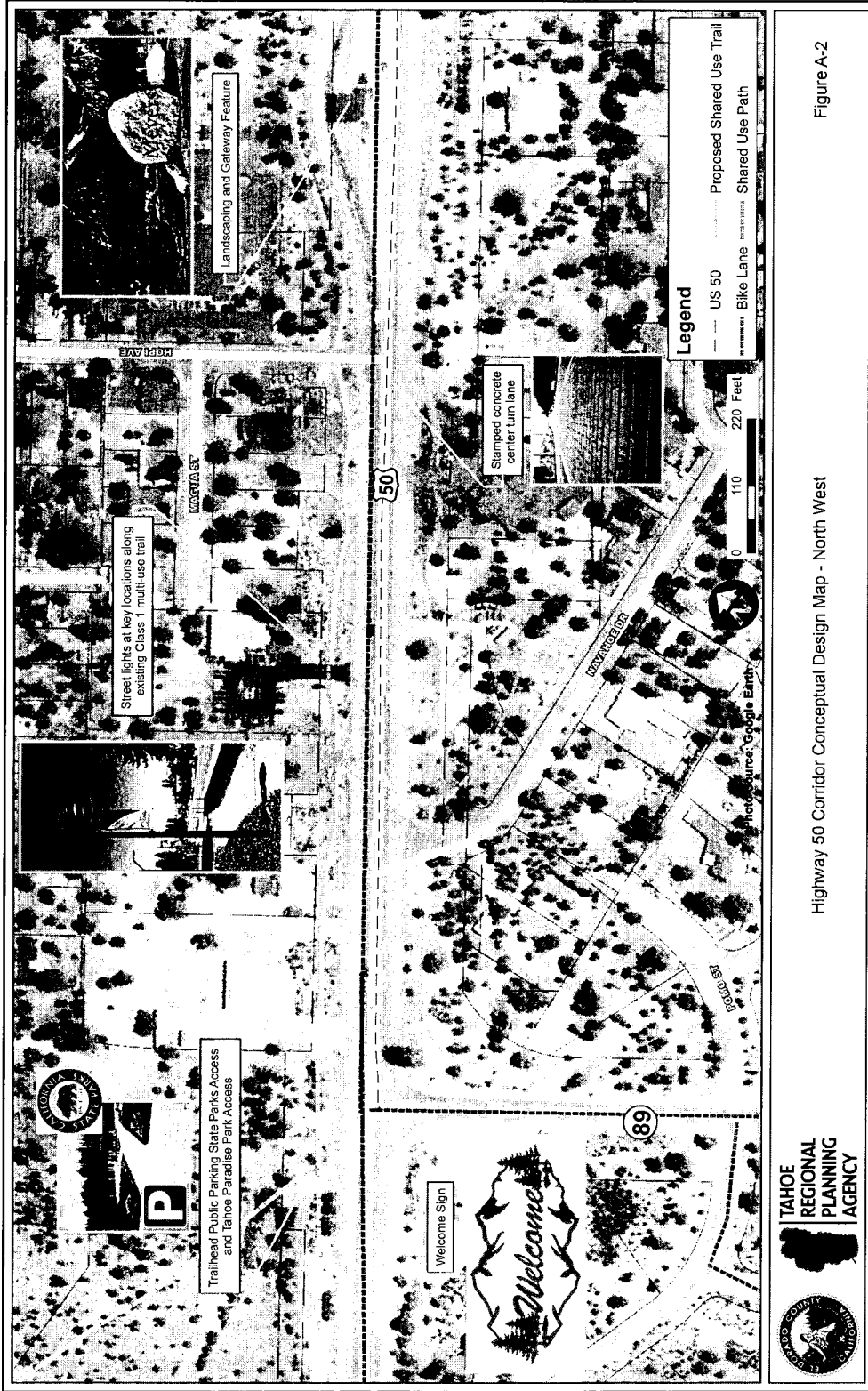


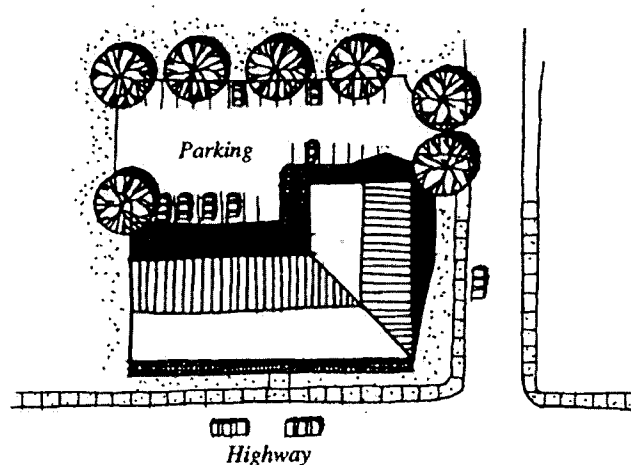
Figure A-2

Highway 50 Corridor Conceptual Design Map - North West

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.

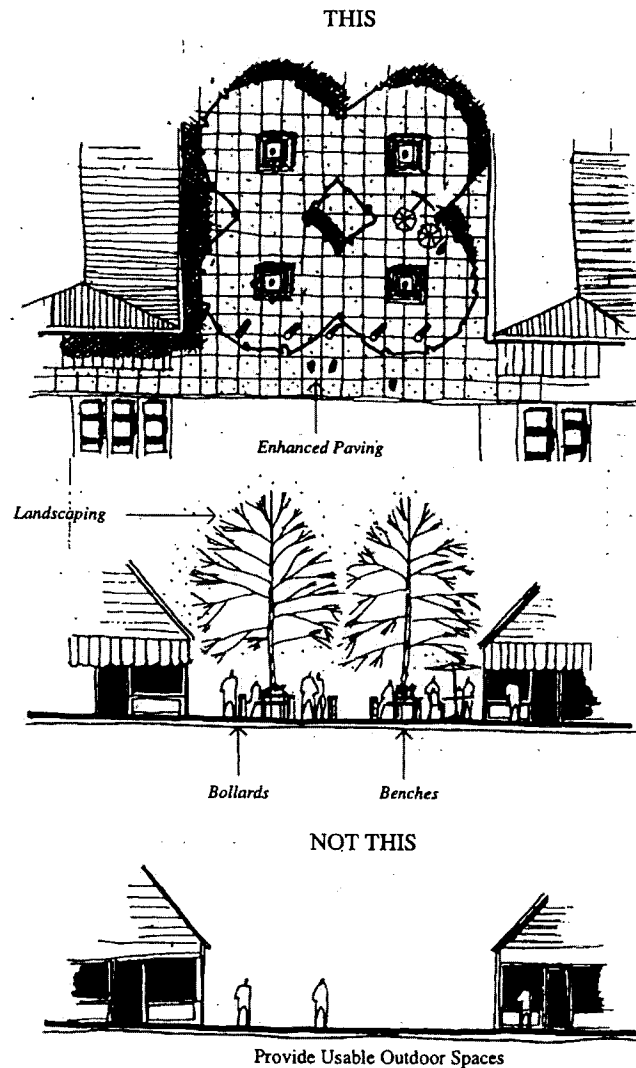
Buildings should generally be stained, however, painting is acceptable. Accent colors which fall outside the recommended building siding colors should be used sparingly and should be limited to trim, fascias and architectural details such as window frames, door frames, shutters, planter boxes, railings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

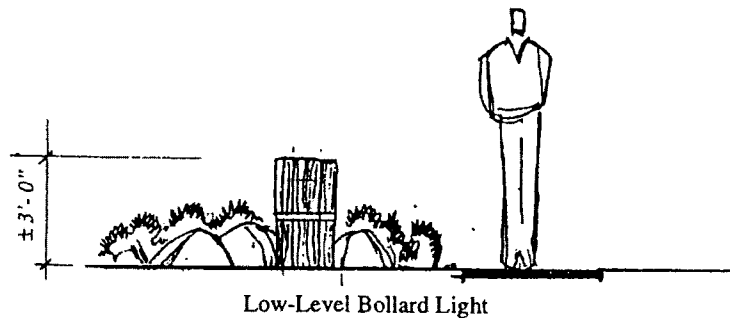
4. Exterior Lighting

- 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.



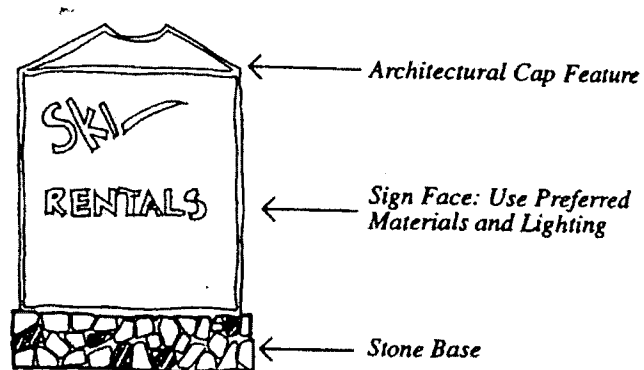
- d. **Landscape Lighting.** Exterior landscape lighting should be used selectively to highlight pathways or special landscape plantings. It should not illuminate an entire landscape bed or planting area (especially turfgrass). Where lighting of plant materials is desired, the light source should be 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.

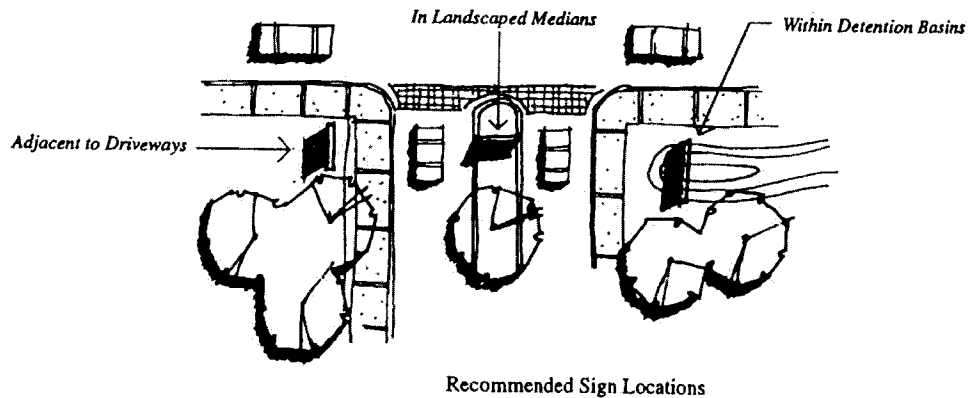
Freestanding signs should not be placed in areas which will be obscured from vision by stored or plowed snow. If necessary, locate or relocate the sign in places where any accumulated snow can easily be cleared. A snow storage plan may be needed to optimize snow plowing operations, snow storage areas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



Freestanding Sign

- 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 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 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 (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."

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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 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."
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").

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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 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.
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.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

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

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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 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.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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.
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.
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").

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

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

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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 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.
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.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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.
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.

TABLE 1 LIST OF PRIMARY USES AND USE DEFINITIONS

USE	DEFINITION
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").
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

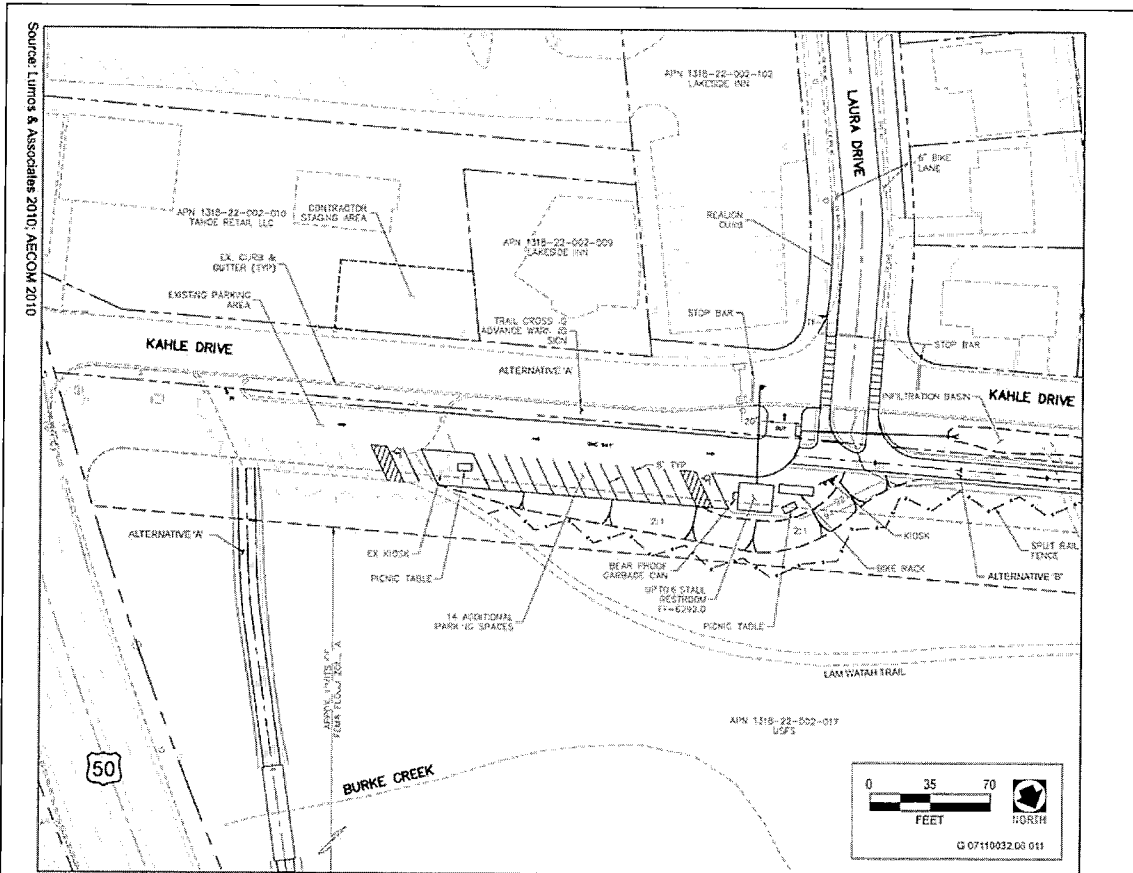
EAST SAN BERNARDINO TRAIL

Description
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.
Action
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
Analysis
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.
Lead Agency
El Dorado County
Supporting Agencies
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) – 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
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.
Action
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.
Analysis
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.



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
<p>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.</p>
Action
<p>Sierra juniper (<i>Juniperus occidentalis</i> subsp. <i>australis</i>), is a “long-lived and ruggedly picturesque” native, yet uncommon tree found in various locations in Meyers.</p> <p>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.</p> <p>Contacts and resources:</p> <p>Potential Seed Propagation and Nursery Contacts:</p> <ul style="list-style-type: none"> • 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 <p>Assistance with Community Outreach and Education:</p> <ul style="list-style-type: none"> • 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 <p>Grants and Technical Assistance:</p> <ul style="list-style-type: none"> • National Forest Foundation: www.nationalforests.org <p>Local Contacts:</p> <ul style="list-style-type: none"> • Sugar Pine Foundation: Phone 650.814.95656; www.sugarpinefoundation.org • USDA Tahoe Resource Conservation District: Phone 530.545.1501; tahoercd.org. <p>Additional Resources:</p> <ul style="list-style-type: none"> • Reforestation, nurseries and genetic resources: www.rngr.net • National Seed Laboratory: www.nsl.fs.fed.us/index.html
Analysis
<p>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.</p> <p>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</p> <p>Additional information can be found at: http://www.conifers.org/cu/Juniperus_occidentalis_australis.php</p>
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.I 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
	034-300-28035-		035-224-01
	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	035-070-05	035-090-06	035-110-02	880-350-88
035-010-19	035-080-01	035-090-07	035-110-03	880-354-38
035-010-20	035-080-02	035-090-08	035-110-04	
035-010-27				

Table A-1

Mitigation Monitoring and Reporting Program Checklist for Meyers Area Plan Project

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>AQ-1: Meet Air Quality Standards.</p> <p>Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if project air emissions exceed standards, shall be required to incorporate emission-reduction measures sufficient to reduce potentially significant short-term and long-term air quality impacts to a less-than-significant level. Examples of short- and long-term operational emission-reduction measures include, but are not necessarily limited to, the following:</p> <p><i>Short-term measures:</i></p> <ul style="list-style-type: none"> • Use of low- or zero-emission construction equipment and use existing electrical power, to the extent locally available; • Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and • Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible. <p><i>Long-term measures:</i></p> <ul style="list-style-type: none"> • Prohibit the installation of wood-burning hearths and fireplaces. Continue supporting woodstove change-out rebate programs to reduce air quality impacts in the Meyers Area and El Dorado County. • Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. • Incorporate energy-efficient appliances, interior and exterior lighting, and building mechanical systems in excess of applicable building and design standards. Encourage installation of solar panels for new residential and commercial development. • Incorporate renewable energy sources in the project design (e.g., solar photovoltaic panels) in excess of applicable building and design standards. • Incorporate higher efficacy public street and exterior lighting in excess of applicable building and design standards. • Use daylight as an integral part of lighting systems in buildings in excess of applicable 	<p>El Dorado County Community Development Services, and Tahoe Regional Planning Agency</p>	<p>Following adoption of the Area Plan and ongoing during subsequent project environmental review</p>	<p>Analysis of project-specific air quality impacts and if necessary, identification of measures to reduce emissions to meet standards as determined by El Dorado County Community Development Services, EDCAQMD, and Tahoe Regional Planning Agency</p>

Exhibit B

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<ul style="list-style-type: none"> • building and design standards. • Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use in excess of applicable building and design standards. • Promote the installation of energy-efficient roofing systems (e.g., “cool” roofs) and cool pavements in excess of applicable building and design standards. Cool roofs and pavements are designed to reflect more sunlight and absorb less heat than standard products. • Incorporate solar and tankless hot water heaters. • Include design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes or paths, complete streets design improvements, bicycle-friendly intersections, electric bus infrastructure, transit shelters, well designed sidewalks, and bicycle parking and storage facilities beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3. • Include site design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles) beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3. • Include measures that reduce water use (e.g., installation of low-water usage landscaping and irrigation systems) in excess of applicable building standards. • Include measures that reduce waste generation. 	<p>El Dorado County Department of Transportation and Tahoe Regional Planning Agency</p>	<p>Following adoption of the Area Plan</p>	<p>Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County and Tahoe Regional Planning Agency as traffic conditions require</p>
<p><u>Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection.</u></p> <p>If intersection LOS operations are shown to deteriorate below acceptable standards in future agency monitoring, mitigation measures for this intersection will be considered. Modeling estimates show a potential for the US 50/SR 89 intersection to operate at a LOS F in 2035 conditions. However, much of the traffic growth that would result in the predicted level of service is attributed to development outside of the Meyers Area Plan boundary. Therefore, the projects developed under the Meyers Area Plan are only responsible for their proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2035 scenario, the timing of the improvement is a function of the rate of population and employment growth both within and outside of the Meyers Area Plan boundary. Appropriate mitigation developed at the time that monitoring indicates an impact will occur (as determined by the El Dorado County, Caltrans and TRPA), includes one of the following:</p> <ul style="list-style-type: none"> • Prior to issuance of a discretionary approval after determining that mitigation measures are required, fully complete road capacity improvements to prevent new development cumulative traffic impacts from reaching LOS F during peak hours on any highways, 			

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>arterial roads, and their intersections during weekday, peak-hour periods, OR</p> <ul style="list-style-type: none"> • Payment of the project's air quality mitigation fee in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances; assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure (Article 10.8.5). <p><u>TRPA RPU EIR Mitigation Measure 3.3-1: Phased Release of Allocations/ LOS Monitoring/Travel Demand Management.</u></p> <p>The level of service standard under evaluation for Impact 3.3-1 is oriented toward alleviating congestion during the peak hour of peak travel times in the Region. The Compact directs TRPA to focus transportation improvements on transit investments and enhancements to non-auto modes, rather than new roadway capacity. Therefore, the mitigation measures below seek first to provide additional travel capacity in the form of bicycle, pedestrian, and transit improvements, with an ongoing monitoring program. New roadway improvements beyond those already listed in the RTP/SCS, are proposed if other measures are not able to meet community needs during peak travel times.</p> <p>TRPA will develop and implement a program for the phased release of land use allocations in four-year cycles in conjunction with future updates of the Regional Plan and RTP. Two years after each release, monitoring of existing and near-term LOS will occur at intersections and roadways to evaluate compliance with applicable LOS policies. Should LOS projections indicate that applicable LOS goals and policies will not be met, actions will be undertaken through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments to maintain compliance. Actions may include, but are not limited to the following:</p> <ol style="list-style-type: none"> 1. TRPA will prioritize, and cause to be implemented, if feasible, enhanced non-motorized and public transportation projects and services to accommodate the additional travel demand 2. TRPA will modify the land use allocation releases to reduce travel demand, 3. To the extent that roadway capacity expansions do not result in significant, unavoidable environmental impacts, TRPA will investigate and cause to be implemented, if feasible, additional multi-modal corridor improvements (beyond those listed in the RTP project list). The following is an example list of potential candidate improvements based on the identified significant impacts of the RTP/SCS alternatives: <ul style="list-style-type: none"> > US 50 between the South Y and South Stateline – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes at selected locations, driveway consolidation to limit turning locations on the highway, etc.), to the extent that planned traffic signal coordination does not provide sufficient capacity increases. > US 50 between SR 89 and Pioneer Trail – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes, driveway consolidation, etc.) to 	<p>Tahoe Regional Planning Agency - Transportation Division</p>	<p>Ongoing (continuation of existing mitigation measure implemented under the RPU)</p>	<p>Monitor existing and near-term LOS at area intersections and roadways. Ensure additional actions are implemented as needed should LOS projections indicate LOS goals will not be met.</p>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>increase the capacity of the highway.</p> <p><u>TRPA RPU EIR Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard.</u></p> <p>Within twelve months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiency. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. Where local ordinances already require GHG Emission Reductions consistent with the Policy, no further action is necessary. Where local government ordinances do not adequately address GHG reduction practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:</p> <p><i>Minimize Construction-Related GHG Emissions</i></p> <ul style="list-style-type: none"> • Limit equipment idling time to a maximum of five (5) minutes. • Recycle or reuse construction waste and demolition material to the maximum extent feasible. • Use electrified or alternative-fueled construction equipment to the maximum extent feasible. • Use local and sustainable building materials to the extent possible. <p><i>Minimize Operation-Related GHG Emissions</i></p> <ul style="list-style-type: none"> • Use on-site renewable energy, such as photovoltaic systems. • Exceed building code standards for energy efficiency. • Install energy efficient appliances and equipment in new buildings. • Retrofit existing buildings to exceed energy efficiency building code standards. • Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility. • Require minimum passive solar design standards in new buildings. • Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process. • Implement water conservation standards in new development. <p>TRPA will require through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the</p>	<p>Tahoe Regional Planning Agency - Transportation Division</p>	<p>Ongoing (continuation of existing mitigation measure implemented under the RPU)</p>	<p>Ensure permitted plans, projects, programs implement GHG emission strategies, as needed/feasible</p>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>Regional Plan are reduced to the maximum extent feasible. As described in the RTP/SCS EIR/EIS, all feasible mitigation measures pertaining to mobile-source GHG emissions have been considered within the range of transportation strategies already included in the three RTP/SCS Transportation Strategy Packages. Through the grant awarded to the Lake Tahoe Region from the California Strategic Growth Council, a partnership of agencies and organizations are working on a Region-wide Sustainability Plan, which will address other primary sources of GHG emissions (i.e., energy use and efficiency, water supply and conservation, and solid waste). At such time a Sustainability Plan is completed for the Tahoe Region, TRPA will coordinate implementation measures through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments recommended in that plan along with other appropriate measures, as feasible.</p>			