

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.

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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 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 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 ~~47~~130.22.XI (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 ~~47130~~.58.IV (Meyers Community Plan Districts) and makes minor revisions to Section ~~47130~~.74.045 (Meyers Community Plan Design Review Process and Requirements) 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 163 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 149 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 357 acres of publically 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.

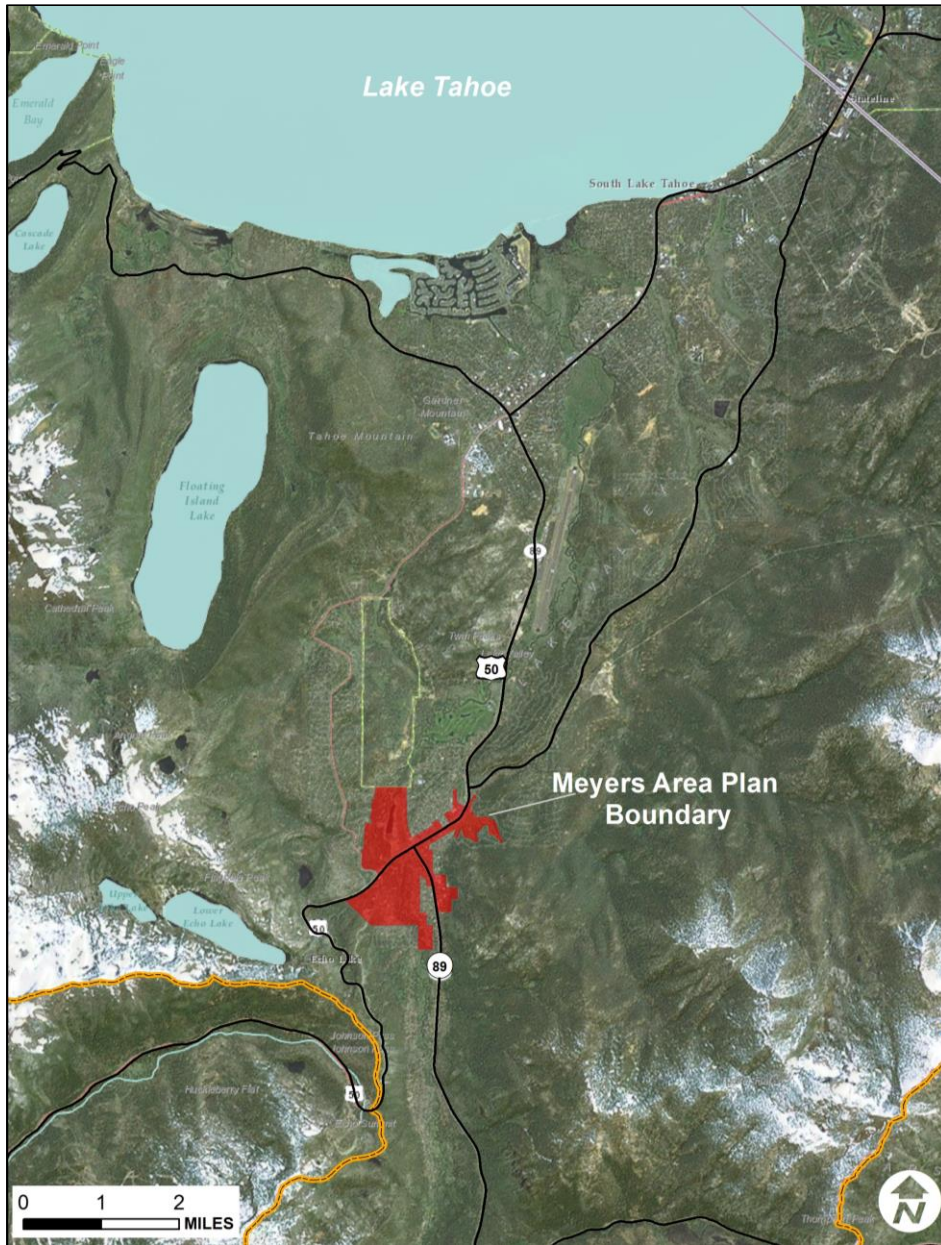
Within the mixed-use lands, there are 128 privately owned parcels, and 9 developable state-owned parcels that may qualify for future sales to private parties. Of these private parcels 80 are already developed and 48 are vacant. Figure 1-2 shows land ownership as of 2013, and Figure 1-3 shows the location 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



Meyers Area Plan

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FIGURE 1-2: LAND OWNERSHIP (2013)

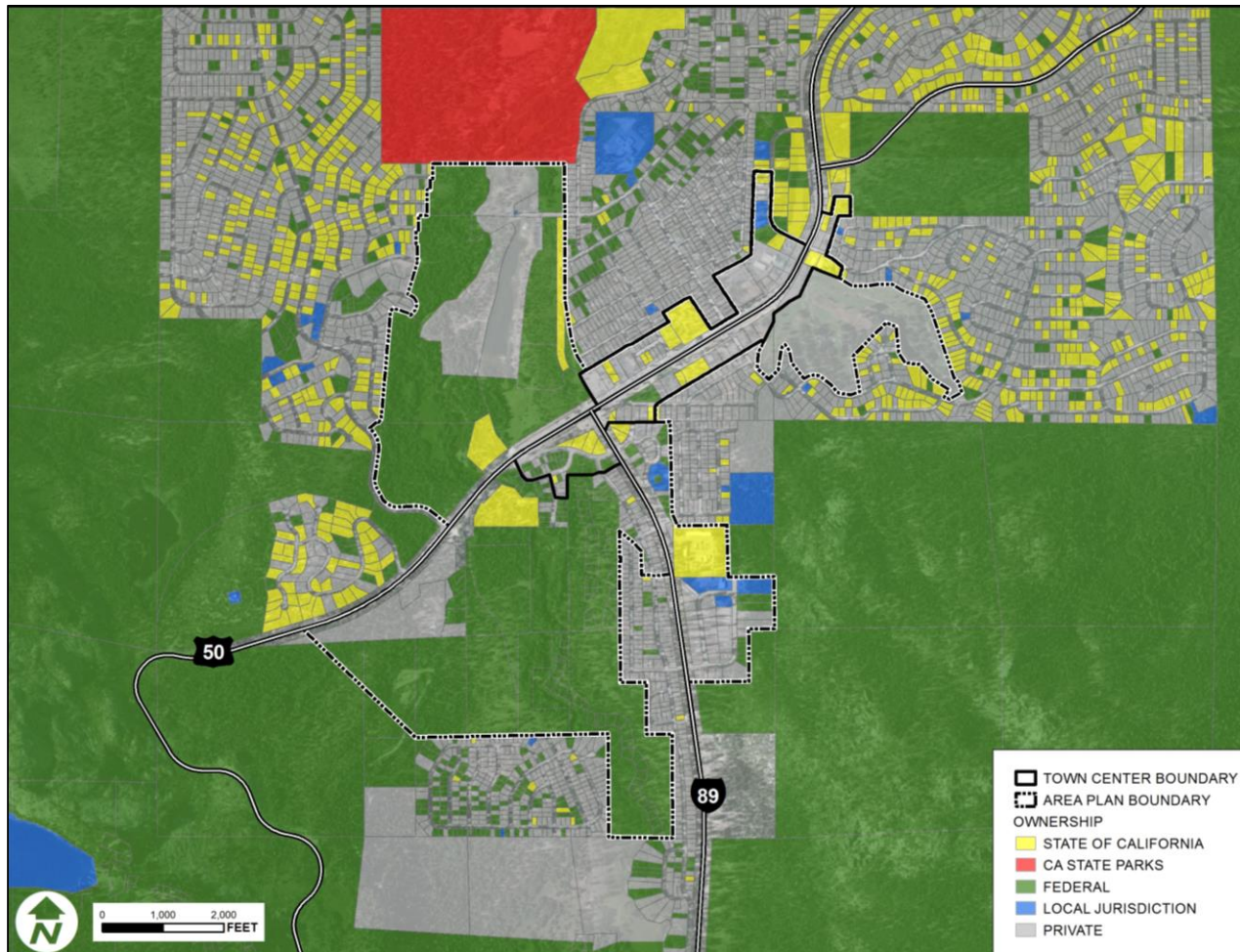
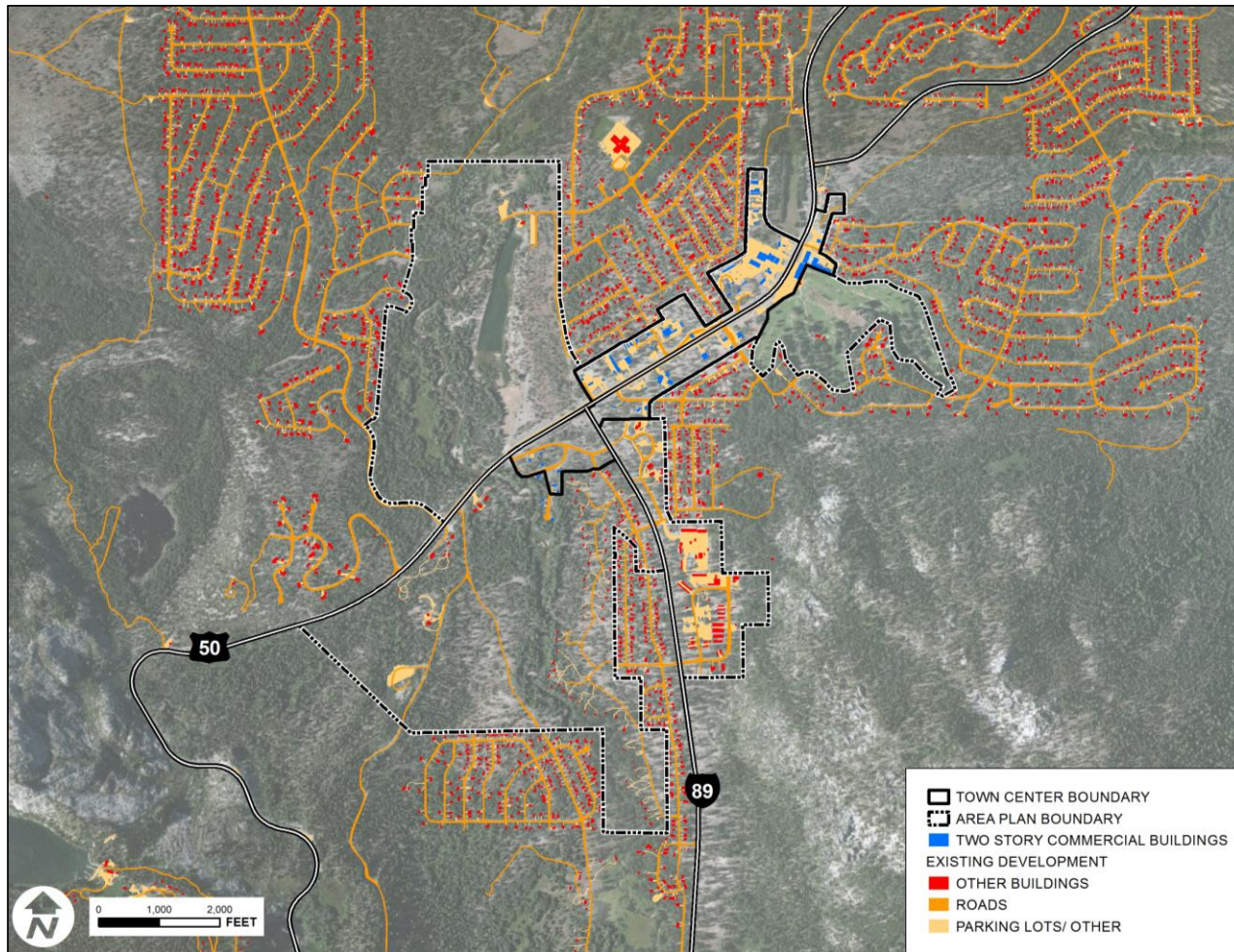


FIGURE 1-3: EXISTING DEVELOPMENT (2013)





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 ~~47~~130.22.XI (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* ~~and Standards~~ 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 ~~a portion~~ 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.

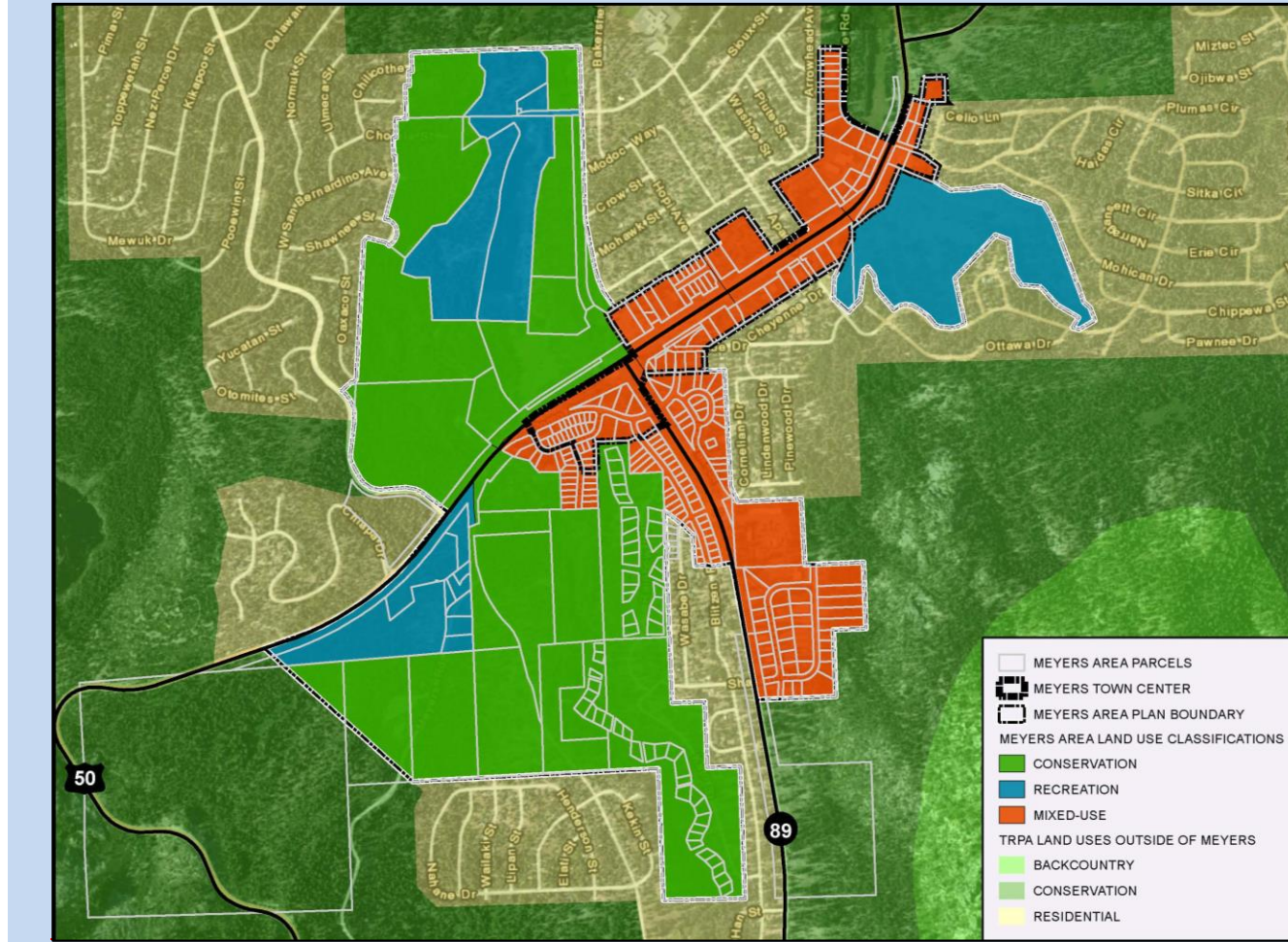
Upper Truckee River Corridor (MAP-5)

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. ~~Parcels 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).

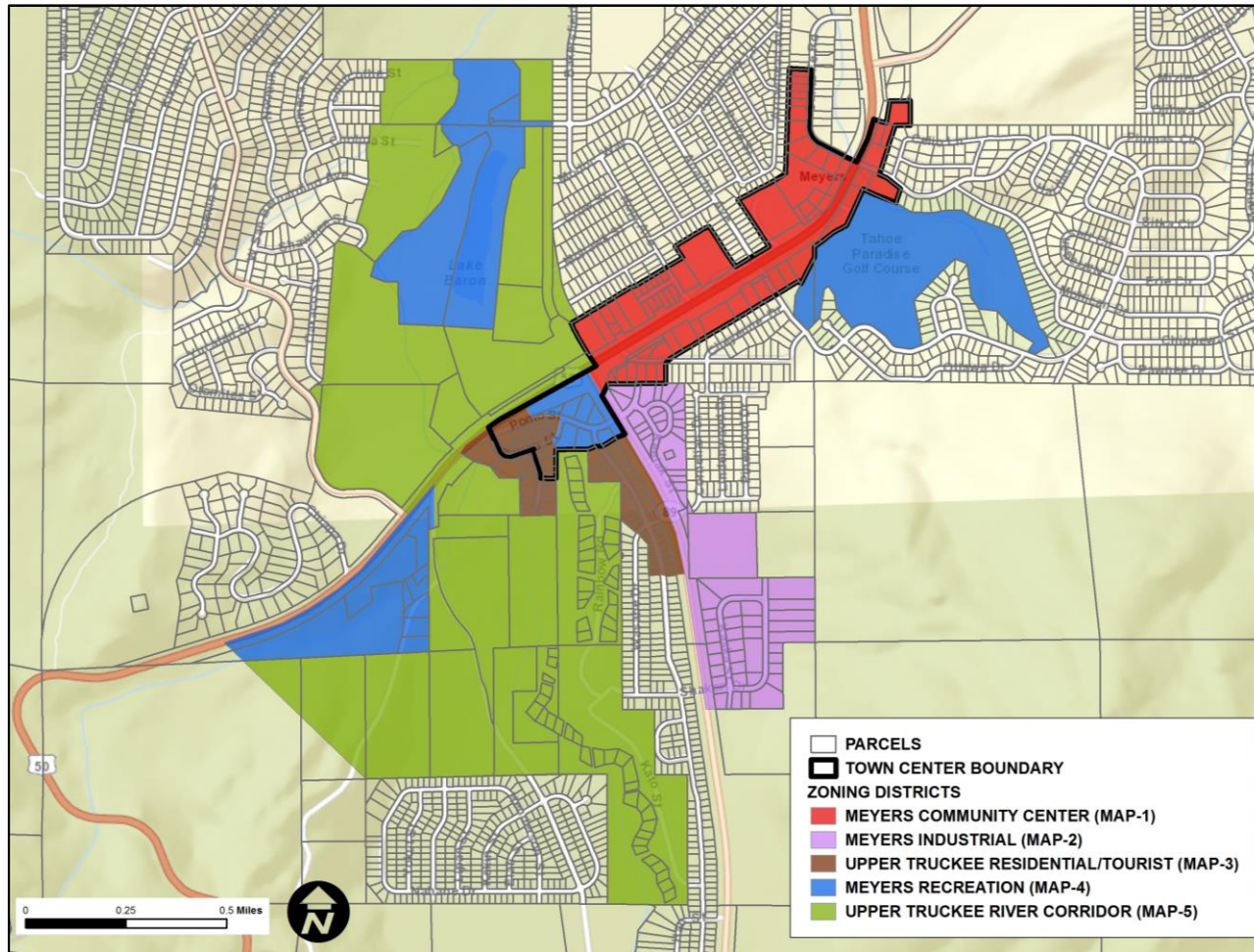
FIGURE 2-1: LAND USES

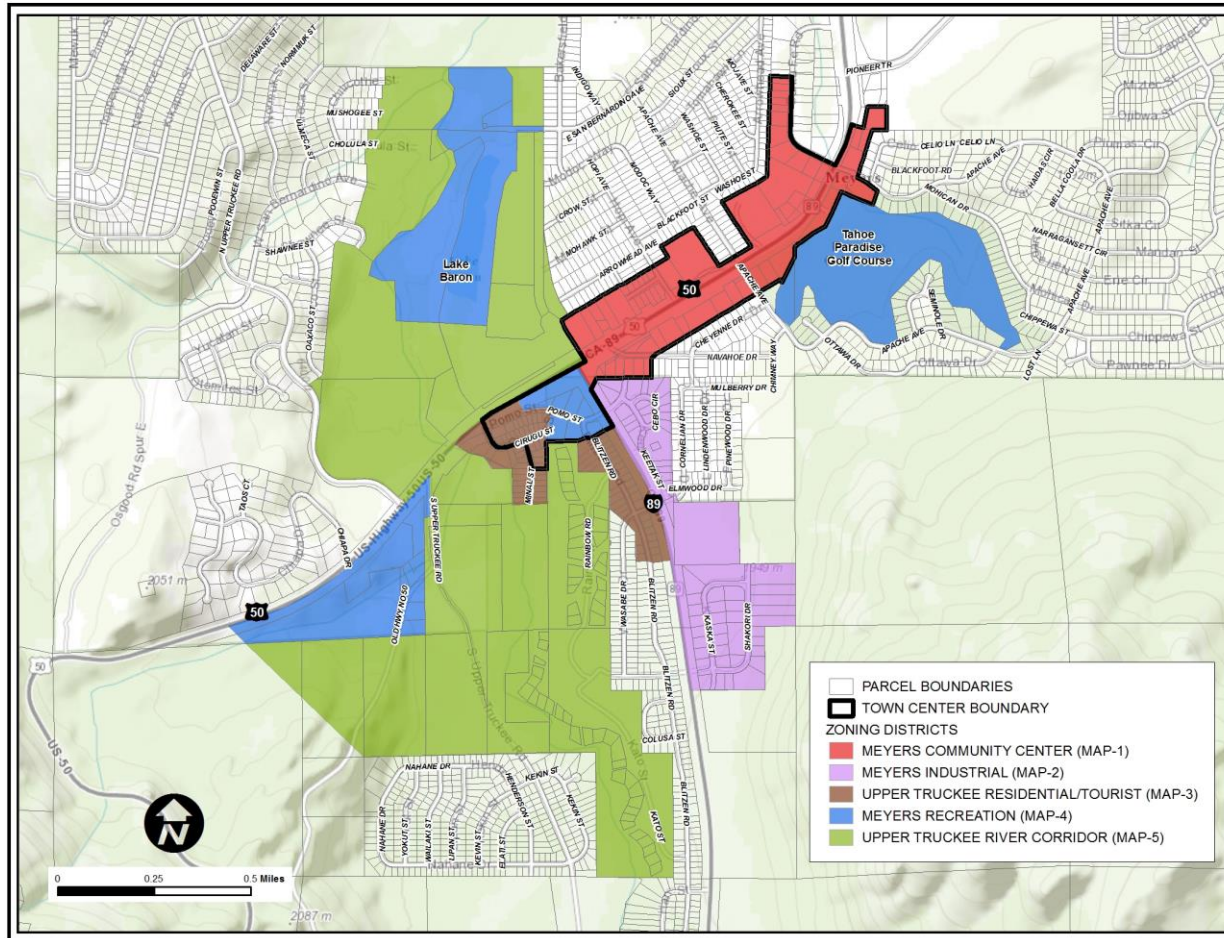


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FIGURE 2-2: ZONING DISTRICTS

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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.

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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 ~~with~~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 ~~with~~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-~~45~~ 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 ~~Meyers Area Plan (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.

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.

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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 [47130.22.VIII](#). 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)
Residential					
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	—	—
Tourist Accommodation					
Time-share units	—	—	—	—	—
Bed and Breakfast Facilities	P	—	P	—	—
Hotels/Motels	CUP	—	CUP	—	—
Commercial (Retail)					
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	—	<u>CUP</u>	—
Outdoor Retail Sales	CUP	CUP	—	—	—
Service Stations	CUP	CUP	—	—	—
Commercial (Entertainment)					
Amusements and Recreation Services	P	—	—	<u>CUP</u>	—
Privately Owned Assembly and Entertainment	CUP	—	—	—	—
Outdoor Amusements	CUP	—	—	<u>CUP</u>	—
Commercial (Services)					
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	—	—	—

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USE	MAP – 1 (Center)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Laundries and Dry Cleaning	CUP	P	—	—	—
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	<u>P</u>	—
Local Post Office	P	—	—	—	—
Local Public Health and Safety Facilities	P	P	CUP	CUP	CUP
Membership Organizations	P	—	—	—	—
Publicly Owned Assembly and Entertainment	CUP	—	—	<u>CUP</u>	—
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	<u>P</u>	—
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	<u>P</u>	—

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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	—	<u>P</u>	—
Recreation Centers	P	—	CUP	<u>CUP</u>	—
Riding and Hiking Trails	P	P	P	<u>P</u>	<u>P</u>
Rural Sports	—	CUP	CUP	<u>P</u>	<u>—CUP</u>
Snowmobile Courses	—	—	—	CUP	—
Sport Assembly	CUP	—	—	—	—
Visitor Information Center	P	—	CUP	<u>P</u>	—
Developed Campgrounds	—	—	—	P	CUP
Undeveloped Campgrounds	—	—	—	<u>P</u>	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.					

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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)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Rec)	MAP-5 (River)
Maximum Height and Density for All Uses	Maximum Height (Ft.)	35 42	35 42	35 42	35 42	35 42
	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	45 30 units/ acre	NA	45 30 units/ acre	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

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		MAP-1 (Center)	MAP-2 (Ind)	MAP-3 (Res/T)	MAP-4 (Res)	MAP-5 (River)
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
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 outside ⁽⁵⁾	See 70% of high capability in Town Center overlay; see TRPA Code Ch. 30 outside	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.						

- 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 ~~47~~130.74.045 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.

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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 ~~33,650~~34,150 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. ~~On order to promote small business, of~~ the CFA available for allocation by the Planning Commission, ~~48,660~~17,500 square feet shall be reserved to ensure sufficient CFA is available for ~~a variety of small businesses 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 ~~or an amount equal to 40% of the project area, whichever is less,~~ 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 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.

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90 COMMUNITY INCENTIVE PROJECTS

- A. The fee for allocations of additional CFA, as described in section 80.~~DC~~.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.

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.

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110 OFF-STREET PARKING AND LOADING

- A. Off-street parking and loading shall comply with Chapter ~~47~~130.18, 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 17.18.040 of the El Dorado County Zoning Ordinance.

120 HEIGHT MEASUREMENT

Building height shall be measured consistent with section ~~47~~130.06.050.Z, 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 as part of the project application.

1. All projects proposing buildings exceeding 35 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~~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~~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 ~~navigationally~~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 ~~47~~130.22.220 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/TMPO 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 ~~on-call~~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 ¾ 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 ~~the~~ 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 Lake Tahoe Bicycle and Pedestrian Master Plan to improve connectivity between Meyers and surrounding residential areas and recreation sites. Additional conceptual 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. ~~Two crosswalks are 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 ~~on~~at the intersection of US 50 and SR 89 by Caltrans in ~~2013~~2018 or ~~2014~~2019 (Figure 3-1), and this Area Plan identifies the need for two additional pedestrian crossings. (Figure 3-1). Bicycle and pedestrian trails are typically not maintained during winter months limiting their year-round use.

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 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 Tahoe Metropolitan Planning Organization (TMPO) traffic counts from 2010 on US 50 through Meyers indicate peak hour traffic (summer weekend) of 1,700 vehicles. Average Daily Traffic (ADT) for peak seasons (August) weekdays entering Meyers is estimated at 15,100 ADT along US 50 west of the SR 89 intersection, and 3,400 ADT along SR 89.

Level of service (LOS) standards for roadways in Meyers are prescribed in the TRPA Regional Plan, and the 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. 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 and TMPO administer 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 and TMPO 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 Regional Transportation Plan and the Lake Tahoe Bicycle and Pedestrian ~~master~~Master 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.

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 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 ~~Review~~Standards and Guidelines (Attachment A).

~~3.~~
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 ~~Community~~Meyers Area Plan Design ~~Review~~Standards and Guidelines (Attachment A).

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 community plan 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: Encourage the development of a Safe Routes to School ~~program~~Program in coordination with the Environmental Science Magnet School and local law enforcement agencies. The Safe Routes to School Program should include elements of education, law enforcement, and capital improvements.

Policy 6.2: Support development of bicycle and pedestrian facilities identified in the Lake Tahoe Bicycle and Pedestrian Master Plan including 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

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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 non-interface or grade separated (e.g. an underpass) pedestrian crossing of US 50 within the Meyers Town Center.

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 ~~Community~~Meyers Design ~~Plan~~Standards and ~~Design Review~~ 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, Regional Transportation Plan, or the Bike and Pedestrian Master 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, ~~US 50 and Apache Avenue, Constructconstruct~~ turn lanes or similar improvements at US 50 and North Upper Truckee, and US 50 and South Upper Truckee. Intersections 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 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.

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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 and commercial establishments.
11. Improve Transit Service. Improve transit service between Meyers and the City of South Lake Tahoe and/or areas outside of the Tahoe Basin, consistent with the Regional Transportation Plan.
12. Transit Shelters. Construct transit shelters at transit stops to promote additional use of public transit.

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.

PEDESTRIAN/BICYCLE FACILITIES

14. Proposed Bicycle and Pedestrian Facilities. Construct the bicycle and pedestrian facilities proposed in the Bicycle and Pedestrian Master Plan to promote non-motorized transportation.
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 Bicycle and Pedestrian Master 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. 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

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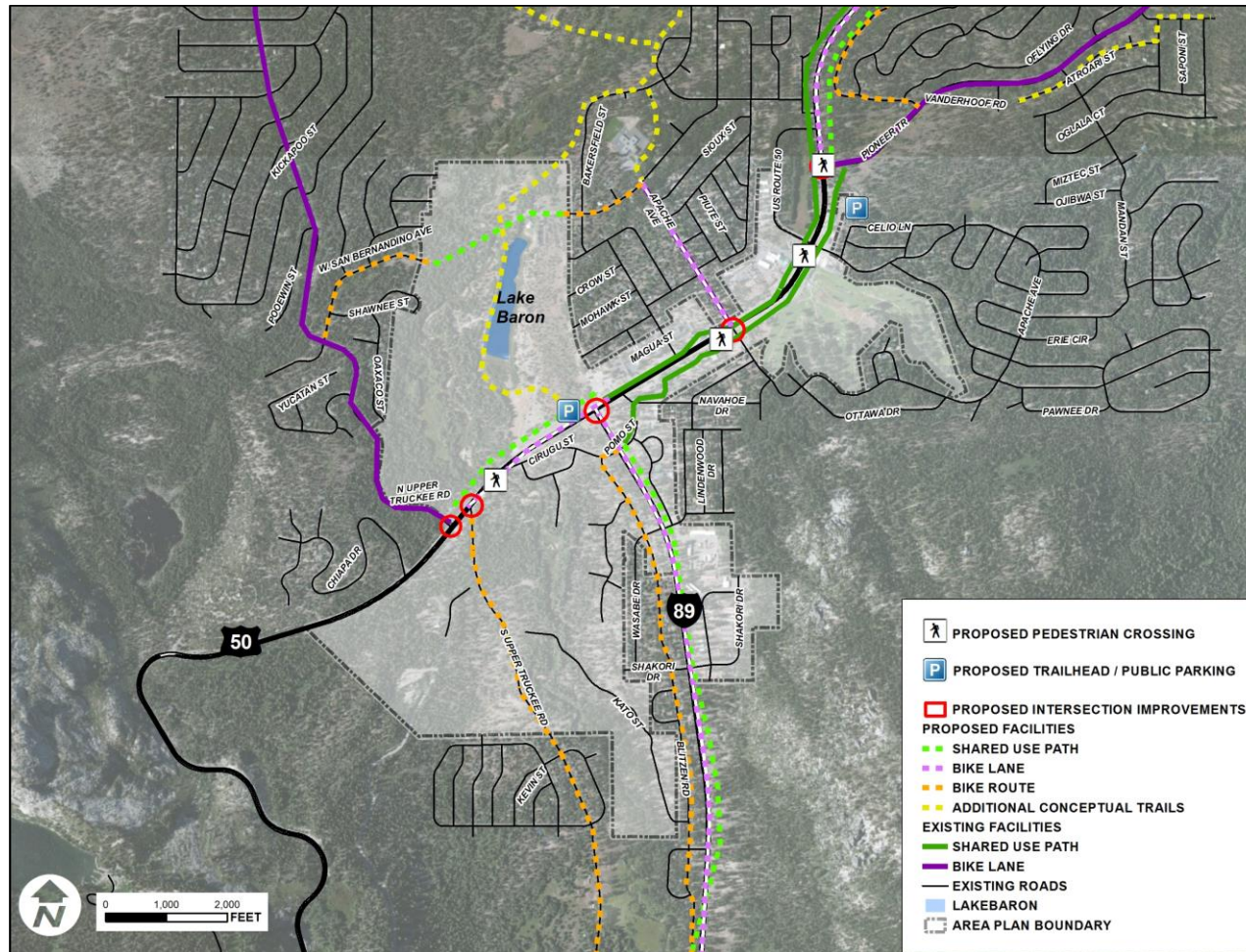
benches or lighting along major bicycle and pedestrian trails and between commercial businesses and US 50 to promote pedestrian activity.

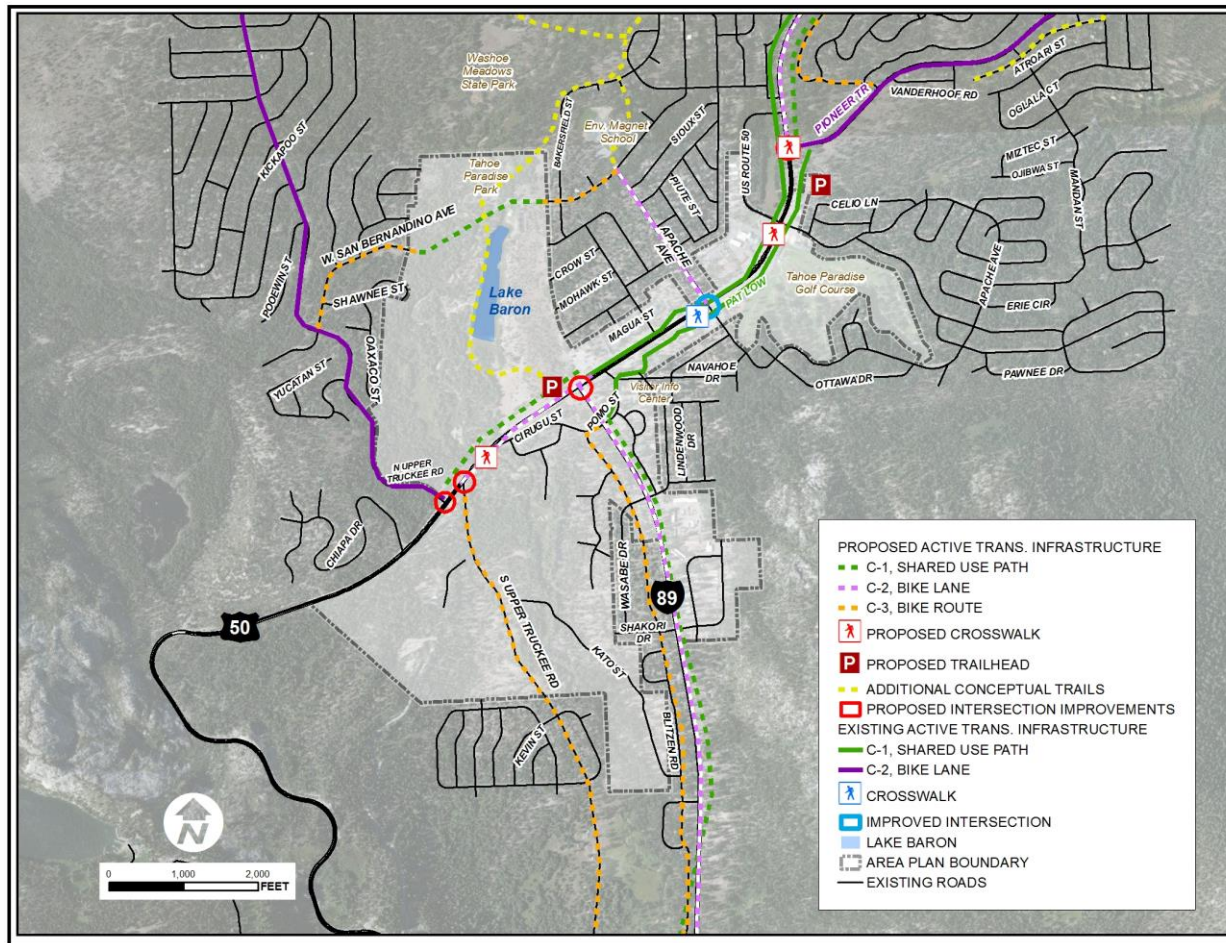
20. Informal Trails. Inventory the existing network of informal trails surrounding the Area Plan, and coordinate with land owners to preserve trails that provide non-motorized transportation benefits.

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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 163 acres of mixed-use lands (including the Meyers Community Center, Industrial, and Upper Truckee Residential/Tourist areas) proximate to 149 acres of Recreation lands and 357 acres of Conservation lands. The plan area is surrounded by a mix of public and private Residential, Recreation, and Conservation lands. Land ownership is approximately 32 percent (189 acres) private and 68 percent (411 acres) public (Figure 1-2-4). 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 over 7 acres are not 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 re-development and infill (approx. 123 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 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 a Pollutant Load Reduction Plan (PLRP) detailing the county's strategy for attaining TMDL load reductions. The strategy focuses 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 are projected to help achieve 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 ~~Community~~ 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 standards 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 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~~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).

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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 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

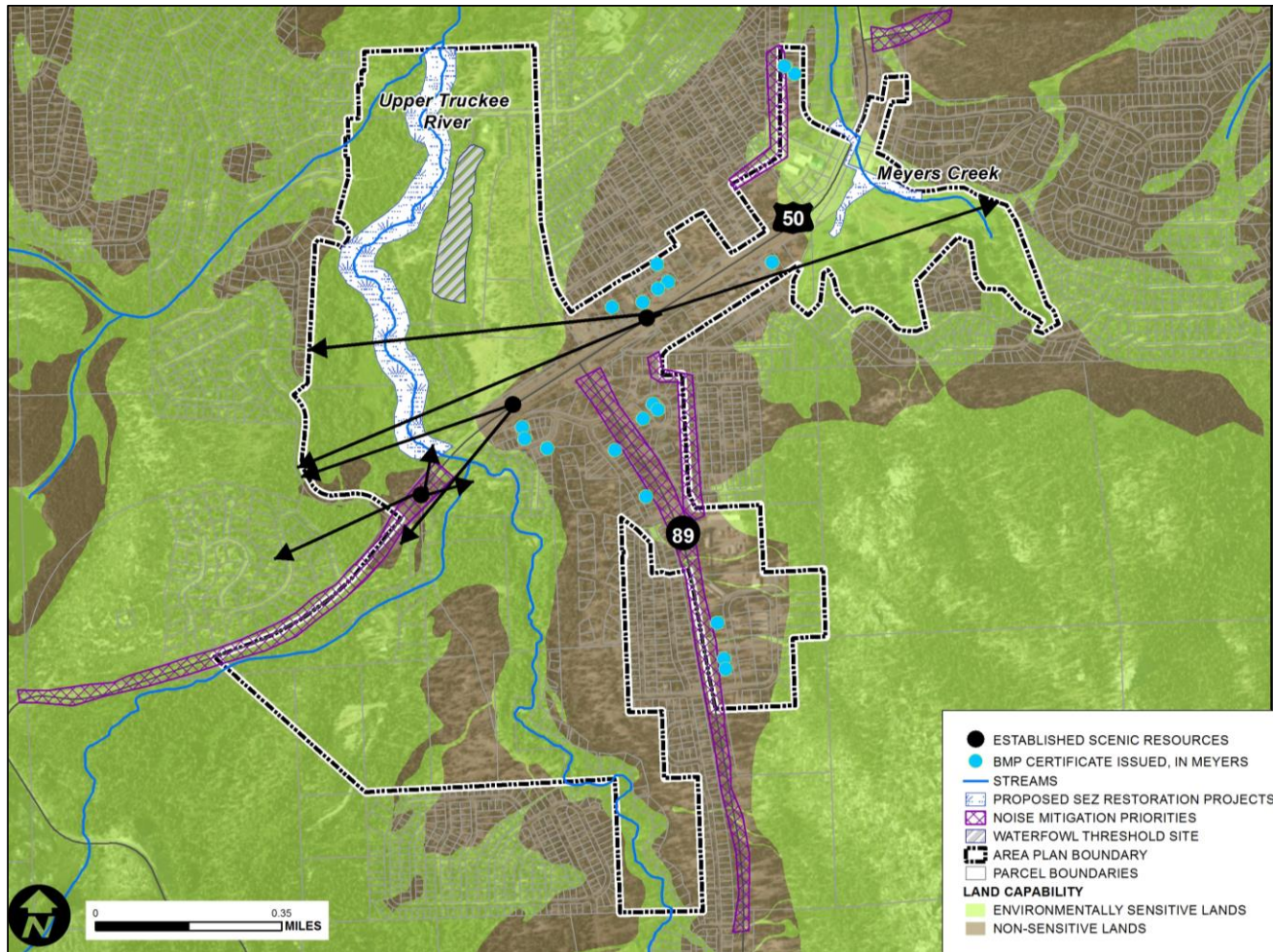


FIGURE 4-2A: TMDL SEDIMENT LOADING ESTIMATES BY CATCHMENT

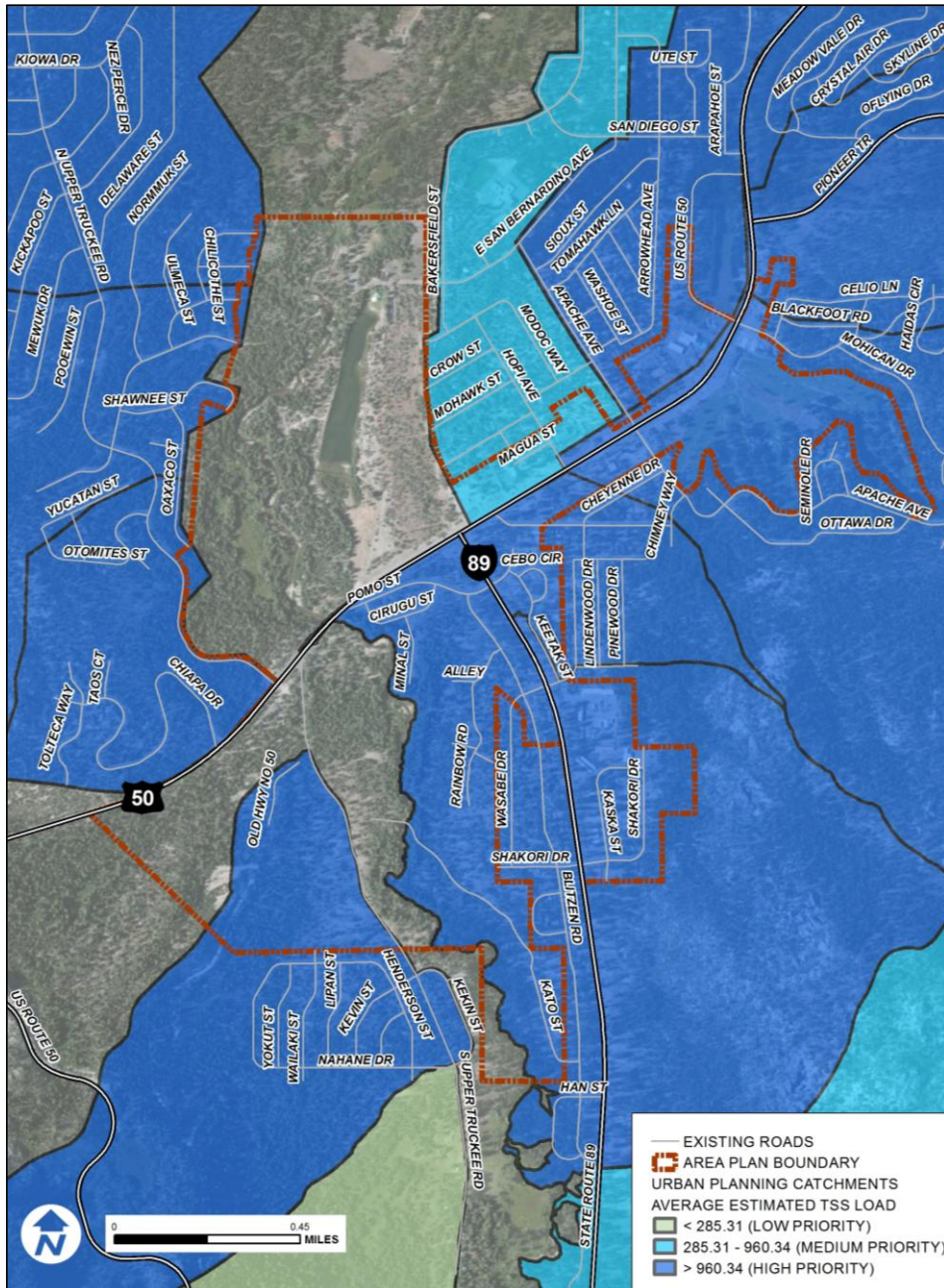
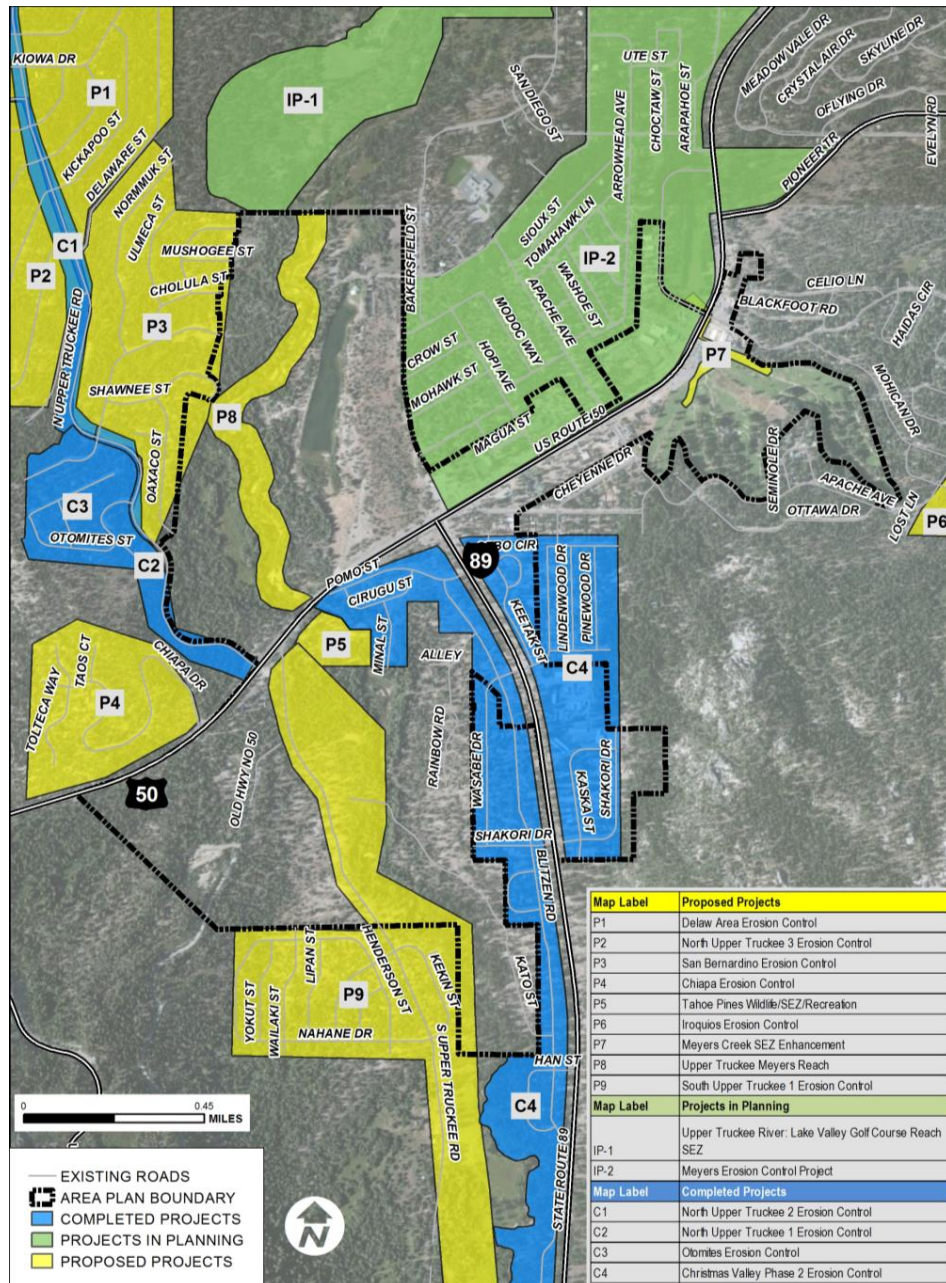
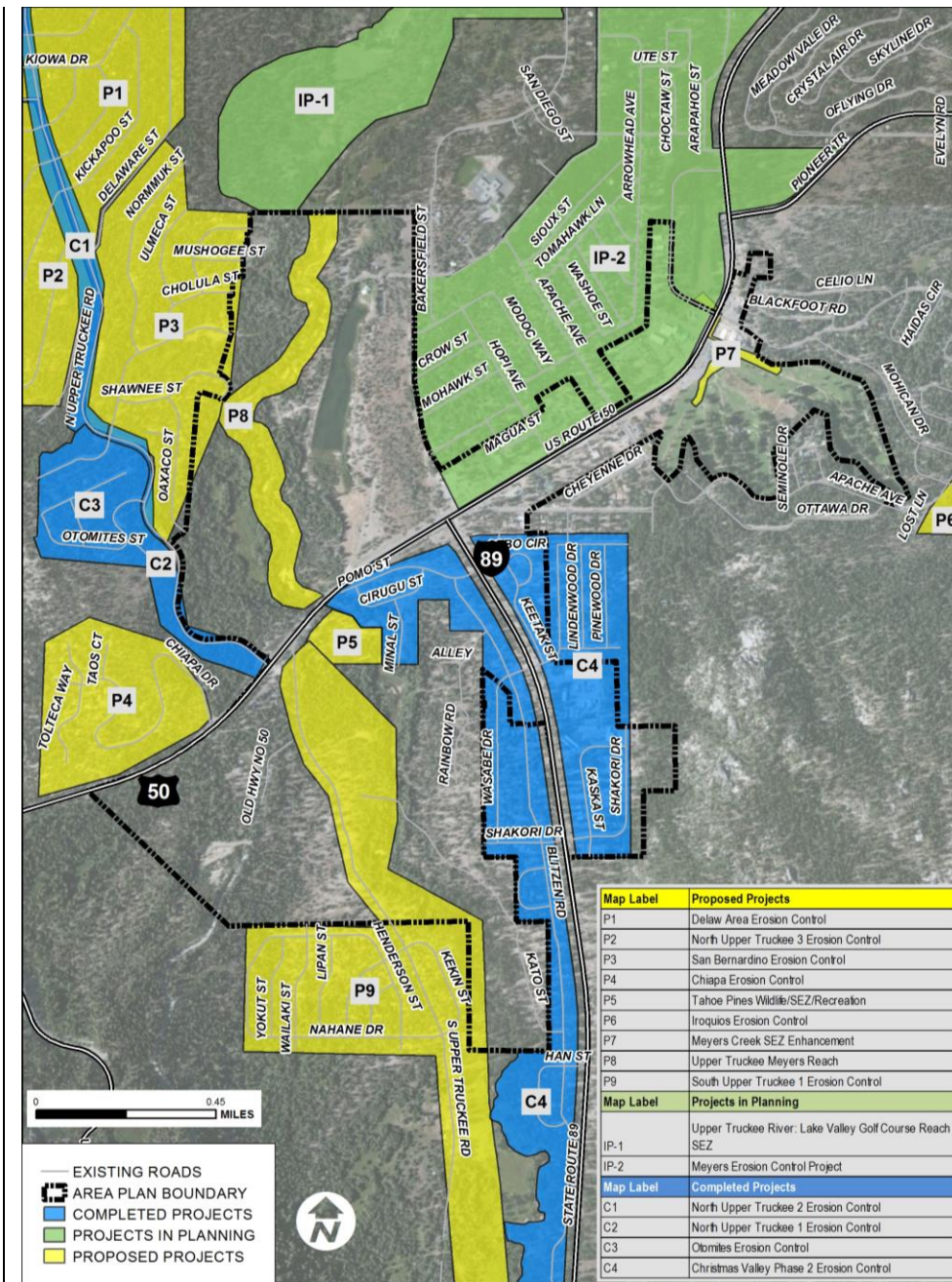
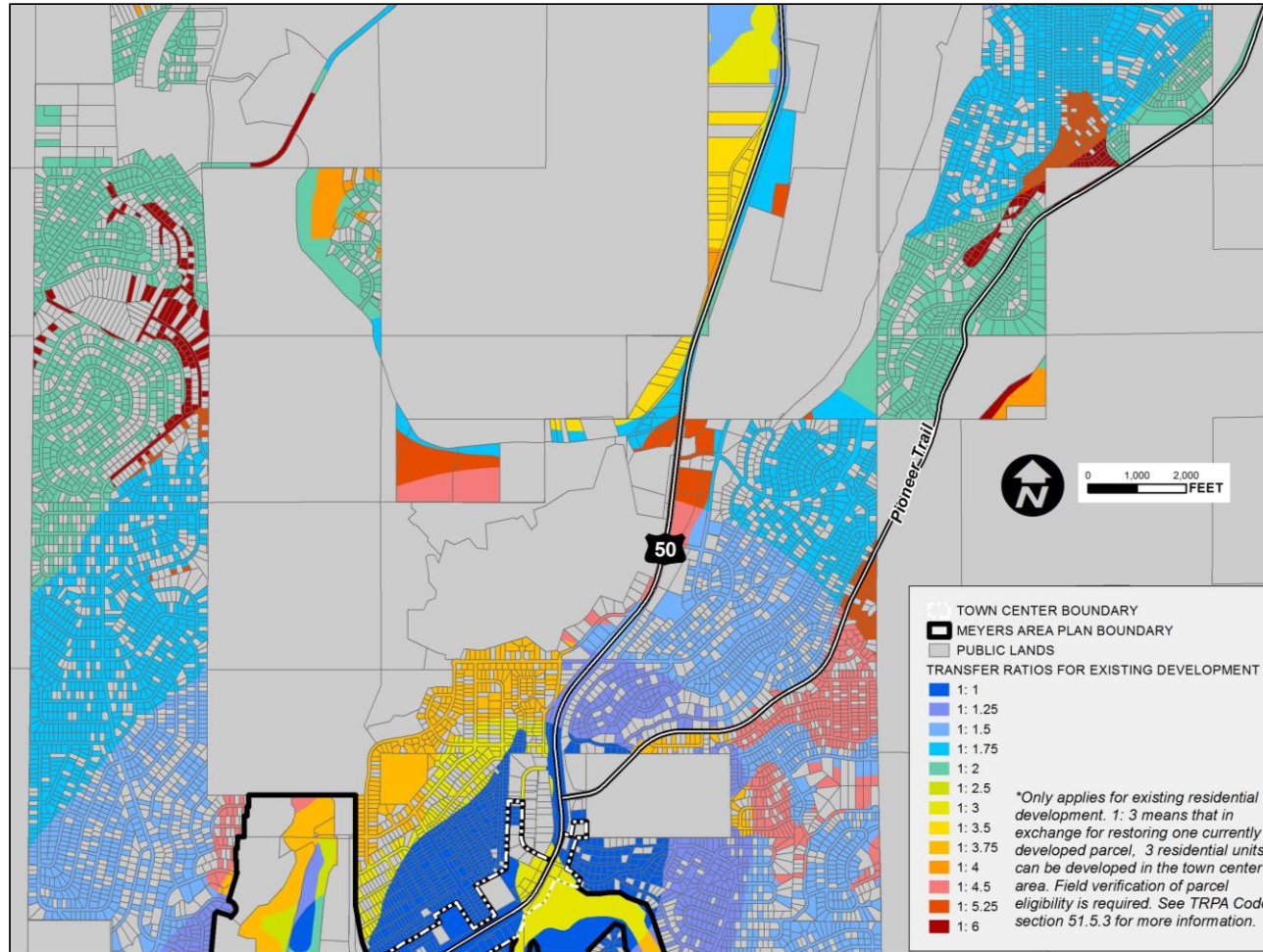


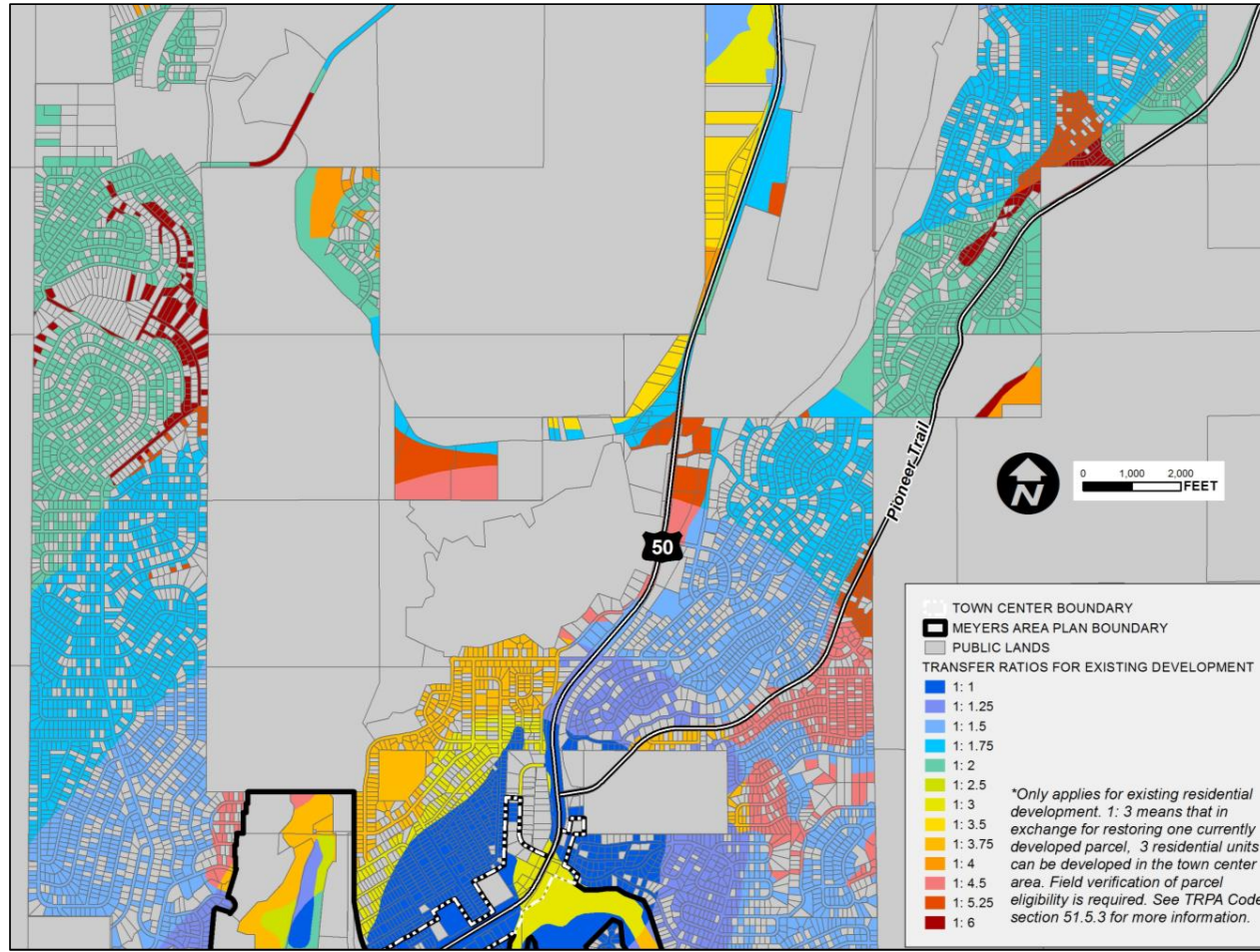
FIGURE 4-2B: WATER QUALITY AND STREAM ENVIRONMENT ZONE PROJECTS



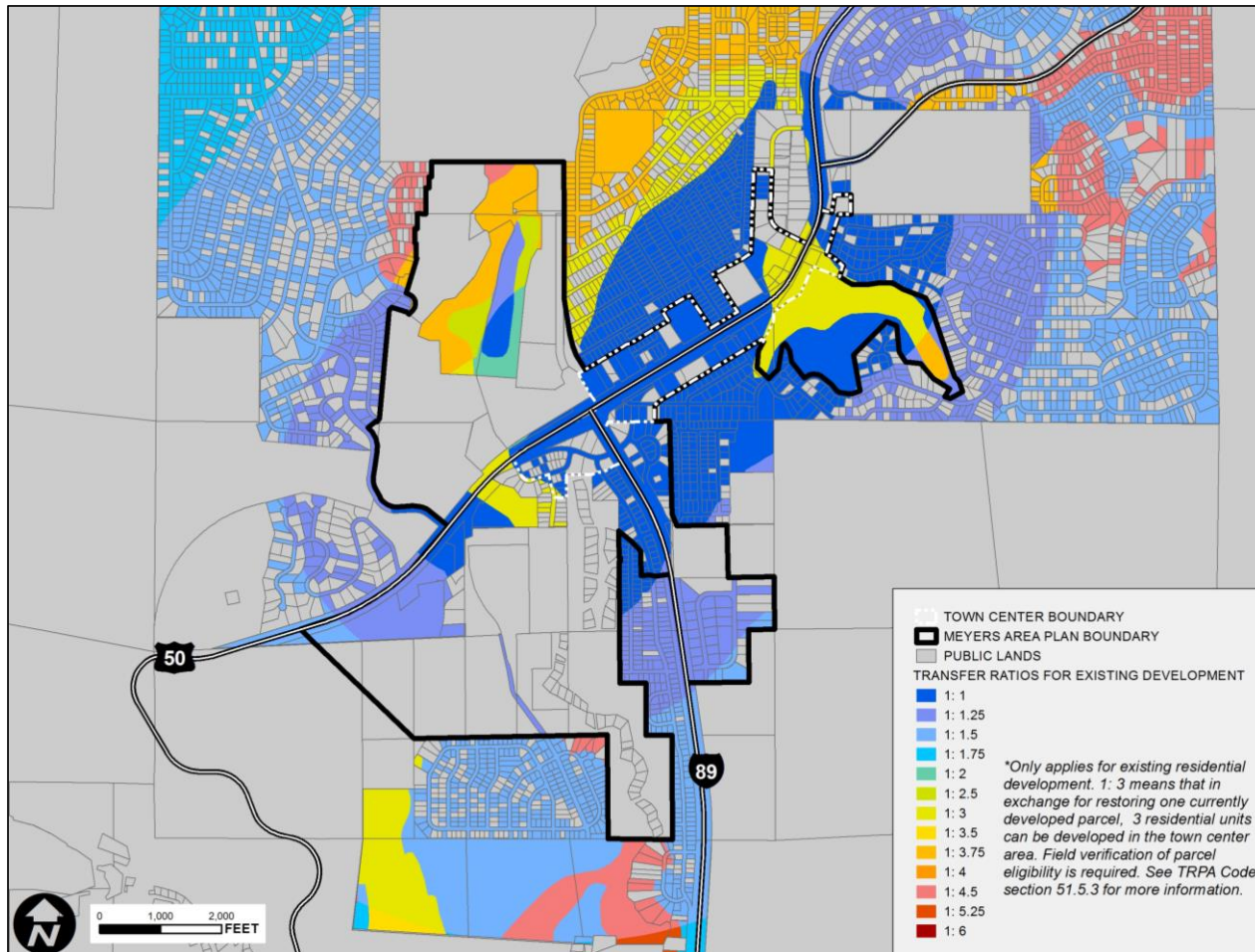


**FIGURE 4-3A: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(NORTH OF MEYERS)**

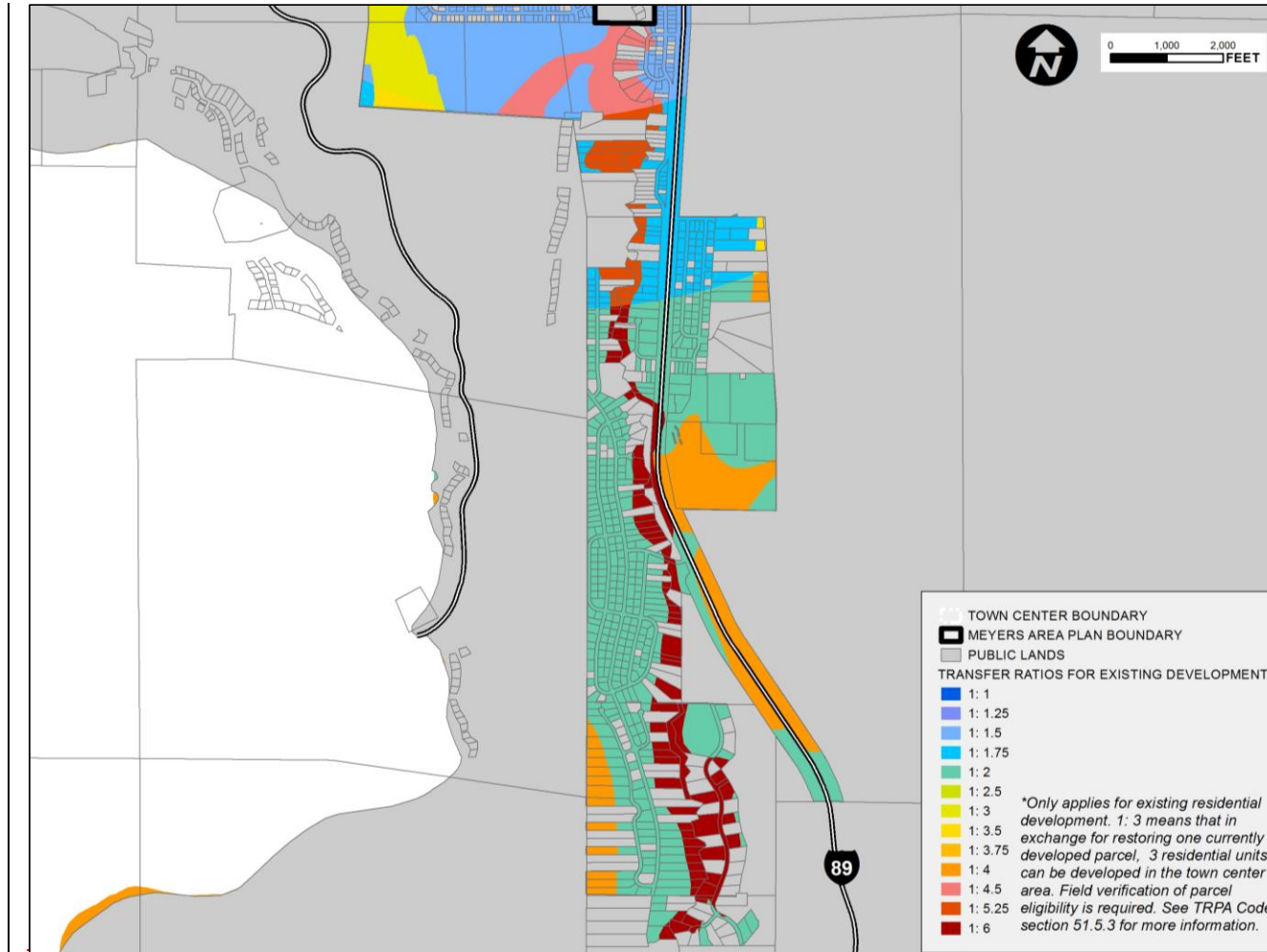


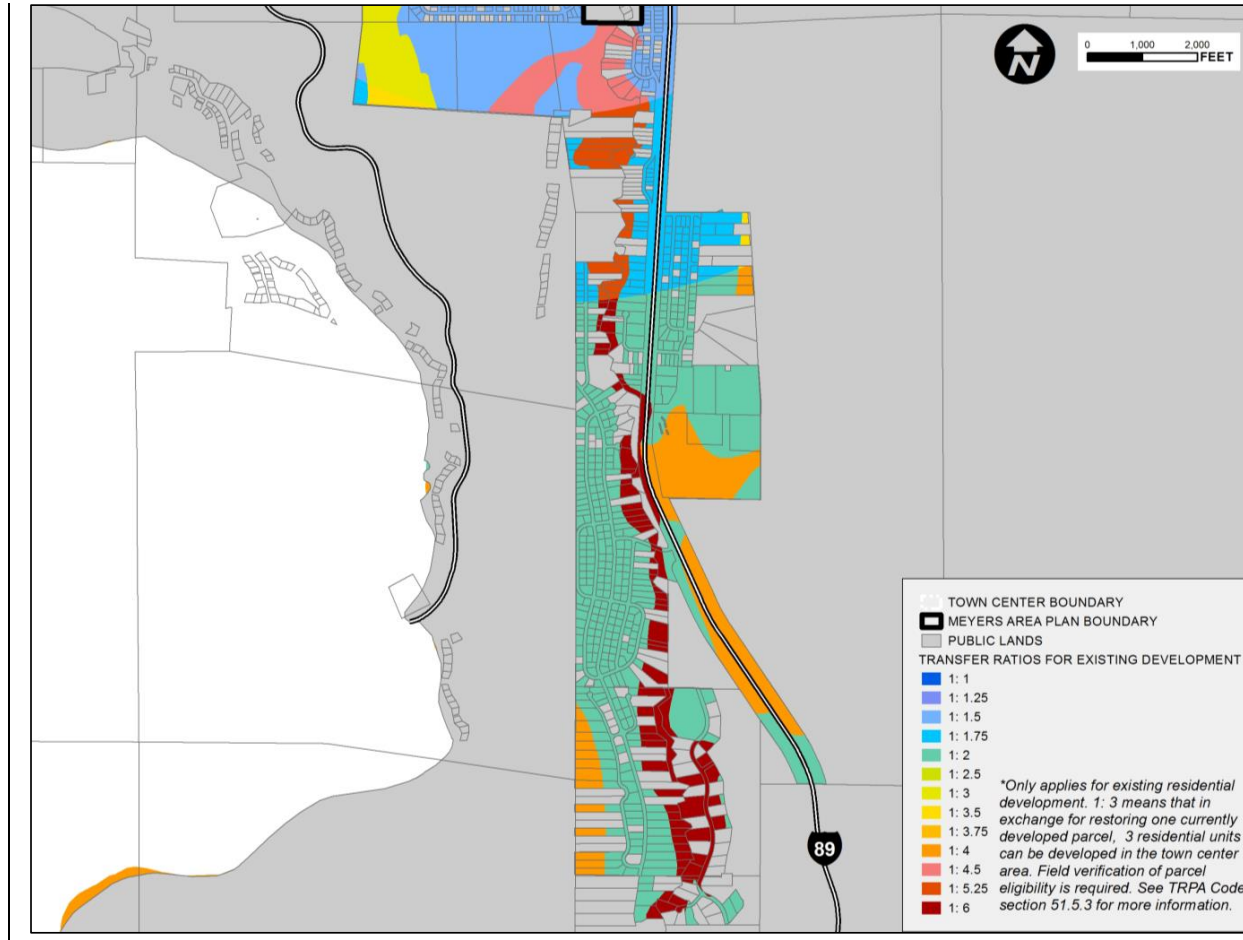


**FIGURE 4-3B: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(MEYERS VICINITY)**

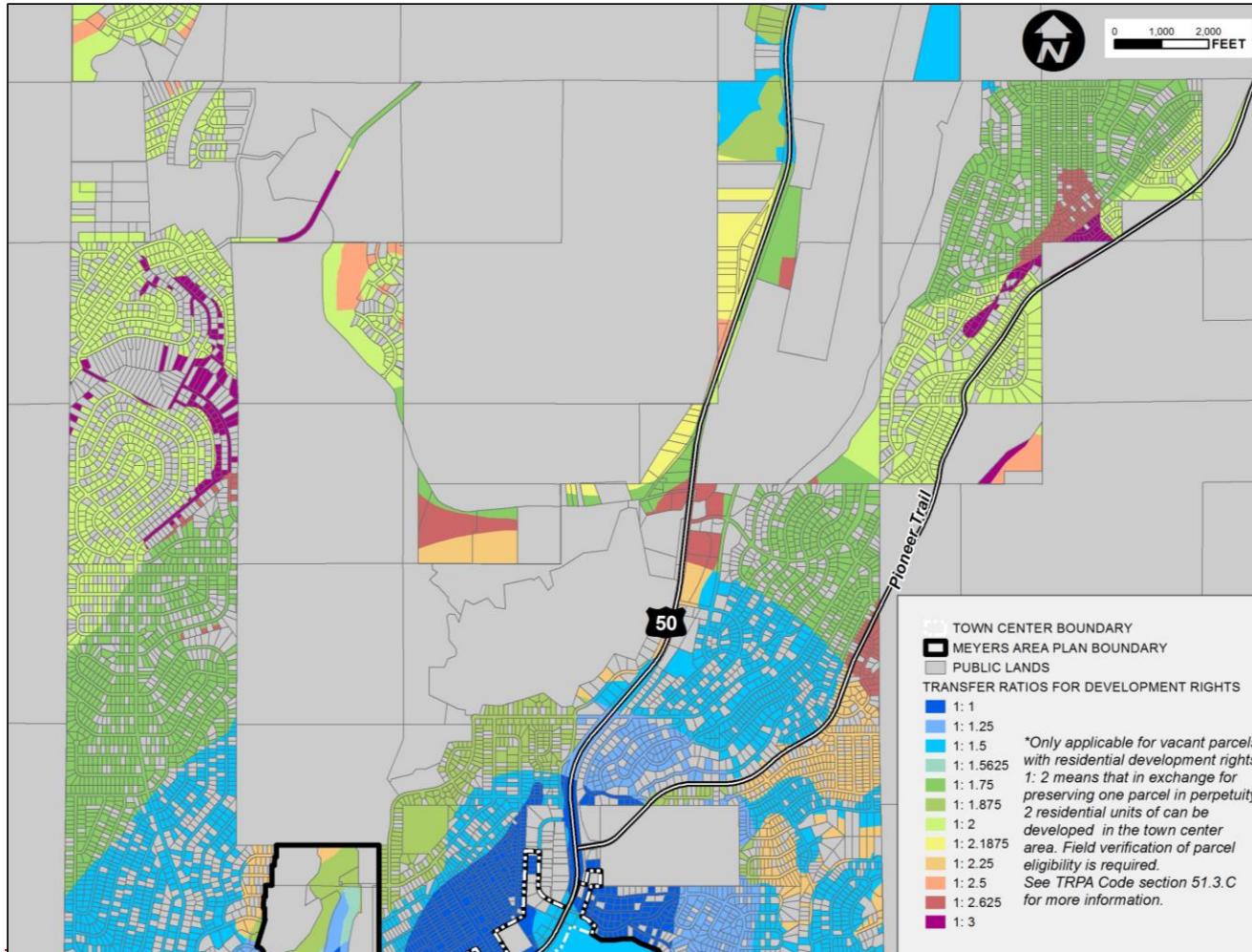


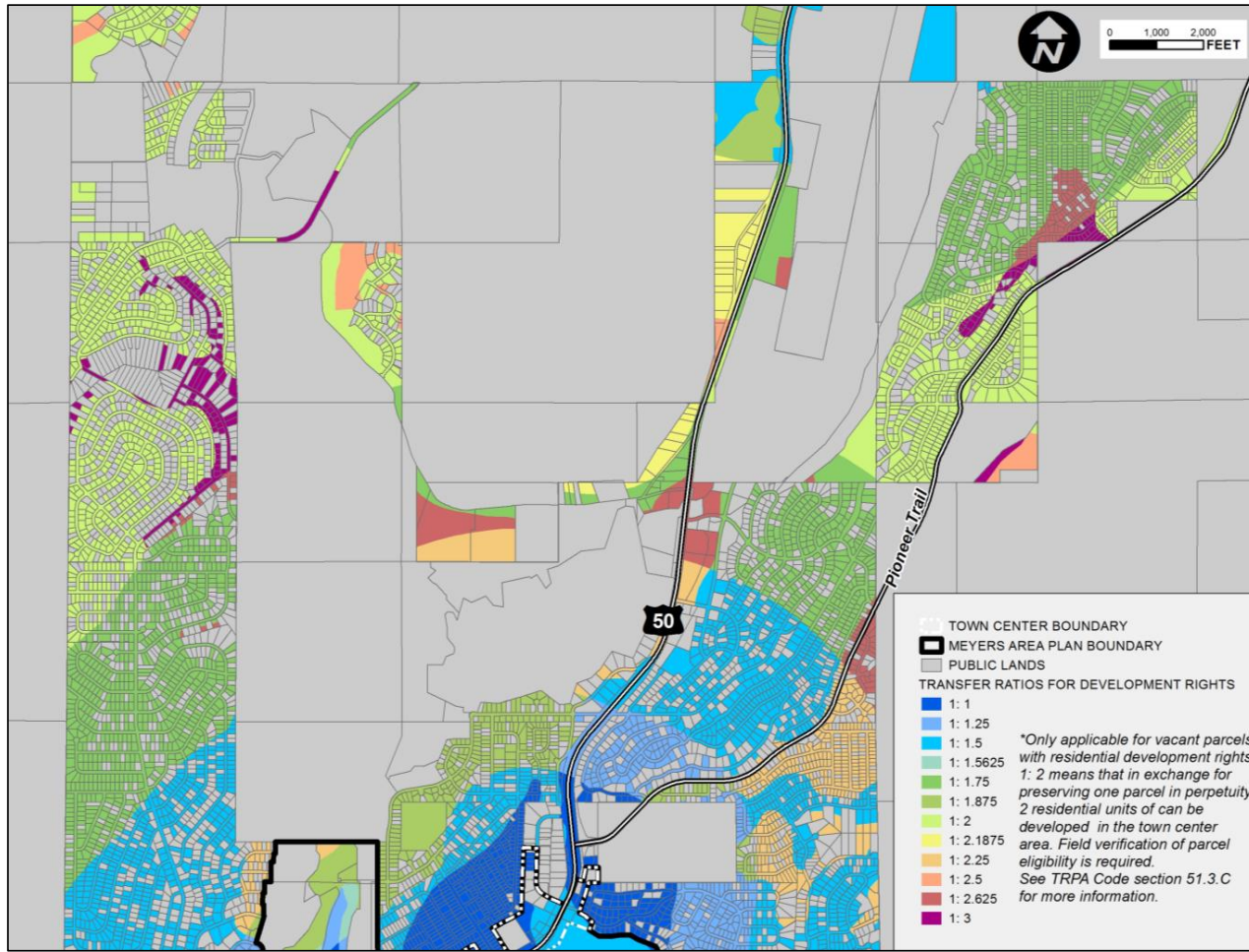
**FIGURE 4-3C: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF EXISTING DEVELOPMENT
(SOUTH OF MEYERS)**



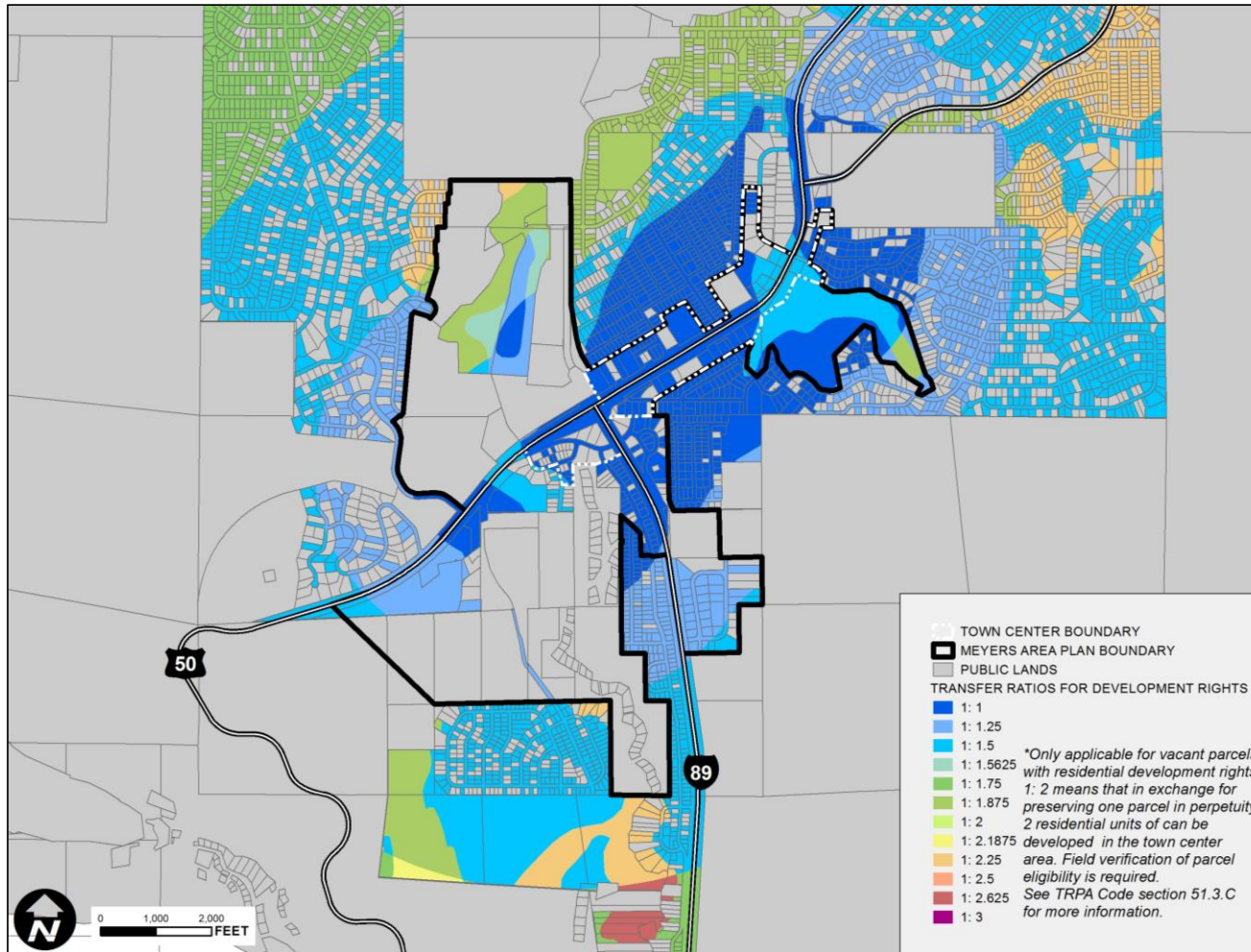


**FIGURE 4-3D: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF DEVELOPMENT RIGHTS
(NORTH OF MEYERS)**





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

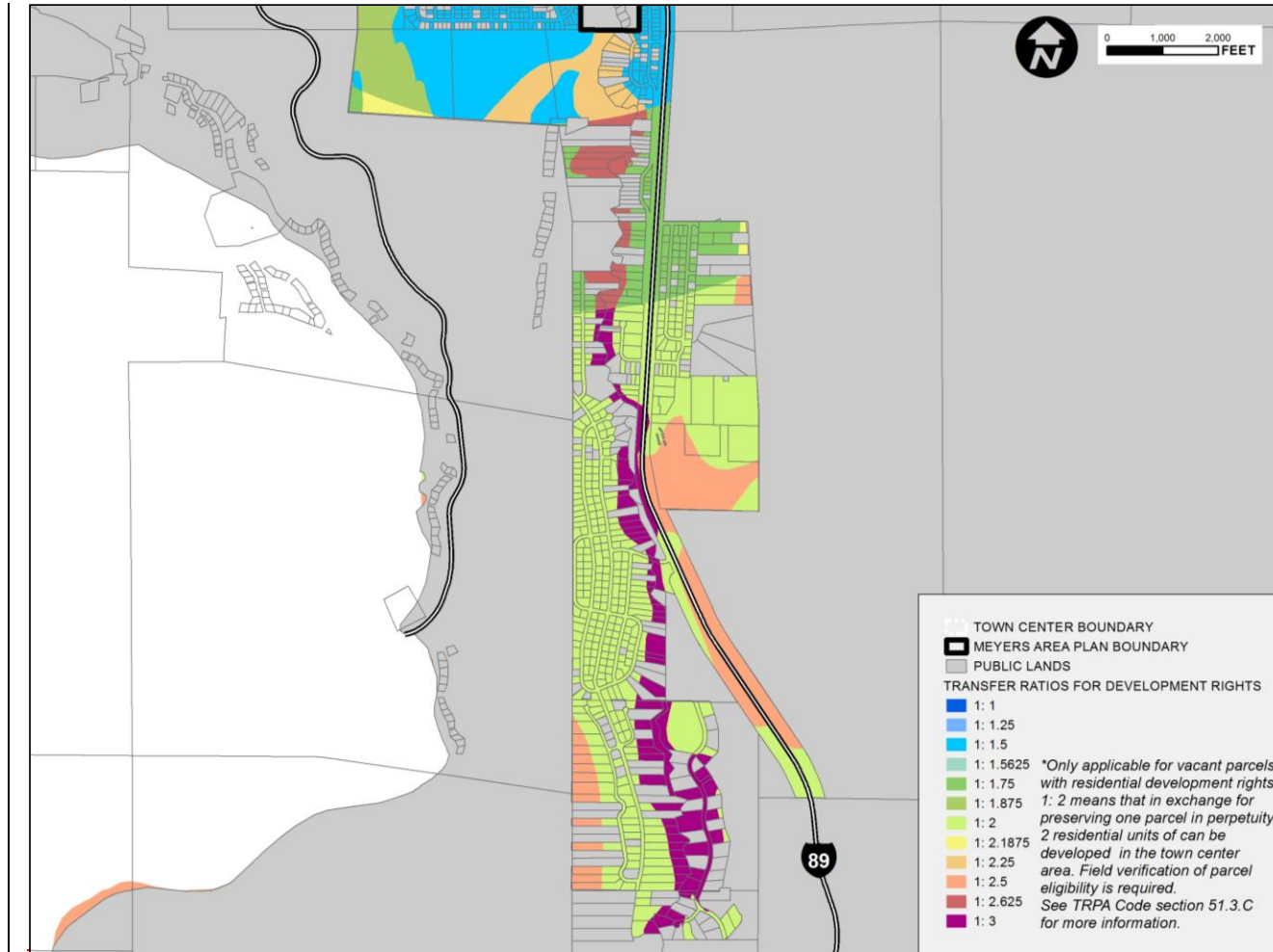


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**FIGURE 4-3F: CONCEPTUAL RESTORATION PRIORITIES FOR TRANSFERS OF DEVELOPMENT RIGHTS (SOUTH
OF MEYERS)**

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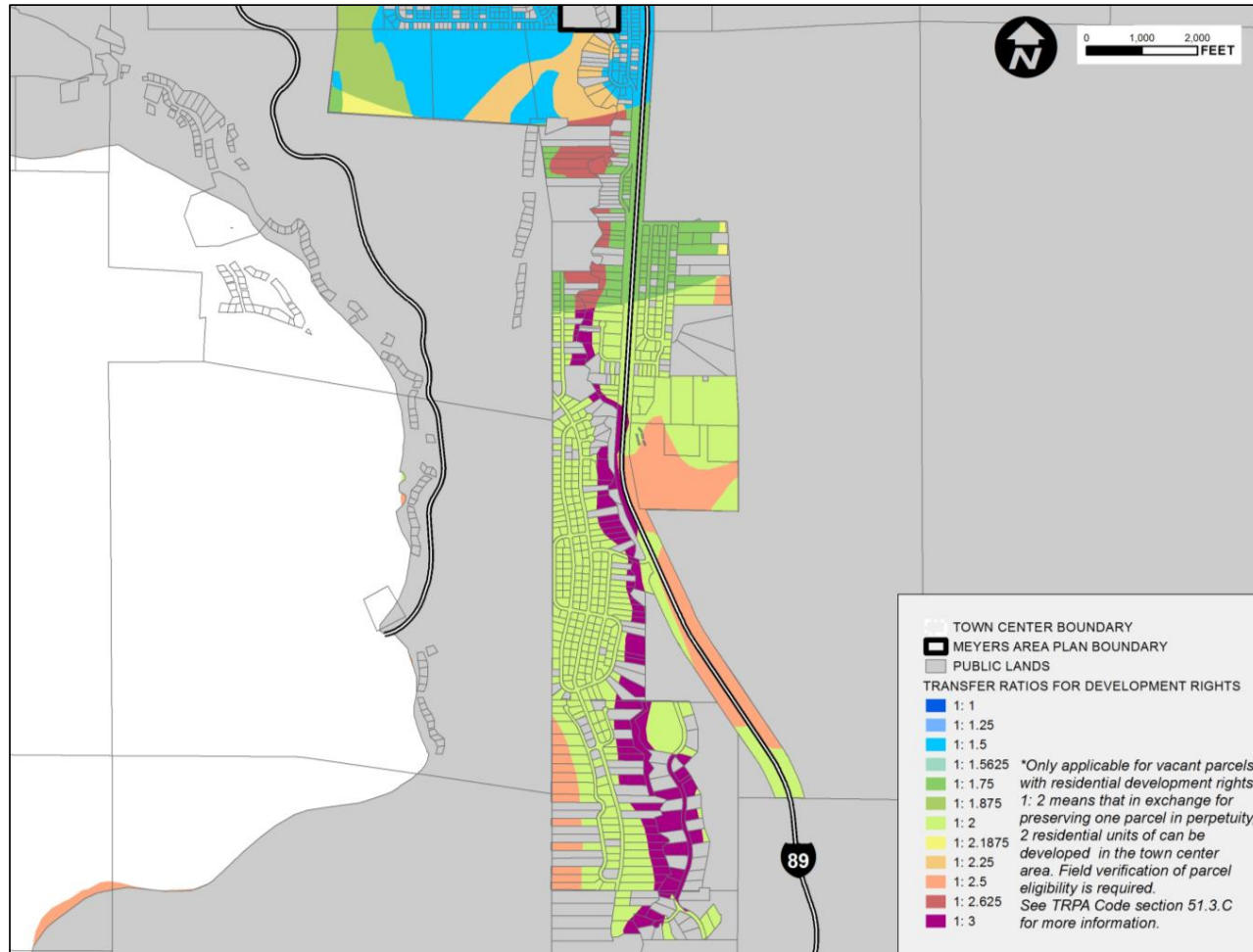


FIGURE 4-4: LANDMARK TREE PROTECTION MAP

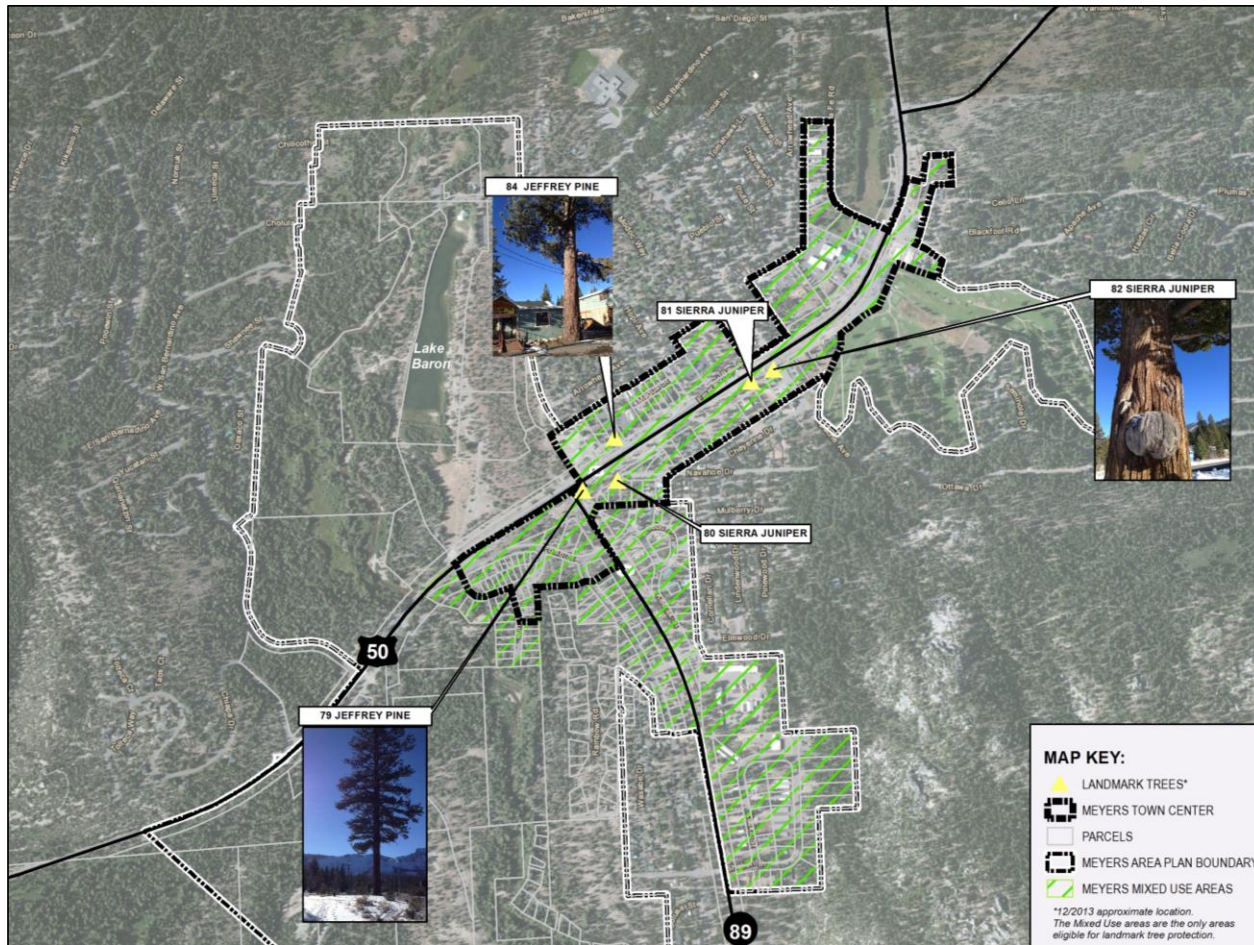
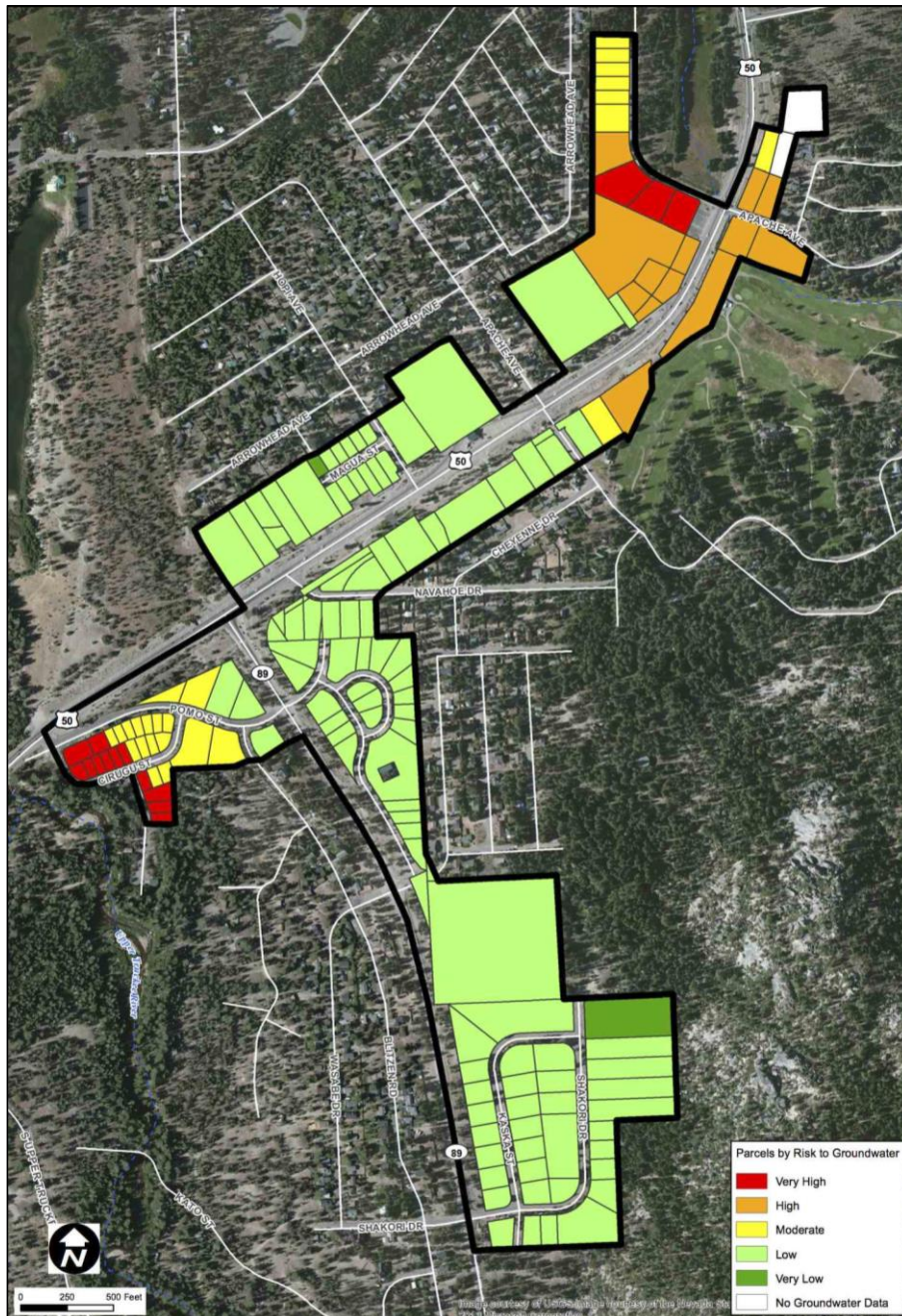


FIGURE 4-5: GROUNDWATER CONSTRAINTS MAP





CHAPTER 5

Recreation Element

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 location 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 Washoe Meadows State Park General Plan, which is scheduled to be initiated in 2013. 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,

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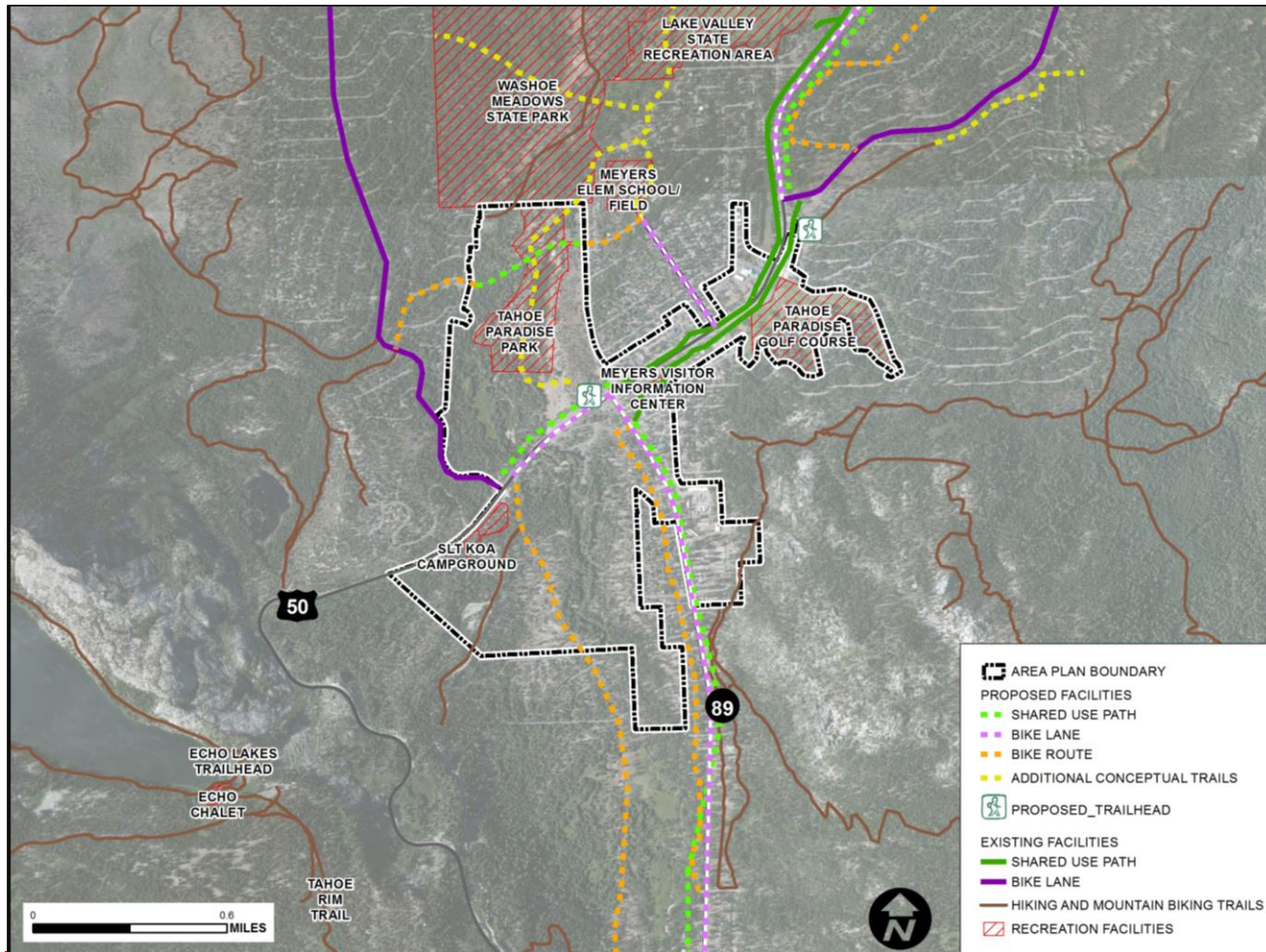
to provide parking, and limited day use and river access amenities consistent with the sites natural resource values.

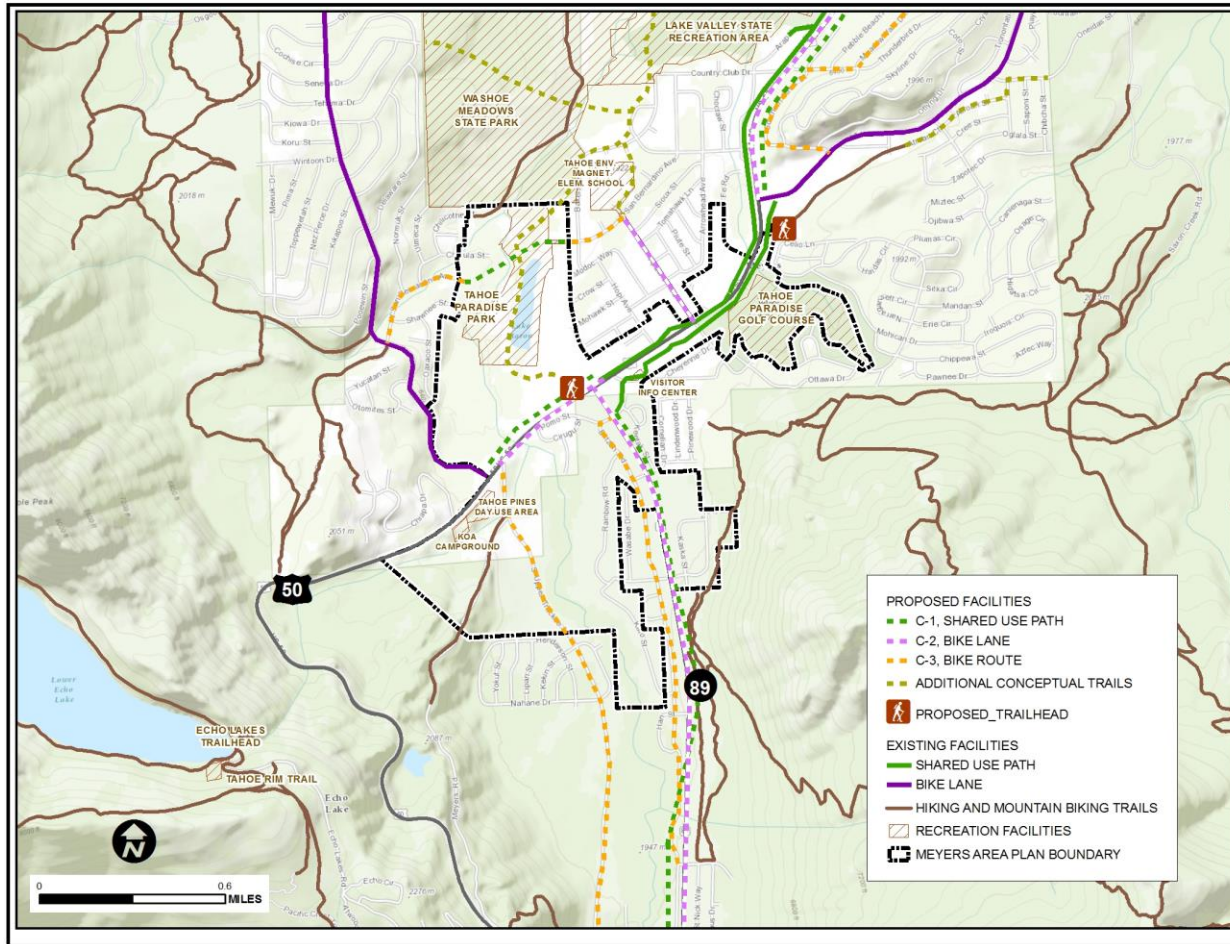
7. US Highway 50 Undercrossing. Construct a multi-use trail undercrossing at the US Highway 50 Bridge.
8. Tahoe Paradise Park. Coordinate with the Tahoe Paradise Resort Improvement District to develop a comprehensive plan for the Tahoe Paradise Park that reflects the vision of the Meyers Area Plan.

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, providing non-motorized trail connectivity from Meyers, and providing appropriate 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 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.

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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

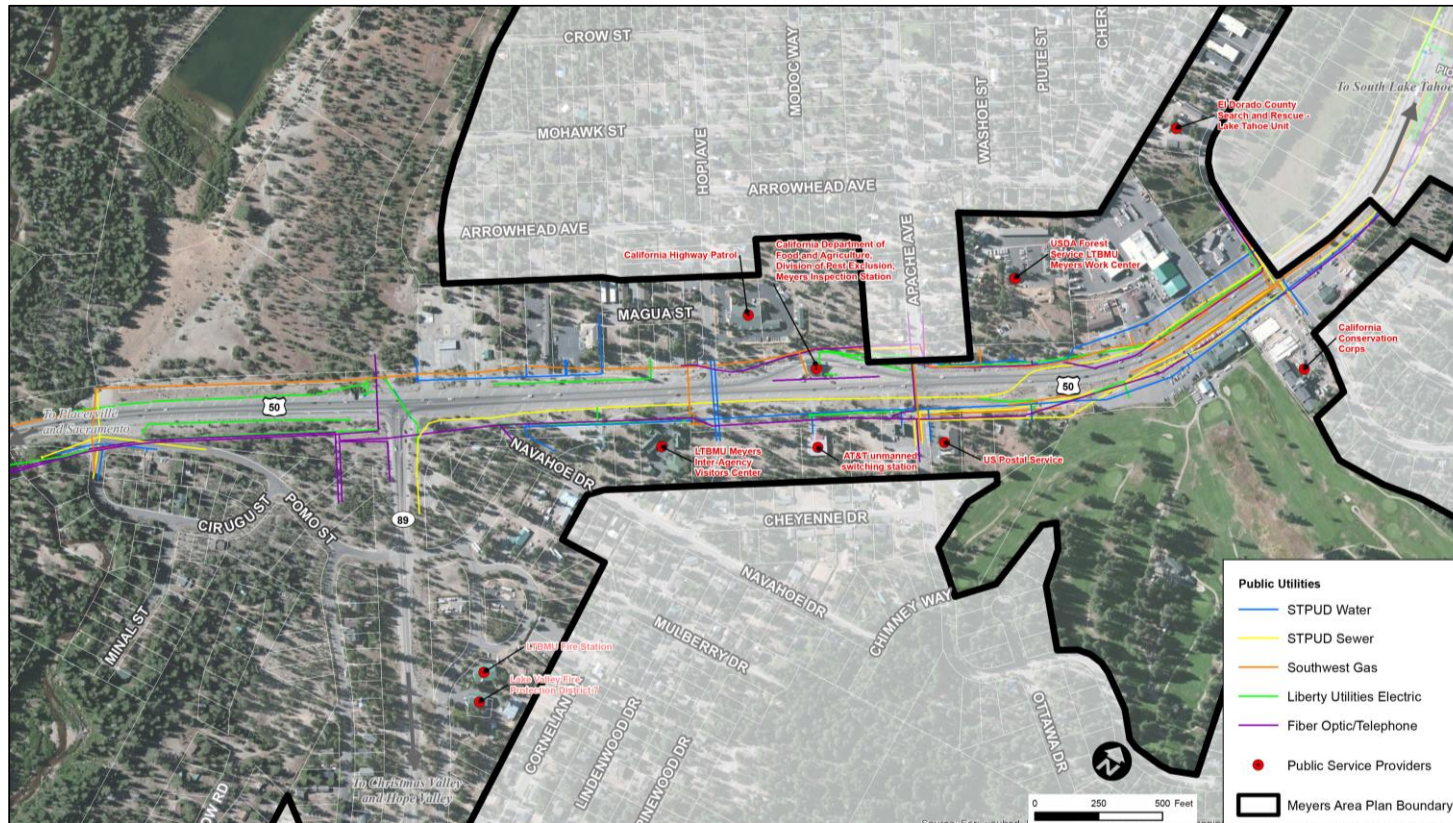
The following public service improvements are necessary to implement the Area Plan goals and policies and to maintain or improve service capacities. Public service improvements related to transportation, environmental improvement, and recreation are also addressed in Meyers Area Plan Chapters 3, 4, and 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 ~~is currently planning~~ constructed water quality improvements along US 50 between Johnson Pass Road (Meyers Grade) to Incline Road, a portion of which ~~would be~~ is located within the Plan Area, in 2014. The project ~~will collect~~ collects and ~~treats~~ treats stormwater runoff as part of the Lake Tahoe Environmental Improvement Program (EIP). Class II bike lanes ~~will be provided~~ were also constructed between North Upper Truckee Road and Pioneer Trail and the Class I bike trail south of Santa Fe Road ~~will be restored. Work on this project is anticipated to begin in late 2013 or May 2014 and is anticipated to be complete in late 2014.~~ was restored.
3. EI Dorado County Community Development Agency, Transportation Division- (ED CDA-TD). The SR 89 Class I Bike Trail is planned between Portal Road and the US 50/SR 89 intersection, which will connect to the Pat Lowe Memorial Bike Trail. ED CDA-TD has performed an operational study and ~~signalize~~ the intersection at Apache Avenue and US 50 was signalized for pedestrians. ED CDA-TD is also currently

coordinating with Caltrans to perform an operational study on this intersection to evaluate traffic flow and circulation, including a regional component analyzing the entire area from Chiapa Road through the SR 89/US 50 intersection to Sawmill Road, a portion of which is located in the Meyers Area Plan boundary.

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 publically 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 ~~Community Services District~~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.

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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 measureable 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 ~~Community Adviser~~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, signalization of the Apache/US 50 intersection , 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.

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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.
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.
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, <u>and</u> 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.

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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.
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 ~~and bonus tourist accommodation 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) ~~and 52.4 (Tourist Accommodation Bonus Unit 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.