

ATTACHMENT A

MEYERS DESIGN STANDARDS AND GUIDELINES

A. IMPLEMENTING THE DESIGN STANDARDS AND GUIDELINES

1. Community Design Strategy

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

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

The sign standards replace certain sections of El Dorado County's Ordinance Code, Chapter 130 and TRPA's Code of Ordinances, Chapter 38, Signs. The Guidelines replace certain sections of TRPA's Regional Plan for the Lake Tahoe Basin Design Review Guidelines (TRPA Chapters 1 Site Design, 2 Building Design, 6 Landscaping, 7 Exterior Lighting and 8 Signs). TRPA Chapters 3-5 and 9-11 remain in effect. Chapter 2, Building Design, advocates use of an historical theme in the design of new or remodeled buildings.

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

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

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

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

B. MEYERS AREA PLAN DESIGN STANDARDS

1. Site Design and Planning

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

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

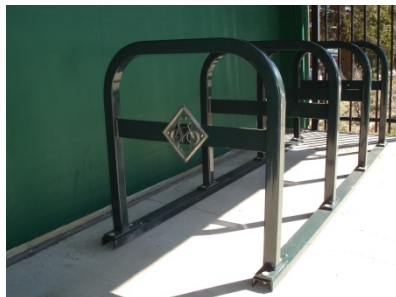
 - A. Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands designed in accordance with TRPA's Design Review Guidelines;
 - B. A pedestrian circulation system shall be incorporated into the site plan to assure that pedestrians can move safely and easily both on the site and between properties and activities within the neighborhood year round. Parcels with frontage on US 50 or SR 89 and adjacent to a Class 1 shared use path shall provide dedicated pedestrian access to the Class 1 shared use path from parking areas and building entrances;
 - C. Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services;
 - D. Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer; and
 - E. Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.

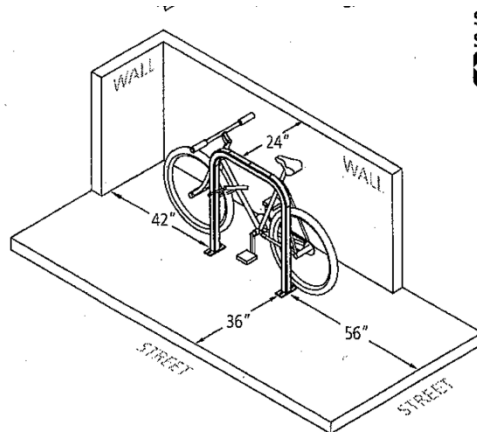
- c. **Standards for Snow Storage.** [TRPA Code Subsection 36.5.3]
The standards for snow storage shall be:
- A. Parking areas shall be sloped at least two percent to prevent ponding and icing; and
 - B. Commercial, tourist accommodation, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.
- d. **Protection of Sierra Juniper Trees.** Protect and maintain existing Sierra junipers through careful site design, consistent with Ordinance 160, Landmark Tree Protection. Where a juniper appears to be in the way of a proposed building, structure, parking area or other improvement, relocate the improvement in order to save the tree. Do not do site improvements in such a manner that a juniper or its root system will be damaged or destroyed. This may result in building a sign, deck or other portion of a building around the tree or incorporating the tree into the structure. Maintain the existing grade around each juniper to a minimum of at least the edge of the tree's dripline. Do not build structures inside the dripline. Standing dead Sierra Junipers which are not a safety hazard should be considered for retention as wildlife habitat.
- e. **Fencing.** Fencing shall be constructed of wood, wooden-framed wire, or woodcrete products. Where fencing is used to mark property boundaries, low rail, log or plank fences shall be used. Fencing which simply marks property boundaries shall not exceed four feet in height. Cyclone or chain link fences visible from US 50 or SR 89 are not permitted.
- Any fence greater than four feet in height, regardless of its purpose, shall not be located within the twenty (20) yard setback on parcels abutting US 50 or SR 89. Any fence greater than four feet in height and fifty feet (50') in length shall incorporate trees and/or shrub along it to break up the linear appearance.
- f. **Screening Outdoor Storage and Service Areas.** Where fencing is needed to screen or enclose an outdoor storage area or service area, a solid wooden fence no greater than six feet in height shall be used. Screening is especially important where commercial or light industrial uses border residential uses. Fences taller than six feet shall only be used when they are not visible from US 50 or SR 89. Fencing greater than fifty feet (50') in length shall incorporate trees and/or shrubs along it to break up the linear appearance. When located along US 50 or SR 89 solid fencing which is used as a screen shall be set back from the property line a minimum of twenty feet to avoid creating the appearance of a walled-off compound.
- g. **Highway Landscape Buffers.** Parcels with frontage on either US 50 or SR 89 shall provide landscaped open space along the highway frontage. Depending on site-specific conditions, the buffers may be installed on either public or private land. Each land use districts shall use a plant palette of trees, shrubs, groundcovers and planting patterns to produce a similar frontage appearance within the district as described below. Individual projects shall install or cause to be installed, the landscape buffer along their property frontage(s).

US 50 as it passes through Meyers is essentially a wide boulevard. Landscape design along the corridor, therefore, shall recognize the corridor's function as a

boulevard and present a sense of arrival. Larger, deciduous street trees create a sense of organization and order. Existing Sierra juniper trees help create a sense of place. Together with an understory shrub planting, provided mainly by the bike trail, landscaping will unify the corridor.

- **East Meyers**
Landscape buffers shall be installed along US 50 and Santa Fe Road/Apache Avenue in the Eastern end of the Town Center. The buffer should consist of large deciduous and coniferous trees where appropriate and evergreen shrubs. Mature Sierra junipers trees are not abundant in this area of the Town. Visibility of freestanding signs, driveways and bike trail crossings is an important design determinant. Planting areas and plant material selections shall recognize sign visibility needs. A common theme should be developed among the property owners with US 50 frontage.
 - **Central and West Meyers**
Landscape buffers shall be installed along parcels adjacent to US 50 and SR 89 in the west and central parts of Meyers, and the Upper Truckee River areas. The areas represent a gateway to the Tahoe Basin and shall present a coordinated and well-landscaped image. A common theme to be implemented by all property owners with US 50 frontage shall include retention of existing conifers, large deciduous trees and the existing Sierra juniper trees.
 - **Industrial Tract**
Landscape buffers shall be used along the SR 89 corridor to provide screening of the Meyers Industrial District and between commercial or industrial uses and residential uses. Existing native vegetation provides an excellent screen. It shall be maintained across all parcels. Any additional landscaping shall complement the existing native vegetation.
- h. **Provide Bear-Proof Trash Facilities.** Trash and garbage facilities shall be secure from bears. For residential uses, garbage shall be cleaned up and made unavailable to bears. For all other uses, garbage cans and dumpsters shall be “bear-proofed” with metal lids that are latched with a minimum of two latches.
- i. **Provide Bicycle Racks.** Bicycle racks should be provided at all uses which attract bicyclists. Racks or other secure facilities for bicycle storage should be provided within each land use district. Retail and service commercial uses, transit and park and ride facilities and recreation uses are primary uses in Meyers which generally attract bicyclists. Share racks or other storage methods are appropriate for multiple uses within a single project or development.





Space Use and Setbacks



Wall Setbacks:

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

For racks set perpendicular to a wall:

Minimum: 28"
Recommended: 42"

Distance Between Racks:

Minimum: 24"
Recommended: 36"

Street Setbacks:

Minimum: 24"
Recommended: 36"

2. Building Design Standards

a. General Standards. [TRPA Code Subsection 36.6.1]

- A. Screening Elements. The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground.
- B. Roof Finishes and Colors. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earthtone colors that minimize reflectivity. For this subparagraph, non-glare earthtone colors are defined as Munsell Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines, that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G. Vegetated roof materials complying with applicable fire defensible space requirements meet the intent of this subparagraph and are encouraged.
- C. Alternative Energy Production. Solar panels or other alternative energy equipment may be exempted from the requirements of A and B if a project level assessment demonstrates that scenic threshold standards will not be adversely impacted.
- D. Color of Structures
 1. For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures. Other colors may be acceptable for historic buildings as outlined in Guidelines Section C.3.f.
 2. Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color.
 3. For this subparagraph, earthtone colors shall be medium to dark and shall meet the Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.
 4. TRPA may grant exceptions to this provision pursuant to Section 67.7, for scenic roadway corridors designated as urban, for unique situations such

as site characteristics, or as set forth in subparagraph 83.11.1.

- E. **Building Form.** Buildings should use sloping roofs with pitches of 4:12 or greater. Second story dormers are generally consistent with the historic theme and may be used. Flat-roofed buildings are not permitted unless they include architectural features, which give the clear appearance of a sloped roof.
- F. **Building Facades.** Building facades facing highways, roads, and bike trails should be designed to be inviting to pedestrians. Buildings shall limit the length of blank walls to less than 50 feet by including with windows, display windows, doorways, variation in materials, courtyards, or other appropriate architectural features.

3. Landscaping Standards

- a. **Plant Species Permitted.** [TRPA Code Subsection 36.7.1]
Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping.
- b. **Minimum Plant Sizes and Spacing.** [TRPA Code Subsection 36.7.2]
For projects other than single-family home projects, the following sizes and spacing shall be required for woody plant materials at time of planting in compliance with state and local defensible space requirements:
 - A. Trees shall be a minimum six feet tall or one-inch caliper size or diameter at breast height;
 - B. Shrubs shall be a minimum three-gallon pot size, such that upright shrubs shall have a minimum height of 18 inches and minimum spread of 18 inches, and spreading shrubs shall have a minimum spread of 18 to 24 inches; and
 - C. Groundcovers shall be a minimum four-inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.
- c. **Accent Vegetation.** [TRPA Code Subsection 36.7.3]
Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used for landscaping as accent plantings. Such plants shall be limited to borders, entryways, flower-beds, and other similar locations to provide accents to the overall native or adapted landscape design. Species identified as invasive plant species in the TRPA BMP Handbook shall never be used.

4. Exterior Lighting Standards

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

other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code.

5. Water Conservation Standards

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

6. Substitute Sign Standards

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

- TRPA Code of Ordinances Chapter 38 (Signs), Sections 38.1 through 38.12.
- El Dorado County Code of Ordinances; Section 130.16 Signs.
- El Dorado County Code of Ordinances; Section 130.27.120 – Tahoe Basin Combined Zone.

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

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

Design Criteria for Temporary Winter Signs:

- A. Each business located adjacent to US 50 may install one temporary sign when plowed snow along US 50 obscures the visibility of a legally existing freestanding or building sign;
- B. The sign shall be placed on private property and may be placed in such a manner as to be visible to motorists on US 50;
- C. The sign shall be a maximum of 12 square feet in area;
- D. The sign shall be constructed of sign board, plywood or sign foam only. No other materials are permitted including, but not limited to, such materials as cloth, banners or flags;

- E. The sign shall have a dark background;
 - F. The sign shall not be internally illuminated;
 - G. No other temporary signs shall be in place; and
 - H. The temporary sign shall be removed once the permanent sign face is completely visible from US 50.
- d. **Increases in Maximum Allowable Building Sign Height.** Maximum height of building signs which are painted on the building or appear to be painted on the building may be equal to a line formed by the top of the second floor windows or twenty feet when the building is determined to conform to the Meyers historic architectural design theme. This includes signs which are vertically oriented. This provision does not include signs which are internally illuminated, including neon [amends subsection 38.8.1 A, Building Signs in Commercial and/Public Service Plan Areas].
- e. **Transfer of Certain Building Sign Area.** Building sign area which may otherwise be permitted under this chapter may be transferred from the building frontage against which the permissible sign area is determined to another side of the same building which does not have a building frontage as defined by TRPA's Code of Ordinances provided the following conditions are met [amends subsection 38.8.1 B]:
- A. The building on which the signage is to be transferred is determined to conform to the Meyers historic architectural design theme;
 - B. The sign area is completely transferred such that no signage remains or is installed on the frontage from which the sign area was transferred;
 - C. The building side receiving the transferred sign area is the side adjacent to the building frontage from which the sign area is transferred;
 - D. The transfer may occur one time per primary use;
 - E. The transferred sign area is not internally illuminated, is not used in a projecting sign and is found to be consistent with the Meyers Area Plan Design Guidelines for Building Signs on Historic Theme Buildings; and
 - F. The transfer to the building side receiving the transferred area does not result in a total building sign area greater than 72 square feet, regardless of sign ownership or arrangement of uses within the building.
- f. **Replacement of Existing Non-Conforming Signs.** Existing non-conforming signs shall be brought into conformance with the sign standards, as amended by the Meyers Area Plan, if a sign is altered structurally, or if the sign face is altered, except for maintenance [amends subsection 38.12.3, Conformance or Removal of Non-Conforming Signs].
- g. **Freestanding Sign Height.** The maximum allowable height of freestanding signs for project areas adjacent to the US 50 ROW is 12 feet [amends Table 38.8.2-2 of subsection 38.8.2.D, Freestanding Sign Height only for project areas adjacent to the US 50 ROW].
- h. **Additional Height for Freestanding Signs.** The maximum allowable height for freestanding signs adjacent to the US 50 ROW may be increased to 14 feet if

the sign is consistent with the recommendations in section C.5, Signage, of these Design Guidelines; and the sign is incorporated into a coordinated landscaped buffer consistent with section 1. g., Highway Landscape Buffers, of these Design Standards [replaces Section 38.8.2.F, Additional Height for Freestanding Signs].

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

Off-premises signs shall be no closer than 15 feet to the centerline of the Pat Lowe multi-use trail, and no closer than 50 feet to the centerline of US 50.

- k. **Freestanding Sign Area.** The maximum allowable area of freestanding signs for project areas adjacent to the US 50 ROW is fifty (50) square feet for signs within 100 feet of the US 50 ROW. Freestanding signs located greater than 100 feet from the US 50 centerline may be up to seventy five (75) square feet in size [replaces subsection 38.8.2.C, Freestanding Sign Area for project areas adjacent to US 50].

C. MEYERS AREA PLAN DESIGN GUIDELINES

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

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

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



FIGURE A-1: FREESTANDING SIGN LOCATION RESTRICTIONS



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



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



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

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

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

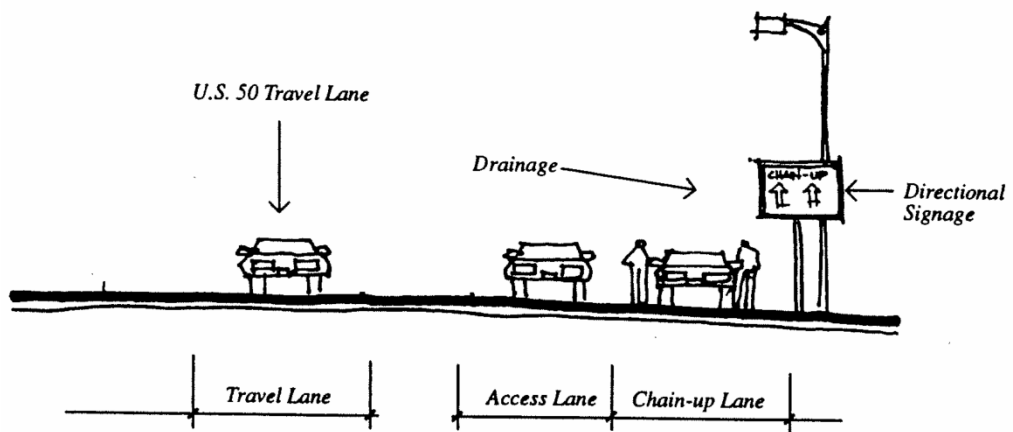


f. **Pedestrian Signs, Historic Markers and Displays.**

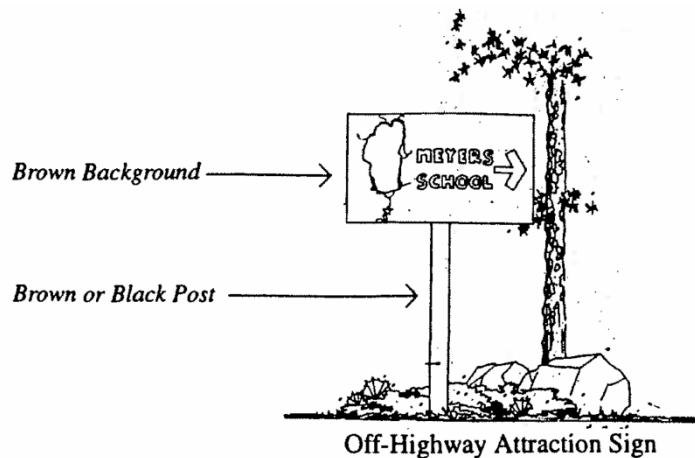
In recognition of Meyer’s cultural and natural history, and the pedestrian-friendly recreation-centered vision; pedestrian-scale signs, displays or markers may be erected along the corridor. This includes historic markers, interpretive panels, banners and pedestrian kiosks with permanent and/or temporary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

g. **US 50 Trailhead and Chain-up Area.**

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

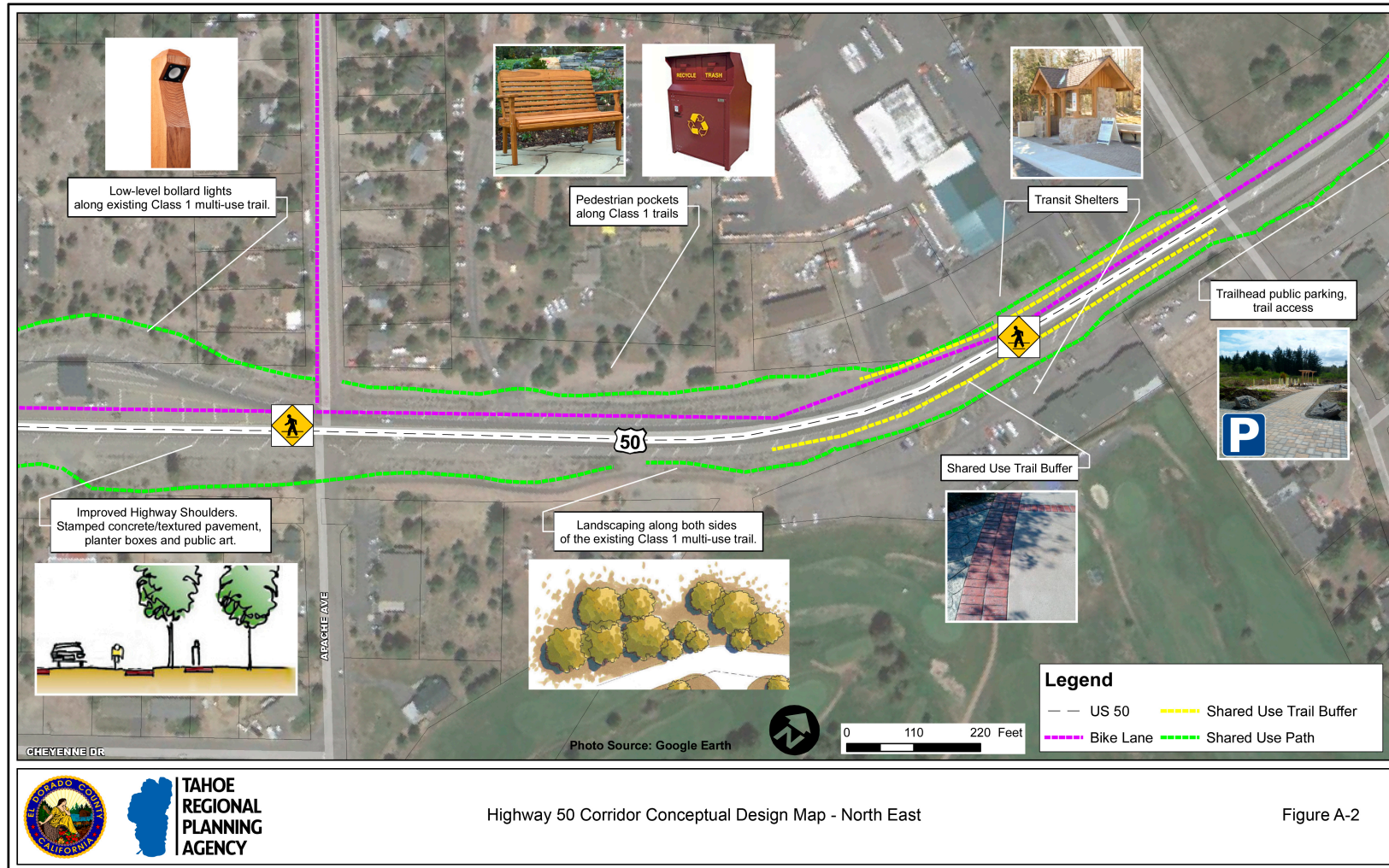


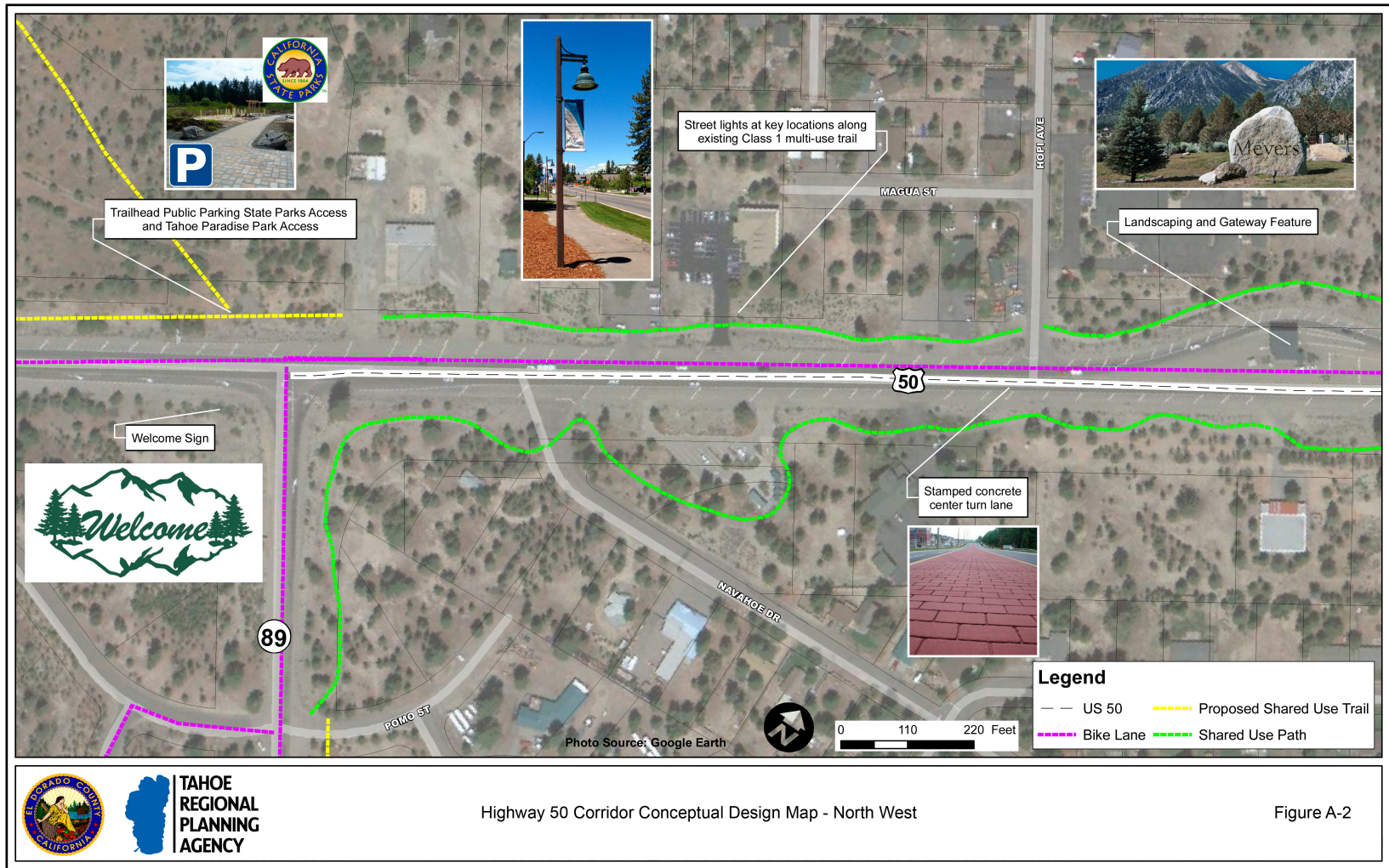
- h. **Improved Median.** A continuous improved median should be installed in place of the center turn lane along US 50. Approximate locations are shown on the Meyers Area Design Map (Figure A-2). The improved median should be paved with stamped concrete or a similar product to distinguish the center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



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

FIGURE A-2: HIGHWAY 50 CORRIDOR CONCEPTUAL DESIGN MAP

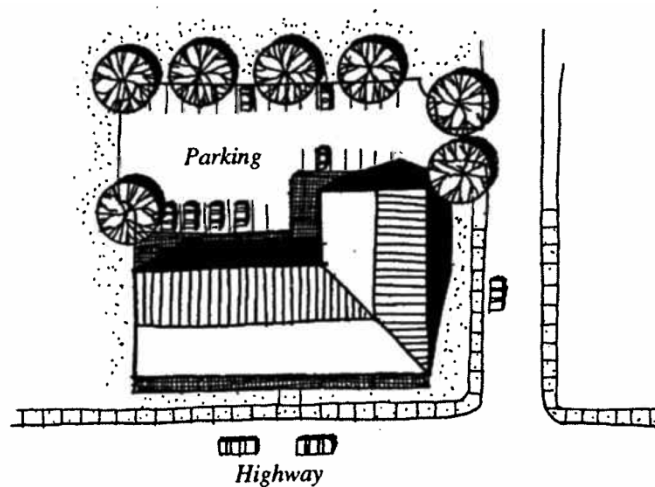




2. Site Planning

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

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



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

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

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

- c. **Outdoor Retail and Rental Displays.** Outdoor display can be visually distracting and present a cluttered image of Meyers. Outdoor displays of retail and/or rental merchandise should be minimal and easy to comprehend when viewed from the roadways or bike trail. This applies to items which are not customary and incidental to the use such as recreation equipment rentals, rugs,

cars or clothing. A single item showing what the business rents or sells should be used whenever possible. It should be integrated into a display which may include signage. Rotate the item or items by season if needed. Include snow removal considerations in the design and location of the display. Outdoor displays which are not visible from the roadways or bike trails may use greater amounts of display area or items than those visible from the roadways.

- d. **Combined Driveways Along US 50.** Whenever possible, driveways on adjoining parcels along US 50 should be combined to form a shared access point. Combined driveways should always be used when a back street or drive provides a second point of site access. Individual driveways which are combined may then be removed and restored. Combined access points reduce traffic friction on the highway, convey an image that land uses are planned together, and can provide increased safety for bike path users who must cross the driveways. Shared driveways are encouraged to provide landscaped medians in the driveways.
- e. **Use of Former US 50 Non-Operational Right-of Way.** The approximately forty-foot wide former US 50 non-operational right-of-way strips of land plays an important role as an edge between adjacent private lands and the public highway corridor. It acts as an extension of the existing parcel. The way in which the land is used, therefore, is critical to successfully solving the edge relationship. Appropriate land uses include vehicle access, signage, transit shelters, landscaping paths and walks (pedestrian and bicycle access), outdoor seating (i.e., patios, benches and decks), lighting, screened parking and water quality protection facilities. Transfers of the non-operational right-of-way to adjacent property owners or El Dorado County should be promoted to facilitate appropriate uses.

3. Building Design

- a. **Architectural Theme.** A consistent architectural theme is a powerful means to create and convey a sense of place. This does not mean that all buildings will or should look alike. It is the use of variations on a theme which can be an asset to the community. Historically, the commercial area was used as a way station. The historic architectural design theme which uses modern building technology is the preferred theme for both new and redeveloping buildings. The following architectural elements should be used to convey the historic theme.
- b. **Porches.** Covered front porches which run the entire length of the building facade are a simple design element which helps to communicate the historic theme. The porch may be recessed in the form of a mudroom/vestibule or may extend outside of the building envelope covered by a separate shed roof.
- c. **Building Materials.** Building materials should consist of wood and/or natural stone sidings. Dimensional concrete products which look like wood or stone may be used. Appropriate siding materials include cedar, half-round log, or horizontal tongue and groove. Vertical cedar or redwood board and batten sidings may be used when battens are carried to the roofline on all sides, including the gable ends. Plywood sidings and stucco are not appropriate. Roof materials should be shingles (black is preferred), metal roofing, or treated fire retardant shakes.
- d. **Building Colors.** The process of selecting colors for building siding, trim and roofing must consider the building materials and the architectural style. All elements are seen together. Certain combinations work together to produce a pleasing appearance while other combinations work against each other. The following colors and materials combinations are recommended:

- **Historic Theme Buildings**
Siding colors should be beige to umber brown tones, mossy green tones, or white. Roofing should be brown tones, mossy green tones or black.
- **Non Historic Theme Buildings (Those buildings which do not use building form and materials guidelines set forth above.)**
Siding colors should be beige to umber brown tones, or mossy green tones. Roofing should be beige to umber brown tones, mossy green tones or black. White is not appropriate for non-historic theme buildings.

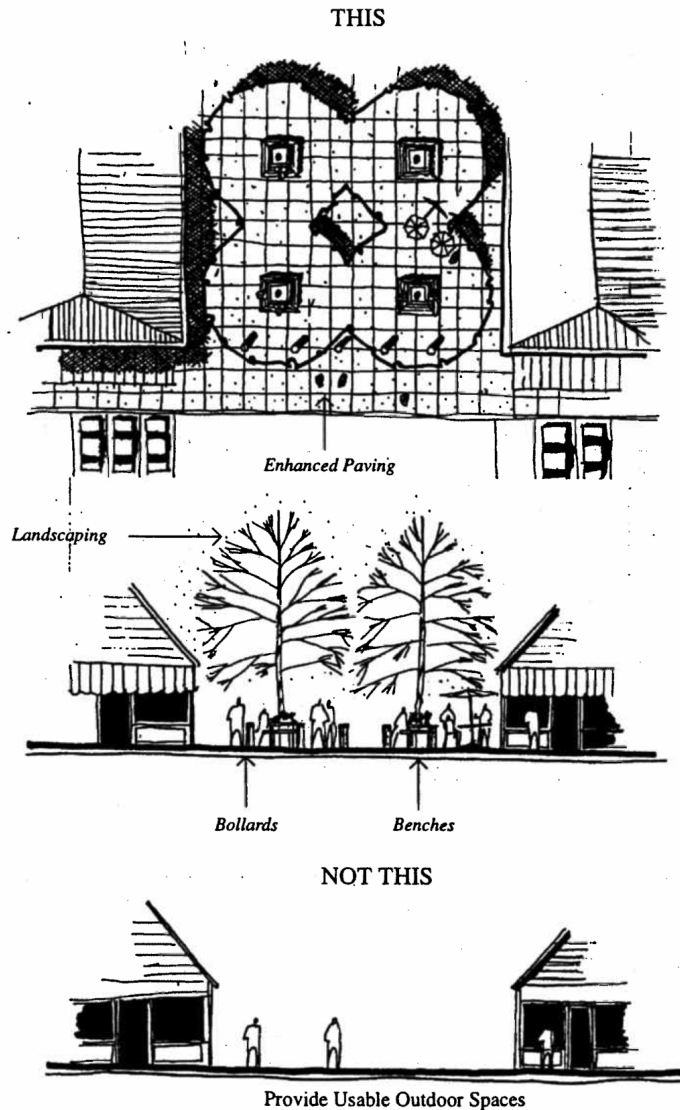
Buildings should generally be stained, however, painting is acceptable. Accent colors which fall outside the recommended building siding colors should be used sparingly and should be limited to trim, fascias and architectural details such as window frames, door frames, shutters, planter boxes, railings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

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

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

- h. **New Buildings.** New buildings can easily establish the preferred architectural character from the beginning. New commercial buildings in Meyers should utilize the Building Design guidelines listed above to create the historic architectural theme.
- i. **Public Service Buildings.** As public spaces, these buildings have a responsibility to draw interest and convey the community theme. New public service buildings should utilize the Building Design guidelines listed above to create the historic architectural theme.

- j. **Provide Usable Outdoor Spaces.** The process of building design and site planning should consider the types of outdoor spaces that a development will create. Projects should create a positive outdoor space(s) that has identity and function due to its sense of enclosure and orientation. Outdoor spaces can be used for informal seating, meeting and gathering, to create an outdoor café or to provide relief from the weather and other influences. Projects incorporating retail uses should strive to include outdoor space(s) as part of their program.



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

- iv. Avoid locating stairs under the dripline of roof eaves.
- v. Avoid extending balconies beyond the roof eaves.
- vi. Provide covered walkways between buildings using a compatible architectural style.

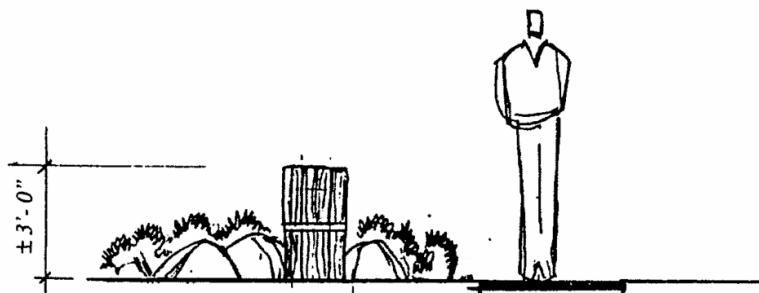
4. Exterior Lighting

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



- b. **Light Fixture Styles.** Exterior light fixtures should be of a common design style(s) throughout Meyers. Recommended styles for freestanding lights are shown below. Additional designs using forms or materials from other design elements which represent the historic theme may also be acceptable.

- c. **Low-Level Bollards.** Low-level bollards may be used instead of overhead lighting for pedestrian paths or along the bike trail.



Low-Level Bollard Light

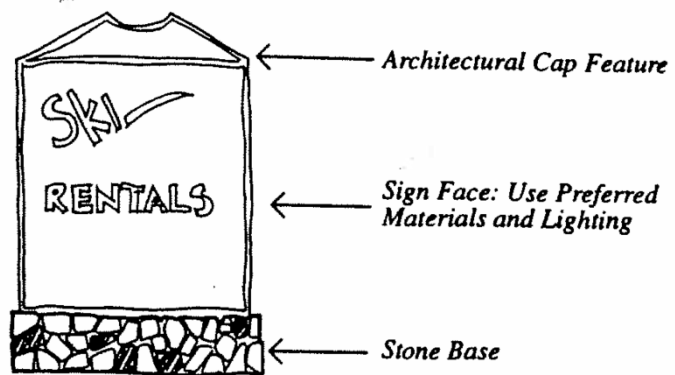
- d. **Landscape Lighting.** Exterior landscape lighting should be used selectively to highlight pathways or special landscape plantings. It should not illuminate an entire landscape bed or planting area (especially turfgrass). Where lighting of plant materials is desired, the light source should be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

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

5. Signage

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

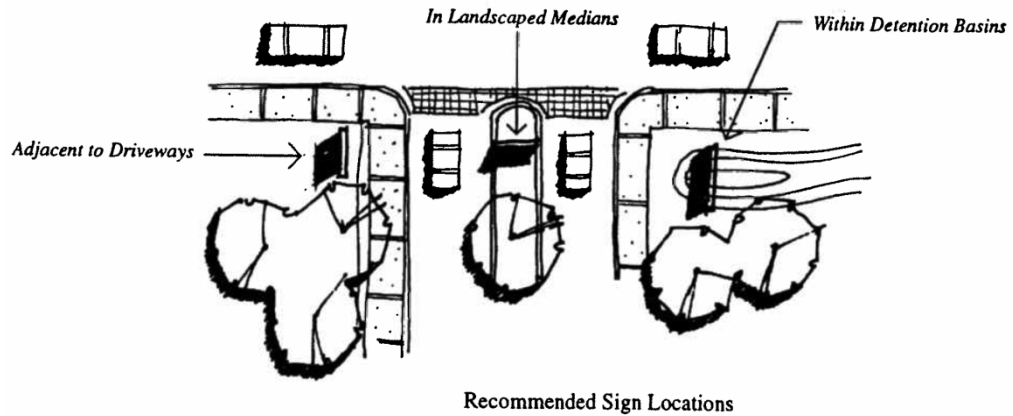
Freestanding signs should not be placed in areas which will be obscured from vision by stored or plowed snow. If necessary, locate or relocate the sign in places where any accumulated snow can easily be cleared. A snow storage plan may be needed to optimize snow plowing operations, snow storage areas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



Freestanding Sign

- b. **Building Signs.** Building signs should be constructed of materials that resemble wood, metal, stone, or are otherwise consistent with the natural, historic, or outdoor recreation themes of Meyers. Individual or channelume letters may be used. Plastic or plexiglass faced signs should not be used. Neon tubing should be used sparingly as an accent, or not at all. Building signs should complement the building's architecture and should be integrated into its design. Reflective surfaces on signs, such as 3M Scotchlite reflective sheeting, are inappropriate and not permitted by the substitute standards.
- c. **Building Signs on Historic Buildings.** Historically, building signs were often painted directly on the wall surface. This is an appropriate technique only when using the historical building design forms and materials. Similarly, the Meyers substitute sign standards provide for wall signs on the historical theme buildings to be located above a line formed by the top of the second floor windows or twenty feet. Refer to the substitute sign standards.
- d. **Freestanding Sign Location and Snow Removal.** Given the amount of snow which falls in Meyers, special attention should be paid to the location of freestanding signs. Generally, freestanding signs should be located in places where they can easily be cleared of snow. Recommended locations include adjacent to driveways, within driveway landscaped medians or near walkways. They should be placed near an area which is regularly shoveled so the area around the sign can also be shoveled. Two additional recommended locations area: on an island within a storm water detention basin (use negative space to

ensure visibility); or set far enough away from snow storage areas to remain visible (e.g., Tahoe Paradise Winter Sports Center sign). If used, detention basins should be adequately sized to account for the change in storage volume taken up by the island. Snow storage areas should not be located in front of freestanding signs where the sign's visibility would be impaired.



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