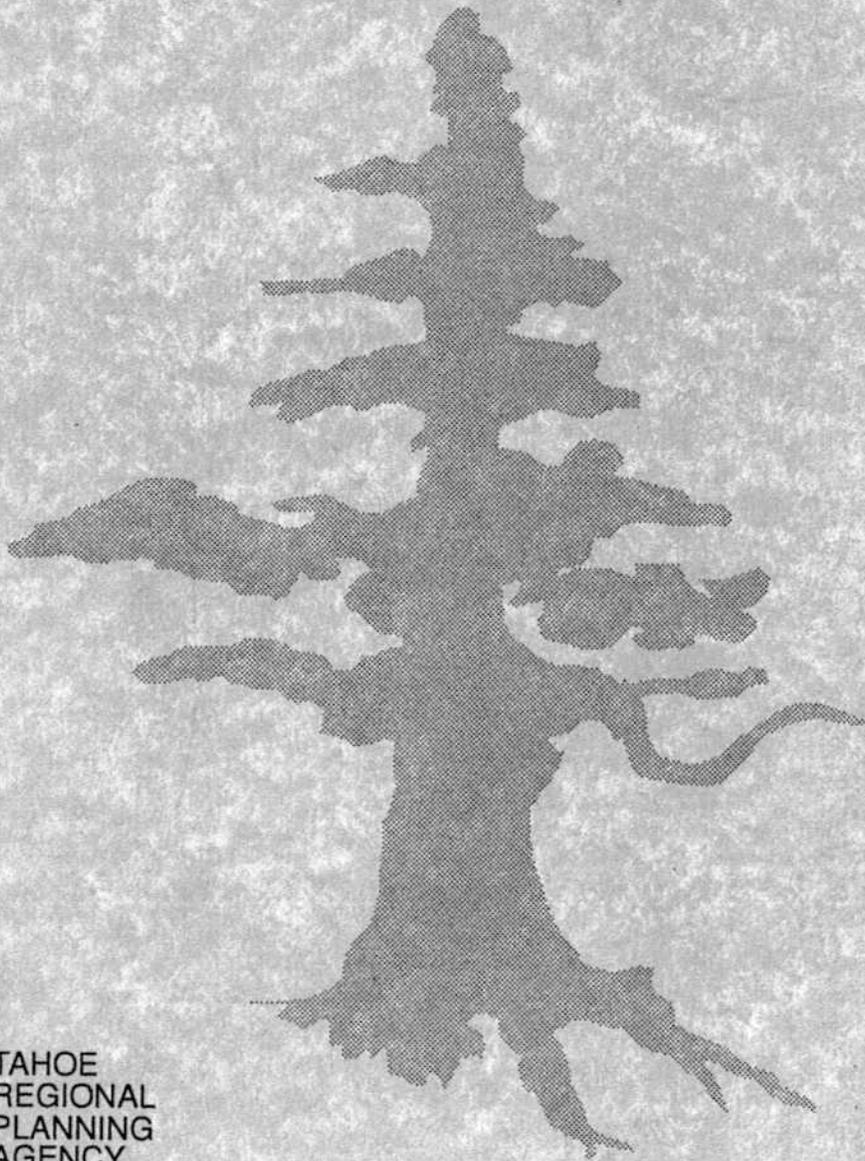


Regional Plan for the Lake Tahoe Basin

MEYERS COMMUNITY PLAN



October 27, 1993

REGIONAL PLAN FOR THE LAKE TAHOE BASIN



MEYERS COMMUNITY PLAN

**Adopted by the Tahoe Regional Planning Agency
Governing Board
May 27, 1987**

**Adopted by the El Dorado County
Board of Supervisors
November 5, 1987**

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**Tahoe Regional Planning Agency
Reprinted June, 1998**

Meyers Community Plan

TABLE OF AMENDMENTS

1. Ordinance No. 95-14, Adopted December 20, 1995
2. Ordinance No. 98-14, Adopted May 27, 1998
3. Ordinance No. 98-19, Adopted August 26, 1998

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Chapter I

INTRODUCTION

A. BACKGROUND

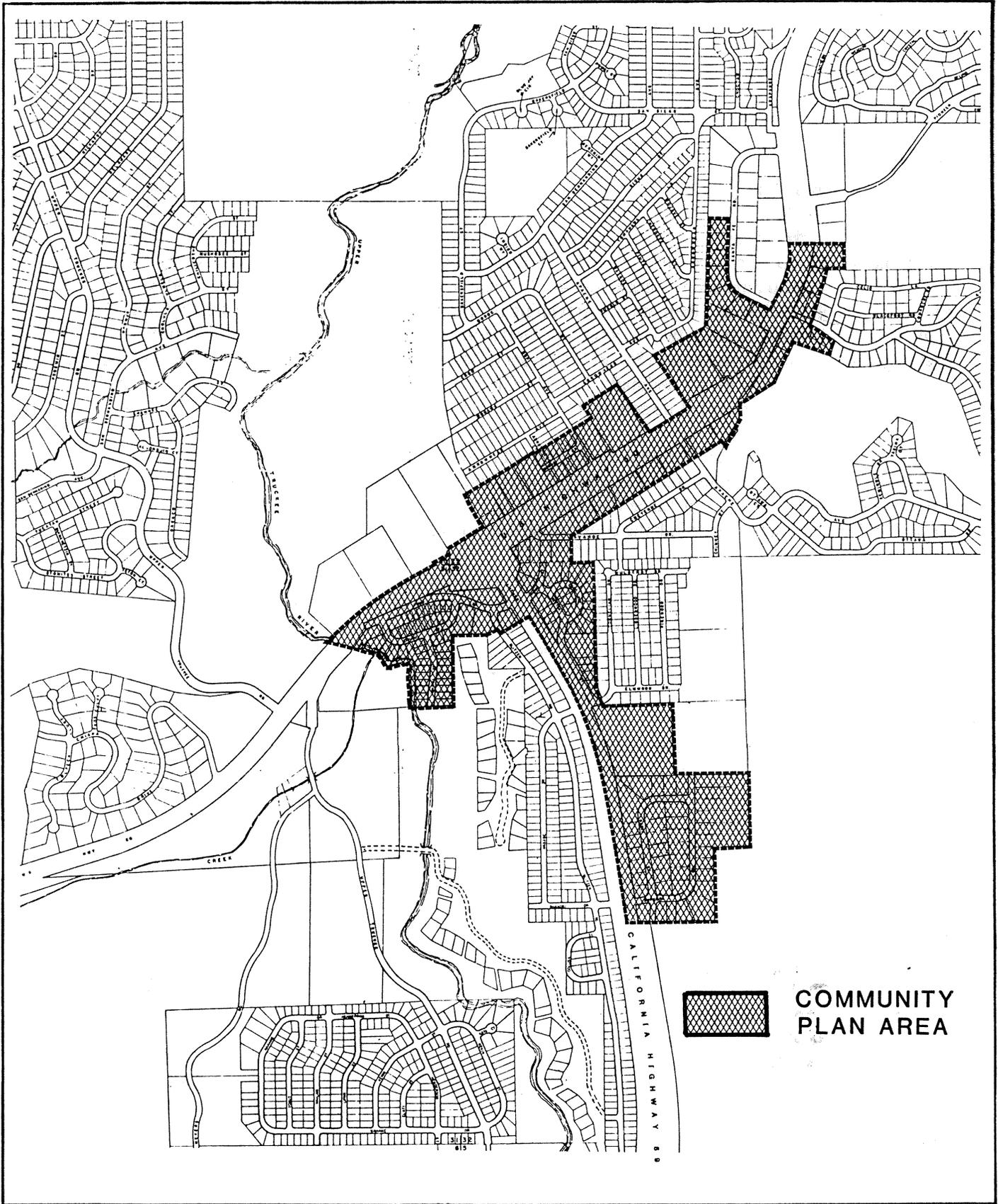
Meyers was first established in the 1850's as a way station near its present location in the lower Lake Valley along the Upper Truckee River. In 1859, Martin Smith, Meyers' original developer, sold the station to Yank Clement, who renamed it Yank's Station. The station provided food, lodging, water and 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 1960's, 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.

Today, Meyers still functions as a way station for visitors and the gateway to the Lake Tahoe area. The commercial area along Highways 50 and 89 still retains the name of Meyers while the surrounding residential neighborhoods are generally known as Tahoe Paradise. In addition, Meyers serves several thousand surrounding residents by providing convenience retail goods and services. Unlike other communities in the Tahoe Basin which are located along the lake's shore, Meyers is separated from intense commercialization. It retains its own character while providing a variety of land uses.

This document represents the future land use and development plan for the existing Meyers commercial district and includes all lands within TRPA Plan Area 125, Meyers Commercial (Figure 1-1). The plan area is roughly 155 acres in size, approximately 50 of which are located in the Meyers Industrial Tract located south of the U.S. 50 and California 89 intersection in the Upper Lake Valley. The remaining 105 acres are generally devoted to commercial retail, service and light industrial uses. Meyers contains several local, state and federal public service land uses and serves as a hub for public services in unincorporated El Dorado County.

Meyers is surrounded by spectacular mountain peaks, mature pine and fir forests. The Upper Truckee River forms the southern edge of the plan area. Other edges of Meyers are bounded by the Tahoe Paradise Golf Course, residential neighborhoods, Washoe Meadows State Park and national forest lands (Figure 1-2). Perhaps the most dominant element within the Meyers landscape is the U.S. Highway 50 right-of-way. Originally planned to contain a high-speed freeway, the right of way is up to 280 feet wide in places and contains only two and three lanes of actual roadway. The result is a large area of disturbed and undeveloped public "no man's land" which adversely impacts the sense of community. The freeway concept has been discarded as inappropriate for the Tahoe Region; however, the right-of-way remains. Future use of the right of way provides the community plan with opportunities as well as constraints.



Meyers Community Plan
COMMUNITY PLAN AREA

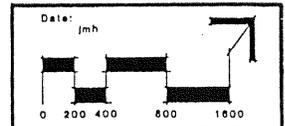
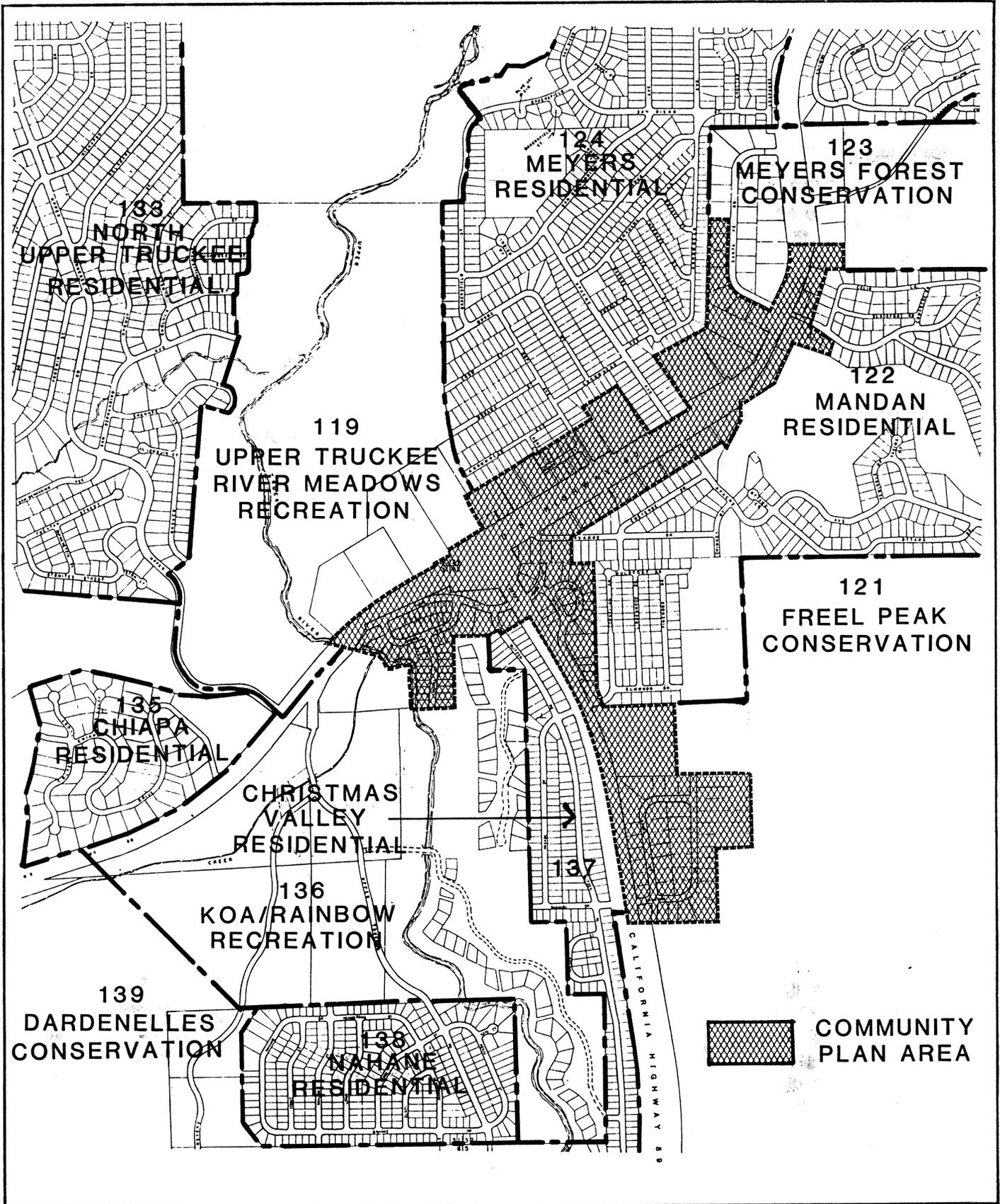


Figure 1-1. Community Plan Area



Meyers Community Plan VICINITY MAP



TAHOE
REGIONAL
PLANNING
AGENCY

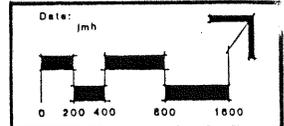


Figure 1-2. Meyers Vicinity Map

B. PURPOSE OF THE COMMUNITY PLAN

The community plan for Meyers is intended to serve as the comprehensive land use and development plan through the year 1997. The plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. It provides an important opportunity to improve the form and function of the commercial neighborhood and help establish a sense of place.

The Community Plan contains a new Community Plan Area Statement which replaces the existing TRPA Plan Area Statement 125, Meyers Commercial. It amends the El Dorado County General Plan and designates land uses within the boundaries of the Community Plan area. The Community Plan will be incorporated into the County's 2010 General Plan upon adoption. Following 1997, the plan will be updated regularly to provide a blueprint for continued prosperity and improvement of the community.

C. COMMUNITY PLAN SITE ANALYSIS

The planning process began with a general site analysis of the plan area (Figure 1-3). The analysis identifies existing conditions, both positive and negative, within the plan area. It also identifies opportunities and constraints to the development of future land uses and the redevelopment of existing uses. A summary is listed below.

Site Analysis Opportunities

- ❑ Location: Gateway to the Tahoe Basin, first stop for visitors entering over Echo Summit and Luther Pass; historic Pony Express stop/way station.
- ❑ Setting: Surrounded by spectacular mountain vistas; many opportunities to access nearby outdoor recreation; Upper Truckee River is an under used resource.
- ❑ Sense of Community: Many business operators and nearby residents identify with the community of Meyers.
- ❑ Surrounding Neighborhoods: Convenience retail and service needs create a market niche to serve residential neighborhoods.
- ❑ Vacant Land: An adequate supply of privately owned, vacant, high capability land exists within the plan area for future development.

Site Analysis Constraints

- ❑ Existing Land Use Pattern: Commercial strip, much of it in a filled SEZ.
- ❑ U.S. 50 Right-Of-Way: Large, apparently abandoned area of land; existing businesses set too far back; too many public directional and private business signs in the ROW; through traffic travels too fast.
- ❑ Appearance of Neglect: Many business in need of renovation; County and TRPA do not enforce existing land use and site development regulations.
- ❑ Winter Snows: Plowed snow in front of businesses blocks visibility; queues of vehicles waiting to go over Echo Summit snarl local traffic.

D. COMMUNITY PLAN GOALS

In addition to the goals of both the El Dorado County General Plan and TRPA Regional Plan, the community plan intends to achieve the following goals. Specific objectives, policies and actions necessary to implement the goals are contained in Chapters 2 through 7 of this document.

θ Land Use and Economic Diversity

Maintain the long term economic health and stability of the plan area by providing a diverse mix of commercial, recreational and public service land uses in five separate land use districts which serve both residents and tourists (Chapter 2).

θ Community Design

Implement a comprehensive community design program which will improve the visual quality of the commercial area and help Meyers establish a sense of permanence (Chapter 2).

θ Transportation and Circulation

Redevelop the transportation system within the community plan area to reduce reliance on the private automobile, improves circulation and provide opportunities to experience Meyers as a pedestrian or cyclist (Chapter 3).

θ Environmental Conservation

Improve environmental values in Meyers as part of implementing the community plan (Chapter 4).

θ Recreation

Expand recreational opportunities within the community plan area and provide access to nearby recreation (Chapter 5). Public Services: Support development of public service projects within the plan area which support the community (Chapter 6). Implementation: Develop realistic implementation methods to ensure the community plan's long term success (Chapter 7).

E. THE LAND USE CONCEPT PLAN

The plan's starting point is the conceptual land use plan shown in Figure 1-4.

Plan Concept

The plan's concept is to enhance the identity and image of Meyers as both a community center and a gateway to Lake Tahoe. This will be achieved through changes to the existing strip commercial land use pattern together with aggressive implementation of a Community Design Program for all uses. The Plan advocates several actions to visually and physically reduce the dominating U.S. Highway 50 corridor. The Plan recommends environmental improvement projects to improve and enhance water quality, stream environment zone restoration, visual and scenic quality, transit service and pedestrian/bicycle facilities. A new Meyers Town Council will be created to guide the Plan's implementation.

The plan's land use element will discourage perpetuating the strip commercial land use pattern along U.S. 50 by consolidating most additional commercial development into three land use districts. A total of five land use districts are created to replace the existing Plan Area Statement and County zoning. Each district is described in Chapter 2 and contains a specific development theme and list of permissible land uses.

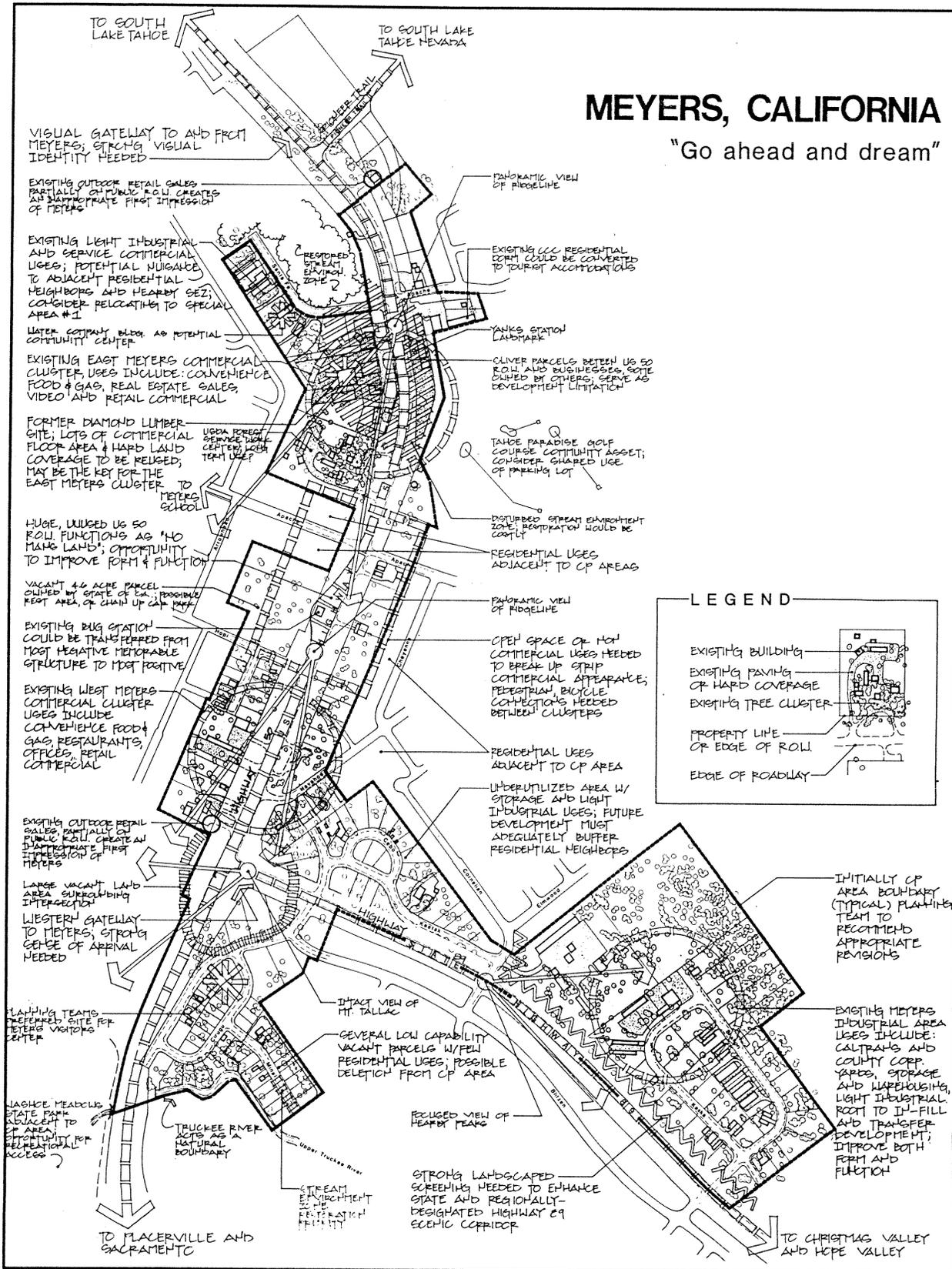
The Plan advocates implementing several environmental improvement projects in the areas of water quality, stream environment zone restoration, visual and scenic quality, transportation and circulation. They are highlighted on the Land Use Concept Plan (Figure 1-4) and described in subsequent chapters of the plan.

The Land Use Concept Plan illustrates generalized land use patterns and identifies needed community-wide improvements. Improvements come in two forms: public improvements paid for collectively for all to enjoy; and private improvements funded by private resources intended to produce a more attractive (and profitable) business setting. Specific plan policies and standards are implemented (enforced) as part of each project, public or private.

Please note that the Land Use Concept Plan is for illustration purposes only. It does not require nor approve any specific projects.

MEYERS, CALIFORNIA

"Go ahead and dream"



Meyers Community Plan PLAN AREA SITE ANALYSIS

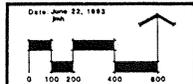
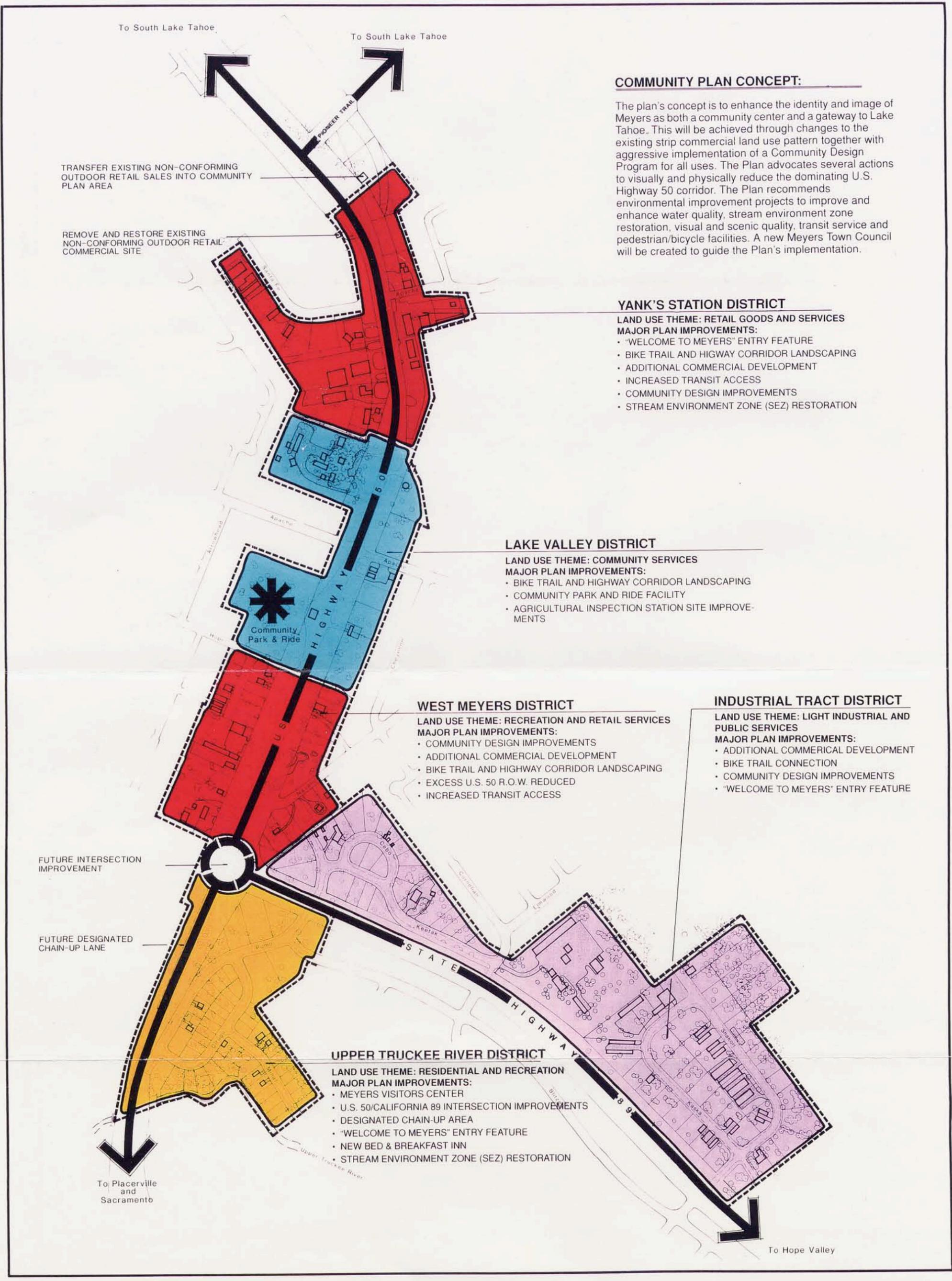


Figure 1-3. Plan Area Site Analysis



COMMUNITY PLAN CONCEPT:

The plan's concept is to enhance the identity and image of Meyers as both a community center and a gateway to Lake Tahoe. This will be achieved through changes to the existing strip commercial land use pattern together with aggressive implementation of a Community Design Program for all uses. The Plan advocates several actions to visually and physically reduce the dominating U.S. Highway 50 corridor. The Plan recommends environmental improvement projects to improve and enhance water quality, stream environment zone restoration, visual and scenic quality, transit service and pedestrian/bicycle facilities. A new Meyers Town Council will be created to guide the Plan's implementation.

YANK'S STATION DISTRICT

- LAND USE THEME: RETAIL GOODS AND SERVICES**
MAJOR PLAN IMPROVEMENTS:
- "WELCOME TO MEYERS" ENTRY FEATURE
 - BIKE TRAIL AND HIGHWAY CORRIDOR LANDSCAPING
 - ADDITIONAL COMMERCIAL DEVELOPMENT
 - INCREASED TRANSIT ACCESS
 - COMMUNITY DESIGN IMPROVEMENTS
 - STREAM ENVIRONMENT ZONE (SEZ) RESTORATION

LAKE VALLEY DISTRICT

- LAND USE THEME: COMMUNITY SERVICES**
MAJOR PLAN IMPROVEMENTS:
- BIKE TRAIL AND HIGHWAY CORRIDOR LANDSCAPING
 - COMMUNITY PARK AND RIDE FACILITY
 - AGRICULTURAL INSPECTION STATION SITE IMPROVEMENTS

WEST MEYERS DISTRICT

- LAND USE THEME: RECREATION AND RETAIL SERVICES**
MAJOR PLAN IMPROVEMENTS:
- COMMUNITY DESIGN IMPROVEMENTS
 - ADDITIONAL COMMERCIAL DEVELOPMENT
 - BIKE TRAIL AND HIGHWAY CORRIDOR LANDSCAPING
 - EXCESS U.S. 50 R.O.W. REDUCED
 - INCREASED TRANSIT ACCESS

INDUSTRIAL TRACT DISTRICT

- LAND USE THEME: LIGHT INDUSTRIAL AND PUBLIC SERVICES**
MAJOR PLAN IMPROVEMENTS:
- ADDITIONAL COMMERCIAL DEVELOPMENT
 - BIKE TRAIL CONNECTION
 - COMMUNITY DESIGN IMPROVEMENTS
 - "WELCOME TO MEYERS" ENTRY FEATURE

UPPER TRUCKEE RIVER DISTRICT

- LAND USE THEME: RESIDENTIAL AND RECREATION**
MAJOR PLAN IMPROVEMENTS:
- MEYERS VISITORS CENTER
 - U.S. 50/CALIFORNIA 89 INTERSECTION IMPROVEMENTS
 - DESIGNATED CHAIN-UP AREA
 - "WELCOME TO MEYERS" ENTRY FEATURE
 - NEW BED & BREAKFAST INN
 - STREAM ENVIRONMENT ZONE (SEZ) RESTORATION

**Meyers Community Plan
 LAND USE CONCEPT PLAN**



Figure 1-4. Land Use Concept Plan

F. SUMMARY OF COMMUNITY PLAN PROGRAMS AND ACTIONS

Transportation and Circulation

- Ø Highway 50 Improvements. Improvements include constructing the Pat Lowe Memorial Bike Trail with future connections to surrounding recreation opportunities, addition of a center landscaped median with turn pockets along U.S. 50 through most of Meyers, better organization and some elimination of chain up areas along U.S. 50 and reduction/consolidation of existing directional signage which is cluttered and poorly located. Sale of portions of the existing non-operational right-of-way to adjacent property owners is an important land use improvement to reduce the corridor's dominance.
- Ø Transit and Parking Improvements. Improvements include using shared driveways and parking to encourage people to get out of their cars and reduce highway friction, increased transit service and stops by STAGE and other service providers, a new community park & ride facility and transit shelters at all transit stops.

Community Design

- Ø Community Design Program. Improvements recommended by the program include implementing a comprehensive community design program to improve the appearance of new and existing structures and land uses. It addresses architecture, site planning, landscaping, signage, lighting, and outdoor advertising. It advocates creating a public gateway into the community using public design features.

Environmental Improvements

- Ø Water Quality Improvements. Installation and maintenance of Best Management Practices on public and private lands. Removal and restoration of disturbed lands.
- Ø Stream Environment Zone (SEZ) Restoration. Restore existing disturbed SEZ lands in conjunction with the Pat Lowe Bike Trail along U.S. 50, restore SEZ lands behind Yank's Station and at the end of Minal Street cul-de-sac.
- Ø Protection of Western Juniper Trees. Conservation of all existing Western juniper trees as part of project development.
- Ø Scenic Quality Improvements. Implement site planning improvements identified in TRPA's 1989 Scenic Quality Improvement Program (SQIP) and the Community Design Program to attain a travel route threshold rating of at least 16 for portions of travel route unit #36 within the community plan area. Preserve existing views from Meyers to the surrounding background landscape.

Recreation Facilities

- Ø Meyers Visitors Center. The interagency visitors center will serve as a primary source of information for visitors entering the Tahoe basin. In 1992, an interim visitors center opened at the Little Switzerland site. The permanent facility will include access and interpretive opportunities to the adjacent Upper Truckee River.

- θ Tahoe Paradise Golf Course. Although not within the community plan, the existing Tahoe Paradise golf is close enough to the Yank's Station land use district to be an important attraction in terms of bringing people to the area. Redeveloping Yank's Station or the golf course should recognize and improve the connection.

Public Service Facilities

- θ Meyers is home to several local and regional public service uses. Many of the existing uses have expressed a desire to expand or upgrade their facilities. In particular, development of a new, full service post office is proposed to be located in either the Yanks Station or the West Meyers district. Architectural and site planning improvements to the existing state agricultural inspection station are recommended.