

Chapter 4

ENVIRONMENTAL CONSERVATION ELEMENT

The environmental conservation element is a supplement to the Conservation Element of the TRPA Goal and Policies Plan. It contains the plan's environmental conservation and management strategy. It lists the required environmental improvement targets which the community plan will achieve. The plan recognizes and includes all environmental improvements implemented in the plan area since July 1, 1987. The conservation element contains updated land capability and stream environment zone mapping which is adopted as part of the community plan.

A. COMMUNITY PLAN ENVIRONMENTAL CONSERVATION OBJECTIVES AND SPECIAL POLICIES

Utilizing the community plan goals established in Chapter 1, the following objectives and special policies shall be implemented as part of the plan. Objectives represent desired ends or results. Policies are implemented as the means to achieve objectives.

0 Environmental Conservation Goal

Improve environmental values in Meyers as part of implementing the community plan.

Objectives and Special Policies:

1. Attain and maintain the environmental threshold carrying capacity targets and other environmental targets contained in the plan.

Policy: The plan recognizes and incorporates environmental improvement projects implemented in the plan area since July 1, 1987. Such projects include, but are not limited to, placing overhead utility lines underground along U.S. 50 and constructing one half of the Pat Lowe Memorial Bike Trail and related water quality improvements.

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

Policy: 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. Identify and protect the unique Western juniper tree. Consider its potential as an interpretive resource.

Policy: All live Western juniper trees within the plan area which are not diseased shall be preserved.

3. Protect and enhance existing scenic views and vistas from the plan area.

4. Protect and enhance stream environment zones. Encourage property owners with natural drainage channels in closed conduits to restore them to an open system.

5. Take an active role in the planning and review of nearby projects which may impact Meyers.[§]

B. ENVIRONMENTAL IMPROVEMENT TARGETS

The following key environmental improvement targets shall be implemented as part of the community plan. Achieving the targets is an important consideration for approving community plans, including levels of additional growth. Development opportunities are directly tied to implementing the targets. See Chapter 7, Implementation for further discussion and project cost estimates.

θ Water Quality Targets

1. Install and maintain Best Management Practices (BMPs) on all developed or disturbed parcels consistent with the adopted Water Quality Management Plan for the Lake Tahoe Region and TRPA Code of Ordinances, Chapter 25.

Program Description: Install and maintain on-site Best Management Practices for storm water runoff and erosion control. BMPs may include, but not be limited to, rock-lined or other conveyance channels, detention/retention basins, catch basins and drop inlets, infiltration wells, paving and revegetation. Public rights-of-way where BMPs are needed are shown in Figure 4-1.

Implementation Strategy: Install as part of project construction; existing retrofit schedules are generally based on a previous project approval; implementing future BMPs shall be based on a schedule in accordance with terms of state or federal storm water discharge permit, or a TRPA-issued remedial action plan.

2. Restore approximately 1.5 acres of disturbed Stream Environment Zone (SEZ) within and adjacent to the plan area.

Program Description: Restore disturbed SEZ sites shown in Figure 4-1. Targeted sites generally include: Minal Street cul-de-sac (0.25 acres in area); Shell, Supply One and Chevron sliver parcels adjacent to U.S. 50 (total area 1.1 acres); and existing SEZ and channel behind Yank's Station (0.15 acres).

Implementation Strategy: El Dorado County, USDA Forest Service and private property owners will take a lead role depending on the project. Several public funding sources are available to implement projects. Conditions of project approval, including man-modified land capability challenge approvals may also be used to achieve the target. At least 50% of the targeted areas should be restored by 1997, with the remaining 50% completed by 2007.

θ Air Quality Targets

1. Reduce approximately 1,330 Vehicle Miles Travelled (VMT) on a peak summer day.

Program Description: Implement action element for Meyers area identified in TRPA's Regional Transportation Plan/Air Quality Plan, Chapter 3. Measures include expanded public transit service to Meyers and surrounding areas

[§] Amended 12/20/95

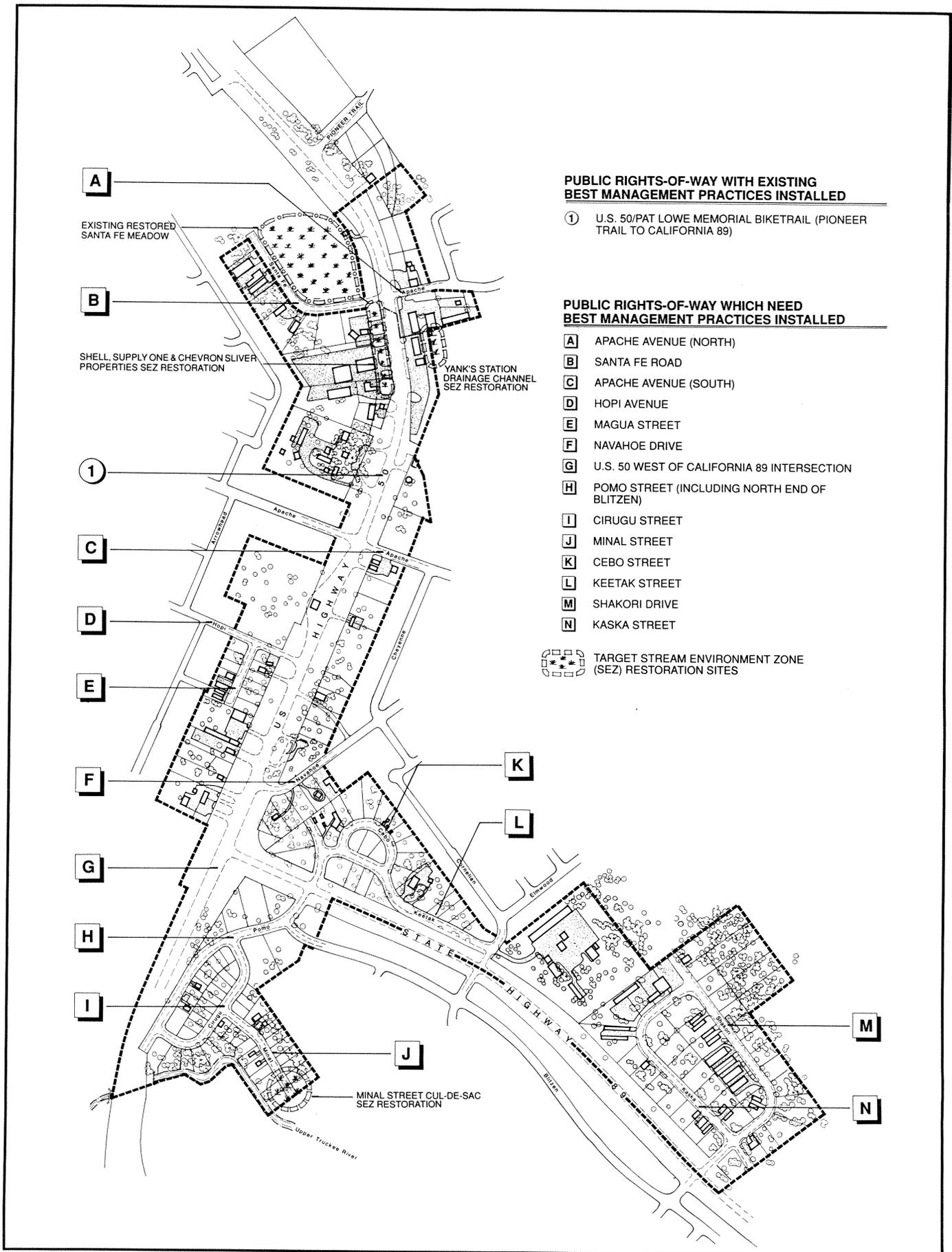


Figure 4-1. Water Quality Improvements

(includes expanded service area, service hours and reduced headways) and completion of the Pat Lowe Memorial Bike Trail. Additional target measures include: clustering land uses to reduce single-purpose vehicle trips; providing convenience goods and services within the plan area to divert trips by local residents otherwise destined for South Lake Tahoe (i.e., longer vehicle trip); implementing employer based trip reduction program; and utilizing the interim and the proposed permanent Meyers Visitors Center to provide information and make overnight reservations.

Implementation Strategy: Conditions of project approval; State and federal transportation funding programs; TRPA air quality mitigation funds; and implementing employer based trip reduction/ride sharing program. The South Shore Transportation Management Association (TMA) will take an active role in transit service expansion.

2. Maintain a Level of Service "D" or better at key intersections in and adjacent to the plan area.

Program Description: Key intersections include U.S. 50 and Pioneer Trail and U.S. 50 and California 89. Program measures include reducing and consolidating private driveways along U.S. 50 (Chapter 3, objective #7); installing right turn pockets at major driveways or side streets as warranted; installing landscaped center median to control turning movements; potential signalization or other traffic control measure (e.g., traffic circle) at U.S. 50/California 89 intersection.

Implementation Strategy: Conditions of project approval; State and federal transportation funding programs; and TRPA air quality mitigation funds.

θ **Scenic Resources Targets**

1. Attain and maintain a threshold travel route rating of 16 for Roadway Unit #36 (U.S. 50 strip) within the plan area. Maintain a threshold scenic quality rating of 7 for scenic resource #36-1.

Program Description: Roadway Unit #36: Improve the visual quality of the built environment consistent with the general recommendations for architecture and site planning found in TRPA's Scenic Quality Improvement Program (SQIP). Specific recommendations are contained in the Community Design Program (includes design review guidelines, substitute sign standards and community design plan). See Figure 4-2. They include: architectural improvements; screening of parked vehicles and outdoor storage; adding landscaping; screening or relocating outdoor sales displays; reduction of advertising signage; reduction and consolidation of highway directional signage; and development of highway corridor improvements.

Implementation Strategy: Install individual site improvements as conditions of project approval. Such improvements may be funded, in part, through revolving loans established at area banks; U.S. 50 public improvements installed as through a community capital improvement program. Signs will be brought into conformance with adopted regional and community plan sign standards.

Note: The plan area contains minor portions of Roadway Units #37 (Echo Summit) and #38 (Upper Truckee River). Roadway Unit #37 has an existing

travel route rating of 26 and is located along U.S. 50 west of the intersection with California 89. Roadway Unit #38 has an existing travel route rating of 18 and is located along California 89. Both units are considered to attain the threshold, therefore, no additional improvements are proposed by the plan. There are no mapped scenic resources within the plan area in either Roadway Unit #37 or #38.

2. Convert existing aerial utilities to underground systems.

Program Description: Convert existing overhead utility lines located along U.S. 50 between the California 89 intersection and the Upper Truckee River to underground systems.

Implementation Strategy: El Dorado County designates the area containing the lines as an undergrounding district. Utility line owners and users subsequently convert the aerial systems to underground systems pursuant to Rule 20 of the California Public Utilities Code. Service connections are placed underground by property owners using the utilities.

θ **Community Design Target**

Target: Implement Community design criteria consistent with TRPA's adopted Community Design threshold. The regional threshold generally requires the design elements of all new, remodeled or redeveloping uses be compatible with the natural, scenic, and recreational values of the Region.

Program Description: The community plan design program is an integrated program intended to improve the visual quality of the built environment and foster a sense of place in Meyers. It includes a Community Design Plan (Figure 4-2), Design Review Guidelines (Appendix A), and substitute sign standards (Appendix B). Refer to Chapter 2, Community Design Special Policies.

Implementation Strategy: Install individual site improvements as conditions of project approval. Such improvements may be funded, in part, through revolving loans established at area banks; U.S. 50 public improvements installed as through a community capital improvement program. Signs will be brought into conformance with adopted regional and community plan sign standards.

θ **Soil Conservation Targets**

1. Reduce existing land coverage within the plan area.

Program Description: Remove approximately 5,000 square feet of existing excess hard and soft land coverage from lands within the plan area. Permanently restore the lands from which the coverage was removed. Based on the estimated value of future construction associated with the plan, restore a minimum of 5,000 square feet of either hard or soft land coverage. Priority target sites include SEZ lands within the plan area which are overcovered. Secondary priority sites include lands of other capability class which are overcovered.

Implementation Strategy: Conditions of project approval on individual projects. Restoration of SEZ lands containing land coverage.

2. Restore disturbed lands within the plan area.

Program Description: Restore approximately 5 acres of existing disturbed lands within the plan area. Priority target sites include areas within the U.S. 50 right of way which are associated with the Pat Lowe Memorial Bike Trail. Other priority sites include disturbed SEZ lands.

Implementation Strategy: Disturbed lands will be restored as part of constructing the bike trail project.

θ **Noise Target**

Target: Attain and maintain applicable noise standards established for the plan area and listed in the Plan Area Statement.

Program Description: Identify noise sources which exceed the threshold standard and/or are producing significant adverse impacts. Attain and maintain noise standards through application of mitigation measures.

Implementation Strategy: Implement Chapter 23 of TRPA Code of Ordinances. Additional short-term noise performance standards are established for certain uses in the Plan Area Statement and are implemented as conditions of project approval. Noise mitigation techniques include, but are not limited to, relocation of use, incorporating site design factors such as noise barriers, hours of operation, use of structures to house noise sources, landscaping and setback of structures or noise-generating uses.

θ **Vegetation Preservation Target**

Target: Preserve unique vegetation.

Program Description: Preserve all existing live Western juniper trees which are not diseased in the plan area. Use the tree's image as a symbol of the Meyers area.

Implementation Strategy: Identify existing tree locations. Site development away from the trees. Incorporate trees into the overall site design. Avoid damage during construction, operation and maintenance activities.

θ **Outdoor Recreation Target**

Target: Provide high quality recreational opportunities.

Program Description: Develop permanent Meyers Visitors Center. Instantaneous capacity is expected to be approximately 150 persons at one time (PAOTs). The preferred site is near the corner of U.S. 50 and California 89.

Implementation Strategy: Allocate Summer Day Use PAOTS to the Visitors Center from the Regional Plan allocation pool. Develop and operate the visitors center through the interagency steering committee.

GATEWAY ENTRY FEATURE

- MEYERS SIGN, WESTERN JUNIPER TREES AND BOULDERS

REMOVE AND/OR COMBINE EXISTING DIRECTIONAL SIGNS IN RIGHT-OF-WAY

IMPROVE BUFFER ADJACENT TO RESIDENTIAL USES WITH SOUND WALLS AND/OR LANDSCAPING

COMMUNITY PARK & RIDE FACILITY

DESIGN PROGRAM:

- SECURE COMMUNITY PARKING
- TRANSIT AND RECREATION SHUTTLES
- REST STOP AND CHAIN-UP AREA
- WELL SCREENED FROM RESIDENTIAL NEIGHBORHOOD
- ARTS AND CRAFTS FAIR SITE

REMOVE AND/OR COMBINE AT LEAST 50% OF EXISTING DIRECTIONAL SIGNS IN RIGHT-OF-WAY IN SHADED AREAS

GATEWAY ENTRY FEATURE

- MEYERS SIGN, WESTERN JUNIPER TREES AND BOULDERS

PERMANENT MEYERS VISITORS CENTER PREFERRED SITE

EXISTING EQUESTRIAN/MOUNTAIN BIKE TRAIL

UPPER TRUCKEE RIVER DISTRICT

DESIGN STRATEGIES:

- UNDERGROUND EXISTING OVERHEAD UTILITY LINES
- PROVIDE INFORMAL ACCESS TO RIVER
- INSTALL ARCHITECTURAL IMPROVEMENTS
- BRING SIGNS INTO CONFORMANCE
- RETROFIT EXISTING EXTERIOR LIGHTING WITH RECOMMENDED FIXTURES
- DEVELOP DEDICATED CHAIN-UP AREA

WEST MEYERS DISTRICT

DESIGN STRATEGIES:

- INSTALL ARCHITECTURAL IMPROVEMENTS
- LANDSCAPE PARKING AREAS AND DISTURBED AREAS
- UNDERGROUND EXISTING UTILITY LINES CROSSING U.S. 50
- BRING SIGNS INTO CONFORMANCE
- RETROFIT EXISTING EXTERIOR LIGHTING WITH RECOMMENDED FIXTURES
- IMPROVE OUTDOOR RETAIL SALES DISPLAYS TO MEET PLAN POLICIES AND GUIDELINES
- INSTALL TWO TRANSIT STOPS AND SHELTERS
- ACQUIRE U.S. 50 EXCESS RIGHT-OF-WAY LANDS

INTERIM VISITORS CENTER

YANK'S STATION DISTRICT

DESIGN STRATEGIES:

- INSTALL ARCHITECTURAL IMPROVEMENTS
- LANDSCAPE PARKING AREAS AND OTHER LARGE PAVED AREAS
- BRING SIGNS INTO CONFORMANCE
- RETROFIT EXISTING EXTERIOR LIGHTING WITH RECOMMENDED FIXTURES
- IMPROVE OUTDOOR RETAIL SALES DISPLAYS TO MEET PLAN POLICIES AND GUIDELINES
- INSTALL TWO TRANSIT STOPS AND SHELTERS

HIGHWAY LANDSCAPED MEDIAN

DESIGN STRATEGIES:

- REDUCE VISUAL DOMINANCE OF HIGHWAY WITH LANDSCAPING
- INSTALL INTERMITTENT MEDIAN IN GENERAL LOCATIONS SHOWN
- INSTALL LANDSCAPING AND LIMITED PARKING AT AGRICULTURE INSPECTION STATION
- PROVIDE LEFT TURN OPPORTUNITIES AND STACKING SPACE AT ROAD INTERSECTIONS AND FOR MAJOR DIVEWAYS
- MAINTAIN VISIBILITY OF ADJACENT BUSINESSES, ESPECIALLY FREESTANDING SIGNS

MEYERS BIKE TRAIL

DESIGN PROGRAM:

- CLASS I BIKE TRAILS
- LANDSCAPE PLANTINGS, EROSION CONTROL
- STORMWATER RETENTION BASINS
- COMBINE DRIVEWAYS CROSSING TRAIL

LAKE VALLEY DISTRICT

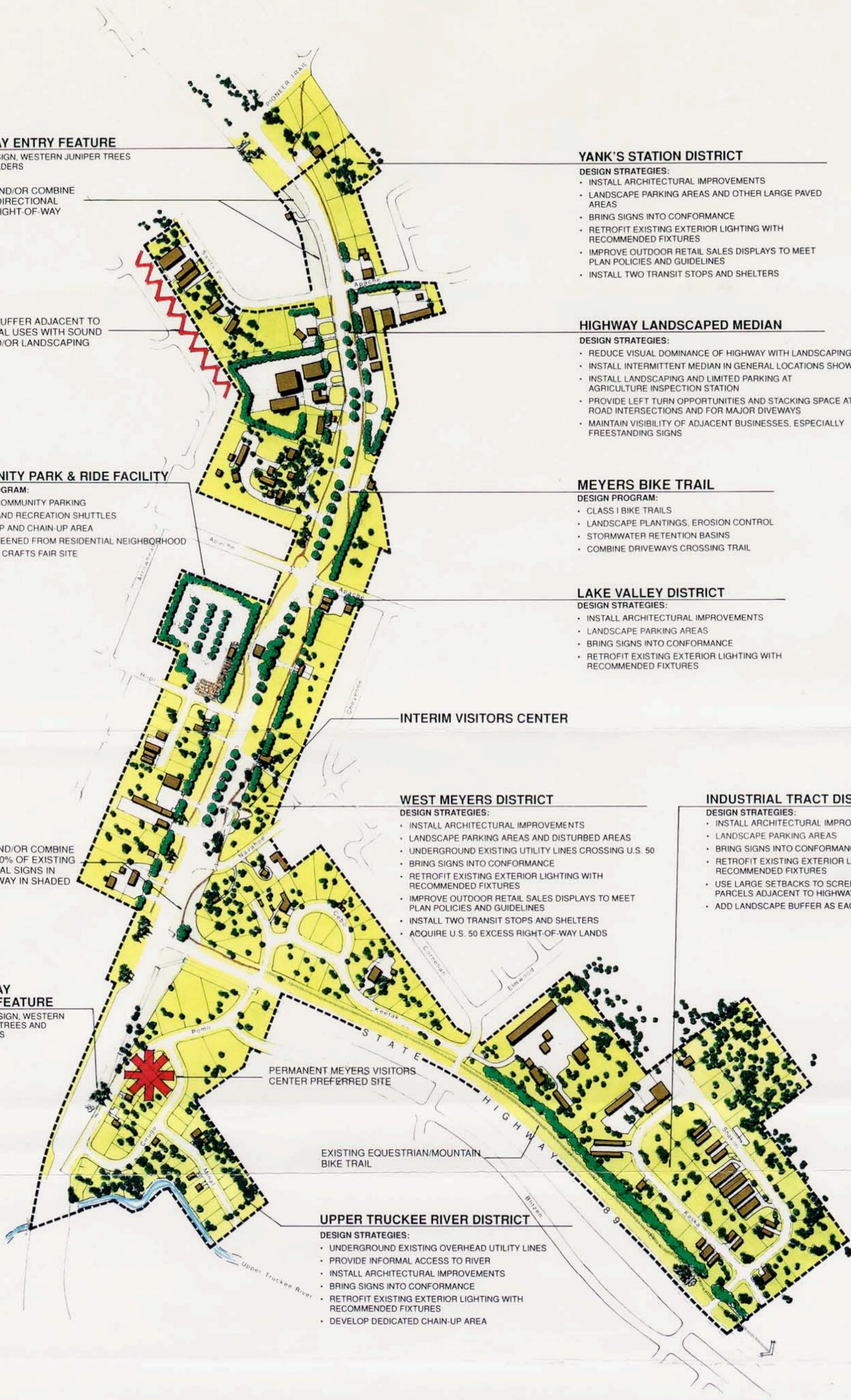
DESIGN STRATEGIES:

- INSTALL ARCHITECTURAL IMPROVEMENTS
- LANDSCAPE PARKING AREAS
- BRING SIGNS INTO CONFORMANCE
- RETROFIT EXISTING EXTERIOR LIGHTING WITH RECOMMENDED FIXTURES

INDUSTRIAL TRACT DISTRICT

DESIGN STRATEGIES:

- INSTALL ARCHITECTURAL IMPROVEMENTS
- LANDSCAPE PARKING AREAS
- BRING SIGNS INTO CONFORMANCE
- RETROFIT EXISTING EXTERIOR LIGHTING WITH RECOMMENDED FIXTURES
- USE LARGE SETBACKS TO SCREEN NEW DEVELOPMENT ON PARCELS ADJACENT TO HIGHWAY FROM SCENIC HIGHWAY
- ADD LANDSCAPE BUFFER AS EACH PARCEL IS DEVELOPED



Meyers Community Plan COMMUNITY DESIGN PLAN

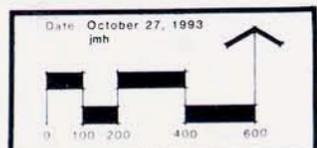
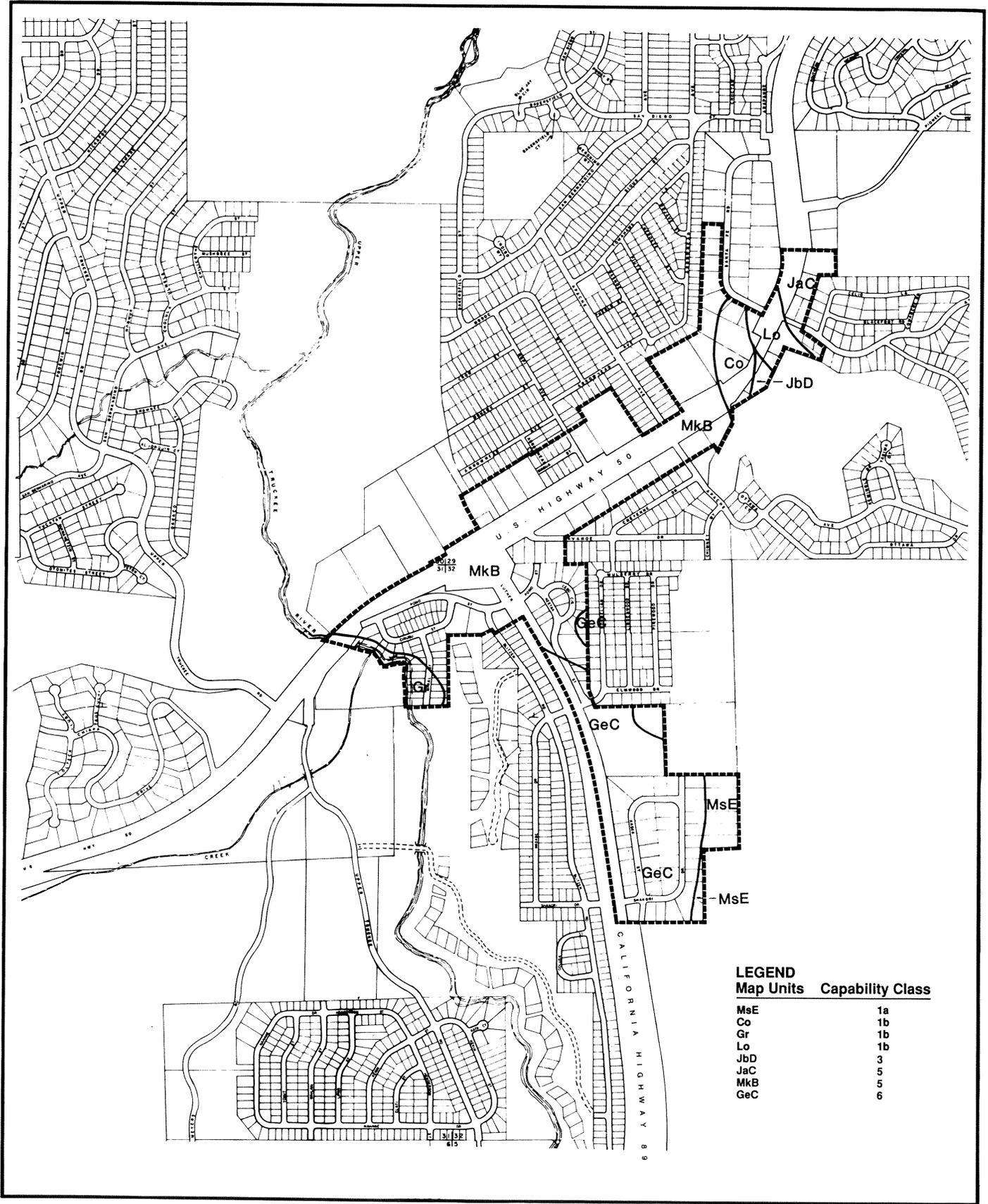


Figure 4-2. Community Design Plan



LEGEND

Map Units	Capability Class
MsE	1a
Co	1b
Gr	1b
Lo	1b
JbD	3
JaC	5
MkB	5
GeC	6



Meyers Community Plan

COMMUNITY PLAN LAND CAPABILITY

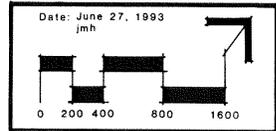


Figure 4-3. Community Plan Land Capability

C. LAND CAPABILITY MAPPING

A revised Bailey land capability map has been prepared by TRPA and is adopted as part of the community plan. See Figure 4-3. It replaces the existing 1987 TRPA land capability map for all lands within the community plan area boundary, and will become the official TRPA land capability overlay map. The revised map is essentially an area-wide land capability verification. The extent and location of existing soil map units were field verified. Soil map unit boundaries were revised where field data indicated differences from the adopted maps. No new soil map units were found. The revised mapping also includes revised stream environment zone (SEZ) delineations based on SEZ criteria established by the Water Quality Management Plan for the Lake Tahoe Region.

Generally, the 1987 map and the revised map are similar in terms of the relative acreage and areal distribution of each capability class. The revised map indicates approximately 9 acres less of class 1b (SEZ) lands than the 1987 adopted map (located in the vicinity of Yank's Station and the eastern edge of the Industrial Tract). It indicates a new area of class 3 near Yank's Station (previously mapped as class 1b), and additional area of class 6 near the Industrial Tract (previously mapped as class 5). Individual projects which are developed within the community plan area will have land capability verified as part of the project review process. The following table compares the approximate acreage of each capability class for both maps.

**Table 4-1
Comparison of 1987 and Community Plan Land Capability Maps**

Capability class	1987 Adopted Map (Acres)	1993 Community Plan Map (Acres)	Difference (Acres)
Class 1a	6.0	6.0	0.0
Class 1b	25.0	16.0	-9.0
Class 1c	1.0	0.0	-1.0
Class 3	0.0	3.0	+3.0
Class 5	101.0	92.0	-9.0
Class 7	22.0	38.0	+16.0
Totals	155.0	155.0	0.0

Source: Tahoe Regional Planning Agency, 1993.