

Appendix A

COMMUNITY PLAN DESIGN REVIEW GUIDELINES

A. IMPLEMENTING THE DESIGN REVIEW GUIDELINES

1. Community Design Strategy

The Community Plan's design vision for Meyers is to create an attractive, well-designed and organized commercial/public service neighborhood which takes advantage of the outstanding natural setting. As part of an area dependent on tourism, the appearance of each community takes on economic importance. The majority of the plan area lies along U.S. 50 and California 89, both of which are designated state and regional scenic highway corridors. Poorly designed development along the corridor will adversely affect perceptual expectations of people travelling them.

To realize the plan's design vision, a coordinated community design program is included in the plan. Its underlying goals include improving the form and function of existing development and providing clear direction regarding design of new development. Community design will be implemented within the community plan area boundaries by the following elements:

a. **Community Design Goals, Objectives and Special Policies** (excerpted from Chapter 2, Land Use Element).

Community Design Goal: Implement a comprehensive community design program which will improve the visual quality of the commercial area and help Meyers establish a sense of permanence.

Objectives:

- i) Improve the physical appearance of all areas within the plan area. Encourage rehabilitation through the remodeling, upgrading, and aesthetic improvements of buildings, structure and signage.

Policy: All projects which expand or relocate units of use, including land coverage, shall implement or commit to a five year schedule to implement, the landscape improvements fronting its project area. The improvements are described in the Community Plan Design Review. This policy may be waived if the project is in an assessment or improvement district already committed to the improvements.

Policy: Outdoor retail sales and displays visible from U.S. 50 or California 89 shall be consistent with the outdoor display guidelines contained in the Design Review Guidelines. Outdoor storage of items to be sold or rented (not sales displays) shall not be visible from U.S. 50 or California 89.

Policy: Land uses in the U.S. 50 non-operational right-of-way which may be acquired by adjoining property owners shall be limited to parking, decks, paths, signage, landscaping, lighting and water quality control facilities.

- ii) Develop and implement design review guidelines unique to the Meyers area which reinforce the community design goal and establish the “historic Meyers” architectural design theme.

Policy: All projects shall be consistent with applicable sections of the Community Design Plan and Design Review Guidelines (Appendix A). Appropriate guidelines may be added as conditions of approval.

- iii) Develop and implement substitute signs standards to TRPA and El Dorado County sign standards which provide opportunities for visible signage for all uses. Include recommendations for appropriate media and materials. Recognize and respond to the constraints created by the unusually wide U.S. 50 right-of-way and potential snow depths.

Policy: Signage shall be subject to the standards established in the Community Plan Substitute Sign Standards (Appendix B).

- iv) Implement a cooperative sign reduction and consolidation program with Caltrans for signs located within U.S. 50 and California 89 rights-of-way. Remove, reduce and consolidate highway informational and directional signage wherever possible.
- v) Participate in the south shore’s Art in Public Places program. Encourage placement of public art within the community plan area.
- vi) Encourage scenic resource and related community design improvements within the U.S. 50 corridor through implementation of the Pat Lowe Bike Trail.

- b. **Community Design Plan.** A conceptual design improvement plan for the entire community plan area. It indicates private parcel improvements and public design projects to be developed during the twenty year life of the plan. It is found in Chapter 4 of the Community Plan.
- c. **Design Review Guidelines.** Contained in this appendix. The guidelines are a set of recommended design solutions in the areas of highway corridor design, site planning, architecture, exterior lighting and signage. They replace certain sections of TRPA’s Regional Design Review Guidelines (TRPA Chapters 1, 2, 6, 7 and 8). TRPA Chapters 3-5 and 9-11 will remain in effect. Chapter 3, Building Design, advocates use of an historical theme in the design of new remodeled buildings.
- d. **Community Plan Substitute Sign Standards.** Contained in Appendix

B. The substitute standards will replace certain sections of TRPA's Region-wide sign ordinance (TRPA Code of Ordinances, Chapter 20).

- e. **Design Review by the Planning Commission and Planning Department.**[§] The Planning Commission or Planning Department, as applicable, will initially review each development proposal subject to its review to determine its consistency with the Community Plan, including items a. through d. listed above. The zoning ordinance will be amended to separate Planning Commission staff responsibilities, with the staff primarily taking action on minor applications only. The Planning Commission and/or planning staff may recommend and/or add design guidelines to a project as conditions of approval.

2. **Minimum Design Requirements to Qualify for Additional Commercial Floor Area**

To be eligible for consideration of an allocation of additional commercial floor area, each project must incorporate all of the following site planning, architectural design improvements and applicable sign standards listed below under 1. Mandatory Requirements.

Mandatory requirements listed under 1.b. Architectural Building Design, may be substituted by incorporating at least two of the optional guidelines listed in item 2. Optional Requirements, for each mandatory requirement. Commercial floor area allocation procedures area listed in Appendix C.

1. Mandatory Requirements (all must be met)
 - a) Site Planning (Chapter 2)
 - θ Guideline b. Protection of Western Juniper Tree
 - θ Guideline d. Screening Outdoor Storage and Service Areas
 - θ Guideline f. Highway Landscape Buffer (applies only to parcels or projects areas with frontage along U.S. 50 or California 89)
 - b) Architecture and Building Design (Chapter 3)
 - θ Guideline b. Building Form
 - θ Guideline c. Porches
 - θ Guideline d. Building Materials
 - θ Guideline e. Building Colors
 - c) Signage (TRPA Code Chapter 26, as amended by Meyers substitute sign standards)
 - θ Section 22.6, General Sign Standards
 - θ Subsection 26.10.A, Building Signs
 - θ Subsection 26.10.B, Freestanding Signs
 - θ Subsection 26.10.D, Directional Signs
2. Optional Requirements (at least two must be met for each item)

[§] Amended 12/20/95

substituted under item 1.b)

- a) Highway 50 Corridor and Right-of-Way Site Design (Chapter 1)
 - θ Guideline c. Art in Public Places (can contribute on- or off-site)
 - θ Guideline d. Transit Shelters (can contribute on- or off-site)

- b) Site Planning
 - θ Guideline a. Location of On-Site Parking
 - θ Guideline c. Fencing

- c) Architecture and Building Design (Chapter 3)
 - θ Guideline c. Porches
 - θ Guideline f. Windows

B. MEYERS COMMUNITY PLAN DESIGN REVIEW GUIDELINES

1. U.S. Highway 50 Corridor and Right-of-Way Design

This section provides guidelines unique to the U.S. 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 U.S. 50 and California 89 near the entrances to Meyers. This may include up to three separate displays. The entry statements should consist of signage, Western juniper trees and boulders reflecting the surrounding Meyers landscape. The entry statements may differ from one another, however, they should present a common design concept

[Graphic #1]

- c) Art in Public Places. Public art is encouraged to be displayed along the Highway 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.

- 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.

[Graphic #2]

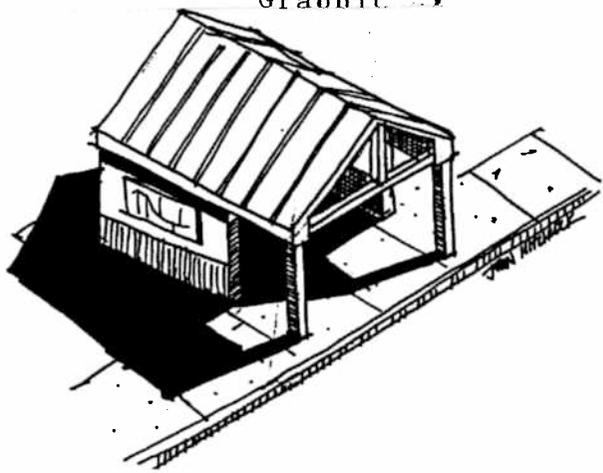
- e) Corridor Street Lighting. Year-round overhead street lighting along the corridor should be done selectively. Lighting should not create a continuous corridor of light. If used, lighting should highlight such things as roadway intersections, driveway entrances, bike trail crossings and the park and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

The light standard and fixture type used at the Meyers Visitors Center should be the design used along the U.S. 50 corridor. Light standards (poles) and fixtures shall conform to the Scenic Corridor Design Standards established in Chapter 30 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



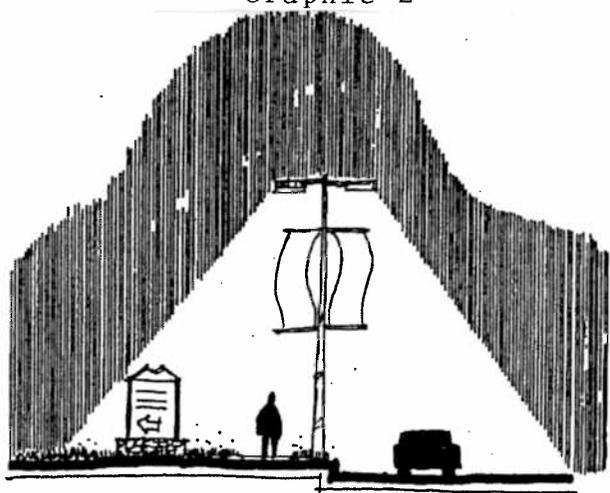
Gateway Entry Statement

Graphic 1



Meyers Transit Shelter

Graphic 2



Use Corridor Lighting to Highlight Special Needs

Graphic 3

gateway entry statements.

[Graphic #3]

- f) Historic Markers and Displays. In recognition of Meyer's cultural and natural history, historic displays or markers may be erected along the corridor. This includes interpreting the Western juniper tree. They may be combined with other street furniture located at transit shelters, the park and ride facility or along the bike trail. Appropriate media along the corridor include markers, plaques, interpretive panels or signs. The Planning Commission shall approve placement of all historic markers and displays. Refer to Section 2. Site Planning for historic displays on private property.

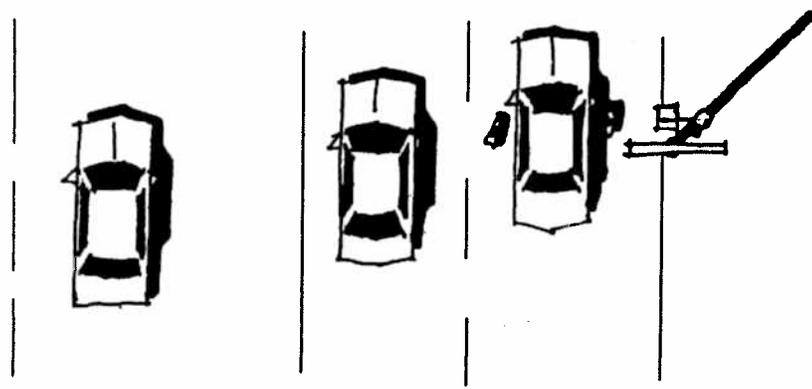
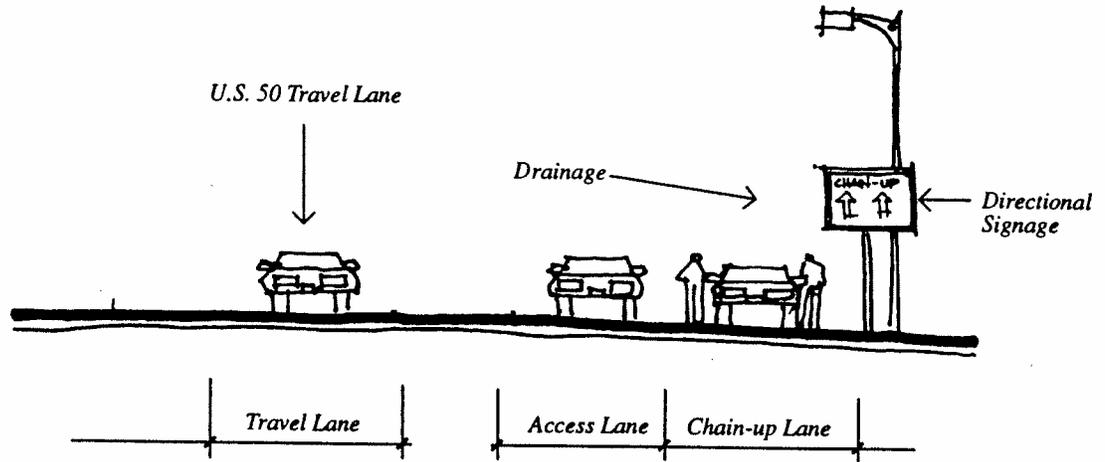
- g) Highway 50 Chain-up Area. A dedicated chain-up area should be provided for westbound traffic along U.S. 50 west of the California 89 intersection. The area will provide a place to safely pull off the highway to install tire chains. It should include a parking lane, an access lane, drainage, lighting and signage. Chain installers could be provided a reserved space within the area. The Community Park and Ride area may also serve as a chain-up area. Signage should be temporary in nature and could be attached similar to snow poles on existing stakes. Signage should be removed after each chain-up season or no later than May 1.

[Graphic #4]

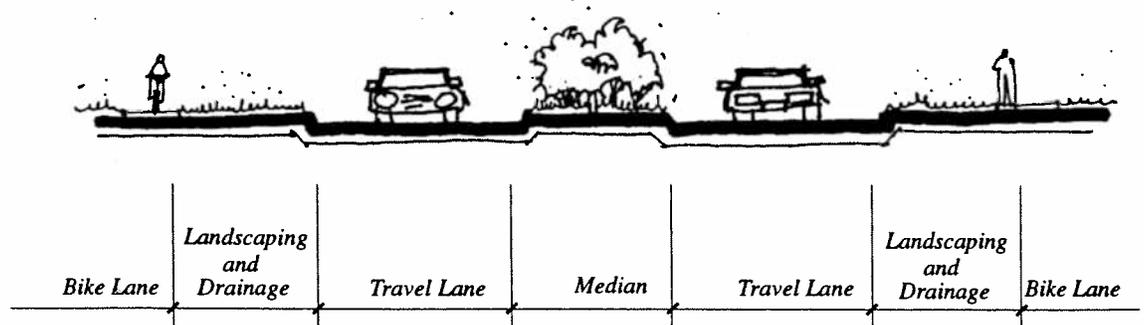
- h) Landscaped Median. A continuous landscape median should be installed in place of the center turn lane along U.S. 50. Approximate locations are shown on the Meyers Community Design Plan. The median should be planted with a mix of low maintenance, native or adapted shrubs and groundcover which break up the highway corridor's apparent width. Left turn pockets and associated vehicle stacking and deceleration space should be provided at key cross street intersections and where combined driveways serve multiple parcels (not one use on multiple parcels). Larger plant materials used in the median should compliment neighboring tree plantings along parcels fronting U.S. 50. The median should include a drainage system to prevent melting snow from running onto the highway and freezing at night.

[Graphic #5]

- i) 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 U.S. 50, one along California 89). Caltrans, the California Highway Patrol, TRPA, and EI



Recommended U.S. 50 Chain-up Lane Layout
Graphic 4



U.S. 50 Landscaped Median

Graphic 5

Dorado County should identify excess signage to be removed as soon as possible after it is established.

[Graphic #6]

- j) Agricultural Inspection Station. Due to its functional needs, the Agricultural Inspection Station should be relocated outside the community plan area. Until such time as a relocation is feasible, the inspection station and surrounding parking areas should be redesigned in accordance with the U.S. 50 corridor, site planning, building design, exterior lighting and signage guidelines contained herein.
- k) Snow Removal Along U.S. 50. Caltrans snow removal and storage operations along U.S. 50 should not create a large berm which reduce 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 U.S. 50 should not store snow from their site along the highway frontage where it will act to compound the problem.

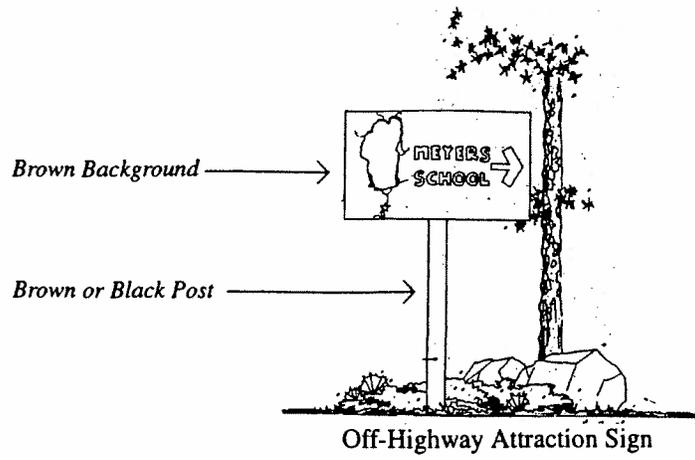
2. Site Planning

- 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 U.S. 50 and California 89 (designated scenic highway corridors). This minimize the visual impact of the automobile and keeps the building façade and freestanding sign visible to the highway or street with a minimum of visual interference

Parking should not be located with the U.S. 50 right-of-way nor within the twenty foot front or side setback for parcels abutting U.S. 50 or California 89. These areas should be reserved for landscaping, signage, stormwater 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.

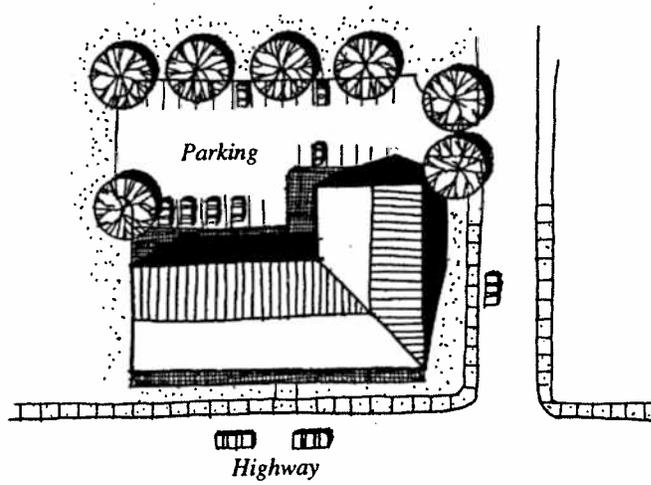
[Graphic #7]

- b) Protection of Western Juniper Trees. Protect and maintain all existing Western junipers through careful site design. 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 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



Off-Highway Attraction Sign

Graphic 6



Locate On-Site Parking Away From the Scenic Highway Corridor

Graphic 7

structures inside the dripline. Standing dead Western Junipers which are not a safety hazard should be considered for retention as wildlife habitat.

- c) Fencing. Fencing should be constructed of wood, wooden-framed wire, or woodcrete products. Where fencing is used to mark property boundaries, low rail, log or plank fences should be used. Fencing which simply marks property boundaries should not exceed four feet in height. Cyclone or chain link fences which are visible from U.S. 50 or California 89 are not appropriate.

Any fence greater than four feet in height regardless of its purpose should not be located within the twenty (20) yard setback on parcels abutting U.S. 50 or California 89. Any fence greater than four feet in height and fifty feet (50') in length should incorporate trees and/or shrub along it to break up the linear appearance.

- d) 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 should be used. Screening is especially important where commercial or light industrial uses border residential uses. Fences taller than six feet should only be used when they are not visible from U.S. 50 or California 89. Fencing greater than fifty feet (50') in length should incorporate trees and/or shrubs along it to break up the linear appearance. When located along U.S. 50 or California 89 solid fencing which is used as a screen should be set back from the property line a minimum of twenty feet to avoid creating the appearance of a wall-off compound.

- e) 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 (i.e., the Lake Valley landform), 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.

f) Highway Landscape Buffers. Parcels with frontage on either U.S. 50 or California 89 should 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 should 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 should install or cause to be installed, the landscape buffer along their property frontage(s).

U.S. 50 as it passes through Meyers is essentially a wide boulevard. Landscape design along the corridor, therefore, should 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 Western juniper trees help create a sense of place. Together with an understory shrub planting, provided mainly by the bike trail, landscaping will begin to usually unify the corridor.

❑ Yank's Station Land Use District

Landscape buffers should be installed along U.S. 50 and Santa Fe Road/Apache Avenue in the Yank's Station district. The buffer should consist of large deciduous trees and evergreen shrubs. Mature Western junipers trees are not abundant in Yank's Station. Visibility of freestanding signs, driveways and bike trail crossings is an important design determinant. Planting areas and plant material selections should recognize sign visibility needs. A common theme should be developed among the property owners with U.S. 50 frontage.

❑ West Meyers, Lake Valley and Upper Truckee River Land Use Districts

Landscape buffers should be installed along parcels adjacent to U.S. 50 and California 89 in the West Meyers, Lake Valley and Upper Truckee River districts. The districts represent a gateway to the Tahoe Basin and should present a coordinated and well-landscaped image. A common theme to be implemented by all property owners with U.S. 50 frontage should include large deciduous trees and the existing Western juniper trees.

❑ Industrial Tract

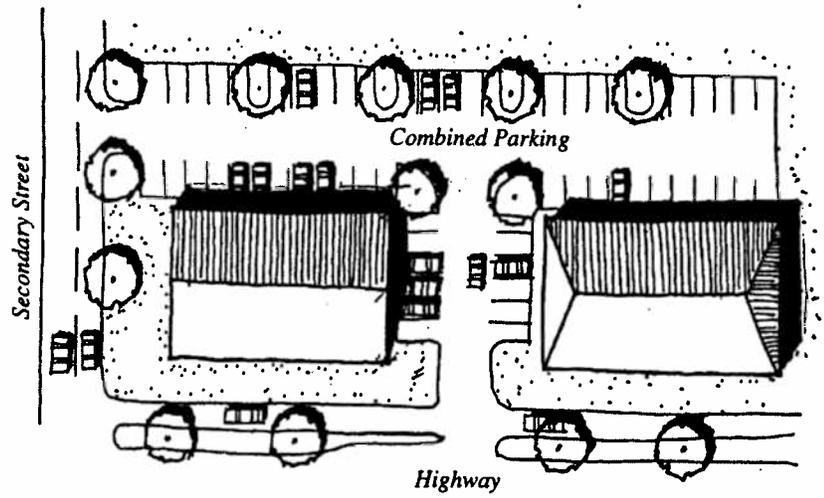
Landscape buffers should be used along the California 89 corridor to provide screening of the Industrial Tract. Existing native vegetation already provides an excellent screen. It should be maintained across all parcels. Any additional landscaping should compliment the existing native vegetation.

g) Historic Markers and Displays. In recognition of Meyer's cultural and natural history, historic displays or markers may be erected at or near the site of historic features, events or places. This includes interpreting the Western juniper tree. Appropriate media include photographs,



Use A Single Item to Communicate What is For Sale or For Rent

Graphic 8



Use Combined Driveways Wherever Possible Along U.S. 50 and California 89.

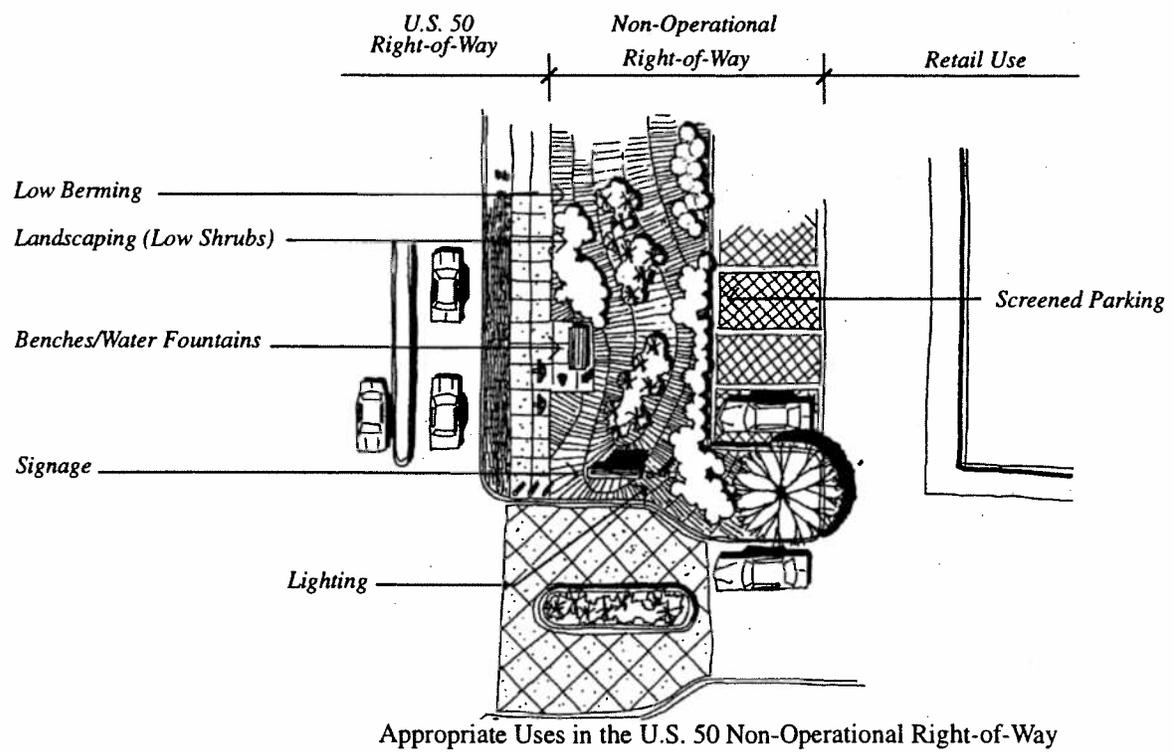
Graphic 9

display cases, markers, plaques, interpretive panels or signs. The Planning Commission shall approve placement of all historic markers and displays.

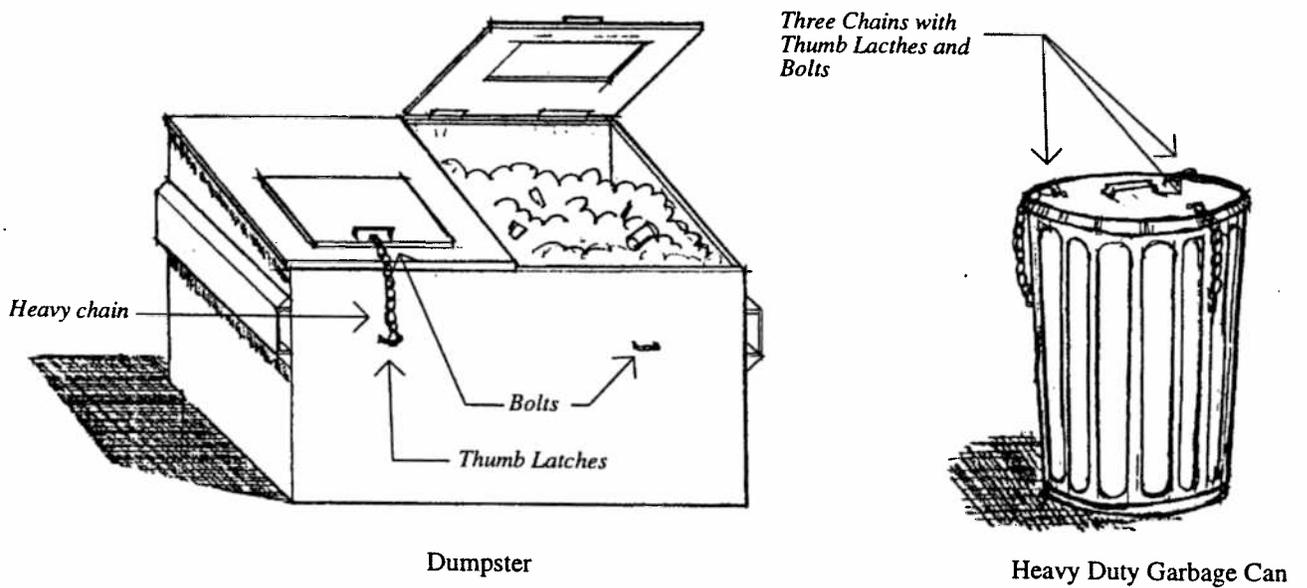
- h) Outdoor Retail and Rental Displays. Outdoor display can be visually distracting and present a cluttered image of Meyers. Outdoor displays of retail and/or rental merchandise should be minimal and easy to comprehend when viewed from the roadways or bike trail. This applies to items which are not 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.

[Graphic #8]

- i) Combined Driveways Along U.S. 50. Whenever possible, driveways on adjoining parcels along U.S. 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. Figure 3-1, Transportation and Circulation, identifies areas along U.S. 50 which are priority targets for combining driveways.
- j) Use of Former U.S. 50 Non-Operational Right-of Way. The forty foot wide former U.S. 50 non-operational right-of-way strips of land located primarily in West Meyers 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. Buildings should not be located in this area. Refer to Chapter 2 for the specific policy regarding uses.
- k) Provide Bicycle Racks. Bicycle racks should be provided at all uses which attract bicyclist. 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



Graphic 10



Graphic 11

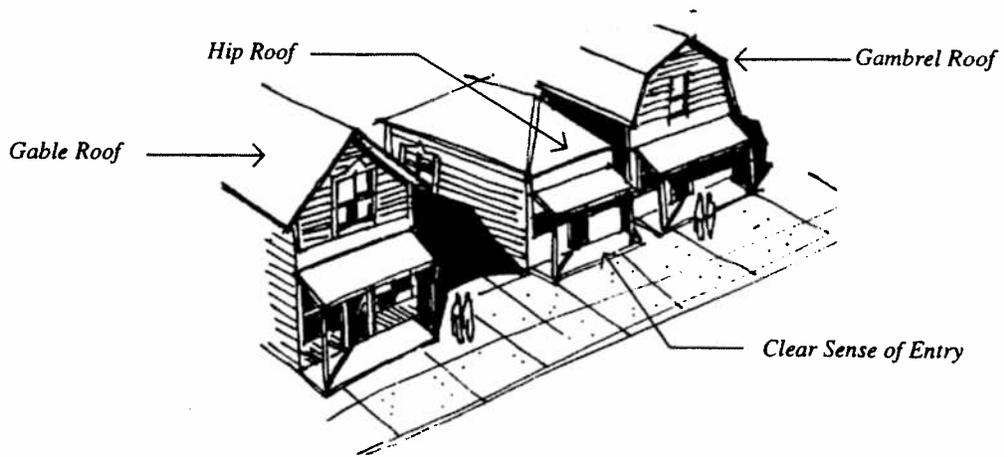
multiple uses within a single project or development.

- l) Provide Bear-Proof Trash Facilities. Trash and garbage facilities on all uses should be secure from bears. For residential uses, garbage should be cleaned up and made unavailable to bears. For all other uses, garbage cans and dumpsters should be “bear-proofed” with metal lids that are latched with a minimum of two latches. Example are shown below

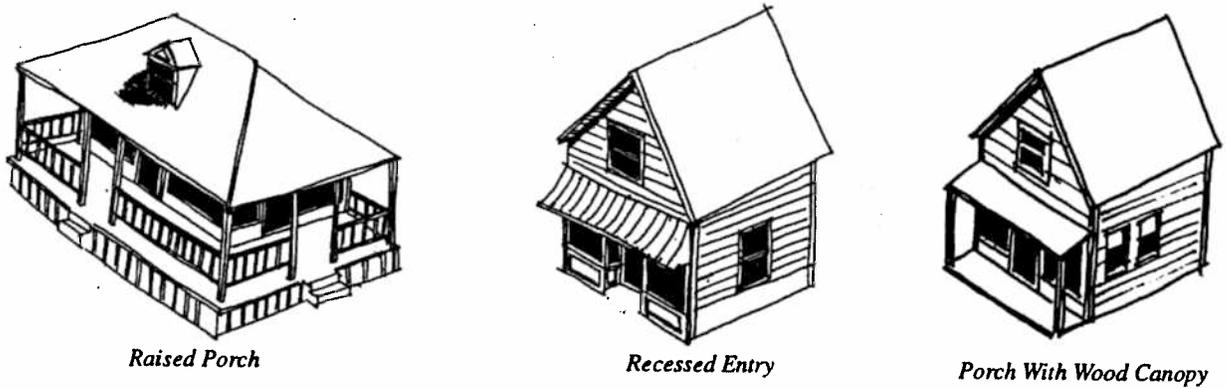
[Graphic #11]

3. Building Design

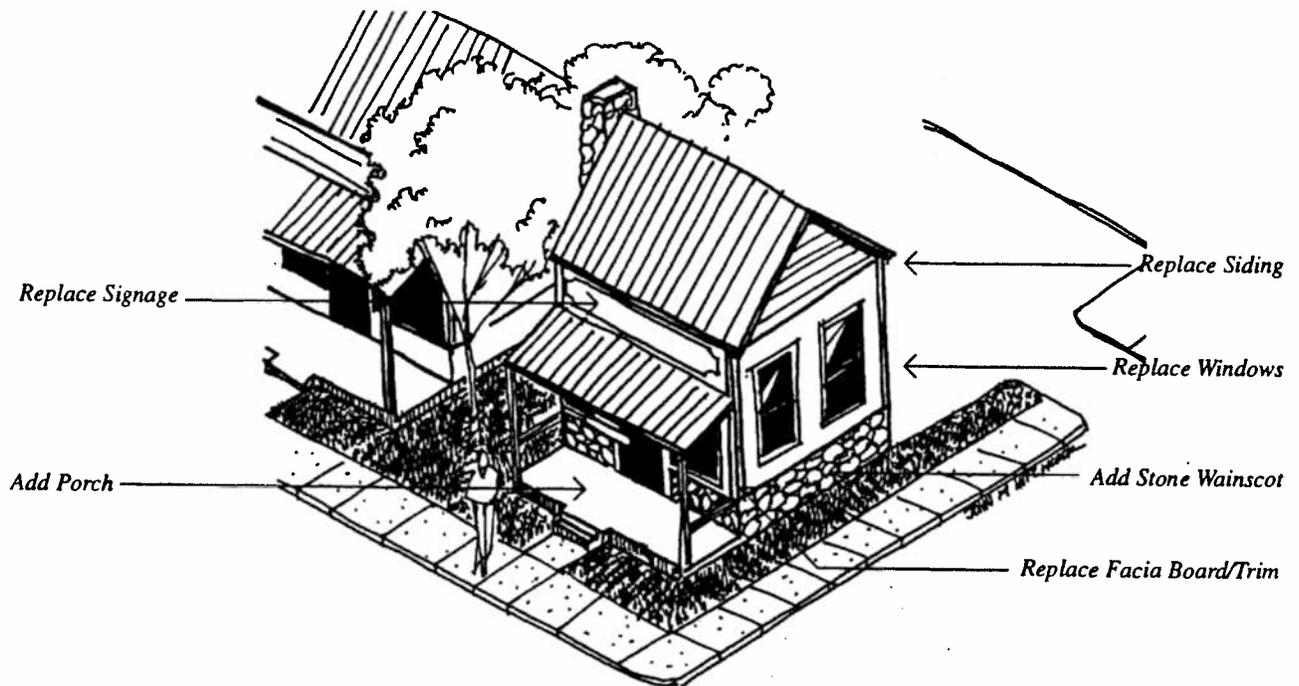
- a) Architectural Theme. A consistent architectural theme is a powerful means to create and convey a sense of place. This does not mean that all buildings will or should look alike. It is the use of variations on a theme which can be an asset to the community. Historically, the commercial area was used 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) Building Form. Buildings should generally use steeply-sloping gable end or gambrel roofs with pitches of 6:12 or greater. Buildings with hip roofs are also appropriate. Second story dormers are generally consistent with the historic theme and may be used. Flat-roofed buildings are not appropriate. Buildings should have a clear sense of entry. Avoid excessive ornamentation. [Graphic #12]
- c) 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. [Graphic #13]
- d) Building Materials. Building materials should consist of wood and/or natural stone sidings. Dimensional concrete products which look like wood may be used. Appropriate siding materials include cedar, half-round log, or horizontal tongue and groove. Wood shingle siding may be used. 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.
- e) 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



Recommended Building Forms
Graphic 12



Covered Front Porch Options
Graphic 13



Redeveloping An Existing Building Using the Historic Design Theme
Graphic 14

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 them 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, shudders, planter boxes, railings and balusters.

- f) Windows. Windows should be individual wooden windows oriented vertically. Windows should have mullions, a sash and a sill. Exterior shudders 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 them:
 - i) Remodel building façade(s) facing U.S. 50 and California 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 Highway 50 or Highway 89. The sides should be done next followed by the rear. [Graphic 14]

- 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. Meyers is home to several public service uses. Several new public buildings, including the interagency visitors center, are planned within Meyers. 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.

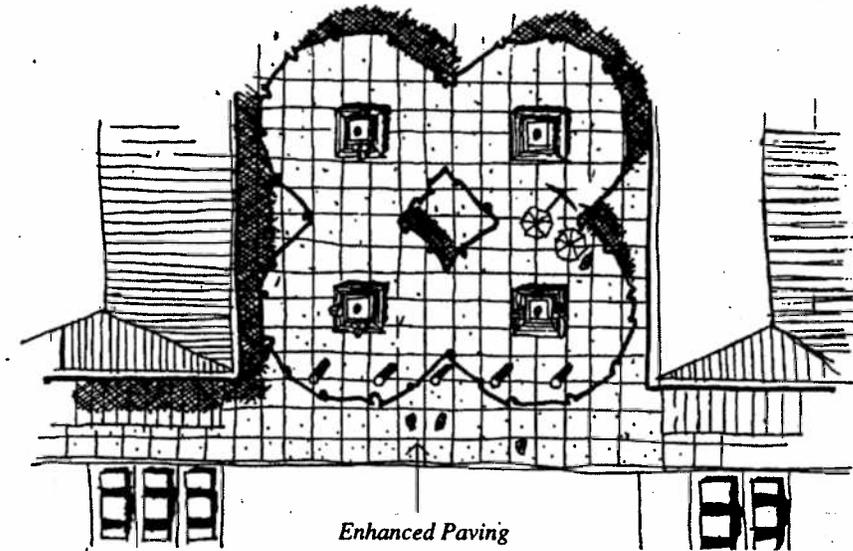
[Graphic #15]

- 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.

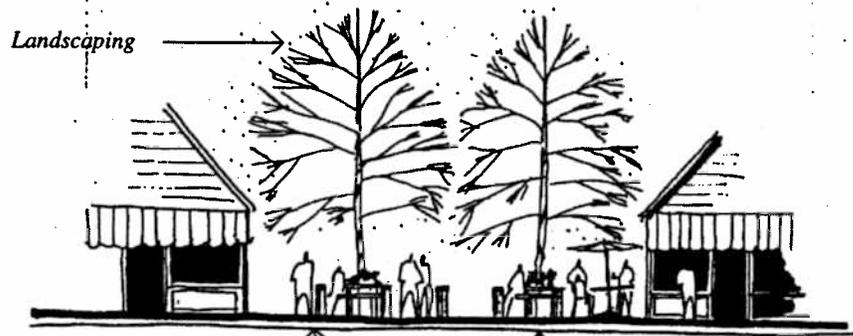
4. Exterior Lighting

- 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.
- b) Light Fixture Styles. Exterior light fixtures should be of a common design style(s) throughout Meyers. Recommended styles for

THIS



Enhanced Paving

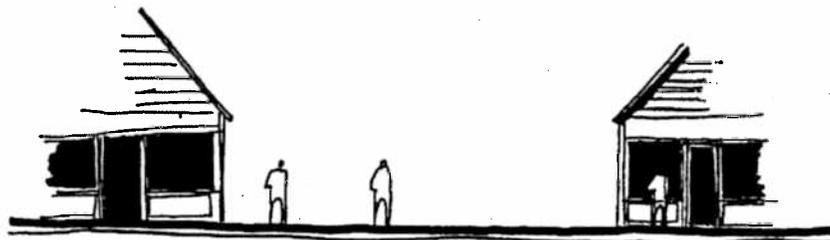


Landscaping

Bollards

Benches

NOT THIS



Provide Usable Outdoor Spaces

Graphic 15

freestanding lights are shown below. The Idaho Wood model is found at the existing Meyers Visitor Center. The recommended wall-mounted fixture is used at Carlos Murphy's Restaurant in South Lake Tahoe. Additional designs using forms or materials from other design elements which represent the historic theme may also be acceptable.

[Graphic #16 & #17]

- c) Low-Level Bollards. Low-level bollards may be used instead of overhead lighting for pedestrian paths or along the bike trail. Two bollards designs are recommended. Idaho Wood Products models R276, 277 or 279, or equals provide a design consistent with the recommended overhead fixtures. An alternative is a custom-fabricated bollard which consists of approximately five logs standing on end and banded together with steel straps. The light source is concealed inside the center of the logs.

[Graphic #18]

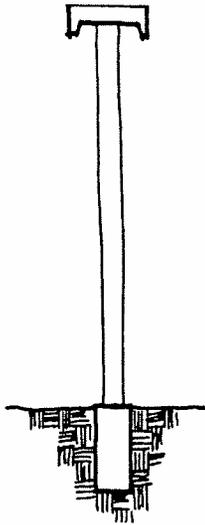
- d) Landscape Lighting. Exterior landscape lighting should be used selectively to highlight pathways or special landscape plantings. It should not illuminate an entire landscape bed or planting area (especially turfgrass). Where lighting of plant materials is desired, the light source should be concealed 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 or has a natural stone veneer. The sign face should be constructed of metal, concrete, wood, or sign foam. Plastic or plex faced signs should not be used. Neon tubing should be used sparingly as an accent, or not at all. Reflective surfaces on signs 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.

[Graphic #19]



**Freestanding Light Standard
(Found at Meyers Visitors Center)**

Specifications:

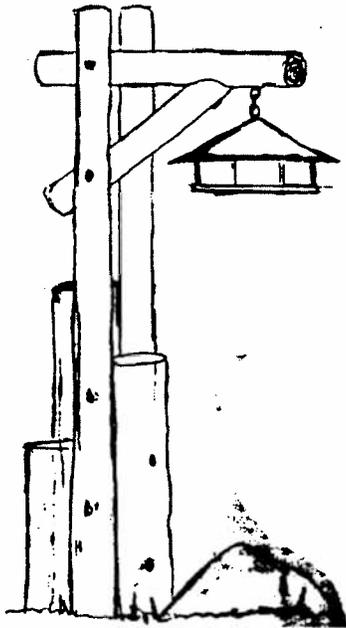
- Idaho Wood Model #296/296D or equal.
- Steel super structure the entire length.
- Head: Boxed with 3/4" cedar.
- Post: Lock mitered octagon cedar.
- Finish clear.
- Luminaire: 150 watts high pressure sodium
- Initial lamp lumens: 16,000



**Wall Mount Light Fixture
Specifications:**

- Benjamin Exterior Lamp Shade
- Model # V-7642 or equal.
- Pendant mount
- 150 Watts incandescent
- 12" high by 14" diameter
- Forest green finish

Graphic 16

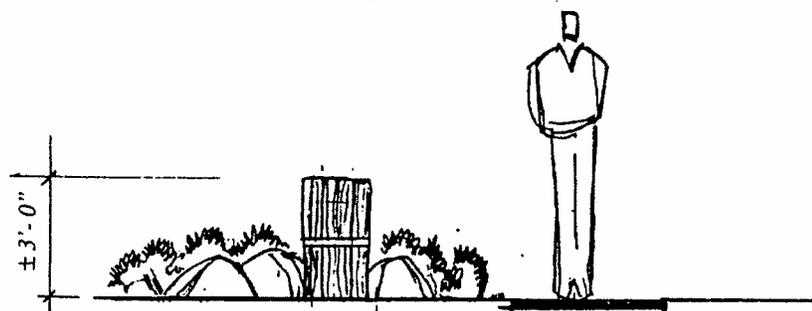


Street and Log Light Fixture Specifications:

- Vertical Standards: 2 7" - 9" dia. debarked cedar or lodgepole logs. 10' - 12' tall.
- Cross Arm and Brace: 5" - 6" dia. debarked cedar lodgepole logs, approximately 5' long, extend behind vertical standard.
- Lumination Source: 1 - 3 incandescent bulbs, 150-200 watt maximum per bulb. Place conduit along interior side of vertical standard.
- Fixture: Rusted steel lantern style fixture, square or multi-sided with glass insert panels, fixture top cover should overhang glass panes approximately 2" - 2 1/2".
- Color/Finish: Natural color, finish with wood preservative or linseed oil.
- Fasteners: Threaded bolts, washers and nuts, black or brown color to match fixture.
- Ground Connections: Set in steel column holder or equivalent to prevent rotting.

Steel and Log Light Fixture

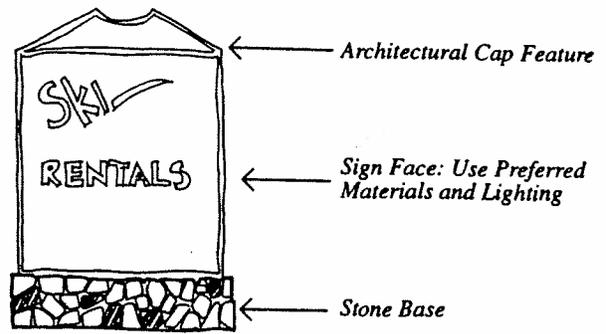
Graphic 17



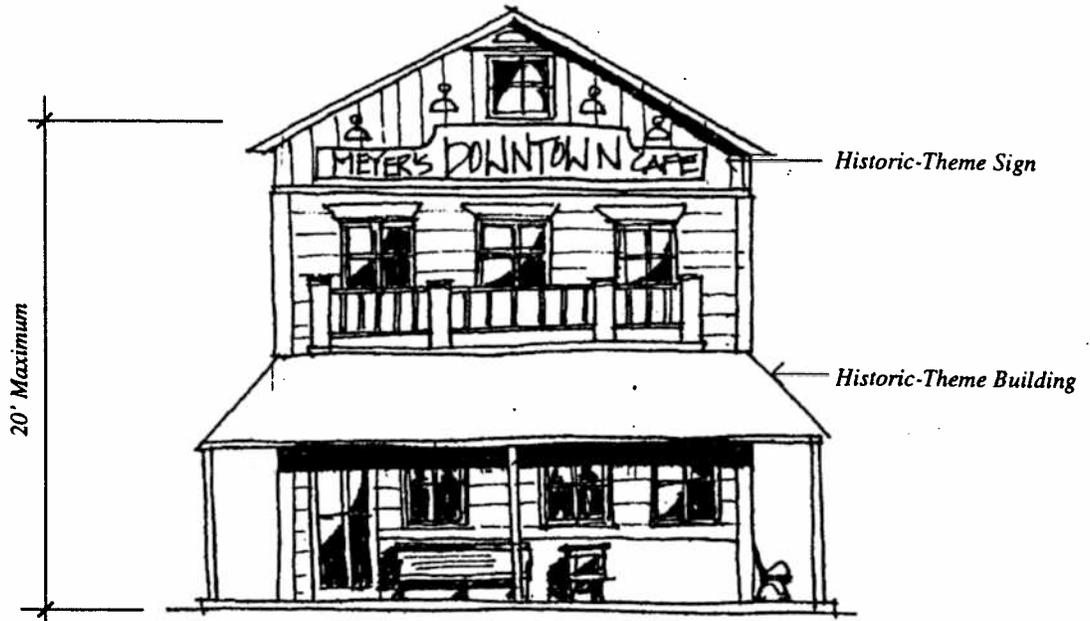
Low-Level Bollard Light

Graphic 18

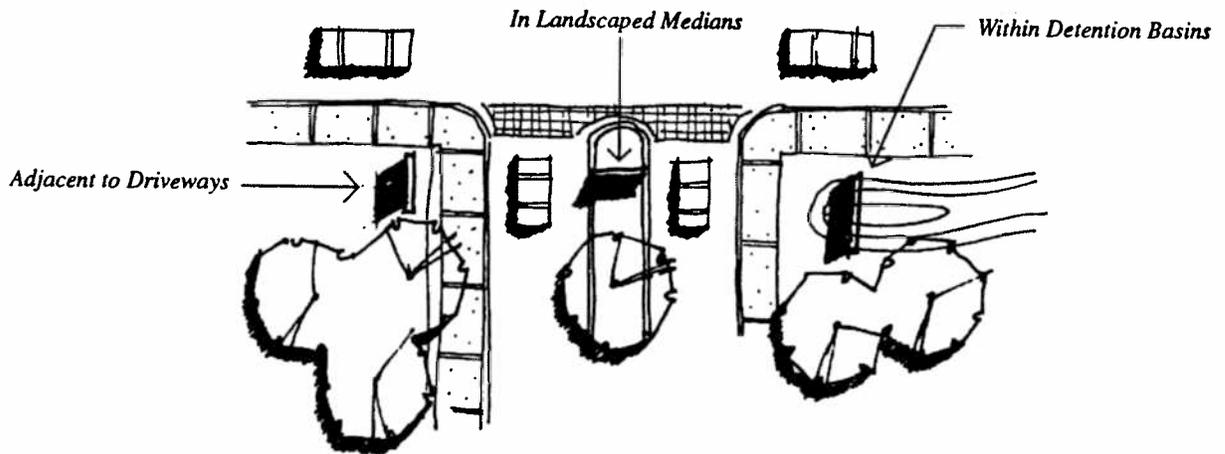
- b) Building Signs. Building signs should be constructed of metal, concrete, wood, or sign foam. Individual or channel-lume letters may be used. Plastic or plex faced signs should not be used. Neon tubing should be used sparingly as an accent, or not at all. Building signs should compliment the building's architecture and should be integrated into its design. Reflective surfaces on signs 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 (building utilizing Building Design guideline 3.b through 3.f inclusive). 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. [Graphic #20]
- 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 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.
- [Graphic #21]
- 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.
- Internally illuminated signs are not recommended. When used, only the lettering should be illuminated using backlighting in a manner similar to the Inn By the Lake sign in South Lake Tahoe.
- f) Sign Face Layout. Signs should have no more than 60% of the sign area in copy. Sign copy includes all letters, numbers, characters, symbols and other graphics which are part of the sign. Avoid billboard-style layouts which generally try to provide too much text to be easily



Freestanding Sign
Graphic 19



Use Historical Building Signs to Compliment Architectural Design
Graphic 20

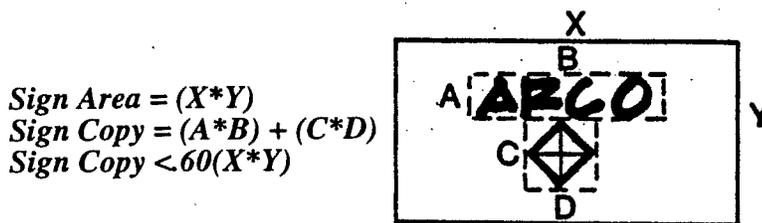


Recommended Sign Locations
Graphic 21

read. This guideline generally does not apply to signs which consist of individual letters, characters, or other symbols and which have no perimeter or border.

[Graphic #22]

- g) 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 U.S. 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.



Recommended Sign Face Layout

Graphic 22

C. DESIGNERS, CONTRACTORS, AND MATERIALS SOURCES

Disclaimer: The following list of services and suppliers is provided as a aid to the user. It is not an endorsement of any of the businesses listed herein. This list is not intended to be all-inclusive. Project proponents are not required to use the services or suppliers from the list.

- θ **Architectural Design and Engineering**
 - Fagan & Crouse, Architectural Design (530) 541-3520
 - John Fellows, Sunrunner Studios (503) 577-8255
 - K.B. Foster, Engineering (530) 546-3381
 - Haen Engineering (530) 541-4343
 - James Jones, Civil Engineer (530) 544-2110
 - Jensen-Klein Architect (530) 541-6115
 - Birger Lundbert, Architect (530) 542-0660
 - Robert Mason, Architect (530) 544-2653
 - William F. Pillsbury, Civil Engineer (530) 541-1694

- θ **Signage and Dimensional Signs including Wood, Metals, Foam, Concrete and Ceramic**
 - Banana Graphics (530) 541-0190
 - Columbine Designs (530) 577-5915
 - Dollar Signs (530) 544-7058
 - Frog Eye Productions (530) 577-3697
 - Ron Ramsey, Woodcarver, Nevada City (530) 265-5052
 - Signs of Tahoe (530) 544-0265
 - Sunrunner Studios (530) 577-8255
 - The Studios, Carson City, Nevada (702) 588-2990

- θ **Landscape Design, Soil and Erosion Control Consultants**
 - Julie Etra, Western Botanical Services, Reno, NV (702) 322-5011
 - Acanthus, Sacramento, CA (916) 444-9020
 - Sierra Land Design, Placerville, CA (530) 622-0560
 - L. T. Kellogg, Carson City, NV (702) 882-7865
 - Kelly Erosion Control and Landscaping, Truckee, CA (530) 587-8875

- θ **Landscape Materials**
 - Amacker Construction Supply (530) 544-2039
 - Alpenglow Garden Center (530) 577-8255
 - Sunbasin Landscape and Nursery, Stateline, NV (702) 588-8326
 - Supply One, Meyers, CA (530) 573-0800
 - Tahoe Sands and Gravel (530) 541-6862
 - Tahoe Tree Company, Tahoe City, CA (530) 582-3911

- θ **Log Structures**
 - A Place In The Sun Log Homes, Inc., Timber, OR (503) 324-0922
 - Oregon Log Homes, Sisters, OR (503) 549-9354
 - Real Log Homes, Dayton, NV (702) 246-0590
 - Rocky Mt. Log Homes, Hamilton, MT (406) 363-5680

- θ **Native Plants**

 - Alpenglow Garden Center (530) 577-8255
 - Sunbasin Landscape and Nursery (702) 588-8326
 - Julie Etra, Western Botanical Services (702) 322-5011
 - Nel's Garden Center (530) 541-2552
 - Tahoe Tree Company, Tahoe City, CA (530) 583-3911
 - Watermelon Patch, Tahoe City, CA (530) 583-2611
 - Zehren's Landscape Nursery (530) 544-2622

- θ **Metal Roofs**

 - Meeks Building Supply, South Lake Tahoe, CA (530) 544-2237
 - Supply One, Meyers, CA (530) 573-8800

- θ **Stone and Rock**

 - Bing Material, Gardnerville, NV (702) 265-3641
 - South Tahoe Block Company (530) 541-3077
 - Sunrunner Construction (530) 577-8255
 - Tahoe Sand and Gravel (530) 541-6862
 - Teichert Construction, Sacramento, CA (916) 386-6800

- θ **Stone Masons**

 - B.W. Masonry, Stateline, NV (702) 588-3672
 - Michael Glover (530) 577-3130
 - Stuart Jenkins (530) 544-2594
 - Sunrunner Construction (530) 577-8255
 - Ken Sailing, Tahoe City, CA (530) 581-2237
 - Ted Wendell (530) 544-7354

- θ **Wood Siding, Shingles, Trim, Fencing and Decking**

 - California Redwood Molding Company, Sacramento, CA (916) 381-8487
 - Hedland Lumber (Cedar Specialists), Sacramento, CA (916) 331-6611
 - Meeks Building Center (530) 544-2237
 - Sticks & Stones, Carson City, NV (702) 882-3133
 - Supply One, Meyers, CA (530) 573-8800
 - C&D Lumber Company, Riddle, OR (503) 874-2281
 - Neilsen & Ferrari Lumber Co., El Dorado, CA (530) 622-9211
 - (Provides cut lumber that would not require a grade stamp. A lot of lead time would be needed.)

- θ **Windows**

 - Meeks Building Center (530) 544-2237
 - Ponderosa Glass (530) 541-2800
 - South Shore Glass and Door (530) 541-2691
 - Silver State Screening, Reno, NV (702) 323-4224

