CHAPTER 6 DESIGN FOR SNOW

Snow presents special design problems which traditional building and site design solutions do not address. Roofs must be designed to cope with erratic loading resulting from varying snow accumulations. The common roof solutions are either a flat roof from which snow is tripped by the wind. or a steeply pitched roof which sheds snow. Flat roofs must be able to drain the melting snow with drains that will not become blocked with ice. Steeply pitched roofs must be of a pitch and material that will shed snow. Snow sliding off a roof can damage whatever lies in its way--chimneys, gutters, decks, utility lines, landscaping. Ice dams can form at the eve edge when water from melting snow runs down the roof and refreezes on the cooler eve surface. Ice dams can keep snow from sliding off the roof and retain water that can seep through the roof skin and damage the building. Site design must address problems of ice hazard and snow removal. The guidelines are to provide for the public's safety and convenience and to reduce maintenance costs.

Standards

A. *Parking areas shall be sloped at least two percent to prevent ponding and icing.*

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.*

C. *See Chapter 81 of the TRPA Code of Ordinances for snow disposal requirements and road paving requirements.*

Guidelines for Site Design

A. Driveway grades should be less than 5% to allow easy use during icy or snowy conditions.

B. Parking areas and driveways should be located to catch afternoon sun in order to speed snow melting and prevent ice build-up.

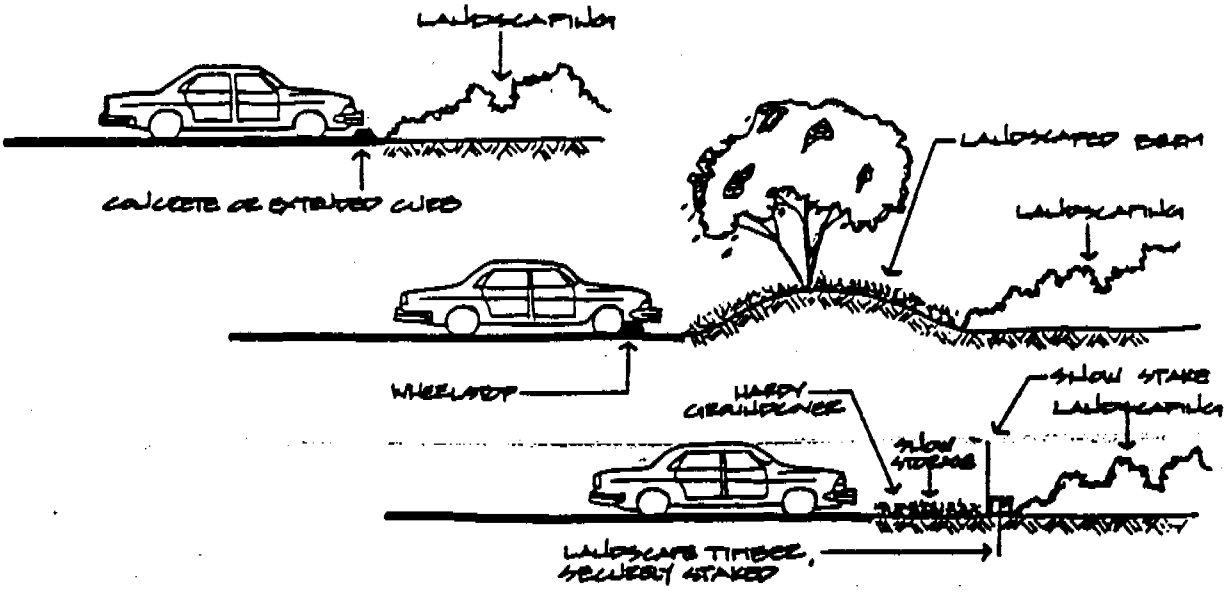
C. Snow storage areas should be provided which are functional in placement and adequate in size.

D. Parking areas should be designed for snow removal operation, with unobstructed movement for snow plows and with appropriate edging materials that will sustain impact from the plows.

E. Landscape and planting beds around parking areas may be used for snow storage, especially when no chemical deicing compounds (not including sand) are used on the parking surface. Infiltration systems consistent with the Handbook of Best Management Practices may be necessary. Storage areas may also be constructed in landscape areas using a 12" layer of crushed rock or gravel for infiltration. A shallow layer of wood mulch may be used on top of the crushed rock in order to screen it. Avoid directing runoff from the storage area

toward any drainage channel or swale. Periodic maintenance of the snow storage area will be necessary to remove accumulated debris and road sand.

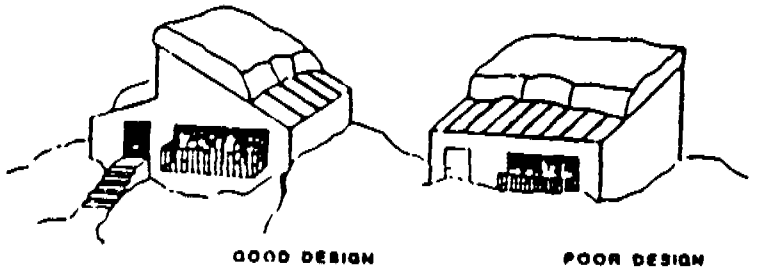
F. Edges of landscaped areas adjacent to roadways and parking areas should be delineated with reinforced curbing, large rocks or boulders, timbers, berming, or other grade changes. The edge materials used should be compatible with snow removal techniques in order to protect plant materials from snow plows and other vehicles. The perimeter of all plowed areas should be marked during the winter with snow stakes in order to protect existing vegetation. Edges of landscaped areas which are delineated with materials like those mentioned above can also function as permanent vehicle barriers.



G. Paving roads, walkways, and parking surfaces will prevent the unintentional plowing and moving of dirt when snow plowing.

Guidelines For Building Design

A. Roof slopes should be located to avoid the shedding of snow onto empty steps, entrances, and decks, and paving areas.

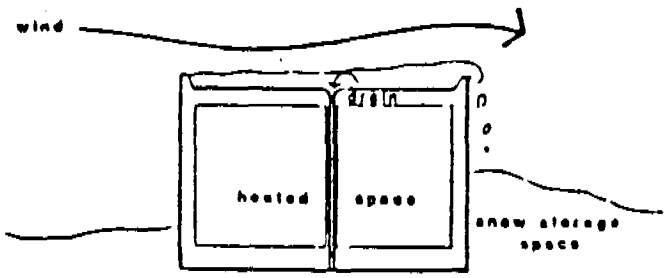


B. Building entrances should be covered with a roof and raised to allow for snow build-up.

C. Chimneys, heating vents, and utility lines should be located out of the path of sliding snow.

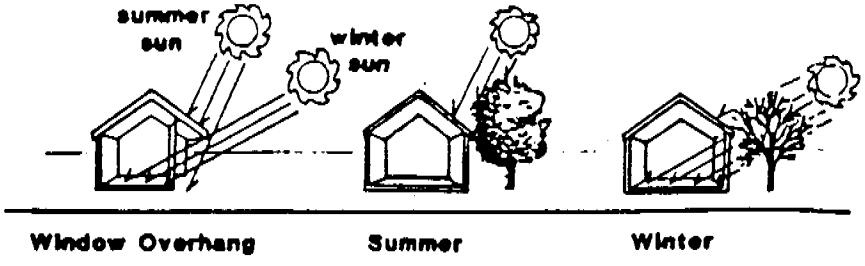
D. Eave lines should be high enough to avoid accumulation of snow to the eave edge, where it will prevent snow from sliding off the roof.

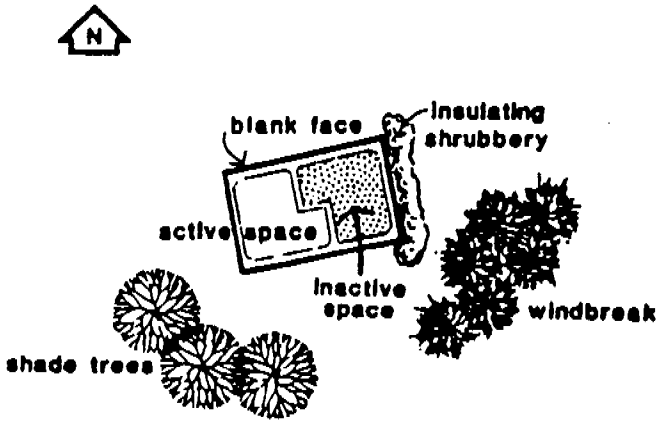
E. Flat roofs should slope to a centrally located drain that runs down through heated space.



CHAPTER 7 ENERGY CONSERVATION

As energy resources become scarce and energy costs rise, project developers should explore and utilize methods of energy conservation in site and architectural design. Some simple alterations in building design and siting can enable the use of sun, wind, landform and vegetation to provide the heating, cooling and insulation needed for a structure. Such methods can result in a 40-90% reduction in energy use.





Guidelines

A. If possible, all buildings should be located and oriented to benefit from passive solar heating. The desirable exposure is towards the south, south- east, or southwest. The simple east-west orientation of a rectangular building in Northern California has been found to reduce energy consumption by 40%.

B. Site development should use plant materials and landforms to enhance energy conservation. Coniferous trees planted along the windward side of the property can act as a windbreak to deflect winter winds. Shrubs and trees planted against the structure can help to insulate the building. Deciduous trees planted on the south side of the structure will shade the building during the summer and enable sun to penetrate during the winter. Landscaping around the structure can be designed to direct the wind for cooling the interior during the summer heat. The creation of earth berms on the windward side or digging the structure into the side of a hill can reduce heat loss due to wind and help to insulate the structure.

C. Buildings should be located on a site so as to avoid shading adjacent structures. Shading a building can result in additional space heating needs for that structure.

D. The structure should be designed to keep energy needs for heating and cooling to a minimum. Passive energy conservation measures include the following:

- Tight building construction
- Good insulation
- Location of active living spaces on south side
- Location of closets, mud-room, garages, or storage space on north and east sides
- Air-lock entries
- Concentration of windows on south side
- Reduction in number and size of openings on north side
- Maximum use of double glazing
- Building overhangs to shield windows from summer sun and to let in winter sun
- Steeply pitched roofs to deflect winter winds and to reduce roof area affected by winds
- Use of paved surfaces, rock or masonry on south side to absorb radiation
- Earth berming against exterior walls

CHAPTER 8 UTILITY AND SERVICE AREAS

Auxiliary structures such as utility connections, dumpsters, storage pens, etc., should be visually compatible with the rest of the site development. Careless placement and design of utilitarian details can significantly detract from an otherwise satisfactory design.

Standards

A. *Utility connections, meter boxes, mechanical equipment, satellite receiving dishes, refuse and all other utility hardware should be screened from view. These features should be located at the rear or side of the building, or integrated into the architectural design by using similar materials and colors wherever possible. The location of these elements, including pad-mounted transformers should not be highly visible from scenic corridors or recreation areas, and should be coordinated with the utility company early in the site design process.*

B. *All utilities extending from street to building should be placed under ground. Overhead utilities should be avoided whenever possible.*

C. *Outdoor storage and work areas should be adequately screened by a solid fence, wall, or hedge, 6' in height. The area being screened should not be visible through the screen. Chainlink fencing is not recommended unless combined with landscaping and wood slats. Equipment and materials should not be stacked higher than the top of the fence. Landscaped areas should be provided in front of the screen if it is within 20' of the street.*

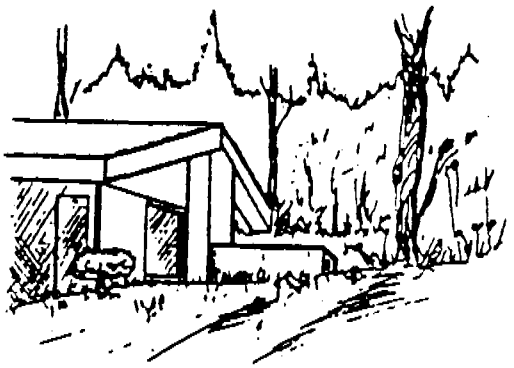
Guidelines

A. Exterior equipment and service areas should have a good functional placement, and should avoid conflict with other uses on the site or on adjoining sites.

B. Service areas near the building should be screened with a wall of the same construction and materials as the building wall.

C. Trash disposal areas should be adequately enclosed by a fence or wall. The area should be landscaped and equipped with doors and hardware of durable materials. The pad in front of the trash enclosure should be reinforced to carry the weight of garbage trucks as they lift the full containers.

D. Site design should consider the placement and screening of service areas and auxiliary structures. This includes service yards, maintenance areas, outdoor storage, fuel tanks, trash and refuse collection or disposal, and other utility meters and hardware. Utility meters and service functions should not be visible on the primary facades of buildings or in front yard areas.



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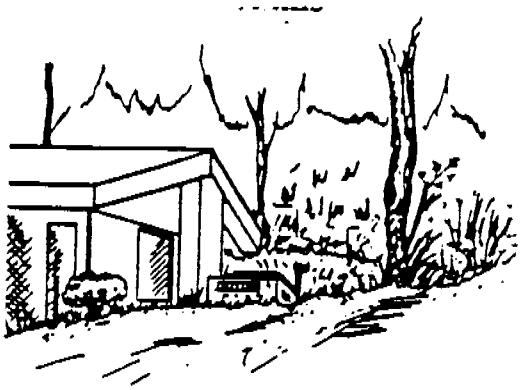


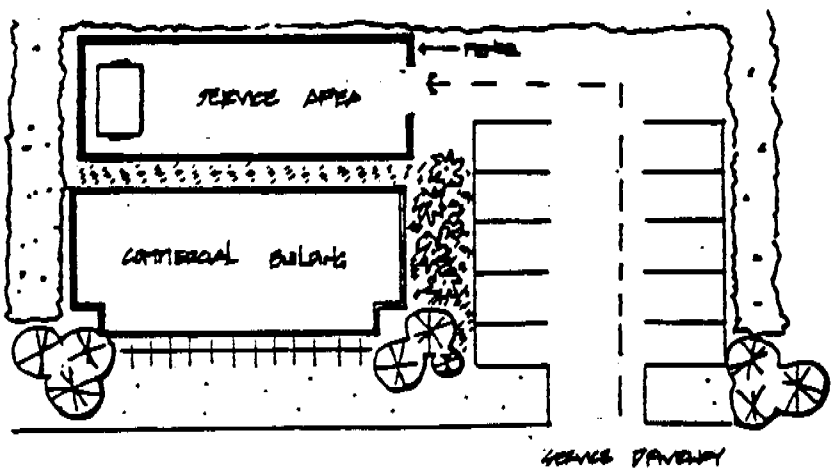
Inappropriate

E. Auxiliary structures should be architecturally compatible with the rest of the site development. A good building may be ruined by poorly located mechanical equipment or storage areas.

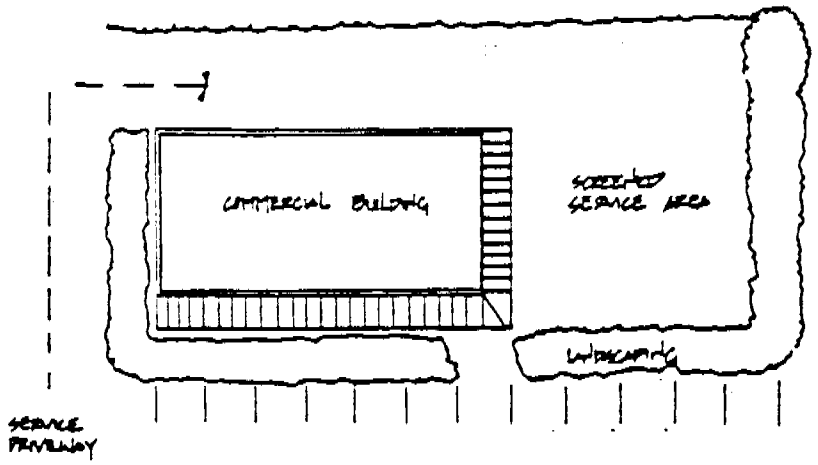
F. Commercial uses involved in the storage, maintenance or repair of boats should provide adequate onsite parking for boats and trailers. Parking boats and trailers in front yard setbacks adjacent to the edge of the roadway without adequate screening are strongly discouraged, and is prohibited in commercial uses.

G. Service areas should be located at the rear of the site wherever possible, and should be screened by the main structures. Service areas near the building should be screened with a wall of the same construction and materials as the building wall. Consider snow accumulation in planning access to service areas and trash receptacles.

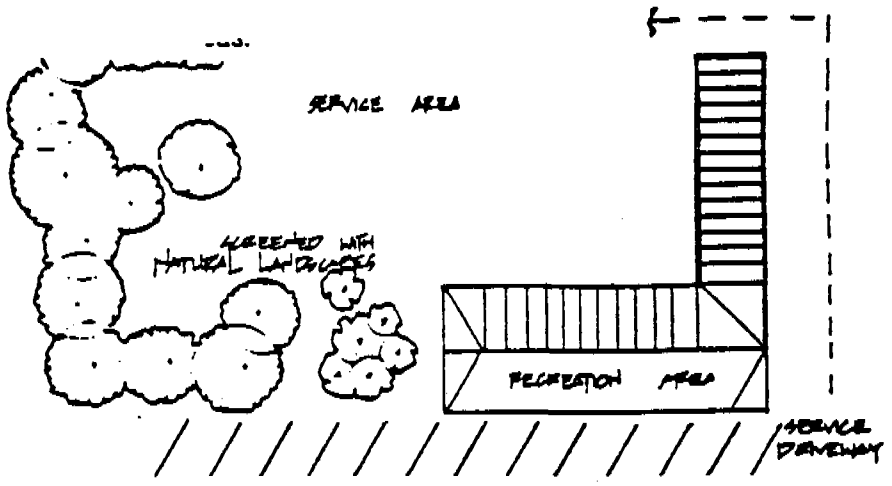
Urban. Urban areas have the widest range of appropriate solutions. Use walls or fences of similar colors and material as the main building or structure. Avoid long straight runs of walls or fences with no articulation. Buffer walls and fences with landscape plantings. If chain link fence must be used, use only that which is coated in a dark color.



Rural Transition. Screening service areas in rural transition areas may be accomplished by using structural or vegetative screens, or a combination of both. The range of appropriate materials is more narrow than in urban areas.



Rural. Use landform and vegetation to screen service areas whenever possible. Use structural solutions only when no other solutions exist. Structural solutions are appropriate when buffering the service area from neighboring residents or recreational uses. Walls and fences of natural materials are appropriate in rural areas.



CHAPTER 9 HISTORIC BUILDINGS (TRPA Only)

Historic structures at Lake Tahoe are an important link with the past. Today buildings are being reproduced in attempts to return to a distinguished design theme. Steeply pitched roofs, deep covered porches, dormers, board and batten siding, window mullions, and rock wainscoting are among design elements which help create the "Old Tahoe" building style. Many of these design elements are being revisited as the Region as a whole attempts to create a memorable impression as one of America's finest destination resort areas.

Standard

A. *The construction, reconstruction, repair, maintenance and demolition of designated historic structures shall conform to the TRPA Code of Ordinances.*

Guidelines

A. Refer to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Copies of this document are available at the TRPA offices.

CHAPTER 10 SCENIC HIGHWAY CORRIDORS

(TRPA Only)

The Lake Tahoe Region offers many outstanding opportunities to view and photo graph scenic resources. Many of these opportunities are available while driving around the Lake on the main highways (State Route 28, 89 and 267). The highways listed are also travel routes used in TRPA's scenic quality thresholds. Maintaining and in some cases upgrading the scenic quality of the view from the road is the primary goal behind both scenic highway corridors and scenic quality thresholds.

At first glance the Lake Tahoe Region may appear to be a relatively homogenous forested landscape. Upon closer inspection, however, one finds a variety of visual environments including: urban centers, residential neighborhoods, small commercial nodes which serve the residential neighborhoods, large-scale recreation areas, and undeveloped stretches of wild and rural landscapes. Recognition of three visual environments: urban, rural, and rural transition environment between urban and rural areas.

These visual environments are described below. Regional design goals for site development in each environment are set forth in the table below, entitled, Regional Design Principles. Please review this table prior to design development.

Visual Environment Descriptions

1. Urban Areas: Commercial areas should retain a small-scale, compact character that is well integrated with the surrounding natural environment. The goal is to create urban areas that complement the existing environment and utilize it to enhance the quality of the built environment. Existing examples: Stateline and Kingsbury.

2. Rural Transition Areas: The visual appearance of rural transition areas should be a balance between man-made development and natural landscape features. In terms of site planning it is appropriate to fit the development into the rural transition landscape, taking advantage of existing site planning and design opportunities, while recognizing potential limitations of the landscape. Commercial and public service activities in rural transition areas are among the most visible uses in these areas. it will be especially important for both new and redeveloping commercial and public service uses to make use of design and site planning guidelines in order to minimize their visual impact in rural transition areas. Existing examples: Round Hill and Zephyr Cove.

3. Rural Areas: Rural areas should retain the overall appearance and feeling of dominance by natural elements and processes. From a preservation of scenic quality standpoint, new development in rural areas should not be visually evident from the travel route. Where existing development is visually evident in the landscape, modification to or redevelopment of it should be sited or screened so as to be visually subordinate. Existing examples: Spooner Summit and east shore forests.

Regional Design Principles

The following matrix of Regional Design Principles establishes the intent of the Design Review Guidelines in the three visual environments. In many cases, design guidelines specific to each type of visual environment which meet the adopted design standard are recommended. Users of this manual are strongly encouraged to solve design problems using the concept of differing visual environments. An example of meeting a design standard in each visual environment is provided below. Additionally, design standards specific to each visual environment have been adopted for certain design elements located within TRPA - designated Scenic Highway Corridors.

A. Urban Visual Environments

1. Scale of Development: Human scaled; places for people, especially pedestrians and bicycles; low vehicle speeds make detail appropriate.

2. Level of Human Activity: Highest of 3 environments; centers of commerce and activity where people create the interest in being there.

3. Access/Parking: Access constant and expected; parking is organized and readable; should be designed and sited to provide pleasing and attractive "car park" wherever possible.

4. Architectural Style: Responds to context and setting; reflects community values and desires in terms of form, color, and material; pedestrian-oriented.

5. Landscaping: Embellish buildings; create interesting spaces which attract people; soften and screen undesirable views; most appropriate places for non-native plant palette, but native plants are recommended in areas outside immediate building sites.

6. Building Materials and Colors: Widest variety of colors and materials appropriate; reflects community or traditional values; community character strongly influenced by architecture.

7. Lighting: Appropriate to the use and to surrounding neighborhood lighting levels.

8. Signage: Orient individual signs to pedestrians, not autos; orient business/shopping complex identification signs to auto; widest range of colors and materials appropriate; competition of signs is inappropriate.

B. Rural Transition Visual Environments

1. Scale of Development: Linear experience of spaces for vehicles, pedestrians and bicycles; moderate vehicle speeds means less detail needed.

2. Level of Human Activity: Moderate; primarily residential, recreation activities with well organized landmarks of neighborhood commercial nodes.

3. Access/Parking: Access is controlled; parking integrated with setting; well buffered and sensitively sited; out of sight except in commercial/public services uses.

4. Architectural Style: Responds to context and setting; blends and appears to achieve a high degree of fit with the surrounding land scape.

5. Landscaping: Functional; used to highlight changes in use, access, etc.; limited palette with some non-native species is appropriate; overall goal is to blend with setting.

6. Building Materials and Colors: More narrow range of materials and colors than in urban settings; responds to and blends with context of setting; natural appearing materials and colors are most appropriate.

7. Lighting: Intermittent, as needed; primarily used at intersections, nodes, and other activity areas.

8. Signage: Existence of sign itself will draw attention to the use; moderate range of materials and colors with emphasis on those which respond to context and setting; in most cases internal lighting is not necessary; competition of signs is inappropriate.

C. Rural Visual Environment

1. Scale of Development: Moderate-high vehicle speeds; humans become temporary yet participatory part of the landscape; less detail needed.

2. Level of Human Activity: Lowest of 3 environments, primarily recreation, sightseeing and conservation activities; places where nature creates the focal interest.

3. Access/Parking: Points of access are nominal; parking is hidden except for existing uses and roadside scenic viewpoints.

4. Architectural Style: Responds to context and setting; typically small scale which does not dominate surrounding landscape.

5. Landscaping: Responsive to plant communities in setting; very few opportunities for non-native species except for foundation plantings and planters.

6. Building Materials and Colors: Narrowest range of colors and materials is appropriate; colors should be dark toned and harmonize with those in and around the site; natural materials are most appropriate; natural appearing materials should be a minimum requirements.

7. Lighting: Minimal; only as necessary for safety and function.

8. Signage: Minimal need for signs; signs should be small scale as presence of sign alone will draw attention to use; limited to natural and natural-appearing colors and materials only.

Standard: (The standards of TRPA Code section 30.13 apply. The following excerpts of section 30.13 is provided for readers reference.)

30.13. SCENIC HIGHWAY CORRIDOR DESIGN STANDARDS: ALL PROJECTS WHICH ARE WITHIN THE SCENIC HIGHWAY CORRIDORS ESTABLISHED IN 30.13.A SHALL MEET DESIGN STANDARDS LISTED ELSEWHERE IN 30.13.C(1) AND (2) IN ADDITION TO APPLICABLE DESIGN STANDARDS LISTED ELSEWHERE IN THIS CHAPTER. ALL PROJECTS WHICH ARE WITHIN THE RURAL SCENIC HIGHWAY CORRIDOR SHALL ALSO MEET THE DESIGN STANDARDS LISTED IN 30.13.C(3) IN ADDITION TO APPLICABLE DESIGN STANDARDS LISTED ELSEWHERE IN THIS CHAPTER.

(1) UTILITIES:

(a) ALL NEW ELECTRICAL LINES WHICH ARE 32 (DOUGLAS COUNTY 25) KILOVOLTS OR SMALLER, INCLUDING SERVICE CONNECTION LINES, SHALL BE PLACED UNDERGROUND. EXCEPTIONS TO THIS REQUIREMENT WILL BE BASED ON TRPA FINDING THAT UNDER GROUNDING WOULD PRODUCE A GREATER ENVIRONMENTAL IMPACT THAN ABOVE GROUND INSTALLATION. WHEN NEW ELECTRICAL LINES ARE PERMITTED TO BE INSTALLED ABOVE GROUND THE NEW LINES, POLES, AND HARDWARE SHALL BE SCREENED FROM VIEW OF THE SCENIC HIGHWAY TO THE MAXIMUM EXTENT POSSIBLE.*

(b) ALL NEW COMMUNICATION LINES INCLUDING TELEPHONE LINES, CABLE TELEVISION LINES, AND SERVICE CONNECTION LINES SHALL BE PLACED UNDERGROUND. EXCEP TIONS TO THIS REQUIREMENT WILL BE BASED ON TRPA FINDING THAT UNDERGROUNDING WOULD PRODUCE A GREATER ENVIRONMENTAL IMPACT THAN ABOVE GROUND INSTALL ATION. WHEN NEW COMMUNICATION LINES ARE PERMITTED TO BE INSTALLED ABOVE GROUND THE NEW LINES, POLES, AND HARDWARE SHALL BE SCREENED FROM VIEW OF THE SCENIC HIGHWAY TO THE MAXIMUM EXTENT POSSIBLE.

(c) HIGHWAY FIXTURES: GUARDRAILS AND OTHER HIGHWAY FIXTURES INCLUDING BUT NOT LIMITED TO RETAINING WALLS, SAFETY BARRIERS, TRAFFIC SIGNALS AND CON TROLLERS, LIGHT STANDARDS, AND OTHER STRUCTURES, SHALL BE LIMITED TO THE MINIMUM LENGTH, HEIGHT, AND BULK NECESSARY TO ADEQUATELY PROVIDE FOR THE SAFETY OF THE HIGHWAY USER. EARTHTONE COLORS OF DARK SHADES AND FLAT

(2) FINISH SHALL BE USED ON ALL HIGHWAY FIXTURES EXCEPT GUARDRAILS. NEW AND REPLACEMENT GUARDRAILS SHALL NOT HAVE A SHINY REFLECTIVE FINISH. RETAINING WALLS AND OTHER EROSION CONTROL DEVICES OR STRUCTURES SHALL BE CONSTRUCTED OF NATURAL MATERIALS WHENEVER POSSIBLE AND SHALL, TO THE MAXIMUM EXTENT POSSIBLE, BE DESIGNED AND SITED AS TO NOT DETRACT FROM THE SCENIC QUALITY OF THE CORRIDOR. SUCH STRUCTURES SHALL INCORPORATE HEAVY TEXTURE OR ARTICULATED PLANE SURFACES THAT CREATE HEAVY SHADOW PATTERNS. COMMUNITY PLANS PREPARED AND ADOPTED PURSUANT TO CHAPTER 14 MAY ESTABLISH

EQUAL OR SUPERIOR STANDARDS FOR HIGHWAY FIXTURES.

(3) SITING OF DEVELOPMENT. ALL PROJECTS, EXCLUDING SIGNS, DRIVEWAYS, PARKING FOR SCENIC VISTA POINTS, TRAILHEADS, AND PEDESTRIAN/BICYCLE PATHS, WHEN VIEWED FROM A DISTANCE OF NOT LESS THAN 300 FEET, SHALL BE SITED IN SUCH A MANNER THAT THEY ARE NOT VISUALLY EVIDENT FROM THE HIGHWAY. ALL PROJECTS, WHEN VIEWED FROM A DISTANCE OF NOT LESS THAN 300 FEET SHOULD MEET THE VISUAL MAGNITUDE/CONTRAST RATINGS FOR RURAL SCENIC HIGHWAY CORRIDORS ESTABLISHED IN THE DESIGN REVIEW GUIDELINES MANUAL.

Guidelines

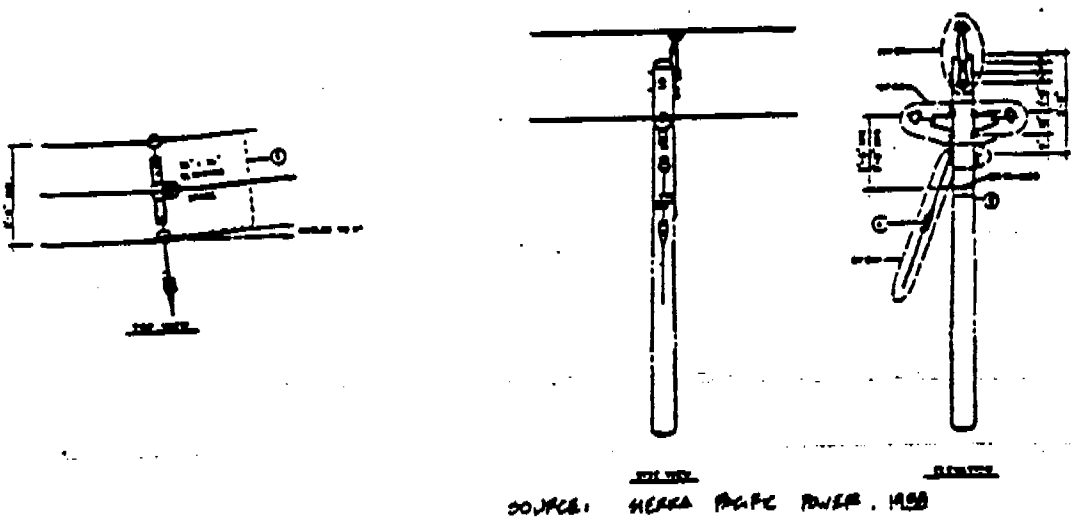
A. Minimize Visual Impact of Utility Lines and Poles. Site utility lines and poles out of the viewshed of the highway using one or more of the following methods:

(1) Use landform and vegetation to provide screening and visually absorb utility lines.

(2) Use dark colors with flat finishes which blend with the forest landscape on utility poles and all hardware or appurtenances. Utility lines should also be of a dark color.

(3) Run the lines and poles along a secondary street using the screening opportunities of existing structures and vegetation.

(4) Hang all utility lines vertically on one pole, thereby minimizing the visual mass associated with the horizontal crossbar. Sierra Pacific Power Company specifies this pole design on many of its jobs. See the accompanying examples.



SOURCE: SIERRA PACIFIC POWER, 1988

B. Use Non-Specular Lines. Whenever possible use electrical or other utility lines (conductors) which have a non-specular (non-reflective) finish. Where non-specular lines are not available for a particular application, use a wire or cable which is coated with a black covering or other dark color.

C. Install and Maintain Plumb Poles. This is an often overlooked solution to remedy a visual eyesore. Make sure utility poles are installed and maintained plumb.

D. Design of Highway Fixtures. Consider the following design solutions when designing projects including highway fixtures. See also Retaining Wall guidelines listed in 1. Site Design.

(1) Use dark colors with flat finishes.

(2) Articulate plane surfaces to create shadow lines.

(3) Wherever possible, use materials, rough textures or surfaces to create heavy shadow patterns.

(4) Minimize reflective surfaces on all fixtures except directional and regulatory sign faces. Limit reflective surfaces to lettering and other graphics wherever possible (not including sign background).

(5) Treat metal beam guard rails with a mild acid bath (vinegar) or equal process to dull the silver metallic finish.

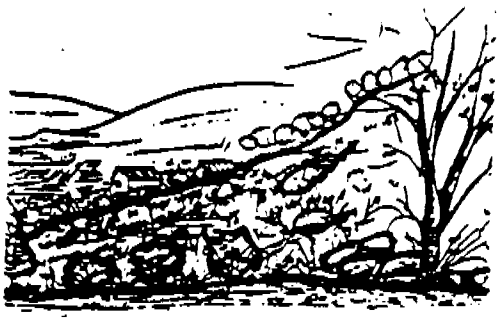
E. When siting of Development in rural corridors all new development when viewed at a distance including those things specifically excepted in 30.13.E(1) should meet the Visual Magnitude/Color Contrast rating for Rural Scenic Highway Corridors found in Appendix D of this manual.

(1) Use landform and topography as a screen. This is especially effective in siting buildings and other structures. In mountainous landscapes numerous opportunities exist to hide structures behind small changes in landforms or topography.

(2) Use vegetation as a screen. This is particularly important in screening as much of the perimeter of the structure as possible. Straight lines of buildings and other structures are often what makes them stand out in an otherwise natural landscape.

(3) Blend the structure into the landscape by using appropriate colors. In most cases appropriate colors are dark shades of earthtone colors. Flat finishes also help blend structures into the surrounding landscape.

(4) In some cases, road cuts for which retaining walls or other remedial erosion control measures are designed, consist of light colored soils. In these situations, light shades of earthtone colors may be more appropriate in order to blend the wall or other solution into the landscape.



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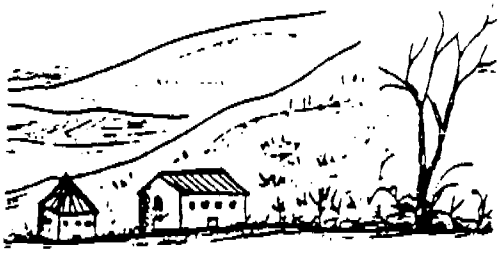


Inappropriate

CHAPTER 11 SHOREZONE (TRPA Only)

The shorezone of Lake Tahoe is a resource of regional significance. Site planning in the shorezone requires added levels of sensitivity on the part of the designer for many reasons, including visual interest in the land/water edge, sensitive ecological processes at work, and the visual vulnerability of shore lines. These guidelines focus on considering the design of man-made development as seen from the Lake.

Standard: TRPA code Design Standards within the shorezone are provided for the readers reference:

DESIGN STANDARDS WITHIN THE SHOREZONE: DESIGN STANDARDS WITHIN THE SHOREZONE ARE AS FOLLOWS:

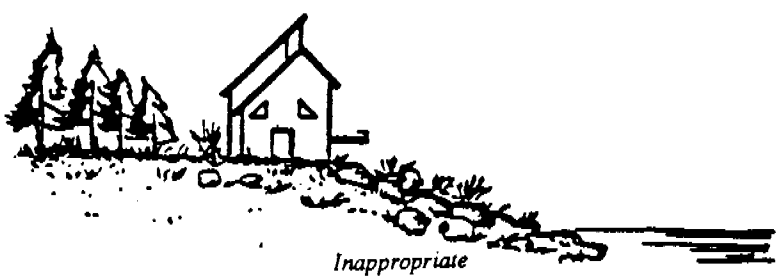
53.10.A COLOR: THE COLOR OF STRUCTURES, INCLUDING FENCES, SHALL BE COMPATIBLE WITH ITS SURROUNDINGS. SUBDUED COLORS IN THE EARTHTONE AND WOODTONE RANGES SHALL BE USED FOR THE PRIMARY COLOR OF THE STRUCTURE. HUES SHALL BE WITHIN A RANGE OF NATURAL COLORS THAT BLEND, RATHER THAN CONTRAST, WITH THE EXISTING VEGETATION AND EARTH HUES. EARTHTONE COLORS ARE CONSIDERED TO BE SHADES OF REDDISH-BROWN, BROWN, TAN, OCRE, UMBER, SAND AND DARK GREEN.

53.10.B ROOFS: ROOFS SHALL BE COMPOSED OF NONGLARE EARTHTONE OR WOODTONE MATERIALS THAT MINIMIZE REFLECTIVITY.

53.10.C FENCES: WOODEN FENCES SHALL BE USED WHENEVER POSSIBLE. IF CYCLONE FENCE MUST BE USED, IT SHALL BE COATED WITH BROWN OR DARK GREEN VINYL, INCLUDING FENCE POLES.

Guidelines

A. Site Structures Away From Open Prospects: Use vegetation and landform to conceal structures from view of the Lake. There are many historical precedents for this at Lake Tahoe such as the Ehrman Mansion and the Tallac Estate. Siting structures at the ecotone (forest/shoreline edge) or further into the forest landscape can help minimize visibility and soften the structure's appearance. View corridors to the Lake can still be incorporated into the building and site design by careful siting of and by selective tree pruning or thinning. This can produce more dramatic framed views.



Inappropriate

Appropriate

B. Use Colors Which Blend Or Recede. Use dark colors and flat finishes which blend rather than contrast with surrounding landscape to help minimize the apparent visibility structure.

C. Use Vegetation To Screen Structures. Using existing or planted vegetation to screen and soften the structure's appearance from the Lake will help "fit" the structure into the landscape.

D. Compatible Scale. The scale of new development should be proportional with the scale of the surrounding vegetation and the screening ability of the vegetation.

E. Minimize Reflectivity Of All Structures And Surfaces Visible From The Lake Or Adjacent Scenic Highway Corridors.

(1) Use flat or matte finishes on all visible surfaces including walls and roofs.

(2) Articulate large glass surfaces, avoid large flat surfaces which face the Lake.

(3) Use non-glare glass.

F. Protect Shorezone Vegetation. Protect existing shorezone (backshore and foreshore) vegetation against disturbance of mechanical injury during construction activities by using temporary fencing of other barriers. See also the Handbook of Best Management Practices for additional measures.

Standard: TRPA Code 54.4

PIERS: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF PIERS SHALL CONFORM TO THE FOLLOWING STANDARDS:

54.4.B DESIGN AND CONSTRUCTION STANDARDS: DESIGN AND CONSTRUCTION STANDARDS ARE:

1. THE WIDTH OF PIERS SHALL BE A MAXIMUM OF TEN FEET, WHICH SHALL INCLUDE ALL APPURTENANT STRUCTURES EXCEPT FOR A SINGLE LOW-LEVEL BOAT LIFT AND A SINGLE CATWALK. A CATWALK BELOW THE LEVEL OF THE MAIN DECK, AND NOT EXCEEDING THREE FEET IN WIDTH BY 45 FEET IN LENGTH, MAY BE PERMITTED. A LOW-LEVEL BOAT LIFT WITH FORKS NOT EXCEEDING 10 FEET IN WIDTH MAY BE PERMITTED.

2. *PIER DECKS SHALL NOT EXTEND ABOVE ELEVATION 6232.0 FEET, LAKE TAHOE DATUM. BOAT LIFTS, PILINGS, AND HANDRAILS AND OTHER SIMILAR SAFETY DEVICES, SHALL NOT EXTEND MORE THAN FOUR FEET ABOVE THE PIER DECK. PIER DECKS MAY EXTEND UP TO ELEVATION 6234.0 FEET IN LIMITED SITUATIONS WHERE TRPA FINDS THAT THE ADDITIONAL HEIGHT IS NECESSARY FOR SAFETY REASONS OR THAT LOCAL WAVE CHARACTERISTICS REPRESENT A REAL THREAT TO THE INTEGRITY OF THE STRUCTURE.*

3. *TO PERMIT FREE CIRCULATION OF WATER, PIERS SHALL BE FLOATING, OR SHALL BE BUILT ON AN OPEN PILING FOUNDATION, BUT IN NO CASE SHALL A PIER BE SUP PORTED ON A FOUNDATION THAT IS LESS THAN 90 PERCENT OPEN.*

4. *SUPER STRUCTURES SHALL NOT BE PERMITTED.*

5. *FUELING FACILITIES SHALL NOT BE PERMITTED ON PIERS LOCATED ADJACENT TO LITTORAL PARCELS ON WHICH THE PRIMARY USE IS RESIDENTIAL.*

6. *THE STANDARDS SET FORTH IN SUBPARAGRAPH (1), ABOVE, MAY BE WAIVED FOR PIERS RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.*

Guidelines

A. Maintain Pier Cross Section When Viewed From Lake: The pier design should be a sleek, streamlined structure with minimal apparent mass or bulk. This includes boatlifts, pilings, handrails, signs, lighting, catwalks below piers, and other appurtenances. Boats should not be stored out of the water on boatlifts. Consider using floating piers as a method to reduce the apparent mass. Dimensions and material sizes should be limited to the minimum necessary to insure function and safety.

B. Minimize Pier Profile When Viewed From Shoreline. Consider the visual impact of the pier when viewed from along the adjacent shoreline. The pier design should effect an incorporate sleek or streamlined structure which does not appear bulky or massive.

C. Develop Multiple Use Piers. Whenever possible, develop multiple use piers between adjacent parcels. This minimizes the overall number of shoreline structures, and helps maintain the natural character of the shoreline. The Code provides the ability to vary from certain design and construction standards in exchange for developing multiple use facilities, including piers.

D. Minimize Use Of Reflective Colors and Materials On All Structures Visible From the Lake Or Adjacent Scenic Highway Corridors. Use dark colors or colors which blend with the immediate background and flat finishes.

E. Use Single Pile Construction Technique. Consider using single pile pier design and construction techniques rather than the traditional double pile construction. This can minimize the apparent mass of the pier. All residential piers should, whenever possible, use the single pile design, and should avoid pier widths which are unable to be supported by the single pile design.

F. Pier Lighting. Lighting the pier may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in 54.4.B (listed above). Lighting should generally be directed downward and incorporate cutoff shields where necessary.

Standard: TRPA Code 54.5

BOAT RAMPS: WHEN OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACE MENT AND DESIGN OF BOAT RAMPS SHALL CONFORM TO THE FOLLOWING STANDARDS:

54.5.B DESIGN AND CONSTRUCTION STANDARDS: DESIGN AND CONSTRUCTION STANDARDS ARE:

1. *BOAT RAMPS SHALL NOT EXCEED 10 FEET IN WIDTH.*

2. *BOAT RAMPS SHALL BE CONSTRUCTED FROM PREFABRICATED MATERIALS. METAL GRATES OR RAILS ARE THE PREFERRED CONSTRUCTION MATERIAL. PRE-CAST CONCRETE SHALL BE PERMITTED ONLY WHEN METAL GRATES ARE INFEASIBLE.*

3. *THE STANDARD SET FORTH IN SUBPARAGRAPH (1), ABOVE, MAY BE WAIVED FOR BOAT RAMPS RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.*

Guidelines

A. Minimize Boat Ramp Cross Section When Viewed From Lake. Design the boat ramp using materials which do not appear bulky or use streamlined materials of minimum dimensions to insure function and safety. This includes boat lifts, handrails, signs, lighting, ramps and other appurtenances.

B. Minimize Boat Ramp Profile When Viewed From Shoreline. This applies particularly to the apparent mass of appurtenant structures, such as floating walkways and railings. Use streamlined materials of minimum dimensions to insure function and safety.

Standard: TRPA Code 54.7

FLOATING DOCKS AND PLATFORMS: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF FLOATING DOCKS AND PLATFORMS SHALL CONFORM TO THE FOLLOWING STANDARDS:

54.7.B DESIGN AND CONSTRUCTION STANDARDS: DESIGN AND CONSTRUCTION STANDARDS ARE:

1. *FLOATING DOCKS AND PLATFORMS SHALL NOT EXCEED AN AREA OF 100 SQUARE FEET OR A DIMENSION ALONG ANY SIDE OF 15 FEET.*
2. *FLOATING DOCKS AND PLATFORMS SHALL NOT PROJECT MORE THAN THREE FEET ABOVE THE SURFACE OF A LAKE OR OTHER BODY OF WATER.*

3. *FLOATING DOCKS AND PLATFORMS ATTACHED TO A PIER SHALL CONFORM TO THE STANDARDS SET FORTH IN SUBSECTION 54.4.B.*

4. *SUPERSTRUCTURES SHALL NOT BE PERMITTED ON FLOATING DOCKS OR PLATFORMS.*

5. *THE STANDARD SET FORTH IN SUBPARAGRAPH (1) ABOVE, MAY BE WAIVED FOR FLOAT ING DOCKS AND PLATFORM RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SECTION 54.8.*

Guidelines

A. Minimize Mass. Design the floating dock or platform using streamlined materials which do not appear bulky or massive. Use minimum dimensions and material sizes to insure function and safety. Also see Pier guideline (1) in this section for additional recommendations regarding minimizing cross section.

B. Minimize Use of Reflective Colors and Materials On All Structures Visible From the Lake or Adjacent Scenic Highway Corridors. Use dark colors or colors which blend with the immediate background and flat finishes.

C. Lighting. Lighting the floating deck may be done to increase safety and visibility. Lighting should be done only to the minimum extent necessary. Lighting heights must comply with height standards established in 54.4.B (listed above). Lighting should generally be directed downward and incorporate cutoff shields where necessary.

Standard: TRPA Code 54.8

MULTIPLE-USE FACILITIES: WHERE OTHERWISE ALLOWED PURSUANT TO CHAPTERS 51 AND 52, THE PLACEMENT AND DESIGN OF PIERS, BOAT RAMPS, MOORING BUOYS, AND FLOATING DOCKS AND PLATFORMS DESIGNED TO SERVE INDIVIDUALS ON A MULTIPLE- OR COMMERCIAL USE BASIS SHALL CONFORM TO THE FOLLOWING STANDARDS. IF ANY SUCH STRUCTURE IS ACCESSORY TO A MARINA, THE PROVISIONS OF SECTION 54.12 ALSO SHALL APPLY.

54.8.C DESIGN AND CONSTRUCTION STANDARDS: MULTIPLE-USE FACILITIES SHALL COMPLY WITH THE DESIGN AND CONSTRUCTION STANDARDS SET FORTH IN SUBSECTION 54.4.B FOR PIERS, SUBSECTION 54.5.B FOR BOAT RAMPS, SUBSECTION 54.6.B FOR MOORING BUOYS AND SUBSECTION 54.7.B FOR FLOATING DOCKS AND PLATFORMS: EXCEPT THAT, FOR FACILITIES RECOGNIZED BY TRPA AS MULTIPLE-USE PURSUANT TO SUBSECTION 54.8.D, THE DESIGN AND CONSTRUCTION STANDARDS SET FORTH IN SUBPARAGRAPH 54.4.B(1), SUBPARAGRAPH 54.5.B(1), AND SUBPARAGRAPH 54.7.B(1) SHALL SERVE AS GUIDELINES.

Guidelines

Please refer to the appropriate guidelines for piers, boat ramps, mooring buoys, or floating docks and platforms listed elsewhere in this section.

Standard: TRPA Code 54.11

JETTIES, BREAKWATERS AND FENCES: JETTIES, BREAKWATERS AND FENCES MAY BE PER MITTED AS FOLLOWS:

54.11.A LOCATION: JETTIES AND BREAKWATERS SHALL NOT BE PERMITTED IN LOCATIONS WHERE BEACH EROSION OR LOSS OF SEDIMENT FROM THE SHOREZONE IS LIKELY. FENCES SHALL NOT BE PERMITTED LAKEWARD OF THE HIGH WATER LINE OF ANY LAKE OR BODY OF WATER EXCEPT TO PROTECT THE HEALTH OR SAFETY OF THE GENERAL PUBLIC OR TO PROTECT PROPERTY LOCATED ADJACENT TO AREAS OF PUBLIC ACCESS TO ANY SUCH LAKE OR BODY OF WATER FROM TRESPASS AND PROVIDED SUCH FENCES ARE APPROVED BY AGENCIES HAVING JURISDICTION.

4.11.B DESIGN AND CONSTRUCTION STANDARDS: THE DESIGN, CONSTRUCTION AND MAIN TENANCE OF JETTIES, BREAKWATERS AND FENCES SHALL COMPLY WITH THE FOLLOWING STANDARDS:

1. *EXCEPT AS PROVIDED IN SUBPARAGRAPH 54.11.B(2), JETTIES AND BREAKWATERS SHALL HAVE OPENINGS WHICH ALLOW ADEQUATE FREE CIRCULATION OF WATER AND SEDIMENT.*

2. *NO JETTY OR BREAKWATER SHALL BE A SOLID OR NEARLY SOLID STRUCTURE UNLESS TRPA FINDS THAT IT WILL NOT INTERFERE WITH LITTORAL PROCESSES, CAUSE SHORELINE EROSION, OR HARM WATER QUALITY OR CLARITY AND;*

   (a) THE SOLID OR NEARLY SOLID JETTY OR BREAKWATER IS A NECESSARY PART OF A MARINA FOR WHICH TRPA HAS APPROVED A MASTER PLAN; OR

   (b) THE SOLID OR NEARLY SOLID JETTY OR BREAKWATER IS NECESSARY TO PROTECT THE SAFETY OF PERSONS USING A PUBLIC BOAT LAUNCHING FACILITY.

3. *THE SIZE, NUMBER AND LOCATIONS OF OPENINGS IN JETTIES OR BREAKWATERS SHALL BE SUFFICIENT TO AVOID INTERFERENCE WITH LITTORAL DRAFT, SHORELINE EROSION, HARM TO UNDERLYING LAND AND HARM TO WATER QUALITY AND CLARITY.*

4. *FENCES IN THE NEARSHORE OR FORESHORE SHALL BE LEAST 90 PERCENT OPEN AND SHALL BE MAINTAINED TO BE KEPT FREE OF DEBRIS.*

5. *ROCK AND OTHER MATERIAL FOR CONSTRUCTION OF STRUCTURES PERMITTED UNDER THIS SUBSECTION SHALL NOT BE OBTAINED WITHIN THE SHOREZONE OF LAKES IN THE REGION.*

Guidelines

A. Natural Materials. Whenever possible, use rocks instead of sheet piling. Gabion baskets are not recommended unless used underwater only and then overlaid with rocks.

B. Keep Fences Above The High Water Line Whenever Possible. Fences ending or running into the water are unsightly and seldom necessary. Appropriate signage can be used to discourage trespassing. A linear element in the landscape such as a fence should be resolved and ended on land and not in the water.

C. Decks On Top Of Jetties Or Breakwaters. Decks constructed on top of jetties or breakwaters should be made of natural materials (typically wood). Avoid using bright-colored or untreated metal. Avoid bright-colored deck coverings (e.g., artificial turf).

D. Keep The Height Of Jetties And Breakwaters Above Water To An Absolute Minimum. Large masses of jetties and breakwaters above water are seldom necessary and are visual impacts.

Standard: TRPA Code 54.12.C

MARINA SUPPORT FACILITIES: ALL NEW MARINAS AND EXPANSIONS OF MORE THAN 10 BOATSLIPS IN EXISTING MARINAS SHALL COMPLY WITH THE STANDARDS LISTED BELOW. TRPA MAY REQUIRE PROJECTS OF MODIFICATIONS OF EXISTING MARINAS TO COMPLY WITH THESE STANDARDS AS CONDITIONS OF APPROVAL.

1. *PUBLIC RESTROOMS, FUELING FACILITIES, CHEMICAL FIRE RETARDANT DISTRIBUTION SYSTEM, TRASH RECEPTACLES, AND PUMP-OUT FACILITIES FOR BOAT SEWAGE SHALL BE PROVIDED AT COMMERCIAL MARINAS AND HARBORS;*

2. *BOAT WASHING FACILITIES IF ANY, SHALL BE CONNECTED TO A SEWER SYSTEM OF AN ACCEPTABLE ALTERNATE SHALL BE PROVIDED;*

3. *AS PUMPING FACILITIES SHALL INCLUDE EMERGENCY AND STANDARD SHUT-OFF SYSTEMS TO AVOID GAS LEAKAGE TO THE LAKE;*

4. *ADEQUATE PARKING SHALL BE PROVIDED TO ACCOMMODATE ALL USES AND ACTIVITIES ASSOCIATED WITH A MARINA; AND*

5. *WATER TREATMENT FOR WATERS CONTAINED WITHIN MARINAS SHALL BE PROVIDED.*

Guidelines

A. Auxiliary Structures Should Be Of A Consistent Style And Design. This includes the color of boat lift equipment and storage facilities.

B. Screen Boat Service And Storage Areas From View From The Lake And Any Adjacent Scenic Highway Corridors. This can be accomplished by site planning and screening. See the screening guidelines in SEction 1. Site Design.

C. Parking. Locate parking areas away from shoreline and screen them by landform vegetation, low walls so that they are not readily visible from the Lake and any adjacent Scenic Highway Corridors.

D. Signs At Marinas. Please refer to the Guidelines in Section 8. Signs.

E. Preserve Existing Mature Vegetation. Preserve existing mature vegetation when modifying existing marinas or constructing new marinas. The vegetation can often be used as a screen for undesirable views of parking, service and storage areas.

F. Use non-glare Glass on Windows Which Face The Lake. This will minimize the reflectivity of man-made structures seen from the Lake and present a more natural appearing shoreline.

G. Minimize The Use Of Reflective Colors and Materials On All Structures and Surfaces Visible From the Lake or Adjacent Scenic Highway Corridors. Use dark colors which blend with the immediate background, and flat finishes.

Standards: TRPA Code 54.13

SHORELINE PROTECTIVE STRUCTURES: SHORELINE PROTECTIVE STRUCTURES MAY BE PERMITTED AS FOLLOWS:

1. *SLOPING PERMEABLE REVETMENTS ARE THE PREFERRED DESIGN FOR SHORELINE PRO TECTIVE STRUCTURES. BULKHEADS, GABIONS AND OTHER VERTICAL REVETMENTS SHALL NOT BE PERMITTED UNLESS, IN ADDITION TO THE FINDINGS REQUIRED UNDER SUB SECTION 54.13.A, TRPA FINDS THAT:*

   (a) A SLOPING PERMEABLE REVETMENT IS NOT FEASIBLE; AND

   (b) THE AL RNATIVE STRUCTURE WILL NOT CAUSE SIGNIFICANT EROSION OR MODIFICATION OF THE FORESHORE.

2. *WHERE A SHORELINE PROTECTIVE STRUCTURE IS NECESSARY, IT SHALL BE OF SUFFICIENT STRENGTH AND DEPTH TO PREVENT MOVEMENT OF BACKFILL MATERIALS INTO LAKE WATERS; AND*

3. *SHORELINE PROTECTIVE STRUCTURES SHALL BE CONSTRUCTED OF NATURAL MATERIALS TO BLEND WITH THE SURROUNDING BACKSHORE OR, IF MAN-MADE MATERIALS ARE NECESSARY, WILL BE OF EARTHTONE COLORS.*

Guidelines

A. Use Sloping Rock Revetments Whenever Possible. Please see TRPA's Handbook of Best Management Practices for construction and installation specifications. The use of bulkheads as shoreline protective structures is generally not recommended, except in specific situations (e.g., marinas, areas with little or no slope). Rock revetments can take on the appearance of a natural shoreline while walls, bulkheads, and other structural solutions contrast with the natural character of the shoreline.

B. Create Slopes Which Are Similar to Adjacent and Nearby Natural Slopes. Slopes created by structures or sloping rock revetments should mimic the form of nearby stable natural slopes (those which are not being undermined or undercut) in order to create a more natural appearing shoreline.

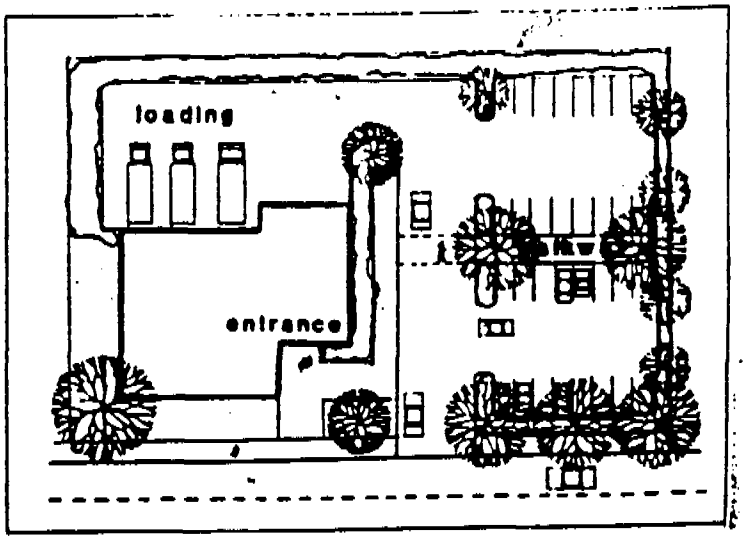
C. Use Vegetation To Soften The Visual Impact of a Rock Revetment. Where possible, add landscape or revegetation plantings along the top and the sides of a shoreline protective structure to soften the visual impact and help blend it into the surrounding landscape.

D. Use Colors Which Blend With The Surrounding Natural Backshore Landscape. This is particularly important when designing structural (man-made) protective structures. When used, walls and other structures should be constructed of natural materials whenever possible, or should be colored (tinted concrete, masonry) to closely match the surrounding natural landscape.

E. Design Shoreline Protective Structures to Have the Least Possible Impact on Surrounding Shoreline Properties. When designing your shoreline protective structure you should take into account its effects on surrounding shorezone lands. Do not create structures which will cause significant erosion or modifications to the foreshore. The overall goal should be to protect your shoreline property while not destroying or substantially impacting your neighbor's.

CHAPTER 12 PARKING

Off-street parking is required for all projects. Each site is expected to accommodate its customer and employee parking needs. In some cases, exceptions may be made and parking credit given for projects who participate in and contribute towards community parking facilities. Parking should be safe and accessible, with a simple layout that is readily understood by the driver. It should be designed and located so that it does not dominate the development.



Standards

A. *Parking: To ensure adequate parking facilities for uses in the Region, Placer County and TRPA shall use the following standards and procedures to determine parking requirements:*

(1) *Parking Facility Defined: A parking facility is a clearly identifiable location for vehicular parking. A parking facility may be a parking area, parking lot, or parking structure.*

(2) *Compliance Program: The provisions set forth in Sub sections A(3) through A(9), inclusive, shall apply to projects which involve new or expansion of existing development that creates a demand for parking, including recreation and public service projects. Projects not involving new or expansion of existing development may have the provisions in A(3), (4), (5), (6), and (7) required as conditions of approval if the Placer County and TRPA find that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.*

(3) *Parking Demand: The Placer County and TRPA shall adopt and maintain a parking demand table for the purpose of estimating the minimum and maximum parking demand of uses in the Region. In lieu of the parking demand table, an applicant may submit for TRPA approval a technically adequate parking analysis prepared pursuant to Section A(4) When parking demand for a use is calculated to a fraction, the fraction shall be rounded up to the nearest whole number.*

(4) *Parking Analysis: A parking analysis shall include:*

(a) *A parking demand estimate; and*

(b) *Proposed alternatives to the parking standards: and*

(c) *Methods of ensuring compliance with the alternative standards; and*

(d) *Additional information that may be required.*

(5) *General Standards: Adequate onsite parking to meet the parking demand of a use shall be provided within the project area.*

(a) *Single Family Houses, Including Secondary Residences: Parking spaces within a driveway, a garage, or carport shall be considered in determining the adequacy of parking facilities for single family houses, including secondary residences. Stacked parking may occur.*

(b) *Other Residential Uses: Only designated parking spaces and one parking space, per unit within a garage shall be considered in determining the adequacy of parking facilities for residential uses other than single family houses. Stacked parking may occur for no more than two vehicles.*

(c) *Tourist Accommodation, Commercial, Public Service, and Recreation Uses: Tourist accommodation, commercial, public service, and recreation uses shall provide, at a minimum, two parking spaces in addition to one space for each employee for the peak work shift.*

(d) *Multiple-Uses: If two or more uses share a project area, the parking demand of each use shall be calculated separately. The parking demand of the project area shall be the total of the parking demand of the uses, unless excepted otherwise pursuant to the subparagraphs (f) or (g) below.*

(e) *Fleet Vehicles: Tourist accommodation, commercial, public service, and recreation uses shall provide one parking space for each business or fleet vehicle.*

(f) *Shared Parking: Shared parking is the use of a parking facility, or portion of a parking facility, by two or more uses. Placer County and TRPA may approved shared parking facilities provided the applicants execute and record reciprocal agreements for shared parking and they make the following findings:*

(1) *The uses have different peak period; and*

(2) *The parking demand will not overlap; and*

(3) *The parking facility will meet the peak demand.*

(g) *Parking Reduction for Transit: Parking requirements for uses other than single family dwellings may be reduced up to 20% if a traffic analysis indicates transit service exists within 300 feet of the property and such a substitute measure would be a viable substitute for parking. For each space reduced, the project shall be required to contribute $300 per year or the fee required by the transit provider to the transit agency providing the service.*

(h) *Visitor/Service Parking: All uses shall provide for parking for visitors and service deliveries to the use. Such parking shall not conflict with snow removal regulations, shall not conflict with traffic flows, and should have unrestricted access.*

(6) *Offsite Parking: Offsite parking shall not be considered in determining the adequacy of parking facilities except as follows:*

(a) *Temporary Uses: Offsite parking may be permitted for a temporary use on the basis of an approved parking analysis prepared pursuant to Subsection A(4).*

(b) *Deed Restrictions: Based upon an approval of a parking analysis prepared pursuant to Subsection A(4), Placer County and TRPA may approve offsite parking provided an appropriate deed restriction is recorded which documents the relationship of the two parcels.*

(c) *Assessment Districts: Placer County and TRPA may approve offsite parking which is provide pursuant to an assessment district for which an parking analysis is prepared pursuant to Subsection A(4).*

(d) *Locations: Locations for offsite parking facilities may be approved by Placer County and TRPA if finds that the offsite parking will not violate other applicable standards. Parking credited for meeting parking standards shall be located within 300 feet of the facility it serves or shall be directly connected by transit during the hours of operation.*

(7) *On-Street Parking: Except when included in an assessment district, on-street parking shall not be considered in determining the adequacy of parking facilities. On- street parking along state or federal highways shall be reduced or eliminated to the extent feasible. Where on-street parking cannot be removed, TRPA may request state and local agencies to implement on-street parking restrictions in designated areas for specific times.*

(8) *Assessment District Standards: Exceptions to the parking standards in this section may be approved pursuant to an assessment district's approved parking plan. It is assumed that any parking provisions pursuant to an approved parking analysis, in an assessment district, are superior to the application of the parking demand table.*

(9) *Parking Facility Design: Parking facilities shall be designed to provide the required parking spaces within a minimum amount of area. Parking facilities shall minimize coverage and minimize impacts on water quality and meet the following standards:*

(a) *All off-street parking shall be located on the same property as the major land use it is intended to serve, unless located within a community parking district.*

(b) *All maneuvering shall be accomplished on-site. Backing out onto a street is not allowed.*

(c) *Parking and loading areas are to be paved, graded and drained according to the Placer County Land Development Manual and the current Standard Specifications for Public Works Construction.*

(d) *Striping of parking spaces, identification of compact spaces, handicapped parking, and loading areas is required.*

(e) *Up to 20% of the parking requirement may be developed as compact car spaces, 8' x 16' in size.*

(f) *Parking layout design should provide ample stall and aisle widths and adequate turning radii.*

(10) *Exceptions: Following are specific exceptions to the above standards:*

(a) *Placer County and TRPA may permit deviations to the parking standards on the basis of an approved parking analysis prepared pursuant to Section A(4).*

(b) *For single family houses, TRPA may count each space within a garage or carport as a parking space if reduced setback is allowed.*

(c) *Placer County and TRPA may permit deviation from the parking standard if they find that:*

(i) *There is an existing residential use, other than single family houses, or an existing tourist accommodation, commercial, public service, or recreation use; and*

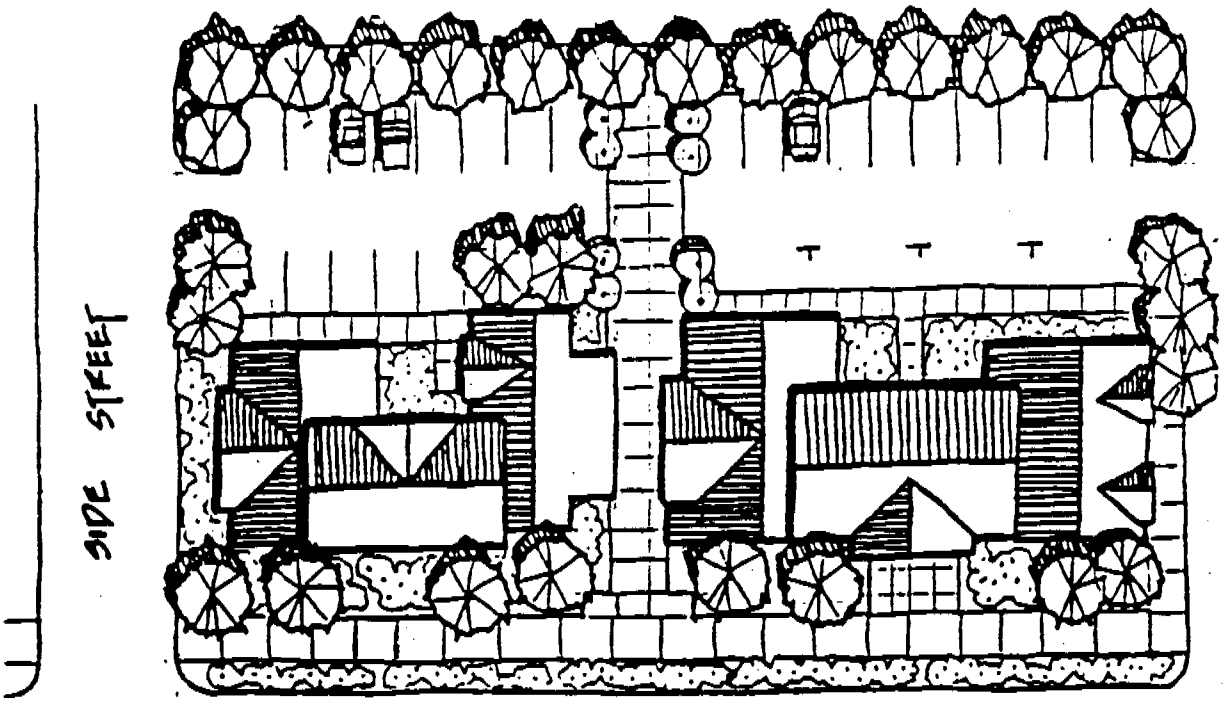
(ii) *There are existing parking facilities; and*

(iii) *The proposed use does not increase, or reduces, parking demand; and*

(iv) *It is not feasible to increase the parking capacity in the project area to the level otherwise required.*

Guidelines

A. Parking areas should be easily accessed from the street. Location of the parking to the rear or side of the building is preferred, with the front setback used to create a landscape buffer between the building and the street. Visitor parking should be clearly marked and located near the entrance to the building. Combined parking areas for adjoining businesses are encouraged.

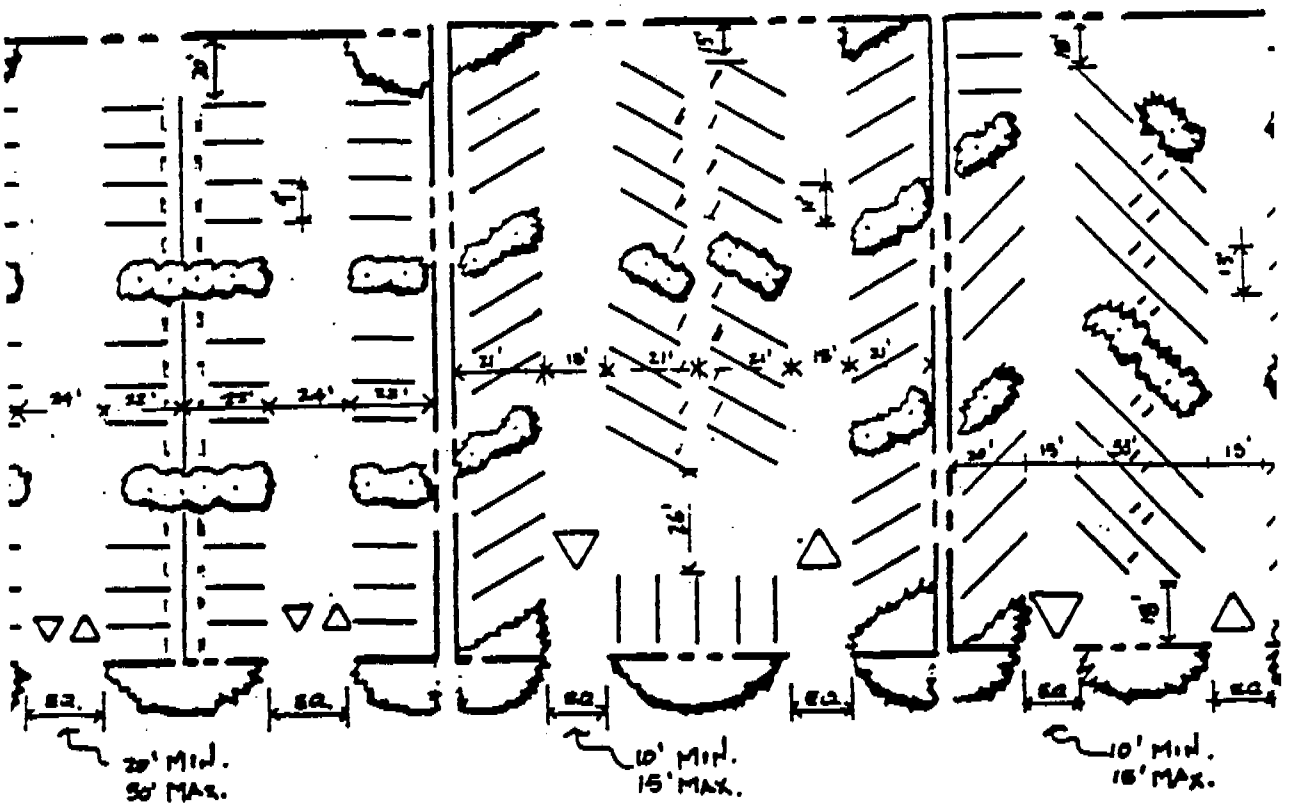


B. Pedestrian access from the parking areas to the buildings should be integrated into the parking lot design.

C. In order to reduce the visual clutter and unpredictability along the edges of the major travel routes, on-street parking should be restricted along the state and federal highways (i.e., Highways 89, 28, 50, 207 and 267). In those areas where it is desirable to maintain on-street parking, it is recommended that on-street parking be accommodated in parallel parking bays or perpendicular or diagonal parking bays where there is sufficient width in the right-of-way. Each bay would be designed to hold a maximum of four (4) parked vehicles. Bays would be paved and clearly defined with curbing. An eight (8) foot wide minimum landscaped area should be required at the end of each parking bay (i.e., consecutive parking bays would have 16 feet of landscaped area between them).

D. The following parking layout guidelines are recommended. Please refer to all the parking standards before designing your project.

Angle	Space Width	One-Way	One-Way	Two-Way
90	9 feet	46 feet	24 feet	24 feet
60	11 feet	39 feet	18 feet	24 feet
45	13 feet	33 feet	13 feet	21 feet



E. Stacked parking areas are recommended only when vehicles are directed or parked by parking attendants. Dimensions for stacked parking spaces should be 8 feet by 16 feet. An aisle at least 12 feet wide should be maintained along the length of one side of the stacked parking area to allow for emergency access.

F. Considerable visual confusion and clutter results from the uncoordinated parking that occurs in poorly defined and unpaved areas along the shoulder of the roadway. All parking areas should have clearly defined boundaries and should be striped to indicate location of spaces within the parking lot. The parking lot should be maintained to ensure that striping remains clearly visible.

G. Use wheel stops wherever needed in order to prevent automobiles from parking on dirt areas or landscape plantings, or from overhanging walkways. Wheel stops should be placed approximately four feet back from the edge of landscaping to allow for bumper overhang. Commonly used types of wheel stops include precast concrete units, landscape timbers, and railroad ties which are staked into the ground. Bollards may also be used. Wooden bollards should be used rather than steel poles. No setback for bumper overhang is needed when using bollards.

H. Sloped Parking Areas. When parking is sited on sloping terrain, terrace the parking lots to follow the terrain rather than allowing the lot surface to extend above the natural grade.

CHAPTER 13 ACCESS

The places where a driver enters or leaves a site affect both the project and the community as a whole. Care must be taken in locating access to a site in order to avoid creating traffic obstructions or hazards where drivers are entering or leaving a site. In addition, poor placement or an insufficient number of access points to a site can lead to their blockage and impede smooth traffic flow through a site.

Standards

A. *Driveways: To ensure organized and well-designed ingress and egress of vehicles from driveways, Placer County shall review the design of driveways according to the following standards and procedures:*

(1) Driveway Defined: A driveway is a clearly identifiable path of vehicular access from the parking facility of a parcel to the public right-of-way or other access road. A driveway may be either one-way or two-way.

(2) Compliance Program: The provisions set forth in Sub sections A(3) through A(6), inclusive, shall apply to projects that create a need for a driveway. Projects that do not create a need for a driveway, but are to be served by an existing driveway, may have the provisions required as conditions of approval if Placer County and TRPA find that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

(3) General Standards: Driveways shall comply with the following standards:

(a) New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality, and safety.

(b) Shared Driveways: In the application of Subsections A(4) through A(6), inclusive, Placer County and TRPA shall encourage shared driveways if they find that the effect is equal or superior to the effect of separate driveways.

(c) Standards of Caltrans: On state and federal high ways, the ingress/egress standards of the California shall apply, as appropriate, in addition to the standards in Subsections A(4) through A(6)F, inclusive. Where the state standards conflict with SubsectionsA(4) through A(6), inclusive, the state standards shall control.

(d) Slope of Driveways: Driveways may exceed ten percent slope for single family houses, including secondary residences, and five percent slope for all other uses, if Placer County and TRPA find that a steeper driveway would minimize the amount of grading and site disturbance that would result from construction of a driveway of lesser slope. In no case shall a driveway exceed fourteen percent for a residential use, or eight percent for

all other uses.

(e) Best Management Practices: Driveways shall be managed in accordance with Chapter 25 of the TRPA Code.

(4) Numbers of Driveways: Additional or transferred development, which does not require a traffic analysis pursuant to Section 93.3 of the TRPA Code, shall be served by a single driveway with no more than two points of ingress/egress from the public right-of-way or other access road. Additional or transferred development, which requires a traffic analysis pursuant to Section 93.3, shall conform to the ingress/egress provisions necessary to mitigate all traffic and air quality impacts under Section 93.3.

(5) Width of Driveways: Driveway widths shall conform to the following standards:

(a) Single Family Houses, Including Secondary Residences: Driveways serving single family houses, including secondary residences, shall have a minimum width of ten feet. Where the single family house includes a garage, the driveway shall be at least as wide as the garage door opening for a distance of twenty feet from the front of the garage, and shall taper to the appropriate width, but no less than 10 feet.

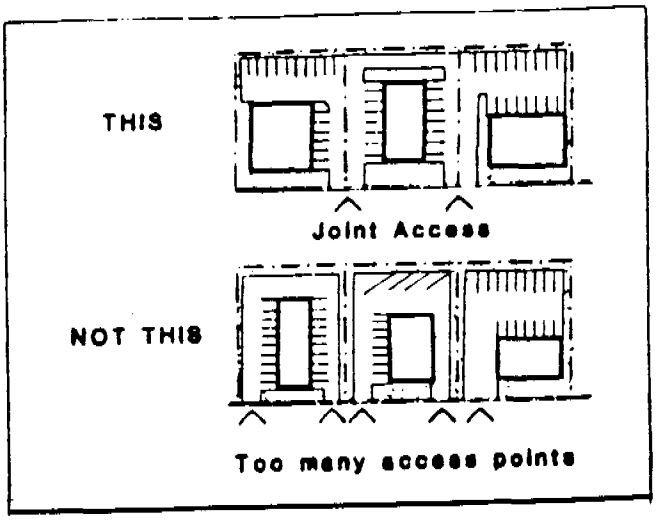
(b) Other Residential Uses: Two-way driveways serving residential uses other than single family houses shall have a minimum width of 20 feet and a maximum width of 24 feet. One-way driveways serving residential uses other than single family houses shall have a minimum width of ten feet and maximum width of twelve feet.

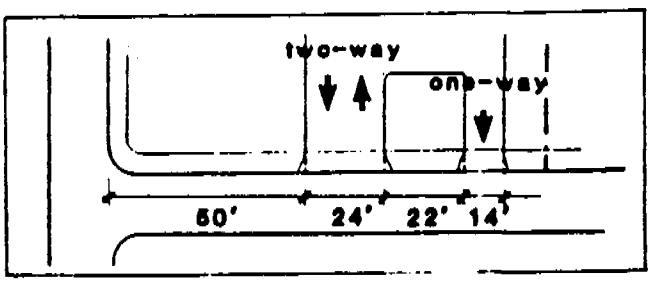
(c) Tourist Accommodation, Commercial, Public Service, and Recreation Uses: Two-way driveways serving tourist accommodation, commercial, public service, and recreation uses shall have a minimum width of 20 feet and a maximum width of 30 feet. One-way driveways serving such uses shall have a minimum width of ten feet and a maximum width of fifteen feet. For two-way driveways with median dividers serving such development, each direction shall have a minimum width of ten feet and a maximum width of seventeen feet.

(6) Service Drives: Uses other than single family houses, including secondary residences, which do not require the preparation of a traffic analysis pursuant to Section 93.3 of the TRPA Code, may be permitted an additional service driveway for maintenance and garbage removal. The service driveway shall be at least ten feet wide, and no more than twelve feet wide. Uses which require the preparation of a traffic analysis pursuant to Section 93.3 may be permitted an additional service driveway or driveways for maintenance and garbage removal provided the traffic and air quality impacts of such driveways are mitigated under Section 93.3.

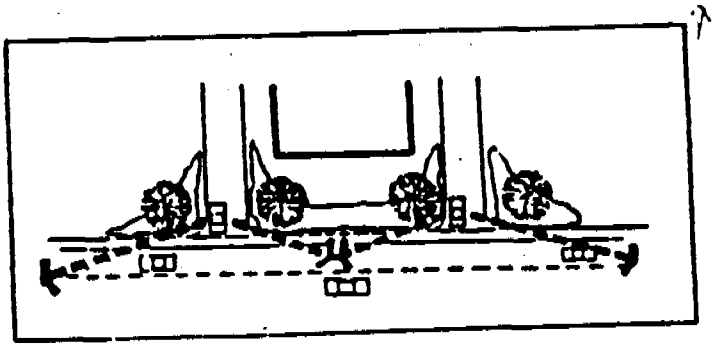
Guidelines

A. Access points should be kept to a minimum. Joint access between adjacent businesses should be used whenever possible in order to reduce traffic hazards along major routes.





B. The number of entrances should be adequate to allow efficient traffic flow. Entrances should be designed and located so that the driver has ample time to see and use them as he approaches the site. Adequate sight distance should be provided at exits for drivers re-entering traffic.



CHAPTER 14 CIRCULATION

Circulation is the pattern of movement of pedestrians, bicyclists, trucks and automobiles. The design of the circulation system on a site can be critical in terms of safety. The success of a project can hinge upon the ease of access and use.

Standards

A. *Circulation systems shall be designed and constructed to Placer County and TRPA standards. (See Placer County Tahoe Region Parking Ordinance.)*

Guidelines

A. Separate vehicular and pedestrian circulation systems should be provided in order to reduce conflicts between pedestrians, fast and slow bicyclists, and motorists. Separation can be effected through the use of changes in grade, paving materials, screens, and structures.

B. Paving materials should be compatible with other site materials. Sidewalk surfaces should be non-slippery.

B. The circulation pattern should be easily comprehended by the user.

C. Layout of sidewalks should follow the anticipated movement of pedestrians and bicyclists. Pedestrian facilities should be unifying elements and be designed to make walking a pleasurable experience.

D. Loading activity should not interfere with other site circulation patterns.

E. Building entries should be clearly visible from the parking areas and should be kept clear of parking.

F. Pedestrian open space should be located to the south of the buildings, where possible, for maximum solar exposure.

G. Resting and setting places should be provided along pedestrian and bicycle paths. This should include a variety of seating locations (sun and shade) and also function year-round (with shelter and wooden seats provided.

H. Separate vehicular and pedestrian circulation systems should be provided in order to reduce conflicts between pedestrians, bicyclists, and motorists. Separation can be effected through the use of changes in grade, materials, screens, and structures.

CHAPTER 15 PARKING LOT LANDSCAPING

Landscaping of a parking lot serves a number of important functions. Perimeter landscaping increases the attractiveness of the site and the street by screening the cars. Perimeter plantings act as a visual and noise buffer for adjacent properties.

Standards

A. *On-site parking areas shall be provided with landscaped perimeters. On-site parking areas greater than 1/4 acre in size shall be provided with landscaped islands designed in accordance with the Handbook of Best Management Practices.*

B. *Landscaping shall be so designed as to not conflict with snow removal or storage.*

Guidelines

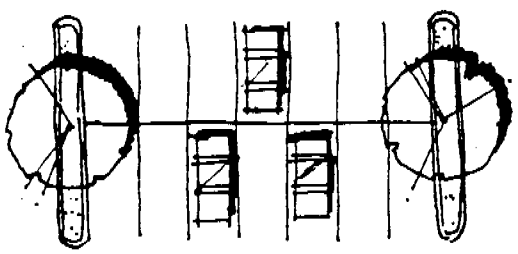
A. All portions of a parking lot that are not used for parking or maneuvering should be landscaped.

B. A landscaped separation should be provided between the parking areas and the building.

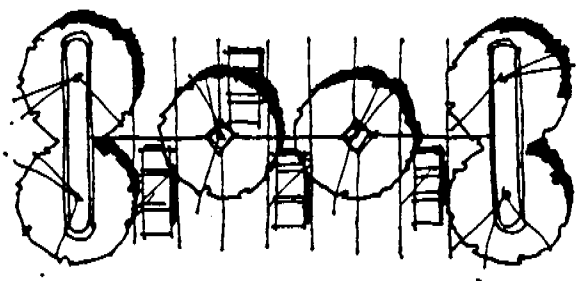
C. Perimeter landscape screening along the front of a lot, including mounding 3-4' in height is suggested. At that height, it will screen parked cars, but still permit visibility for safe site distance.

D. Screening along the sides and rear of the lot should be a minimum 6' in height. Landscaping is preferred over fencing for screening purposes.

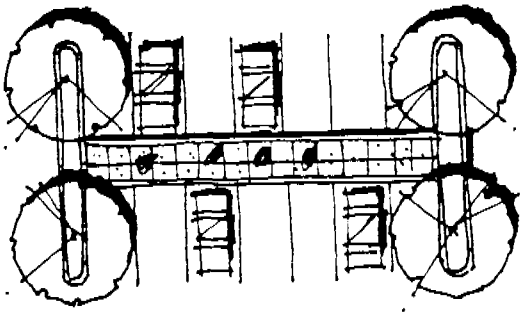
The following are examples of landscaped parking layouts:



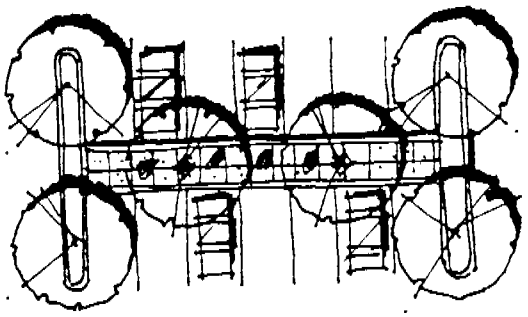
End Plantings



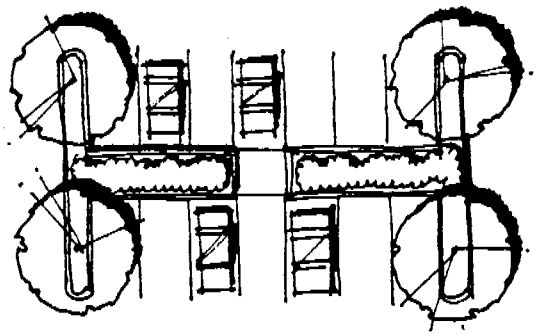
End Plantings
Compact Car Space
Tree-planting Pockets



End Plantings
Paved Walkway



End Plantings
Paved Walkway
Tree-planting Pockets

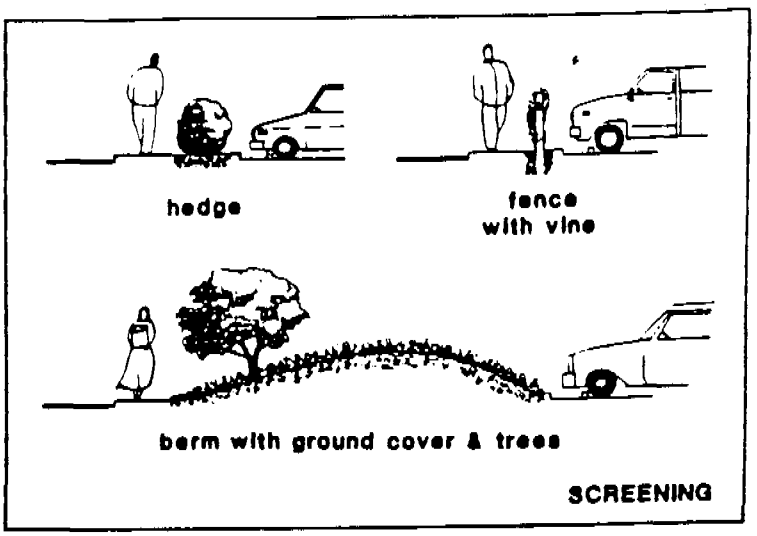


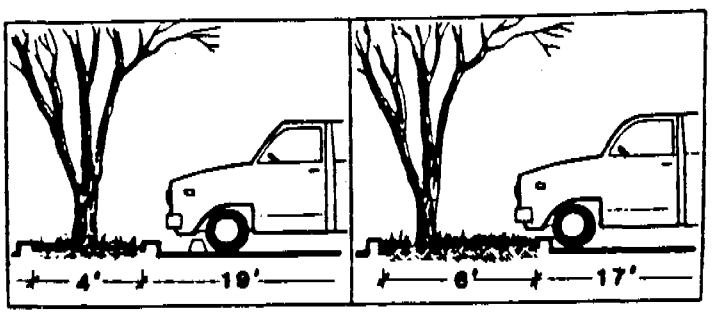
End Plantings
Hedge
Paved Walk-through

E. Where appropriate, consider installing a joint landscaped perimeter parking screen with adjoining properties. A joint project offers the opportunity to share the cost of the improvements while creating a more substantial screen should be required around the entire perimeter of the parking area, with 10-foot minimum width landscape strips along nonfrontage sides and 20-foot minimum width landscape strips along frontage roads. Trees should be planted at intervals of no greater than 40 feet on center around the perimeter of the parking area. Hedges are appropriate in urban areas. Step down landscaping near entrances in order to maintain safe sight distances.

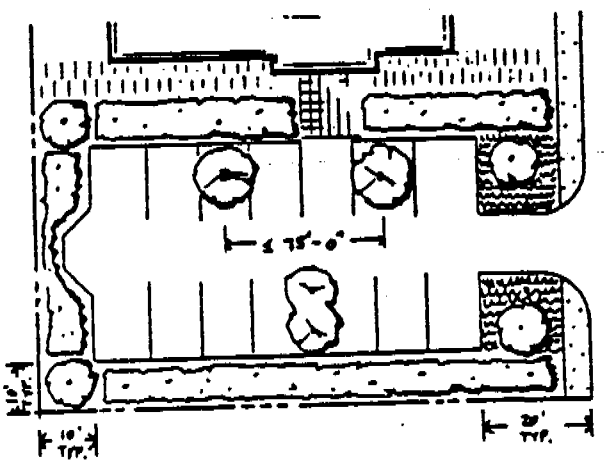
Landscaping of parking areas in rural and rural transition areas should primarily consist of native vegetation in its natural forms (i.e., not formal hedges or hedge rows). Use low walls or changes in grade to assist in screening. Step down landscaping near entrances in order to maintain safe sight distances.

F. Landscaped Islands. Provide landscaped islands within parking areas as a means to break up the visual dominance of parked vehicles. Landscaped islands allows the retention of significant existing vegetation, while providing opportunities to add additional landscaping. Existing vegetation, especially large trees, will benefit from previous planting beds above root systems. Vegetation in landscaped islands must be adequately protected from vehicle damage by such methods as curbing, tree wells, changes in grade, boulders and other parking barriers.





Landscaped islands should also be provided within the interior of parking areas to break up expanses of pavement and screen parked vehicles. Parking areas should be divided into bays not exceeding 75 feet in length with landscaped buffer strips between bays. Tree planting on the interior of the parking area should be provided at an average ratio of at least one tree per four (4) spaces.



Use the existing vegetation pattern as a design determinant in laying out the parking area. In rural transition and rural areas (see Chapter 10), the design goal should be to fit the parking layout into the landscape rather than create a very formal and repetitive layout using one island every eight spaces.

G. In order to allow drivers safe visibility at intersections of driveways and streets, no obstruction in excess of two feet high be placed within a triangular area formed by the street and driveway at property line and a line connecting them at points 25 feet from their intersection. Trees pruned high enough to permit driver visibility may be permitted.

H. Parking areas should not visually dominate a project. Plant materials, earth berms, and low walls and fences should be used to reduce the visual prominence of parking areas while still providing adequate visibility for customers and security.

CHAPTER 16 PARKING FOR DISABLED PERSONS

The County requires that access be provided in accordance with the Uniform Building Code and State Title 24 Regulations for person with disabilities.

Standards: The following standards apply to parking intended for disabled persons.

A. *Handicapped spaces must be safe and usable and the maximum slope of such spaces may need to be less than that permitted by code.*

B. *Parking spaces shall be 14' wide and 20' in length, and clearly marked with signs or painted symbols.*

C. *The number of parking spaces provided shall be as per Placer County requirements.*

Guidelines

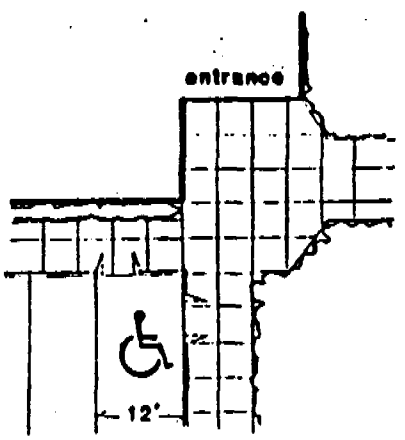
A. Parking spaces should be located as near as possible to the building entrance, preferably no more than 100 feet away.

B. The parking spaces should be located so that wheelchair users do not have to move out from behind parked cars.

C. Curbs should be flush between the parking spaces for the disabled and the building entrance.

D. Parking lots with 10 or more spaces should provide parking for the disabled. One space should be provided for the first 20 spaces or fraction thereof. One additional space should be provided for each additional 20 spaces or fraction thereof.

Dimensions of disabled parking spaces should be 14 feet by 20 feet. Access to and from the vehicle should be on level ground. Location of disabled parking should be as near to the main pedestrian corridor or building entrance as possible.



Parking spaces for the disabled should be clearly marked, both on the pavement and with a sign displaying the International Symbol of Accessibility. No recommendation contained in this paragraph will replace or supersede any federal, state, or local requirements for the provision of accessible parking for the disabled.

CHAPTER 17 LOADING

Loading space and facilities should be provided by any business anticipating freight operation or truck deliveries. The location of the loading area should allow efficient use without detracting from the building, the site, the neighborhood or on-site circulation.

Standards

A. *All loading and unloading shall take place on-site. Street servicing is prohibited.*

B. *The number of loading spaces will be based upon the operating characteristics of the individual use, as anticipated for an average business day.*

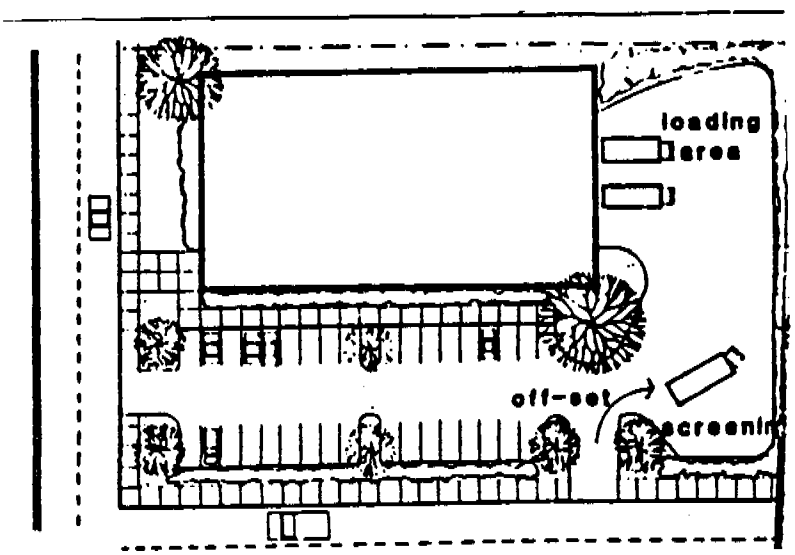
C. *The minimum size for a truck loading space is 10' x 25'. If larger trucks are anticipated, the loading spaces, aisles, driveways, and overhead clearances shall be appropriately increased.*

Guidelines

A. A site should be designed to handle truck maneuvering, parking, and loading operation. Backing from the street onto a site to load or unload a truck causes traffic congestion and hazards.

B. Because of their unsightly appearance, loading facilities should be located at the rear of a structure. When such placement is not possible the facilities should be screened from the street by landscaping and should be off-set from driveway openings.

C. The loading area should not interfere with other site circulation, and should permit free use of aisles, driveways, and sidewalks during freight operation.



CHAPTER 18 SIGNS

A sign's basic function is to communicate a message to the viewer. Basically, a sign should be unobtrusive, convey its message clearly, be vandal-proof and weather-resistant, and, if lighted, not be unnecessarily bright.

The intent of the Sign Ordinance is to achieve a good relationship between the sign, the building, and the neighborhood. The Sign Ordinance permits each business a certain amount of signage based upon the zoning, lot size, lot frontage length, total building size, and building frontage length.

Standards

A. *The following ordinance shall apply to all properties within the area subject to these standards. All signs shall comply with the applicable standards set forth in this ordinance.*

(1) *A Sign Permit is required for all signage under the jurisdiction of the Placer County Planning Department and TRPA Code. A Design Site Agreement approved by Placer County which includes a sign submittal may serve as a Sign Permit.*

(2) *A sign initially approved and for which a permit is allowed shall not thereafter be modified, altered or replaced, nor shall any design element of any building or lot upon which such sign is maintained be modified, altered or replaced if any such design element constituted a basis for approval of such sign, without an amended or new permit therefor first being obtained.*

B. *Definitions*

(1) *Sign: Anything whatsoever placed, erected, constructed, posted, printed, or otherwise affixed or made visible for outdoor advertising purposes in any manner whatsoever, on the ground or on any tree, wall, post, fence, building, or structure.*

(2) *Free-standing Sign: A sign not attached to a building.*

(3) *Building Sign: A sign which is attached flat against a building and does not project outward or extend above the principal roof line.*

(4) *Projecting Sign: A sign attached to a building that projects outward and does not extend above the principal roof line.*

(5) *Sign Permit: A permit issued through the Planning Department, authorizing the use of a free-standing, building, projecting, or window sign.*

C. *Free-standing Signs: Each building or cluster of buildings (i.e., shopping centers) in a commercial district shall be permitted one free-standing sign.*

The total area of an outdoor free-standing sign shall not exceed one (1) square foot of sign area for each two (2) feet of street frontage occupied by the business or enterprise. The maximum permissible aggregate sign area is fifty (50) square feet for all free-standing,

directional, projecting, and building signs, with the exception of multiple-tenant projects and multiple-frontage buildings as described in Section D.(2). Free-standing signs are permitted a maximum height of fourteen (14) feet, or no higher than the principal roofline of the structure on the property, whichever is less. Free-standing signs must be incorporated into a landscaped design theme or planter area unless there is insufficient space to provide for that.

D. *Building Signs:*

(1) *One (1) building sign may be maintained upon each building frontage of a main building. Each such building sign may be allowed an area of one (1) square foot of sign area for each linear foot of the width of such building frontage or the following table: The maximum aggregate sign area for all signs, free-standing building signs, and projecting, shall not exceed fifty (50) square feet, with the exception of multiple-tenant projects and multiple frontage buildings as described in Section D.(2).*

Floor Area (sq. ft.)	Sign Area (sq. ft.)
0 - 1,000	10
1,000 - 2,000	20
2,000 - 5,000	30
5,000 -10,000	40
10,000	50

(2) *Multiple Tenant Buildings: Each primary use may be allowed one square foot of sign area for each one linear foot of building frontage up to a maximum of 30 square feet of sign area for building frontage. A maximum of four (4) building signs may be permitted per primary use.*

In instances where the primary use has no building frontage, but does have a frontage without a public entrance on a street, building signage may be erected upon that alternate frontage. The sign area shall be calculated based upon that alternate frontage.

(3) *Projecting Signs: Projecting signs may be permitted according to the same specifications as building signs listed in Section D.(1). Projecting signs may project up to 42 inches from the face of the building, must have at least eight (8) feet of ground clearance, and cannot be higher than the building to which they are attached. Projecting signs may not extend beyond the applicant's property.*

F. *Sign Area: The area of a sign shall include the entire area within any type of perimeter or border which may enclose the outer limits of any writing, representation, emblem, figure, or character. The structure surrounding the sign should be kept to a minimum size.*

The area of the second side of a two sided sign, if identical to side one, shall not count as additional signage.

G. *Setbacks: The setback for a free-standing sign in community plans and/or commercial land use districts shall be a minimum of ten (10) feet from all property lines. The Design Review Committee and County staff may decrease the setback to a minimum of five (5) feet if it is*

determined that the public will be better served with a sign located closer than 10 ft. to the property line, due to site specific conditions such as steep terrain, heavy vegetation, or existing structures on the site or adjoining properties. Signs legally existing as of the date of this Ordinance, non-conforming only in terms of setback requirements, need not be relocated or removed under the provisions of Section X of this Ordinance.

H. *Signage Plans: Buildings, or clusters of buildings, shall provide a signage plan for the entire structure. This plan shall be prepared by the owner of the building(s) or their agent. The signage plan must be designed so that it establishes a common theme or design, uses similar construction methods, has identical or compatible colors, lettering, lettering style, symbols, scale and size of signs and/or common background. Total signage area within the plan is subject to the maximum size.*

I. *Sign Illumination: No spotlight, floodlight, or lighted sign shall be installed in any way which will permit the rays of such sign light to penetrate beyond the property on which such light or lighted sign is located. The light source shall not be visible to pedestrians or vehicles. Illuminations of all signs shall be by diffused light which is constant in intensity and color at all times.*

J. *Permitted Materials: Signs may be constructed of wood, metal, glass, stone, concrete, or brick and, in some circumstances, cloth. Plastic back-lit signs are not allowed, with the exception of plastic back-lit individual letters, when mounted on one of the aforementioned permitted materials, where such letters to not exceed 18 inches in height.*

K. *Directional Signs: An entrance/exit or other directional sign is allowed at each approved driveway opening provided that each sign is not larger than two (2) square feet and no taller than three (3) feet, and must be compatible with the other signs on the property. This signage need not be deducted from the sign area otherwise permitted.*

L. *Window Signs: Window signs may be placed in or upon any window, provided that no more than twenty percent (20%) of the total transparent area of the window is obscured. This will be counted in the signage area.*

M. *Sign Copy: Changeable copy signs may only be used in conjunction with theaters or master address identification signs in conjunction with a signage plan, schools, churches, community centers, or community recreation centers.*

N. *Temporary Signs: Signs promoting events sponsored by civic, charitable, educational, community recreational, or other non-profit organizations may be erected up to two (2) weeks in advance of the event being promoted. These signs shall be removed within two (2) days following the conclusion of the event. No such signs shall be permitted on public property or within public rights-of-way unless authorized by the responsible landowner.*

O. *Abandoned Signs: Signs advertising businesses that have vacated a location for a period of longer than one (1) year shall be the responsibility of the property owners for removal, which shall be accomplished within 60 days thereafter.*

P. *Neighborhood Identification Signs: Not more than two (2) permanent signs containing copy of not more than fifty (50) square feet in aggregate sign area and not more than six (6) feet in height shall be allowed to identify a neighborhood or other residential area comprising not less than three (3) acres in size.*

Q. *Institutional Signs: Two signs not exceeding twenty-four (24) square feet in aggregate sign area shall be allowed for a church, school, community center or other public or institutional use. One (1) of such signs may be maintained integral with a building and the other sign may be affixed to the ground provided that the top of the sign does not exceed a height of six (6) feet from the finished grade of the lot and is set back at least five (5) feet from any property line.*

R. *Real Estate Signs: One temporary sign not over eight (8) square feet in area shall be allowed for any lot or two (2) or more contiguous lots in single ownership (whether or not such lot or lots have ben or are to be subdivided) containing appurtenant sign copy advertising the sale, rental, or lease of the property (the lot or lots and/or the improvements, if any, thereon) upon which such sign is located. Such signs shall be exempt from Sign Permit requirements.*

S. *Increases in Maximum Allowed Sign Area: Sign area for building and free-standing signs which are visible from highways with a posted speed limit of 45 miles per hour or greater may be increased up to 20 percent over the maximum allowable area for each sign as calculated based on the applicable provisions of this Ordinance.*

T. *Off-premise Signs: No sign shall be erected or maintained on a parcel or project area other than the parcel or project area on which the use or activity advertised by the sign is located, with the exception of (1) signs advertising public facilities, such as governmental offices or public recreational facilities, and (2) use of "international symbols" which relay information in graphic form and which contain no copy advertising business names. Sign area shall be consistent with the maximum amounts allowed for free standing signs. (See item I)*

U. *Gasoline Price Signs: Signs for gasoline or other motor fuel price signs shall conform to the following standards:*

Motor Vehicles: A use which includes selling motor vehicle fuel to the public may be allowed one (1) gasoline price sign on each street frontage providing direct vehicular entrance to the use. Such signs may be incorporated into free-standing signs, however, the gasoline price sign shall not exceed ten (10) feet in height and fifteen (15) square feet in area for each side. Gasoline price signs shall have no more than two (2) sides. Portable gasoline price signs are prohibited. Sign area utilized for gasoline prices that is kept at the minimum area required by law shall not be included in the total permitted sign area. Any price signing in excess of the minimum required by law shall be included in the total permitted area.

Marina Gasoline Price Signs: A marina which sells motor fuel to the public may be allowed one (1) gasoline price sign. Such sign may be incorporated into a free-standing sign, however, the gasoline price sign shall not exceed eight (8) feet in height and none (9) square feet in area for each side. Gasoline price signs shall have no more than two (2) sides. Port able gasoline price signs are not allowed. Sign area utilized for gasoline prices that is kept at the minimum area required by law shall not be included in the total permitted sign area.

Any price signing in excess of the minimum required by law shall be included in the total permitted area.

V. *State of Repair: All signs and components thereof, including supports, braces, and anchors, shall be kept in a state of good repair.*

W. *Prohibited Signs: No person shall erect, alter, maintain, or relocate any sign specified in Section (a) - (n) as follows:*

(1) *Signs Creating Traffic Hazards: No signs shall be erected at or near any public street or the intersection of any streets in such a manner s to create a traffic hazard by obstructing vision or any location where it would interfere with, obstruct the view of, or be confused with any authorized traffic sign.*

(2) *Hazardous Signs: No sign shall be erected or maintained which, due to structural weakness, design defect, or other reasons, constitutes a threat to the health, safety, and welfare of any person or property.*

(3) *Signs Resembling Traffic Signals or Signs: No sign shall be constructed, erected, or maintained which purports to be or resembles an official County, State or Federal traffic sign or signal except those signs officially authorized and installed by Placer County, or the California Department of Transportation. This section shall not apply to signage in parking lots.*

(4) *A-frame Signs: Any portable sign or structure composed of two (2) sign surfaces mounted or attached back to back in such a manner as to form a basically triangular vertical cross section through the faces.*

(5) *Flashing Signs: Any sign which contains an intermittent or flashing light source, or which includes the illusion of intermittent or flashing light by means of animation, or an externally mounted intermittent light source. Automatic changing signs, such as public service time, temperature and date signs, are not classified as flashing signs.*

(6) *Electronic Message Signs: A permanent free-standing roof, wall, or other sign which changes copy electronically using switch and electric lamps.*

(7) *Off-premise Signs and Billboards: Outdoor advertising signs which advertises goods, products, or services not sold on the premises on which said sign is located.*

(8) *Roof Signs: Any sign erected partly or wholly on or over the roof of a building, including ground signs that rest on or overlap a roof.*

(9) *Animated Signs: A rotating or revolving sign, all or a portion of which moves in some manner.*

(10) *Wind Signs: Any propeller, whirling, or similar device which is designed to flutter, rotate, or display other movement under the influence of the wind. This shall include flags, banners, and pennants.*

(11) *Illuminated Signs: Standards "cabinet" illuminated signs.*

(12) *Mobile or Portable Signs: A sign not permanently attached to the ground or building.*

(13) *Video Signs: Animated visual messages which are projected on a screen.*

(14) *Tree Sign: Any type of sign whatsoever attached to a tree.*

X. *Amortization of Non-Conforming Signs: This section sets forth requirements for the amortization schedule for the removal or alteration of signs that do not conform to the provisions of this Ordinance.*

(1) *An existing sign is a sign that is legally existing or approved on the effective date of this Ordinance.*

(2) *A non-conforming sign is a sign that is existing as of the effective date of this Ordinance which does not comply with the applicable standards set forth in this Ordinance.*

(3) *A conforming sign is a sign that is existing as of the effective date of this Ordinance which complies with the standards set forth in this Ordinance.*

(4) *Removal of Non-conforming Signs: Non-conforming signs shall be conformed, if conforming is possible, or removed as follows in Placer County adopted Redevelopment Project areas:*

(a) *Where available funds can be obtained through grants or special programs that will compensate sign owners for a minimum of 75% of the cost of conforming or replacing the sign, conformity shall be achieved within one (1) year from the effective date of this Ordinance. Replacement cost compensation shall be made only for signs legally approved through the appropriate permit process.*

If no such funding program is established, conformity shall be achieved within three (3) years from the effective date of this Ordinance.

Sign values, for the purpose of determining replacement cost, shall be determined based on an actual sales receipt for the sign, a cost estimate for the replacement cost provided by a qualified professional, or the replacement cost as determined in the current edition of the Signwriters Guide to Easier Pricing, whichever is greater.

(b) *As businesses change ownership or name at a given location, any and all signage proposed shall be designed to conform with the provisions of this ordinance.*

(c) *As new signage is proposed without a change in the business at a given location, signage proposed shall be designed to conform with the provisions of this ordinance.*

(d) *At such time as a business or person requests approval of a discretionary nature from Placer County, non-conforming signage shall be replaced as a condition of such approval.*

(5) *Amortization Outside of Redevelopment Project Areas: For areas located outside of adopted Placer County Redevelopment project areas, the amortization requirements of Section 26.12 of the Tahoe Regional Planning Agency Code of Ordinances shall apply.*

(6) *TRPA Amortization: Amortization requirements of Section 26.12 of the TRPA Code shall apply.*

Y. *Variances: Variances may be granted to the standards set forth in this ordinance for signs legally existing prior to the adoption of this ordinance, provided the following findings can be made:*

(1) *Because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the sign ordinance deprives such property of privileges enjoyed by other property in the vicinity and other identical zoning classifications.*

(2) *The exception is in harmony with the purpose and intent of the sign ordinance.*

(3) *There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property that are not contemplated or provided for by this ordinance.*

(4) *The approval of the exception will not be materially detrimental to the public health, safety, and welfare.*

(5) *Alternative signage concepts that comply with the provisions to which the exceptions requested have been evaluated, and undue hardship would result if the strict adherence to the provision is required.*

(6) *A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Resources Management Package Final Environmental Impact Statement, 1989.*

(7) *The exception which is approved shall not increase the number, area, and height of the existing sign or signs for which the exception is requested; and*

(8) *The exception is the minimum departure from the standards.*

Z. *Permit Issuing Authority: Upon making the requisite findings by TRPA under the provisions of Section 26.3.C of the Code of Ordinances, Placer County shall assume lead responsibility for permit issuance and enforcement of these sign regulations as set forth in the County's Enforcement Ordinance. TRPA shall retain responsibility for the amortization requirements required under Chapter 26 of the Code and for the review and enforcement of state and federal signage exempt from Placer County review authority.*

Guidelines

A. Signs should be designed and located to be compatible with their surroundings in terms of size, shape, color, texture and lighting.

B. Signs should be simple in design and easy to read, with the number of lettering styles and amount of copy kept to a minimum -- preferably giving only the name of the business.

C. Reflective, fluorescent, and primary colors should be avoided. Reader boards are prohibited, with the exception of theaters, master identification signs in conjunction with a signage plan, schools, churches, community centers, or community recreation centers.

D. Architectural details of a building often suggest a location, size, or shape for a sign. Signage should complement the architectural details of the building. Signs which violate the architectural integrity of the building to which it is attached will not be allowed. Signs should also help to establish a visual continuity with adjacent store fronts and store signs relating directly to the store entrance.

E. Signs should be oriented toward pedestrians or vehicles in close proximity.

CHAPTER 21 TAHOE CITY COMMUNITY PLAN

This chapter presents design standards and guidelines specific to the Tahoe City Community Plan Area and its related areas. It is based on a set of goals and design and implementation principles taken from Chapter I of the Tahoe City Community Plan.

The overall design concept for Tahoe City is based on building off of the existing small town main street and the existing recreation amenities. The spine or main street of this commercial area is State Route 28. The focus of Tahoe City is the downtown commercial district anchored on each end by recreational/commercial amenities.

For urban design and reference purposes, the Tahoe City Community Plan and its related plan areas are divided into the following design areas:

1. Downtown Commercial Area
2. Marina Commercial Area
3. Wye/Fanny Bridge Area
4. South Commercial Area
5. Public Service Area
6. 64 Acre Tract Recreation Area
7. Tahoe City Golf Course Area
8. Entry Areas

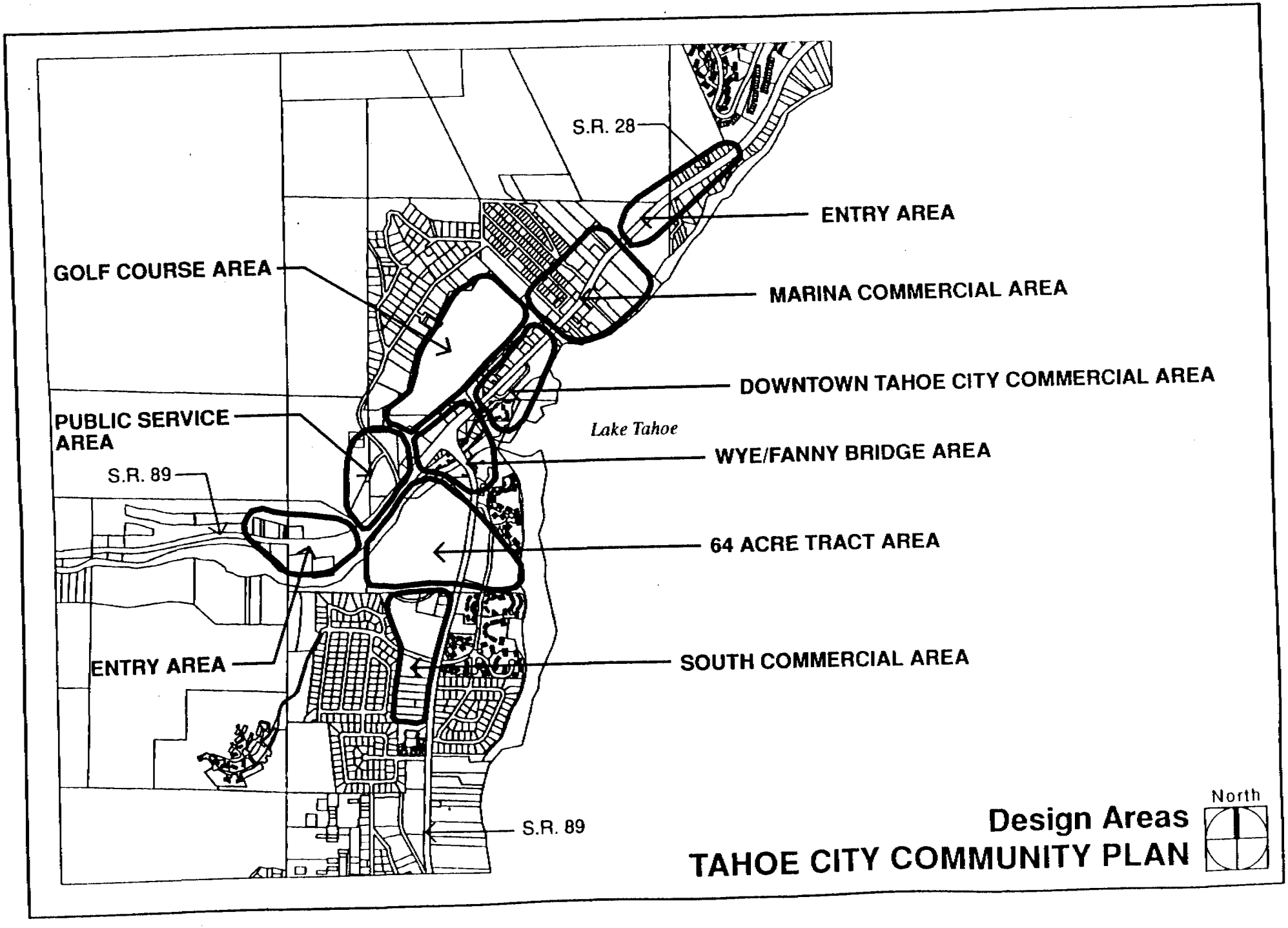
Design Concept

Downtown Commercial, Marina and Wye/Fanny Bridge Areas: The size and scale of these commercial districts and their proposed improvements reflect that of a pedestrian oriented area. This recognizes that the spine is a state highway and it must remain functional.

The key attractions upon which Tahoe City builds are the views of Lake Tahoe, the Commons Beach Area and its recreation amenities, the Marina Area, the Wye/Fanny Bridge Area, and the existing mass of resident/tourist commercial uses. The concept is to build on these anchors and to create a commercial attraction of small retail stores all within walking distance.

All the streets and highways are to be designed to maintain a pedestrian feeling of space, e.g. building-to-street ratios of no less than 1 foot of building height to 3 feet street width, low level lighting, sidewalks, pedestrian-oriented signs, attractions and parking within walking distances, etc. The buildings on the street frontages use a door-window-door-window facade presentation to promote pedestrian shopping.

South Commerical and Entry Areas: The size and scale of these areas reflect a boulevard style area. These recognizes these are entry areas for a state highway and are not in the core pedestrian district.


S.R. 28
ENTRY AREA
GOLF COURSE AREA
MARINA COMMERCIAL AREA
DOWNTOWN TAHOE CITY COMMERCIAL AREA
PUBLIC SERVICE AREA
Lake Tahoe
WYE/FANNY BRIDGE AREA
S.R. 89
64 ACRE TRACT AREA
ENTRY AREA
SOUTH COMMERCIAL AREA
S.R. 89
North
Design Areas
TAHOE CITY COMMUNITY PLAN

These transitional areas provide commercial services and a sense of entry into Tahoe City. Large setbacks and extensive use of vegetation is encouraged.

Tahoe City Golf Course and 64 Acre Tract Recreation Areas: These two areas provide recreation and open space amenities to Tahoe City. Although not in the Community Plan, they are important parts of the concept and these following Standards and Guidelines apply where applicable.

Standards

The standards presented in this chapter supplement the standards presented in previous chapters. If there is a conflict with the earlier chapters, the standards of this chapter shall apply. These standards may be adjusted to preserve natural features or to reduce conflicts with other standards. Setback standards on S.R. 28 and 89 may only be reduced upon making the required findings of the TRPA Code for scenic corridors.

Projects subject to the requirements of this chapter shall be conditioned to meet the following standards where applicable. The specifications for improvements, e.g. street lights, pavers, etc. shall be established by Placer County or approved areawide improvement plans.

A. *Projects fronting State Route 28 shall provide the following improvements for the roadway frontage: (See Guidelines for recommended design details.)*

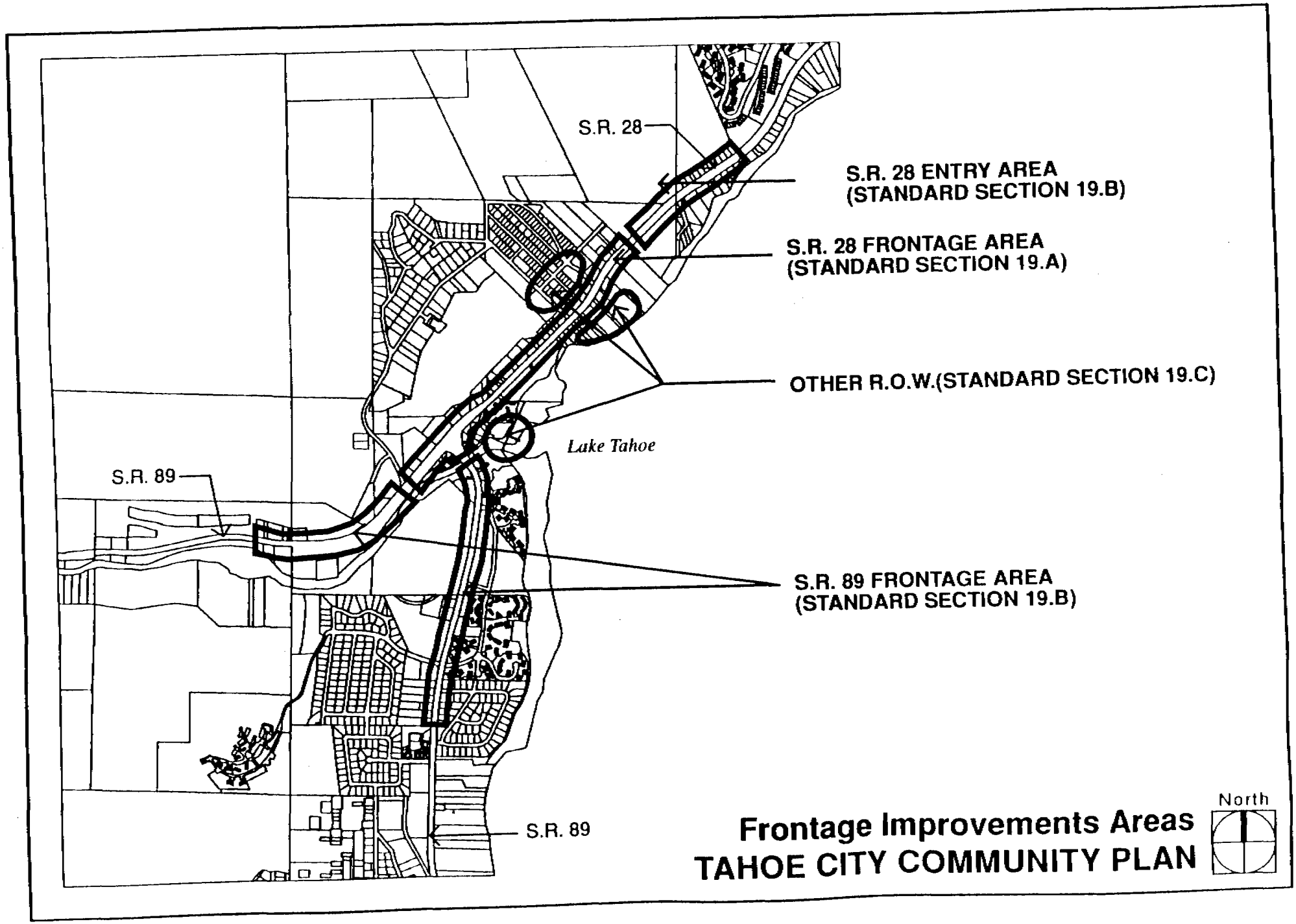
   (1) *Ten feet wide concrete and paver sidewalk.*
   (2) *Eight inch vertical concrete curbs or as required by Caltrans.*
   (3) *Street trees with grates planted 50 feet on center.*
   (4) *Pedestrian street lights 12' high 50 feet on center.*
   (5) *Ten feet building setback from the property line.*

B. *Projects fronting State Route 89 in the South Commercial Area and the 64 Acre Tract Area shall provide the following improvements for the roadway frontage (See Guidelines for recommended design detail.):*

   (1) *Eight feet wide asphalt sidewalks.*
   (2) *Six inch vertical concrete curbs or as required by Caltrans.*
   (3) *Street trees planted 50 feet on center or pockets of shrubs planted 25 feet on center or a combination of both subject to an approved landscape plan.*
   (4) *Pedestrian street lights 12' high 50 feet on center or low level lights 25' on center.*

C. *Projects fronting other public right-of-ways within the Community Plan shall provide on the frontage (See Guidelines for recommended design detail.):*

   (1) *Six feet wide minimum concrete sidewalks.*
   (2) *Pedestrian street lights 12' high 50 feet on center.*
   (3) *Landscaping in setback area.*
   (4) *Six inch vertical; concrete curbs or as required by Placer County.*


S.R. 28
S.R. 28 ENTRY AREA
(STANDARD SECTION 19.B)
S.R. 28 FRONTAGE AREA
(STANDARD SECTION 19.A)
OTHER R.O.W.(STANDARD SECTION 19.C)
Lake Tahoe
S.R. 89
S.R. 89 FRONTAGE AREA
(STANDARD SECTION 19.B)
S.R. 89
North
Frontage Improvements Areas
TAHOE CITY COMMUNITY PLAN

E. *Construction of new buildings or expansion of existing buildings shall not exceed the minimum buildings setback requirement from the property lines as follows:*

(1) *Front - as specified in the typical section or 20' if not specified.*

(2) *Side - no side setback on adjoining commercial uses and 10' on properties adjoining noncommercial uses.*

(3) *Rear - as specified in the typical section or 20' if not specified.*

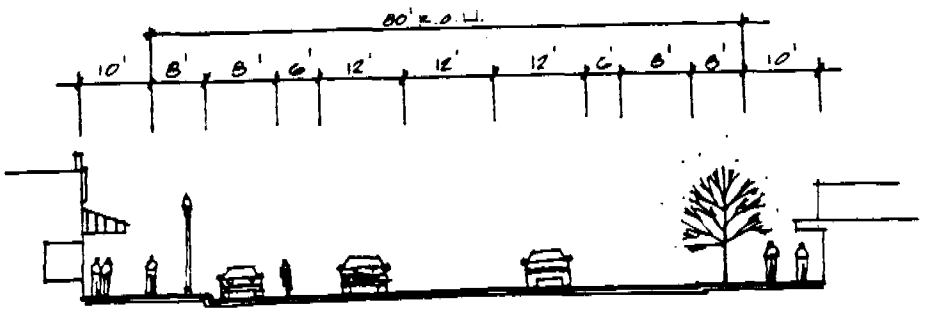
F. *Projects with existing coverage in excess of 75% of their project area, shall be requir4ed to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has be met by a previous approval.*

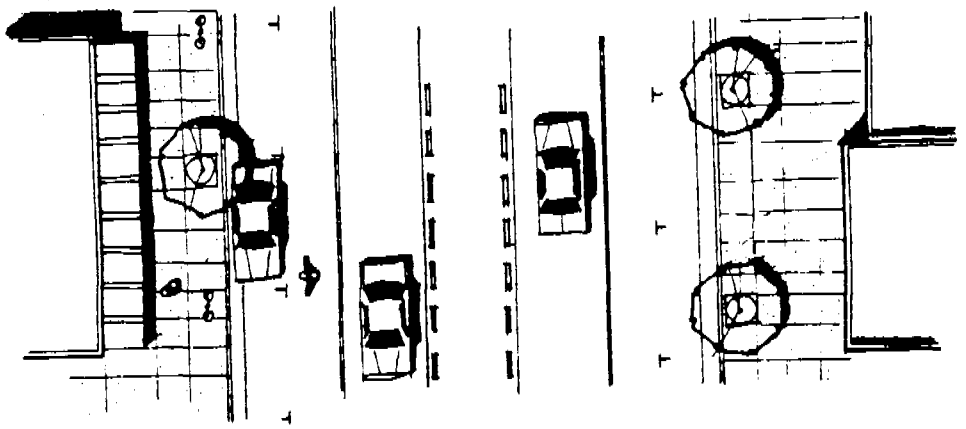
G. *Projects located between the designated scenic corridors and Lake Tahoe or the Truckee River shall not cause a reduction of the views of Lake Tahoe or the Truckee River from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views within the scenic unit.*

Guidelines

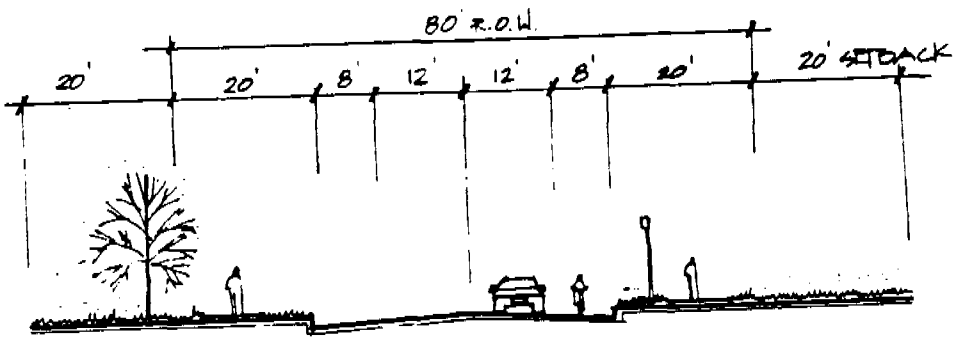
A. The following figures and text display the design guidelines which are to be applied to the Tahoe City Community Plan. Specific standards may be established by Placer County Department of Public Works or approved areawide improvement plans.

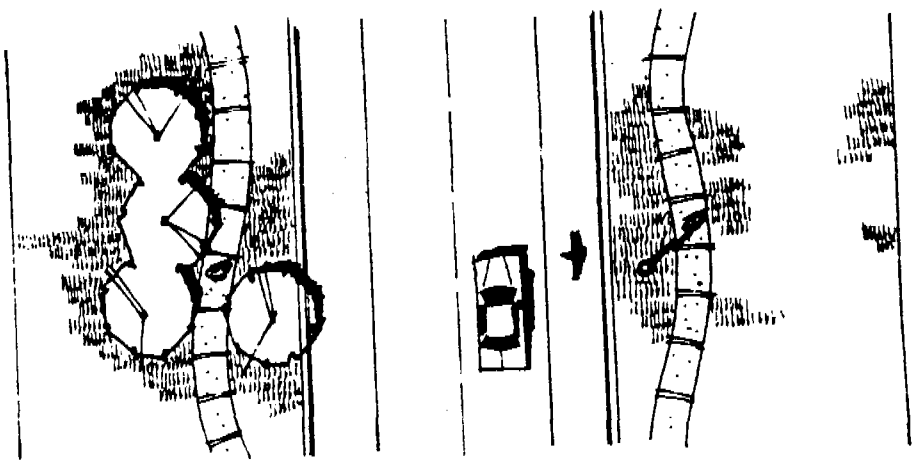
(1) State Route 28 Typical Cross Section for the Downtown Commercial Area, Marina Area, and the Wye Area: Projects in/or fronting State Route 28 should consider these basic elements: two travel lanes, center turn lane, 10' building setbacks from the property line, 6' bike lanes, 6' - 10' sidewalks, parallel parking, lighting, and landscaping.



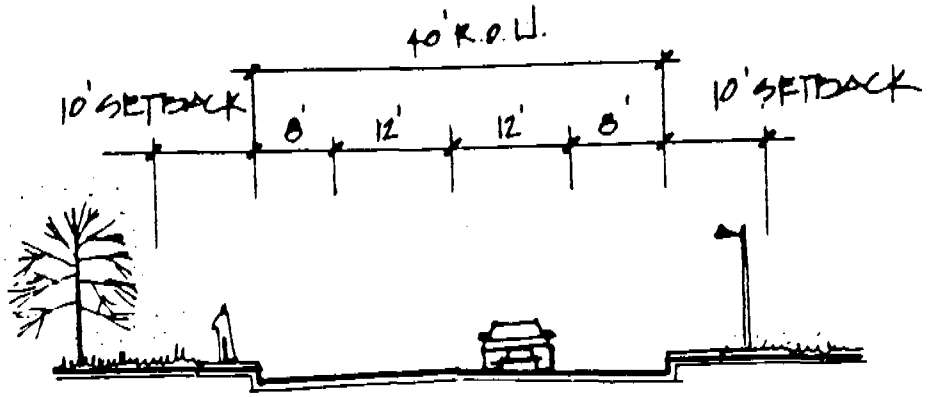


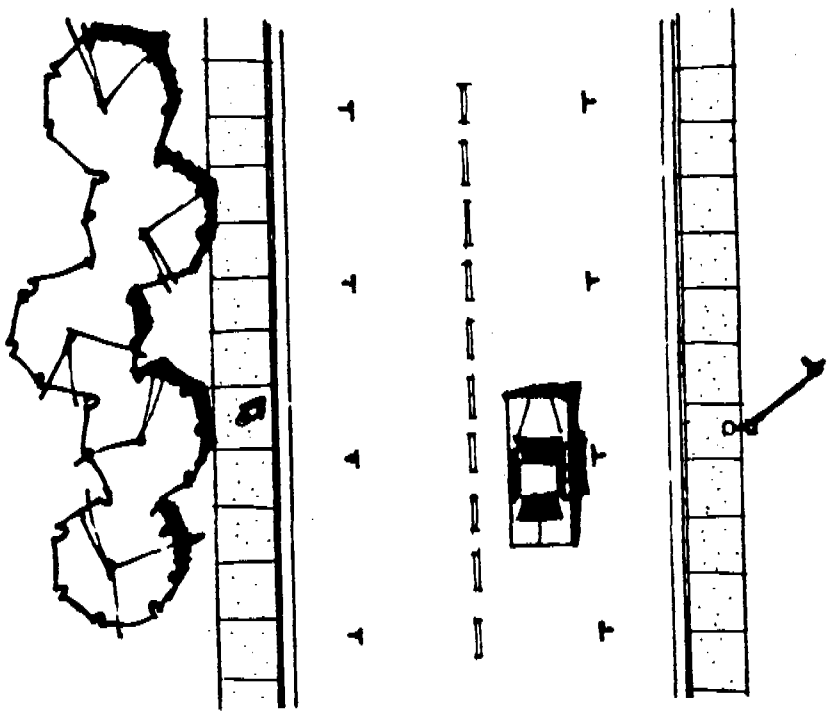
(2) State Route 89 Typical Cross Section for the South Commercial area and the 64 acre Tract: Projects in/or fronting State Route 28 should consider these basic elements: two travel lanes with 4' shoulders, 20' landscaped building setbacks from the property line, 4' - 8' bike lanes/sidewalks separate from the roadway, no parking in the right-of-way, lighting and landscaping.



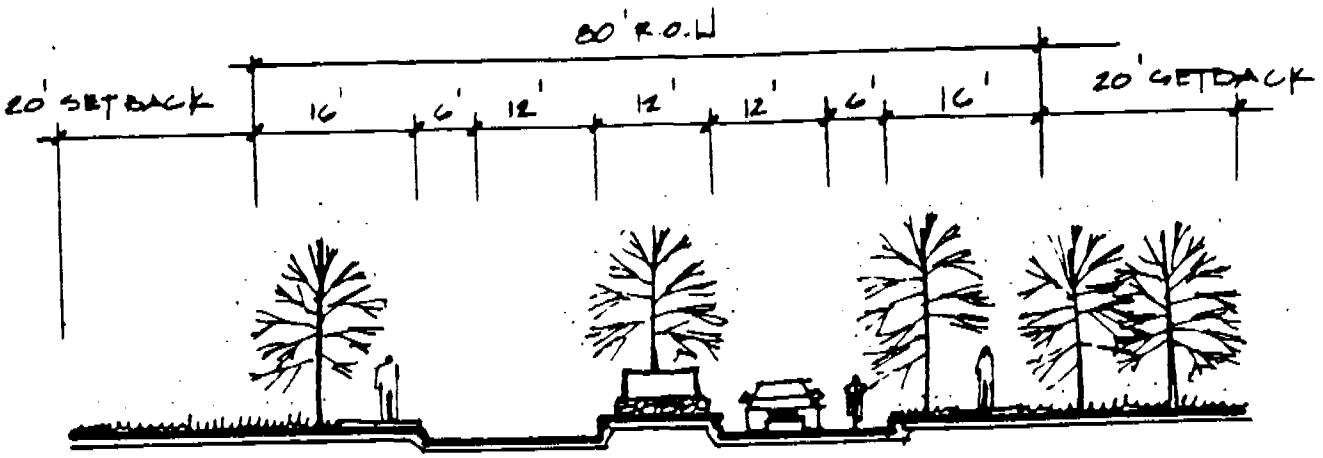


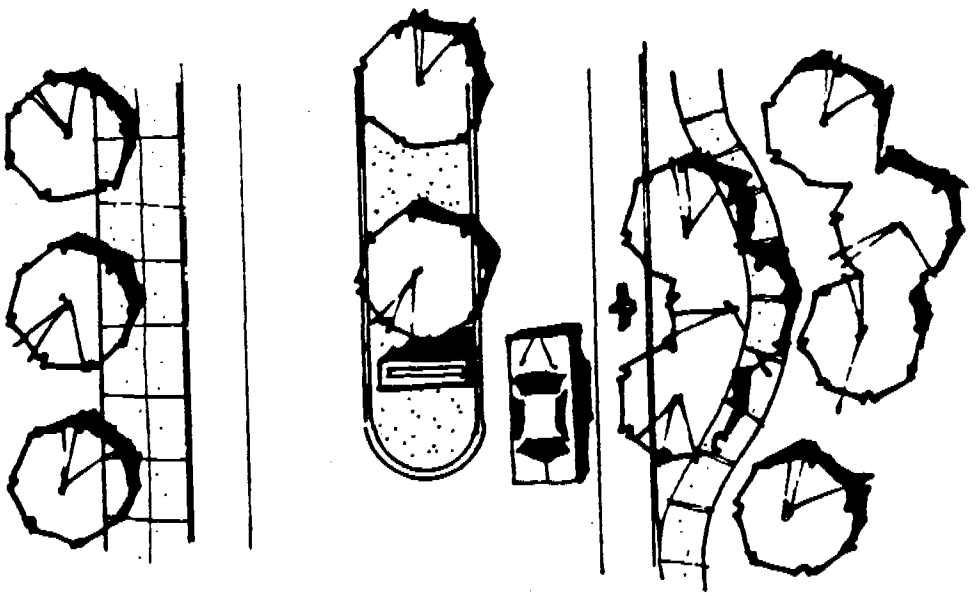
(3) Other Streets Typical Cross Section: Projects in/or fronting local public right-of-ways should consider these basic elements: two travel lanes, 10' building setbacks from the property line, 6' sidewalks, parallel paring, lighting and landscaping.





(4) State Route 28/89 Typical Cross Section for the Entry Areas: Projects fronting the designated entry areas for S.R. 28 and 89 should consider these basic elements: two travel lanes, median divider or center turn lane, 20' building setbacks from the property line, limited access, no parking, 6' sidewalk (option #1, if space is limited or the preferred option #2), lighting and landscaping.

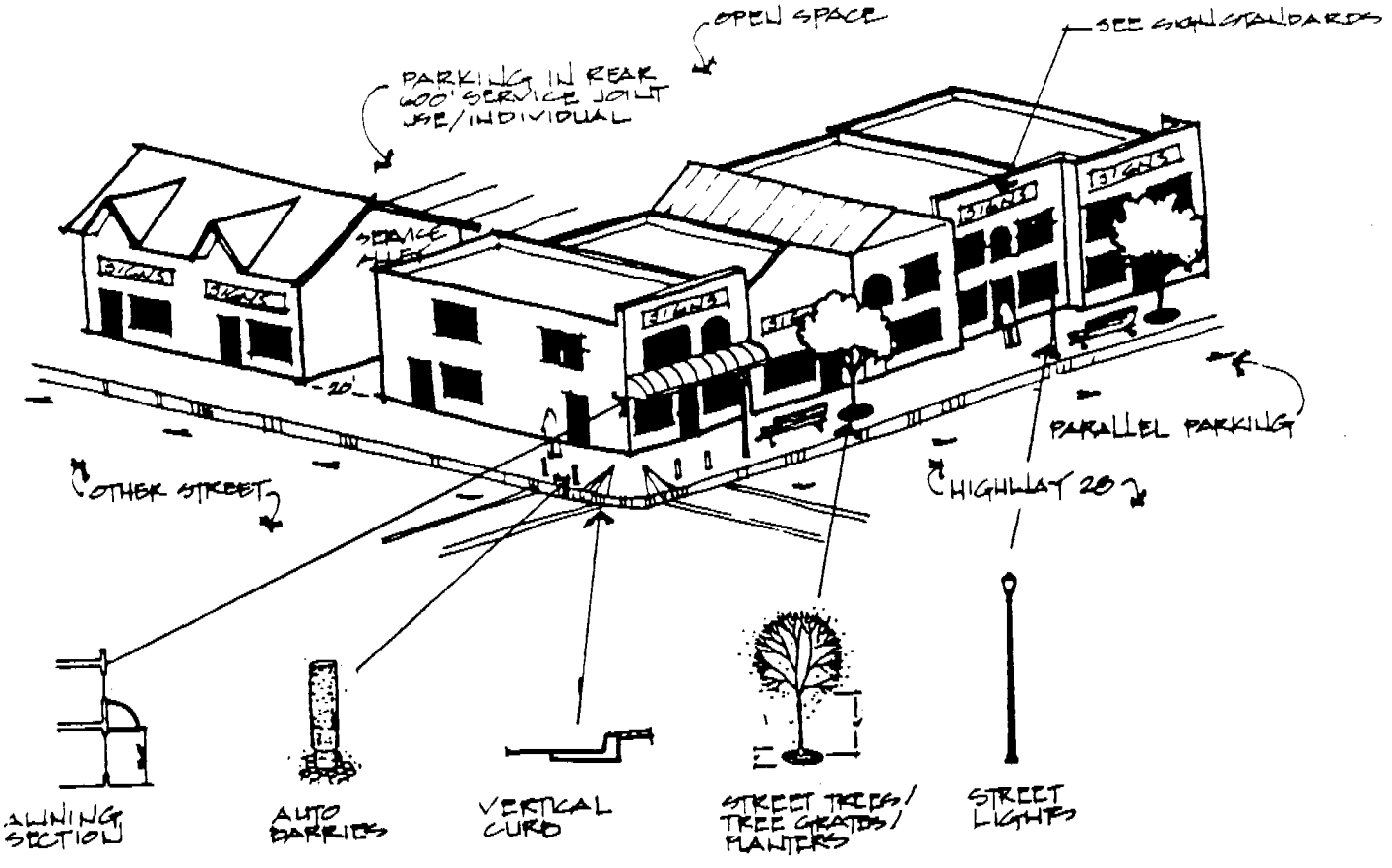




OPTION 1

OPTION 2

B. Typical Improvements in the Marina, Wye and Downtown Commercial Area: The following illustrates application of the standards and guidelines to typical area.



C. Architectural Guidelines: The following should be considered in the design of buildings within the Tahoe City Community Plan:

(1) Architectural Theme

Small town in the Sierras
Old Tahoe style - friendly rustic atmosphere
Rustic mountain village
Natural colors of a mountain setting
Blend with mountains, tall pines, and Lake
Pedestrian - inviting, come in
Main Street - Tahoe style
Informal, friendly, folksy, charming
Colony of the arts - quirky, eclectic, unusual

(2) Styles

Balconies, dormers, bay windows, facades
Roof pitches 4:12 thru 12:12
Reference to existing old Tahoe styles for clip-gambrel roofs, shed roofs dormers, log details, upper floor balconies, and covered walkways
Window details, shutters, awnings, window boxes, and planters
Non-reflective materials, natural colors

(3) Encouraged Materials

Wood siding - horizontal, vertical, and diagonal
Wood shingles and shake
Log siding and details
Brick as building or as accent
River rock as accent
Stucco as accent panel or detail above windows
Green poles as columns, railings, and posts
Roofing - shake, shingle, composition, and colored metal
Windows - wood, metal in dark anodized or white vinyl with wood trim

(4) Discouraged Materials

Flat roofs, aluminum or metal (not colored or textured) siding
Glass or glass panel and curtain wall systems
Plastic, interior lighted signs and details
Aluminum or steel windows not anodized or enameled
Ornamental metal railings or details
Concrete block or poured concrete without texture

(5) Colors

Base or Body Colors - Browns (dark to light), dark greens, dark blues, gray, brick red to dark maroon reds
Accent Colors (trim) - black, white, greens, blues, dark reds, rust, mustard, metallic silver, gold, bronze
Awning Colors - yellow, light green, blues, reds
Roof Colors - browns, tans, greens

D. Signage - Graphics simplicity and compatibility with buildings architecture are the basic principles of designing an effective and attractive system of signage.

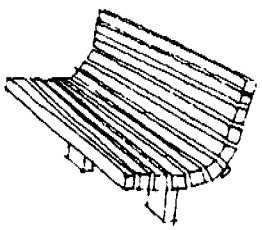
E. Parking lots - Shared use community parking lots are preferred and should be located within 300 feet of the businesses served. Screened parking lots located in the rear are preferred.

F. Transit Stops - Transit bus stops should be located on each block (300' to 400' walking distance to the businesses served) fronting the highway as recommended by TART. Each stop will provide shelters consistent with the surrounding design theme and shall provide sufficient width of sidewalk (20' - 25') to accommodate riders.

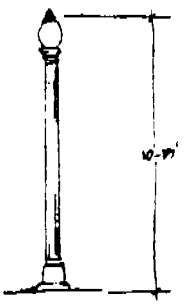
G. Parking on the State Route 28 - There should be parallel parking in the right-of-way except in front of the Boardwalk area where it is prohibited to promote the view.

H. Store Fronts - The basic retail units (approximately 25' to 50' in width) should be side to side with service delivery and parking in the rear. Buildings fronting State Route 28 should be two story with a variety of integrated facades.

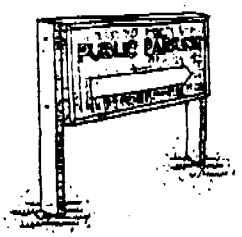
I. Street Improvements - The street amenities should be placed throughout the district to provide unity. Placer County shall establish the curb line and flow lines for all frontages consistent with the cross sections.



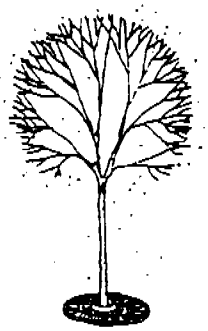
Bench



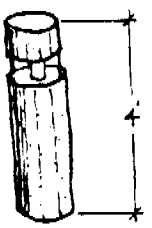
Pedestrain-Level Light



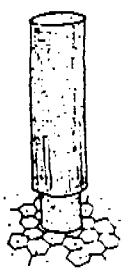
Directional Sign



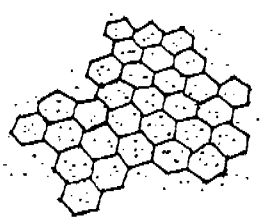
Tree Grates



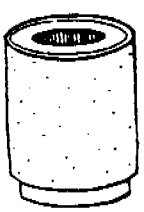
Low-Level Light



Bollard



Pavers



Trash Receptacle

J. Rear Frontages. Side and rear frontages should provide for attractive facades.

K. Trees - When planted trees should be 6 to 12 feet tall. Tree wells can be covered with iron gratings or planted with annuals for color. Tree should be varied in type and spacing to enhance and complement the facade, awnings and shape of building, and also complement each other in color and shape. Spacing should be 50' on center starting at the east corner on east/west streets and starting at the north corner on the north/south streets. The recommended trees are those listed below or similar trees.

(1) Mountain Ash: Fast growing up to 20-25' then slower growth to forty feet. Drought tolerant, columnar bright yellow Fall foliage. Best for 2-story buildings and can be planted close to street.

(2) Scarlet Maple, Norway Maple, and Japanese Maple: Choose smaller species. Wide spreading shade trees, need some water to get established. Fairly fast growing to 20-30'. Foliage red in Fall. Good for wider sidewalk and bench areas.

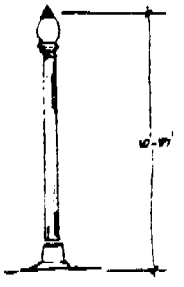
(3) Flowering Plum: Moderate growth to 25-35'. Pin flowers in the Spring. Maroon foliage. Needs water to become established. Fairly wide branching crown. Good against brick, and along narrow sidewalks.

(4) Hawthorne: Moderate growth to 20-30'. White to pink flowers in the Spring, small red berries in the Summer, red and yellow Fall foliage. Spreading crown, very drought tolerant, soft texture, good against wood or brick or to soften stucco and concrete. Can grow in narrow sidewalks.

L. Sidewalks - In the Downtown Commercial Area, the sidewalk should cover the area between the curb and the building set back line. The width may vary from a minimum of 4' to a maximum of 15' of width depending on natural features, existing structures, pedestrian needs, and other design factors.

In the entry areas and other areas the width should be from 4' to 8' and should be placed in the area between the curbline and the 20' setback line. The sidewalk may wander or be straight if setbacks limit the wander.
Surface of the sidewalks in all areas shall use brick colored pavers in a brick or hexagon pattern contained in a concrete frame. Curb and gutter will be ramped at cross walks for handicap access.

M. Street Lighting - At intersections and when required by traffic safety street lighting shall meet the standards of Caltrans or Placer County. In other areas the street lights 12' high shall be spaced 50' on center along the curb. The recommended style of the lights is shown below.



Appendix A
Standards and Guidelines

Parking Demand Table

PARKING DEMAND TABLE

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number requirement by 1.1.

I. RESIDENTIAL

Employee Housing
Use Multiple family Dwelling Rate

Mobile Home
2 spaces / unit; and
1 space / 6 units (guest parking)

Multiple Family Dwelling
1 space / 2 beds; and
1/2 space per bedroom

Multi-Person Dwelling
1 space / 2 beds; and
1 space / live-in employee; and
1 space / 10 beds (guest parking)

Nursing and Personal Care
space / 3 beds; and
1 space / employee

Residential Care
1 space / 4 beds; and
1 space / live-in employee; and
1 space / 2 other employee; and
1 space / 5 beds (guest parking)

Single Family Dwelling
Single family house - 2
other, e.g., condos, vacation rentals, guest houses, secondary residences, etc. - (Use Multiple Family Dwelling rate)

Summer Home
Use Single Family House Rate)

II. TOURIST ACCOMMODATION

Bed and Breakfast Facilities
Use Hotel / Motel Rate

Hotel, Motel, and other Transient Dwelling Units
1 space / full-time administrative employee; and
1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and
1 space / guest room or unit; and
1 space / 250 s.f. meeting/display area; and
1 space / 400 s.f. commerical-retail area

Time Sharing (Hotel / Motel Design)
Use Hotel / Motel Rate

Time Sharing (Residential Design)
Use Hotel / Motel Rate

III. COMMERCIAL

A. Retail

Auto, Mobile Home and Vehicle Dealers
1 space / employee; and
1 space / 500 s.f. gross sales area

Building Materials and Hardware
1 space / 300 s.f. GFA; and
1 space / 200 s.f. gross site area

Eating and Drinking Places
1 space / 100 s.f. GFA; or
1 space / 4 customers or seats

Food and Beverage Retail Sales
1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment

Furniture	1 space / 500 s.f. non-storage area and 1 space / 1,000 s.f. storage area
Other	1 space / 300 s.f. GFA

General Merchandise Stores

Convenience Store	1 space / 150 s.f. GFA
Other	1 space / 300 s.f. GFA

Mail Order and Vending
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Nursery
1 space / full-time employee; and
1 space / 300 s.f. GFA

Outdoor Retail Sales
1 space / employee; and

1 space / 500 s.f. gross sales area

Service Station
1 space / 300 s.f. retail / office area; and
3 spaces / service bay

B. Entertainment

Amusements and Recreation Services

Arcade	1 space / 150 s.f. GFA
Bowling	5 space / lane
Health Spa/ Gym	1 space / 300 s.f. GFA
Ice/ Roller Rink	1 space / full-time employee; and 1 space / 200 s.f. GFA
Tennis (indoor) Racquetball, etc.	1 space / employee; and 3 spaces/ court
Theater	1 space / employee; and 1 space / 3 seats
Other	1 space / 35 s.f. GFA]

Gaming-Nonrestricted Only
1 space / 1.5 full-time employees; nad
1 space / 3 part-time employees; and
1 space / 250 s.f. casino floor area

Privately Owned Assembly and Entertainment

Auditorium	1 space / full-time employee; and 1 space / 150 s.f. GFA; or 1 space / 3 seats
Cabaret	1 space / 2 employees; and 1 space / 4 seats
Convention	1 space / full-time employee; and 1 space / 400 s.f. GFA

Outdoor Amusements

Miniature Golf	3 spaces / hole; and 1 space / 250 s.f. commerical area
Other	Case-by-case

C. Services

Animal Husbandry Services
1 space / 250 s.f. GFA outside of kennel

Auto Repair and Service
1 space / 300 s.f. retail / office area; and
3 spaces / service bay

Broadcasting Studios
1 space / 300 s.f. GFA

Business Support Services
1 space / 300 s.f. GFA

Contract Construction Services
1 space / 1,500 s.f. GFA storage; and
1 space / 300 s.f. GFA office

Financial Services
1 space / 200 s.f. GFA

Health Care Services
1 space / 150 s.f. GFA; and
1 space / 2 employee

Laundries and Dry Cleaning Plant
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Personal Services

Laundromat	1 space / 150 s.f. GFA
Other	1 space / 250 s.f. GFA

Professional Offices
1 space / 250 s.f. GFA

Repair Services
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Sales Lots
1 space / employee; and
1 space / 500 s.f. gross sale area

Schools - Business and Vocations
1 space / 75 s.f. GFA; and
1 space / employee

Schools - Preschool
1 space / employee; and
1 space / 5 students

Secondary Storage
1 space / 1,000 s.f. storage area

D. Light Industrial

Batch Plants
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Food and Kindred Products
1 space / 500 s.f. non-storage; and
1 space / 1,000 s.f. storage area

Fuel and Ice Dealers
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Industrial Services
1 space / 350 s.f. GFA

Printing and Publishing
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Recycling and Scrap
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Small Scale Manufacturing
1 space / 400 s.f. GFA

E. Wholesale / Storage

Storage Yards
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Vehicle and Freight Terminals
1 space / employee; and
1 space / bay

Vehicle Storage and Parking
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Warehousing

Mini-warehouse	1 space / 5 rental units; and 1 space / employee
Other	1 space / 1,000 s.f. GFA

IV. PUBLIC SERVICE

A. General

Churches
1 space / 3 seats

Collection Stations
1 space / 500 s.f. non-storage area; and
1 space / 1,000 s.f. storage area

Cultural Facilities
1 space / full-time employee; and
1 space / 250 s.f. GFA

Day Care Centers
1 space / employee; and
1 space / 5 students

Government Offices
1 space / 250 s.f. GFA

Hospitals
1 space / 2 employees; and
1 space / 2 beds; and
1 space / 300 s.f. emergency room area

Local Assembly and Entertainment
(Use Privately Owned Assembly and Entertainment Rate)

Local Public Health and Safety Facilities
1 space / employee; and
1 space / 1,000 s.f.

Power Generating
1 space / full-time employee

Publicly Owned Assembly and Entertainment
(Use Privately Owned Assembly and Entertainment Rate)

Public Utility Center
3 spaces / 2,500 s.f. of facility area

Regional Public Health and Safety Facilities
1 space / employee; and
1 space / 1,000 s.f.

School - Colleges
1 space / employee; and
1 space / 2 full-time students; and
1 space / 4 seater in auditorium, stadium, or gymnasium; and
1 space / 100 s.f. non-classroom meeting area

Schools - Kindergarten through Secondary

Elementary	1 space / employee; and 1 space / 50 s.f. non-classroom area
High School	1 space / employee; and 1 space / 3 students; and 1 space / 4 seats auditorium, etc.; and 1 space / 100 s.f. non-classroom meeting area

V. RECREATION

A. Urban Recreation

Recreation Centers
1 space / full-time employee; and
1 space / 500 s.f. GFA

Participating Sports Facilities

Swimming	1 space / full-time employee; and 1 space / 3 part-time employee; and 1 space / 75 s.f. pool area
Tennis	1 space / 3 courts
Other	Case-by-case

Sports Assembly
1 space / 3 seats

B. Developed Outdoor Recreation

Developed Campgrounds
1 space / full-time employee; and
1 space / 3 part-time employees; and
1 space / campsite or cabin; and
1 space / 10 campsites or cabins (guest parking)

Golf Course

Driving Range	1 space / full-time employee; and 1 space / tee
Executive (par 3)	1 space / full-time employee; and 40 spaces / 9 holes
Other	1 space / full-time employee; and 1 space / 3 part-time employees; and 10 spaces / hole

Group Facilities
1 space / 1,000 s.f. park area

Marinas
1 space / full-time employee; and
1 space / 3 moorings or slips

Recreational Vehicle Park
1 space / full-time employee; and
1 apace / 3 part-time employees; and
1 space / RV site; and
1 space / 10 RV sites (guest parking)

VI. ALL OTHER USES

All Other Use	Case-by-case

Notes:
1. Where used above, "Employee" refers to the number of employees for the largest shift/
2. GFA - Gross Floor Area

Appendix B
Standards and Guidelines

Uniform Building Code, Chapter 70

UNIFORM BUILDING CODE, CHAPTER 70

SETBACKS:.
SEC. 70011. (a) GENERAL CUT AND FILL SLOPES SHALL BE SET BACK FORM SITE BOUNDARIES IN ACCORDANCE WITH THIS SECTION. SETBACK DIMENSIONS SHALL BE HORIZONTAL DISTANCES MEASURED PERPENDICUALR TO THE SITE BOUNDARY. SETBACK DIMENSIONS SHALL BE AS SHOWN IN FIGURE NO. 70-1.

(b) TOP OF CUT SLOPE. THE TOP OF CUT SLOPES SHALL BE MADE NOT NEARER TO A SITE BOUNDARY LINE THAN ONE FITH OF THE VERITCAL HEIGHT OF CUT WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 10 FEET. THE SETBACK MAY NEED TO BE INCREASED FOR ANY REQUIRED INTERCEPTOR DRAINS.

(c) TOE OF FILL SLOPE. THE TOE OF FILL SLOPE SHALL BE MADE NOT NEARER TO THE SITE BOUNDARY LINE THAN ONE-HALF OF THE HEIGHT OF THE SLOPE WITH A MINIMUM OF 2 FEET AND A MAXIMUM OF 20 FEET. WHERE A FILL SLOPE IS TO BE LOCATED NEAR THE SITE BOUNDARY AND THE ADJACENT OFF-SITE PEROPERTY IS DEVELOPED, SPECIAL PRECAUTIONS SHALL BE INCORPORATED IN THE WORK AS THE BUILDING OFFICAL DEEMS NECESSARY TO PROTECT THE ADJOINING PROPERTY FROM DAMAGE AS A RESULT OF SUCH GRADING. THESE PRECAUTIONS MAY INCLUDE BUT ARE NOT LIMITED TO :

1. ADDITIONAL SETBACKS.
2. PROVISIONS FOR RETAINING OR SLOUGH WALLS.
3. MECHANICAL OR CHEMICAL TREATMENT OF THE FILL SLOPE SURFACE TO MINIMIZE EROSION.
4. PROVISIONS FOR THE CONTROL OF SURFACE WATERS.

(d) MODIFICATION OF SLOPE LOCATIONS. THE BUILDING OFFICIAL MAY APPROVE ALTERNATE SETBACKS. THE BUILDING OFFICAL MAY REQUIRE AN INVESTIGATION AND RECOMMENDATION BY A QUALIFIED ENGINEER OR ENGINEERING GEOLOGIST TO DEMONSTRATE THAT THE INTENT OF THIS SECTION HAS BEEN SATIFIED.

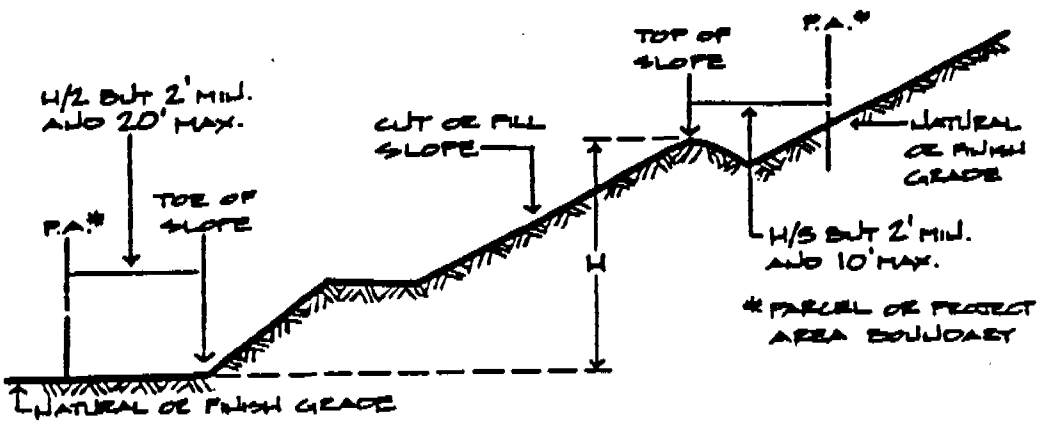


FIGURE NO. 70-1

APPENDIX B

TAHOE CITY
ALLOCATION GUIDELINES

Appendix C
8/1/93

TAHOE CITY

ALLOCATION GUIDELINES

I. Procedure: Distribution of commercial floor area allocations shall be as follows:

A. Application - Periodically Placer County shall provide appropriate notice as to the availability of commercial allocations. Applicants shall then submit applications to the reviewing authority (Placer County staff). The application shall include preliminary site plans, cost estimates relating to the criteria, description of work relating to the criteria, and elevations along with the evaluation form.

B. Evaluation - Based on the information submitted and the order of submittal, the reviewing authority shall review projects pursuant to the criteria in II below. Within the allocation limits, a preliminary allocation for the project shall be established for the proposed project. The preliminary allocation will expire pursuant to the time limit set forth in the applicable community plan.

C. Issuance of Allocation - Projects given a preliminary allocation shall be reviewed by TRPA and the local government. Pursuant to Chapter 33, the approval of the project by TRPA shall be considered issuance of the allocation.

D. Improvement Credit - Projects shall be scored based on improvements proposed as part of the project and those completed by the applicant after July 1, 1987 that were not related to receipt of previous allocations. If a project does not use the total allocation it has qualified for, then future projects within the project area may utilize the unused allocations if they are still available. Allocations related to unused credits is not reserved for or assigned to project area nor is it transferable.

E. Guideline Amendment - These guidelines may be revised by local government staff consistent with the development allocation policy in the community plan if the Zoning Administrator or the Planning Commission approves the changes at a noticed hearing in the Tahoe area.

II. Evaluation Form: The reviewing authority shall assign preliminary allocations based on the following criteria:

-- The maximum allocation per project set by the Tahoe City Community Plan is 10,000 sq. ft. per project in the first three years of the community plan.

-- The time limit for allocations is set forth in the Tahoe City Community Plan.
-- The staff may proportion allocations for partial achievements.
-- Total allocation may be adjusted because of unique circumstances plus or minus 10% of the score if the variance findings of Placer County can be made and the variance is consistent with the Community Plan Land Use Element.

A. Exterior site/rehab improvements (total allocation from this section may not exceed 50% of the maximum)
   1. Construction of sidewalks or trail on or abutting the project area as specified in the Community Plan (1 lin. ft. = 10 sq. ft.).
   2. Landscaping increase beyond TRPA Code requirement on or abutting the project area (each 1% increase = 100 sq. ft.).
   3. Curb and gutter on or abutting the project area as specified in the Community Plan (1 lin. ft. = 10 sq. ft.).
   4. Building facade improvements ($500 worth of exterior improvements such as siding, painting, roofing, windows, etc., consistent with the Community Plan Guidelines = 1 sq. ft.)
   5. The entire project area is brought up to Chapter 25 BMP standards without waiver ($30 worth of BMPs = 1 sq. ft. to a maximum of 500 sq. ft.).

B. Rehab code improvements beyond minimum health and safety requirements (total allocation from this section may not exceed 20% of the maximum).
   1. Fire prevention (sprinklers for all buildings = 200 sq. ft.).
   2. Electrical (all buildings to Code = 200 sq. ft.).
   3. Plumbing (all buildings to Code = 200 sq. ft.).
   4. Energy efficiency (all buildings to Code = 200 sq. ft.).
   5. Structural (all buildings to Code - 200 sq. ft.).

C. Traffic/circulation improvements beyond TRPA requirements (total allocation from this section may not exceed 50% of the maximum).
   1. Eliminate driveway(s) (one driveway eliminated or use of multi-use driveway = 500 sq. ft.).
   2. Community parking system (for participation in shared parking system that reduces overall parking requirement = 1000 sq. ft.).
   3. Transit improvements (transit stop or equivalent operational contribution to Community Plan shuttle system = 200 sq. ft. each).

D. Overall community planning improvements (total allocation from this section may not exceed 50% of the maximum).
   1. Correct off-site problems through transfer/retirement (match floor area transferred/retired as follows:
      1 sq. ft. retired = 1 sq. ft. allocation, or
      1 sq. ft. retired in SEZ or retired nonconforming use = 2 sq. ft. allocation).
   2. Correct existing off-site problems (implement $30 worth of 208, RTP, or CP capital improvements = 1 sq. ft.).
   3. Participation in an assessment district providing 208, RTP, or CP capital improvements (amount established by the district, if not established = 1000 sq. ft.).

E. Signage improvements implemented with project approval (total allocation from this section may not exceed 50% of the maximum).
   1. Maximum sq. ft. limits (bring all signs into conformance to maximum sign sq. ft. limits = 250 sq. ft.).
   2. Sign height limits (bring all signs into conformance with maximum height limits = 100 sq. ft.).
   3. Sign setback conformance (bring all signs into conformance with setback standards = 50 sq. ft.).
   4. New signs (in conformance with all guidelines = 200 sq. ft.).