

APPENDIX C

DRAFT MARTIS VALLEY WEST PARCEL AREA PLAN



CONTENTS

SECTION 1: AREA PLAN INTRODUCTION	1	SECTION 6: WATER QUALITY	21
A. Introduction	1	A. Area Plan Water Quality	21
B. General Provisions	1		
C. Plan Context and Background	2	SECTION 7: DESIGN STANDARDS AND GUIDELINES	23
D. Area Plan Location	3	A. Site Design	23
		B. Building Design Standards & Guidelines	25
SECTION 2: VISION AND PRINCIPLES	5	C. Landscape Standards & Guidelines	31
A. Area Plan Vision	5	D. Exterior Lighting Standards & Guidelines	32
B. Plan Principles	5	E. Signage Standards	34
C. Area Plan Characteristics	7		
		SECTION 8: IMPLEMENTATION AND ADMINISTRATION	37
SECTION 3: LAND USE DISTRICT	9	A. Approval of Area Plan	37
A. Resort Recreation District	9	B. Conformity Review for Amendment to an Area Plan	37
B. Permissible Uses	11	C. Activities Requiring TRPA Approval	37
SECTION 4: DEVELOPMENT STANDARDS	13		
A. Development Standards	13		
B. Parking Standards	13		
C. Urban Bear Strategy	15		
D. Greenhouse Gas Reduction Strategy	15		
E. Site Development	17		
SECTION 5: TRANSPORTATION AND CIRCULATION	19		
A. Common Drives	20		
B. Emergency Access	20		
C. Transit	20		
D. Trails	20		

List of Figures

- 1.1: Martis Valley West Parcel Area Plan Regional Location within the Lake Tahoe Basin;
- 1.2: Martis Valley West Parcel Area Plan Boundary;
- 3.1: Martis Valley West Parcel Area Plan Land Use District - Conceptual;
- 5.1: Martis Valley West Parcel Area Plan Circulation - Conceptual

SECTION 1: AREA PLAN INTRODUCTION

A. INTRODUCTION

Placer County has prepared this Area Plan for the 112.8-acre portion of the Martis Valley West Parcel (MVWP) Specific Plan located entirely within the Tahoe Basin and subject to the jurisdiction of the Tahoe Regional Planning Agency (TRPA). This Area Plan has been developed pursuant to the provisions of Chapter 13: Area Plans in the TRPA Code of Ordinances (“TRPA Code”) and to further implement the Goals and Policies of the 2012 TRPA Regional Plan. It also follows the Regional Plan intent for the creation and adoption of more detailed plans and for Placer County and TRPA to rezone the affected portions of Plan Area Statements (PAS) 013 – Watson Creek (Conservation), 015 – North Star (Recreation) and 019 – Martis Peak (Conservation) to Resort Recreation.

The MVWP Specific Plan consists of approximately 7,568 acres on two parcels, one on each side of State Route (SR) 267: the East Parcel, located east of SR 267, and the West Parcel, located west of SR 267. The East Parcel consists of 6,376 acres, 130 of which are located within the Tahoe Region. The West Parcel consists of approximately 1,192 acres, 139.8 acres of which are within the Tahoe Region. Of the West Parcel’s 139.8 in-Basin acres, 112.8 are governed by this MVWP Area Plan.

The East Parcel was previously approved for development of 1,360 residential units and 6.6 acres of commercial development on 670 acres outside the Tahoe Basin zoned Residential and Neighborhood Commercial. Pursuant to the MVWP Specific Plan, 775 acres of the West Parcel will be rezoned. Of these, the approximately 662 acres located outside the Tahoe Region will be rezoned by Placer County, from Timberland Production Zone to Residential and Neighborhood Commercial and, of the East Parcel’s approved density of 1,360 residential units and 6.6 acres of commercial, 760 residential units and 6.6 acres of commercial will be transferred to the rezoned portion of the West Parcel. In exchange, the remaining 600 units of the East Parcel’s approved density will be permanently retired and the entirety of the East Parcel’s 6,376 acres, including the 670 acres currently zoned Residential and Neighborhood Commercial and the 130 acres located within the Tahoe Region, will be preserved as permanent open space. In addition, the balance of the West Parcel’s 417 acres will remain designated Forest under the MVWP Specific Plan.

The MVWP Area Plan governs 112.8 acres of the West Parcel’s 775 acres that will be rezoned under the MVWP Specific Plan in exchange for the permanent retirement of 600 allowable units and the conservation acquisition or recordation of a conservation easement on the 6,376 acres comprising the East Parcel. With the adoption of the Area Plan, the 112.8 acres within the Basin will be zoned Resort Recreation with a permissible density of one unit per acre which can be achieved only by the retirement of existing development within the Tahoe Basin. The Area Plan is not eligible for the density transferred from the East Parcel outside the Basin. Although zoned Resort Recreation, 27 of the 112.8 acres will be preserved as permanent open space. In addition, the West Parcel’s remaining 27 acres of in-Basin lands will be preserved as conservation land.

B. GENERAL PROVISIONS

The following are general provisions that shall apply to the MVWP Area Plan:

1. Statutory Authority:

Pursuant to the TRPA Code, Chapter 13: Area Plans, TRPA and Placer County have adopted the following regulations to implement the MVWP Area Plan within Placer County, California.

2. Activities Requiring TRPA Approval:

All development within the Resort Recreation District, and therefore this Area Plan, requires TRPA approval per the TRPA Regional Plan.

3. Applicability to Land Area:

- a. The boundaries of this Area Plan shall be depicted on the Official Maps of Placer County and be designated as Resort Recreation on Map 1, Conceptual Regional Land Use Map, of the TRPA Regional Plan.

4. Applicability to Other Regulations:

- a. All development within the Tahoe Region is required by federal and state law to comply with the Tahoe Regional Planning Compact (Public Law 96-551), Regional Plan, Code of Ordinances, and other provisions of the TRPA.
- b. This Area Plan may not limit TRPA's responsibility to enforce the Tahoe Regional Planning Compact, TRPA Regional Plan, and the TRPA Code of Ordinances.
- c. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.
- d. In case of conflicts between the provisions of this Area Plan and other Code provisions, the most restrictive provision applies.

5. Definitions:

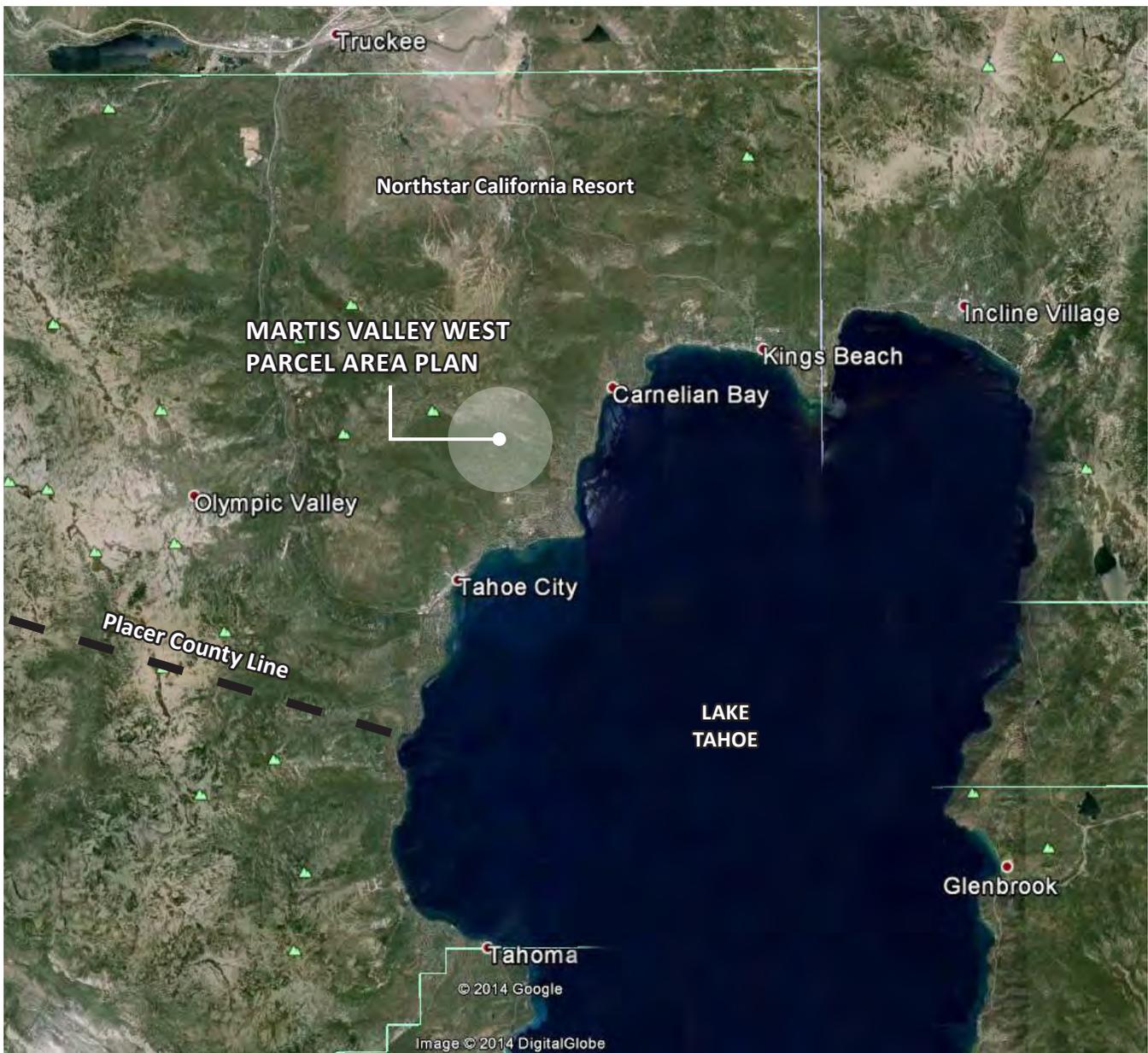
The words in this Plan are defined in the TRPA Code, Chapter 90: Definitions. The Executive Director of TRPA has authority to interpret the words or phrases used in Chapter 90 of the TRPA Code to give them the meaning they have in common usage and to give this Area Plan its most reasonable application.

C. PLAN CONTEXT AND BACKGROUND

The MVWP Area Plan is a small portion of a much larger parcel of land, most of which is located outside the Tahoe Region. The land area is within the influence of existing tourist and recreational services. It is also adjacent to significant recreational resources and has the potential to greatly enhance year round recreational opportunities in the region. However, the MVWP Area Plan presently lacks essential services associated with the existing winter and summer recreational use patterns. The encouragement of multi-season recreational uses that support the year round destination visitation, in conjunction with the development of recreation oriented infrastructure, is a fundamental principle of this Area Plan.

This Area Plan anticipates that future recreational development will play an increasingly important role within the context of the region's economic and environmental health. The plan includes such elements as transportation, infrastructure, low density clustered residential/tourist accommodation development, hiking, biking, cross-country skiing, snowshoeing, and services for year round recreational use.

The Area Plan provides a framework that includes development standards and design guidelines that will allow the area to be developed in a way that is complimentary and consistent with TRPA's Regional Plan Goals and Policies and Code of Ordinances, furthering attainment of TRPA's environmental thresholds.



MARTIS VALLEY WEST PARCEL AREA PLAN REGIONAL LOCATION

1.1 MVWP Area Plan regional location within the Lake Tahoe Basin (Image Courtesy Google Earth)

D. AREA PLAN LOCATION

The MVWP Area Plan is located south of SR 267 near Mount Watson and encompasses a total of 112.8 acres of land within the Lake Tahoe Basin (see Figure 1.1 above and Figure 1.2 on the following page). The site area is accessible from SR 267, which is located in Placer County, outside of the Tahoe Region. There are a number of existing and proposed local roadways outside the Basin that provide additional access. Coordinated transportation planning has been completed throughout the region to provide enhanced access and transportation, while mitigating impacts within the Basin. The MVWP Area Plan is contiguous to the recreational amenities developed throughout the Northstar Community and Resort and is intended to complement and enhance existing recreation in the region.



MARTIS VALLEY WEST PARCEL AREA PLAN BOUNDARY

1.2: MVWP Area Plan Boundary

SECTION 2: VISION AND PRINCIPLES

A. AREA PLAN VISION

The MVWP Area Plan is envisioned as a resort destination providing an array of recreational opportunities year round, including connectivity to the Tahoe Rim Trail and a myriad of existing cross-country, snowshoe, mountain bike and hiking trails linking the MVWP Area Plan to developed recreation throughout the Northstar Community and Resort.

The built environment will respect the site's natural resources, provide connections to the outdoors, incorporate a variety of recreation programs that encourage walking and biking, and create economic opportunity. Both sensitive site development and alternative transportation options will be essential components of the envisioned resort destination experience, and will help to ensure minimal impacts to the natural environment.

B. PLAN PRINCIPLES

The Area Plan seeks to implement applicable TRPA Regional Plan Goals and Policies, particularly the following:

Goal LU-1: Restore, maintain, and improve the quality of the Lake Tahoe Region for the visitors and residents of the Region.

Policy LU-1.1: The primary function of the Region shall be as a mountain recreation area with outstanding scenic and natural values.

Policy LU-1.3: Seek to maintain a balance between economic/social health and the environment.

Goal LU-2: Direct the amount and location of new land uses in conformance with the environmental threshold carrying capacities and other goals of the Tahoe Regional Planning Compact.

Goal LU-3: Provide to the greatest possible extent, within the constraints of the environmental threshold carrying capacities, a distribution of land use that ensures the social, economic, and environmental well-being of the Region.

Policy LU-3.1: All persons shall have the opportunity to utilize and enjoy the Region's natural resources and amenities.

Goal LU-5: Coordinate the regulation of land uses within the Region with the land uses surrounding the Region.

Goal CD-1: Ensure preservation and enhancement of the natural features and qualities of the region, provide public access to scenic views, and enhance the quality of the built environment.

Policy CD-1.1: The scenic quality ratings established by the environmental thresholds shall be maintained or improved.

Goal AQ-1: Attain and maintain air quality in the region at levels that are healthy for humans and the ecosystem, achieve and maintain environmental thresholds and do not interfere with residents' and visitors' visual experience.

Goal WQ-2: Reduce or eliminate point sources of pollutants which affect, or potentially affect, water quality in the Tahoe Region.

Goal R-1: Encourage opportunities for dispersed recreation when consistent with environmental values and protection of natural resources.

Policy R-1.3: Trail systems for hiking and horseback riding shall be expanded to accommodate projected demands and provide a link with major regional or interstate trails.

Goal R-2: Provide high-quality recreational opportunities.

The Area Plan is based on the following principles, which are intended to achieve the Regional Plan Goals and Policies:

1. Establish a recreation based pedestrian orientated development that offers a variety of experiences in a walkable and bikeable environment.
2. Establish the potential for diverse outdoor recreation experiences and accommodations in a single location adjacent to developed and natural recreation resources.
3. Provide cross-country skiing, bike and hiking trails, swimming, tennis, and other outdoor recreational activities at a location that has visual connections to Lake Tahoe.
4. Develop new programs and facilities to improve market attractiveness and viability of the North Shore with regional benefits.
5. Enhance transit and alternative travel modes as part of the resort destination experience.
6. Require sensitive architectural and site design to ensure there is compatibility with the built environment and natural characteristics of the site.
7. Contain, treat, and convey all storm water outside the Tahoe Basin.
8. Transfer existing substandard development from outside of the Area Plan within the Basin with priority for retirement on environmentally sensitive sending sites and restoring the sending sites to a natural condition.
9. Reduce reliance on non-renewable energy and the emission of air pollutants and greenhouse gasses.
10. Strive to meet and/or exceed the standards set for energy efficiency and reduction of greenhouse gasses by programs like LEED certification.
11. Locate residential and transient lodging in proximity to services and amenities to reduce reliance on automobiles.

These principles are incorporated into the permissible uses, land use district standards, design standards and guidelines, and other sections of the MVWP Area Plan.

C. AREA PLAN CHARACTERISTICS

The topography of the Area Plan is mostly 0% - 15% topographical slope with sections of 15% - 30% slope, that appear as part of a predominate knoll feature within the Area Plan. A small portion of the topography is greater than 30% slope. From the knoll, the ridgeline gradually trends in an east/west direction. This ridge is the dividing line between the northern portion of the Tahoe Basin and the Martis Valley.

The Area Plan is influenced by the surrounding context and features including the existing road network, adjacent land uses, and active and passive recreational uses.

The Area Plan is forested land, predominately Jeffrey Pines, with an understory of Manzanita and Bitterbrush. Most of the forest has been managed for timber production with selective cutting. A network of Forestry roads exist that run with the contours of the land.

Land capability for the Area Plan, as classified by TRPA, is primarily Bailey Land Class 4 and Class 6, which is suitable for development. The single exception is a small portion of Class 2 at the eastern side, due to steep slopes. The site area is dry, without natural ephemeral streams, perennial streams or wetlands.

Existing access to the Area Plan lands is provided by Fibreboard Road, which is paved and connected to SR 267. Under the MVWPSP and this Area Plan, Fibreboard Road will provide only emergency access to the Area Plan and only in non-winter months. Primary access to Area Plan development would be provided by a new access road built as part of the MVWPSP and connecting to SR 267 outside of the Basin.

The availability of recreation on this portion of the North Shore is abundant, but does not fully represent all of the choices people desire in a resort setting. Additional recreational opportunities include both natural resource based recreation and more formalized options:

- Cross-country skiing, snowshoeing, hiking, biking, and nature trails (and associated amenities) with connections to regional trails, e.g. Tahoe Rim Trail and Tompkins Memorial Trail;
- Swimming opportunities will be expanded by dedicating land areas to swim facilities;
- Tennis courts and teaching facilities will offer the possibility for visitors to engage with this sport; and
- Biking trails that serve both mountain bikers and road cyclists, providing links to neighborhoods and adjacent areas and attractions.

The Area Plan will enhance the resort destination experience by providing connections to existing recreational opportunities within and in proximity to the MVWP Area Plan.

SECTION 3: LAND USE

This section describes the Resort Recreation District that comprises the plan. The location and boundaries of the district are illustrated in *Figure 3.1: MVWP Area Plan Land Use District - Conceptual* on the facing page.

A. RESORT RECREATION DISTRICT

The Area Plan is comprised of 112.8 acres, all of which will be zoned Specific Plan Resort Recreation (RR). For purposes of this Area Plan, the Specific Plan RR zoning district is used in non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Allowable uses include single-family and multi-family dwellings, tourist accommodations, condominiums and timeshares, outdoor retail sales, eating and drinking establishments, and a number of public service and recreational uses.

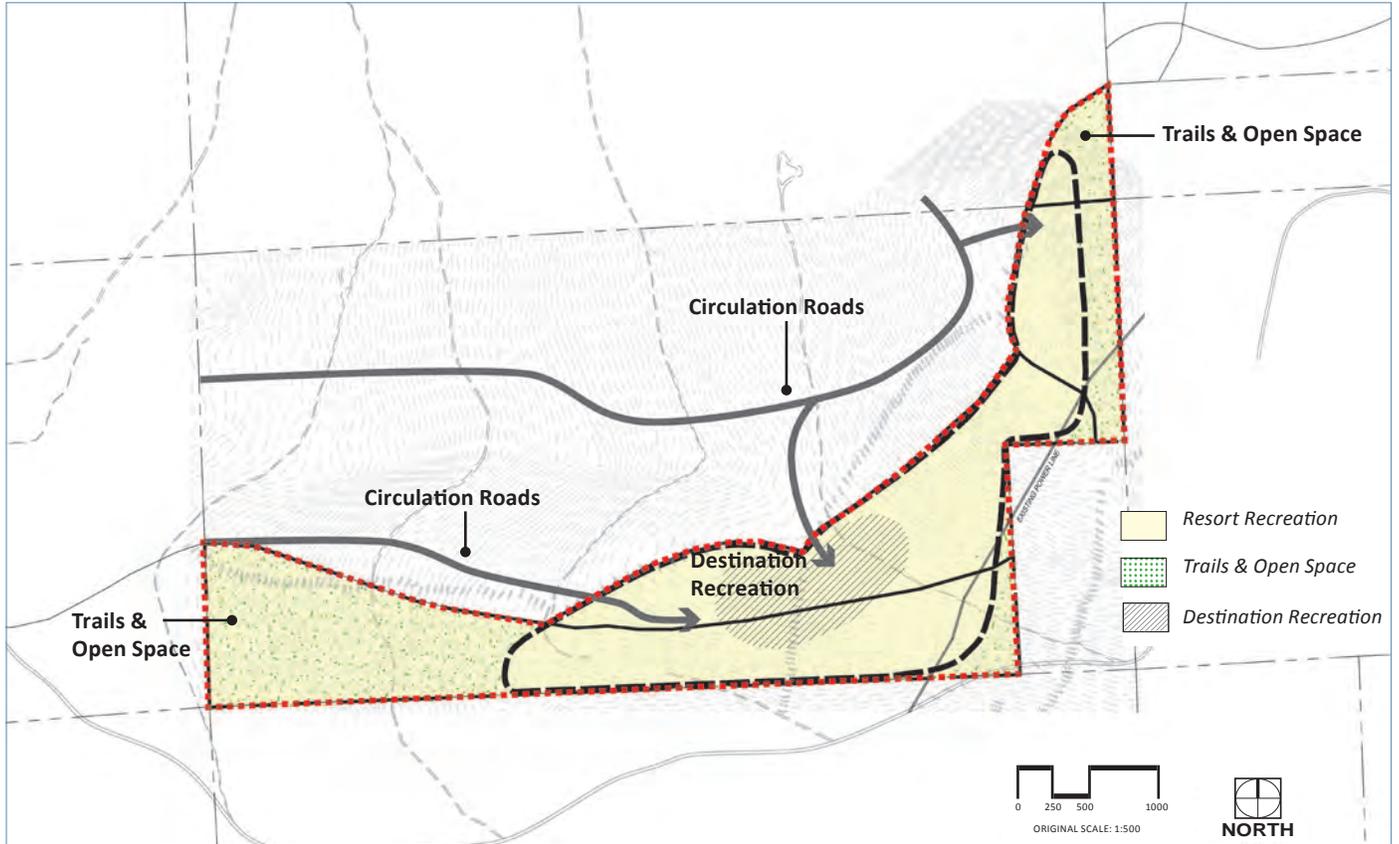
The TRPA Regional Plan Land Use Classification definition of Resort Recreation will have to be amended as follows to reflect the addition of this RR zoning district:

Resort Recreation areas are the specific Martis Valley West Parcel Area Plan and Edgewood and Heavenly parcels depicted on Map 1 of the Regional Plan.

Map 1 of the Regional Plan will also have to be amended. The Lake Tahoe Water Quality Management Plan (“208 Plan”), Section 10.2.C, already includes language allowing for one additional Resort Recreation designation to accommodate this Area Plan.

Within the Area Plan, 85.3 acres will be developable with the remaining 27.5 acres deed restricted for trails, open space, and recreation. Land coverage for the MVWP Area Plan will comply with the TRPA Code, Chapter 30: Land Coverage. The estimated allowable coverage is approximately 28 acres. Development within the Area Plan will only be permitted if development is transferred from outside the RR zoning district and the transfer results in the retirement of development elsewhere in the Tahoe Basin.

Currently, three Plan Area Statements (PAS), one with a Recreation land use classification and two with a Conservation land use classification, provide a description of permissible land uses within the Area Plan, two of which allow intensive development, such as developed campgrounds with up to 832 sites and associated amenities. This Area Plan defines future land use, density, and development standards which will replace portions of the affected PASs with an RR zoning district. The portions of these PASs outside the boundaries of the Area Plan remain unchanged.



MARTIS VALLEY WEST PARCEL AREA PLAN LAND USE DISTRICT - CONCEPTUAL

3.1: MVWP Area Plan Land Use District - Conceptual

B. PERMISSIBLE USES

Permissible uses in the MVWP Area Plan are identified in Table 3.1 below. Uses not listed are prohibited.

TABLE 3.1: PERMISSIBLE USES	
Use Key: P – Permissible Use S – Special Use	Resort Recreation District
Residential	
Multi-Family Dwelling	P
Single-Family Dwelling (includes air space condominium)	P
Tourist Accommodation	
Time Share Units (motel/hotel design)	P
Time Share Units (residential design)	P
Commercial	
Outdoor Retail Sales	S
Eating and Drinking Places	P
Health Care Services	P
Entertainment	
Outdoor Amusements	S
Private Assembly and Entertainment	P
Public Service	
Public Assembly and Entertainment	P
Religious Assembly and Membership Organizations	P
Local Public Health and Safety Facilities	P
Day Care Centers, Schools	P
Public Utilities Centers	P
Linear Public Facilities	
Pipelines and Power Transmission	P
Transit Stations and Terminals	P
Transmission and Receiving	P

Recreation	
Cross Country Skiing Courses	P
Day Use Areas Riding and Hiking Trails	P
Participant Sports Facilities	P
Amusements and Recreation Services	P
Visitor Information Centers	P
Outdoor Recreation Concessions	P
Recreation Centers	P
Resource Management	
Resource Protection, Restoration, and Management	P
Restoration, Forest Management, Wildlife Management	P
Erosion, Runoff Management, and Sensitive Plant Management	P
Uses that Support the Primary Use	P

Notes:

1. Accessory uses may be permitted per Section 21.3.1 – 21.3.8 of the TRPA Code.

SECTION 4:

A. DEVELOPMENT STANDARDS

The following Table 4.1 defines the required development and dimensional standards for the MVWP Area Plan.

TABLE 4.1: DEVELOPMENT STANDARDS	
STANDARDS	RESORT RECREATION DISTRICT
Height (Maximum)	3 Stories (not to exceed 42 feet above grade)
Maximum Density	Tourist Accommodation Units or Residential Dwellings at 1 dwelling unit per acre, not to exceed a maximum of 112 units within the Area Plan. The individual units of use shall be transferred from existing development and eligible for bonus units if existing development on sensitive lands is removed and restored to a natural condition
Front Yard Setback	30 Feet from property line
Rear Yard Setback	10 Feet from property line
Side Yard Setback	10 Feet from property line
Surface Parking	See parking ratios in Section 4.B
Minimal Parcel Size	10,000 square feet
Land Coverage	Per Section 30.4 of the TRPA Code of Ordinances
Noise Level	Not to exceed 55 dB (snow making activities associated with winter sports activities are allowed on a periodic basis to exceed the Area Plan standard as an essential part of the land use permitted).

Notes:

1. Height per Chapter 37, TRPA Code.
2. The land capability classification of the Lake Tahoe Basin, California-Nevada, a Guide for Planning, Bailey, 1974.
3. Setbacks between structures must conform to applicable building code requirements.
4. Projections, including roof overhangs and eaves, porte coheres, decks, stairs and stairway landings, awnings, oriel and bay windows, and canopies, may encroach up to 20% into a setback as long as the projection conforms to applicable building code requirements.

B. PARKING STANDARDS

1. The number of required parking and loading spaces shall be based on the requirements below. In cases where parking and loading standards for a use listed are not addressed, the TRPA may determine parking requirements based on a similar use or require a parking analysis to determine minimum parking requirements.

Parking Ratios for Uses: All uses shall be required to provide the number of parking spaces that comply with the standards set forth in Table 4.2: Parking Ratio Design Standards, unless a reduction in that number is approved in a shared parking arrangement. The standards of this section should apply to all development, including development of new uses, expansion of existing uses and changes to land use or structures.

TABLE 4.2: PARKING RATIO DESIGN STANDARDS	
Standards	Resort Recreation District
Hotels/Motels	.75 spaces / Room
Timeshare/ Fractional Ownerships/ Condominium	1 space / Unit
Residential	1.25 / Unit if Two or More Bedrooms are Included per Unit
Recreational	As Use Demand for Recreation Suggests

2. In lieu of meeting the above requirements in Table 4.2 above, an applicant may prepare and submit a shared parking analysis, which includes reasons the parking standards in this table should not apply.
3. Parking requirements for uses other than single-family dwellings may be reduced up to 25 percent if a shared parking analysis indicates public transit service exists within 300 feet of the property and is a viable alternative for the parking reduction.
 - a. Offer Alternative Options to Automobile Use - The project may commit to offering transportation options to residents, visitors or guests that will reduce or eliminate the need for onsite parking. Such options may include provision of van services, payment for enhanced transit services, purchase of transit passes for employees and similar approaches.
 - b. Provide Compact Size Parking Spaces - The project may propose to include compact size parking spaces as part of the required parking up to a maximum of 20% of the total parking provided.
 - c. Tandem/Stacked Parking - The project may propose tandem/stacked parking spaces as part of the required parking. Tandem/stacked parking will be considered in conjunction with the overall parking management plan and may only be allowed if there will be valets or other persons employed to assist in the parking of automobiles. A seasonal tandem/stacked parking arrangement may be approved in conjunction with self-park or other arrangements as appropriate.
4. Off-site parking locations may be approved if they do not violate other TRPA applicable standards. Such parking must be located within 300 feet of the facility it serves or must be directly connected by transit during the hours of facility operation.
5. Bicycle access and racks shall be provided with all recreation, tourist accommodation, and multi-family residential projects.
6. Parking Dimensions - The minimum dimensions for each exterior parking space shall be 9' wide by 18' long. Spaces within enclosed parking areas may be reduced to 8'6" in width by 18' in length. Compact parking spaces may be 8' wide by 18' long. All parking spaces shall have a minimum unobstructed vertical clearance of 7'6" in height.

7. Screening of Surface Parking Areas and Parking Structures: Where surface parking areas and above ground structures are used, they shall not be allowed to front primary roads. Exceptions to the buffer requirement may be granted to accommodate special case resident parking. On roadways, a minimum buffer set back area of 20' will be required and used to visually screen surface lots. Screening methods for both surface parking lots and above ground parking structures may include buildings, walls, landscape elements or other approved techniques. BMPs shall be used to treat and infiltrate storm water.

Landscape design shall be incorporated within surface parking lots as islands and separations between aisles. All parking lots must include a landscaped space of at least 12' around the perimeter of the lot. If the surface parking lot includes 40 or more parking spaces, then a landscaped space of at least 10' must be included between parking bays. For parking structures above ground, 20' is required as a landscape buffer.

C. URBAN BEAR STRATEGY

Bear resistant garbage containers or enclosures shall be used in all residential and lodging locations within the Area Plan boundary. If bear/trash conflicts become an issue, a monitoring program will be instituted to track the number of conflicts and determine if further steps need to be taken.

D. GREENHOUSE GAS REDUCTION STRATEGY

In order to reduce emissions of Greenhouse Gases from the construction and operation of buildings, new development is encouraged to follow green building and design standards as defined by the United States Green Building Council (USGBC), the International Green Building Code, or similarly recognized green building standards. Alternative energy sources are encouraged in order to reduce reliance on fossil fuels .

New development will generate air pollutants and greenhouse gas emissions, primarily due to construction activities, vehicle travel, heating and cooling and energy use. The Area Plan includes several components that would reduce reliance on automobiles which would be the primary source of air pollutants and greenhouse gas emissions in the Area Plan – inclusion of commercial uses within the development so that residents and guests can walk, ski or bike to obtain basic necessities and multiuse trails throughout the Area Plan so that residents and guests can recreate and access the regional trail system by walking, biking, snowshoeing or skiing. In addition, all Area Plan development will comply with the following policies.

1. No wood-burning stoves or fireplaces shall be installed in residential or transient units.
2. Gas lines or propane devices shall be provided in backyard and patio areas to be used for outdoor cooking appliances or barbecues.
3. All plan construction and development shall comply with Placer County Air Pollution Control rules and regulations.
4. All new and remodeled residential, commercial and construction is encouraged to exceed current Title 24 energy-efficiency requirements by 15 percent.
5. All new residential buildings are encouraged to meet or exceed the guidelines for the California Energy Star Homes Program.
6. Selecting a building's orientation, massing and fenestration design to maximize effective day lighting to reduce building energy requirements, without increasing glare and/or electric lighting loads that offset glare is encouraged. The selection and extent of window glazing should vary, depending on the criteria required by the window's location, including solar heat gain, energy performance, day lighting, views and glare factors. Exterior sun controls (including porches, overhangs, trellises, balconies and shutters) may be integrated into the building's fenestration design to effectively admit and block sun penetration as required.

7. Buildings shall be designed to reduce the reliance on mechanical intervention for the maintenance of physical comfort levels is required. Using an energy Consultant and/or Architect to establish the minimum level of energy efficiency that the Building and its systems will attain is encouraged to lower long-term energy consumption and costs.
8. A high level of individual occupant control for thermal, ventilation and lighting systems should be incorporated. State of the art controls shall be incorporated into mechanical systems where feasible to reduce energy usage.
9. The need for air conditioning may be reduced through effective ventilation design and the use of trees and architectural devices for shading.
10. Using CFC-free HVAC and a distributed control system, such as a building automation system (BAS) is required. Intakes should be located and designed to assure maximum levels of indoor air quality.
11. The building envelope (which defines the conditioned and unconditioned spaces) should form a continuous insulated barrier and a continuous air barrier.
12. The use of Energy Star® or equivalent rated windows is required.
13. Efforts to reduce and recycle construction waste is encouraged as well as regional procurement of construction materials when feasibly possible in order to reduce transport.
14. All units must use ENERGY STAR® or equivalent rated appliances and energy-efficient Energy Star or equivalent rated water heater and air conditioning systems where feasible, including but not limited to dishwashers, refrigerators, ceiling fans and washing machines.
15. ENERGY STAR® or equivalent light fixtures that use less energy and produce less heat than traditional incandescent light fixtures is encouraged.
16. Installation of state-of-the-art energy efficient interior lighting is encouraged.
17. Water-conserving appliances and plumbing fixtures shall be installed.
18. Commercial retail buildings are encouraged to use automatic fixture sensors and low-consumption fixtures.

E. SITE DEVELOPMENT

1. Land Coverage:

All applications for projects must demonstrate compliance with Chapter 30, Land Coverage, of the TRPA through the submittal of a land capability and land coverage verification completed by TRPA, or a TRPA Certified Contractor.

2. Maximum Density:

The density standard for this Area Plan is one (1) unit per acre with a maximum of 112 units.

3. Basic Services:

All projects proposing a new structure or reconstruction or expansion of an existing structure designed or intended for human occupancy shall provide basic services in accordance with Chapter 32, Basic Services, of the TRPA Code.

4. Grading and Construction:

Grading and construction in the Lake Tahoe Region shall meet the provisions of this code, and the TRPA Code, Chapter 33, Grading and Construction. Excavation, filling, and clearing of vegetation or other disturbance of the soil shall not occur between October 15 and May 1 of each year, unless approval has been granted by TRPA .

5. Driveway Standards:

The provisions of Chapter 34, Parking and Driveway Standards, of the TRPA Code shall apply.

6. Natural Hazard Standards and Floodplain Management:

All development in floodplains that is allowed in Chapter 35, Natural Hazard Standards, of the TRPA Code must comply with the floodplain provisions of the Code.

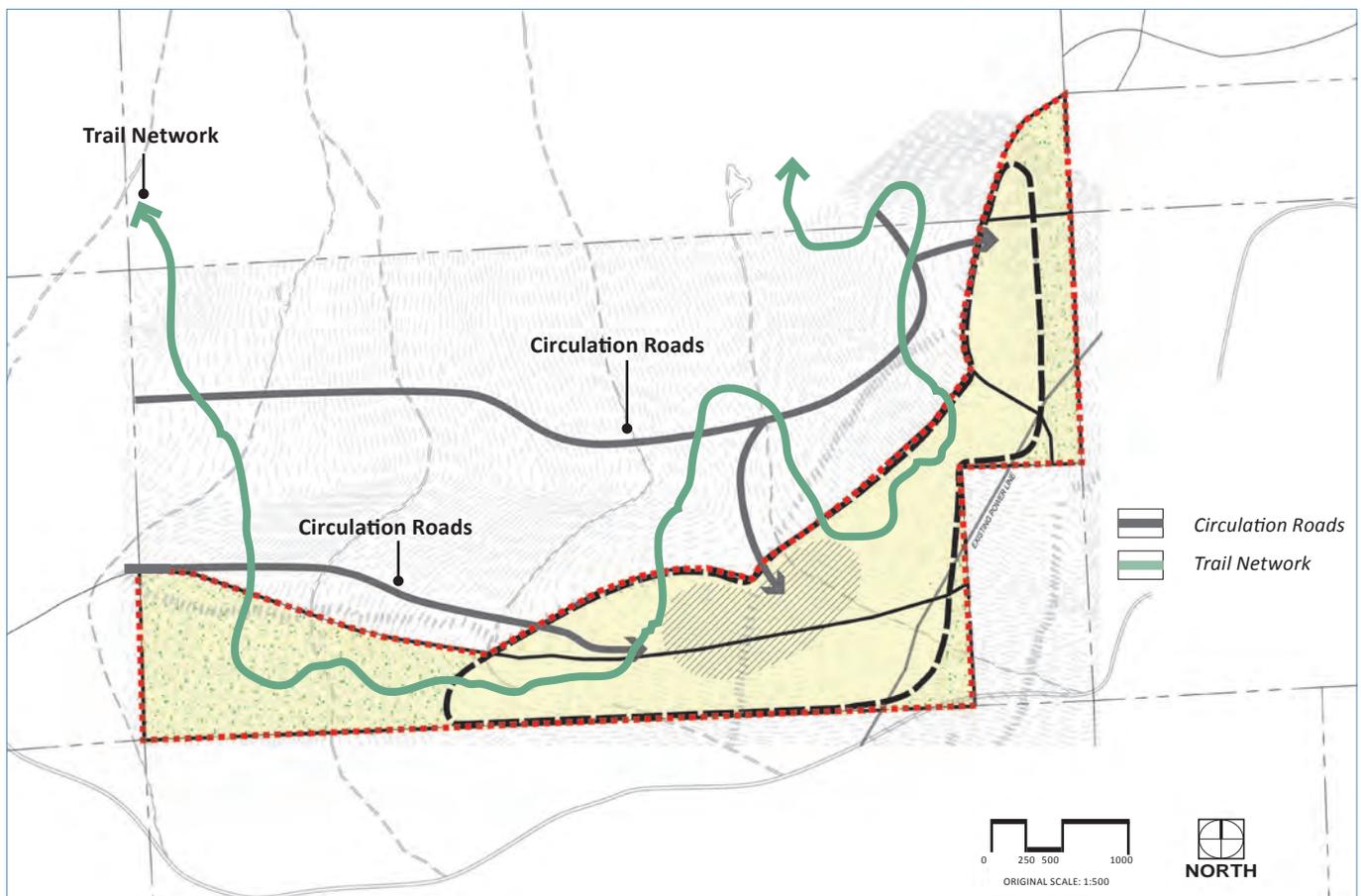
SECTION 5: TRANSPORTATION AND CIRCULATION

This section describes the existing and proposed transportation and circulation systems within the Area Plan and recommends strategies to enhance mobility patterns by enabling users to satisfy their travel needs while supporting the area’s environmental, social, and recreational goals. The circulation diagram below (*Figure 5.1: MVWP Area Plan Circulation - Conceptual*) illustrates recommended circulation patterns.

The transportation system is predicated on the following goals:

- Provide safe and efficient access to and circulation through the Area Plan, while minimizing vehicular traffic through the Basin.
- Maintain and enhance access to the regional trail network for hiking, biking, snowshoeing and cross-country skiing.
- Provide opportunities to reduce single-occupancy vehicle use.

The circulation diagram below illustrates recommended circulation patterns. Primary vehicular access to the Area Plan would be provided by the main access to the MVWP Specific Plan, which would connect to SR 267. Fibreboard Freeway, which traverses Basin land, would provide emergency access only not be used at all in the winter months. Therefore, no non-emergency vehicular access would be provided to the Area Plan from the Basin. Within the Basin, common driveways would provide access to units and trails while minimizing road construction.



MARTIS VALLEY WEST PARCEL AREA PLAN CIRCULATION - CONCEPTUAL

5.1: MVWP Area Plan Circulation - Conceptual

A. COMMON DRIVES

Common drives are small-scale, low-speed roadways that will conform to site topography. In this Area Plan, they will serve as connection points between the Main Access road and local, clustered neighborhoods and provide access to existing trail networks and other recreational opportunities. They are intended for automobile traffic, emergency vehicles, and multi-user recreational access .

B. EMERGENCY ACCESS

The Fibreboard Freeway is a paved US Forest Service road that provides access to federal lands and recreational trails outside of the winter season. Fibreboard Freeway will provide emergency vehicular access and an evacuation route for the Area Plan in the non-winter season. No regular access to the Area Plan from the Fibreboard Freeway will be allowed.

C. TRANSIT

The land within the Area Plan boundary is in close proximity to recreation and lodging options and area wide transit. SR 267, adjacent to the MVWP Specific Plan, is served by Placer County's Tahoe Area Regional Transit Program (TART), providing regional transit options for visitors and residents. This Area Plan seeks to support, and where necessary, improve transit opportunities available to residents and guests. There will be a transit stop adjacent SR 267, within the MVWP Specific Plan, which will provide easy access to regional transit operations. While automobiles are the primary mode of travel in the Lake Tahoe region, transit services are provided in the peak season months (summer and winter).

Within the MVWP Specific Plan, including this Area Plan, an HOA-operated shuttle will connect other transit stops, facilities and commercial amenities located within the larger MVWP Specific Plan area. The need for transit varies by seasonal traffic patterns.

D. TRAILS

The Area Plan trail system will focus on a wide range of uses and purposes, including a primary network of access points. A connection from the Area Plan to the Tahoe Rim Trail will be established, as well as an internal network connecting recreation sites with accommodations and the broader regional trail network that extends throughout the Northstar, Martis Valley and Tahoe Basin areas. It is expected that cross-country skiing trails for a variety of users and abilities is included, as well as trails for snowshoe users. In the summer, biking trails and hiking trails will be fully integrated into future neighborhoods as well as larger focus trail systems connecting key points that are part of the recreation infrastructure of the North Shore .

The plan for the MVWP Specific Plan is designed to take advantage of the recreational opportunities within the MVWP Specific Plan site, including those within this Area Plan. Providing trails throughout the development area that can be used for biking, walking, hiking, snow shoeing, cross-country skiing, and other recreational activities serves to enhance the experience for residents and tourists alike . Key benefit of the trail system include providing the public access to new sites, and enhancing recreational and viewing opportunities.

The Tahoe Rim Trail is located in the southern portion of the MVWP Specific Plan, and the Fibreboard Road provides access to a network of cross-country ski, snowshoe, biking and hiking trails. The Tompkins Memorial Trail will ultimately connect to the Martis Valley Trail. These trails and connections provide enhanced recreational benefits in the area.

The provision of a variety of trails and access to the larger transit system within the Lake Tahoe Basin is positive economically, environmentally, and aesthetically. Creating connections between regional transit, local circulation, and the regional trail network, while also providing neighborhood serving retail/commercial services and recreational amenities will enable guests and residents to meet many of their needs on-site or within walking distance.

SECTION 6: WATER QUALITY

A. AREA PLAN WATER QUALITY

Property within the MVWP Area Plan is subject to the requirements of the TRPA Code, Chapter 60, Water Quality, which requires implementation of Best Management Practices (BMPs) to reduce stormwater runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA Code requires all property owners to infiltrate the volume of a 20 year/one hour storm on their property OR meet alternative standards in instances where special circumstances limit infiltration.

TOTAL MAXIMUM DAILY LOAD:

The TMDL program is a requirement of the Federal Clean Water Act. The program is designed to protect Lake Tahoe from certain pollutants of concern, including fine sediments, phosphorus and nitrogen. Through the Lake Tahoe TMDL, the Lahontan Regional Water Quality Control Board has established 5 year load reduction targets to assess each jurisdiction's progress toward meeting overall load reduction goals.

Load reduction targets for fine sediment particles (FSP), total phosphorus (TP) and total nitrogen (TN) have been established based on attainment of California's Lake Tahoe transparency standards (approximately 97 feet) over an estimated 65 year implementation period. To meet the requirements of the TMDL program, storm water within all developed areas will be collected, treated, and conveyed outside the Tahoe Basin, resulting in no transport of pollutants of concern to Lake Tahoe.

The Area Plan will protect water quality in the Basin through the use of BMPs, and by ensuring that any additional runoff from developed areas is routed to the MVWPSP drainage system, which will discharge to areas outside of the Basin. As a result, no Area Plan flows will reach Lake Tahoe. In addition, sending sites for the transfer of development will be restored to a natural condition, substantially reducing the transport of pollutants of concern to Lake Tahoe.

BMPs to be used in the Area Plan are provided in Appendix E of the MVWP Specific Plan.

SECTION 7: DESIGN STANDARDS & GUIDELINES

The following design standards and guidelines are applied to guide future development in order to create a pleasing environment, mitigate the negative impacts of development, and improve existing environmental conditions. A design “standard” is a requirement, whereas a design “guideline” is a recommendation.

The following are the design standards and guidelines for development within the MVWP Area Plan. Additional details are provided in Section B: Building Design Standards, Section C: Landscape Standards, Section D: Exterior Lighting Standards and Section E: Signage Standards.

A. SITE DESIGN STANDARDS AND GUIDELINES

1. General Standards:

- a. Existing natural features outside of the building site shall be retained and incorporated into the site design to the greatest extent feasible. Projects shall be designed to avoid disturbance to rock outcrops and stream environment zones and to minimize vegetation removal and maintain the natural slope of the project site and be consistent with Section 36.12 of the TRPA Code.
- b. Projects shall be designed to use existing disturbed areas rather than undisturbed areas for the siting of all improvements except when:
 - i. The disturbed area is precluded from development by setbacks or other such limitations;
 - ii. The disturbed lands are classified as sensitive lands and alternative sites classified as no sensitive lands exist on the parcel;
 - iii. The use of the disturbed lands would require more total disturbance than use of undisturbed lands;
 - iv. Avoidance of other development impacts are of more importance than the preservation of undisturbed areas; and/or
 - v. The degree of existing disturbance is minor and the area shall be restored as part of the project.

2. Standards for Commercial, Tourist Accommodation, Public Service, and Multi-Residential Projects:

In addition to the other standards in this section, the standards for commercial, tourist accommodation, public service, and multi-residential projects shall be:

- a. Onsite parking areas shall be provided with landscaped perimeters. Onsite parking areas greater than one-quarter acre in size shall be provided with landscaped islands designed in accordance with TRPA’s Design Review Guidelines;
- b. A pedestrian circulation system shall be incorporated into the site plan to assure that pedestrians can move safely and easily both on the site and between properties and activities within the neighborhood year round;
- c. Adequate access shall be provided for emergency vehicles and for those persons attempting to render emergency services;
- d. Screening of service yards, maintenance yards, warehousing, outdoor storage and trash and refuse collection areas shall be accomplished by the use of walls, fencing, landscape plantings, or some combination thereof. Screening shall be effective in both winter and summer;

- e. Service yards, maintenance yards, warehousing, and outdoor storage areas shall be located in areas that are not highly visible from major transportation corridors, scenic turnouts, public recreation areas, or the waters of lakes in the region.

3. Snow Storage Standards:

The standards for snow storage shall be:

- a. Parking areas shall be sloped at least two percent to prevent ponding and icing; and
- b. Commercial, tourist accommodation, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian access areas or have arrangements by means of recorded easements or equivalent arrangements to remove and store accumulated snow offsite.

4. Setback Standards:

The setback standards shall be:

- a. For parcels abutting roadways rated in TRPA’s Scenic Resources Inventory, the minimum building setback from the right-of-way of such roadways shall be 20 feet.
 - i. Decks (except decks for off street parking), stairs, canopies, building, or roof overhangs shall not intrude into the 20-foot setback established in this subparagraph.
 - ii. TRPA may approve building setbacks less than 20 feet if the reduced setback is approved by the appropriate local jurisdiction and TRPA finds that the project shall not cause a decrease in the numerical ratings assigned to the roadway unit, including the scenic quality rating of the individual resources within each unit, as recorded in the 1982 Scenic Resources Inventory and shown in Tables 13-3 and 13-8 of the Study Report for the Establishment of Environmental Threshold Carrying Capacities, October 1982. The criteria for rating scenic quality as identified in the study report cited herein shall be used to determine if a project will cause a decrease in the numerical rating.
- b. Buildings, other structures, and land coverage shall be set back from SEZs in accordance with Chapter 53: Individual Parcel Evaluation System.
- c. Other setback requirements are set forth in Section 33.3: Grading Standards.

5. Bicycle and Pedestrian Facility Maintenance Plan Standards:

Entities responsible for the construction and maintenance of bike and pedestrian facilities proposed as part of a project shall provide a maintenance plan, including a funding strategy for the life of the bike and pedestrian facility that shall be approved by TRPA prior to permit issuance or funding disbursement for any proposed public bicycle and pedestrian facility.

6. Low Impact Development (LID) Standards:

All new development shall be required to utilize low impact features to manage stormwater as close to its source as possible, such as bioswales, permeable and pervious pavement, vegetation buffers, rain gardens, vegetated rooftops, and bioretention facilities.

7. Buffer Requirement Standards:

Land uses anticipated in this Area Plan are required to include buffers necessary in the following categories to maintain a high quality of life standard:

- a. **Noise:**
High intensity spaces and/or uses (e.g. playgrounds, picnic areas, maintenance spaces) that generally generate noise above the normal levels associated with surrounding neighborhoods shall be located so they are not directly adjacent to noise sensitive uses. It is required that no use generate more than 55 dB.
- b. **Snow Removal:**
Buffer areas that can serve as snow storage, shall be provided adjacent to parking areas and other circulation routes. Snow storage shall be designated to be no less than 15% of the area where snow will be removed.
- c. **Aesthetic & Environmental Purposes:**
To avoid unattractive views from adjacent land uses, sensitivity to grading, retention of existing vegetation, and landscape screening are all considered requirements in this Area Plan.

8. Site Design Guidelines:

All new development shall consider the natural characteristics of the site in the design and planning for land uses. The features of the site such as trees, topographic conditions, views, rock outcropping, and similar features shall be considered and the development adjusted to the conditions. Natural features are to be retained in the design of new projects.

- a. **Compatibility to Adjacent Properties:**
New building placement shall be compatible to surrounding adjacent properties and designed to consider the solar possibilities of the site. This includes both the availability of passive solar design and the consideration of the shadow conditions that will result from the development.
- b. **Site Grading and Drainage:**
The site drainage and hydrology conditions need to be considered in the development of the site. Grading on the undeveloped site shall avoid the over lot grading approach in favor of a site specific design that minimizes the overall disturbance, acknowledges the qualities of the site and provide for best management practices (BMPs). The design will offer conservation of natural resources.
- c. **Site Planning Organization:**
The organization of the site plan will include access, parking, and entry ways that provide low impact and suitable, safe, and rational circulation. Pedestrian circulation shall be given early consideration and importance equal to vehicles. Avoiding conflicts between vehicles and pedestrians shall be considered in site planning.
- d. **Common Drive Size and Cross Section Dimensions:**
Standards applied to the design of common drives shall be the narrowest cross section for vehicles given the intended use, levels of turning movements, and reasonable given the volume of traffic, topographic conditions, and the function of the street. The cross section of common drives may utilize 10' wide travel lanes and 2' wide shoulders on each side of the drive. There shall be a balance between the pedestrian or sidewalk space, snow storage space and the vehicular space allocated for any one common drive.
- e. **Relationship Between Buildings:**
The resort design created from the components of pedestrian scale, buildings that form space, and the organization of the street and pedestrian corridors will offer a unique development pattern. The development shall seek a 'village form' that will make the pedestrian use predominate, while vehicular use is reduced in influence.

B. BUILDING DESIGN STANDARDS AND GUIDELINES

1. General Standards:

- a. **Screening Elements:**

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground.
- b. **Roof Finishes and Colors:**

Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earthtone colors that minimize reflectivity. For this subparagraph, non-glare earthtone colors are defined as Munsell Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines, that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G. Vegetated roof materials complying with applicable fire defensible space requirements meet the intent of this subparagraph and are encouraged.
- c. **Alternative Energy Production:**

Solar panels or other alternative energy equipment may be exempted from the requirements of 36.6.1.A and B if a project level assessment demonstrates that scenic threshold standards will not be adversely impacted.
- d. **Color of Structures:**
 - i. For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures.
 - ii. Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color.
 - iii. For this subparagraph, earthtone colors shall be medium to dark and shall meet the Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.
 - iv. TRPA may grant exceptions to this provision pursuant to Section 67.7, for scenic roadway corridors designated as urban, for unique situations such as site characteristics, or as set forth in subparagraph 83.11.1. Structures in the shoreland that were constructed prior to January 1, 1950, may maintain their historic colors when doing exempt maintenance and repair.

2. Building Height Standards:

See Chapter 37, TRPA Code for height measurement and standards. Section 4: Development Standards, of this Area Plan includes maximum height for all buildings and structures.

3. Water Conservation Standards:

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

4. Standards for Combustion Appliances

All natural gas, oil, or propane-fired water heaters and space heaters, and all wood heaters, installed within the region in new facilities, or when replaced in existing facilities, shall meet the standards set forth in Section 65.1: Air Quality Control.

5. Building Design Guidelines:

- a. **Scale and Mass Guideline:** The mass of new buildings should be related to the prevailing scale, development standards, form and proportion that will avoid overwhelming or dominating the existing character of the area. The apparent sizes of buildings are improved by utilizing design features such articulation of the facades and attention to layering of materials (Image A).



Image A: Scale and Mass

- b. **Design Articulation Guideline:** Groups of buildings should incorporate off sets or projections that relieve the visual effect of a long single wall and avoid the monotonous appearance of flat vertical surfaces (Image B).



Image B: Design Articulation

- c. **Building Orientation Guideline:** Buildings should be sited to take maximum advantage of natural lighting, ventilation and solar exposure. Buildings will step or otherwise adapt to the topographic conditions. This will help to preserve vegetation, reduce disturbance, and provide a good fit between land and architecture. New building placement shall be compatible to surrounding adjacent properties and designed to consider the solar possibilities of the site. This includes both the availability of passive solar design and the consideration of the shadow conditions that will result from the development (Image C).



Image C: Building Orientation

- d. **Building Materials Guideline:** Architecture shall be designed with materials that provide contrast, texture, natural toned color and surfaces that minimize reflection. Building material choices are subject to California Building Code and California Residential Code standards (Image D).



Image D: Building Materials



Image E: Building Color

- e. **Building Color Guideline:** Building color shall avoid sharp and jarring contrast with the background setting. Darker natural toned hues provide the greatest opportunity to blend structures into the setting. Brighter colors or non-earth tone colors are only to be used as accents and should not represent more than 10% of the architectural surfaces (Image E).



Image F: Views

- f. **Views Guideline:** Buildings should be oriented to take advantage of views and create view corridors, particularly toward Lake Tahoe and mountain ridges. The corridors that allow views should not be closed off from the primary public circulation (Image F).



Image G: Roof Shape and Proportion

- g. **Roof Shape and Proportion Guideline:** Building caps or roofs offer a design distinction that will allow the mountain setting to be incorporated into a building's design. A definitive "building top" that steps, slopes or otherwise breaks the rectangular form will prevent blocky structures from being built. The distinctive shape of roof forms can be useful in the development of the character of the place (Image G).

- h. **Entrance Guideline:** Clear and simple identification of entrances and frontage of the primary use towards the pedestrian zone is required to create a strong relationship to the pedestrian street environment. Particular attention should be given to craftsmanship and detailing within the pedestrian range of touch and view. Public entrances to building shall ensure protection from unloading roof snow. Covered entries are necessary for the protection of the high levels of pedestrian use and the snow management from roofs is an important element (Image H).



Image H: Entrances

- i. **Enclosing Exterior Space with Buildings Guideline:** It is desirable for the architecture to enclose and contain outdoor spaces. This design standard is related to providing a direct relationship between the architectural interior and exterior landscape spaces (Image I).



Image I: Enclosing Exterior Spaces



Images J: Natural Edges

- j. **Natural Edge Definition Guideline:** Edges created by forest, topography and water can help structure neighborhoods and provide natural edge definition (Image J).



Image K & L: Compatible Materials

- k. **Compatible Materials Guideline:** Using building materials of the place provides compatibility between the natural environment and architecture and highlights the importance of creating a 'fit' between the two (Image K).
- l. **Green Building Guideline:** Buildings that exceed the requirements of the California Green Building Code and that meet or exceed the standards of LEED and similar programs are encouraged (Image L).

C. LANDSCAPE STANDARDS AND GUIDELINES

The purpose of landscape development is to reinforce the resort destination experience in the Area Plan by guiding the desired design of planting and hardscape materials. The design for the overall landscape should respond to the function of the area where it is located with consideration of issues such as safety, maintenance and aesthetic quality. In areas focused on resort and retail activities, the landscape should create an inviting environment for pedestrians, by providing spaces that respond to a site's environmental factors and screen undesirable views or frame vistas of natural features. The various landscape treatments and standards described in the plan are intended to distinguish this area as a resort destination. Landscape and irrigation plans are required with all projects and must comply with the Landscape Standards of Chapter 36.7 of the TRPA Code as well as this Area Plan.

1. General Standards

a. Plant Species Standard:

Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping.

b. Minimum Plant Sizes and Spacing Standards:

For projects other than single-family home projects, the following sizes and spacing shall be required for woody plant materials at time of planting:

- i. Trees shall be a minimum six feet tall or one-inch caliper size or diameter at breast height;
- ii. Shrubs shall be a minimum three-gallon pot size, such that upright shrubs shall have a minimum height of 18 inches and minimum spread of 18 inches, and spreading shrubs shall have a minimum spread of 18 to 24 inches; and
- iii. Groundcovers shall be a minimum four-inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.

c. Accent Vegetation Standard:

Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used for landscaping as accent plantings. Such plants shall be limited to borders, entryways, flower-beds, and other similar locations to provide accents to the overall native or adapted landscape design.

d. Soil and Vegetation Protection During Construction Standards:

To reduce soil disturbance and damage to vegetation, the area of disturbance during the construction of a structure shall be limited to the area between the footprint of the building and the public road. For the remainder of the site the disturbance area shall not exceed 12 feet from the footprint of the structure, parking area, or cut/fill slope. These limits shall be shown on the submitted plan. For structures not adjacent to a public road access, reasonable construction and staging area shall be identified. These limits shall be fenced according to Section 33.6. Exceptions require prior TRPA approval and may include:

- i. When it is demonstrated that equipment will need to access an area;
- ii. When other site characteristics require a larger area, such as rock outcrops and topography;
- iii. When a landscaping or utility plan clearly demonstrates the need for soil disturbance beyond the 12-foot boundary; or
- iv. Storage of construction materials in areas of existing disturbed lands.

- e. **Fire Defensible Space:** To create defensible space near structures, the following will apply:
 - i. Trees planted shall be setback a distance of 30 feet from any structure.
 - ii. There shall be the use of a clear area for a distance of 10 feet from the natural landscape and any structures in natural forest conditions. This will not apply in developed areas.
 - ii. The build-up of fire fuel shall be prevented in the areas around structures and the fuel removed periodically to prevent the spread of fire hazards.

2. Landscape Guidelines:

a. Landscape Irrigation:

Landscape shall be irrigated to establish plantings and provide adequate water levels to support the long term growth of the landscape. Irrigation systems must use efficient water methods such as drip irrigation. Plants should be grouped based on water requirements with similar group plantings into similar hydro-zones, and use moisture sensors to manage the use of water.

b. Preserving Existing Trees:

Preserving trees should be planned for with efforts on preserving large groups of forest rather than individual trees that are subjected to stress due to changes of runoff, grades, or surface coverage. The protection zone for trees extends at a minimum to the drip-line of the tree's canopy. Trees will be preserved in accordance with Chapter 61 of the TRPA Code of Ordinances, with recognition of defensible space within the Chapter.

D. EXTERIOR LIGHTING STANDARDS & GUIDELINES

1. General Standards

- a. Exterior lights shall not blink, flash, or change intensity. String lights, building or roofline tube lighting, reflective, or luminescent wall surfaces are prohibited.
- b. Exterior lighting shall not be attached to trees except for the Christmas season.
- c. Parking lot, walkway, and building lights shall be directed downward.
- d. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37.
- e. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.
- f. The commercial operation of searchlights for advertising or any other purpose is prohibited.
- g. Seasonal lighting displays and lighting for special events that conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 22: Temporary Uses, Structures, and Activities.

2. Lighting Guidelines:

- a. Exterior lighting shall be minimized to protect dark sky views, yet adequate to provide for public safety, particularly for pedestrians.
- b. Exterior lighting must be deflected away from all adjacent properties, to avoid unnecessary glare. Any light source must incorporate a cut-off shield to prevent the light source from being directly visible from areas offsite.
- c. Exterior light sources must be directed downward to avoid sky lighting.
- d. Exterior lighting must be stationary and not blink, flash, or change intensity.
- e. Fixture mounting height must be appropriate to the purpose, but should not exceed 16 feet.
- f. Protection of the night sky will be addressed by the type of permitted lighting. Lighting of the area will be provided for function, safety and security by directing light toward the locations where it is needed. The night sky will be protected from fugitive light with cut-off shields and other devices that direct light onto surfaces, rather than having wide visibility of the lighting source. These design standards minimize the visibility of the light source.
- g. Exterior lighting shall be limited to Incandescent, High Pressure Sodium, Metal Halide, Compact Florescent, or LED type lighting in all applications.
- h. The level of illumination shall be set at the minimum level required for use and even distribution of the light. This will prevent wide contrast levels between light sources and prevent uneven light dispersion.
- i. Pedestrian areas, including pedestrian plaza spaces, sidewalks and pedestrian only areas will have the opportunity to use light standards, bollards, lighting that spans the space as liner strings and lighting from architectural features (such as soffits).
- j. The entire lighting assembly (pole and fixture) shall be painted a dark color such as brown, gray, black or green.
- k. General light level shall not exceed 5 .0 foot candles in village oriented pedestrian spaces . For low density residential areas, 2.5 foot candles shall be the design standard.
- l. Lighting shall not be attached to trees except for seasonal winter displays. Seasonal winter lighting may be displayed from November 26 through March 1.
- m. Lights, including seasonal winter displays shall not blink, flash, change intensity or give the illusion of movement.
- n. **Common Drive Lighting:**
Common drive lighting will be designed in conjunction with the vehicular and pedestrian level needs. Levels of illumination for street lighting shall not exceed 1.5 foot candles, measured within one foot of the base at ground level. Illumination will not be permitted at an elevation greater than 15 feet above grade. Safety and security lighting needs are to be focused on the crossing points, street intersections and in areas where pedestrians are exposed to conflicts with traffic.

E. SIGNAGE STANDARDS

High quality signage contributes to the overall identity of a neighborhood and helps people locate destinations and services. Signs should be limited to specific locations where information is needed to direct visitors to key destinations or to communicate regulations for public safety or protection of natural resources. A Master Signage Plan will be developed for the Area Plan and will accommodate the variety of common driveways and pedestrian environments described below.

1. Outdoor Advertising Standard:

The standards for outdoor advertising are set forth in Chapter 38, Signs, of the TRPA Code.

2. Major Building Identification Sign Standards:

Major Building Identification Signs identify a service, retail area or community facility. These signs provide drivers and pedestrians with a clear understanding of the specific services and opportunities available at a given location. Major Building Signs are typically placed on the building, within a distance visible of the businesses identified on the sign .

a. Major Building Identification Signs:

- i. Location: One per building.
- ii. Copy: Letter height may be up to 1.5 feet.
- iii. Lighting: External, internal and indirect lighting is permitted but in all cases the light source must be shielded to prevent light from shining directly on adjoining properties, cause glare, or shine in the eyes of motorists or pedestrians.
- iv. Color: Bright colors are discouraged on signs except when used as accent colors . Sign colors on permit applications should be specified using the Pantone Matching System (PMS) standard color charts. Accent colors shall not exceed 20% of signs' surface area.
- v. Material: Signs may be metal, wood or plastic.
- vi. Height: Maximum height of 12 feet above ground elevation.
- vii. Size: Maximum of 35 square feet per sign face for a maximum of 70 square feet. The height and width of the backdrop on which the letters are attached shall be used to compute the sign area. The sign base and/or sign frame, on which the solid backdrop is attached, shall not be counted as sign area.
- viii. Orientation: Facing predominate access points.
- ix . Installation: Integrated into building design.

3. Directional Signs:

Directional Signs guide people to significant destinations, activities and services offered within the Area Plan. Typically, these signs are positioned in public gathering areas or onsite at actual facilities. Directional Signs reinforce the overall character for a district, e.g. subdivisions, by complementing the entry Monument Sign design. All of the Directional Signs within the Area Plan should have a consistent appearance reflecting a tourism focus.

a. Directional Sign Standards:

- i . Location: Determined based on provision of suitable directions for people unfamiliar with the area.
- ii . Copy: Letter height may be up to 4 inches.
- iii . Lighting: None
- iv . Color: Bright colors are discouraged on signs except when used as accent colors . Sign colors on permit applications should be specified using the Pantone Matching System (PMS) standard color charts.
- v . Material: Signs may be metal or wood.
- vi . Height: Maximum height of 12 feet above average ground elevation.
- vii . Size: Maximum of 14 square feet per sign face for a maximum of 28 square feet. The height and width of the backdrop on which the letters are attached shall be used to compute the sign area. The sign frame and post, on which the solid backdrop is attached, shall not be counted as sign area.
- viii. Orientation: As required for pedestrian legibility.
- ix . Installation: Freestanding, post mounted.

SECTION 8: IMPLEMENTATION AND ADMINISTRATION

A. APPROVAL OF AREA PLAN

The TRPA Code of Ordinances, Chapter 13, Area Plans, requires the Area Plan to be approved by Placer County Board of Supervisors prior to the TRPA Governing Board’s review and finding of conformance. Pursuant to TRPA Code of Ordinance 13.6.4, this Ordinance cannot take effect until the TRPA Governing Board has approved the Area Plan and made a finding of conformance.

All plans, policies and regulations in the TRPA Regional Plan, TRPA Code of Ordinances, Placer County Code and County zoning maps remain in effect until superseded by a TRPA approved Area Plan. This ordinance shall be effective upon the TRPA Governing Board’s finding of conformance and approval of the Area Plan as approved by Placer County Board of Supervisors.

B. CONFORMITY REVIEW FOR AN AMENDMENT TO AN AREA PLAN

Following approval of this Area Plan by the TRPA Governing Board, any subsequent proposed amendment to a plan or ordinance contained within the Area Plan shall be forwarded to the TRPA and reviewed by the Advisory Planning Commission and Governing Board for conformity with the requirements of the TRPA Regional Plan.

C. ACTIVITIES REQUIRING TRPA APPROVAL

All projects in the MVWP Area Plan require review and approval by TRPA.