Chapter 3 Area-Wide Standards and Guidelines

The standards and guidelines outlined in this Chapter apply to the entire Plan area. The district standards in Chapter 2 supplement these standards for each subdistrict or overlay district.

3.01 Permissible Uses

Permissible Uses are defined in Chapter 21 of the TRPA Code of Ordinances. Permissible uses for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations. Additional provisions for secondary residences are outlined in Subsections A and B below.

A. **Additional Secondary Residences Allowed.** In addition to secondary residences permitted as an accessory use by Section 21.3.2 of the TRPA Code of Ordinances, secondary residences are also permitted as accessory to a single family residence if the parcel is located within 0.25 miles of a mixed use zoning subdistrict or primary transit route and the property is deed restricted to not allow either residence to be converted to a tourist use. A secondary residence shall be considered a Residential Unit subject to the residential allocation and transfer provisions of the TRPA Code of Ordinances.

B. **Requirements for Secondary Residences**

1. ***Application Contents and Requirements.*** An Administrative Review Permit approval is required for a secondary residence within the Lake Tahoe Basin. The following materials shall be submitted with permit applications for secondary residences:

   a. *Existing Residence.* On a lot with an existing single-family residence, include floor plans and elevations of the second unit and a representative photograph of the primary residence.

   b. *Undeveloped Parcels.* Applications for secondary residences on undeveloped parcels shall include elevations and floor plans for both the main and second units.

2. ***Timing of Permit and Construction.*** A permit for a secondary residence may be issued and the unit constructed either simultaneously with or subsequent to the primary residence to be constructed on the site.

3. ***Design Standards for Secondary Residences.***

   a. *Maximum Floor Area.* The maximum floor area allowed for a secondary residence, whether attached to the primary unit or detached, shall be based on the area of the lot as follows, provided that an attached unit shall not increase the floor area of an existing primary residence by more than 30 percent. [NOTE: “Floor area” as used in this section means the living area of a residence, exclusive of any garage or carport, which is measured from the outside surfaces of exterior walls or walls between living areas and a garage.]

TABLE 3.01.A: MAXIMUM SECONDARY RESIDENCE SIZE	
Lot Area of Site	*Maximum Secondary Residence Floor Area*
2.29 acres or less	840 sq. ft.
2.3 to 4.99 acres	1,000 sq. ft.
5 acres or more	1,200 sq. ft.

b. *Allowable Garage Area.* Detached secondary residences may be allowed an attached garage or carport with a maximum size of 240 square feet in addition to maximum permitted living area. A secondary residence on a parcel of five acres or more may be provided an attached garage or carport with a maximum size of 576 square feet. Such space must be clearly designed for the storage of an automobile(s).

c. *Appearance of Secondary Residence.* The secondary residence shall be architecturally compatible with the primary residence. For attached units, the appearance of the building shall remain that of a single-family residence.

d. *Parking Requirements.* In addition to parking required for the primary residence, a secondary residence of 840 square feet or less shall be provided one off-street parking space; a larger secondary residence shall be provided two spaces.

4. ***Occupancy.***

a. Either the primary or secondary residence on the site shall be occupied by the owner of the property at least 10 months per year.

b. Short-term rental of a secondary residence or its bedrooms to overnight guests for fewer than 30 consecutive days is prohibited.

5. ***General Development Requirements.*** Construction associated with any secondary residence shall conform to the height, setback, lot coverage, site plan review, fees, charges, and other requirements generally applicable to residential construction within the zoning subdistrict where the subject property is located.

6. ***Building Code and Floor Area Calculation Requirements.*** Detached secondary residences or additions to existing primary residences shall comply with appropriate building code requirements, minimum parcel size requirements, maximum unit floor area limits for the secondary residence, parking standards and building setback standards. Floor area calculations shall be measured from exterior walls consistent with Uniform Building Code standards.

7. ***Deed Restriction.*** Prior to issuance of a building permit for a secondary residence, the owner shall record a deed restriction which addresses the restrictions on such units contained herein. The declaration shall run with the land and be binding upon the applicant and successor property owners.

3.02 Temporary Uses, Structures, and Activities

Temporary uses, structures, and activities are outlined in Chapter 22 of the TRPA Code of Ordinances (also see Placer County Zoning Ordinance Section 17.56).

3.03 Land Coverage

Land coverage limitations are outlined in Chapter 30 of the TRPA Code of Ordinances.

3.04 Density

Density within the Town Center Overlay District is outlined in Chapter 13, Area Plans, of the TRPA Code of Ordinances. Additional density standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

Density outside Town Centers is outlined in Chapter 31, Density, of the TRPA Code of Ordinances. Additional density standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

3.05 Basic Services

Requirements for basic services are outlined in Chapter 32 of the TRPA Code of Ordinances.

3.06 Streetscape and Roadway Design Standards

The Tahoe Basin roadway network primarily consists of State Highways and County roadways. Other roadways in the basin are operated by the U.S. Forest Service, California State Parks, and California Tahoe Conservancy. There are also private roadways which are owned and maintained by private parties.

State Highways within the Plan Area include State Route 28, State Route 267, and State Route 89. State Routes 267 and 89 are the major highways providing access in and out of North Lake Tahoe and State Routes 28 and 89 provide circulation around the western and northern portions of Lake Tahoe within Placer County. Caltrans facilities are designed, operated and maintained by Caltrans in accordance with their current transportation corridor concept reports. However, Caltrans encourages complete street design and is a partner with Placer County where sidewalks are required along a highway.

The majority of roadways in the Plan area are collector and local roadways. Collector roadways collect traffic from local streets towards highways, while local roadways provide direct access to adjacent land uses and collector roadways.

Placer County Department of Public Works and Facilities maintains a Countywide Highway Deficiency Manual to plan for ultimate right-of-way and pavement widths, as well as sidewalk and bicycle lane improvements, for specific County maintained roadways. Table 3.06.A of this section provides planned design characteristics for specific streetscape and roadways to guide future development improvements. Typical street cross sections are provided in this section for public and private development projects in the Plan Area. In addition, the figures below should be referred to for specific pedestrian streetscape improvements planned within the Kings Beach and Tahoe City Town Centers.

TABLE 3.06.A: FUTURE STREETSCAPE AND ROADWAY DESIGN CHARACTERISTICS [1]					
Road Name	*Segment*	*ROW Width*	*Paved Width*	*CGS* [2]	*Traffic Index (TI)*
Bear Street	Highway 28 – Rainbow Avenue	50	32	YES	6.5
Bear Street	Rainbow Avenue – Speckled Avenue	50	22	YES	6.5
Beaver Street	Highway 28 – Town Center Limit	50	22	YES (W)	6.5
Beaver Street	Town Center Limit – End	40	22	NO	6.5
Brockway Vista Avenue	Secline Street – Deer Street	40	32	YES	6
Brockway Vista Avenue	Coon Street – Chipmunk Street	40	22	NO	6
Brook Avenue	Bear Street – Coon Street	40	22	YES	7
Brook Avenue	Coon Street – Fox Street	40	22	YES(S)	7
Brook Avenue	Fox Street – End	40	22	NO	7
Carnelian Bay Avenue	Highway 28 – Highway 267	60	32	NO	7
Cedarwood Drive	Village Road – End	60	32	NO	6
Chamonix Road	Courchevel Road – End	60	32	NO	6
Chipmunk Street	Brockway Vista Avenue – Highway 28	50	32	NO	7.5
Chipmunk Street	Highway 28 – Minnow Avenue	50	32	YES	7.5
Chipmunk Street	Minnow Avenue – Salmon Avenue	50	22	YES(W)	7.5
Chipmunk Street	Steelhead Avenue – Speckled Avenue	50	22	YES	7.5
Coon Street	Brockway Vista – Trout Avenue	50	32	YES	6.5
Coon Street	Trout Avenue – Speckled Avenue	50	22	YES	6.5
Courchevel Road	Ward Creek Boulevard – End	60	32	NO	6
Cutthroat Avenue	Wolf Street – Fox Street	40	22	YES(N)	6.5
Cutthroat Avenue	Fox Street – Beaver Street	40	22	NO	6.5
Deer Street	Highway 28 – Rainbow Avenue	50	32	YES(E)	6
Deer Street	Rainbow Avenue – Steelhead Avenue	50	22	YES(W)	6
Deer Street	Steelhead Avenue – Speckled Avenue	50	22	NO	6
Dolly Varden Avenue	Highway 267 – Fox Street	40	22	YES(S)	6
Dolly Varden Avenue	Fox Street – Chipmunk Street	40	22	NO	6
Fabian Way	Highway 28 – Old Mill Road	60	32	NO	6.5
Fairway Drive	Highway 89 – Grove Street	60	32	YES(E)	6.5
Fox Street	Highway 28 – Brook Avenue	50	32	YES	6.5
Fox Street	Brook Avenue – Trout Avenue	50	22	YES(W)	6.5
Fox Street	Trout Avenue – Steelhead Avenue	50	22	YES(E)	6.5
Fox Street	Steelhead Avenue – Speckled Avenue	50	22	NO	6.5
Golden Avenue	Secline Street – Fox Street	40	22	YES(S)	6

TABLE 3.06.A: FUTURE STREETSCAPE AND ROADWAY DESIGN CHARACTERISTICS [1]					
Road Name	*Segment*	*ROW Width*	*Paved Width*	*CGS* [2]	*Traffic Index (TI)*
Golden Avenue	Fox Street - End	40	22	NO	6
Grand Avenue	Highway 89 - Alpine Avenue	60	32	NO	6
Granlibakken Road	Highway 89 - Town Center Limit	60	32	YES	6.5
Granlibakken Road	Town Center Limit - End	60	32	NO	6.5
Grove Street	Highway 28 - Fairway Drive	60	32	YES(S)	6.5
Gstaad Road	Courchevel Road - End	60	32	NO	6
Heather Lane	Polaris Road - Cedarwood Drive	60	32	NO	6
Highlands Drive	Country Club Drive - End	60	32	NO	6
Innsbruck Road	Courchevel Road - End	60	32	NO	6
Kitzbuehl Road	Courchevel Road - End	60	32	NO	6
Lake Forest Road	Highway 28 - Highway 28	60	32	NO	6.5
Loch Levon Avenue	Deer Street - Fox Street	40	22	YES(S)	6
Loch Levon Avenue	Fox Street - End	40	22	NO	6
McKinney Drive	Highway 89 - Highway 89	60	32	NO	5.5
McKinney Rubicon	Highway 89 - End	60	32	NO	6.5
Merdan Road	Gstaad Road - End	60	32	NO	6
Minnow Avenue	Fox Street - Chipmunk Street	40	22	YES(S)	6
N. National Avenue	Highway 267 - End	60	32	NO	7
National Avenue	Highway 28 - End	60	32	NO	7
Old County Road	Highway 28 - Forest Road	60	32	NO	6
Old Mill Road	Highway 28 - Polaris Road	60	32	NO	6.5
Pineland Drive	Highway 89 - Twin Peaks Road	60	32	NO	6
Polaris Road	End - End	60	32	NO	6
Rainbow Avenue	Secline Street - Bear Street	40	32	YES(S)	6.5
Rainbow Avenue	Bear Street - Fox Street	40	22	YES(S)	6
Rainbow Avenue	Fox Street - End	40	22	NO	6
Regency Way	N. National Avenue - End	60	32	NO	6
Salmon Avenue	Coon Street - Fox Street	40	32	YES	6.5
Salmon Avenue	Fox Street - Chipmunk Street	40	22	YES(S)	6
Secline Street	Brockway Vista Avenue - Highway 28	50	32	YES(W)	6.5
Secline Street	Highway 28 - Rainbow Avenue	50	32	YES(W)	6.5
Secline Street	Rainbow Avenue - Steelhead Avenue	50	22	YES	6.5
Speckled Avenue	Highway 267 - Fox Street	50	40	YES	7
Speckled Avenue	Fox Street - Chipmunk Street	40	22	NO	6.5

TABLE 3.06.A: FUTURE STREETSCAPE AND ROADWAY DESIGN CHARACTERISTICS [1]

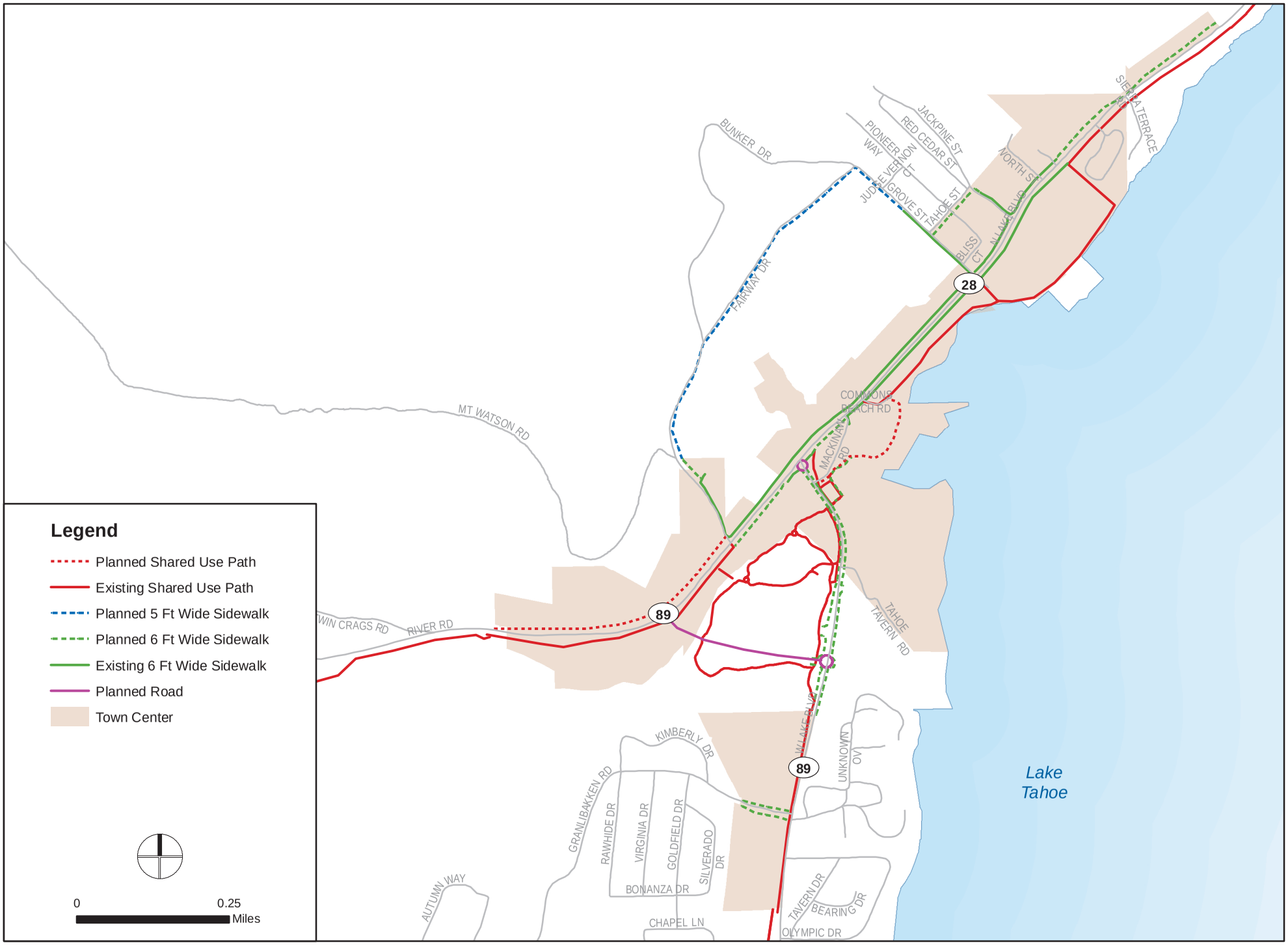
Road Name	*Segment*	*ROW Width*	*Paved Width*	*CGS* [2]	*Traffic Index (TI)*
Steelhead Avenue	Secline Street – Deer Street	40	32	YES(N)	6.5
Steelhead Avenue	Deer Street – Fox Street	40	22	YES(N)	6
Steelhead Avenue	Fox Street – End	40	22	NO	6
Tahoe Street	Grove Street – Jackpine Street	40	32	YES(S)	6
Trout Avenue	Deer Street – Bear Street	40	32	YES	6.5
Trout Avenue	Bear Street – Fox Street	40	22	YES(S)	6
Trout Avenue	Fox Street – End	40	22	NO	6
Twin Peaks Road	Pineland Drive – Ward Creek Boulevard	60	32	NO	6
Ward Creek Boulevard	Twin Peaks Road – Courchevel Road	60	32	NO	6
Wolf Street	Dolly Varden Avenue – Speckled Avenue	50	22	YES	6.5
Zermatt Road	End – End	60	32	NO	6

Notes:

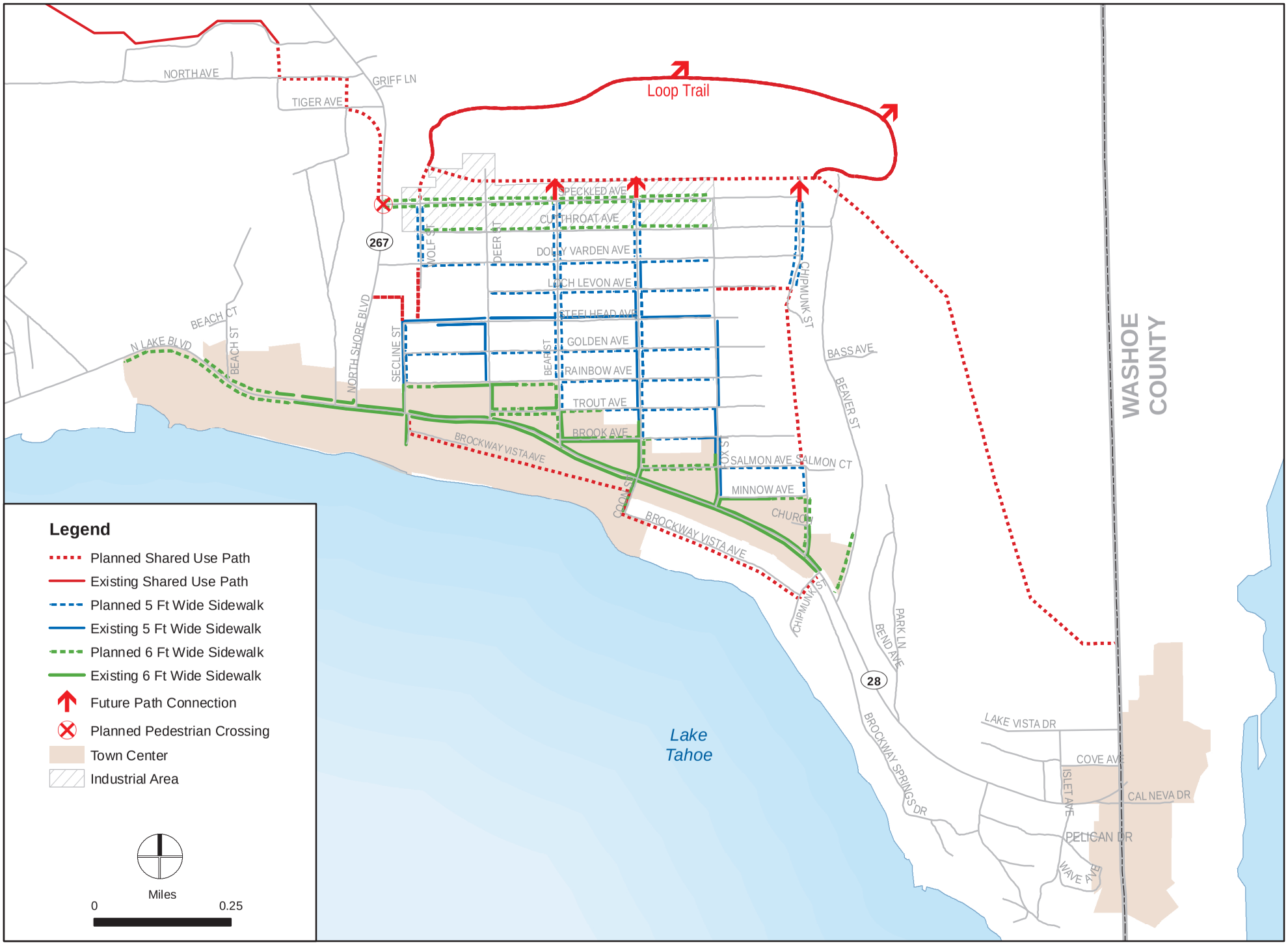
(1) The current copy of the Highway Deficiency Manual, which is subject to periodic updates, should be reviewed for changes to the above listed roadways and supersedes this table if changes have taken effect.

(2) CGS refers to curb, gutter, and sidewalk. "Yes" in the table means curb, gutter, and sidewalk is required on both sides of the road. If sidewalk is only planned on one side of the road, it is indicated in parenthesis, i.e., (N) means curb, gutter, and sidewalk is required along the north side of the road only.

Tahoe City Town Center Pedestrian and Shared Use Path Improvements



Kings Beach Town Center Pedestrian and Shared Use Path Improvements



The standards presented in this section supplement the standards presented in previous sections of the Area Plan. If there is a conflict with the earlier sections, the standards of this section shall apply.

Projects subject to the requirements of this section shall be conditioned to meet the following standards where applicable.

A. Projects fronting public right-of-ways within the Plan area shall be required to construct frontage improvements as follows:

(1) Required ultimate pavement half-section as shown in Table 3.06.A and/or in accordance with the County's Land Development Manual standards and Highway Deficiency Manual, or as otherwise determined by Placer County.

(2) Five foot wide or six foot wide concrete sidewalks, as determined by land use. Non-residential uses such as commercial, industrial, recreational, multi-family residential, and uses other than single family residential shall provide six foot wide sidewalks and single-family residential subdivision projects shall provide five foot wide sidewalks, or as otherwise determined by Placer County. Where space allows, detached sidewalks or multi-use paths shall be provided in-lieu of sidewalks attached to the back of curb in order to separate users from the vehicular travel way.

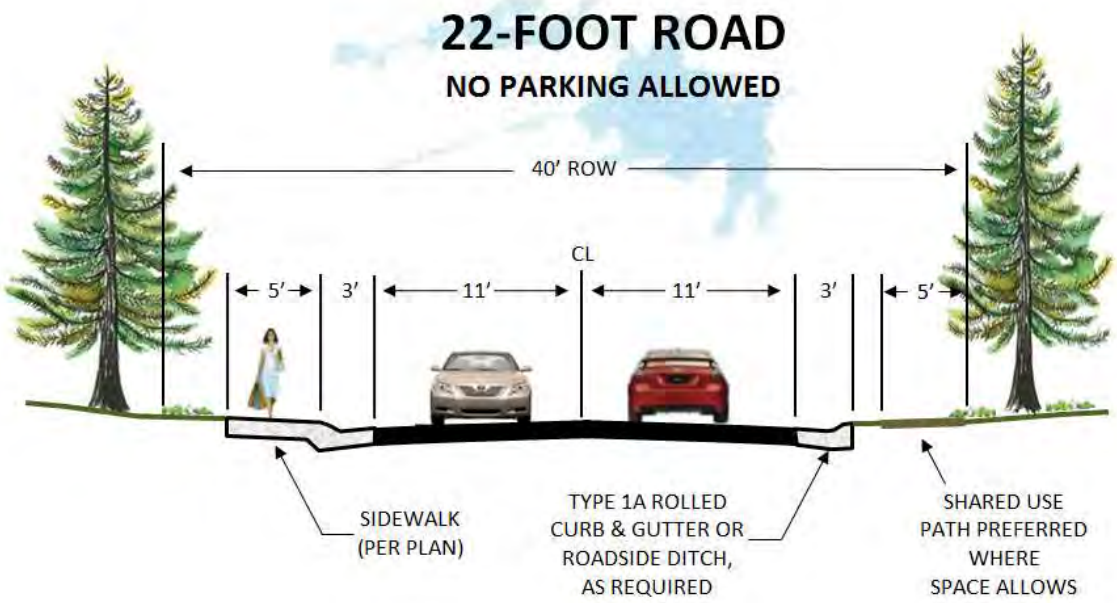
(3) Landscaping that also provides stormwater best management practices (such as bioswales) in setback areas.

(4) Rolled concrete curb and gutter, or as required by Placer County based on project location. Vertical curb may be specified for straight segments along industrial area roadways. Not all roads will have curb and gutter but may have a different type of road side drainage conveyance such as a stabilized roadside ditch or other County approved drainage feature, as determined by Placer County.

(5) To the extent possible, both sidewalk and water quality features (such as a rock-lined ditch where existing or planned as part of a County water quality improvement project) shall be provided along the project frontage where sufficient right-of-way is available.

B. The following figures and text display the design standards which are to be applied within the Placer County Tahoe Basin Area Plan. Specific standards may be established by the Placer County Community Development Resource Agency - Engineering and Surveying Division, Department of Public Works and Facilities, or approved areawide improvement plans.

(1) **22-Foot Paved Roads Typical Cross Section (No parking):** Two 11' wide travel lanes, concrete rolled curb and gutter, 5' or 6' wide sidewalks on one or both sides, lighting and landscaping.



(2) **32-Foot Paved Roads Typical Cross Section:** Two 11' wide travel lanes, two 5' wide paved bike lanes (or shoulders for parallel parking where connection to bi-cycle facilities is greater than a half a mile), concrete rolled curb and gutter, 5' or 6' wide sidewalks on one or both sides, lighting and landscaping. If the roadway connects to bicycle facilities and has appropriate car volume and speed, bike sharrow pavement markings should be considered.

(3) **40-Foot Paved Roads Typical Cross Section:** Two 10' wide travel lanes, two 5' wide paved bike lanes, two 5' wide paved shoulders for parallel parking, concrete rolled curb and gutter, and 5' or 6' wide sidewalks on one or both sides. [1]

[2] *Future conditions could include cycle track or Class IV bicycle facility with pavement striping and roadway alterations.*

[2]

3.07 Parking and Access

This section supersedes Chapter 34, Driveway and Parking Standards, of the TRPA Code of Ordinances.

Off-street parking is required for all projects. Each site is expected to accommodate its customer and employee parking needs on site. In some cases, exceptions may be made and parking credit given for projects that 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. On-site parking should be designed and located so that it does not dominate the development. Parking in excess of that required to adequately serve a project is discouraged in order to avoid unnecessary auto use, extraneous impervious cover, and visual impact.

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 subsections 3 through 10, 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 3, 4, 5, 6, and 7 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. ***Parking Demand.*** Placer County shall adopt and maintain a parking demand table (Table 3.07.A-1: Parking Spaces Required) for the purpose of estimating the minimum and maximum parking demand of uses in the Area Plan. In lieu of the parking demand table, an applicant may submit for TRPA and County approval a technically adequate parking analysis. When parking demand for a use is calculated to a fraction, the fraction shall be rounded up to the nearest whole number if 0.5 or greater, and rounded down if 0.49 or less.

TABLE 3.07.A-1: PARKING SPACES REQUIRED	
Use	*Required Number of Parking Spaces*
Light Industrial/Wholesale/Storage	
Batch Plant	Determined by Use Permit
Food and Kindred Products	1.1 per 1,000 sq.ft.

TABLE 3.07.A-1: PARKING SPACES REQUIRED	
Use	*Required Number of Parking Spaces*
Fuel and Ice Dealers	3.33 per 1,000 sq.ft. retail/office area
Industrial Services	1.1 per 1,000 sq.ft.
Printing and Publishing	1.1 per 1,000 sq.ft.
Recycling and Scrap	Determined by Use Permit
Small-Scale Manufacturing	1.1 per 1,000 sq.ft.
Storage Yards	1 per peak employee
Vehicle and Freight Terminals	1 per peak employee
Vehicle Storage and Parking	2 per 1,000 sq.ft. non-storage area and 1 per 1,000 sq.ft. of storage area
Warehousing	.8 per 1,000 sq.ft.
Wholesale Distribution	.8 per 1,000 sq.ft.
Recreation, Education, and Public Assembly Uses	
Beach Recreation	Determined by Use Permit
Boat Launch Facilities	1 per peak employee and .75 car/trailer spot per anticipated daily launch user
Cross Country Skiing Courses	1 per every 3 day users
Day Use Areas	1 per every 3 day users
Developed Campgrounds	1 per peak employee and 1.1 per campsite
Downhill Ski Facilities	1 space per every 3 day users and .5 per peak employee
Golf Course	9.8 per hole
Group Facilities	Determined by Use Permit
Marinas	1 per peak employee and .33 per mooring or slip
Off-Road Vehicle Course	Determined by Use Permit
Outdoor Recreation Concession	Determined by Use Permit
Participant Sports (facilities)	1 per peak employee and 2 per 1,000 sq.ft.
Recreation Center	3.2 per 1,000 sq.ft.
Recreational Vehicle Park	1 per peak employee and 1.1 per campsite
Riding and Hiking Trails	Determined by Use Permit
Rural Sports	1 space per every 3 day users
Snowmobile Courses	1 space per every 3 day users and .5 per peak employee
Sport Assembly	.33 per seat
Undeveloped Campgrounds	None

TABLE 3.07.A-1: PARKING SPACES REQUIRED	
Use	*Required Number of Parking Spaces*
Visitor Information Center	6 per 1,000 sq.ft.
Residential Uses	
Employee Housing	.6 per bed and 1 per live-in employee
Mobile Home Dwelling	2.17 per unit
Multi-Family Dwelling	1 per bedroom for first two bedrooms and .5 per additional bedroom
Multi-Person Dwelling	.6 per resident and 1 per peak employee
Nursing and Personal Care	.45 per resident and 1 per peak employee
Residential Care	1 per 3 beds and 1 per peak employee
Single-Family Dwelling	2 per unit
Summer Home	2 per unit
Retail and Entertainment	
Amusement and Recreation Services	Determined by Use Permit
Auto, Mobile Home, and Vehicle Dealers	1 per peak employee and 2 per 1,000 sq.ft. of sales area
Building Materials and Hardware	3 per 1,000 sq.ft., including outdoor sales area
Eating and Drinking Places	10 per 1,000 sq.ft. or .25 per customer or seat (whichever is higher)
Food and Beverage Retail Sales	5 per 1,000 sq.ft.
Furniture, Home Furnishings and Equipment	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
General Merchandise Stores	3.33 per 1,000 sq.ft.
Mail Order and Vending	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Nursery	1 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Outdoor Amusements	1 per every 3 day users
Outdoor Retail Sales	1 per peak employee and 2 per 1,000 sq.ft. of storage area
Privately Owned Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, whichever is greater
Service Stations	3.33 per 1,000 sq.ft. retail/office area and 4 per service bay
Public Services	
Airfields, Landing Strips, and Heliports	Determined by Use Permit
Cemeteries	1 per peak employee

TABLE 3.07.A-1: PARKING SPACES REQUIRED	
Use	*Required Number of Parking Spaces*
Collection Stations	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Cultural Facilities	4.2 per 1,000 sq.ft.
Day Care Centers/Pre-Schools	1 per peak employee and .3 per child capacity
Government Offices	4 per 1,000 sq.ft.
Hospitals	7.35 per bed
Local Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, (whichever is higher)
Local Post Offices	6 per 1,000 sq.ft.
Local Public Health and Safety Facilities	1 per peak employee and 1 per 1,000 sq.ft.
Membership Organizations	3.33 per 1,000 sq.ft.
Power Generating	Determined by Use Permit
Public Utility Centers	1 per peak employee
Publicly Owned Assembly and Entertainment	6.66 per 1,000 sq.ft. or 1 space per 3 seats, whichever is greater
Regional Public Health and Safety Facilities	1 per peak employee and 1 per 1,000 sq.ft.
Religious Assembly	.25 per permitted capacity
Schools – College	.4 total student population (students, faculty, staff)
Schools – Kindergarten thru Secondary	.25 per students (K – Grade 8) and .3 per student (Grate 9 – 12)
Social Service Organizations	3 per 1,000 sq.ft.
Threshold-Related Research Facilities	3.33 per 1,000 sq.ft.
Service Uses	
Animal Husbandry	4 per 1,000 sq.ft. of outdoor kennel
Auto Repair and Service	3.33 per 1,000 sq.ft. of retail/office area and 4 per service bay
Broadcasting Studios	3.33 per 1,000 sq.ft.
Business Support Services	3.33 per 1,000 sq.ft.
Contract Construction Services	3.33 per 1,000 sq.ft.
Financial Services	4 per 1,000 sq.ft.
Health Care Services	5 per 1,000 sq.ft.
Laundries and Dry Cleaning Services	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area

TABLE 3.07.A-1: PARKING SPACES REQUIRED	
Use	*Required Number of Parking Spaces*
Personal Services	4 per 1,000 sq.ft.
Professional Offices	3.5 per 1,000 sq.ft.
Repair Services	2 per 1,000 sq.ft. of non-storage area and 1 per 1,000 sq.ft. of storage area
Sales Lots	1 per peak employee and 2 per 1,000 sq.ft. of sales area
Schools – Business and Vocational	13.33 per 1,000 sq.ft. and 1 per peak employee
Secondary Storage	1 per 1,000 sq.ft. storage area
Tourist Accommodation	
Bed and Breakfast Facility	1 per bedroom and 1 per peak employee
Hotel, Motel and Other Transient Dwelling Units	1 per hotel or motel unit/room, .25 spaces per additional bedroom above the initial unit/room; 4 per 1,000 sq.ft. of meeting/conference area; and 1 per 1,000 sq.ft. of commercial/retail area over 1,000 sq.ft.
Timeshare (hotel/motel design)	1.25 per unit for first bedroom and .25 per add'l bedroom in unit
Timeshare (residential design)	1.25 per unit for first bedroom and .25 per add'l bedroom in unit
Linear Public Facilities	
Pipelines and Power Transmission	None
Transit Stations and Terminals	Determined by Use Permit
Transmission and Receiving Facilities	None
Transportation Routes	None

4. ***Parking Analysis***. A parking analysis shall include:
   a. A parking demand estimate;
   b. Proposed alternatives to the parking standards;
   c. A scaled site plan showing proposed parking spaces with the required stall dimensions and parking lot drive aisle widths;
   d. Methods of ensuring compliance with the alternative standards; and
   e. Any additional information that may be required.
5. ***General Standards.*** Adequate on-site 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 ad-

equacy of parking facilities for residential uses other than a single-family residence. Stacked parking may occur for no more than two vehicles.

A minimum driveway length of 20 feet shall be provided from the face of the garage to back of sidewalk, or back of curb where there is no sidewalk or edge of travel way where there is no sidewalk or curb, to be considered as a parking space.

c. *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 exempted otherwise pursuant to the provisions of this section.

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

e. *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 approve shared parking facilities, provided the applicants execute and record reciprocal agreements for shared parking and they make the following findings:

   i. The uses have different peak period; and

   ii. The parking facility will meet the peak shared demand.

f. *Town Center Parking.* Until a fee in-lieu of constructing all required parking spaces or other parking management program is in effect, the Placer County Design Review Committee may approve a 20-percent reduction in the amount of required parking for mixed-use, retail, transient lodging, and restaurant projects/uses within a Town Center.

g. *Parking Reduction for Transit.* Outside Town Centers, parking requirements for uses other than single-family dwellings may be reduced up to 20 percent 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.

h. *Service Parking.* All uses shall address how service deliveries will be accommodated. Such parking shall not conflict with snow removal operations, shall not conflict with traffic flows, and should have unrestricted access.

i. *Parking Maximum.* Ten percent over parking minimum is the maximum number of parking allowed on a site. The maximum value assures that excessive parking leading to excess auto use is not provided.

j. *Parking for Outdoor Dining*. For restaurants, areas used for snow storage in winter may be striped and counted towards parking required for summertime unenclosed patio dining areas (outdoor seating).

k. *Bicycle Parking.* In order to encourage non-auto travel, short-term bicycle parking spaces shall be provided for all Commercial, Tourist Accommodation, Industrial, Multi-family Residential, Recreation, and Public Service land uses.

i. Parking Spaces Required. The number of short-term bicycle parking spaces should be at least 10 percent of the number of required automobile parking spaces, with a minimum of two spaces per property.

ii. Location. Bicycle parking should be visible from the street or from the main building entrance, or a sign must be posted at the main driveway or entrance indicating the location of bicycle parking. Bicycle parking shall be located outside of the public right-of-way, except as allowed with an encroachment permit and provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.

iii. Anchoring and Security. For each bicycle parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one wheel can be secured with a lock. Any required short-term bicycle parking provided shall be provided free of charge.

iv. Bicycle Parking Stations. Property owners may cooperate to install a bicycle parking station, defined as a structure designed for use as a bicycle parking facility. Such a facility, when within 1,320 feet of the uses served, may furnish required long-term bicycle parking in lieu of site-by-site compliance.

6. ***Off-site Parking.*** Off-site parking shall not be considered in determining the adequacy of parking facilities except as follows:

a. *Temporary Uses.* Off-site parking requirements will be determined through the application approval process by the Design Review Committee. If required, parking may be permitted for a temporary use on the basis of an approved parking analysis approved by the Design Review Committee and TRPA.

b. *Deed Restrictions.* Based upon an approval of a parking analysis, Placer County and TRPA may approve off-site parking provided an appropriate deed restriction is recorded, which documents the relationship of the two parcels and identified the term of the agreement to allow for the off-site parking.

c. *Assessment Districts.* Placer County and TRPA may approve off-site parking, which is provided pursuant to an assessment district for which a parking analysis is prepared.

d. *Locations.* Locations for off-site parking facilities may be approved by Placer County or TRPA if the agencies find that the off-site parking will not violate other applicable standards. Parking credited for meeting parking standards shall be located within 400 feet of the facility it serves or shall be directly served by a shuttle 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 Standards.*** 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 or a shared parking arrangement has been established, which is preferred.

   b. All maneuvering shall be accomplished on-site to provide ability to enter any public or private road in a forward direction. With the exception of single-family residences, 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 County General Specifications.

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

   e. The size of a standard parking space is nine feet in width and 20 feet in length. Length can be reduced by up to two feet where the space abuts a curb.

   f. Up to 20 percent of the parking requirement may be developed as compact car spaces, eight feet by 16 feet in size.

   g. Parking layout design should provide 24-foot minimum aisle widths (for 90-degree parking layouts) and turning radii that complies with County standards.

   h. Parallel parking design on State highways and County roads at or near pedestrian crosswalks and driveway encroachments should be analyzed to provide appropriate sight distance to facilitate safe multi-modal use of the roadway.

   i. A minimum setback of 30 feet shall be provided between the edge of travel lane of the adjacent street and the first parking space or cross aisle in the parking lot where the total two-way traffic volume on the adjacent street exceeds 5,000 vehicles per day except as defined within Town Centers below. This limits the 30 foot setback requirement to those locations where there is a reasonable possibility of an inbound traffic queue formed by a parking maneuver in the first space that could noticeably impede traffic or cycling on the adjacent roadway. At all other commer-

cial or public lots, the minimum driveway length shall be 20 feet from the edge of travel lane to the first parking space.

Within Town Centers, a minimum setback of 20 feet shall be provided between the edge of travel lane of the adjacent highway or street except a minimum setback of 10 feet shall apply for the "exit only" condition on a State highway or County road. If parcel configuration allows, access and parking circulation should be designed for ingress from a County road and egress onto the State highway.

10. ***Exceptions.*** The 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 above.

b. For single-family residences, Placer County and TRPA may count each space within a garage or carport as a parking space if a 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;

ii. There are existing parking facilities;

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.

d. For projects proposed on parcels within Town Centers ~~and fronting the State highway,~~ parking requirements that apply within Section 3.08 Parking and Access can be voluntarily waived for a period of ten years from the date of approval of the Area Plan. Waivers may be granted beyond ten years from the date of approval of the Area Plan on a case by case basis, as approved by the County Department of Public Works and Facilities. Waivers may not be granted for residential or tourist accommodation uses; and the County reserves the right to also consider excluding sit down restaurants from the waiver on a case by case basis. Waivers may only apply to projects that include all of the following:

i. The entire project site is 25,000 square feet or less. Separate projects by applicant, but with adjoining parcels, will be treated as one and the same project for the purposes of the waiver.

~~ii. The project does not include residential or tourist accommodation units. The County reserves the right to also consider excluding sit down restaurants from the waiver on a case by case basis.~~

ii. Properties with onsite parking will agree to parking by non-business patrons during peak periods in the Town Centers.

iii. The project annexes into an existing or forms a new Zone of Benefit under the County's Community Service Area (CSA) ~~Zone of Benefit~~ to contribute to transit service enhancements. ~~thru payment of~~ An annual transit in-lieu fee will be assessed with associated property tax statements and payment will be due subject to property tax bill requirements. The amount of the transit in-lieu fee will ~~assessment, to~~ be determined by the County Public Works and Facilities Department, and will be consistent with the goals and objectives within the Placer County TART Systems Plan.

After the 10 year waiver period (or as extended), a parking in-lieu fee program may be considered which will take the place of the transit in-lieu assessment. At such time, properties being assessed a transit in-lieu fee will be given the option to continue with the transit assessment or pay a parking in-lieu on-time fee, based on an approved parking in-lieu program.

11. ***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. No recommendation contained in this section will replace or supersede any federal, State, or local requirements for the provision of accessible parking for the disabled.

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

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

ii. Parking spaces shall be 14 feet wide and 20 feet in length, and clearly marked, both on the pavement and with a sign displaying the International Symbol of Accessibility.

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

b. *Guidelines.*

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

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

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

iv. 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.

v. 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.

B. **Parking Facility Design Guidelines.**

1. ***Parking Facility Design.*** Integrate pedestrian access within parking lot design. Design parking areas to have clearly defined boundaries and striping that indicates the locations of all spaces.

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. 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. New on-street parking along public roads should be considered in commercial districts only when approved by CALTRANS and/or the Department of Public Works, and limited to parallel parking only. Parallel parking spaces shall measure nine feet wide by 22 feet in length.

d. The following parking layout guidelines are recommended.

TABLE 3.07.B.1: PARKING LAYOUT GUIDELINES			
Angle	*Space Width (Projected)*	*Aisle Width (one-way)*	*Aisle Width (two-way)*
90	9 feet	24 feet	24 feet
60	11 feet	16 feet	22 feet
45	13 feet	14 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 eight feet by 16 feet. An aisle at least 20 feet wide should be maintained along the length of one side of the stacked parking area unless otherwise approved by the serving fire district.

f. 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. Bollards or curbs should be installed where necessary to avoid damage to landscaping or water quality features.

h. When parking is sited on sloping terrain, terrace the parking lots to follow the terrain rather than allowing a lot surface to extend above the natural grade.

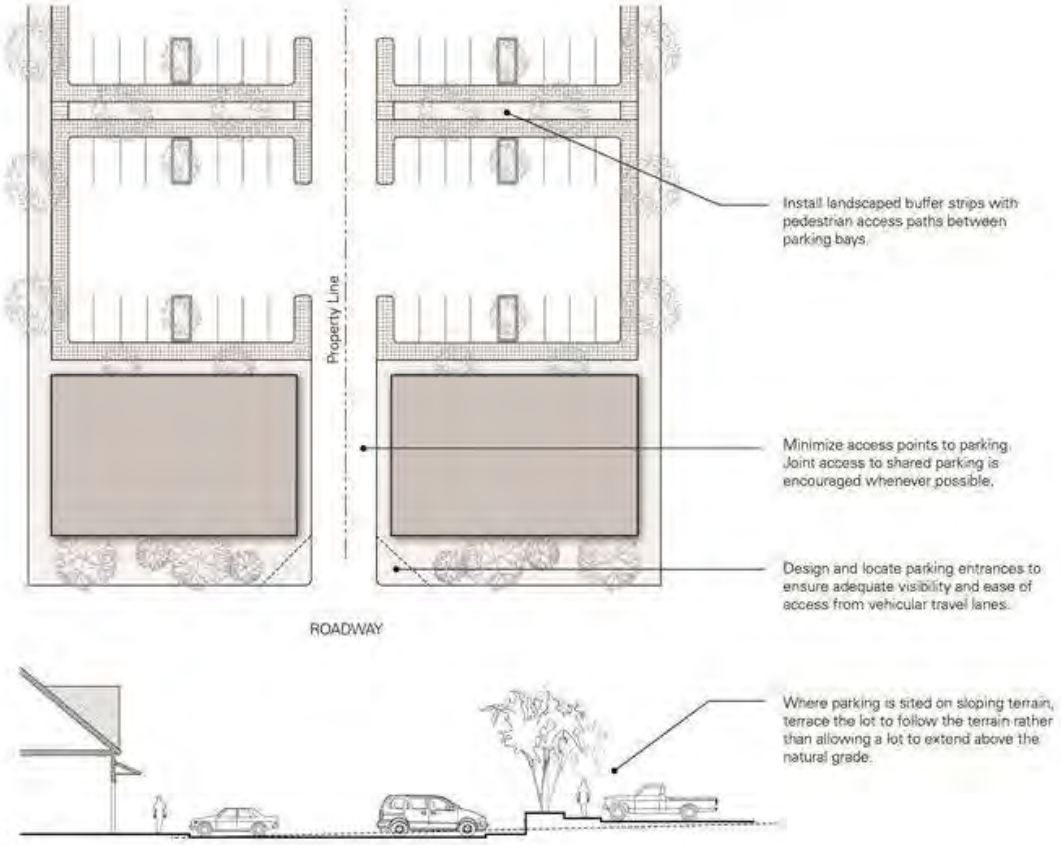
C. **Parking Lot Landscaping.**

Landscaping within parking areas minimizes the expansive appearance of parking lots. 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 also act as a visual and noise buffer for adjacent properties. On-site parking areas should be constructed and landscaped consistent with Regional Plan and Area Plan requirements. (Also see the 2913 Placer County Landscape Guidelines.)

1. ***Standards.***

a. On-site parking areas shall be provided with landscaped perimeters. On-site parking areas greater than 0.25 acre in size shall be provided with landscaped islands.

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


Install landscaped buffer strips with pedestrian access paths between parking bays.
Property Line
Minimize access points to parking. Joint access to shared parking is encouraged whenever possible.
Design and locate parking entrances to ensure adequate visibility and ease of access from vehicular travel lanes.
ROADWAY
Where parking is sited on sloping terrain, terrace the lot to follow the terrain rather than allowing a lot to extend above the natural grade.

2. ***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 34 inches 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 feet in height and 10 feet wide. Landscaping is preferred over fencing for screening purposes.

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 non-frontage 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 allow for 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 spaces. Islands should be a minimum five feet in width measured inside of curbs. An eight-foot-wide planter area is more ideal to ensure the long-term survival of the tree.

Use the existing vegetation pattern as a design determinant in laying out the parking area. In rural transition and rural areas, 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. A landscaped buffer area with a minimum depth of 10 feet for lots within Town Centers and 15 feet for lots outside of Town Centers (as measured from back of curb) should be provided between any surface parking area and any property line adjacent to a public street. 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.

D. **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.

1. ***Applicability.*** The provisions of this subsection 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 the review authority finds that the resultant situation would otherwise cause or continue to cause significant adverse impacts on traffic, transportation, air quality, or water quality.

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

a. *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.

b. *Compliance Program.* The provisions set forth in subsections "c" through "g," 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.

c. *General Standards.* Driveways shall comply with the following standards:

i. <u>New Driveways.</u> New driveways shall be designed and located so as to cause the least adverse impacts on traffic, transportation, air quality, water quality, and safety.

ii. Shared Driveways. In the application of subsections "d" through "f," 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. Shared driveways a minimum width of 20 feet between two properties shall be provided where feasible.

iii. Caltrans Standards. On State and federal highways, the ingress/egress standards of the California shall apply, as appropriate, in addition to the standards in subsections "d" through "f," inclusive. Where the State standards conflict with Subsections "d" through "f," inclusive, the State standards shall control.

iv. Slope of Driveways. Driveways may exceed 10-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 15 percent for a residential use, or eight percent for all other uses.

v. Best Management Practices. Driveways shall be managed in accordance with Chapter 60 of the TRPA Code of Ordinances.

d. *Numbers of Driveways.* Additional or transferred development which does not require a traffic analysis pursuant to Section 65.2 of the TRPA Code of Ordinances, 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 65.2, shall conform to the ingress/egress provisions necessary to mitigate all traffic and air quality impacts under Section 65.2.

i. One driveway connection is allowed for single-family uses, including secondary dwelling units. No circular or secondary driveway connections are allowed.

e. *Width of Driveways.* Driveway widths shall conform to the following standards:

i. Single-Family Houses, Including Secondary Residences: Driveways serving single-family houses, including secondary residences, shall have a minimum width of 10 feet and a maximum of 20 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 20 feet from the front of the garage to the back of sidewalk, or back of curb where there is no sidewalk or edge of travel way where there is no sidewalk or curb.

ii. 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 residences shall have a minimum width of 10 feet and maximum width of twelve feet.

iii. Nonresidential 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 12 feet and a maximum width of 15 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 17 feet.

f. *Service Drives.* Uses other than single-family houses, including secondary residences, which do not require the preparation of a traffic analysis pursuant to Section 65.2.4 of the TRPA Code of Ordinances, may be permitted an additional service driveway for maintenance and garbage removal. The service driveway shall be at least 10 feet wide, and no more than 12 feet wide. All maneuvering shall be accomplished on site to provide ability to enter any public or private road in a forward direction. With the exception of single-family residences, backing out onto a street is not allowed.

Uses which require the preparation of a traffic analysis pursuant to Section 65.2.4 of the TRPA Code of Ordinances 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 65.2.4.

g. *Loading Areas.* Locate loading facilities to the rear of a structure. When such placement is not possible, locate loading facilities away from the driveway and screen from the street by landscaping.

Ensure that loading areas do not interfere with other site circulation, and permit free use of aisles, driveways, and sidewalks during freight operations.

3.08 Natural Hazards.

Natural Hazards are regulated by Chapter 35, Natural Hazard Standards, of the TRPA Code of Ordinances.

3.09 Design Standards and Guidelines

This Section supersedes Chapter 36, Design Standards, of the TRPA Code of Ordinances for Mixed Use Subdistricts. Additional design standards and guidelines for each Mixed Use Subdistrict are outlined in Section 2.04, Mixed Use Districts, of this document.

For all other subdistricts, this Section supplements Chapter 36, Design Standards, of the TRPA Code of Ordinances.

A. **Building Design.**

1. Building design shall be in accordance with Section 36.6.1 of the TRPA Code of Ordinances.
2. To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project consisting of three or more stories.
3. Additional building design standards for Mixed Use Subdistricts are outlined in Chapter 2.

B. **Site Design.** Site design involves the arrangement of indoor and outdoor spaces to accommodate the activities required for a proposed use. Customer service, vehicle movement patterns, loading needs, and expansion potential should all be considered in laying out the site design. Because a site functions as an integral part of the community, the site design should also relate the spaces and activities to each other, to the site, and to the structures and activities on adjacent sites. The design should take into account such factors as safety, privacy, community idenity, and character preservation of the natural environment and pedestrian open space.

1. ***Standards***

   a. Site design shall be in accordance with Sections 36.6.1, 36.6.2 and 36.6.5 of the TRPA Code of Ordinances.

   b. Buildings shall be sited in a manner consistent with adjacent properties, with consideration given to sun and shade, changing climatic conditions, noise, safety, and privacy.

   c. Each step of a phased project shall provide a design that is as complete as possible in the functional, visual, drainage and traffic aspects.

   d. Site planning shall include a drainage, infiltration, and grading plan that meets water quality standards.

   e. Site planning shall meet the requirements set forth in the Regional Transportation Plan.

f. In the Mixed-Use areas special emphasis shall be placed on the provision for pedestrian open space and landscaping.

g. Setback standards shall follow requirements set forth below.

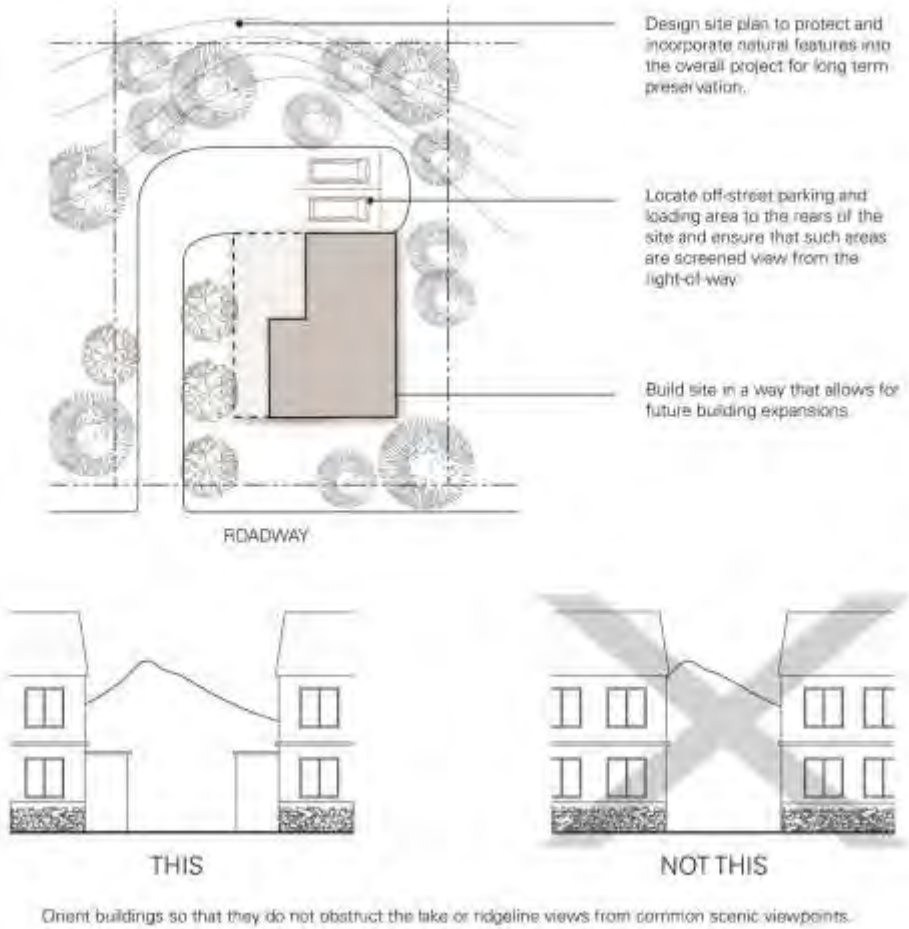
i. Structures: Setback requirements for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

ii. Scenic Corridors: In addition to the Chapter 2 setback standards, on parcels abutting roadways rated in TRPA's Scenic Resources Inventory, buildings and structures shall be setback 20 feet from the highway right-of-way line in accordance Section 36.5.4 of the TRPA Code of Ordinances, except within the Mixed Use Subdistricts.

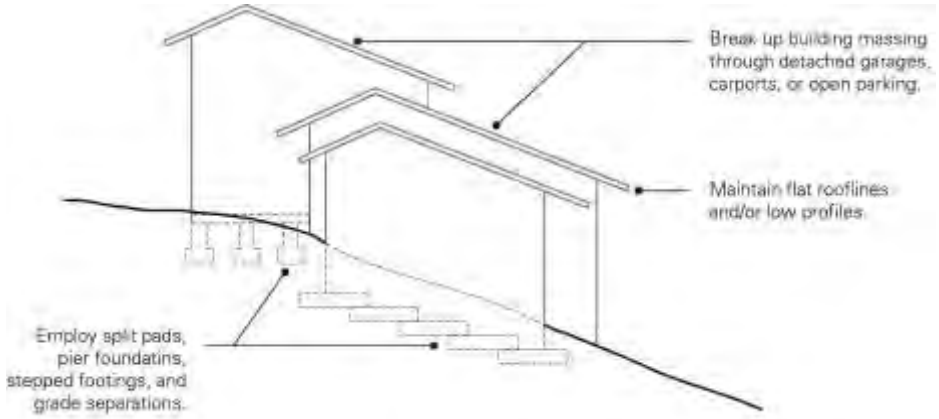
iii. Buildings, structures, and other land coverage/disturbance shall be setback from SEZs in accordance with Section 53.9.3 (SEZ Setbacks) of the TRPA Code of Ordinances.

2. ***Guidelines.***

a. ***Site Plans.*** Design site plans that preserve and enhance natural site features and views, while promoting safety and privacy. Where possible, locate buildings on the portion of the site where existing vegetation or landforms present the greatest natural screening opportunities.



b. ***Building on Sloped Sites.*** Design buildings on sloped sites to conform to the natural topography of the site. In areas where slopes exceed five percent, stepped foundations are recommended.



c. ***Connectivity.*** Where sites abut public open spaces, including sidewalks, multi-use paths, greenbelts, waterfront recreation areas, or conservation areas, provide clear and direct access to the public use or path. Ensure that site plans are integrated with planned bicycle and pedestrian improvements and provide safe and comfortable pedestrian connections to places of employment, schools, and other destinations.

Incorporate wayfinding, interpretive signage, and pedestrian facilities where appropriate, including at trailheads and at gateways.

Design paths and common open spaces with textured paving and accent landscaping.

C. **Landscaping.** Landscaping is a major factor in the image of an area. However, the landscaping of a project should attempt to do more than make a place look attractive. Plants can perform a number of functions to enhance the land use and increase user comfort. Plants can be used to create spaces, separate uses, give privacy, screen heat and glare, deflect wind, muffle noise, articulate circulation, emphasize entrances and exits, inhibit soil erosion, purify air, and soften the lines of architecture and paving. Careful thought should be given to the needs of site when designing the landscaping.

1. ***Standards.***

a. All site development shall include landscaping. The use of planter boxes or trellises is encouraged where larger landscaping areas are not available.

b. Existing trees and natural features should be preserved and incorporated into the landscape plan. Trees to be saved shall be protected during construction.

c. Site development shall include incorporation of bicycle parking and facilities.

d. Landscaping shall be designed to preserve adequate sight distance for motorists and pedestrians.

e. Incorporation of water conservation measures in landscaping specifications is encouraged. Such measures include the use of drought tolerant plants, drip irrigation, mulch layer (three inches thick) over landscape beds to slow evaporation, and soil amendment with compost and clay to increase water retention.

f. Areas designated open space, as per County standards, shall either remain in natural vegetation if possible or be landscaped.

g. For all projects other than single-family residential development and erosion control projects, the following plant sizes and spacing shall be required for woody material at the time of planting:

   i. Trees should be minimum of six feet high and 1.5 inches in diameter at breast height (DBH);

   ii. Upright shrubs shall be a minimum three gallon pot size with a minimum 18 inches in height and spread; spreading shrubs shall be a minimum three gallon pot size with a 24-inch spread; and

   iii. Ground cover shall be a minimum four-inch pot size with a maximum 24-inch on-center spacing.

h. Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping. Plant species not found on the TRPA recommended list may be used as accent plantings. Accent planting areas are restricted to borders, entryways, flower beds, and other similar locations.

i. Landscaping shall be consistent with regional Fire Defensible Space Requirements.

2. **Guidelines.**

i. All landscape plans should use the plant materials in a logical manner to solve environmental problems and provide user comfort.

ii. Landscape materials should be selected whose ultimate size and shape are appropriate for their location and functions.

iii. Plant materials should be compatible in size, shape, and color with native or neighborhood vegetation.

iv. Live plant material should be used in all landscaped areas. Gravel, colored rock, and similar materials are generally not acceptable as ground cover.

v. Planting beds shall have a minimum area of 25 square feet. These standards may be altered at the discretion of the Design Review Committee and TRPA.

vi. Each planting bed should usually be enclosed by wood, concrete, or masonry curbing a minimum six inches in width and six inches in height above the paving surface or other materials such as mountable dikes, which will adequately facilities snow removal.

vii. A landscape maintenance agreement between the owner and the County may be required to ensure that landscaping will not deteriorate soon after installation because of neglect.

viii. In addition to choosing plant materials that are compatible with the surrounding natural vegetation, the selection of plant materials should be based on their relative hardiness, drought tolerance, year-round interest (foliage, color, flowers, fruit, branching pattern, etc.) and function (e.g., screen, accent shade). For example, deciduous vegetation would be inappropriate in areas where substantial year round screening is necessary. Plant materials that are well adapted to local conditions, (i.e., requiring minimal irrigation and fertilizers), are preferable.

ix. Avoid plants with thorns, sharp leaves, or poisonous parts near walkways or high use areas, and plants that drop fruit or

branches in locations where they could cause maintenance problems or safety hazards.

x. Preserve and incorporate into the landscape plan all existing trees and natural features, where possible. Introduce plant materials that are compatible in size, shape, and color with native or neighborhood vegetation.

xi. Design planter beds and trellises to be compatible with the primary building's character.

xii. Use landscape materials and landforms to enhance energy conservation.

D. **Lighting.** Outside lighting increases the operational efficiency of a site, provides a measure of site security, and can enhance the aesthetics of the site and the architectural qualities of its structure. In determining the lighting for a project, the source, intensity, and type of illumination should be appropriate for the lighting needs.

1. ***General Lighting Standards.***

a. Exterior lights shall not blink, flash, or change intensity except for temporary public safety signs. 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 winter holiday 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 of the TRPA Code of Ordinances.

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 and Special Event Lighting.* Seasonal lighting displays and lighting for special events may be permitted on a temporary basis pursuant to Chapter 22 of the TRPA Code of Ordinances.

2. ***Prohibited Lighting.*** The following types of exterior lighting are prohibited:

a. Drop-down lenses.

b. Mercury vapor lights.

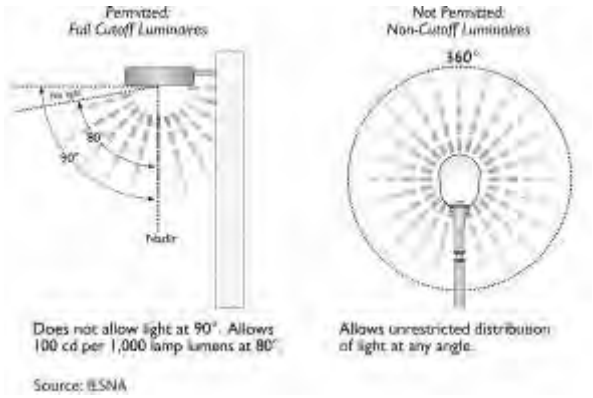
c. Searchlights, laser lights, or any other lighting that flashes, blinks, alternates, moves, or changes intensity.

d. String lights, neon light, building or roof outline tube lighting, reflective or luminescent wall surfaces, except with approved seasonal or special event lighting.

e. Lighting attached to trees except for the winter holiday season.

f. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal.

3. ***Fixture Types.*** All lighting fixtures shall be fully shielded and directed downward so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Full Cut Off" luminaries.



4. ***Glare.*** No use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the lot where the use is located. Light or glare from mechanical or chemical processes, high-temperatures processes, such as combustion or welding, or from reflective mate-

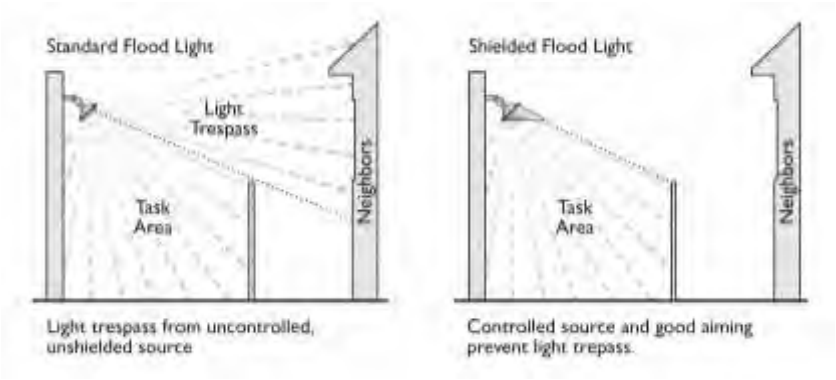
rials on buildings or used or stored on a site, shall be shielded or modified to prevent emission of adverse light or glare onto other properties.

5. ***Light Trespass.*** Lights shall be placed to deflect light away from adjacent lots and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties.

   a. Direct or sky-reflected glare from floodlights shall not be directed into any other lot or street.

   b. No light, or combination of lights, or activity shall cast light exceeding one foot-candle onto a public street, with the illumination level measured at the centerline of the street.

   c. No light, combination of lights, or activity shall cast light exceeding 0.5 foot-candle onto a residentially zoned lot, or any lot containing residential uses.



6. ***Lighting Design.*** Design exterior lighting as part of the architectural and site design of a project. Choose styles that are compatible with the building's architecture and landscaping. Highlight special recognizable architectural features or to use the play of light and shadow to articulate the façade, and avoid harsh overall lighting. Ensure that area lighting is shielded so that direct rays do not pass property lines.

E. **Design for Snow.**

1. ***Roofs.*** Roofs should be designed to cope with erratic loading resulting from varying snow accumulations and meet California Building Code (CBC) provisions for snow shed from roofs.

   a. Flat roofs shall be able to drain the melting snow with drains that will not become blocked with ice.

   b. Steeply pitched roofs shall be of a pitch and material that will shed snow.

2. ***Building Entrances.*** Building entrances shall be designed so that snow does not shed freely into entrances.

3. ***Parking and Driveway Areas.*** Parking and driveway areas shall be sloped a minimum two percent to prevent ponding and icing.

4. ***Snow Storage Easements.*** Properties adjacent to a County-maintained roadway shall dedicate snow storage easements to Placer County.

5. ***Snow Storage.*** Multi-family residential projects and all nonresidential projects shall provide, onsite 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.

   a. ***Application Content Requirements.*** Snow storage areas shall be identified on the required site plan.

   b. ***Minimum Storage Area.*** Required for each unenclosed parking area, including circulation.

      i. *Residential Districts.* An area equal to a minimum of 75 percent of all uncovered required parking and driveway areas shall be provided onsite for the storage of snow.

      ii. *Mixed Use and Tourist Planned Development Districts.* An area equal to a minimum of 60 percent of all uncovered required parking and driveway areas shall be provided for the storage of snow.

      iii. *Community Service Districts.* An area equal to a minimum of 40 percent of all uncovered required parking and driveway areas shall be provided for the storage of snow.

      iv. *Conservation and Recreation Districts.* As determined by Placer County based on the parking area use and location.

   c. ***Reduction of Required Snow Storage Area.*** Placer County may reduce or waive the required snow storage area(s) if the following conditions are met:

      i. A maintenance district or other arrangement is formed for snow removal and the affected property participates in such arrangement;

      ii. The property owner commits to permanently haul on-site snow from the property to an approved off-site snow storage area. The commitment to haul on-site snow shall be in the form of a recorded document mutually agreed to between the property owner and the County; and

      iii. A snow storage management plan is submitted and approved by the County that includes the following:

         (1) The site shall designate temporary or interim snow storage areas that do not interfere with more than one-third of the project required minimum parking.

         (2) Interim snow storage shall be removed within 10 calendar days following a storm cycle.

         (3) Interim snow storage shall not be in a location that will damage trees, landscape, or other facilities.

(4) Interim snow storage shall not block any required access, sidewalk, trail, or public path.

(5) Snow shall be hauled to an approved and permitted location.

(6) Snow hauling shall generally be completed during non-business hours.

(7) The snow management plan shall designate the removal methods.

(8) Drainage facilities shall not be blocked.

(9) Snow storage shall be located so that snow moving equipment is not required to enter the public streets to move snow to the storage area unless an encroachment permit is obtained.

(10) Snow storage shall be located in areas that are substantially free and clear of obstructions (e.g. propane tanks, trees, large boulders, trash enclosures, utility pedestals).

d. ***Location.*** Snow storage areas should be located in accordance with the following:

i. Near the sides or rear of parking areas and driveways, away from the primary street frontage;

ii. To maximize solar exposure to the greatest extent feasible;

iii. To allow snow moving equipment to move snow to the storage area without entering a public street;

iv. Shall preserve sight lines for vehicles entering or exiting driveways;

v. In areas that are readily accessible and substantially free and clear of obstructions (e.g. propane tanks, trees, large boulders, trash enclosures, utility pedestals);

vi. Shall not block any required access, sidewalk, trail, or public path;

vii. May be located within parking areas but such areas may not be counted towards meeting parking requirements for the use;

viii. May be located within required landscaping areas but the areas shall be planted with landscaping tolerant of snow storage or be native vegetation; and

ix. Snow shall not be plowed into or stored in an SEZ.

e. ***Minimum Dimensions.*** The minimum dimension of a snow storage area should be 10 feet in any direction.

f. ***Drainage.*** Drainage from snow storage areas should be directed towards on-site drainage retention/treatment facilities. Snow storage areas for nonresidential projects are required to install oil/water separators.

6. **Design for Snow Guidelines.** The following guidelines apply to projects to ensure appropriate accommodations for snow.

   a. ***Parking and Driveways.*** Design parking areas and driveways for snow removal operations. Ensure that parking areas and driveways catch afternoon sun in order to speed snow melting and prevent ice build-up. Limit driveway grade to a maximum of five percent to allow easy use during icy or snowy conditions.

   b. ***Roof Design.*** Design roofs that will cope with erratic loading of varying snow accumulations. Ensure that the drains of flat roofs do not become blocked with ice and that pitched roofs incorporate design measures that promote safe snow shed. Ensure that eave lines are high enough that snow will not accumulate at the eave edge.

F. **Utility and Service Areas**

All projects proposing a new structure or reconstruction or expansion of an existing structure shall locate and screen utility and service areas in accordance with this subsection.

1. ***Standards.***

   a. Mechanical and electrical equipment shall 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.

      i. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, satellite dishes, air conditioners, heaters, utility meters, cable equipment, utility boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems.

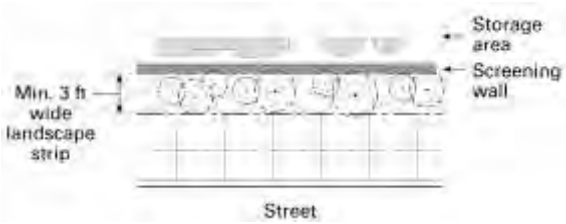
   b. All utilities extending from street to building should be placed underground. Overhead utilities should be avoided whenever possible.

   c. Outdoor storage and work areas should be adequately screened by a solid fence, wall, or hedge, six feet in height so as not to be visible from any public street, the shoreline, or publicly accessible open space area. 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.

      i. All screening walls and fences visible from any public street, the shoreline, or publicly accessible open space area shall be architecturally compatible with the main structure on the site and shall not have chain-link fencing, barbed wire, or razor wire.

      ii. Screening walls and fences shall not exceed maximum fence heights.

iii. A minimum three-foot-wide landscape strip should be provided in front of the screen if it is within 20 feet of the street. Landscaping must maintain a visual clearance/sight distance triangle.



2. ***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. 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.

d. 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.

e. 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.

f. 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.

i. Location. The solid waste and recycling storage area should not be visible from a right-of-way and should not be located within any required front yard or street side yard.

ii. Screening. Solid waste and recycling storage areas located outside or on the exterior of any building shall be screened with at least a six foot high solid enclosure.

iii. Landscaping. Where feasible, the perimeter of the recycling and trash enclosure shall be planted on three sides with drought resistant landscaping, including a combination of shrubs and/or climbing evergreen vines.

Design trash disposal areas with natural and durable materials.

g. Service areas should be located at the rear of the site wherever possible, and shall be screened by the main structures. Service areas near the building shall 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.

i. 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 chainlink fence must be used, use only that which is coated in a dark color.

ii. 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 narrower than in urban areas.

iii. 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.

G. **Gateway Design Guidelines.**

1. Gateways should mark a sense of arrival; help orient visitors, and reinforce the community character through architecture and design, streetscape, landscaping, and signage.

2. The intent of the Gateway areas is to create the primary entryway into commercial areas. The designation recognizes the significance of the automobile while simultaneously minimizing its dominance in commercially developed areas and avoiding unsightly highway strip commercial development. The designation calls for an attractive transition between the higher density zones within the mixed-use districts and the adjacent residential zones.

3. It is the purpose of the Gateway areas is to provide public, retail, and commercial uses appropriate along major vehicular corridors while encouraging appropriate and unified development among the properties.

4. The establishment of unique outdoor spaces of any size with fountains and public art is recommended. Where appropriate, include educational signage and interpretive facilities. New development should also support a pedestrian and transit-friendly environment.

Establish gateways through distinctive building massing and design that emphasizes building corners and vertical elements that frame a physical gateway.

Incorporate streetscape measures that highlight connectivity to trails, pedestrian routes, and recreation amenities.

Include specialty lighting, landscaping and paving, plazas open that are to the sky, and/or public art.

Provide distinctive signage that aids in wayfinding and contributes to a sense of arrival.

H. **Scenic Quality Improvement Program.** Additional design guidelines applicable to specific areas shall be set forth in a TRPA document called the Scenic Quality Improvement Program. Provisions of that program shall be required by the decision making body, as appropriate, as conditions of project approval.

I. **Soil and Vegetation Protection During Construction.** Soil and Vegetation shall be protected in accordance with Section 36.12 of the TRPA Code of Ordinances.

3.10 Height

The maximum height of buildings and other structures is outlined in Chapter 37, Height, of the TRPA Code of Ordinances. Additional height standards for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

Chapter 13, Area Plans, of the TRPA Code of Ordinances permits building heights greater than is otherwise allowed by Chapter 37 within the Town Center Overlay Districts. Additional height allowances and requirements for the Town Centers are outlined in Subsection 2.09.A, Town Center Overlay District, of this document.

3.11 Signs

This Section supersedes Chapter 38, Signs, of the TRPA Code of Ordinances.

A sign's basic function is to communicate a message to the viewer. 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 this regulation is to achieve a good relationship between the sign, the building, and the neighborhood. The Sign regulations permit each business a certain amount of signage based upon the zoning, lot size, lot frontage depth, total building size, and building frontage length.

A. **Purpose.** The purpose of this Section is to establish regulations for the design, construction, location, and maintenance of signs that balance the need of residents, businesses, visitors, and institutions for adequate identification, communication, and advertising with the objectives of protecting public health, safety, and general welfare and promoting a well-maintained and visually attractive community, consistent with State and federal law.

B. **Applicability.** The provisions set forth in this Section shall apply in all areas of the Area Plan, unless expressly stated otherwise. No sign shall be erected or maintained anywhere in the Area Plan area except in conformity with this Section.

C. **Sign Standards.**

1. The following regulations shall apply to all properties within the Area Plan area subject to these standards. All signs shall comply with the applicable standards set forth in these regulations.

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

    b. 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.

2. ***Definitions.***

    a. *Sign.* Anything whatsoever placed, erected, constructed, posted, printed, or otherwise effaces or makes visible for outdoor advertising purposes in

any manner whatsoever, on the ground or on any tree, wall, post, fence, building, or structure.

b. *Freestanding Sign.* A sign not attached to a building.

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

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

e. *Sign Permit.* A permit issued through the Planning Services Division authorizing the use of a freestanding, building, projecting, or window sign.

f. *Existing Sign.* A sign that is legally existing or approved on the effective date of this Area Plan.

g. *Non-Conforming Sign.* A sign that is existing as of the effective date of this Area Plan which does not comply with the applicable standards set forth within.

h. *Conforming Sign.* A sign that is existing as of the effective date of this Area Plan which complies with the standards set forth within.

3. ***Freestanding Signs.*** Each building or cluster of buildings (e.g., shopping centers) in a commercial district shall be permitted one freestanding sign.

a. The total area of an outdoor freestanding sign shall not exceed one square foot of sign area for each two feet of street frontage occupied by the business or enterprise. The maximum permissible aggregate sign area is 50 square feet for all freestanding, directional, projecting, and building signs, with the exception of multiple-tenants projects and multiple-frontage buildings as described in Subsection 3.11.C.4.b, below. Freestanding signs are permitted a maximum height of 14 feet, or no higher than the principal roofline of the structure on the property, whichever is less. Freestanding signs must be incorporated into a landscaped design theme or planter area unless there is insufficient space.

b. *Setbacks.* The setback for a freestanding sign in mixed-use and tourist districts shall be a minimum of 10 feet from all property lines. The Design Review Committee or TRPA may decrease the setback to a minimum of five feet if it is determined that the public will be better served with a sign located closer than 10 feet 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 adoption of this Area Plan, non-conforming only in terms of setback requirements, need not be relocated or removed.

4. ***Building Signs.***

a. One building sign may be maintained upon each building frontage of a main building. Each such building sign may be allowed an area of one square foot of sign area for each linear foot of the width of such a building frontage or the following table. The maximum aggregate sign area for all signs, freestanding building signs, and projecting, shall not exceed

50 square feet, with the exception of multiple-tenant projects and multiple frontage buildings as described in Section 3.11.C.4.b.

TABLE 3.11.J-2: MAXIMUM BUILDING SIGN AREA	
Floor Area (sq.ft.)	*Sign Area (sq ft)*
0 – 1,000	10
1,001 – 2,000	20
2,001 – 5,000	30
5,001 – 10,000	40
10,000 or more	50

b. *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 building signs may be permitted per primary use.

In instances where the primary use has not building frontage, but does not have a frontage without a public entrance on a street, building signage may be erected upon that alternative frontage. The sign area shall be calculated based upon that alternative frontage.

c. *Projecting Signs.* Projecting signs may be permitted according to the same specifications as building signs listed in Section 3.11.C.4.b above. Projecting signs may project up to 42 inches from the face of the building, must have at least eight 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.

5. ***Sign Area.***

a. 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.

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

6. ***Sign Permit.*** A Sign Permit is required for all signage under the jurisdiction of the Placer County Planning Services Division and TRPA.

a. *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.

7. ***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.

8. ***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 do not exceed 18 inches in height.

9. ***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 square feet and no taller than three feet, and must be compatible with the other signs on the property. This signage need not be deducted from the sign area otherwise permitted.

10. ***Window Signs.*** Window signs may be placed in or upon any window, subject to the following provisions:

    a. No more than 20 percent of the total transparent area of the window shall be obscured.

    b. The window sign shall be counted in the signage area.

11. ***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, community assembly, and service station uses.

12. ***Temporary Signs.*** Signs promoting events sponsored by civic, charitable, educational, community recreational, or other non-profit organizations may be erected up to two weeks in advance of the event being promoted. These signs shall be removed within two 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.

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

14. ***Neighborhood Identification Signs.*** Not more than two permanent signs containing copy of not more than 50 square feet in aggregate sign area and not more

than six feet in height shall be allowed to identify a neighborhood or other residential area comprising not less than three acres in size.

15. ***Institutional Signs.*** Two signs not exceeding 24 square feet in aggregate sign area shall be allowed for a religious assembly facility, school, community center or other public or institutional use. One 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 feet from the finished grade of the lot and is set back at least five feet from any property line.

16. ***Real Estate Signs.*** One temporary sign not over eight square feet in area shall be allowed for any lot or two or more contiguous lots in single ownership (whether or not such lot or lots have been 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.

17. ***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 these standards.

18. ***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 freestanding signs.

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

    a. *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.

    b. *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 nine (9) square feet in area for each side. Gasoline price signs shall have no more than two (2) sides. Portable gasoline price signs are not allowed. Sign area utilized/or 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.

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

21. ***Prohibited Signs.*** The following types of signs, materials, designs, messages, and locations are prohibited:

    a. *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 as 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.

    b. *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.

    c. *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.

    d. *A-frame Signs.* Any portable sign or structure composed of 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.

    e. *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.

    f. *Electronic Message Signs.* A permanent freestanding roof, wall, or other sign which changes copy electronically using switch and electric lamps.

    g. *Off-premise Signs and Billboards.* Outdoor advertising signs which advertise goods, products, or services not sold on the premises on which said sign is located.

    h. *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.

    i. *Animated Signs.* A rotating or revolving sign, all or a portion of which moves in some manner.

    j. *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.

    k. *Illuminated Signs.* Standard "cabinet" illuminated signs.

l. *Mobile or Portable Signs.* A sign not permanently attached to the ground or building.

m. *Video Signs.* Animated visual messages which are projected on a screen.

n. *Tree Sign.* Any type of sign whatsoever attached to a tree.

22. ***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 these regulations.

a. *Conformance or Removal of Non-Conforming Signs.* Non-conforming signs shall be conformed as required under Section 38.12 of the TRPA Code of Ordinances.

23. ***Exceptions to Standards.*** Exceptions may be granted to the standards set forth in this Section for signs legally existing prior to the adoption of this Area Plan, provided the following findings can be made:

a. Because of special circumstances applicable to the property, including size shape, topography, location or surroundings, the strict application of the sign regulations deprive such property of privileges enjoyed by other property in the vicinity and other identical zoning classifications.

b. The exception is in harmony with the purpose and intent of the sign regulations.

c. 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 these regulations.

d. The approval of the exception will not be materially detrimental to the public health, safety, and welfare.

e. 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.

f. A scenic quality analysis demonstrates that the exception, if approved, will be consistent with the threshold attainment findings listed in the Scenic Quality Management Program (SQIP).

g. 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.

h. The exception is the minimum departure from the standards.

24. ***Permit Issuing Authority.*** Upon making the requisite findings by TRPA under the provisions of Section 38.2.3 of the TRPA 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 38.12 of the Code and for the review and enforcement of state and federal signage exempt from Placer County review authority.

D. **Sign Design Guidelines.** Signs shall be designed in accordance with the following guidelines:

1. Signs should be designed and located to be compatible with their surroundings in terms of size, shape, color, texture, and lighting.
2. 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.
3. 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, religious assembly facilities, community centers, or community recreation centers.
4. 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 that 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 storefronts and store signs relating directly to the store entrance.
5. Signs should be oriented toward pedestrians or vehicles in close proximity.

Signs should not distract from the structure's appearance. Avoid signs that cover windows or that spill over "natural" boundries, obscure architectural features, or obstruct views from inside or outside of the building.

3.12 Subdivision

Subdivision limitations are outlined in Chapter 39, Subdivision, of the TRPA Code of Ordinances.

3.13 Allocation of Development

The allowed allocation of development is outlined in Chapter 50, Allocation of Development, of the TRPA Code of Ordinances. Additional provisions for allocations are outlined in Subsections A, B and C below.

A. **Allocations.** For commodities that have been released to the County by TRPA, the County is responsible for allocating commodities to projects and maintaining records of allocations, which shall be transmitted to TRPA annually or as specified in an MOU.

Requests for allocations shall be made on applications provided by the County. Applications shall be processed in accordance with county procedures and criteria.

B. **Commodity Conversions.** In addition to allowances for the election of conversion of use outlined in the TRPA Code of Ordinances, Section 50.10, Election of Conversion of Uses, a pilot program is established allowing property owners to convert verified Com-

mercial Floor Area (CFA) and Placer County to convert the supply of CFA that TRPA has released to the County, to TAUs (Tourist Accommodation Units), subject to the following limitations:

1. The conversion ratio shall be 400 square feet of CFA = 1 TAU;
2. No more than 400 TAUs may be established within the Placer County Tahoe Basin Area Plan through this pilot program and other programs combined;
3. Converted units may only be used within Town Center Overlay Districts;
4. Sites must have BMP Certificates;
5. Sites must have sidewalk access;
6. Sites must be within 0.25 mile of a Transit Stop; and
7. The program will be periodically monitored for efficacy and future consideration of program adjustments.

C. **Additional Outdoor Recreation Facilities.** In addition to requirements of the TRPA Code of Ordinances, Section 50.9, Regulation of Additional Recreation Facilities, additional outdoor recreation facilities outside Town Center Overlay Districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each sub-district. If PAOT allowances are not specified in the applicable subdistrict, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center Overlay Districts.

3.14 Transfer of Development

Programs for Transfers of Development are outlined in Chapter 51, Transfer of Development, of the TRPA Code of Ordinances. Additional provisions related to Transfers of Development are outlined in Subsections A and B below.

A. **Development Transfer Receiving Areas.** The following subdistricts are eligible to receive transfers of development:

1. ***Transfer of Development Rights to Town Centers.*** Properties within the Town Center Overlay District are eligible to receive Transfers of Development Rights to Centers, with bonus units, in accordance with Section 50.3.2 of the TRPA Code of Ordinances.
2. ***Transfers of Existing Development to Town Centers.*** Properties within the Town Center Overlay District are eligible to receive Transfers of Existing Development to Centers, with bonus units, in accordance with Section 51.5 of the TRPA Code of Ordinances.
3. ***Transfers of One or More Development Rights.*** Parcels eligible to receive one or more Development Rights in accordance with Subsection 51.3.3.A of the TRPA Code of Ordinances are limited to property within the Town Center Overlay District or within a subdistrict designated as a receiving area for transfers of multi-residential units.
4. ***Transfers of One Development Right.*** Additional parcels eligible to receive one Development Right are identified in Subsection 51.3.3.B of the TRPA Code of Ordinances.

5. ***Transfers of Existing Development.*** Parcels eligible to receive transfers of existing development in accordance with Section 51.5 of the TRPA Code of Ordinances are limited to property within the Town Center Overlay District or within a subdistrict designated as a receiving area for transfers of existing development.

B. **Special Designations.** In addition to the receiving area allowances listed above in Subsection A, Subdistricts may have one or more Special Designations that allow for reception of transfers of development. Special Designations include the following:

1. ***TDR (Transfer of Development Right) Receiving Area.*** The following designations determine which Subdistricts, or portions thereof, are receiving areas for transfer of the development specified in Chapter 51 of the TRPA Code of Ordinances: *Transfer of Development*:

   a. *Existing Development.* The existing development designation determines which areas are eligible for the transfer of existing uses that are permissible uses in the Subdistrict.

   b. *Multi-Residential Units.* The multi-residential unit designation determines which areas are eligible for the transfer of residential development rights. Some subdistricts may be limited to employee housing-only.

2. ***Preferred Affordable Housing Area.*** Subdistricts with the preferred affordable housing area designation are preferred locations for affordable housing and are eligible for subdivision of post-1987 residential projects pursuant to subparagraph 39.2.5.F of the TRPA Code of Ordinances.

3. ***Multi-Residential Incentive Program Area.*** All projects receiving multi-residential bonus units must comply with the criteria found in Section 52.3.2 of the TRPA Code of Ordinances.

4. ***Preferred Industrial Area.*** Subdistricts with the preferred industrial area designation are eligible for the commercial allocation and transfer incentives pursuant to Chapters 50 and 51.

5. ***Town Center.*** Subdistricts within the Town Center Overlay District qualify as TDR Receiving Areas, Preferred Housing Areas and Multi-Residential Incentive Program Areas.

3.15 Bonus Unit Incentives

Bonus Unit incentives are outlined in Chapter 52, Bonus Unit Incentive Program, of the TRPA Code of Ordinances.

3.16 Individual Parcel Evaluation System

The Individual Parcel Evaluation System (IPES) is outlined in Chapter 53, Individual Parcel Evaluation System, of the TRPA Code of Ordinances.

3.17 Water Quality

Water quality regulations are outlined in Chapter 60, Water Quality, of the TRPA Code of Ordinances.

3.18 Vegetation and Forest Health

Vegetation and forest health regulations are outlined in Chapter 61, Vegetation and Forest Health, of the TRPA Code of Ordinances.

3.19 Wildlife Resources

Wildlife resources regulations are outlined in Chapter 62, Wildlife Resources, of the TRPA Code of Ordinances.

3.20 Fish Resources

Fish resources regulations are outlined in Chapter 63, Fish Resources, of the TRPA Code of Ordinances.

3.21 Livestock Grazing

Livestock grazing regulations are outlined in Chapter 64, Livestock Grazing, of the TRPA Code of Ordinances.

3.22 Air Quality/Transportation

Air quality and transportation regulations are outlined in Chapter 65, Air Quality/Transportation, of the TRPA Code of Ordinances.

3.23 Scenic Quality

Scenic quality regulations are outlined in Chapter 66, Scenic Quality, of the TRPA Code of Ordinances. Additional scenic quality standards for certain zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations.

3.24 Historic Resource Protection

Historic resource protections are outlined in Chapter 67, Historic Resource Protection, of the TRPA Code of Ordinances.

3.25 Noise

Noise limitations are outlined in Chapter 68 of the TRPA Code of Ordinances. Additional noise standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.

3.26 Shorezone

The Shorezone of Lake Tahoe is regulated by Chapters 80 through 86 of the TRPA Code of Ordinances. Additional Shorezone standards for certain zoning subdistricts are outlined in Chapter 2 of these Area Plan Regulations.