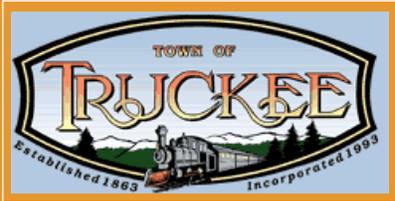
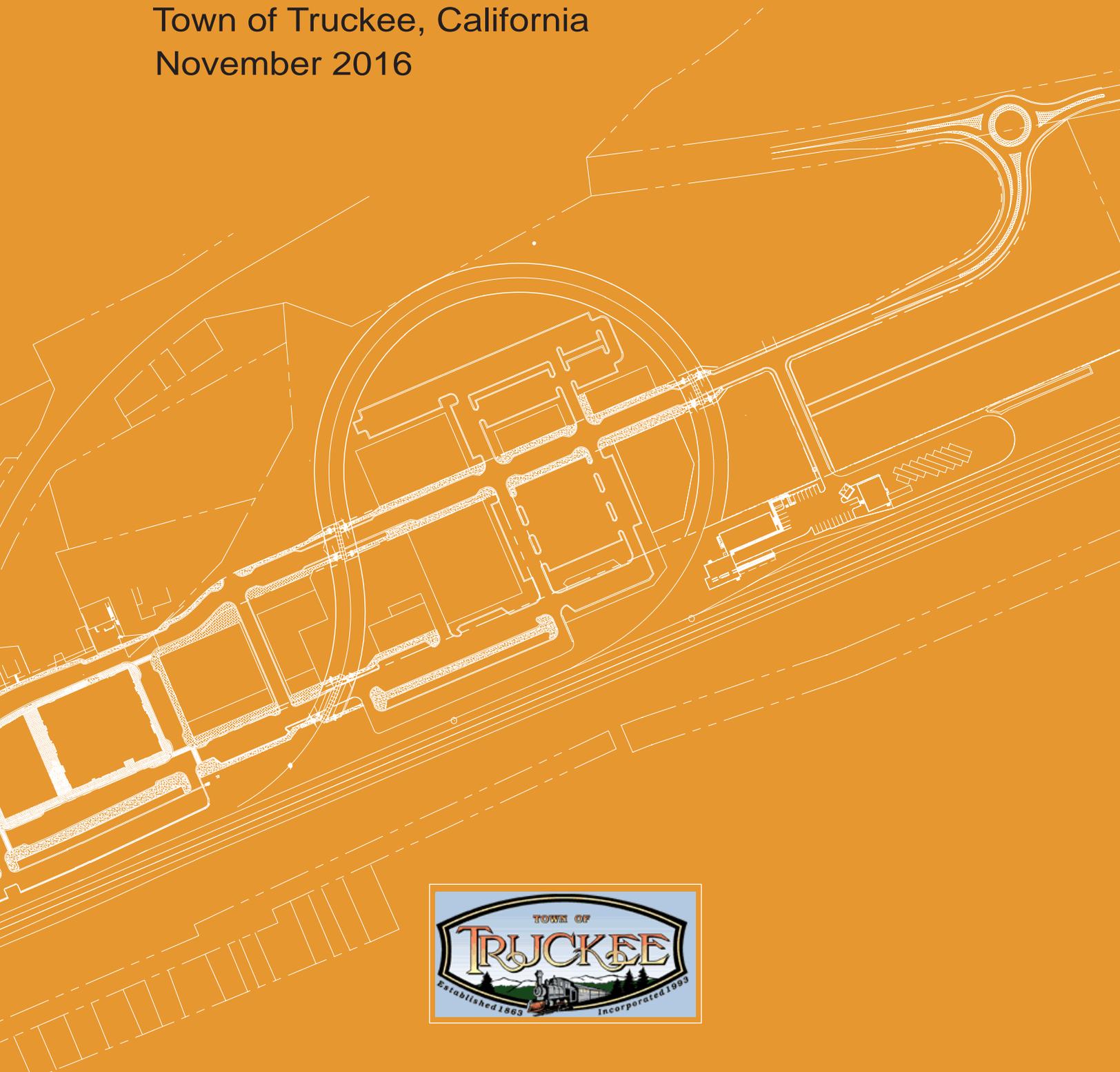


Truckee Railyard Mixed-Use Development Master Plan

Town of Truckee, California
November 2016



ACKNOWLEDGEMENTS

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PREFACE

The Truckee Railyard Master Plan was adopted by the Town Council July 2, 2009, and became effective August 2, 2009 (2009 Master Plan). The 2009 Master Plan was created with the intent of formulating and formalizing the Town's vision for the Railyard Area and to guide its future redevelopment; it describes the scale and character of development envisioned for the Railyard Area and includes development standards and design guidelines to help implement this vision. Since the adoption of the 2009 Master Plan, circumstances affecting the development contemplated for the Master Plan Area have changed. As a result, a subsequent planning process was initiated in 2015 to update the Master Plan to reflect these changed circumstances.

The key to the 2009 Master Plan site and development plan creation was relocation of the existing Union Pacific Railroad balloon track eastward. At that time, it was thought that track relocation would be the best option to create a cohesive project given that Union Pacific's previous position was that development would not be allowed within the balloon track. Union Pacific has since changed their stance on development within the balloon track. Further, the Railyard Master Plan Area was included in a Redevelopment Project Area established by the 1998 Truckee Redevelopment Plan and it was assumed that redevelopment funds could be made available to support public infrastructure construction, including roads and utilities. In 2011, the State Legislature approved the dissolution of California's redevelopment agencies, which were officially dissolved February 1, 2012. The dissolution of redevelopment agencies and loss of respective funding sources, combined with Union Pacific's agreement to allow development within the balloon track, and constraints associated with the Town's Trout Creek restoration project, led to the decision to take a new direction. This amended Master Plan reflects this new direction.

A number of iterations of the site layout for the Railyard Master Plan Area were considered during this latest Master Plan update process (2015). Each concept aimed to stay true to the adopted master plan goals while also incorporating amendments to better reflect the modified site layout which includes development within the balloon track, and the proposed Phase I development. The preferred site layout for the Master Plan Area incorporated in this amended Master Plan maintains the balloon track in its existing location while also maintaining the integrity of the three development districts (Downtown Extension District, Industrial Heritage District, Trout Creek District), and otherwise embracing key policies and concepts from the original 2009 Master Plan. The Master Plan Amendment also renames the plan to the Railyard Mixed-Use Development Master Plan. Within the document, the Railyard Mixed-Use Development Master Plan, Railyard Master Plan, and Master Plan are used synonymously.

In early July 2015, the California Strategic Growth Council awarded the Truckee Railyard Master Plan an \$8 million grant, bringing its total secured funding to \$14 million. The Railyard Master Plan was one of 28 housing and transit-friendly infrastructure projects that received \$121.9 million in grants and loans from the council. This funding supports infill development adjacent to Truckee's historic downtown.. Funds will be used to install infrastructure — sewer, water, other utilities and roads — in the Master Plan Area and to initiate the realization of the Railyard Master Plan Area as envisioned by the community.

I N T R O D U C T I O N

PURPOSE AND HISTORY OF THE TRUCKEE RAILYARD MASTER PLAN

The purpose of the Truckee Railyard Mixed-Use Development Master Plan is to capture and describe the Town's vision for the Railyard Area and to guide its future redevelopment. This Master Plan describes the scale and character of development envisioned for the Railyard Area and includes development standards and design guidelines to help ensure that future development is consistent with the Town's vision for the area. Within this document, the Railyard Mixed-Use Development Master Plan, Railyard Master Plan, and Master Plan are used synonymously.

Since 1995, the Town has undertaken a number of planning efforts to facilitate development of the Railyard Master Plan Area. These efforts were first formalized in the 1996 Town of Truckee General Plan, which established a number of policies to be implemented through the preparation of a Specific Plan for the Downtown area, including the Mill Site/Railyard Area.¹ The planning process for the 1997 Downtown Truckee Specific Plan (DTSP) was initiated in 1995 and represented a two-year long collaborative effort by local citizens, Town officials, and Town staff. Recognizing that the Railyard Area contains the majority of the undeveloped land in the Downtown Specific Plan Area (see Figure 1-3), the DTSP included policies that required the preparation of a Master Plan for the Railyard Area that would promote its development as an attractive, pedestrian-oriented activity center visually and physically connected with the historic Downtown Core.

Efforts to prepare a Master Plan for the Railyard Area were initiated in 2002 when the Town received a grant from the Sustainable Communities Grant and Loan Program and hired Dinsmore Sierra, LLC to lead community outreach efforts and prepare a Master Plan for the reuse of the Railyard Area. These efforts accelerated in 2004, when Truckee Development Associates, LLC (led by Holliday

Downtown Reinvestment Timeline

- 1989 Mill Closes
- 1993 Town Incorporates
- 1995 Downtown Planning Begins
 - Visual Preference Survey
 - Downtown Vision Plan (Completed 1996)
 - Downtown Truckee Specific Plan (Adopted 1997)
 - Redevelopment Agency Formed (Established 1998)
 - Downtown Streetscape Plan and Trout Creek Restoration Study (Completed 2002)
 - Downtown Historic Design Guidelines (Adopted 2003)
- 2002 Railyard Redevelopment Process Begins
- Town awarded \$350,000 grant from the Sustainable Communities Grant and Loan Program (2002)
- Truckee Development Associates, LLC purchases a significant portion of the Railyard (2003 and 2004)
- Town Council Approves Partnership between Truckee Development Associates, LLC and the Town to work collaboratively on the Master Plan (August 2004)
- 2005-06 Infrastructure & Circulation Planning
- 2006-09 Development of the Master Plan
- 2009 Town Council Approves Master Plan
- 2012 Loss of ability to utilize redevelopment funds for backbone infrastructure
- 2013 Relocation of Balloon Track determined to not be feasible
- 2014-15 \$14 million in grant funds secured to help fund the installation of roads, sewer, and utilities
- 2015 Master Plan amendments proposed
- 2016 Master Plan amendments approved

¹ The General Plan and Downtown Truckee Specific Plan (DTSP) both referred to the Master Plan Area as the Mill Site; however, as it is now more commonly referred to as the Railyard Area, this Master Plan uses the Railyard Area synonymously with the Mill Site.

1. Introduction

Development) purchased a significant portion of the Railyard from Union Pacific Railroad and formed a partnership with the Town, called the Truckee Railyard Partnership (Partnership), to jointly plan the future of the Railyard Master Plan Area. This cooperative effort culminated in 2006 with a Master Plan that highlighted a preferred plan for the development of the Truckee Railyard Area (referred to as the 2006 Master Plan throughout this document).

The Truckee Railyard Master Plan, as presented in this document, is a further refinement of the 2006 Master Plan that incorporates/addresses findings of further site and design feasibility studies and concerns raised by the community and the development team, and provides a regulatory framework for redevelopment in compliance with the Truckee Development Code Master Plan requirements (section 18.174.020 of the Town Development Code).

This Master Plan was presented to the community as a draft document in November 2007. There were numerous opportunities for the community to review and comment on the draft before this final plan was presented to Town Council for adoption. An Environmental Impact Report (EIR) was also prepared to evaluate any potentially significant environmental effects that may result from implementation of this Master Plan. The Draft EIR was completed and released for the community's review and comment in November 2009 and the Final EIR was published in May 2009. The Truckee Railyard Master Plan was adopted by the Town Council July 2, 2009, and became effective August 2, 2009, via:

- Town Council Resolution No. 2009-33 (Master Plan & Planned Development)
- Town Council Resolution No. 2009-34 (DTSP Amendments)
- Ordinance No. 2009-03 (Zoning Map Amendment)
- Ordinance No. 2009-04 (Development Code Text Amendment)

The Railyard Master Plan Final EIR, including the MMRP, was also certified by the Town Council on July 2, 2009, through Town Council Resolution No. 2009-32. Both became effective August 2, 2009.

- Planning Commission Resolution No. 2016-15 (Master Plan Amendments Approval)

1.1 PLAN AREA

The Railyard Master Plan Area is located at the eastern end of historic Downtown Truckee. The Town of Truckee constitutes the largest portion of developed land in Nevada County, and is one of the primary gateways to Lake Tahoe, one of the most popular tourist destinations in the State of California. The regional context of Truckee is shown in Figure 1-1.

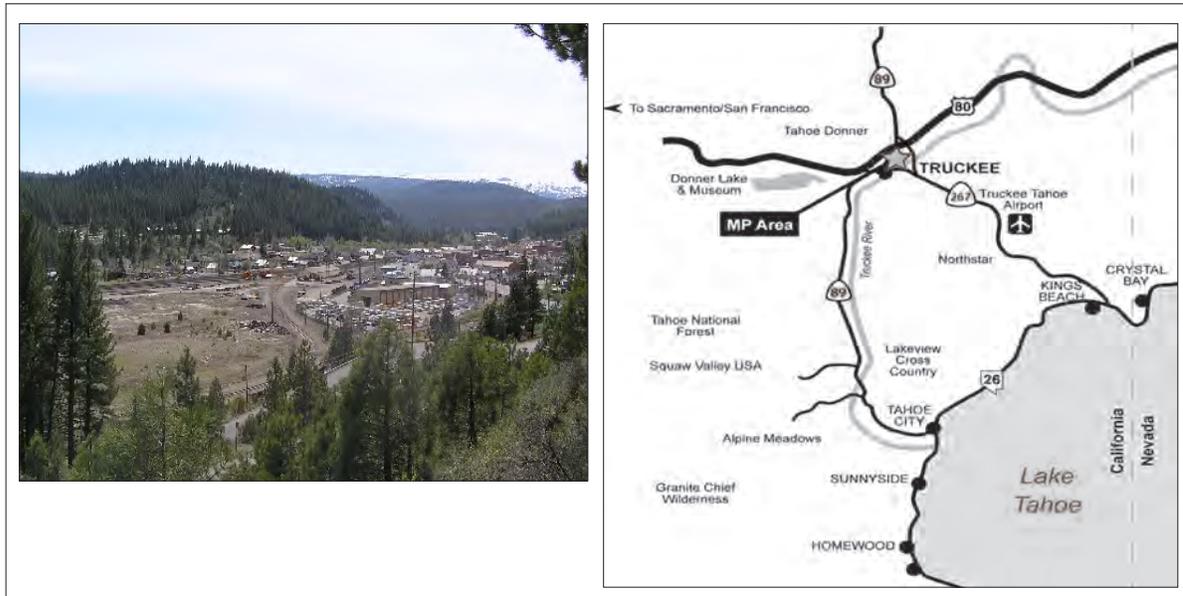


Figure 1-1: Regional Location

The Railyard Master Plan Area is comprised primarily of an area historically occupied by railyards and lumber mills, and includes approximately 75 acres of land. The area is generally bounded by Glenshire Drive to the north, industrial uses (including Tahoe Tree Company) to the east, Union Pacific Railroad right-of-way and East River Street to the south, and Donner Pass Road and Bridge Street to the west, as shown in Figures 1-2 and 1-3.

The Master Plan Area is an integral part of Downtown Truckee, which comprises approximately 1 square mile, as shown in Figure 1-2, in an area defined in the General Plan and the DTSP. The boundaries of the Downtown area and the six subareas of Downtown are illustrated in Figure 1-3.

1. Introduction

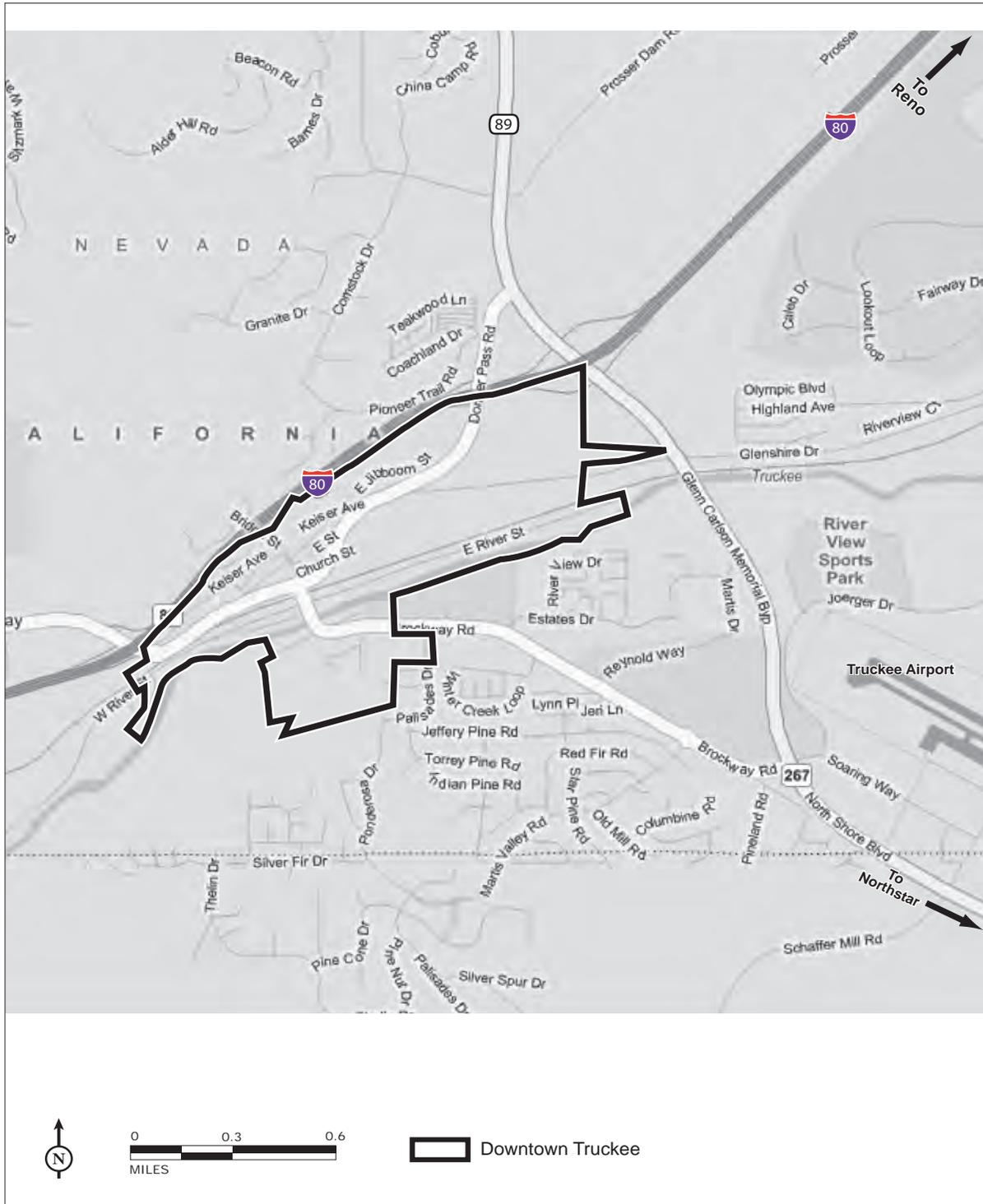


Figure 1-2: Downtown Truckee

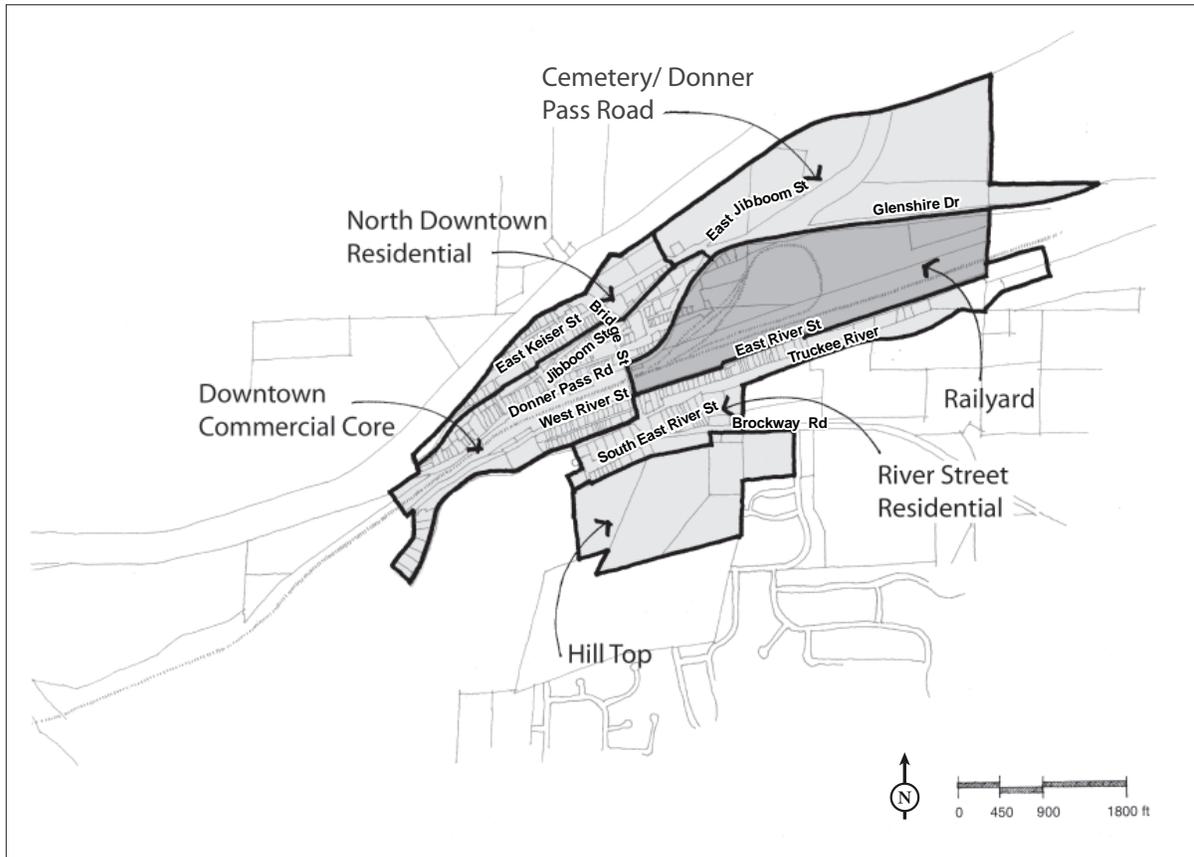


Figure 1-3: Downtown Specific Plan

1.2 AUTHORITY

The Truckee Zoning Map designates the Railyard Master Plan Area as Downtown Master Plan (DMP). The purpose of the DMP zone is to require a Master Plan to systematically implement the Downtown Specific Plan for the Railyard Master Plan Area. This Master Plan was prepared under the authority of the Truckee Development Code, with careful consideration to implement the goals and policies of existing Town planning documents. The Railyard Master Plan will be the primary tool used by the Town of Truckee to carry out the goals, objectives, and policies within the General Plan and DTSP for the Railyard Master Plan Area.

1.3 OVERVIEW OF MASTER PLAN

This Master Plan is a tool to guide development of the Railyard Master Plan Area in a manner that is consistent with Town planning and policy documents, including the General Plan and the DTSP. The Master Plan Vision (Chapter 2) summarizes the general scale and character of anticipated development within the Master Plan Area. This Master Plan builds upon the on-going planning efforts related to the Railyard Area that began in 1995 and provides a series of planning goals and supporting policies to guide redevelopment within the Master Plan Area (Chapter 4). Throughout the Master Plan, two types of development regulations, Standards and Guidelines, are provided to help regulate and guide the physical form of new development. Standards address aspects of development that are essential to achieve the goals of the Master Plan. Master Plan Standards are included in tables or are identified as SMALL CAPS within the text. Additionally, STANDARDS are identified

numerically throughout the Master Plan (e.g., S1, S2). Guidelines that apply to all Districts are identified numerically throughout the Master Plan (e.g., G1, G2); however, Guidelines that only apply to specific Districts are identified with the District acronym (e.g., DE-G1, IH-G1 and TC-G1). Compliance with Standards is mandatory (unless an exception is granted per the requirements of Chapter 10, Master Plan Administration). Guidelines provide guidance for new development related to aesthetics, district character, and design details and are intended to guide building and site design in continuity with Truckee's valued mountain town character. Whereas conformance with Standards is mandatory, conformance with Guidelines is preferred/recommended. Action items are also included throughout the Master Plan (and summarized in Chapter 9) to ensure that adequate measures are taken to implement the Plan's goals and policies.

The Master Plan is organized into the following chapters:

- *Chapter 1 – Introduction:* Discusses the overall Master Plan purpose; identifies the Master Plan Area; provides a summary of Town planning efforts associated with the Master Plan; and explains the organization of the Master Plan.
- *Chapter 2 – Vision:* Sets forth the vision of the Master Plan, and lists key goals and policies to implement the vision.
- *Chapter 3 – Community Context:* Provides a description of the planning process culminating in this Master Plan for the Railyard Area and provides background information regarding the community context of the Town.
- *Chapter 4 – Guiding Goals and Policies:* Provides a hierarchy of goals and policies to guide development in the Master Plan Area.
- *Chapter 5 – Development Standards and Guidelines:* Provides development standards and guidelines for development within the Master Plan Area; includes the Regulating Plan and Zoning Map for the Master Plan Area; and includes a table of permitted land uses within the Master Plan Area.
- *Chapter 6 – Public Places:* Provides conceptual locations and design guidelines for open space, recreation and civic uses within the Master Plan Area.
- *Chapter 7 – Transportation and Circulation:* Describes the transportation and circulation plan, and provides concepts for street design in the Master Plan Area.
- *Chapter 8 – Public Infrastructure:* Describes existing infrastructure; details anticipated infrastructure improvements; and provides design standards and guidelines for new infrastructure within the Master Plan Area.
- *Chapter 9 – Implementation and Phasing:* Provides implementation measures and discusses project phasing within the Master Plan Area.
- *Chapter 10 – Master Plan Administration:* Provides administrative procedures for adoption and maintenance of the Master Plan, and provides guidelines for project approval of buildings and uses within the Master Plan Area.
- *Chapter 11 – References:* Lists documents that contributed to the creation of the Master Plan.
- *Chapter 12 – Glossary*
- *Appendices:* The appendices contain the Block Analysis conducted as part of the 2006 draft Master Plan, a checklist of the Master Plan's relationship to existing Town Planning Policies, and the MMRP.



THE TRUCKEE RAILYARD MASTER PLAN VISION

Implementation of the Truckee Railyard Mixed-Use Development Master Plan will create an easterly extension of the existing Downtown that complements the historic character of the Downtown and the industrial heritage of the Railyard and Mill Site, but at a higher intensity. The Master Plan goals and policies support the creation of a strong connection between the Railyard and the historic core, developing the Railyard Master Plan Area holistically as a mixed-use development that supports a greater diversity and intensity of activities, including retail, restaurant, local services, and entertainment uses. The Master Plan also provides opportunities to increase the Town's supply of affordable and workforce housing. Figure 2-1 provides a graphic illustration of the Master Plan Vision, and the Master Plan Guiding Goals and Policies are listed on the reverse.

The vision for the Railyard Master Plan Area includes redeveloping the Railyard with three primary districts: Downtown Extension, Industrial Heritage, and Trout Creek. It also includes extending Church Street east across the balloon tracks to Glenshire Drive and extending Donner Pass Road east through the Master Plan Area and into the center of the balloon track. The Donner Pass Road segment that extends northeast from Downtown to Highway 89 will be realigned south of Church Street terminating in a T-intersection with the Donner Pass Road segment that parallels the railroad tracks, providing a direct connection to the Downtown and reducing the speed of traffic entering the Downtown. New north-south local streets provide access through the site between the rail lines and the Trout Creek Greenway. The Master Plan accommodates the existing lumberyard remaining indefinitely on the site without precluding its future redevelopment in a manner consistent within this Master Plan.

The Railyard Mixed-Use Development Master Plan supports development of an eclectic mix of building types and uses within an attractive, pedestrian-oriented neighborhood. Development will extend easterly from the Downtown Core.

The highest development intensity will generally occur immediately adjacent to the Downtown Core and then decrease as development extends to the north and east. The Railyard Mixed-Use Development Master Plan includes three districts that will guide and shape redevelopment of the Master Plan Area:

- **Downtown Extension (DE) District.** This area will be a physical extension of the commercial shops, restaurants, and lodging existing along Commercial Row with greater density and modern interpretation of Truckee's historic character. The DE District will include mixed-use development including retail, office, entertainment, residential, recreation, and civic/community uses in Downtown. The DE District will generally have the greatest intensity of development of the three districts, with the greatest intensity occurring west of the balloon track. Land within the balloon track is encompassed within this district to ensure development within the balloon track has a strong connection to development west of the balloon track, including the historic Downtown.
- **Industrial Heritage (IH) District.** This district will extend a mixed-use pattern of development into the Railyard beyond the balloon track and support a connection through the Master Plan area that will connect the Downtown to Glenshire Drive. Development in this district will support a community of local business people, artisans, and entrepreneurs, and the continued operation

2. Vision

of the railroad. Multi-family residential, live-work and work-live units, and commercial and light industrial development such as handcraft industries, small-scale manufacturing, or metal fabrication, machine, and welding shops will occur in the IH district. Development in the IH District will reflect historic industrial character of uses that once existed on the site including the Lumber Mill and railyard operations.

- **Trout Creek (TC) District.** This district will provide multi-family and single-family residential homes to increase the amount of residential within the Railyard Master Plan Area, with connections to the Trout Creek Greenway. While this district will have a stronger residential presence, a mix of other complementary uses is envisioned to be interspersed through the development including bed & breakfast inns, art studios, health and fitness facilities, retail, and accessory office space.

The Master Plan allows for the phasing of development to utilize existing services and provide flexibility to meet changing market and community demands as the Master Plan Area develops over time. Affordable housing projects with mixed unit types and affordability levels shall be given priority processing to incentivize a diversity of housing options within the Railyard Master Plan Area and increase the Town's supply of affordable housing.

2.1 SUPPORTING PLANNING GOALS

Four planning goals have been established to guide implementation of the Vision Statement, as follows:

1. Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.
2. Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.
3. Create an enjoyable public realm with a strong sense of place that complements Truckee's unique historical and mountain town character.
4. Encourage an efficient use of resources and improved environmental and community health.

Truckee Railyard Master Plan Vision

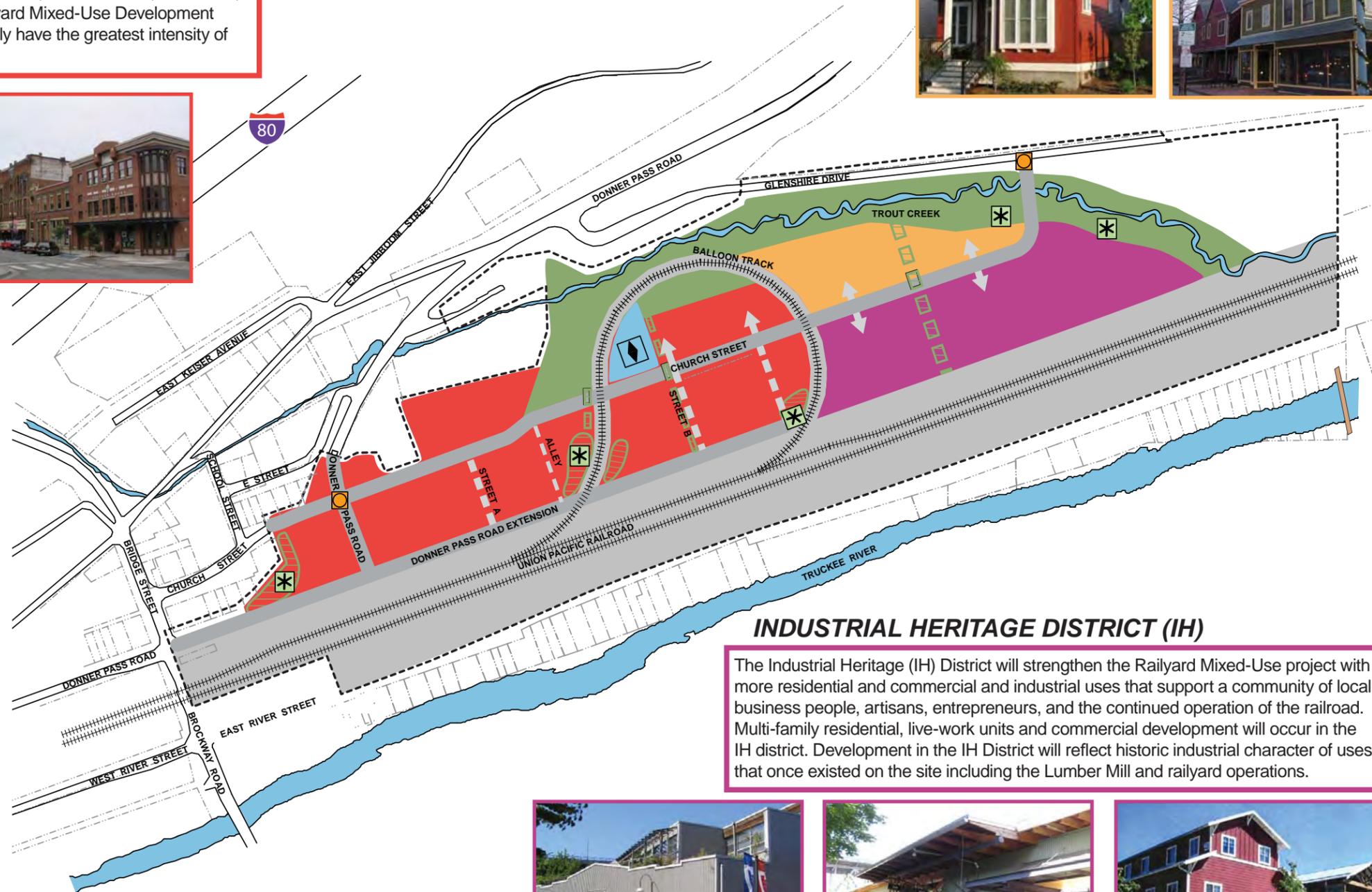
DOWNTOWN EXTENSION DISTRICT (DE)

The Downtown Extension (DE) District will be a physical extension of commercial shops, restaurants and lodging existing along Commercial Row. The DE District will also provide new retail, office, entertainment, residential, recreation, and civic uses in within the Railyard Mixed-Use Development and Downtown. The DE District will generally have the greatest intensity of development of the three.



TROUT CREEK DISTRICT (TC)

The Trout Creek (TC) District will provide a mix of multi-family and single-family residential homes to increase the amount of residential within the Railyard Mixed-Use Development with connections to the Trout Creek Greenway. The TC District will have the lowest density of the three Districts.



INDUSTRIAL HERITAGE DISTRICT (IH)

The Industrial Heritage (IH) District will strengthen the Railyard Mixed-Use project with more residential and commercial and industrial uses that support a community of local business people, artisans, entrepreneurs, and the continued operation of the railroad. Multi-family residential, live-work units and commercial development will occur in the IH district. Development in the IH District will reflect historic industrial character of uses that once existed on the site including the Lumber Mill and railyard operations.



- LEGEND**
- Master Plan Area
 - Property Line
 - ★ Conceptual Location - Community Gathering Space (Park/Plaza)*
 - ⓘ Conceptual Location - Civic Bldg.
 - Possible Roundabout
 - Downtown Extension District
 - Industrial Heritage District
 - Trout Creek District
 - Open Space
 - Illustrative north/south local street connections*
 - Proposed Streets
 - River Crossing (Existing)



GOAL 1

Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.

POLICIES

- 1.a. Improve Truckee's economic base through encouraging a diversity of retail, commercial, residential and office uses, including work/live and live/work that will complement the existing Downtown.
- 1.b. Encourage ground floor uses that attract pedestrian activity in the Downtown Extension (DE) District to create a vibrant street experience.
- 1.c. Encourage a mix of different types of retail and commercial uses to provide services to local residents and create a destination attraction for residents and tourists.
- 1.d. Require a mix of building forms and uses to increase the diversity of uses in Downtown Truckee.
- 1.e. Accommodate higher density housing than currently exists Downtown to support local businesses and balance office uses, which generate activity during the day, with residential activity in the evening and on weekends.
- 1.f. Encourage work/live and employment based uses in the Industrial Heritage (IH) District.
- 1.g. Provide a range of housing options to support different lifestyles, families and tenures and provide affordable and employee housing consistent with the General Plan.
- 1.h. Develop the Railyard Master Plan Area in phases generally from the existing Downtown toward the east to support the economic feasibility of redeveloping the Railyard.
- 1.i. Support the highest intensity development generally west of the balloon track closest to the Downtown Core with a gradual transition to lower intensity development in the eastern portions of the Railyard Master Plan area.
- 1.j. Design and allow for building uses to evolve over time to accommodate shifting market demand and community context.
- 1.k. Allow a variety of live/work and work/live options that will support and encourage small businesses.
- 1.l. Support redevelopment in transitional areas adjacent to the Railyard Master Plan Area that is consistent with the Master Plan Goals and Policies.
- 1.m. Require the construction of a movie theater with performing arts capability within the Downtown Extension (DE) District. *(As modified by the Planning Commission)*

GOAL 2

Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.

POLICIES

- 2.a. Create a street and sidewalk network that is physically connected to the existing Downtown, surrounding neighborhoods, and Trout Creek and visually connected to the natural features including the Truckee River and surrounding mountains.
- 2.b. Develop the Railyard Master Plan Area at a pedestrian scale, at a generally higher intensity than the existing Downtown Core, and with a mix of uses that supports walking and biking as the primary means of transportation.
- 2.c. Provide for snow removal on sidewalks to support walking as a primary mode of transportation year-round.
- 2.d. Incorporate traffic calming designs into roadways to reduce vehicle speeds.
- 2.e. Provide parking facilities that do not disrupt the integrity of the urban fabric and that are visually appropriate for the street.
- 2.f. Facilitate transitions between different modes of transit by siting bicycle storage lockers/racks, parking, and expanded transit in close proximity and providing safe and comfortable transition areas between modes.
- 2.g. Provide adequate, but not excessive parking to accommodate visitors, employees and residents and support progressive parking strategies including shared and unbundled parking to maximize the use of facilities during all hours of the day, support the "park once" concept, and minimize parking.
- 2.h. Require safe and convenient bicycle parking lockers or racks for mixed use, commercial, and multi-family development.
- 2.i. Design streets for the mountain winter snow conditions that facilitate snow plowing and storage, while maintaining an appropriate pedestrian scale.
- 2.j. Build ADA compliant trails and walkways to connect public open spaces.
- 2.k. Support pedestrian and bicycle linkages to Trout Creek and, eventually Truckee River.

GOAL 3

Create an enjoyable public realm with a strong sense of place that complements Truckee's unique historical and mountain town character.

POLICIES

- 3.a. Enhance Truckee's Downtown as a destination by incorporating the unique mountain town character into the design of the Railyard Master Plan Area and creating visual and physical connections to the natural amenities within the area.
- 3.b. Facilitate a strong connection between the Railyard Master Plan Area and the existing Downtown through well-designed street and sidewalk improvements, building forms and uses.
- 3.c. Preserve and enhance public views of the mountains, Trout Creek, and Truckee River through the Railyard development.
- 3.d. Require visually appealing architecture, streetscapes and human scale building design including porches, awnings, cornices, and large ground floor windows to enhance the public realm, encourage pedestrian travel, facilitate community interaction, and promote public safety.
- 3.e. Create community gathering spaces and establish a civic presence in the Railyard Master Plan Area.
- 3.f. Enhance the community experience through attractively designed public places including parks and venues for spontaneous and planned gatherings and memorable neighborhood centers that provide a sense of place.
- 3.g. Create unique neighborhoods through diversity of building types with numerous building variations along a single block and recognize that the organic and somewhat random nature of development in the existing Downtown has created the unique character of Truckee.
- 3.h. Create a sense of arrival to the existing downtown and the Railyard Master Plan Area through creation of a focal point. Use of signage, public art, or similar feature shall be strongly encouraged. Special consideration shall be given to the Donner Pass Road T-intersection as part of the Streetscape Plan.
- 3.i. Require development in the Industrial Heritage (IH) District to reflect the heritage of the old lumber mill, the railyards, and the industrial history of the area.
- 3.j. Require the construction of unique and quality projects that express individual character while complementing surrounding buildings and require a similar level of architectural detailing on all building elevations visible from the public realm, where appropriate.
- 3.k. Create a pleasant pedestrian environment by buffering pedestrians from vehicular traffic with street trees landscaping, where appropriate and consistent with Truckee's character.
- 3.l. Design for the winter climate with attention to microclimate conditions and create enjoyable year-round public places.
- 3.m. Require the construction of a strong pedestrian sidewalk facility between the Railyard Master Plan and Commercial Row, along Donner Pass Road. Improvements to Church Street should also be considered as part of Phase I as part of the Streetscape Plan.

GOAL 4

Encourage an efficient use of resources and improved environmental and community health.

POLICIES

- 4.a. Utilize land efficiently by building compact, well-planned, high density development; thereby preventing sprawl, preserving open space, and reducing vehicle emissions and vehicle miles travelled through facilitating alternative modes of transportation, such as walking and bicycling.
- 4.b. Achieve multiple resource conservation goals through the design of public open spaces. Open space can provide natural habitat for wildlife, storm water management/ infiltration and winter snow storage.
- 4.c. Take advantage of the east-west aspect of the Railyard Master Plan Area to provide solar access (southern exposure) for streets, buildings, and public places.
- 4.d. Require site design to incorporate Low Impact Development (LID) principles including storm water infiltration, retention and treatment on site, consistent with NPDES storm water standards.
- 4.e. Support restoration of Trout Creek, and a greenway along the creek as a prominent natural and recreational feature available to the public.*
- 4.f. Support the Town's restoration of Trout Creek while striving to balance natural, wildlife, habitat, flood control, social and cultural elements (including recreation and interpretive signage) to create a healthy and sustainable environment.*
- 4.g. Embrace Trout Creek as a natural asset while creating a place for human enjoyment.*

* The Railyard Master Plan and the Trout Creek Restoration Project are two separate and distinct projects with different proponents, objectives, and utility.

3 COMMUNITY CONTEXT

PURPOSE

This chapter provides an overview of the planning process associated with preparing the Master Plan for the redevelopment of the Truckee Railyard and provides community context related to the Master Plan Area. The first section, *History of the Railyard and Mill Site*, provides a brief history of the Town of Truckee and the Master Plan Area. The second section, *Truckee Today*, describes existing site conditions for the Master Plan Area in 2008, including railroad operations, soil remediation, land ownership, and the Trout Creek flooding and restoration issues. The third section, *Creating the Plan*, describes the public visioning process, the three plan alternatives considered during the planning process for this Master Plan adopted in 2009, and the preferred plan, which incorporates the best elements from the alternatives and is the plan from which this Master Plan was created.

3.1 HISTORY OF THE RAILYARD AND MILL SITE

The Railyard Master Plan Area has been an important part of Truckee's history since the Town's establishment in the early 1860s. In 1863, a stage stop was founded at what is today the intersection of Jibboom and Bridge streets. Shortly thereafter, several lumber mills were established. As shown in Figure 3-1, plans for Truckee dating from as early as 1886 and 1900 show that the Town was originally laid out on a grid pattern parallel to the Truckee River. The plans show the original layout of the railroad operations and the eventual location of the Roundhouse and ice ponds. The original layout has been modified due to topographic constraints and only portions of the original plan were implemented. The opportunity for extending the street grid pattern from the existing Downtown and realizing the original vision for a compact, walkable Downtown was made possible by the closure of the lumber mill in 1989.

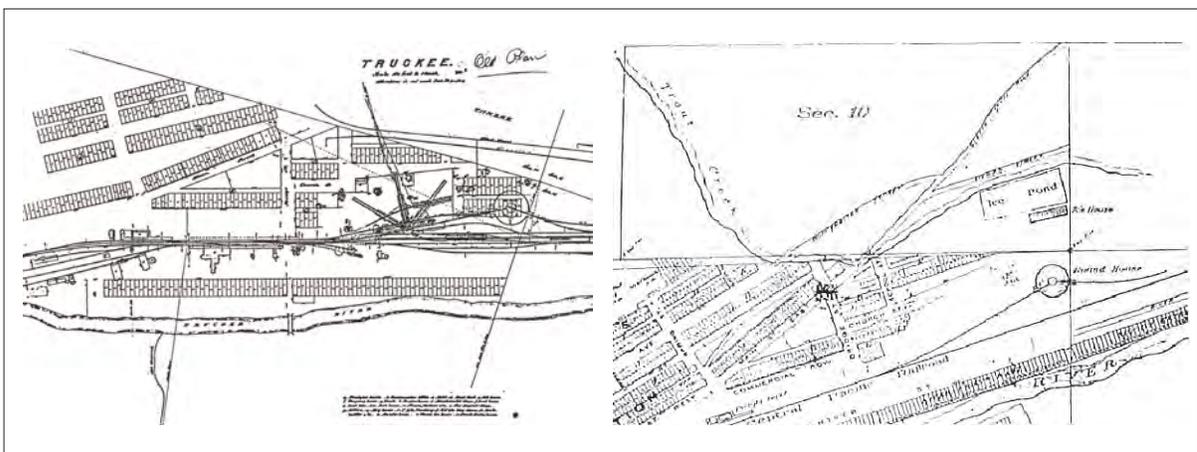


Figure 3-1: (left) Original Truckee CPRR Station Map (with 1886 modification)
(right) 1900 Plan of Truckee and the Railyard

3. Community Context

Truckee has served as an important location in regional transportation since 1847. Key milestones of the Town's history are highlighted below.¹

- **The Trail West.** From 1847 through 1852, the Emigrant Trail, a route traveled by easterners moving west, crossed the Truckee area.
- **Transcontinental Railroad.** In the late 1860s and early 1870s, the railroad became a key economic driver for the Town. In 1868, the western end of the railyard was created as track was laid east along the Truckee River towards Nevada and a 16-stall roundhouse was constructed. On May 10th, 1869, the transcontinental railroad was completed and Truckee subsequently became an important maintenance and operations location. Approximately 40 engines a day passed through the Town, which served as a transfer point for passengers and freight traveling south to Tahoe and north to Sierra Valley.
- **Lumber.** The lumber industry took off in the late 1860s with George Schaffer's and Joseph Gray's sawmill located across the river from Truckee and the Elle Ellen Lumber Mill built along Trout Creek. Lumber continued to be a primary export from the area with George Schaffer's second sawmill in Martis Valley and the Sierra Nevada Lumber & Wood Company's Hobart Mills complex on Prosser Creek.
- **Expansion.** In 1869 the Truckee Hotel, including the railroad passenger depot and telegraph office, were constructed. Subsequent years saw innovation in snow removal technology and the continued expansion of the railyard and roundhouse. A 24-stall stone roundhouse was constructed in 1882 to withstand fires, unlike the earlier wood roundhouses, and remained partially intact until 1955.
- **Railroad Center.** Beginning in 1890 and continuing for three decades, the affairs of 325 miles of rail line from Truckee to Carlin, Nevada were administered and dispatched from Truckee. The railyard served as the headquarters for fire trains and helper engines that aided trains climbing to the Donner Summit. The first balloon tracks were built in 1901 to facilitate the turning of the snowplow trains.



1875: A larger roundtable was constructed, tracks were raised to allow for easier snow removal and a large woodshed was constructed along the tracks to house the wood to fuel the trains.



1882: Larger engines and more rail traffic put a severe strain on the Truckee Roundhouse. An imposing 24-stall roundhouse was constructed of stone, blocks of granite and steel.



1885: View of the Railyard

¹ Historical information compiled by Gordon Richards, Research Historian for the Truckee-Donner Historical Society. Detailed information found at: *Truckee Railyard Millsite History*, online: truckeehistory.tripod.com.

- **Industries.** Along with lumber, ice became an important commodity, which preserved produce shipped from the Central Valley. In 1887, the first icehouse was built to store and transfer ice to cooler cars. Ice plants were located at Boca, Prosser Creek, Polaris and Donner Creek. In 1900, the Trout Creek Ice Company was formed. By 1906, the New Pacific Fruit Express ice sheds used 50,000 tons of Truckee Basin ice a year to ice 10,000 refrigerator cars. However, by 1920 the ice industry had shifted to man-made stations in Roseville and Sparks.



1890: Long sheds stored wood and coal for locomotives. The Roundhouse roof and Catholic church are visible in the background.

- **Changing Technologies.** The railyard withstood advancements in technology, including the transition from wood to coal fuel and later, in 1905, to oil fuel. By 1909, modifications to the balloon track were required in order to handle the heavier locomotives.
- **Rebirth of Lumber.** The 1950s saw the rebirth of the lumber industry in Truckee and the use of the railyard for milling. Burney Lumber Company built a large mill which was subsequently owned by Douglass Lumber Company, Fibreboard Corporation, Louisiana-Pacific and Fibreboard (again). At the height of the industry, the sawmill could process 45 million board feet a year.
- **Changing Times.** With the 1989 closure of Truckee’s last functioning lumber mill, residents saw the end of an era and way of life. Shortly after, in 1993, the Town residents finally voted to incorporate their town, recognizing the need to address the changing economy and to take charge of planning Truckee’s future.



1974: Lumber mill operations

3.2 TRUCKEE TODAY

Truckee is a mountain town located at 5,980 feet above sea level on the eastern slopes of the Sierra Nevada and, at 34 square miles, it constitutes the largest portion of developed land in Nevada County. Strategically located along Interstate 80, State Highways 89 and 267, and the transcontinental railroad, Truckee is the primary gateway to Lake Tahoe, one of the most popular tourist destinations in the State of California. Tourists are drawn to the Truckee area for the multitude of outdoor recreational opportunities, the pristine environmental quality and the historic flavor and retail amenities of its historic Downtown.

Truckee is a rapidly growing community driven by the local resort economy and second home market. During the 1990s, the population of Truckee increased by 52 percent. Historically, County planning and market forces were focused on rural subdivisions and did not foster a vibrant and walkable Downtown. There is a limited amount of flat land available for development due to the topography of the Truckee River Valley, and the redevelopment of the Railyard Master Plan Area represents an opportunity to use land efficiently and reinvest in the Downtown.

3.3 THE RAILYARD TODAY

The Railyard Master Plan Area consists of approximately 75 acres located within Truckee’s Downtown, as shown in Figure 3-2. The Master Plan Area is generally bounded by Glenshire Dive to the north, a landscaping business to the east, Union Pacific Railroad tracks and East River Street to the south, and Donner Pass Road and Bridge Street to the west. Existing land uses primarily include the Railyard (a railroad operations building, balloon track and storage tracks), seven homes, Tahoe Tree Company, Tahoe-Truckee Lumber Company, a glazier, a card-lock fueling facility, and Trout Creek.



Current Railyard Operations

Land uses surrounding the site include an electrical substation, civic, residential and commercial uses to the west and northwest (Church Street and Commercial Row); U.S. Forest Service land to the north; residences and industrial uses and a general contracting operation (Pombo’s) to the south (East River Street); and State Highway 267 to the east.

Redevelopment constraints for the Railyard Master Plan Area, as shown in Figure 3-3, are described below.

- **Land Ownership.** The majority of land in the Railyard Master Plan Area was owned by Union Pacific Railroad, which presented an obstacle to site redevelopment. In 2004, Truckee Development Associates, LLC acquired 35 acres of land from Union Pacific Railroad, mitigating this constraint.

There are 11 property owners within the Railyard Master Plan Area, as shown in Table 3-1 and Figure 3-2. The largest land holders are Truckee Development Associates, LLC and Union Pacific Railroad, which own approximately 35 acres and 33 acres, respectively. Union Pacific will retain ownership of a 200-foot right-of-way on either side of the centerline of the railroad main line. A separate agreement will allow use of the right-of-way for roadways and parking and possibly other uses accessory to Railyard development.

- **Railyard Operations.** Integrating existing railroad operations and the balloon track into redevelopment plans for the area has been the most difficult challenge to overcome. Over the course of the planning process leading up to adoption of the Master Plan in 2009, there were many meetings and brainstorming sessions to identify options pertaining to the existing balloon track. Options considered include relocating operations off site, building a larger balloon track that would surround the site, constructing a Y-shaped track, and relocating the existing balloon track farther east on the site, as shown in Figure 3-4. Due to the impact of the airport land use compatibility Zone C, which covered the eastern one-

Table 3-1: Land Ownership by Parcel

Parcel #*	APN	Property Owner
1	19-030-03-000	Brian K Smart / Siobhan A Smart
2	19-030-04-000	Laura Seegmiller
3	19-030-05-000	Mitchell T Clarin
4	19-030-13-000	Mitchell T Clarin
5	19-030-14-000	Mitchell T Clarin
6	19-030-08-000	Truckee-Tahoe Lumber Co
7	19-114-03-000	Odilon Ayala
8	19-114-01-000	Ironhorse Investors, LLC
9	19-114-02-000	Raoul Kydd
10	19-030-10-000	Truckee-Tahoe Lumber Co
11	19-111-07-000	Truckee Development Associates, LLC
12	19-111-09-000	Community Methodist Church Truckee
13	19-111-08-000	William Thornton
14	19-420-69-000	Truckee Development Associates, LLC
15	19-420-15-000	Alfred J Pombo / Karla S Pombo
16	19-420-68-000	Truckee Development Associates, LLC
17	19-420-71-000	Truckee Development Associates, LLC
18	19-420-72-000	Truckee Development Associates, LLC
19	19-420-70-000	Truckee Development Associates, LLC
20	--	Union Pacific Railroad
21	19-420-14-000	U.S. Forest Service

Source: Assessor’s Parcel Data, May 2007, Updated 2016.

3. Community Context

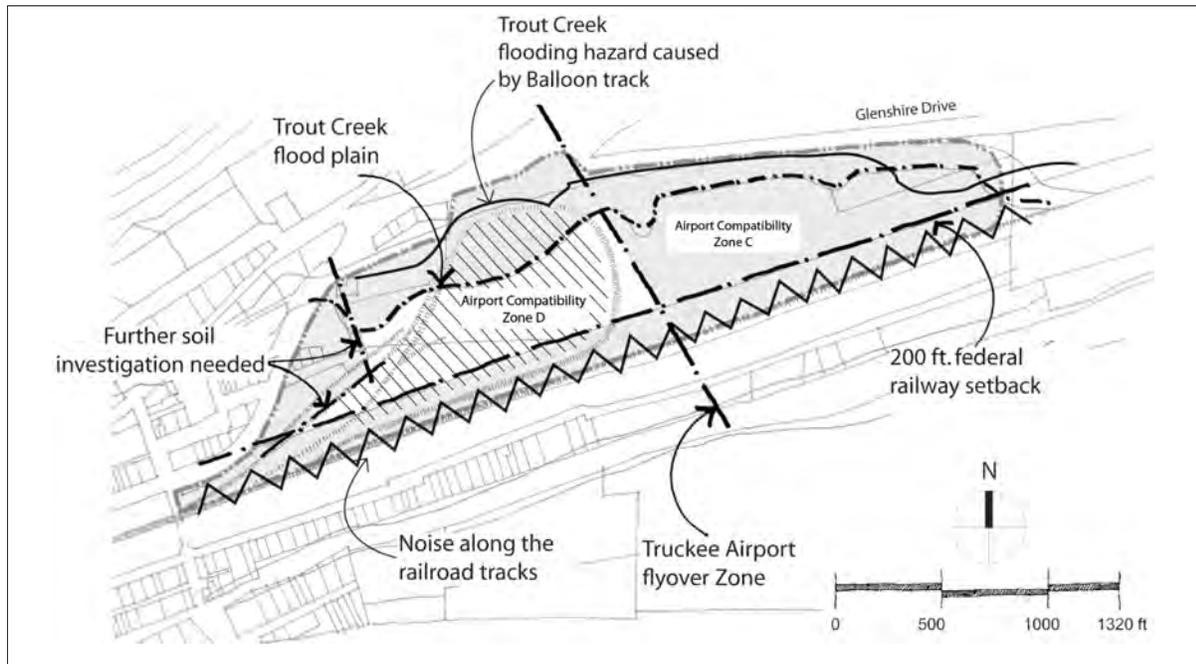


Figure 3-3: 2006 Site Constraints Map

third of the Master Plan Area and severely restricts development in this area, the preferred plan (see subsection 3.4) relocated the balloon track eastward within this zone. The preferred plan identified (see subsection 3.4) was the basis for the 2009 Master Plan. As part of the amended Master Plan (2016) this preferred plan is no longer being pursued and the Master Plan now maintains the balloon track in its existing location.

- **Soil Remediation.** Potential soil contamination resulting from former industrial activities on properties within the Master Plan Area has been seen as a barrier to new infill development and property revitalization. In order to determine the potential hazards and liabilities associated with owning and redeveloping the site, Truckee Development Associates, LLC has contracted with environmental consulting firms to determine the extent of soil and ground water contamination. The Railyard Master Plan Area was divided into three subareas for purposes of analysis: the western portion, west of the balloon tracks; the central portion, within the balloon tracks; and the eastern portion, east of the balloon tracks. The eastern portion was determined to be suitable for residential development and requires no further remediation. On the western portion (the Phase 1 project area), Berry-Hinckley's ongoing remediation of a fuel leak from its card-lock facility is nearing completion. Except for this remediation, no further remediation is required by the Regional Water Quality Control Board, the lead agency for the Railyard soil remediation. The extensive investigation and remediation of the central portion of the Railyard Master Plan Area (within the balloon track) was completed in September 2013, and a no further action letter from the Water Board was sent on November 18, 2014. The southern portion of the central portion is restricted to commercial development on the ground floor, while upper levels can be residential. No further remediation is necessary. Groundwater (except in the area of the Berry-Hinckley facility) does not require monitoring or remediation.

- Airport Land Use Compatibility Plan.** The Railyard Master Plan Area is located within the influence area of the Truckee-Tahoe Airport and is subject to the land use regulations of the Airport Land Use Compatibility Plan. An Airport Land Use Compatibility (ALUC) Plan was approved in 2004 prior to the approval of the Railyard Master Plan in 2009 that identified land use compatibility zones in the influence area of the airport and imposed specific development limitations within these zones. An update to the ALUC Plan was completed and approved in October 2010. The ALUC Plan dated October 2010 reflects the adoption of the plan by the new managing authority: Truckee Tahoe Airport Land Use Commission. The land use compatibility zones affecting the Railyard Master Plan Area did not change substantively between the 2004 and 2010 ALUC plans. Land use compatibility Zone C extends over the eastern one-quarter of the Master Plan Area and Zone D extends over the remaining western portion of the area. Zone C is the more restrictive of the two zones. The Master Plan adopted in 2009 proposed the relocation of the balloon track eastward into Zone C as to allow for a greater optimization of the land use and development capacity within Zone D. The 2015 revised Master Plan maintains the balloon track in its existing location within Zone D and accommodates development within the balloon track, which was not contemplated in the 2009 Master Plan. Thus, the majority of and the most intense development will still be located within Zone D. See Appendix D for further discussion of the Master Plan's relationship to the ALUC Plan.



Truckee-Tahoe Airport

- Trout Creek.** Due to the loss of aquatic habitat, diminished riparian habitat values and reduced ability to improve water quality through the removal of sediments and pollutants, the Town has been making an effort to restore portions of Trout Creek over the last ten years. The Town began the Trout Creek restoration, starting with reaches upstream of the Master Plan Area (Reaches 1 through 3) within the Downtown area.

Prior to the approval of the Master Plan in 2009, the Town received an Urban Stream Restoration grant through the California State Department of Water Resources to create a model restoration project that balances Downtown redevelopment objectives of creating a greenway and restoring the creek corridor. The Town also received Proposition 50 Integrated Regional Water Management (IRWM) Implementation Funds under the Tahoe Sierra IRWMP. The project was funded for a total of \$1,621,500 in Proposition 50 IRWM Implementation Funds. Restoration of a portion of Trout Creek (Reaches 1 through 3) was completed in 2013 with these funds. This has not only restored aquatic and riparian habitat but also contained flood flows within the creek corridor improving water quality and reducing flood damage.



Trout Creek Adjacent to Balloon Track

The Master Plan adopted in 2009 characterized the location of the existing balloon track as a significant obstacle to the proper restoration of Trout Creek and proposed its relocation eastward. However, since the prior adoption of the Master Plan, it has been determined that relocation of

3. Community Context

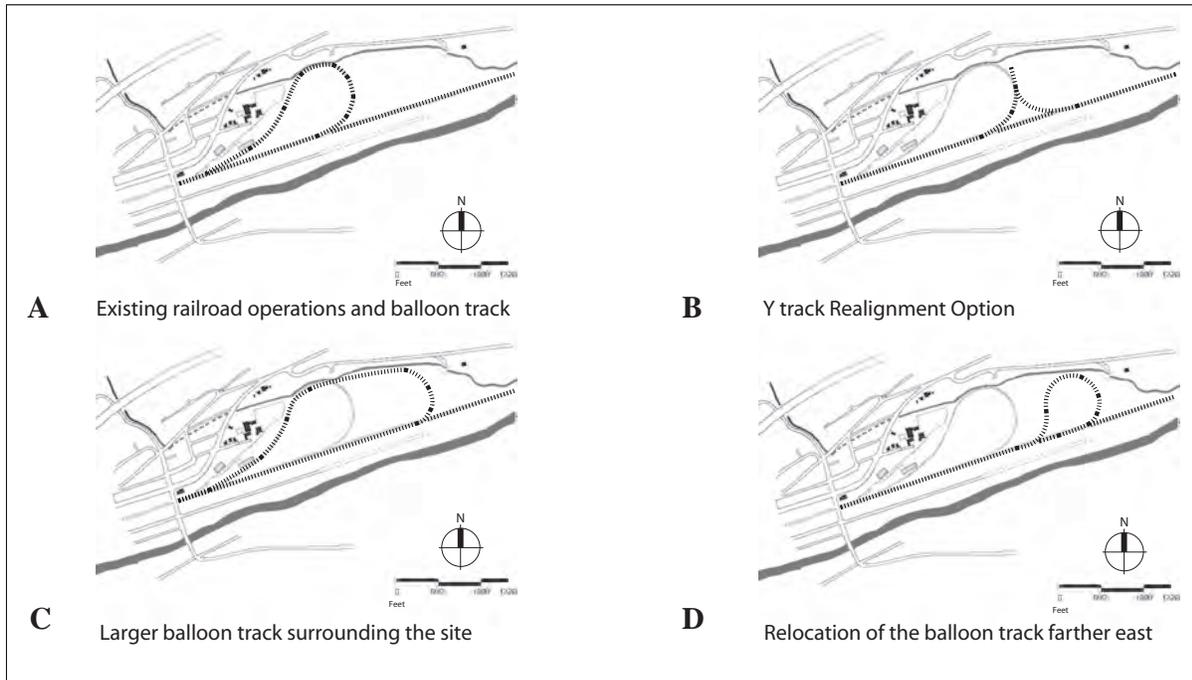


Figure 3-4: Railroad Balloon Track Realignment Options

Source: Dinsmore Sierra LLC, 2006.

the balloon track is not feasible or desirable. This Master Plan envisions that the northern and easterly portion of the balloon track, adjacent to Trout Creek, will remain. This will affect Reaches 4 and 5, which are completely within the Railyard Master Plan Area. The Town is studying several creek realignment and floodplain management alternatives and preliminary designs for Reaches 4, 5 and 6. The Town anticipates designing and restoring remaining reaches of the Trout Creek as funding becomes available. Improvement of these reaches is anticipated to increase the amount of developable land in the northern areas of the Master Plan Area. Such development would be accommodated within the Maximum Allowed Development (MAD) (see Chapter 5)

Additionally Church Street is planned to extend east, crossing the balloon track, to Glenshire Drive (see discussion in Chapter 7). This extension will need to be designed and constructed in conjunction with the remaining Town-led/ sponsored Trout Creek restoration efforts.

3.4 CREATING THE PLAN

This section highlights the evolution of the Master Plan design process. The planning process for redevelopment of the Railyard Master Plan Area was initiated by the Town of Truckee and funded in part by a California Sustainable Communities Program Grant. The Town formed the Truckee Railyard Partnership with Truckee Development Associates, LLC and hired Dinsmore Sierra, LLC to facilitate the planning efforts and prepare a Master Plan for



SBC Smart Growth Workshop, Spring 2001



Developer Opportunities and Constraints Workshop, Summer 2003

purposes of the grant. This plan, referred to as the 2006 Master Plan, represents the vision for and scope of the anticipated redevelopment and has been synthesized and refined into this Master Plan in order to comply with the Town's Development Code requirements for master plans. Below, the planning process is described, including the design concepts considered during the community workshops. Next, a summary is provided for the three alternatives considered for the Master Plan Area. The third subsection describes the preferred design for the Master Plan, which combines the best elements of each alternative, and is the basis for the 2006 Master Plan and subsequently, this Master Plan.

Since the Railyard Area represents a unique opportunity to reclaim land and promote sustainable development and livability, the State of California selected the project for inclusion in its Sustainable Communities Program, and provided the Town of Truckee a planning grant in the amount of \$350,000. The redevelopment of the Railyard Master Plan Area represents an opportunity to use land efficiently, reinvest in the Downtown, create opportunities for new home ownership and flexible spaces for new businesses and commerce, and balance job growth with new housing. The sheer magnitude of California's projected job and population increases will require that growth be accommodated in more thoughtful ways within the existing urban fabric and within existing rural communities to ensure sustainable development.

a. Public Visioning Process

The redevelopment of the Railyard Master Plan Area is a long-term Downtown reinvestment project, which has evolved over 20 years of visioning, planning and design. The Master Plan planning process included a series of workshops, community meetings, open houses, site visits, newsletters, Chamber of Commerce mixers, and consultation with stakeholders including owners of property within and adjacent to the Master Plan Area throughout 2003, 2004 and 2005. This initial public outreach process engaged the community and generated ideas for the Master Plan.

The Town of Truckee held a workshop on March 15, 2005 to present background information on the Railyard Master Plan Area, review best practices from other mountain communities and generate ideas and feedback for the future development of the Railyard Master Plan.

Objectives of Sustainable Development

Sustainable Development is development that meets one or more of the following objectives:

- Develops and implements growth policies, programs and projects that reduce pollution hazards and the degradation of the environment;
- Promotes Infill Development;
- Promotes economic development within Economically Distressed communities;
- Promotes land use and policies, programs and projects that support alternative transportation options;
- Ensures a proper mix of business and housing, including affordable housing, in communities and neighborhoods;
- Balances job growth with new housing;
- Encourages communities centered around civic spaces;
- Ensures more efficient, well-planned higher density use of land; and
- Protects environmental resources.

Source: Sustainable Communities Grant and Loan Program, 2006.



Community teams at the March 15, 2005 Railyard Workshop

3. Community Context

The Railyard Partnership team presented character studies from other mountain downtowns to explore development patterns (see Appendix A) and discussed the creation of character areas within the Railyard Master Plan Area to guide future development and ensure that the plan responds to the natural assets of the site. Attendees worked in four groups to identify the potential future character areas using sample photographs from other mountain community downtowns. Participants were asked to brainstorm the types of places that should be created in the character areas by thinking about why people would visit, live or work there. The groups selected examples of appropriate buildings, types of places and their locations. Figure 3-5 shows the images that were selected by a majority of participants.

There was overwhelming support for significant new development at the Railyard and for development that contributes to Truckee's mountain community character, as well as creating civic presence in the Downtown. Workshop participants identified the following vision concepts:

- Truckee is “funky”. The existing historic downtown has been built over 150 years. A diversity of architecture and uses are found in the Downtown Core. Likewise, the development of the Railyard Area should provide variety in terms of building forms and uses.
- The development should embrace Trout Creek as an urban stream and be designed to reinforce this natural asset while creating a people place.
- A new prominent gateway to downtown should be created where Glenshire Drive is connected to the site with a new bridge over Trout Creek.
- The development should create a strong connection between the Downtown Core and the new Railyard neighborhood.
- Well designed, compact development reinforces walkability and community vitality.

Community input during the public visioning process helped to frame the three plan alternatives described below.

b. Plan Alternatives

Darin Dinsmore of Dinsmore Sierra, LLC facilitated community discussions and workshops to craft three plan alternatives. A description of each alternative considered is provided below. Each of these three concepts assumed that the balloon track would be relocated to the east.

(1) Single-Sided Main Street. The single-sided main street alternative extends Donner Pass Road along the tracks through the site to connect to Glenshire Drive, as shown in Figure 3-6. This plan provides an important connection to the existing Downtown, allowing the existing main street to naturally extend further towards the east and provides a prominent town square location with views to Mount Rose and the Sierra Crest. In this alternative the north-south streets and the extension of Church Street function more as local serving streets within the Master Plan area.

(2) Double-Sided Main Street. As shown in Figure 3-7, the double-sided main street concept involves the extension of Church Street as the primary street connecting through the Master Plan Area to Glenshire Drive. This would create a unique and different environment within the Master Plan Area with main street buildings flanking both sides of the roadway. This concept creates a separate and distinct main street from the existing Downtown and places a heavy emphasis on Church Street supporting higher order retail mixed uses.

Challenges with this design include a lack of solar exposure on the south side of the block due to shading from the buildings on the south side of the street. This alternative does not make efficient use of the railyard setback for the main thoroughfare and also depends on the relocation of the

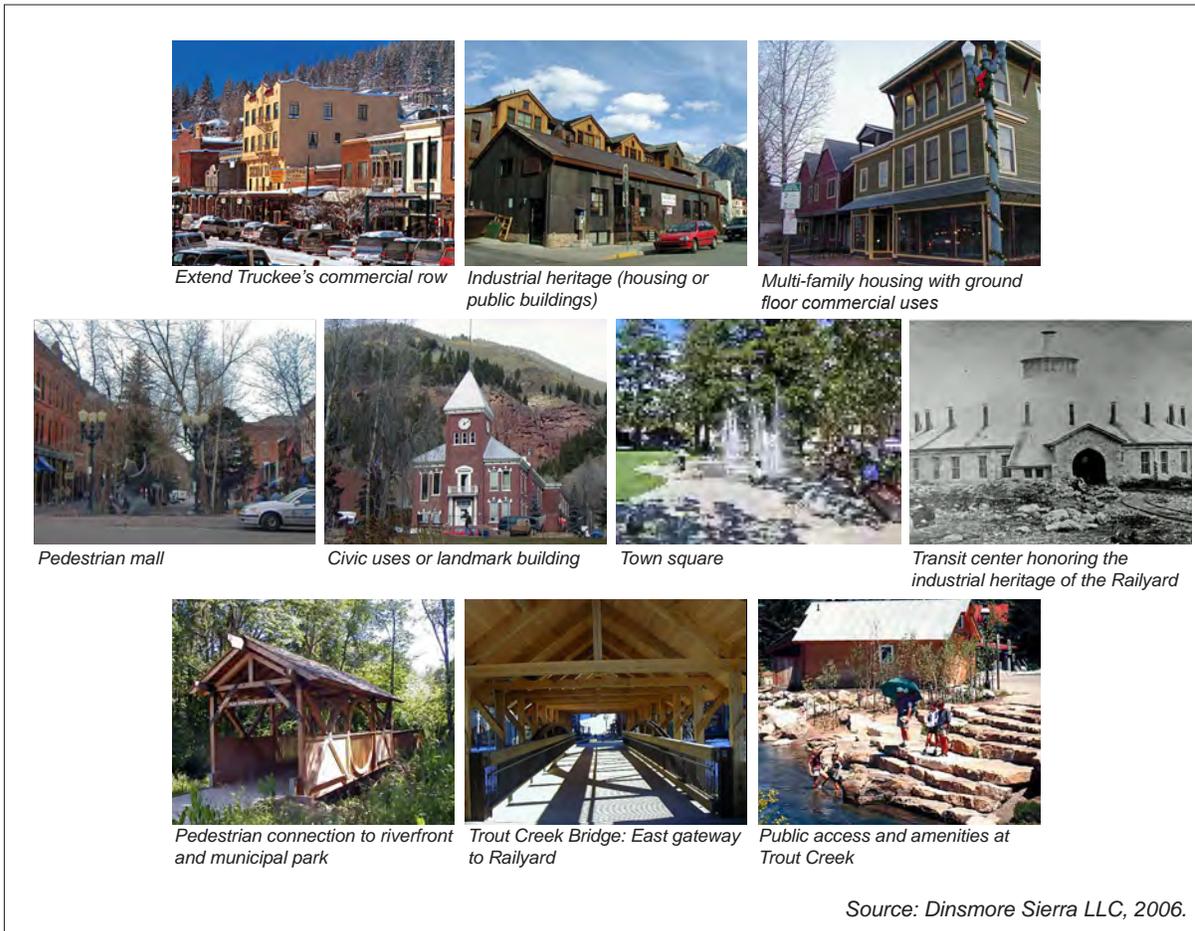


Figure 3-5: Matrix of Buildings Selected by the Community

lumberyard for its success.

(3) District Emphasis. The district emphasis alternative provides for a distinct and unique Railyard Master Plan that is adjacent to, but not directly connected to the existing Downtown. As shown in Figure 3-8, this alternative reflects the use of the site during the operation of the lumber mill, with large-scale industrial type buildings that could be used for a variety and mix of uses. The alternative creates unique civic spaces and community gathering places between the buildings. A smaller scale residential neighborhood is located along the Trout Creek greenway and, similar to the other alternatives, provides for north-south access through the site connecting to Trout Creek.

The District plan does not focus on providing a natural extension to the existing Downtown, but creates a distinct district within the Downtown that reflects the industrial nature that existed at the Railyard for over 100 years. However, the block size, site layout, and lot types do not create unique streetscapes and are not consistent with the

Opportunities Identified in Workshops

- Prominent views and vistas to the Sierra Crest, Mount Rose and the surrounding ridgelines around the downtown.
- Circulation improvements by extending Church Street to connect to Glenshire Drive and providing a network of livable and walkable streets.
- New downtown parking facility within close proximity of historic Commercial Row.
- Opportunities for north-south pedestrian connections between Trout Creek and Truckee River.
- Relocation of the balloon track provides a unique opportunity to restore Trout Creek.
- Create a civic presence within the downtown.

Source: 2006 Master Plan

3. Community Context

existing character of the historic Downtown.

c. Preferred Plan

The preferred plan, a single-sided main street with three distinct districts, was developed following further analysis and feedback on the alternative plans and formed the basis for the 2006 Master Plan and subsequently this Master Plan.

The preferred plan relies on the realignment of Donner Pass Road east of the existing Truckee Hotel, creating a new T-intersection that will reduce the speed of traffic and act as a gateway to the Downtown. The plan allows for the natural extension of Donner Pass Road to connect with Glenshire Drive and the option of connecting through the site via Church Street. Small north-south streets provide further access through the site between the rail line and the Trout Creek Greenway. This plan accommodates the existing lumberyard remaining on site.

The plan provides for 2½ additional square blocks in the Downtown, elongated blocks in the area of the industrial heritage district, and a unique residential neighborhood along Trout Creek, as shown in Figure 3-9. The preferred plan allows for the phasing of development to utilize existing services and flexibility of use within the Industrial Heritage District at the eastern end of the site, which may evolve to meet changing market demands as the Master Plan Area is built out.

d. 2006 Draft Master Plan

The Master Plan completed in 2006, in association with the Sustainable Communities grant, was based upon the preferred plan. The key development principals identified in the 2006 Master Plan are the basis for the goals and policies set forth in this Master Plan (2007); additionally, the plan has evolved as more specific planning and design efforts have been undertaken and to meet the Town's Master Plan requirements (Town of Truckee Development Code Chapter 18.174). The Master Plan approved in 2009 represents the final product of these planning and design efforts.

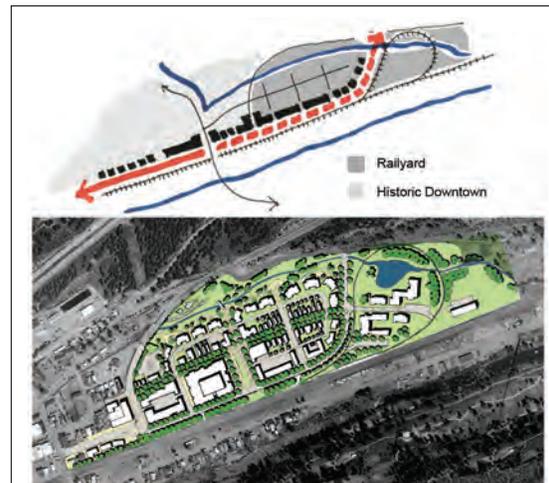


Figure 3-6: Schemes of the Single-Sided Main Street Alternative

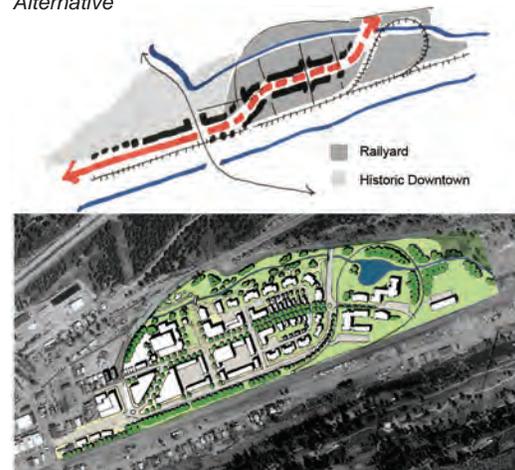


Figure 3-7: Schemes of the Double-Sided Main Street Alternative

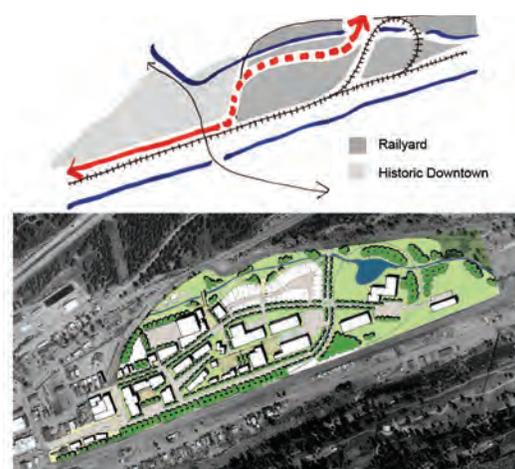


Figure 3-6: Schemes of the District Emphasis Alternative

Source: Dinsmore Sierra LLC, 2006.

e. 2015 Master Plan Update

As discussed in the Preface to this Master Plan, a subsequent planning process was initiated in 2015 to update the Master Plan to reflect changes in circumstances that would affect the anticipated development for the Railyard Master Plan Area – most notably that the balloon track would remain in its existing location rather than be moved eastward and a roundabout was identified as the preferred circulation improvement at the Church Street/Donner Pass Road intersection. A number of iterations of a new site plan for the Master Plan area were considered during this latest Master Plan update process. All of the concepts aimed to stay true to the adopted master plan goals while also incorporating amendments to better reflect development within the balloon track and the specific development project proposed as part of Phase I. This Master Plan represents the product of that effort. Although this Master Plan accommodates the balloon track remaining in its existing location rather than being relocated, it maintains the three primary development districts conceptualized in the prior Master Plan, maintains the majority of the goals, policies and standards contained in the 2009 Master Plan, and reflects a greater understanding of site constraints, circulation needs, and market demand.

- Redevelopment Principles**
- Compact, Efficient Land Use
 - Walkable
 - Connected
 - Mixed Use and Diverse
 - Variety of Housing Choices
 - Transportation Options
 - Unique Mountain Town Character
 - Quality Architecture and Urban Design
 - Civic Presence Downtown
 - Resource Efficiency
 - Restoration of Trout Creek

Source: 2006 Master Plan.

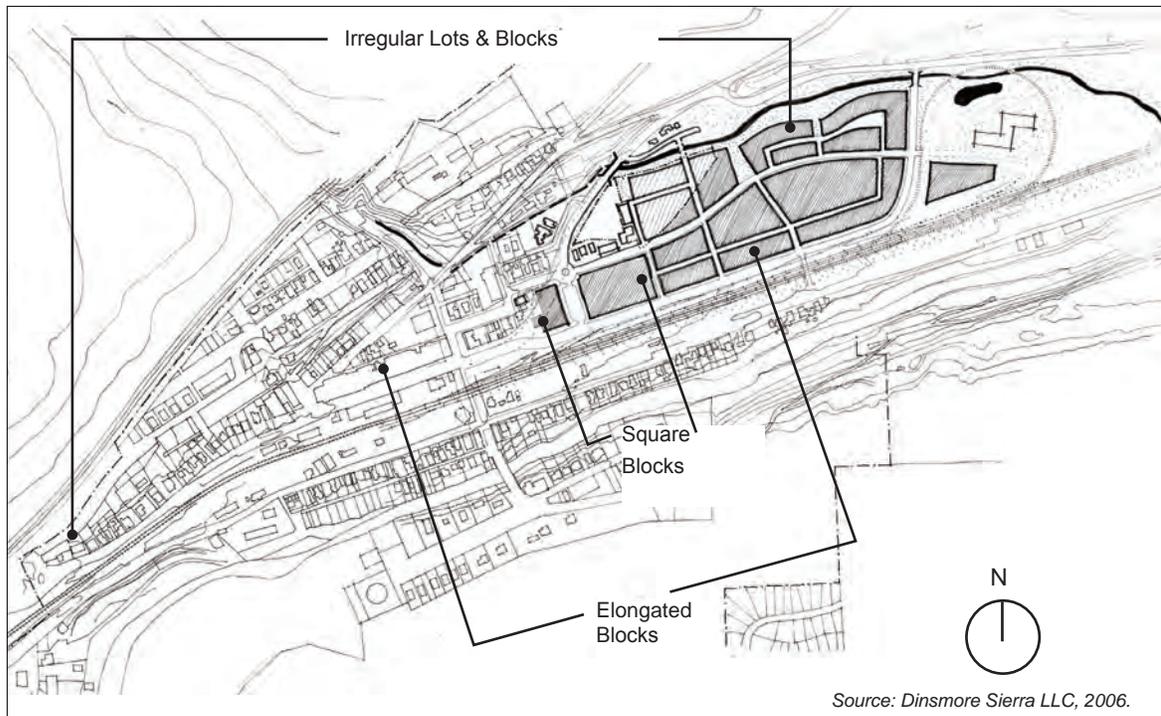


Figure 3-7: Preferred Alternative Combining Single-Sided Main Street and District Emphasis Concepts

3. Community Context

4 GUIDING GOALS AND POLICIES

PURPOSE

This chapter provides a hierarchy of goals and policies to guide development in the Master Plan Area. These guiding principles were developed through the community planning process for the Master Plan, described in Chapter 3, Community Context, and form the basis for the development regulations, described in Chapter 5, Development Regulations. This Chapter also describes how the Master Plan is consistent with and implements the policies of guiding planning documents including the *Truckee General Plan 2025*, the *Downtown Truckee Specific Plan (DTSP)*, the *Historic Guidelines (Volume III of the DTSP)*, the *Trails and Bikeways Master Plan* and the *Truckee Tahoe Airport Land Use Compatibility Plan*.

4.1 THE MASTER PLAN CONCEPT

The guiding concepts for the Master Plan are expressed as **goals** (physical, economic, or social end states that the community desires to achieve) and **policies** (provide direction for decision-makers to follow in order to achieve the community's goals).

The Master Plan goals were derived from development principles formed during the Railyard planning process, as described in Chapter 3, Community Context, and repeated in the box to the right. The goals and policies are intended to support the Town's vision for redevelopment of the Railyard Master Plan Area as an attractive, pedestrian-oriented mixed use center that integrates with Downtown Truckee, reflects the historic character and industrial heritage of the area, and creates a civic presence in the Downtown.

Redevelopment Principles

- Compact, efficient land use
- Walkable
- Connected
- Mixed use and diverse
- Variety of housing choices
- Transportation options
- Unique mountain town character
- Quality architecture and urban design
- Civic presence downtown
- Resource efficiency
- Restoration of Trout Creek

Source: 2006 Master Plan.

Planning Goals

1. Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.
2. Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.
3. Create an enjoyable public realm with a strong sense of place that complements Truckee's unique mountain town character.
4. Encourage an efficient use of resources and improved environmental and community health.

GOAL 1

Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.

- Policy 1.a. Improve Truckee's economic base through encouraging a diversity of retail, commercial, residential and office uses, including work/live and live/work that will complement the existing Downtown.
- Policy 1.b. Encourage ground floor uses that will attract pedestrian activity in the Downtown Extension (DE) District to create a vibrant street experience.
- Policy 1.c. Encourage a mix of different types of retail and commercial uses to provide services to local residents and create a destination attraction for residents and tourists.
- Policy 1.d. Require a mix of building forms and uses to increase the diversity of uses in Downtown Truckee.
- Policy 1.e. Accommodate higher density housing than currently exists in Downtown to support local businesses and balance office uses, which generate activity during the day, with residential activity in the evening and on weekends.
- Policy 1.f. Encourage work/live and employment based uses in the Industrial Heritage (IH) District.
- Policy 1.g. Provide a range of housing options to support different lifestyles, families and tenures and provide affordable and employee housing consistent with the General Plan.
- Policy 1.h. Develop the Railyard Master Plan Area in phases generally growing from the existing downtown toward the east to support the economic feasibility of redeveloping the railyard.
- Policy 1.i. Support the highest intensity development generally west of the balloon track closest to the Downtown Core with a gradual transition to lower intensity development in the eastern portions of the Railyard Master Plan Area.
- Policy 1.j. Design and allow building uses to evolve over time to accommodate shifting market demand and community context.
- Policy 1.k. Allow a variety of live/work and work/live options that will support and encourage small businesses.
- Policy 1.l. Support redevelopment in transitional areas adjacent to the Railyard Master Plan Area that is consistent with the Master Plan Goals and Policies.
- Policy 1.m. Require the construction of a movie theater with performing arts capability within the Downtown Extension (DE) District.

GOAL 2

Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.

- Policy 2.a. Create a street and sidewalk network that is physically connected to the existing Downtown, surrounding neighborhoods, and Trout Creek and visually connected to the natural features including the Truckee River and surrounding mountains.
- Policy 2.b. Develop the Railyard Master Plan Area at a pedestrian scale, at generally a higher intensity than the existing Downtown core, and with a mix of uses that supports walking and biking as the primary means of local transportation.
- Policy 2.c. Provide for snow removal on sidewalks to support walking as a primary mode of transportation year-round.
- Policy 2.d. Incorporate traffic calming designs into roadways to reduce vehicle speeds.
- Policy 2.e. Provide parking facilities that do not disrupt the integrity of the urban fabric and that are visually appropriate for the street.
- Policy 2.f. Facilitate transitions between different modes of transit by siting bicycle storage lockers/racks, parking, and expanded transit in close proximity and providing safe and comfortable transition areas between modes.
- Policy 2.g. Provide adequate, but not excessive parking, to accommodate visitors, employees and residents and support progressive parking strategies including shared and unbundled parking to maximize the use of facilities during all hours of the day, support the “park once” concept and minimize parking.
- Policy 2.h. Require safe and convenient bicycle parking lockers or racks for mixed use, commercial, and multi-family development.
- Policy 2.i. Design streets for winter snow conditions to facilitate snow plowing and storage, while maintaining an appropriate pedestrian scale.
- Policy 2.j. Build ADA compliant trails and walkways to connect public open spaces.
- Policy 2.k. Support pedestrian and bicycle linkages to Trout Creek and, eventually the Truckee River.

GOAL 3

Create an enjoyable public realm with a strong sense of place that complements Truckee's unique historical and mountain town character.

- Policy 3.a. Enhance Truckee's Downtown as a destination by incorporating the unique mountain town character into the design of the Railyard Master Plan Area and creating visual and physical connections to the natural amenities within the area.
- Policy 3.b. Facilitate a strong connection between the Railyard Master Plan Area and the existing Downtown through well-designed street and sidewalk improvements, building forms and uses.
- Policy 3.c. Preserve and enhance public vistas of the mountains, Trout Creek, and the Truckee River through the Railyard development.
- Policy 3.d. Require visually appealing architecture, streetscapes and human scale building design including porches, awnings, cornices, and large ground floor windows to enhance the public realm, encourage pedestrian travel, facilitate community interaction, and promote public safety.
- Policy 3.e. Create community gathering spaces—places where people gather and socialize including parks, courtyards, wider sidewalks, and plazas— and establish a civic presence in the Railyard Master Plan Area.
- Policy 3.f. Enhance the community experience through attractively designed public places including parks and venues for spontaneous and planned gatherings and memorable neighborhood centers that provide a sense of place.
- Policy 3.g. Create unique neighborhoods through diversity of building types with numerous building variations along a single block and recognize that the organic and somewhat random nature of development in the existing downtown has created the unique character of Truckee.
- Policy 3.h. Create a sense of arrival to the existing Downtown and the Railyard Master Plan Area through creation of a focal point. Use of signage, public art, or similar feature shall be strongly encouraged. Special consideration shall be given to the Donner Pass Road T-intersection including the creation of a sense of departure from Downtown and the Railyard Master Plan, as part of the Streetscape Plan.
- Policy 3.i. Require development in the Industrial Heritage (IH) District to reflect the heritage of the old lumber mill, the railyards, and the industrial history of the area.
- Policy 3.j. Require the construction of unique and quality projects that express individual character while complementing surrounding buildings and require a similar level of architectural detailing on all building elevations visible from the public realm, where appropriate.
- Policy 3.k. Create a pleasant pedestrian environment by buffering pedestrians from vehicular traffic with street trees and landscaping, where appropriate and consistent with Truckee's character.
- Policy 3.l. Design for the winter climate with attention to microclimate conditions and create enjoyable year-round public places.
- Policy 3.m. Require the construction of a strong pedestrian sidewalk facility between the Railyard Master Plan and Commercial Row, along Donner Pass Road. Improvements to Church Street should also be considered as part of Phase I as part of the

Streetscape Plan.

GOAL 4

Encourage efficient use of resources and improved environmental and community health.

- Policy 4.a. Utilize land efficiently by building compact, well-planned high density development; thereby preventing sprawl, preserving open space, and reducing vehicle emissions, and vehicles miles travelled through facilitating alternative modes of transportation, such as walking and bicycling.
- Policy 4.b. Achieve multiple resource conservation goals through the design of public open spaces. Open space can provide natural habitat for wildlife, storm water management/infiltration and winter snow storage.
- Policy 4.c. Take advantage of the east-west aspect of the Railyard Master Plan Area to provide solar access (southern exposure) for streets, buildings, and public places.
- Policy 4.d. Require site design to incorporate Low Impact Design (LID) principles including storm water infiltration, retention and treatment on site, consistent with NPDES storm water standards.
- Policy 4.e. Support restoration of Trout Creek and a greenway along the creek as a prominent natural and recreational feature available to the public.¹
- Policy 4.f. Support the Town's restoration of Trout Creek while striving to balance natural, wildlife, habitat, flood control, social and cultural elements (including recreation and interpretive signage) to create a healthy and sustainable environment.*
- Policy 4.g. Embrace Trout Creek as a natural asset while creating a place for human enjoyment.*

¹ The Railyard Master Plan and the Trout Creek Restoration project are two separate and distinct projects with different proponents, objectives, and utility.

4.2 RELATIONSHIP TO REGULATORY DOCUMENTS

This subsection provides a brief summary of applicable planning documents that provide direction for the redevelopment of the Railyard Master Plan Area, lists key policies from the documents and briefly describes the extent to which the Master Plan satisfies those policies.

a. Town of Truckee 2025 General Plan

The Master Plan Area is within the Downtown Specific Plan Area designation of the Truckee 2025 General Plan. The General Plan provides many policies relevant to development of the Master Plan Area. The General Plan emphasizes mixed use centers, cluster development to preserve open space and natural amenities, a “park once” environment and walkable centers, and connections from the Master Plan Area to the Downtown Commercial Core. The General Plan recommends a hierarchy of mixed use and neighborhood centers to create town focal points and direct development to the Downtown in order to ensure that it remains the heart of Truckee. Reduced automobile travel demand through opportunities for alternative modes of travel such as integrated bike and pedestrian networks is encouraged. The General Plan envisions maintaining Truckee’s unique qualities, historic character and sense of place, and scenic mountain views. Enhanced corridors and gateways are recommended along with preservation of the scenic qualities of the Truckee River and waterways.

The Master Plan implements General Plan policies to achieve mixed use development in the Railyard Master Plan Area including commercial uses, housing, civic uses and open space. The Plan seeks to achieve economic diversity and complement the existing Downtown and provide both local and tourist retail uses through specifying permitted types of land uses and scale and massing of buildings. The Plan will establish pedestrian, bicycle and vehicular connections to the Downtown Commercial Core and support multi-modal access throughout the Railyard Master Plan Area. Specific development regulations and design guidelines are provided for the three Districts to further define the areas and create a unique sense of place.

General Plan policies that specifically relate to the Railyard Master Plan Area are listed below and in Appendix B. Table B-1 also includes a discussion of the Master Plan’s relationship to each relevant policy.

- Develop a master plan for the Railyard Master Plan Area in the Downtown as a location for future mixed use development, including both local and tourist-serving commercial and public uses. The Plan shall address the need for and construction of a second access road from the Railyard to the south. (*Land Use, A6.4*)
- Develop the old mill site (the Railyard) as a location for future mixed use development, including both local and tourist serving commercial uses, as well as residences, and public uses, incorporating the suggested components described in Action A7.1 in the Community Character Element. (*Land Use, DSA-P8*)
- Promote new mixed use and infill development in the Downtown, including at the Railyard and Hilltop sites. (*Community Character, P6.5*)
- Create pedestrian and bicycle connections in the Downtown that encourage people to walk between different activity centers such as Commercial Row, Jibboom Street, Brickeltown, West River Street and the new Railyard Master Plan Area. (*Community Character Element, P6.10*)
- Redevelop the Railyard site as an extension of the Downtown that complements and enhances the entire Downtown area. (*Community Character Element, P7.1*)
- Develop and implement a Master Plan for the Railyard that addresses the following components (Community Character, A7.1):
 - Detailed design guidance for specific “character areas” identified within the project area.

- Design that is sensitive and responsive to the site's context, historic heritage, and the community vision for the Downtown and for Truckee as a whole.
- Design that is authentic and original, and that does not replicate that of the historic Downtown area.
- A high quality pedestrian and bicycle environment.
- Civic and public facilities.
- Housing.
- Extension of Truckee's Downtown Main Street along Commercial Row through the Railyard to connect with Glenshire Drive, thereby creating a new community gateway and reinforcing Trout Creek as the northeastern boundary of the Downtown.
- Design improvements that enhance Trout Creek as a valuable asset for Downtown and for Truckee as a whole.
- Establish and maintain a Level of Service D or better on road segments and for total intersection movements in portions of the Town outside of the Downtown Specific Plan Area. Establish and maintain a Level of Service E or better on arterial and collector road segments and for total intersection movements within the Downtown Specific Plan Area. Throughout the Town, individual turning movements at unsignalized intersections shall not be allowed to reach LOS F and to exceed a cumulative vehicle delay of four vehicle hours. Both of these conditions shall be met for traffic operations to be considered unacceptable. (*Circulation Element, P2.1*)
- Allow flexibility and exceptions to the LOS standards described in Policy P2.1 for the following intersections:
 - Bridge Street/Donner Pass Road
 - Bridge Street/River Street
 - Glenshire Drive/Donner Pass Road

Exceptions to the standards may be allowed in cases where the Town finds that improvements needed to achieve acceptable LOS: (a) should be deferred in order to better coordinate with the planning and implementation of other projects including the Railyard; (b) will result in unacceptable impacts (e.g. requiring demolition of historic buildings, relocation of businesses); (c) are not feasible to construct; or (d) should be deferred or lowered in order to better implement other transportation control measures including alternative transportation modes.

Exceptions should only be allowed after all feasible resources and options to implement needed improvements have been explored and exhausted. (*Circulation Element, P2.3*)

- Support a mixed use development in the Railyard Master Plan area and consider implementing the economic diversification strategies of this element as part of the Master Plan. (*Economic Development Element, P8.5*)

b. Downtown Truckee Specific Plan

The 1997 Downtown Specific Plan includes the downtown area of Truckee along both sides of the Truckee River from the eastern boundary of the Railyard Master Plan Area (Mill Site) to the West River Street Industrial area, bounded by Highway 89 (west). The Downtown Specific Plan contains four volumes: Volume 1, Existing Conditions; Volume 2, Policies and Programs; Volume 3, Historic Design Guidelines; and Volume 4, Final EIR. The Downtown Specific Plan, Volume 2, (DTSP) contains many guiding policies that



Downtown Truckee

4. Guiding Goals and Policies

are relevant to the redevelopment of the Railyard Master Plan Area. The DTSP framework promotes redevelopment of the Railyard Master Plan Area as an attractive, pedestrian oriented activity center that is connected to the Downtown Commercial Core both visually and physically. The DTSP envisions a mix of retail/commercial uses, recreational uses, lodging and public services.

In conjunction with adoption of the Master Plan in 2009, some DTSP policies applicable to the Railyard Master Plan Area were amended for consistency. The amended DTSP policies are shown here. New text is shown in underlined, italic type, and deleted text is shown in ~~striketrough~~ type. The Master Plan implements and incorporates the policies of the DTSP throughout the chapters of this Plan. DTSP policies are integrated into the Master Plan in the form of standards, design guidelines and action items. Specific direction from the DTSP for land use, circulation and parking, pedestrian and bicycle circulation, streetscape design, public services and facilities, environmental conservation, historic resources, parks and gateways is addressed in this Master Plan. The land uses proposed in this Master Plan seek to achieve a mixed use development that is physically and visually integrated with the Downtown Commercial Core. Land uses and circulation infrastructure will support pedestrian-oriented activity and transit connections.

Specific policies for the Railyard Master Plan Area (Mill Site) are listed below and in Appendix B. Table B-1 also includes a discussion of the Master Plan's relationship to each relevant policy.

- Create pedestrian friendly connections encouraging people to walk between activity centers such as Commercial Row, the Mill Site Area, West River Street, Jibboom Street and Brickeltown. (*Land Use Guiding Policy 7*)
- Encourage location and retention of public buildings and community serving uses in the DSA, particularly in the Downtown Core and Mill Site Subareas. Such buildings could include a library, Town Hall, theater, recreation center, community college, post office, and churches. Should the Post Office decide to relocate from its current location on Jibboom Street, relocating the post office to the Mill Site is preferable to relocating it outside the DSA. (*Land Use Guiding Policy 14*)
- Emphasize the commercial core of downtown as a pedestrian-oriented area. The following strategies should be used to accomplish this: Install streetscape improvements that enhance the pedestrian experience, including landscaping, decorative paving, street furniture and plantings. Provide integrated pedestrian connections to parking areas, West River Street, the Mill Site development, and the Truckee River. Increase pedestrian safety by installing crosswalks and lighting where needed, and by providing an additional pedestrian access across the railroad tracks. (*Downtown Commercial Core Policy 2*)
- Promote the development of the Mill Site Railyard Master Plan Area as an attractive pedestrian-oriented activity center physically and visually connected with historic downtown Truckee, and containing a mix of retail/commercial uses, recreational uses, lodging, and public services. ~~The intensity of development in this area should be balanced with the intensity of development in the Commercial Core.~~ The interface between historic Truckee and the new Mill Site Railyard Master Plan Area development should be seamless carefully considered through construction of a strong pedestrian connection. General guidelines for building density and intensity are contained in Table 2.1 under the Mill Site Railyard Master Plan Category. (*Mill Site Policy 1*)
- A Master Plan shall be ~~prepared~~ adopted prior to ~~any~~ development in the Mill Site area Railyard Master Plan Area to coordinate the mix of land uses and design treatments. ~~Figure 2.3 shows the boundaries of: the property owned by Union Pacific Railroad which could be offered for sale to an interested developer.~~ The Master Plan should incorporate features such local and visitor serving uses such as a hotel site, mixed-use commercial areas, ~~a parks area,~~ high density residential ~~if appropriate,~~ and a community building/auditorium uses. The master plan should include the following features:
 - ~~Accommodate housing where appropriate.~~ A variety of housing densities and types within the Downtown Extension, Industrial Heritage, and Trout Creek Districts.

- o Site Design shall take maximum advantage of southern exposure, and mountain views, ~~and orientation to the balloon track.~~
- o Incorporate a public park which has an outdoor ice skating rink serving as a pond in the summer with opportunities for both passive and active recreation.
- o Ensure that the Mill Site Railyard Master Plan Area remains a year-round activity center by accommodating local-serving uses including a post office, local government facilities, community center or auditorium, movie theater, and possibly a community college branch and library, and similar uses.
- o An pedestrian and bicycle under crossing of the railroad tracks located ~~to the east of the balloon track from Donner Pass Road Extension to East River Street~~ shall not be precluded ~~constructed when necessitated by Mill Site development~~ with Railyard Master Plan buildout. The specific location and timing of construction of the under crossing shall be identified during the Master Plan process. An under crossing alignment with the new Truckee Sanitary District pedestrian bridge across the river is considered as the preferred location if feasible. To ensure the feasibility of a future bicycle and pedestrian connection between East River Street and the Master Plan Area, the infrastructure plans for development east of the balloon track shall include 30 percent design level drawings of a bicycle and pedestrian crossing under the tracks.
- o Pedestrian access from the Mill Site to the Downtown Core and Truckee River Parks shall be accommodated. (*Mill Site Policy 2*)
- The Master Plan shall incorporate design standards to ensure the compatibility of architecture and site design with the historic mountain character of Truckee and the specific history of the Mill Site area and railroad. (*Mill Site Policy 3*)
- Promote public transit access to and from the Mill Site Railyard Master Plan Area through operation of a trolley, preferably running on a rail spur connecting to the Commercial Core area. (*Mill Site Policy 4*)
- Accommodate Promote construction of an outdoor a rail railroad museum at the southeast corner of the Bridge Street and Commercial Row intersection adjacent to the railroad tracks in the Railyard Master Plan Area. (*Mill Site Policy 5*)
- Develop a major parking lot on the easterly portion of the Mill Site property to move traffic efficiently to and from the future Easterly under crossing. (*Mill Site Policy 6*)
- ~~Accommodate development of a new gas station in an appropriate location on the Mill Site. Three gas stations are proposed for conversion to other uses in the Downtown Core (Cal Nevada Tire, Pat G Ollie's, Q Gardlock facility). Accommodating an additional gas station on the Mill Site will help address local and visitor needs for service stations in the DSA. (*Mill Site Policy 7*)~~
- Although the existing balloon track may be perceived as a unique design feature on the Mill Site, further analysis may identify ways to improve the Mill Site development by relocating or replacing the balloon track. Such options will be further evaluated and pursued through the master plan process. (*Mill Site Policy 8*)
- New development and expansion or use conversion of existing development will be subject to the parking requirements contained in the Specific Plan Zoning Standards. The Zoning Standards shall account for "shared parking" in parking demand calculations for new or expanded development. Since the peak demand for parking occurs at different times for certain uses, less overall parking is needed to accommodate demand with a mixed land use pattern. (*Guiding Parking Policy 11*)
- The main pedestrian circulation movement between the Downtown Commercial Core and the Mill Site shall occur along ~~Church Street~~ Donner Pass Road, designated through signage and wide, attractive sidewalks. (*Pedestrian Circulation Policy 2*)
- The Zoning Ordinance shall establish requirements for pedestrian access in new development within the

4. Guiding Goals and Policies

DSA, including the Master Plan areas. (*Pedestrian Circulation Policy 7*)

- Establish requirements for bicycle access in new development within the DSA in the Zoning Ordinance, including the Master Plan areas. (*Bicycle Circulation Policy 12*)
- ~~Coordinate with Union Pacific Railroad regarding the lease of railroad right-of-way for the Class I bike path adjacent to the railroad tracks. Should the proposed location be determined inappropriate or infeasible, the proposed Class I bike path would need to be rerouted to a nearby street. (*Bicycle Circulation Policy 13*)~~
- Coordinate the streetscape elements in other DSA sub-districts and Master Plan areas with improvements in the Downtown Commercial Core. (*Streetscape Design Guiding Policy 5*)
- The Master Plan Areas shall include dedicated snow storage areas to satisfy their respective on-site snow storage demand, unless an alternative snow removal plan is approved as part of the Master Plan. Snow storage areas should consider the visibility to surrounding development and Downtown view corridors. Snow storage run-off should be directed into treatment and retention facilities. (*Snow Removal Policy 8*)
- Public restroom facilities should be incorporated into the design of the Hilltop and Mill Site Master Plans. These facilities may include signed public use of restrooms within commercial development or stand-alone facilities located close to routes and public places, such as the proposed civic/community building planned for the Railyard Area. (*Public Restroom Policy 7*)
- Require new development, including the Old Mill Site and Hilltop Master Plan areas to utilize natural gas if available. (*Water, Power, and Sewer Service Policy 8*)
- Work with Caltrans and affected property owners to implement the following improvements recommended by the Trout Creek Drainage Study. Cumulatively, these improvements will significantly reduce the risk of flooding in the Downtown area:
 - Culvert replacement and channel improvements downstream of Highway 267 in the Mill Site subarea will also substantially reduce the potential for Downtown flooding. Because the greatest reduction in flood potential is achieved from upstream improvements, Mill Site subarea improvements should be considered subsequent to the recommended Bennett Flat on-stream retention and Highway 267 culvert replacement. (*DSA Drainage Policy 1*)
- Major new development such as the Mill Site and Hilltop Master Plan areas and Barsell property shall provide on-site retention and treatment consistent with the requirements of the Lahontan Regional Water Quality Control Board and drainage requirements established by the Town. (*DSA Drainage Policy 3*)
- The Mill Site Master Plan shall identify how the portion of Trout Creek within its boundaries will be protected and restored to a more natural condition. (*Biological Resource Protection Policy 7*)
- Protection strategies for historic resources which exist in Master Plan areas shall be specified through the master plan process, and shall be consistent with the protection mechanisms established in the historic design guidelines. (*Historic Preservation Guiding Policy 8*)
- A master design plan will be required as part of the master site plan for the Old Mill site. This design plan will be reviewed by HPAC for consistency with Specific Plan policies and compatibility of design with the Historic District. (*Historic Preservation Commission Policy 12*)
- New parks should achieve the goals of providing more public space in the Commercial Core, increasing public access to the Truckee River, protecting historic areas, and attracting people to new areas such as the Mill Site. (*Parks and Gateways Guiding Policy 2*)

The Town recognized through the Master Plan Process that there were existing DTSP goals, policies and land use directives that would not be implemented by this Master Plan. Amendments to the DTSP

were adopted as part of the Master Plan by the Town Council to implement certain Master Plan goals and policies and to resolve conflicts between the DTSP and the Master Plan.

c. Town of Truckee Development Code

The Truckee Development Code designates the Railyard Master Plan Area as Downtown Master Plan (DMP). The intent of the DMP zone is to provide for development consistent with applicable policies and land uses identified in the Downtown Specific Plan. Development within the DMP zone shall not occur until a Master Plan is approved. Interim uses including single-family dwellings (on property not owned by Union Pacific Railroad), railroad operations, existing non-conforming uses, and public parking lots are permitted within the DMP zone prior to the approval of a Master Plan.

This Master Plan provides development regulations for the DMP zone as required by the Town's Development Code. Where regulations from the Development Code apply to future development of the Railyard Master Plan Area, the regulations are incorporated in this plan either directly or by reference.

In conjunction with adoption of the Master Plan in 2009, the Town of Truckee Development Code and zoning map were also amended. The Town of Truckee Zoning Map was amended to change the zoning district on APN 19-030-03, APN 19-030-04, APN 19-030-05, APN 19-030-13, and APN 19-030-14 from DMP (Downtown Master Plan) to DRH-14 (Downtown High Density Residential, 14 dwelling units per acre); on APN 19-114-01, APN 19-114-02, and APN 19-114-03 from DMP (Downtown Master Plan) to DMU (Downtown Mixed-Use); and on APN 19-420-15 from DMP (Downtown Master Plan) to DM (Downtown Manufacturing); and to modify the Historic Preservation Overlay District. The westerly portion of the Railyard Master Plan Area was prior to this modification included within the Historic Preservation Overlay District, but was removed with passage of Ordinance No. 2009-03 by the Truckee Town Council. No portion of the Railyard Master Plan Area is located within the Historic Preservation Overlay District, therefore development with the Railyard Master Plan Area is not subject to Historic Preservation Advisory Commission review. Rezoning the railroad right-of-way within the Railyard Master Plan Area—excluding the Beacon gas station and the relocated balloon track—from DMP (Downtown Master Plan) to Downtown Railroad (DRR) was proposed, but the area currently remains DMP.

d. Trails and Bikeways Master Plan

The Trails and Bikeways Master Plan implements General Plan policies that direct the establishment of a town-wide multi-use public trail system designed to increase recreational, educational and alternative transportation opportunities. An update to the Trails and Bikeways Master Plan initially adopted in 2002 was approved in September 2015. The system outlined in the Plan is intended to link the historic downtown, residential, commercial, recreational and educational areas, natural and historic resources and regional public lands and trails. Many of the plan's policies are pertinent to the development of multi-modal trails and bikeways in the Railyard. Trails proposed in the vicinity of the Railyard Master Plan Area and integration of these trails with proposed trails in the Railyard are discussed in Chapter 7, Transportation and Circulation. The Railyard Master Plan addresses the key concepts from the Trails and Bikeways Master Plan including: pedestrian and bicycle networks for multiple users; establish links between land use types and various locations in Town; minimize conflicts and provide safe recreation opportunities; and provide access to natural and historic resources.

e. Truckee Tahoe Airport Land Use Compatibility Plan

The purpose of the Truckee Tahoe Airport Land Use Compatibility (ALUC) Plan is to regulate development within the vicinity of the airport to ensure that land use conflicts do not result. The Plan includes zones that establish appropriate land uses for property within the ALUC Plan area. The eastern one-quarter of the Railyard Master Plan Area is within Compatibility Zone C (Extended Approach/Departure Zone) and the western portion of the Railyard Master Plan Area is within Compatibility Zone D (Primary Traffic Patterns). An ALUC Plan was approved in 2004 prior to the approval of the Railyard Master Plan in 2009 that identified land use compatibility zones in the influence area of the airport and imposed specific development limitations within these zones. An update to the ALUC Plan was completed and approved in October 2010. The ALUC Plan dated October 2010 reflects the adoption of the plan by the new managing authority: Truckee Tahoe Airport Land Use Commission. The land use compatibility zones affecting the Railyard Master Plan Area did not change substantively between the 2004 and 2010 ALUC plans. Land use compatibility Zone C extends over the eastern one-quarter of the Master Plan Area and Zone D extends over the remaining western portion of the area. Zone C is the more restrictive of the two zones. The Master Plan adopted in 2009 proposed the relocation of the balloon track eastward into Zone C as to allow for a greater optimization of the land use and development capacity within Zone D. The 2015 revised Master Plan maintains the balloon track in its existing location within Zone D and accommodates development within the balloon track, which was not contemplated in the 2009 Master Plan. Thus, the majority of and the most intense development will still be located within Zone D. See Appendix D for further discussion of the Master Plan's relationship to the ALUC Plan.

f. Truckee Redevelopment Plan

The 1998 Truckee Redevelopment Plan was intended to eliminate blight in the Redevelopment Project Area, which included the Railyard Master Plan area. The Redevelopment Plan established the framework for the redevelopment agency actions relating to development, permitted uses, and project financing. The Redevelopment Agency participation in the Railyard project was anticipated to include providing financial support for the construction of public infrastructure, parks, affordable housing, and/or other community-benefiting uses. In 2012, redevelopment agencies were dissolved statewide. As a result, certain infrastructure plans pertaining to the original 2009 Master Plan have been eliminated, including relocation of the balloon track. This Master Plan was revised in 2015 to address this change and others.

g. Truckee Particulate Matter Air Quality Management Plan

The Town of Truckee Particulate Matter Air Quality Management Plan was adopted by Town Council in 1999 to reduce particulate matter emissions and improve air quality in the Truckee air basin. The regulations and programs of this Town Air Quality Plan are in addition to the programs and services provided by the Northern Sierra Air Quality Management District (AQMD). Development within the Railyard Plan Area will be subject the air quality control measures within Truckee and Northern Sierra AQMD management plans.

h. Public Improvement and Engineering Standards

The Town of Truckee Public Improvement and Engineering Standards (PIES) are minimum design, construction and improvement standards for public and private improvements affecting the public infrastructure under the jurisdiction of the Town. Except as provided for within this Master Plan, development within the Railyard Plan Area will be subject to PIES.

5 DEVELOPMENT STANDARDS AND GUIDELINES

PURPOSE

This chapter dictates allowable land uses and sets Development Standards and Guidelines for development in the Master Plan Area to regulate the function, character and form of the built environment. The Development Standards and Guidelines in this chapter will govern all future development within the Railyard Master Plan Area. The regulations provide a system to ensure that the design of the public realm and the design of new public and private buildings will support the Railyard Master Plan Area's evolution into a new, mixed-use neighborhood that will enhance Downtown Truckee and provide an extension of Commercial Row in an easterly direction.

In addition to the Development Standards and Guidelines in this chapter, development within the Master Plan Area is also subject to street design standards (Chapter 8) and open space standards (Chapter 6).

5.1 OVERVIEW

This chapter is intended to guide development of the Railyard Master Plan Area to implement the Town's vision for an attractive, mixed-use, pedestrian-friendly extension of Downtown Truckee. Three new districts, as shown in Figure 5-1, have been established to assist in regulating development.

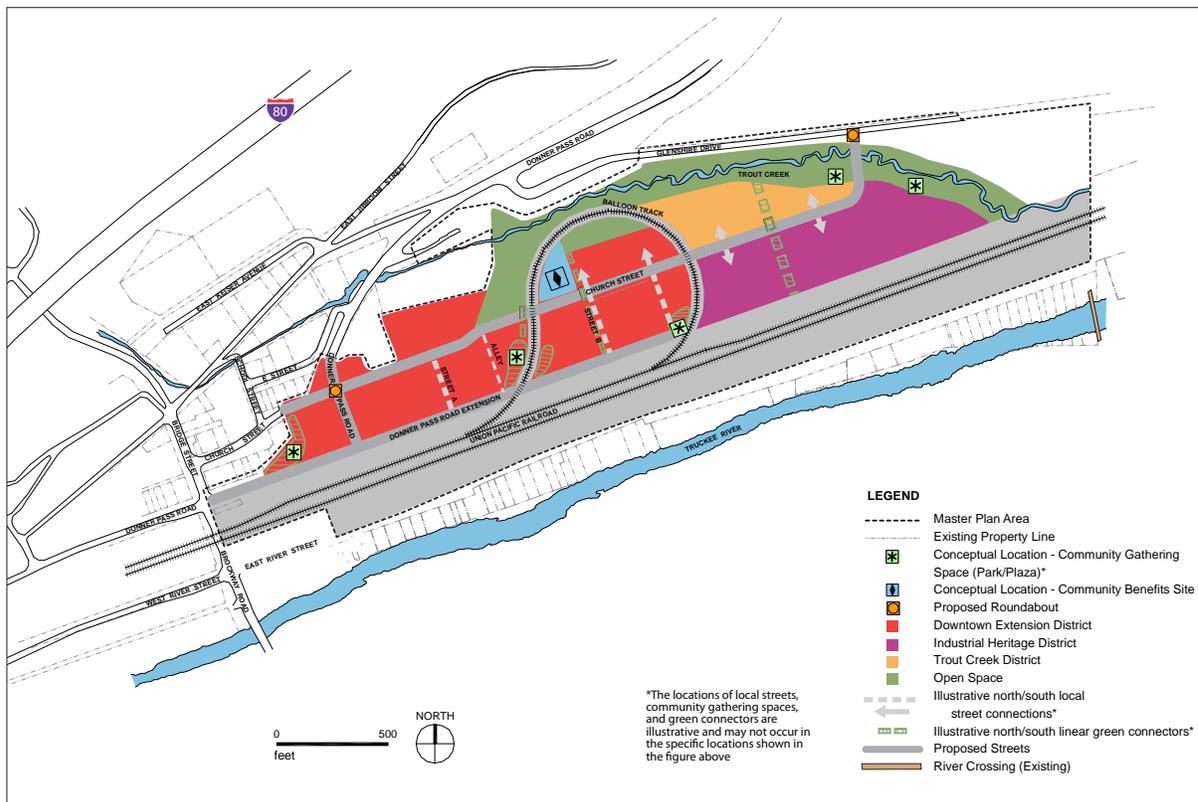


Figure 5-1: Districts

5. Development Standards and Guidelines

The districts build upon the nine character areas identified in the Historic District Design Guidelines for the Truckee Downtown Specific Plan and include:

- **Downtown Extension (DE) District.** This area will be a physical extension of the commercial shops, restaurants, and lodging existing along Commercial Row with greater density and modern interpretation of Truckee’s historic character. The DE District will include mix-used development including retail, office, entertainment, residential, recreation, and civic/community uses in Downtown. The DE District will generally have the greatest intensity of development of the three districts, with the greatest intensity occurring west of the balloon track. Land within the balloon track is encompassed within this district to ensure development within the balloon track has a strong connection to development west of the balloon track, including the historic Downtown.
- **Industrial Heritage (IH) District.** This area will extend a mixed-use pattern of development into the Railyard beyond the balloon track and support a connection through the Master Plan area that will connect the Downtown to Glenshire Drive. Development in this district will support a community of local business people, artisans, and entrepreneurs, and the continued operation of the railroad. Multi-family residential, live-work and work-live units and commercial and light industrial development, such as handcraft industries, small-scale manufacturing, or metal fabrication, machine, and welding shops will occur in the IH district. Development in the IH District will reflect historic industrial character of uses that once existed on the site including the Lumber Mill and railyard operations.
- **Trout Creek (TC) District.** This area will provide a mix of multi-family and single-family residential homes to increase the amount of residential within the Railyard Master Plan Area, with connections to the Trout Creek Greenway. While this district will have a stronger residential presence, a mix of other complementary uses is envisioned to be interspersed through the development including bed & breakfast inns, art studios, health and fitness facilities, retail, and accessory office space.

a. Organization

This chapter includes five primary components: 1) the Regulating Plan/Zoning Map; 2) Allowable Land Uses; 3) Maximum Allowable Development (M.A.D.); 4) Development Standards and Guidelines; and 5) Miscellaneous Guidelines.

b. Relationship to Other Plans and Town Codes

The Town of Truckee and surrounding jurisdictions have numerous planning documents that address new development in the Railyard Master Plan Area including:

- Downtown Truckee Specific Plan, Polices (Volume 2)
- Downtown Truckee Specific Plan, Historic Design Guidelines (Volume 3)
- Trails and Bikeways Master Plan
- Truckee Tahoe Airport Land Use Compatibility Plan
- Truckee Redevelopment Plan
- Truckee Development Code
- Air Quality Management Plan
- Public Improvement and Engineering Standards

The Standards and Guidelines included in this chapter draw heavily from these documents and are

intended to synthesize their requirements herein. This document attempts to be comprehensive and inclusive of all existing goals, policies and standards within the above named plans.

5.2 REGULATING PLAN/ZONING MAP

The Regulating Plan/Zoning Map, shown in Figure 5-2, shows the zones within the Master Plan Area with unique standards for building placement, design, and use; and identifies the specific blocks included in each zone. Each district is identified as a zoning district. The three zones comprise the majority of the Master Plan Area and the regulations pertaining to each are detailed in this chapter. The remaining areas are designated as Downtown High Density Residential, 14 units per acre (DRH-14), Downtown Manufacturing (DM), Downtown Mixed Use (DMU), Public Facilities (PF), and Open Space (OS) and are subject to associated development regulations included in the Town's Development Code. Regulated street frontages are also identified on the Zoning Map.

5.3 ALLOWABLE LAND USES

Parcels and buildings within the Downtown Extension (DE), Industrial Heritage (IH) and Trout Creek (TC) districts defined in the Regulating Plan/Zoning Map (Figure 5-2) shall be occupied by only the land uses allowed by Table 5-1. Parcels and buildings within the Master Plan Area with zoning designations consistent with the Truckee Development Code, including property designated Downtown High Density Residential (DRH), Downtown Mixed Use (DMU), Downtown Manufacturing/Industrial (DM), Public Facilities (PF) and Open Space (OS) shall be occupied by land uses permitted in relevant chapters the Truckee Development Code.

a. Establishment of an Allowable Use

Any one or more land uses identified by Table 5-1 as being allowed within a particular District may be established on any parcel within that District, subject to the planning permit required for the use by Table 5-1, and compliance with all other applicable requirements of this Master Plan, including the Maximum Allowed Development (M.A.D.) thresholds described below in Section 5.4. Where a single parcel is proposed for development with two or more of the land uses listed in the table, the overall project shall be subject to the highest planning permit level required by the table for any individual use.

b. Permit Requirements for Allowable Uses

Table 5-1 identifies the uses of land allowed within the District established in the Master Plan, and the planning permit required to establish each use. Table 5-1 provides for land uses that are:

- Permitted subject to compliance with all applicable provisions of this Master Plan, shown as "P";
- Allowed subject to the approval of a Use Permit, shown as "UP";
- Allowed subject to the approval of a Minor Use Permit, shown as "MUP";
- Allowed subject to the approval of a Temporary Use Permit, shown as "TUP";
- Not allowed within a specified zone, shown as a "-".

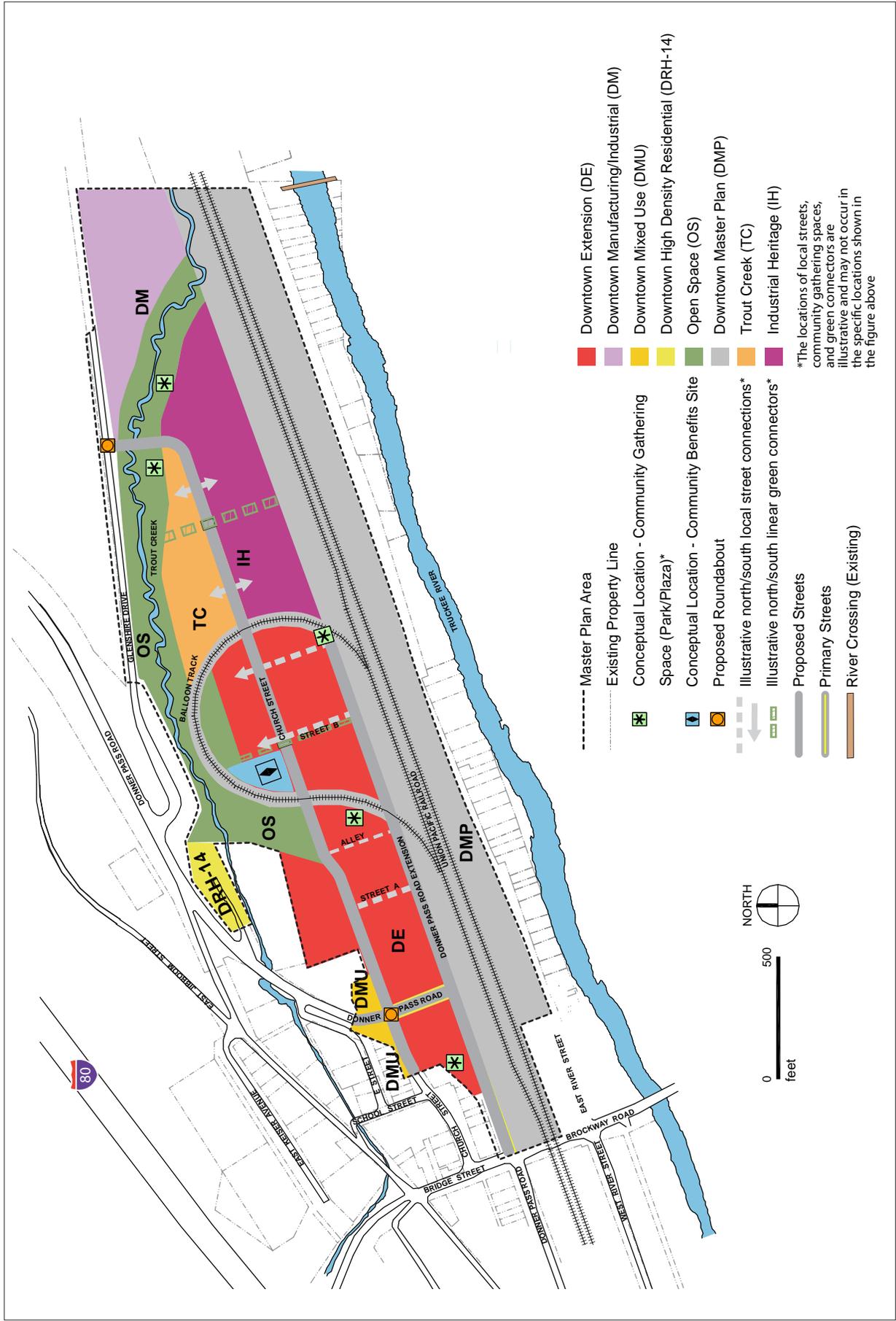


Figure 5-2: Regulatory Plan/District Map

c. Special Use Regulations

Table 5-1 is followed by a numerical list of performance standards that apply to various land uses within the Master Plan. If the planning permit symbol is followed by a number, that specific land use is subject to a special standard noted at the end of the table.

d. Live/Work and Work/Live Units

Live/Work and Work/Live units are permitted as shown in Table 5-1. Live/Work units are residential homes with accessory commercial or business activity conducted within the home. Commercial or business activity is primarily conducted by residents of the home in a manner that is clearly incidental to the principal use of the home as a residence. Live/Work units shall comply with Development Code Section 18.58.130 (Live/Work and Work/Live Units) with the following exception:

- (1) A Home Occupation Permit is not required per 18.58.120 B; if the proposed Live/Work use is located in a designated Live/Work building; A Minor Use Permit to establish a work/live unit within the Downtown Extension, Industrial Heritage, and Trout Creek zones is not required.
- (2) A Minor Use Permit is not required per 18.58.120 (D)(1), (2), or (8), provided the maximum thresholds listed in (2) and (8) are not exceeded; if the proposed Live/Work use is located in a designated Live/Work building.

Work/Live units, unlike Live/Work units, are intended be used primarily or exclusively for a commercial or business activity, and living area is secondary. Work-related activity is intended to be the dominant activity for Work/Live, and Work/Live units will operate essentially as “Live/Work” facilities per the Development Code. Work/Live units would be subject to compliance with Truckee Development Code Section 18.58.130 with the following exceptions:

- (1) Living and work spaces may be independently accessible from one another;
- (2) Work/Live units may be operated by the tenant; and parking for Work/Live units shall be required as indicated within this Chapter.

5. Development Standards and Guidelines

Table 5-1: Allowed Land Uses and Permit Requirements

P = Permitted; UP = Use Permit; MUP = Minor Use Permit; TUP = Temporary Use Permit; - = Not Permitted

Land Use	DE	IH	TC
Agriculture, Resources & Open Space Uses			
Nature reserves	P	P	P
Trails	P	P	P
Manufacturing & Processing Uses			
Building Materials Storage	P (2)	UP	-
Clothing products	-	P	-
Electrical and electronic equipment, instruments	-	UP (3)	-
Food and beverage production and distribution	UP	UP (3)	-
Furniture/fixtures manufacturing, cabinet shops	-	P (3)	-
Glass products	-	UP (3)	-
Handcraft industries, small-scale manufacturing	-	P	-
Metal fabrication, machine, and welding shops	-	UP (3)	-
Paper products	-	P	-
Printing and publishing	-	P (3)	-
Recycling - Reverse vending machines	P	P	-
Recycling - Small collection facility	P	P	-
Stone and cut stone products	-	P (3)	-
Structural clay and pottery products	-	P	-
Textile and leather products	-	P	-
Warehousing, wholesale and distribution	-	P	-
Recreation, Education & Public Assembly Uses			
Churches/places of worship	-	UP (5)	-
Community centers	P (4,5)	UP	UP
Health/fitness facilities	P	P	-
Ice skating rinks	P	-	-
Indoor recreation centers	UP	UP	UP
Libraries and museums	UP(13)	UP(13)	-
Membership organization facilities	P (5)	P	-
Parks and playgrounds	UP	UP	UP
Schools - Public and private	UP (4,13)	UP(13)	-
Schools - Specialized education and training	P (4,13)	P(13)	-
Sport facilities/outdoor public assembly	UP	UP	-
Studios - Art, dance, music, photography, etc.	P	P	P(12)
Theaters and meeting halls	P	P	-
Residential Uses(14)			
Caretaker and employee housing	MUP (4)	MUP	MUP
Detached living areas	-	P	P
Live/work units	P (4,7)	P (7)	P (7)
Work/live units	P (6)	P (6)	-
Multi-family dwellings, individual ownership, 2 to 10 units	P	P	P
Multi-family dwellings, individual ownership, 11 and more units	P	P	P
Multi-family dwellings, in commercial/ industrial project	P	P	-

Land Use	DE	IH	TC
Secondary residential units	-	-	P
Single-family dwellings	-	-	P
Single-room occupancy (SRO) housing	P	P	-
Transient rental, multi-family dwellings	P	P	UP
Transient rental, single-family dwellings	-	-	P
Home Occupations			
Home Occupations are permitted in the Master Plan Area consistent Development Code Section 18.58.120; with specific exceptions to this section as described in section 5.3(d).			
Retail Trade Uses			
Accessory retail uses	P	P (3)	P(12)
Alcoholic beverage sales, beer and wine only	P	P	-
Alcoholic beverage sales, other than beer and wine	MUP	MUP	-
Bars and drinking establishments	P	P (8)	-
Convenience stores	P	P	-
Furniture, furnishings, and equipment stores	P	P	-
Grocery stores	P	P	-
Mini or Pop-Up Retail Spaces	UP	UP	-
Outdoor retail sales and displays	UP	UP	-
Plant nurseries and garden supply stores	P	MUP	-
Restaurants, counter service	P	P	-
Restaurants, table service	P	P	-
Retail stores, general merchandise	P	P	P(12)
Second hand stores	P	P	-
Service Uses			
Automated teller machines (ATMs)	P	P	-
Banks and financial services	P	P	-
Bed and breakfast inns	-	UP (9)	P (9)
Business support services	-	P (3)	-
Car Wash	-	UP	-
Card lock fueling facility	-	UP	-
Child day care centers	UP (4)	UP(13)	UP(13)
Child day care, large family day care homes	-	-	P (10,13)
Child day care, small family day care homes	-	P (10,13))	P (10,13))
Hotels and motels	P	-	-
Laundromat	-	P (4)	-
Medical services - Clinics and labs	-	P (3)	-
Offices, accessory to primary use	P (4)	P	P
Offices, business and professional	P (4)	P	-
Personal services	P	P	-
Public buildings and structures	P	P	P
Public safety and utility facilities	UP (4,11)	UP (11)	UP (11)
Repair/maintenance - Consumer products	P (4)	P	-
Research and development (R&D)	-	P	-
Service Station	-	UP	-
Snow Removal	-	UP	-

5. Development Standards and Guidelines

Table 5-1: Allowed Land Uses and Permit Requirements *Continued*

Land Use	DE	IH	TC
Studios (art, dance, music, photography) secondary to primary residential use	P	P	P(12)
Veterinary, clinics, animal hospitals, kennels, boarding	-	UP	-
Visitor center	P	-	-
Temporary Uses			
Commercial filming	TUP	TUP	TUP
Model homes	MUP	MUP	MUP
Offices, temporary real estate	MUP	MUP	MUP
On-site material processing	-	-	-
On-site soil remediation activities	TUP	TUP	TUP
Outdoor retail sales, temporary	TUP	TUP	TUP
Street Vendor	TUP	TUP	TUP
Temporary events, non-profit organization	TUP	TUP	TUP
Temporary work trailers	TUP	TUP	TUP
Transportation, Infrastructure & Communications Uses			
Broadcasting studios	P	-	-
Commercial Parking Garage	UP (4)	UP	-
Electric utility facilities	UP	UP	UP
Pipelines	UP	UP	UP
Telecommunications facilities	UP	UP	UP
Transit stop shelters	P	P	P
Utility lines	P	P	P

Notes:

- (1) Subject to Truckee Development Code Section 18.58.060, animal raising and keeping.
- (2) Building Materials Storage uses are permitted in the DE only if said uses were existing prior to the adoption of this Master Plan.
- (3) Hours of operation limited to 7:00 a.m. to 7:00 p.m on weekday and 9:00a.m. to 5:00 p.m. on weekend.
- (4) Use not allowed within 30 feet depth of ground floor building frontage on Primary Street. However, to facilitate initial leasing, the Town may allow these uses on the ground floors of buildings on Primary Streets in DE for a period of up to 5 years from issuance of the building's final certificate of occupancy.
- (5) Subject to Truckee Development Code Section 18.58.090, Churches, Community Centers and Membership Organizations
- (6) Subject to Truckee Development Code Section 18.58.130, with the following exceptions:
 - o A Work/Live Units is not required to be operated by the owner (resident) per 18.58.130 B(5).
 - o Parking shall be provided in accordance with this Chapter.
 - o Living and working spaces may be independently accessible from one another.
- (7) Subject to Truckee Development Code Section 18.58.130.
- (8) Not permitted within 200 feet of a single-family residential use
- (9) Subject to Truckee Development Code Section 18.58.070, Bed and Breakfast Inns
- (10) Subject to Truckee Development Code Section 18.58.080, Child Daycare Facilities
- (11) Permitted only if use is operated by a public agency. Office and outdoor storage is not otherwise permitted in the District.
- (12) Permitted use if secondary to (occupies less than 50% of the floor area of the unit) a residential use in a live/work unit.
- (13) Children's schools, libraries and day care centers are not permitted in area of District that falls within Truckee Tahoe Airport Land Use Compatibility Plan (ALUCP) Zone C, wherein this use is expressly prohibited. Portions of the TC and

Table 5-1: Allowed Land Uses and Permit Requirements *Continued*

IH districts fall within Zone C. Within Zone D (the majority of the Master Plan Area), children's schools, libraries and day care centers are discouraged uses under ACLUCP Policy 4.2.3(e) which states these uses "should generally not be permitted unless no feasible alternative is available." If found acceptable because of lack of alternatives, the use must meet the intensity criteria of no more than 100 people per average acre and 300 people per single acre.

- (14) Residential uses are not permitted within the balloon track unless Union Pacific authorizes and design guidelines for residential within the balloon are prepared and approved by the Planning Commission.

5.4 MAXIMUM ALLOWABLE DEVELOPMENT (M.A.D.)

To ensure compliance with the Railyard Master Plan Final Environmental Impact Report (FEIR), and to provide a threshold for development within the Master Plan Area, development shall be limited to the Maximum Allowable Development (M.A.D.) per District detailed below. The M.A.D., together with the development standards and guidelines included in this chapter regulate the overall density and intensity of development that can occur within the Master Plan Area. As such, no maximum or minimum floor area ratio or densities are prescribed (see Section 10.3 for M.A.D. implementation and monitoring).

The use categories listed in the M.A.D. are not intended to limit the type of land uses that can be developed within the Master Plan Area as Section 5.3, Allowable Land Uses, above details what uses are permitted and conditionally permitted. The uses listed within the M.A.D. are intended to generally represent the type of uses anticipated within the Railyard Mixed Use Development.

The amount of development is regulatory in that it provides a threshold to limit development consistent with what was analyzed in the EIR. As detailed in Chapter 10, transferring M.A.D between Districts (e.g., reducing units in the Downtown Extension and increasing permitted units in the Trout Creek) is permitted subject to approval of a Minor Master Plan Amendment. Approval of alternate uses may also be granted subject to approval of a Minor Amendment if the Community Development Director finds that the alternate uses will not result in an increase of weekday PM peak hour trips as compared to the approved M.A.D.

a. Downtown Extension District M.A.D.

Residential

- 220 residential units
- 15 live/work units
- 50 work/live units

Retail Trade and/or Service Use

- 65,000 square feet of retail
- 10,000 square feet of office
- 750-seat movie theater
- 60-room condo hotel
- 35,000 square feet of grocery store

5. Development Standards and Guidelines

Recreation and Public Assembly Uses

- 750-seat movie theater
- 25,000 square foot civic/community building

OR

45% of the work/live units can developed as stand-alone office and multi-family residential uses resulting in the following alternatives for the DE District M.A.D.

Residential

- 257 residential units
- 28 work/live units

Service

- 32,500 square feet of office
- * All other uses not modified in the alternative scenario remain consistent

b. Industrial Heritage District M.A.D.

Residential

- 125 residential units
- 75 work/live units

Retail/Service

- 5,000 square feet of retail
- 5,000 square feet of office

OR

75% of the work/live units can be developed as stand-alone office and multi-family residential uses, resulting in the following alternative for I.H. District M.A.D.

Residential

- 181 residential units
- 19 work/live units

Service

- 61,250 square feet of office
- * All other uses not modified in the alternative scenario remain consistent

c. Trout Creek District M.A.D.

Residential

- 60 residential units
- 25 live/work units

OR

- 85 residential units

5.5 DEVELOPMENT STANDARDS AND GUIDELINES

This section details the development standards and guidelines applicable to each of the three districts: the Downtown Extension, Trout Creek, and Industrial Heritage. Development for property designated as DRH-14, DM, DMU, DRR, PF and OS on the Regulating Plan/Zoning Map is subject to the development and land use regulations prescribed in the Truckee Development Code.

The Development Standards, which are mandatory, are detailed below in Section 5.5.1 and in Table 5-2. Development Guidelines for each District, which are strongly encouraged, but not required, are included in Sections 5.5.2 through 5.5.3. General Development Guidelines that are not specific to a District are included in Section 5.5.4. The review authority may interpret the design guidelines with some flexibility in their application to specific projects, as not all design criteria may be workable/ appropriate for each project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the review authority to be more important in the particular case. The overall objective is to ensure that the intent and spirit of the design guidelines are followed.

Superior architecture is a community expectation and is required throughout the Railyard Master Plan. Flexibility in development standards may be considered through a Minor Exception, granted by the designated review authority, based on the findings contained in Chapter 10, Master Plan Administration, of this Master Plan.

The standards and guidelines for each district are organized into the following four defining elements public realm, uses, buildings and access, as described below.

a. Public Realm

How the form and function of the public realm is developed throughout the Railyard Area and within each of the three districts will influence the area's character and its integration with the Commercial Row and Church Street Character Areas identified in the Historic Design Guidelines. Key elements that contribute to the Public Realm include block layouts and the manner by which public streets and space are formed by the adjacent building walls. The Public Realm standards address block and lot design, building density and intensity, building setbacks, frontage types and articulation of streetwalls, open space and recreation areas, and solar exposure. These elements affect how people use public spaces and what types of activities are promoted within the public spaces.

b. Uses

One of the key objectives of the development regulations is to focus on regulating the building forms; however, the regulations also address building uses to promote a horizontal and vertical mix of

5. Development Standards and Guidelines

uses that will support an active retail destination and a lively and vibrant 24-hour activity center that is synergistic with the Downtown Core. Development density and intensity within the Master Plan is regulated by the M.A.D. (see Section 5.4) and the Development Standards and Guidelines that regulate building form, mass and height. Development of residential units within the Master Plan is not subject to a specific density standard.

c. Buildings

Regulation of the physical form of structures is necessary to achieve the desired character for each area, including bulk and massing through height, setback, frontage types, roof forms, building materials, and architectural guidelines.

d. Access

Strategically planned access for vehicles, pedestrians and bicyclists in, out, within and through the Master Plan Area will be critical to the success of the Master Plan. Key elements that will affect Access include street circulation, pedestrian linkages, bicycle routes and connections, signage, parking requirements and parking placement. Regulations for these elements are included in this chapter when they are specific to a District. However, the majority of these elements are addressed in Chapter 7, Transportation and Circulation. These regulations are intended to help ensure a strong integration with the existing Downtown Core and easy access to destinations for all modes of transportation.

5.5.1 DEVELOPMENT STANDARDS

Proposed development shall comply with each of the urban standards provided in Table 5-2 for the zone that applies to the site.

Table 5-2: Railyard Master Plan General Development Standards

Standard	Requirement by District		
	Downtown Extension (DE)	Industrial Heritage (IH)	Trout Creek (TC)
PUBLIC REALM			
S1. Block Length	If greater than 300 ft. shall be interrupted with an alley, pedestrian path, plaza or similar feature.		
S2. Lot Area	2,000 sq. ft. Minimum		3,000 sq. ft. minimum, 5,000 sq. ft. maximum for single-family and duplex
S3. Building Site Coverage (1)	NA	85% maximum	1st Floor 60% maximum. Upper floors 75% of 1st floor maximum.
S4. Streetwall Height (2)(3)	3-Story / 40 ft. max. Additional height must be setback a minimum of 10 feet from the streetwall	NA	NA
S5. Streetwall Articulation (3)	The streetwall height of each block shall vary in height. The block shall be calculated in 100' segments as shown in Figure 5.3. The variance shall be 20% of the maximum street wall height within each 100-foot segment. (e.g., if the maximum streetwall height along a 100 foot frontage is 40 ft. at least 20 ft. of the frontage shall have a maximum street wall height of 32 ft.).	NA	NA
<p>S6. Permitted Building Frontages The following building frontages are permitted, as indicated, within each district. A “Yes” means the frontage type is allowed and “No” means the frontage type is prohibited. For example, a building in the DE District could have a forecourt, but not a common yard frontage. See Table 5-4 for sample frontage types.</p>			
Frontage Type	Primary Street/Other Street	All	All
Common Yard	No/No	Yes	Yes

Table 5-2: Railyard Master Plan General Development Standards

Standard	Requirement by District		
	Downtown Extension (DE)(3)	Industrial Heritage (IH)	Trout Creek (TC)
PUBLIC REALM			
S1. Block Length	If greater than 300 ft. shall be interrupted with an alley, pedestrian path, plaza, outdoor dining, or similar feature.		
S2. Lot Area	2,000 sq. ft. Minimum		5,000 sq. ft. maximum for single-family and duplex
S3. Building Site Coverage (1)	NA	85% maximum	1st Floor 60% maximum. Upper floors 75% of 1st floor maximum.
S4. Streetwall Height (2)	3-Story / 40 ft. max. Additional height must be setback a minimum of 10 feet from the streetwall	NA	NA
S5. Streetwall Articulation	The streetwall height of each block shall vary in height. The block shall be calculated in 100' segments as shown in Figure 5.3. The variance shall be 20% of the maximum street wall height within each 100-foot segment. (e.g., if the maximum streetwall height along a 100 foot frontage is 40 ft. at least 20 ft. of the frontage shall have a maximum street wall height of 32 ft.).	NA	NA
<p>S6. Permitted Building Frontages The following building frontages are permitted, as indicated, within each district. "Yes" means the frontage type is allowed and "No" means the frontage type is prohibited. For example, a building in the DE District could have a forecourt, but not a common yard frontage. See Table 5-3 for sample frontage types.</p>			
Frontage Type	Primary Street/Other Street	All	All
Common Yard	No/No	Yes	Yes
Porch and Fence	No/Yes	No	Yes

Table 5-2: Railyard Master Plan General Development Standards *Continued*

Standard	Requirement by District		
	Downtown Extension (DE)	Industrial Heritage (IH)	Trout Creek (TC)
Forecourt	Yes/Yes	Yes	Yes
Stoop	No/Yes	Yes	Yes
Shopfront and Awning	Yes/Yes	Yes	No
Gallery/Canopies	Yes/Yes	Yes	No
Patio Restaurant	Yes/Yes	Yes/Yes	No
Rooftop Patio	Yes/Yes	Yes/Yes	Yes
S7. Landscaping	As required by Truckee Development Code Chapter 18.40 (Landscape Standards).		
S8. Open Space	NA	15%	150 square feet per multi-family unit. The open space requirement can be satisfied by any combination of Common and Private open space.
S9. Outdoor activities	All sales, displays shall be conducted within an enclosed building, unless a Use Permit, Minor Use Permit or Zoning Clearance for outdoor displays and sales is approved in compliance with 18.58.190 (Outdoor Display and Sales Standards). Street vendors are also permitted subject to approval of a Temporary Use Permit approved in compliance with 18.62.		
S10. Solar Exposure	A minimum solar access plane of 27.25 degrees measured from the centerline of each east-west street's northerly sidewalk shall be provided. See Figure 5-4		
USES			
S11. Parcels and buildings shall be occupied by only the land uses allowed by Table 5-1 within the zone applied to the site by the Regulatory Plan/Zoning Map.			
BUILDINGS			
S12. Building Setbacks. Minimum and maximum setbacks are required as shown below. See 18.30.120 (Setback Requirements and Exceptions) for setback measurement, allowed projections into setbacks, and exceptions to required setbacks.			
Front (on Primary Street)	None required. Maximum of 5 ft. from back edge of sidewalk improvement. The review authority may approve up to a 25 ft. setback for outdoor dining, small plazas, courtyards or similar features and associated improvements.	NA	NA

5. Development Standards and Guidelines

Table 5-2: Railyard Master Plan General Development Standards *Continued*

Standard	Requirement by District		
	Downtown Extension (DE)	Industrial Heritage (IH)	Trout Creek (TC)
Front (on non-primary street)	None required. Maximum of 25 ft. from back edge of sidewalk improvement to accommodate, outdoor dining or gathering space, small plazas, courtyards, landscaped area that will be perceived as part of the public realm or similar features.	None required. Maximum of 20 ft. from back edge of sidewalk improvement to accommodate a landscaped front yard, outdoor dining or gathering space, small plazas, courtyards or similar features.	Minimum 5 ft. to a maximum of 25 ft. from back edge of the existing or future sidewalk improvement, as determined by the Town Engineer.
Interior Sides	None required.	Minimum 5 ft.	5 ft. minimum, but 15 ft. total (when there are two interior side property lines)
Street Side	Edge of the existing or future sidewalk improvement as determined by the Town Engineer.	Minimum 5 ft. from edge of the existing or future sidewalk improvement as determined by the Town Engineer.	Minimum 5 ft. from edge of the existing or future sidewalk improvement as determined by the Town Engineer.
Rear (5)	None required.	Minimum of 15 ft.	Minimum of 20 ft for Principal structure; Minimum of 5 feet for Accessory Structure
Creek	20 ft. minimum from edge of trail or 20 ft. minimum from 100-year flood plain, whichever is greater.	NA	20 ft. minimum from edge of trail or 20 feet minimum from 100-year flood plain, whichever is greater.
S13. Height limit (2)	50 feet west of the balloon and height greater than maximum permitted streetwall height must be setback a minimum of 10 ft. from streetwall; 40 feet within balloon track.	50 ft.	25 ft. along Trout Creek; 35ft. elsewhere in TC District
ACCESS			
S14. Parking and Loading Standards	See Parking Management Plan which is required pursuant to Implementation Action10 (see chapters 7 and 9).		

Standard	Requirement by District		
	Downtown Extension (DE)	Industrial Heritage (IH)	Trout Creek (TC)
S15. Bicycle Parking Requirement	Bicycle parking shall be provided as required by Truckee Development Code Section 18.48.090. However, bicycle parking spaces required for multi-family shall be located in a locker, garage, or a suitable rack for secure locking and shall require location approval by the Town Traffic Engineer. Additionally bike parking is also required for non-residential uses consistent with the requirements of the Parking Management Strategy. (The Town's Development Code does not address commercial uses).		
S16. Signs	A sign program for each District must be prepared prior to the issuance of building permits for the first phase of development within each District, or a Comprehensive Signage Program must be prepared and approved per Section 18.54 of the Development Code for new development of any multi-tenant site proposed within the District. Temporary signs may be permitted consistent with the requirements of Section 18.54 (Signs) of the Development Code.		

Notes:

- (1) Maximum percentage of net site area that may be covered with structures. The landscaping requirement will regulate pavement coverage for multi-family and commercial development. Total site coverage (structures and pavement coverage) for single-family lots shall not exceed 80%.
- (2) Maximum allowable height for structures. See Truckee Development Code Chapter 18.30.090 (Height Measurement and Height Limit Exceptions).
- (3) For development standards and guidelines within th Downtown Extension Balloon Track, see Master Plan Section 5.5.2.
- (4) When/if structures back onto an alley, no rear setback applies.

5. Development Standards and Guidelines

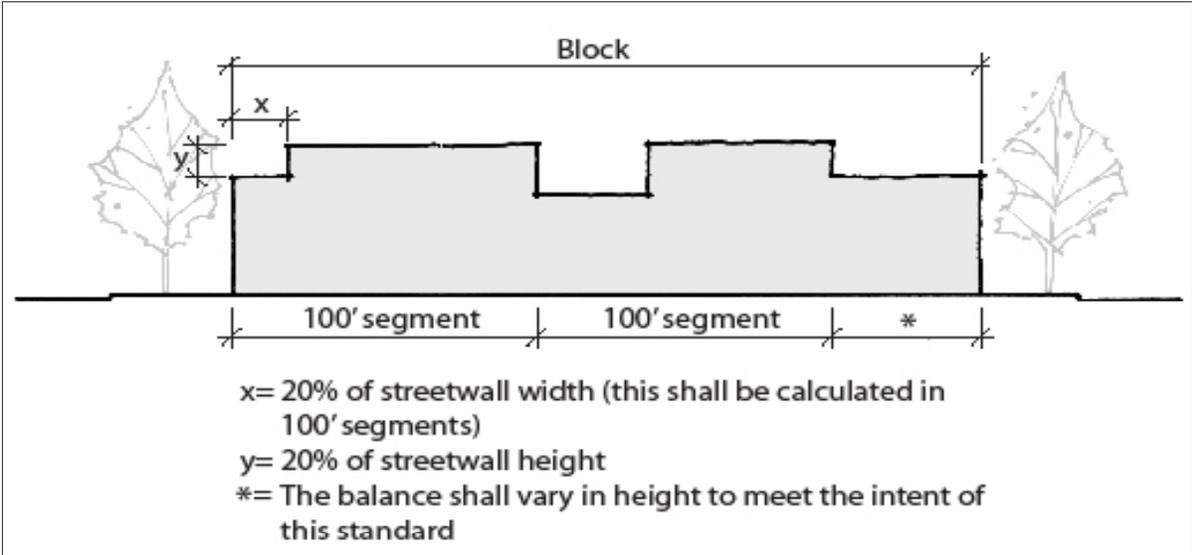


Figure 5-3: Streetwall Articulation

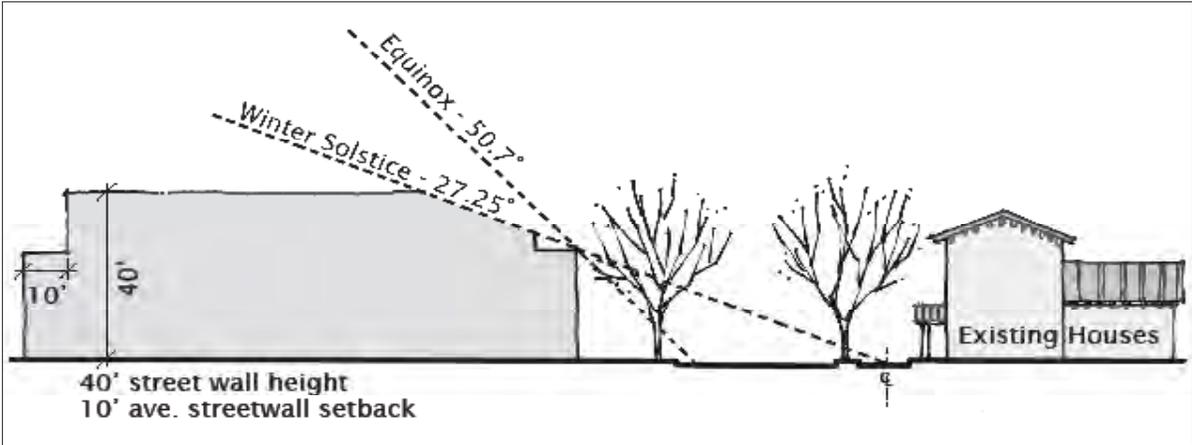
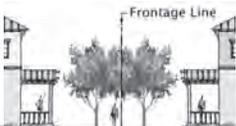


Figure 5-4: Solar Access Diagram

Table 5-3: Sample Frontage Types

<p>COMMON YARD</p> 			
<p>PORCH AND FENCE</p> 			
<p>FORECOURT</p> 			
<p>STOOP</p> 			

5. Development Standards and Guidelines

Table 5-3: Sample Frontage Types *Continued*



5.5.2 DOWNTOWN EXTENSION (DE) DISTRICT

Buildings in the Downtown Extension (DE) District will be designed to complement the existing main street mixed commercial character with additional emphasis on vertical mixed-use. The primary intent of this District is to extend the public realm of the historic Downtown Core into the, including the area within the balloon track, and reinforce its pedestrian-oriented nature. Pedestrian circulation corridors will be characterized by wide, attractive sidewalks and streetscape improvements to emphasize a strong urban connection west from the area within the balloon track through the DE Extension to Commercial Row and Church Street. Strategically located open spaces will function as community gathering places, eventually connecting to the Trout Creek Greenway and broader open space network. New terminated vistas will be created through the design of the street layout and attention to architectural details. The Donner Pass Road Extension will provide for open views to the mountains surrounding Downtown.

Downtown Extension

- **Design Goal:** To enhance Downtown Truckee through mixed-use development that creates new retail, dining, entertainment and mixed- affordability residential opportunities. create building and site patterns conducive to pedestrian-oriented retailing that emulates Truckee’s historic Commercial Row.
- **Architectural Goal:** To design buildings that provide a contemporary interpretation of commercial buildings found in Commercial Row and Truckee’s unique small mountain town character
- **Massing Goal:** To develop buildings that are at a larger scale and with great density but complimentary which extend the scale and character of Commercial Row into the Railyard and surrounding uses.

Source: 2006 Master Plan.



Example of high quality grocery

The DE District includes the Master Plan Area located closest to the eastern edge of Commercial Row and extends into the balloon track. The District comprises approximately 18 acres and will accommodate the most urban conditions within the Railyard Area, with the greatest intensity occurring west of the balloon track. The portion of the DE District located within the balloon track will also reflect many aspects of Downtown Truckee’s character, but not at the same density/intensity as Commercial Row. A stand-alone grocery store and ancillary uses are targeted for the DE balloon track area.

The area within the balloon track is included in the DE District to support urban development that will provide a strong connection between the Trout Creek and Industrial Heritage districts and development west of the balloon track including the historic Downtown. Development within the balloon track will include an eclectic mix of building sizes and forms that will create site patterns conducive to pedestrians. Within the balloon track, development is generally envisioned to be less intense than the DE district west of the balloon track, the balloon track area may also provide an opportunity to develop a more urban grocer within Downtown—a use highly desired by Town residents.



Downtown Core

5. Development Standards and Guidelines

a. Public Realm

The public realm in the DE District will primarily be defined by the building frontages along Church Street, Donner Pass Road and Donner Pass Road Extension and the north/south connecting streets and alleys. Donner Pass Road Extension west of the balloon track and Donner Pass Road (within the Master Plan Area) are designated as Primary Streets as shown in Figure 5-1. The ground floor uses and building frontage types are more restricted along the Primary Streets to facilitate pedestrian activity.



Example Streetscape

The articulation of the street elevation/facade and the use of the first 30 feet of private space along Primary Streets (measured as the first 30 feet behind the sidewalk) will also contribute to the Public Realm as the definition of that space will determine how the uses interact with public space along Primary Street frontages. As development transitions into the balloon track, building frontages will still front Church and Donner Pass Road Extension. However, the buildings may be single use (e.g., potential grocer) strong emphasis on the pedestrian experience.

The following Development Guidelines address block and lot design; sidewalks, walkways and streetscape; and building frontages and streetwalls. These Guidelines draw heavily from the Downtown Truckee Specific Plan, particularly the Historic Design Guidelines.

Block and Lot Design

The existing development pattern in the Downtown Core is composed of a mix of block sizes and configurations (as shown in Figure 5-5 and discussed in greater length in Appendix A, Block Structure Analysis), with a predominance of linear, elongated blocks running parallel to the Truckee River and the railroad right-of-way and shaped by topographic constraints. Some of the elongated blocks are over 700 feet in length, creating a long, linear formal streetscape along Commercial Row; however, more typical dimensions range from 250 feet to 350 feet.

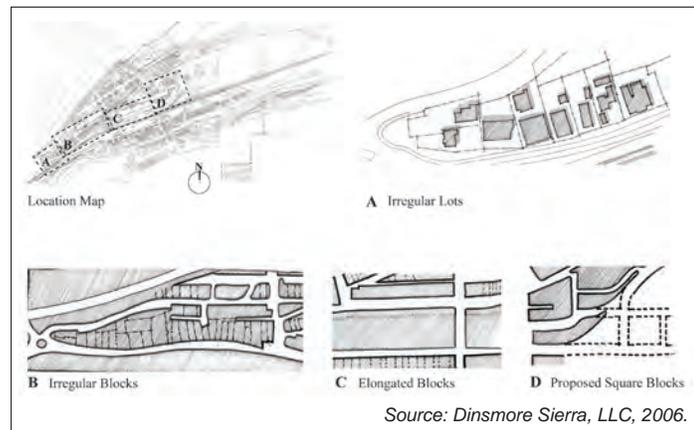


Figure 5-5: Block Structure Study of Historic Downtown Truckee

Guidelines

- New development in the DE District should strive to establish blocks reflective of the Downtown Core with an emphasis on linear proportions that parallel the railroad and river. (DE-G1)
- The majority of blocks should have a rectangular proportion. (DE-G2)

- Larger blocks (greater than 300 feet) should be broken with small plazas, patio restaurants, courts or pedestrian alleys to facilitate pedestrian activity and connections throughout the plan area. (DE-G3)
- Stores should be easily accessible to pedestrians from adjacent residential to deemphasize the car and minimize automobile trips. Curb extensions, crosswalks and mid-block crossings should be provided along the extension of Donner Pass Road to connect to parking located in the railroad right-of-way. (DE-G4)
- Within the balloon track, block designs should accommodate buildings that will front Church Street and Donner Pass Road and parking lots being placed behind building frontages or integrated into buildings to avoid a “strip mall” appearance. (DE-G5)

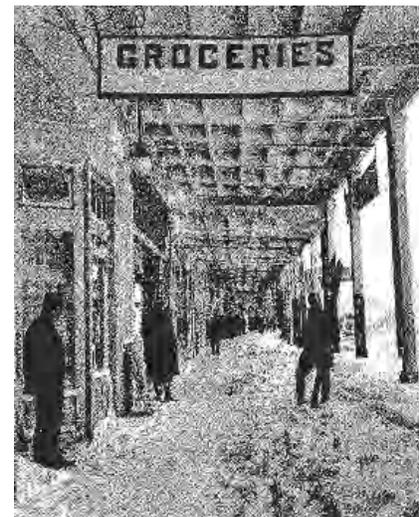


Example of alleys and restaurant patio

Sidewalks, Walkways and Streetscape

The pattern of sidewalks is very random, and often non-existent, throughout the existing Downtown Core. Along Commercial Row, the sidewalks are continuous and wide. The sidewalks are approximately 17 feet wide and accommodate a variety of eclectic streetscape elements (benches, planters, lighting, signage of varied designs) leaving an approximately 10-foot clear travel path. Extended lengths of the sidewalk are covered with canopies or awnings and gallery frontage buildings. The integration of these spaces with one another helps define the public realm of Commercial Row.

The Master Plan requires minimum 12 foot-wide sidewalks along Primary Street frontages in the DE District to strengthen its connection with Downtown Core and promote pedestrian activity (see Chapter 7, Transportation and Circulation for additional details). Action 7.8 also requires the establishment of a Streetscape Master Plan to ensure the appearance of the streets and sidewalks are well designed.



Canopy along Commercial Row circa 1920

Guidelines

- Along Primary Street frontages, sidewalks should extend a minimum of 12 feet from the back of curb to the storefront edge and accommodate a minimum 10-foot wide clear travel path. (DE-G6)
- Sidewalks not located along a Primary Street frontage should extend a minimum of 8 feet from the back of curb to the storefront edge along frontages and accommodate a minimum 6-foot wide clear travel path. (DE-G7)
- Sidewalks should connect from block to block. The opportunity for wider sidewalks and artistic

5. Development Standards and Guidelines

or unusual street amenities should be considered to create an interesting streetscape design within the sidewalk profile. (DE-G8)

- Strong pedestrian connections should be provided between blocks separated by parking areas. (DE-G9)
- A mix of materials, suitable for varied weather conditions, is encouraged for sidewalks and walkways to distinguish street hierarchy. (DE-G10)
- Sidewalks may be located on private property with a public use easement to facilitate creative use of the space. (DE-G11)
- Building designs that result in covered sidewalks and walkways are encouraged on Primary Street frontages. (DE-G12)
- Streetscape elements shall not be located within required clear travel path. (DE-G13)
- Areas for outdoor dining and/or public gathering should be planned within each block to ensure a strong connection between businesses and the public realm. (DE-G14)



View of Commercial Row streetwall from the Hilltop Area

Building Frontages and Streetwalls

The term “streetwall” refers to the composition of several building facades viewed together. The streetwall of the Historic Commercial Row, visible from many areas throughout Downtown, includes an eclectic mix of building facades (see Figure 5-6). The streetwall is articulated by buildings that are comprised of a range of building frontages and heights that vary from approximately 15 feet to 50 feet tall or from one to five stories.

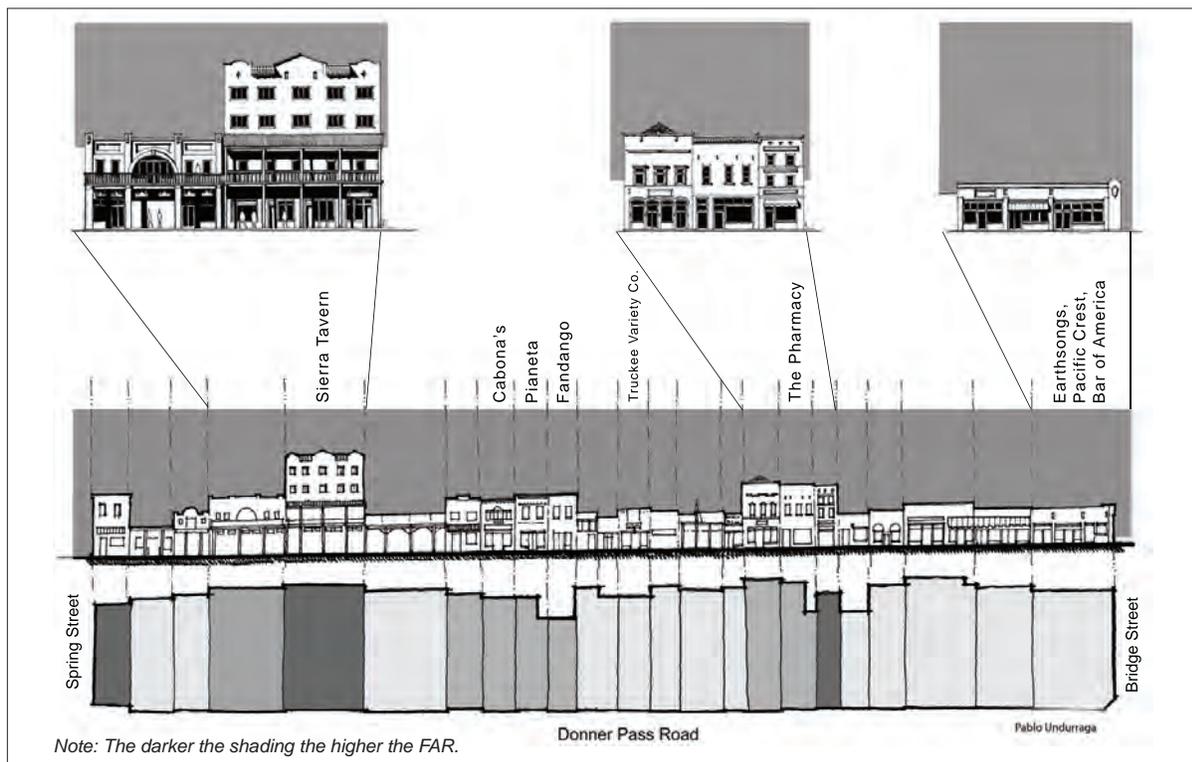


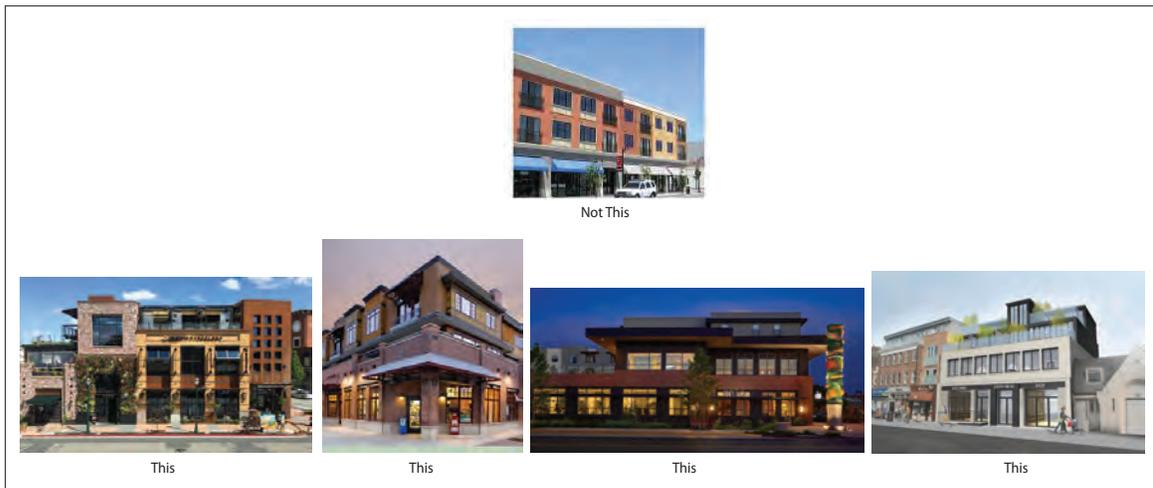
Figure 5-6: Building Study of Commercial

Source: Dinsmore Sierra, LLC, 2006.

Canopies that cover many of the walkways and awnings are also elements that contribute to the streetwall form. In the DE District, the form of the streetwalls, particularly west of the balloon track, will significantly contribute to the sense of place that is established throughout the area. The development regulations included in Table 5-1 require the streetwall for each block fronting a primary street to include varied heights. The following Guidelines should also be followed:

Guidelines

- The design of individual building facades should support an interesting and varied streetwall reflective of historic Commercial Row with varied heights, an eclectic mix of building materials, and a range of horizontal articulations (see examples below). (DE-G15)
- Public areas including streets, plazas and parks should be framed by buildings. (DE-G16)
- The majority of building frontages should be built to the sidewalk/property line, excluding areas fronting outdoor dining and public or exterior semi-public spaces, to create an active and interesting walking environment. (DE-G17)
- Design streetwalls as simple building edges with recessed windows with a solid to void ratio similar to Commercial Row. Upper floors typically have a greater solid to void ratio than the ground floor facades. (DE-G18)
- The location, siting and massing of buildings in the Downtown Extension will be particularly important to minimize shadow effects and aid in melting accumulated snow and ice on the street



Examples of streetwall articulation

and sidewalk. (DE-G19)

- New buildings that replicate historic buildings are strongly discouraged. (DE-G20)

b. Use

Land uses within the Downtown Core include retail sales, real estate and professional offices, restaurants and residential units. Buildings in the DE District are encouraged to include a vertical mix of uses emphasizing ground floor retail with offices and residential above. Lodging, restaurant, entertainment and civic/community uses are also encouraged. Primary Streets will have the greatest emphasis on retail, entertainment, and hospitality uses, extending the historic pattern of Commercial Row. Flexible spaces for commercial and work/live units will be provided along other commercial

5. Development Standards and Guidelines

frontages.

To allow for flexibility in initial leasing of ground floor space along the Primary Street in the DE, the Town may allow office and ground floor uses otherwise prohibited per Table 5-1 for 50 percent of the store fronts along the Primary Street, for a period of 5 years from issuance of each building's final certificate of occupancy.

Guidelines

- Developments should contribute to a healthy mix of diverse serving commercial and entertainment mixes, such as: restaurants, high quality grocery store, bakeries, boutique hotels, bars, small office space, and retail. A mix of both local and tourist serving retail is encouraged. (DE-G21)
- A grocery store is encouraged with the DE Balloon Track area towards the eastern edge of the DE or within the IH District. Development of a grocery store in the IH would require a transfer of M.A.D. (see section 10.312). (DE-G22)
- A movie theater with a performing arts element and a variety of retail, office and work/live and live/work spaces should be provided. (DE-G23)
- Opportunities for commercial ownership (e.g. commercial condos for sale) are encouraged. (DE-G24)
- Buildings should be designed with flexible spaces to support transitional uses that will evolve over time as the market permits, allowing Truckee to grow organically. (DE-G25)
- Outdoor use areas are encouraged to accommodate dining, display areas and street vendors that will contribute to pedestrian interest. Display areas should not occupy more than 30% of the storefront length. Outdoor use areas should not obstruct the minimum 10-foot clear travel path (see sidewalks above). (DE-G26)
- Opportunities for "mini retail" and food and beverage shops reminiscent of historic outbuildings are allowed subject to a use permit and design review approval (DE-G27)

c. Buildings

Downtown Truckee is comprised of an eclectic mix of building types and forms, as it developed over a relatively long period (1870s-1940s). Buildings in the historic Downtown Core are primarily two-story,



Examples of "mini retail"

Key Building Features of the Historic Downtown Core

- Buildings align the sidewalk edge
- Vernacular commercial buildings
- Primarily two-story buildings with some one- and three-story buildings, and one four-story
- Masonry construction is predominant, although several painted wood sided buildings also exist here
- Ground-level floors orient to pedestrian views with large display windows and recessed entries highlighting the goods and services offered inside
- Upper-story windows are vertically oriented, usually rectangular, and appear as smaller openings in a predominantly solid wall
- Predominantly small flat-roof buildings, although gabled buildings with false fronts existed
- Canopies along Commercial Row
- Simpler building forms and styles found along Jiboom Street

Source: Downtown Specific Plan, Volume 3.

but there are some one-story, three-story, and four-story (Sierra Tavern) buildings. Some common characteristics of the buildings include the use of masonry construction, the existence of a storefront, simple design, and their historical setting near the railroad's freight and passenger depots.

To help strengthen the connection of the Railyard Master Plan Area to the Downtown Core, buildings in the DE District west of the balloon track should utilize patterns and forms reflective of buildings that exist in the historic Downtown Core. Within the balloon track buildings should utilize patterns more common on the perimeter of the historic downtown, with understated and simple forms and architecture. The mix of buildings in the DE District should ultimately be comprised of an eclectic range of building types, heights and styles.

Guidelines

The following guidelines draw heavily upon the Guidelines included in Chapter 15, The Commercial District, of the Downtown Truckee Specific Plan, Volume 3.

Building Siting

- Buildings should create a strong street edge and the majority of them should be built to back of the sidewalk/property line (i.e., zero-lot setback on three sides) and the full width of the parcel. For projects with patio restaurants and other outdoor gathering spaces, the street edge and building siting may vary. (DE-G28)
- Where buildings do not immediately abut the sidewalk or property side property line (mid-block), exterior semi-public "gathering spaces" created by design and placement of planters, low walls, steps, etc. should be incorporated into the building/site design. (DE-G29)

Buildings and site design should also meet the parking, loading and alley/service guidelines included in sub-section "d" below (see DE Guidelines 52 to 54).



Example of patio restaurant and streetscape

Building Mix

- An eclectic mix of buildings is encouraged (DE-G30):
 - Each building design should consider all other buildings (existing or planned) on the block and, as a whole, the block should contain a mix of building heights.
 - Building designs are encouraged to contrast with other buildings and uniformity amongst buildings is discouraged. One building may be comprised of a simple parapet masonry building with minimal articulation and a monochromatic color scheme; whereas another building may include a mix of building materials and a more dynamic color scheme.

Building Form and Massing

- New interpretations of traditional building styles are encouraged (DE-G31):
 - A new design that draws upon the Town's railroad / industrial / utilitarian working-class history is preferred. This will allow new structures to be seen as products of their own time yet compatible with their historic neighbors.

5. Development Standards and Guidelines

- The exact copying or replication of historic styles is strongly discouraged.

- Simple rectangular solid building forms that are deeper than they are wide are encouraged. (DE-G32)
- A layering of building planes is encouraged. (DE-G33)
- Floor-to-floor heights should appear similar to those of historic buildings in the area. (DE-G34)
- Contemporary interpretation of traditional building shapes, especially simple rectangular masonry building forms with functional canopies and building elements that appear as shed additions are encouraged. (DE-G35)



Examples of contemporary interpretation of traditional building shapes



Examples of layering building planes

- Buildings should be comprised primarily of parapet buildings typical of Commercial Row. (DE-G36)
- Patterns should be created along the street by the repetition of similarly-sized building elements. However overly repetitious design elements are strongly discouraged (DE-G37):

- No façade should exceed 50 feet in width.
- Where a building façade must exceed 50 feet in this width, a change in design features to suggest the traditional building widths should be used. Changes in facade material, window design, facade height, decorative details, or the addition of a patio restaurant are examples



Similarly- sized building elements

of techniques that may be considered. These variations should be expressed through the structure such that the composition appears to be a collection of smaller building modules.



Example of patio restaurant

- No single use/tenant space should occupy more than 60 feet of building frontage unless associated with a highly desirable use and a very high quality desirable design such as a grocer or movie theater.
- Any buildings allowed to occupy more than 60 feet of building frontage must incorporate several of the following elements along the building frontages:

- o Display windows on 50 percent or more of the frontages facades adjacent to public space including sidewalks and plazas.
- o Two entrance and show case windows on three sides of the building
- o Creative treatment, such as a mural, to facades that do not include display windows.
- o Exterior semi-public “gathering spaces” created by design and placement of planters, low walls, steps, etc.
- o Outdoor dining, and/or “nook retail/restaurant areas”.

- Flat roof lines are encouraged as the dominant roof form (DE-G38).
 - Gabled and shed roofs may be used within the balloon track and as accents west of the balloon track.
 - Parapets on side facades should step down towards the rear of the building.
- Special features that highlight buildings on corner lots may be considered. (DE-G39)



Flat roof lines

- All street elevations should be developed to provide visual interest to pedestrians. (DE-G40)
- Block size buildings are discouraged. The mass and scale of buildings should be varied within the DE District to ensure compatibility among Railyard districts and the existing historic Downtown. Transitions in building mass and scale should be created between the DE District and existing historic properties to the west and between the DE District and the IH and TC Districts. One or more of the following methods should be considered in new development (DE-G41):

- Transitioning of building heights;
- Multiple buildings per block;
- Architecture based on simple forms that appear to have “grown together” or been added-on to over time;
- Patio restaurants with outdoor dining, gathering spaces, and “nook retail/restaurant areas” facing the primary street.
- Roof top restaurants.



Example of patio restaurant

Facade and Building Elevations

- The articulation and detailing of building elevations should be simple and decorative elements should not be over exaggerated. (DE-G42)
- Rectangular forms should be dominant on commercial facades. (DE-G43)
 - Rectangular forms should be vertically oriented.
 - The facade should appear as predominantly flat, with decorative elements and projecting or setback articulations appearing to be subordinate to the dominant form.
- The street level floors should be clearly distinguishable from the upper floors. (DE-G44)
 - The first floor of the primary facade should be predominantly transparent glass.
 - Upper floors should be perceived as being more solid than the lower floor.
 - Highly reflective or darkly tinted glass is inappropriate.
 - Express the traditional distinction in floor heights between street levels and upper levels through

5. Development Standards and Guidelines

detailing, materials and fenestration.

- Canopies, awnings, decorative trellis structures, and metal or wood structural elements are encouraged on commercial storefront types. The designs should be simple in character. (DE-G45)
- Recessed entryways are encouraged to reflect the pattern established in Commercial Row. (DE-G46)
 - The door should be adequately set back from the front facade to establish a distinct threshold for pedestrians. A recessed dimension of 4 feet is typical.
 - Where entries are recessed, the building line at the sidewalk edge should be maintained by the upper floor(s).
- The general alignment of horizontal features on building fronts should be maintained. (DE-G47)
 - Typical elements that align include: window moldings, tops of display windows, cornices, copings and parapets at the tops of buildings.
 - When large buildings are designed to appear as several buildings, there should be some variation in the alignment of horizontal and vertical features but without over-articulation.
- Simple and funky personalization of buildings and individual tenant spaces is encouraged. (DE-G48)
- Franchise architecture and the use of stock building plans and/or typical corporate and franchise designs is prohibited. Franchise architecture is a building design that is trademarked, branded, or easily identified with a particular chain or corporation. Franchise designs lack architectural elements and are not consistent with Truckee’s local character. Commercial development shall conform to the historic and architectural Design Guidelines in this chapter. (DE-G49)



Personalized commercial unit

Building Finishes

- Incorporation of simple art, including murals, into building designs is encouraged. (DE-G50)
- Preferred building materials include natural



Murals in Downtown core



/ authentic materials such as brick, stained and painted wood, metal (corten, box-rib, horizontal / vertical, corrugated) steel, board-form or colored concrete and materials reflective of Truckee's Railroad and industrial/utilitarian character. Also see Section, 5.5.5 for additional guidelines for building materials. (DE-G51)

d. Access

Key elements that will affect Access include street circulation, pedestrian linkages, bicycle routes and connections, signage, parking requirements and parking placement. Select guidelines are provided below, but the majority of these elements are addressed in Chapter 7, Transportation and Circulation, and briefly above within the sidewalk and walkways section of Public Realm. These regulations are intended to help ensure a strong integration with the existing Downtown Core and easy access to destinations for all modes of transportation.



Example of outdoor patio

Guidelines

- **Surface Parking** – Surface parking facilities should be accessed from alleys and non-primary streets. The creation of large surface parking lots is discouraged, when feasible. If a surface lot is determined necessary, the following design elements should be incorporated: (DE-G52)
 - Design features above and beyond the standard parking lot buffers should be provided to add visual interest to the pedestrian and help provide spatial definition to the street.
 - Strong pedestrian connections between blocks should be provided through or adjacent large surface parking areas. The connections should include a sidewalk or path and landscaping.
 - Maintain the building line along the north side of Extension and Church Street through the balloon track by screening parking lots that abut the street. Hedges, fences, raised planters and low walls combined with plantings are possible solutions.
- **Parking Structures** – Parking garages should be located at the center of blocks and wrapped by a mix of uses to activate the street. (DE-G53)
- **Alleys/Service** – Buildings and site planning should provide for off-street servicing via rear alleys, interior corridors, and service courts. This includes loading facilities and trash collection. All loading docks should be concealed. (DE-G54)

5.5.3 INDUSTRIAL HERITAGE (IH) DISTRICT

The intent of the Industrial Heritage (IH) District is to place building clusters and utilize site patterns that create neighborhoods reflective or reminiscent of Truckee's industrial past. Buildings in the IH District will be designed to express the traditional utilitarian forms of Truckee's mill and railroad structures. As encouraged in the Downtown Specific Plan, the IH District will

Industrial Heritage

- Design Goal: To create building clusters and site patterns which create smaller, social live/work neighborhoods reflecting the District's industrial past.
- Architectural Goal: To design buildings which provide a contemporary interpretation of mill industrial and railroad structures for mixed-use and live/work environments.
- Massing Goal: To develop buildings which recollect the utilitarian building forms of historic mill, industrial and railroad structures.

2006 Master Plan

5. Development Standards and Guidelines

include a mix of uses including housing, live/work, work/live, artisan industry and commercial land uses. Both mixed use buildings and individual office and residential buildings are envisioned for this District. The design guidelines provide qualitative direction for contemporary expression of buildings that once represented an important economic activity for the Town.

The Industrial Heritage District is applied to the portions of the Master Plan Area east of the Downtown Extension along Donner Pass Road Extension, and south of Church Street. One block of the Industrial Heritage District also extends north along Donner Pass Road, where Donner Pass Road elevates to meet Glenshire Drive. The Industrial Heritage District comprises approximately 8 acres of the Master Plan. Blocks within the IH District will be broken up by passive courtyards that provide for pedestrian access between buildings and streets, and may also include open space for residents and visitors. Additional consideration will be given to the new Union Pacific Railroad operations building which is anticipated to be constructed within the southwest portion of the IH District.

a. Public Realm

The public realm in the IH District will primarily be defined by the building frontages on Church Street and the north/south connecting streets and the streetscape along these vehicular and pedestrian access ways. The articulation of the building facades and the ground floor use of buildings and their interaction with the street will contribute to the Public Realm as these two components (articulation and use) determine how the buildings interact with public space along the street.

Block and Lot Design

The Industrial Heritage District should have varied block sizes that encourage clusters of buildings organized around private drives, parking, and common social spaces. The block and lot design should both reflect the industrial pattern and be sensitive to the transition to medium density housing across Church Street (within the Trout Creek District).

Guidelines

- New development along the Donner Pass Extension in the IH District should strive to establish rectangular blocks with an emphasis on linear proportions that parallel the railroad. (IH-G1)
- Lots along Church Street should be designed to allow building entrances to front onto Church Street. (IH-G2)
- Larger blocks should be broken with small plazas or courts that provide open space for the residents, customers and visitors. Pedestrian alleys may also break-up long blocks to facilitate pedestrian activity and connections throughout the blocks in the IH District. (IH-G3)
- Pedestrian crossings should be provided along Donner Pass Road Extension to access parking located in the railroad setback. (IH-G4)

Sidewalks, Walkways and Streetscape

The pattern of sidewalks is very random, and often non-existent,



Landscaping adjacent to sidewalk

throughout the existing Downtown Core. Streets, sidewalks and pathways should encourage walking and bicycling within the IH. New projects should take this into account by designing for the pedestrian at a human scale and by providing visual interest along the street. This Master Plan recognizes that sidewalks in the IH may vary in width and location reflecting the needs of ground floor land uses. Chapter 7, Transportation and Circulation, provides street section details for portions of Church Street and the smaller local streets within the IH District; however, it should be noted that streetscapes internal to the IH District (e.g., street C) may be revised to address the specific uses and frontage types eventually selected for these blocks.

Guidelines

- Streetscape design and landscaping should emphasize the historic industrial nature of the railyard using materials, street furniture, and public art that reference Truckee’s historic mill/railyard. (IH-G5)
- In the IH District, sidewalks should be a minimum of 6-feet wide and be separated from the curb and buildings by a landscaped area in many instances. Additional sidewalk area may be provided for variety and to accommodate outdoor display or seating areas, or courtyards, as appropriate. (IH-G6)
- An internal system of informal pathways, formal walks, small plazas, park areas, snow storage and lobbies should be planned for each block. (IH-G7)
- When developing multiple buildings on a site, it is especially important to provide pedestrian pathways through the site. (IH-G8)
- Sidewalks should connect from block to block. The opportunity for wider sidewalks and artistic or unusual street amenities should be considered to create an interesting streetscape design within the sidewalk profile. (IH-G9)



Active streetscape

Building Frontages

In addition to providing adequate sidewalks and walkways, it is equally important to develop the ground floor level of buildings to contribute to the public realm and encourage pedestrian activity. The ground floor of buildings in the IH District should be



Example of building frontage within Industrial Heritage District

5. Development Standards and Guidelines

designed to support social common areas and articulated street edges. Porches, live/work unit entries and stoops should be oriented towards streets.

Guidelines

- Ground floor work/live and live/work spaces, porches, stoops, and lobbies should activate street and block edges along Primary Street frontages and the north/south streets between the DE and IH districts (Street B). (IH-G10)
- Buildings along Donner Pass Road Extension (between Streets B and C) frontages should be oriented toward the railroad tracks, much as older industrial buildings were to allow for loading and unloading of goods. (IH-G11)
- Overall variety in setback, height, color, texture of materials and building size and form should be incorporated throughout the IH District to enhance the pedestrian experience and distinguish the district from the DE District. (IH-G12)
- First floor windows of live/work units should be transparent. (IH-G13)
- To help frame the transition between the IH and TC districts along Church Street, new buildings in IH along Church Street should have entrances that front onto Church Street. (IH-G14)



Livework units

b. Use

The IH District will include a mix of commercial, retail, artisan industry, live/work, work/live and residential units. Permitted land uses within the IH are provided in Table 5-1. Specific performance standards are also provided in Table 5-1 to ensure that the mix of commercial, residential and industry are compatible.

Guidelines

- A variety of retail, office, residential, work/live and live/work spaces should be provided. (IH-G15)
- A neighborhood specialty grocery store (not to exceed 25,000 sq. ft.) is encouraged towards the eastern edge of the DE or within the IH District. Development of a grocery store in the IH would require a transfer of M.A.D. (see section 10.312). (IH-G16)
- Spaces to accommodate studios and workshops for local artisans (e.g. cabinet makers, sculptors) are encouraged. (IH-G17)
- Opportunities for commercial ownership (e.g. commercial and work/live condos for sale) are encouraged. (IH-G18)
- Buildings should be designed with flexible spaces to support transitional uses that will evolve over time as the market permits, allowing Truckee to grow organically. (IH-G19)

c. Buildings

Downtown Truckee is comprised of an eclectic mix of building types and forms, all of which contribute to the style and character of the town. Historically, buildings developed adjacent to the railroad were organized in clusters around a central gathering space, and a uniform line of building rarely appeared. New developments should respect the historic siting patterns of the area.

Building Siting

The IH District should be comprised primarily of large and small clustered buildings on large rectangular blocks.

Guidelines

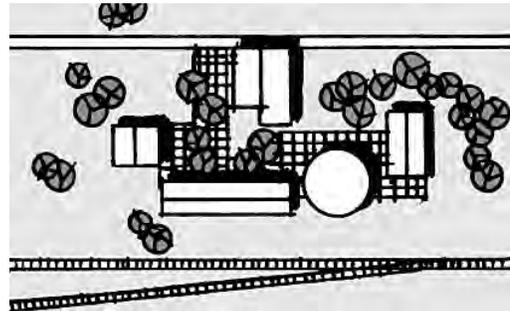
- Reminiscent of the old railroad and mill industrial buildings, larger rectangular buildings should be developed in clusters along the southern edge of the district. (IH-G20)
- Setbacks are encouraged to vary from block to block to accommodate positive open space and clustering of buildings and to avoid uniformity. (IH-G21)

Mass and Scale

Historically, industrial buildings in this area ranged in scale from large warehouses and depots to small storage sheds. New buildings should reflect the range of sizes that appeared historically in the area.

Guidelines

- Building forms should reflect the simple utilitarian forms of railroad buildings and structures seen in the area traditionally. Rather than reproducing or mimicking these forms, contemporary interpretation of traditional industrial building shapes with simple central rectilinear forms with functional canopies and shed additions should be encouraged. (IH-G22)
- One simple form should be the dominant element in a building design. Smaller, secondary buildings should be simple rectangular shapes, as well. (IH-G23)
- Historically, the dominant roof forms of buildings in the area were simple, either shed, gable or flat. These simple roof forms should be continued in new developments. (IH-G24)
- The mass and scale of buildings located at the eastern edge of the IH District shall transition down. (IH-25)
- Overall mass of building in the IH should not over dominate buildings in the DE as the DE is intended to be the most intensely developed District in the Master Plan Area. (IH-G26)



Example of simple utilitarian forms of railroad buildings and structures

Building Finishes

Simple industrial building forms should be used as a canvas for new buildings with windows, sun/ weather protection, porches, and balconies. Also see Section, 5.5.5, Building Basics and Materials.



Simple utilitarian buiding forms



Guidelines

- New designs that draw upon traditional industrial details without literally copying them are appropriate. (IH-G27)
 - Contemporary interpretations of loading dock doors, which are similar in scale and overall character to those seen historically, are encouraged.
 - Pedestrian walkways and outdoor seating may be incorporated on loading dock areas.
- Franchise architecture and the use of stock building plans and/or typical corporate and franchise designs is prohibited. Franchise architecture is a building design that is trademarked, branded, or easily identified with a particular chain or corporation. Franchise designs lack architectural elements and are not consistent with Truckee’s local character. Commercial development shall conform to the historic and architectural Design Guidelines in this chapter. (IH-G28)
- A mix of masonry, plaster, cement board, metal siding, and wood should be used to support overall architectural concepts. The use of warm-colored building materials (natural and stained wood, warm-toned brick, copper) is strongly encouraged. (IH-G29)

d. Access

Key elements that will affect access include street circulation, pedestrian linkages, bicycle routes and connections, signage, parking requirements and parking placement. Select guidelines are provided below, but the majority of these elements is addressed in Chapter 7, Transportation and Circulation and briefly above within the sidewalk and walkways section of Public Realm.

Guidelines

- On-site parking facilities should be accessed from alleys and secondary streets. The creation of large surface parking lots is discouraged. (IH-G30)
- Buildings and site planning should provide for off-street servicing via rear alleys, interior corridors, and service courts. This includes loading facilities and trash collection. (IH-G31)

5.5.4 TROUT CREEK (TC) DISTRICT

The Trout Creek (TC) District will provide new residential and mixed-use opportunities in the Downtown Core to support the mixed-use pedestrian-oriented character of the Railyard area and is envisioned to include a mix of residential types including live-work units, and for-purchase and for-rent units. The District will support a lower intensity of development adjacent to the property’s natural edge, the Trout Creek Greenway and include open space connections to Trout Creek. In addition to traditional dwelling units, land uses in the TC District may also include bed and breakfast lodging, child day care facilities, and live/work uses, as well as non-residential uses, such as small ancillary/accessory art studios, health and fitness facilities, retail, and accessory office space. Passive neighborhood parks are envisioned along the creek. One or more of the parks along Trout Creek may also double as trailheads for access to the Trout Creek Greenway. See Figures 5-2 and 6-1 for potential park sites

Trout Creek

- Design Goal: To create blocks and streets which are social and livable downtown residential addresses.
- Architectural Goal: To design buildings which provide a contemporary interpretation of row houses, inns and cottages.
- Massing Goal: To develop residential buildings which reflect the traditions of Truckee’s residential buildings and streets. This includes stepping down in scale and mass from larger buildings in the other Districts to smaller buildings adjacent to the creek.

Source: 2006 Master Plan.

The Trout Creek (TC) District is applied to the portions of the Master Plan Area adjacent to Church Street and extending north from the Industrial Heritage District to the creek. The Trout Creek District comprises approximately 4 acres of the Master Plan. Pedestrian-oriented streets and parks within TC District will provide access to the Trout Creek Greenway for residents of the area and visitors alike. Homes in the TC District will be developed with design, form and styles that are complementary to the eclectic mix of homes already existing in the Downtown with multi-story apartment and condominium buildings being the primary housing type. The construction of other housing types such as small single-family attached or detached homes along Trout Creek is encouraged to create a transition to the open space quality of Trout Creek.

a. Public Realm

The public realm in the TC District will primarily be defined by the building frontages along Church Street; other, smaller east/west streets; and the streetscape along these vehicular and pedestrian access ways.

The relationship of the built environment to the Trout Creek Greenway will also contribute to the public realm within this District.

The following Development Guidelines address block and lot design and building frontages. Guidelines that are specific to single-family or multi-family are identified as such with a section heading and in the Guideline numbering. Guidelines that are applicable to both single-family or multi-family are labeled as TC-G#; Guidelines specific to single-family are labeled as TC/SF-G# and those specific to multi-family are labeled as TC/MF-G#.

Block and Lot Design and Density

The Trout Creek District should have small blocks defined by residential-scaled streets and alleys, where appropriate. Larger blocks are appropriate for the portion of Trout Creek immediately north of the IH District, as this area is anticipated for medium-density development. Smaller lots are appropriate along the creek. View corridors to the creek should be incorporated in the lot design and the block just north of the Industrial Heritage District should be designed to allow buildings to front on Church Street.

Guidelines

- The density of development in the Trout Creek District should support the mixed-use pedestrian-oriented character of the Railyard area and may include a mix of residential types including live-work units. The density of development should generally transition from higher density adjacent to Church Street to lower density adjacent to Trout Creek. (TC-G1)
- The Trout Creek District should have smaller blocks and lots defined by residential scaled streets and alleys. (TC-G2)
- A mix of lot sizes and shapes is encouraged to vary the streetscape, respond to physical and topographical constraints and provide diversity within this District. (TC-G3)

5. Development Standards and Guidelines

- In general, the depth of lots should be greater than the width. (TC-G4)
- Lots that can accommodate duplex and fourplex units are encouraged to be integrated in with single-family lots. Similarly, single-family, duplex or other small scale buildings are encouraged in limited numbers to provide variety to the Church Street streetscape. (TC-G5)
- Curb cuts for lot access should be minimized. Shared access drives are encouraged and access from the rear of the lots is also desirable. (TC-G6)



Single family unit

Single-Family - the guidelines below pertain specifically to single-family residences:

- Allow small homes with less than 1,100 sf gross floor area lots along Trout Creek. Homes with less than 500 sf are also encouraged. (TC/SF-G1)
- Lot widths should range from 35 feet to 60 feet. (TC/SF-G2)
- Lot depths should range 60 to 90 feet. (TC/SF-G3)
- Corner lots should be slightly larger than interior lots. (TC/SF-G4)
- Lot designs which will accommodate detached garages with an accessory unit above the garage are encouraged. (TC/SF-G5)



Multi-family unit

Multi-Family- the guidelines below pertain specifically to multifamily block and lot design, and density.

- Residential development with the exception of along Trout Creek should consist of multi-family units. The units may include duplexes, townhomes or live/work, and/or apartments. (TC/MF-G1)
- A mix of for-rent and for-sale units at varying affordability levels is encouraged. (TC/MF-G2)
- Multi-family projects with more than four units should include outdoor common area to encourage community gatherings and social interaction. Deep narrow lots that would accommodate row house units are encouraged. (TC/MF-G3)
- Lot designs for row houses should accommodate the first level of the units being approximately two feet above the sidewalk, whenever possible. (TC/MF-G4)

Sidewalks, Walkways and Streetscape

The pattern of street and sidewalk widths is very random in residential areas of the existing Downtown Core. Some residential areas have no sidewalks, while a narrow sidewalk exists adjacent to the newly developed homes on East River Street. Chapter 7, Transportation and Circulation, provides street section details for portions of Church Street within the Trout Creek District. A safe and inviting path of travel is imperative for residents and visitors to access homes and enjoys the parks within Trout Creek, and Action Item 7.3 requires pedestrian and bicycle linkages to the Trout Creek Greenway be established as part of the Streetscape Plan.

Guidelines

- Sidewalks with a minimum width of 6 feet should be provided to facilitate pedestrian activity within

this neighborhood. (TC-G7)

- Sidewalks should be separated from the street by planting strips for snow storage and landscaping.(TC-G8)
- Sidewalks should connect from block to block. (TC-G9)
- Interblock connections should be provided every 200 feet. (TC-G10)



Residential sidewalk with planting strip

Building Frontages

The building frontages of homes within the Trout Creek District will significantly contribute to the District's character. A mix of frontage types will create a more interesting and electric district. Frontages with porches, stoops and front yards will facilitate more activity within the public realm.

Guidelines

- A variation of frontages types, materials, colors and architectural styles is strongly encouraged in Trout Creek. (TC-G11)
- The Trout Creek District should not look like a typical planned development subdivision. (TC-G12)
- Raised foundations (minimum 2 feet) along street frontages or small fenced patio areas with landscaping are encouraged to provide privacy for living area on the first floor, particularly along Church Street. (TC-G13)
- Varied front yard depths with porches, stoops, or common/private outdoor areas are encouraged. (TC-G14)
- Frontages which include outdoor living spaces such as covered porches at grade or near the ground are encouraged. Upper level balconies, sleeping porches and other historical traditional means of providing outdoor space are also encouraged. (TC-G15)
- Development of the blocks just north of the Industrial Heritage District should include buildings that front onto Church Street. (TC-G16)
- Frontages that include garage doors adjacent to the sidewalk or street are discouraged. If side or rear garage access cannot be achieved, garage doors that front onto the street may be allowed provided they are complementary to the architectural design of the home or project. (TC-G17)

Solar Exposure

The siting and massing of buildings in the TC District are important to maximize solar exposure within the homes and to aid in melting accumulated snow and ice in the street and sidewalk.

Guidelines

- Buildings shall be oriented to maximize solar exposure. (TC-G18)
- Buildings located on the south side of a public street within the Master Plan Area shall be massed to allow, at a minimum, sunlight to reach the center line of the street's northerly sidewalk and 12 noon during the winter solstice, in order to aid in melting accumulated snow and ice in the street and sidewalk. (TC-G19)

b. Use

The Trout Creek District will include a variety of single-family and multiple-family housing types interspersed with small-scale retail, art studios, health and fitness facilities, and accessory office uses, generally adjoining residential uses. Bed and breakfast, day care and live/work uses are also permitted. Homes along the Creek will be primarily single-family in nature with the option of constructing small attached /detached single-family homes or duplexes. The remainder of the TC District will be predominantly multi-family residential. The area between the creek and the Industrial Heritage District may also contain the non-residential uses mentioned above. Permitted land uses within the TC are provided in Table 5-1. Specific performance standards are also provided in Table 5-1 to ensure that the mix of residential and non-residential uses is compatible.

c. Buildings

Downtown Truckee's residential neighborhoods are primarily comprised of small lot single-family homes. There is a variety of housing types and styles: some big, some small, some three-stories tall and some one-story.

Buildings in the TC District should mimic the variety of types and styles of homes in downtown. The TC District is envisioned to include both multi-family and single-family residential building types.

Guidelines

The following guidelines are intended to promote variation in building designs and massing for both single-family and multi-family homes.

Building Siting

- Building siting throughout the Trout Creek neighborhood should vary. The minimum front setback is 5 feet, and the maximum is 25 feet. Staggering the depth of front yards is desirable as variety contributes to the “built-over-time” appearance. (TC-G20)
- For multi-family residential, parking lots should be located away from the street and behind structures where feasible. (TC/MF-G5)
- Buildings on lots adjacent to Trout Creek should be placed to provide a view corridor to the Greenway between buildings and properties. (TC-G21)
- Solid fences at the rear of homes along the creek would be detrimental to the open space character of the creek and greenway, and are therefore not permitted. Four-foot picket or split rail fences are appropriate at the rear of homes along the creek. (TC-G22)
- Special attention should be given to snowfall in, around, and between the single-family lots. Steeply pitched roofs must be constructed with a roof design that inhibits the sliding action of built up snow and ice on adjacent properties. (TC/SF-6)
- Residential clustered units, attached townhomes, row houses and live/work, and multi-unit apartments or condominiums are appropriate building types for the block of Trout Creek just north of the IH District. (TC/MF-G6)
- There are no specific open space area requirements for single-family dwellings in Trout Creek. Multi-family units shall provide open space as indicated in Table 5-2. These open space areas could also serve as snow storage areas in the winter time. (TC-G23)
- For multi-family residential; carports, detached garages, and other ancillary structures should be

designed as an integral part of the development and should not dominate the street scene. (TC/MF-G7)

- Residential units should be sited so that front doors face the street or a public open space (e.g., neighborhood park or green). (TC-G24)

Building Mix and Form

- An eclectic mix of buildings is encouraged. (TC-G25)
- New interpretations of traditional building styles are encouraged. A contemporary design that draws upon the fundamental similarities among historic residential buildings in the community (without copying them) is preferred. This will allow new structures to be seen as products of their own time yet compatible with their historic neighbors. (TC-G26)
- The exact copying or replication of historic styles is discouraged. (TC-G27)
- A layering of building planes is encouraged. (TC-G28)
- A variation of architectural styles for single-family homes along the creek is encouraged. Home designs are encouraged to contrast with other homes on the block, and uniformity of homes along the creek is discouraged. Homes along the creek shall not look like a planned residential subdivision. (TC-G29)
 - Each proposed home along the creek shall consider other homes (planned or existing) on the block when designing the home to ensure variety. Differing materials, massing, heights, color, and architectural styles between homes is desirable.
 - Single-story forms are encouraged as a mix with two-story buildings.
- See frontage guidelines for preferred building frontage types.
- Massing should articulate individual units or clusters of units by varied height and setbacks. (TC-G30)
- The visual impact of large monolithic structures should be minimized by creating a cluster of smaller buildings or the appearance of a series of smaller buildings. (TC-G31)
- To divide the building mass into smaller scale components, buildings over 50 feet long should reduce the perceived height and bulk by one or more of the following (TC-G32):
 - Change of roof or wall plane;
 - Projecting or recessed elements;
 - Varying cornice or rooflines; or
 - Other similar means.
- Deep roof overhangs are encouraged to create shadow and add depth to facades. Where applicable to the architectural style, roof eaves should extend a minimum of 24 inches from primary wall surface to enhance shadow lines and articulation of surfaces. (TC-G33)
- Exposed structural elements (beams, rafter tails, etc.) are encouraged as roof overhang details. (TC-G34)



Layered building materials

5. Development Standards and Guidelines

Single-Family

- Simple but varied roof forms are encouraged. In keeping the vernacular of the Downtown Core, one appropriate roof design is a steeply pitched gable on the upper volume of the home with a covered shed roof that creates a porch at the lower level. (TC/SF-G7)

Multi-Family

- Multi-family structures shall be sited with sensitivity to the IH District to the south and the single-family homes to the north. Units should front on to both Church Street and the smaller east/west interior street, with access provided by a mid-block alley. (TC/MF-G8)
- Multi-form roof combinations are encouraged to create varying roof forms, emphasize the individual dwelling units, and break up the massing of the building. (TC/MF-G9)
- Multiple buildings per block are encouraged. (TC/MF-G10)
- Buildings with flat or low-pitched roofs should incorporate parapets or architectural elements to break up long horizontal rooflines. Rooflines should be broken at intervals no greater than 50 feet long by changes in height or roof form. (TC/MF-G11)



Residential dwelling units

Facade and Building Elevation

- The articulation and detailing of building elevations should be simple and decorative elements should not be exaggerated.(TC-G35)
- Homes immediately adjacent to Trout Creek should have “two front elevations” (creek and street) to provide residential access and to provide an attractive atmosphere for persons on the Trout Creek greenway. Homes should be designed to step down toward the Creek. (TC/SF-G8)
- In keeping with homes in the Downtown Core, garages should comply with the following (TC-G36):
 - Front facing garage doors are permitted provided that they are located behind the main body of the house.
 - When two enclosed side-by-side garage parking spaces are proposed, the garage doors shall be separated by an architectural element to appear as two single-car garage doors. Alternatively, the garage spaces may be provided as tandem spaces.
 - Garage doors must relate to the architecture of the house. This includes materials, color, and shape of any glazing on the garage door panels.
- For multi-family residential; carports, detached garages, and other ancillary structures should be designed as an integral part of the development and should not dominate the street scene. (TC/MF-G12)
- Ancillary structures should incorporate similar or complementary roof pitch and materials as the main buildings within the project. (TC-G37)
- Common mailbox enclosures should be designed similar or complementary in form, material, and color to the surrounding residential buildings. (TC/MF-G13)
- Roof forms, trellises, and balconies or decks should be located directly above the garage door to help minimize the impact of garage doors on the street scene. (TC-G38)

d. Access

Each single-family unit is required to provide two parking spaces. Access to these spaces will be provided by driveways along a roadway interior to the district. Multi-family parking requirements will be prescribed in the Railyard Parking Management Strategy. Access to parking for multi-family unit parking spaces will be provided by a mid-block alley. The design guidelines below are in addition to the sidewalk and street standards provided in Chapter 7. The goal of these guidelines is to reduce the overall visual impact of automobiles and their storage on the streetscape.

Guidelines

- To minimize curb cuts and snow removal impacts, shared automobile driveways are encouraged. (TC-G39)
 - If shared driveways are utilized, each home will be required to maintain clear access from on-site parking area to the street. No parking is permitted in a shared access arrangement.
- Driveway widths are subject to Development Code Section 18.48.080. Whether a driveway is serving one home or two, driveway width shall be minimized as it crosses the front yard and the Town right-of-way. (TC-G40)
- Alternatives to asphalt paving, suitable for varied weather conditions, and grass and decorative pavers should be considered for driveways. (TC-G41)



Landscaped driveway

5.5.5 MISCELLANEOUS GUIDELINES

In addition to the Guidelines above, development within the Railyard Master Plan should also follow the guidelines below related to building basics and materials, sustainable design, public art, civic/community buildings, a grocer, and fencing.

a. Building Basics and Materials

Buildings in Downtown Truckee contain an eclectic variety of building styles and materials that contribute to the valued uniqueness and “funkiness” of Truckee. Buildings within the Master Plan Area should continue this trend by using various building styles, materials and textures that complement the “mix-match” of buildings in Downtown. Building material guidelines for the Master Plan Area are as follows (also see Table 5-3):

- (1) **Building Materials.** Buildings are encouraged to utilize a variety of building materials, although buildings may utilize one primary material (e.g., wood clad siding). In some cases, buildings with one or two materials and a monochromatic color scheme complement an adjacent building constructed of several materials and multiple colors. Varying building materials allows for multi-unit commercial buildings to appear as individual buildings, and for a residential neighborhood to appear as a neighborhood built over time. (G1)
- (2) **Materials Reflective of Truckee’s History.** Materials that reflect Truckee’s history, especially the history of the railroad and saw mill operations are encouraged. Historically used building materials include, but are not limited to, brick, logs, rough-cut granite stones, painted wood,

5. Development Standards and Guidelines

railroad ties, square nails, and iron work. Materials that appear weathered over time such as materials that rust, patina or discolor are also typical of Downtown Truckee. “Aged” materials include wood, concrete, plaster, and corrugated metal. (G2)

- (3) **Asymmetry.** Use of simple box and rectangle shapes at the core of the design, with additions that appear “tacked-on” is typical of Truckee buildings. Layering with clean simple building shapes is encouraged. (G3)
- (4) **Art in Architecture.** Art integrated into architecture can provide a unique sense of style or personalization to a building or accessory structure (signs, railings, lightings, etc.). Subtle use and integration of hand-painted wall, murals, unique lighting fixture, and metal and iron work is encouraged. (Also see Public Art in item (C) below.) (G4)
- (5) **Color.** Color is typically an issue of debate in Truckee, as buildings Downtown contain everything from white-wash to primary colors. The Development Code encourages “earth tones” in Downtown, which may be appropriate for the Railyard Area; however, a healthy mix and variety of color throughout the development in the Railyard Area is encouraged, while too many colors on one building are discouraged. Uniformity amongst building types are also discouraged. (G5)
- (6) **Fences.** (G6)
 - Fences shall be a maximum height of 4 feet, and shall consist of wood, wrought iron or masonry material for all areas except the lumber yard and those which legally require an enclosure with a greater height (i.e., day care, swimming pool).
 - Solid fences along Trout Creek and open spaces are prohibited.
- (7) **Green Building.** Building materials and systems that meet the established standards and practices of the U.S. Green Building Council and “Leadership in Energy and Environmental Design” (LEED) program are encouraged. (G7)
- (8) **Prohibited Materials.** Prohibited building materials include: Vinyl, low-quality vinyl windows, siding and sign lettering, round or octagonal windows; and white stucco. (G8)

b. Sustainable Project Design

The Railyard Master Plan planning effort was funded in part by a grant from the Sustainable Communities Grant and Loan Program. The 2006 Master Plan was prepared to comply with the grant requirements, and this Master Plan carries forward the goals and policies for sustainable project development within the Master Plan Area. (G9)

- (1) **U.S. Green Building Council’s LEED Certification Programs.** LEED certification provides for an independent, third party verification that a development’s location and design meet accepted high standards for environmentally responsible sustainable development. Development of the Railyard Master Plan Area shall integrate LEED development policies, including criteria from the Neighborhood Development, Building Design and Construction, and Interior Design and Construction certification programs, as applicable and feasible.

Some key LEED concepts that should be incorporated into the Master Plan and individual development projects include: Bicycle Facilities, Mixed-Use Neighborhoods, Reduced Parking Footprint, Transportation Demand Management, Minimized Site Disturbance,

Rainwater Management, Sensitive Land Protection, Green Vehicles, and Light Pollution Reduction.

Some of these concepts are inherent in the Master Plan Area, such as Minimized Site Disturbance and Sensitive Land Protection, as the Master Plan Area consists of previously developed land.

- (2) **Truckee Green Building Guidelines.** The Town has established a Green Building Committee to provide education and promotion of sustainable and green building practices. Development within the Master Plan Area should comply to the greatest degree feasible with the goals and objectives of the Green Building Committee.
- (3) **Sustainable Transportation.** Development of a compact and walkable development that prioritizes sustainable transportation practices to ensure dependency on vehicles is minimized. The following elements will contribute to a sustainable transportation network:
 - Access to a number of different regional and local transit within a ½ mile of the Master Plan Area.
 - A commitment to provide at least one electric vehicle parking station in each parking area that includes more than 40 spaces. (see S14)
 - Incentives to provide car sharing spaces. (see S14)
 - A commitment to provide bicycle parking. (see S15)
 - Unbundling of parking is also encouraged and anticipated. (see S14)

c. Public Art

Public art provides visitors and residents of Truckee with a visual landmark, large or small, that inspires a sense of identity, pride and creativity. Art can be geared toward “cultural representations” of the area, which focus on the historic and indigenous character of the Town. This presents an opportunity not only to enhance public spaces, but also to celebrate the Town’s historic character and cultural diversity. The repetition of public art would enhance the Town’s green spaces, provide interest



Art in public places

to users, and offer another element to unify the Town. The trail system in Truckee lends a unique opportunity to accommodate public art with spaces made available at trailheads and at key locations along the trail. (G10)

Guidelines

- Public art should incorporate the area’s cultural heritage by recognizing key historic individuals and events. (G10a)
- Art should be incorporated wherever feasible into building architecture, plazas, and parks. (G10b)
- Public art may include items big and small such as tilework, enhanced paving, skateboard deterrents, murals, sculptures, statues, etc. (G10c)
- Public art that reflects the site’s railroad and lumber mill history is encouraged. (G10d)

d. Community/Civic Use Site/Building

The Master Plan sets aside a portion of the Downtown Extension District for a community/civic use site (see Regulating Plan/Zoning Map Figure 5-2) as an opportunity for a community or civic building to be developed in the future by a public or private entity acceptable to the Town. Though the exact use of the civic building site is not known, the allocation of the site is very important, as it will provide an opportunity for a community or civic use in Downtown Truckee. Potential uses for the civic/ community use site include a library, performing arts center, post office, courthouse, town hall annex, or Railyard museum. Selection of the community/civic use will depend upon community priorities and available funding.

e. Signs

The design and placement of signage throughout the Master Plan and within each District will affect the character of the development and its sense of place. (G11)

Action Items

- 5.1 Master Sign programs will be prepared for each District prior to any development occurring within that District. The sign programs shall address sign standards (e.g., size, height, and area) and design guidelines (e.g., materials, lighting, and shape) for commercial signs (advertisement and identification) and public signs. The following sign guidelines are excerpted from the Downtown Specific Plan to provide a foundation for the sign program that will be created for the Master Plan Area:
- (1) **Sign Context.** Signs should be subordinate to the overall building composition and should not cover architectural features that are important to the overall building design.
 - (2) **Sign Types.** Appropriate signs include flush-mounted wall signs, awning signs, window signs and projecting signs. Freestanding signs and building directory signs may also be considered.
 - (3) **Sign Materials.** Sign materials and colors should be compatible with the design theme and materials of the structure on which it is placed.

f. Fencing

For pedestrian safety purposes, fencing will be installed as required by the California Public Utilities Commission and Union Pacific along the railroad tracks. Light fencing will likely be installed around the interior of the balloon track in order to provide a minor barrier and guide pedestrians toward established railroad crossings, with more substantial fencing installed along the railroad main line at Donner Pass Road Extension. This is subject to change depending on what is required by the California Public Utilities Commission.

Guidelines

- Fencing should be installed within the Master Plan area along the balloon track and along the main railroad line, per requirements of the California Public Utilities Commission, (G12a)
- Fencing design should be fitting with the character of the area, and should be as “transparent” or “permeable” as possible while still accomplishing its purpose. (G12b)
- Given that pedestrian activity is encouraged between and within districts adjacent to the balloon track (via established crossings), fencing around the balloon track should be more permeable (e.g., bollard fencing) than the fencing along the main railroad line, which should be more prohibitive (e.g., panel fencing). (G12c)

PUBLIC PLACES

PURPOSE

Truckee has a rich heritage of connecting people with the natural environment and providing a variety of opportunities for both active and passive recreation. Many people live in the community because of the immediate access to public lands and open spaces. A variety of open spaces exists currently within the town boundaries: Donner Lake, Coldstream Canyon, public lands along the Truckee River and new permanent open spaces preserved by the Truckee Donner Land Trust. Bordered by the Truckee River to the south and the mountains to the north, Downtown Truckee is both visually and physically connected to its surrounding environment. The purpose of this chapter is to provide a summary of public places planned within the Railyard Master Plan Area.

6.1 PUBLIC PLACE CONCEPTS

The Downtown Specific Plan (DTSP) recognizes the importance of parks and open spaces as vital to the character and function of Downtown. Implementation of the Railyard Mixed-Use Development Master Plan provides an unprecedented opportunity to increase public open space in Downtown, and further to create a civic and community presence Downtown, use natural resources efficiently, and promote the restoration of Trout Creek.

Redevelopment of the Master Plan Area will help to create a civic and community presence Downtown by providing a prominent location for a new community or civic use, community gathering spaces throughout the Master Plan area, and publicly accessible Neighborhood Parks. Community gathering places in this context refers to places where people gather and socialize to meet others and enjoy a sense of community. May be as conventional as a community center, park or plaza, or an informal space of the type where gathering occurs more spontaneously. Spaces can be public or privately owned. Some examples: farmers' markets, theater, tot lot, a portion of a street or alley or parking lot where temporary events are permitted.

An efficient use of natural resources will be achieved by locating and designing public open and gathering spaces to serve multiple purposes. Public places within the Master Plan Area will provide for public recreation, stormwater management/infiltration, and winter snow storage. Outdoor public spaces are oriented to take advantage of southern exposure and their location allows for visual and physical connections to the Historic Downtown and to the surrounding natural landscape.

Independent of the Railyard Mixed Use Project and this Master Plan, the Town will restore Trout Creek to a more stable and natural creek channel within the Master Plan Area as funding becomes available. This will be done through modifying the creek profile, creating a low flow channel, and restoring the riparian corridor. Where the Railyard balloon track is adjacent to Trout Creek the creek section will be expanded to allow 100 year flows without flooding adjacent land. Restoring Trout Creek will alleviate the current flooding in the area, and improve the aquatic and riparian habitats, providing a substantial asset to the community in the form of public open space, outdoor recreation and natural beauty.

The DTSP envisioned that a park, public plaza and outdoor ice skating rink would be developed within the balloon track. As part of the adoption of the Master Plan in 2009, the DTSP was revised to eliminate policies that related to providing a park containing an outdoor ice skating rink within

6. Public Places

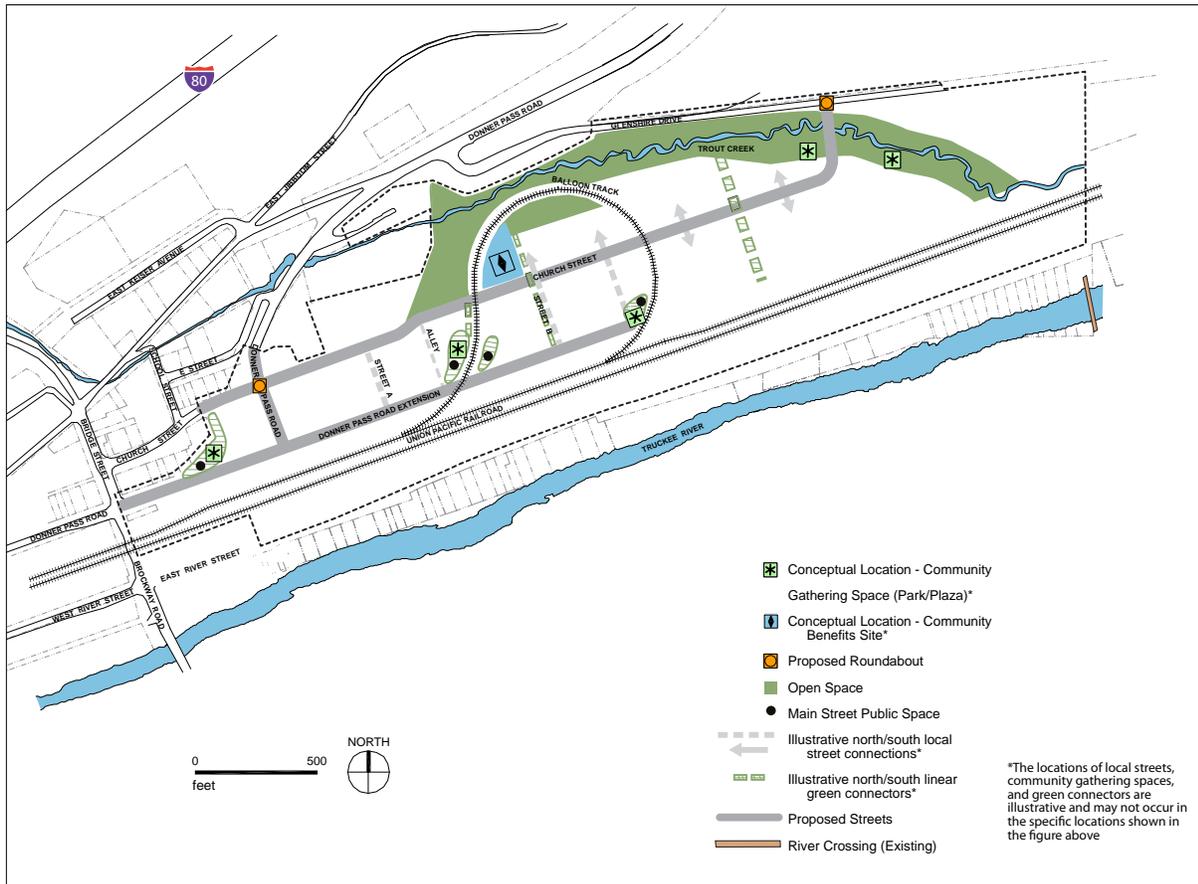


Figure 6-1: Public Places

the Master Plan Area. The open space concept presented in this Master Plan provides a series of open and community gathering spaces throughout the Plan Area and includes a civic/community opportunity area north of Church Street within the area adjacent to Trout Creek. This civic/community opportunity area could accommodate a civic building and a variety of community gathering spaces including a Town Square if desired. Open space and parks are provided throughout the Master Plan Area, as shown in Figure 6-1. Additional opportunities for public gathering are incorporated into the development standards and guidelines for each district. The complete vision is mix of formal / informal / public / private and semi-private spaces where a diversity of people can come together and enjoy Truckee's small mountain town environment. Restaurant outdoor dining areas, event spaces, alleys, expanded sidewalks and plazas will contribute to a diverse mix of public spaces.

6.2 PUBLIC PLACE TYPES

Figure 6-1 demonstrates the conceptual location of public places within the Master Plan Area. Public places envisioned for the Master Plan Area are described below.

a. Community/Civic Opportunity Site

The area north of Church Street within the balloon track is envisioned to accommodate community or civic use(s) that would be developed in the future by a public or private entity or through public-

private partnership. Future development of the site may include: a civic or community building, a variety of community gathering spaces including an open space area adjacent to Trout Creek, and, if desired, a Town Square. This Civic Opportunity Area is intended to provide an opportunity to develop a public use Downtown with a large, flexible public gathering space, a need recognized by the DTSP. As shown in Figure 6-1, the proposed Civic Opportunity Area would be centrally located within the Railyard Mixed-Use Development and Master Plan Area, which makes for an easy walk or bike ride from the historic Downtown and the rest of the Railyard Master Plan Area.



The development of open space, parks, plazas and other community gathering spaces within the Master Plan Area shall comply with the following standards. Design guidelines are also provided.

Standards

- The combined area of neighborhood parks (including community gathering spaces and trails) within the Master Plan Area shall be equal to at least 2.5 acres of park per 1,000 population of Master Plan Area. See neighborhood park standards on page 82. (S17)
- A site for a community gathering space shall be provided that is of sufficient size to serve as a place for planned and spontaneous gatherings for both residents and visitors, and shall include a plaza to allow for seating, community gatherings and staged events (per DTSP Chapter 9, Parks and Gateways). (S18)
- Information such as tourist services and local events shall be available within the Civic Opportunity Area (per DTSP Chapter 9, Parks and Gateways). (S19)
- Public art shall be incorporated into the design of the community gathering spaces (per DTSP Chapter 9, Parks and Gateways). (S20)
- The open space and community gathering areas shall be comprised of amenities including benches, walkways, paved plaza surfaces, public restrooms, lighting, trash receptacles, and bicycle racks, as appropriate (per DTSP Chapter 9, Parks and Gateways). (S21)
- The open space and community gathering areas shall be designed for multiple public functions such as recreation, stormwater management/infiltration and/or snow storage. (S22)
- One of the community gathering spaces within the DE District shall be named after an important figure, location or event in Truckee history (per DTSP Chapter 9, Parks and Gateways). (S23)
- In-lieu fees may be paid if the on-site park areas do not fully meet General Plan Policy 8.1 which states that new development should provide a minimum ratio of 5 acres per 1,000 population. (S24)

Guidelines

- Collectively the Railyard open space and community gathering spaces should be designed to accommodate a variety of recreational uses such as special town gatherings, unstructured everyday recreation. (G13)
- The majority of community gathering space areas should be designed to take advantage of solar exposure and visibility to the downtown core. (G14)

b. Neighborhood Parks

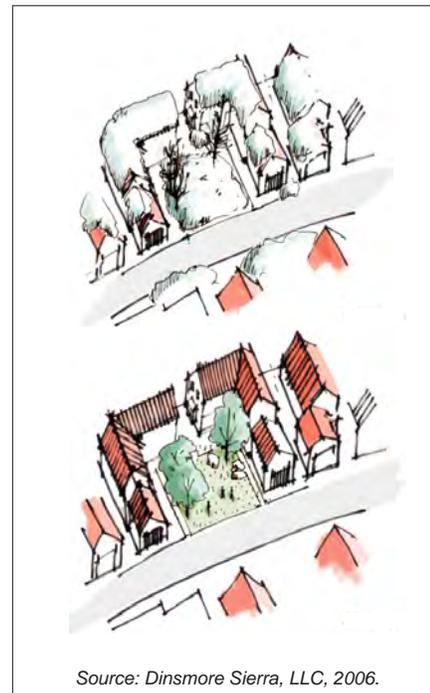
The Master Plan includes small neighborhood parks or gathering space in the Downtown Extension, Trout Creek and Industrial Heritage Districts. These areas are intended as small public open space areas to serve as neighborhood or community facilities. They will serve a variety of purposes, including opportunities for locating trailheads and open space adjacent to Trout Creek. Figure 6-2 illustrates one concept of a small neighborhood park within the Master Plan Area adjacent to Trout Creek.

The Master Plan envisions one or more neighborhood parks along the Trout Creek Greenway that will provide access to a multi-use trail along Trout Creek. Access to the creek will be limited to visual access and physical proximity via the multi-use trail. The conceptual pedestrian framework of the Master Plan Area (see Figure 7.3, Chapter 7) indicates the approximate locations of pedestrian travel ways and bicycle trails. Figure 6-3 illustrates the concept of a trailhead park.

In keeping with the guiding policies for parks and open spaces within this Master Plan, the Downtown Specific Plan and the 2025 General Plan, the layout and design of the neighborhood parks shall comply with the following standards and guidelines:

Standards

- THE COMBINED AREA OF NEIGHBORHOOD PARKS (INCLUDING COMMUNITY GATHERING SPACES AND TRAILS) WITHIN THE RAILYARD MIXED USE DEVELOPMENT AND MASTER PLAN AREA SHALL BE EQUAL TO AT LEAST 2.5 ACRES OF PARK PER 1,000 POPULATION OF MASTER PLAN AREA WITH A MAXIMUM OF 570 UNITS (SEE CHAPTER 5, M.A.D.) AT 2.68 PERSONS PER HOUSEHOLD, THE TOTAL PARK AREA REQUIREMENT WOULD BE 3.8 ACRES. (S25)
- AT LEAST ONE NEIGHBORHOOD PARK SHALL BE LOCATED ADJACENT TO TROUT CREEK TO PROVIDE PUBLIC ACCESS TO THE TROUT CREEK GREENWAY. (S26)
- NEIGHBORHOOD PARKS SHALL BE LOCATED WITHIN WALKING DISTANCE OF RESIDENCES WITHIN THE MASTER PLAN AREA. (S27)
- AMENITIES SHALL INCLUDE BENCHES, WALKWAYS, LIGHTING, TRASH RECEPTACLES, AND BICYCLE RACKS (PER GENERAL PLAN 2025, OPEN SPACE CONSERVATION ELEMENT). NEIGHBORHOOD PARKS SHALL BE DESIGNED FOR MULTIPLE PUBLIC FUNCTIONS INCLUDING recreation, STORMWATER MANAGEMENT/INFILTRATION AND SNOW STORAGE. (S28)
- IN-LIEU FEES MAY BE PAID IF THE ON-SITE PARK AREAS DO NOT FULLY MEET GENERAL PLAN POLICY 8.1 WHICH STATES THAT NEW DEVELOPMENT SHOULD PROVIDE A MINIMUM RATIO OF 5 ACRES PER 1,000 POPULATION. (S29)



Source: Dinsmore Sierra, LLC, 2006.

Figure 6-2: Small Neighborhood Park Concept



Source: Dinsmore Sierra, LLC, 2006.

Figure 6-3: Trailhead Concept

Guidelines

- Where appropriate, housing, work/live or live/work units should front onto a community gathering space or park to create an attractive and inviting area for residents and visitors. (G15)
- Active amenities such as playground equipment or a tot lot and picnic areas are encouraged. (G16)
- Features of trailheads could include interpretive signage, seating areas, and open space for passive recreation. (G17)
- Parks and greenways should be connected throughout the Master Plan area to create integrated and functional community and public spaces. (G18)

c. DE District Public Gathering Places

Small urban plazas are envisioned along the proposed extension of Donner Pass Road and Church Street. These plazas provide small gathering areas adjacent to retail shop frontages, and their southern exposure gives people comfortable areas to sit outside and enjoy downtown Truckee. Figure 6-4 shows examples of two plaza concepts. Plazas may be located on public or private property (i.e., outdoor seating in connection with a restaurant).

In keeping with the guiding policies for parks and open spaces within this Master Plan, the Downtown Specific Plan and the 2025 General Plan, the layout and design of the public plazas shall comply with the following standards and guidelines:

Standards

- PUBLIC PLAZAS SHALL BE DESIGNED TO TAKE ADVANTAGE OF SOLAR EXPOSURE. (S30)
- PUBLIC PLAZAS OR OTHER COMMUNITY GATHERINGS SPACES SHALL PROVIDE A VARIETY OF AMENITIES INCLUDING LANDSCAPING, LIGHTING, AND SEATING. (S31)

Guidelines

- Provide a comfortable and engaging retail shop front environment (similar to Commercial Row). (G19)
- Consider public art installations (wall murals, free standing sculptures, and decorative sidewalk mosaics, etc.) within public spaces of the Railyard Master Plan Area as development projects are reviewed (per DTSP Chapter 9, Parks and Gateways). (G20)

d. Event Streets and Areas

Event Streets and Areas are streets that carry vehicle and pedestrian traffic, but can be closed on occasion to function as pedestrian-only gathering spaces during events.

In keeping with the guiding policies within this Master Plan, the design and layout of Event Streets and Areas shall comply with the following standards and guidelines:



Figure 6-4: Examples of small urban plazas

6. Public Places

Standards

- EVENT STREETS SHALL BE LOCATED IN CLOSE PROXIMITY TO PUBLIC OPEN SPACES AND/OR CIVIC BUILDINGS. (S32)
- EVENT STREETS CAN BE CLOSED TO VEHICLE TRAFFIC SUBJECT TO APPROVAL BY THE TOWN PLANNING AND ENGINEERING STAFF. PERMITS AND APPLICABLE FEES MAY APPLY. (S33)
- DESIGN STREETS AND PARKING AREAS (BOTH PRIVATE AND PUBLIC) NOT JUST FOR VEHICLES, BUT AS USABLE OUTDOOR SPACE FOR WALKING, BICYCLING, VISUAL ENJOYMENT, AND COMMUNITY EVENTS. (S34)

Guidelines

- Events should be community-benefitting activities. Examples of appropriate events include a Farmer's Market, parades, Downtown Merchant events, street fairs, art shows, and holiday/seasonal festivals. (G21)

e. Action Items

The Town should work with the project developer to ensure the following action items are implemented.

- 6.1 Establish a Maintenance District to ensure public spaces, streets, Trout Creek and other infrastructure are properly maintained. The District shall fund the maintenance of sidewalks, trails, landscape, snow removal and off-haul, ongoing transit subsidy, and other maintenance/public services to the extent those services are not typically provided by the Town. The services to be provided and an outline of the other terms and conditions of the Maintenance District shall be included as part of the Development Agreement to be entered into prior to approval of the first phase of development.
- 6.2 Coordinate the design of public open space areas with the Truckee Donner Recreation and Parks District, the entity responsible for establishment and maintenance of park facilities (per DTSP Chapter 9, Parks and Gateways).
- 6.3 Coordinate the design and location of proposed trailheads within the Master Plan Area with the Truckee River Watershed Council and provide opportunities for facilitated community input throughout the design process.

6.3 TROUT CREEK RESTORATION

The Town of Truckee is in the process of restoring Trout Creek to a more stable and naturally-functioning creek corridor within and upstream of the Master Plan Area. The restoration project will restore approximately 6,000 feet of natural creek channel corridor with a combination of channel regrading and floodplain restoration.

Historically, Trout Creek has been rerouted for Downtown development, used to power a lumber mill in a flume, channelized, and used to feed ponds for ice harvesting. The creek is presently constrained by the balloon track, which causes the 100-year floodplain to encompass about one-tenth of the Master Plan Area.



Trout Creek

Initial analysis for the Trout Creek restoration project

indicates that the creek drains a four-square-mile watershed located primarily to the northwest of Truckee, with approximately 90 percent of the watershed developed as part of the Tahoe Donner neighborhood. The current configuration of the creek is unstable and requires ongoing maintenance. These conditions have resulted in a loss of aquatic habitat, diminished riparian habitat values, and reduced ability to improve water quality through the removal of sediments and pollutants. The DTSP recognizes the importance of protecting and restoring Trout Creek. The Town has been restoring portions of Trout Creek over the last 10 years. The Town began the Trout Creek restoration, starting with reaches upstream of the Master Plan Area (Reaches 1A through 3) within the Downtown area. This has not only restored aquatic and riparian habitat but also contained flood flows within the creek corridor improving water quality and reducing flood damage. Restoration of Trout Creek will be continued by the Town into the Master Plan Area (Reaches 4 through 5) in phases as funding sources become available. Figure 6-5 shows the location of the Trout Creek Reaches.

Reach 1 starts at the northeast corner of the Bridge Street/Jibboom Street intersection in Downtown Truckee. This Reach includes replacement of the Jibboom Street bridge crossing with a natural bottom bridge, replacement of the School Street bridge, removal of the concrete channel, restoration of the creek to a more natural state, and improvement of floodplain quality. A portion of Reach 1 (from Donner Pass Road to School Street) was improved in 2013.

Reach 2 connects to Reaches 1 and 3 at the Donner Pass Road structure. In 2006, Reach 2 was constructed and consisted of removing the existing culvert and constructing an open bottom arch culvert to improve fish passage, habitat and reduce upstream flood damage. The streambed was restored a short distance upstream and downstream of the open bottom arch culvert.

Reach 3 extends from Reach 2 along the northern side of the Truckee Tahoe Lumber Company boundary to the edge of the Union Pacific Railroad balloon track. In the summer of 2011, Reach

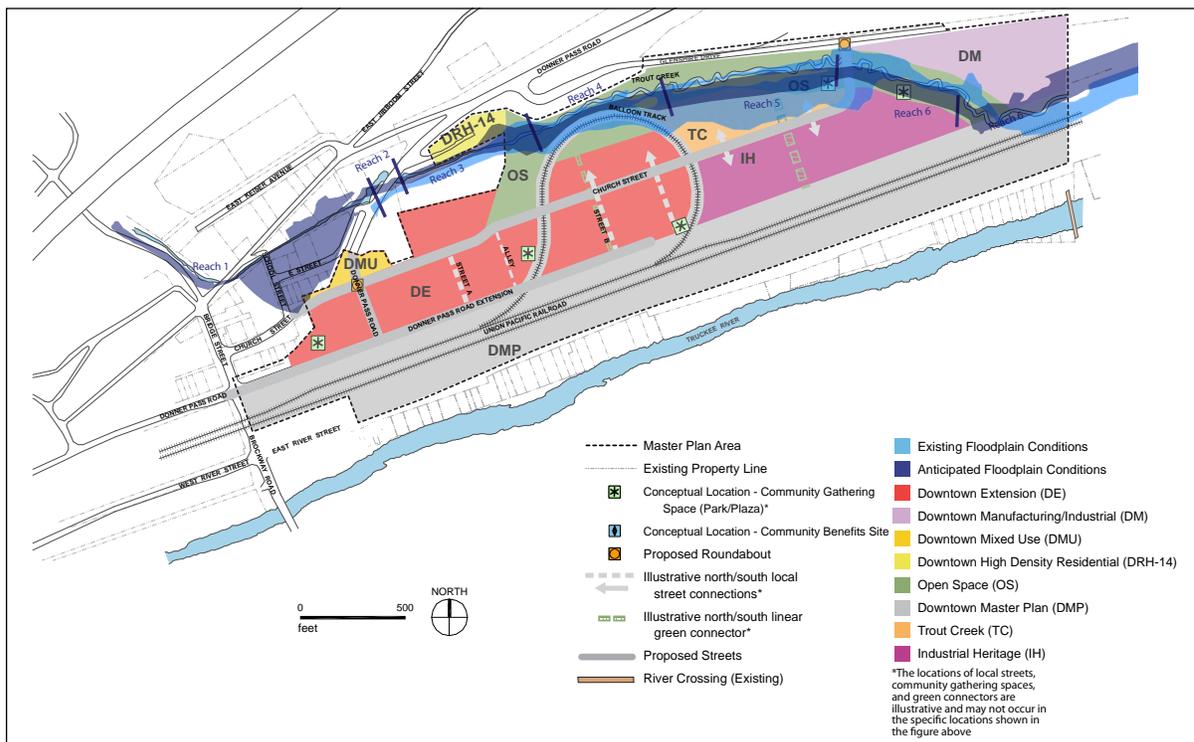


Figure 6-5: Flood Plain Comparison

Source: Swanson Hydrology + Geomorphology.

6. Public Places

3 construction began, including all of the mass grading, channel construction, habitat elements, stormwater management features and associated infrastructure. Site vegetation and irrigation infrastructure was completed in the spring and summer of 2012. In the winter of 2011-2012 the site was stabilized with gravel mulch application and in the spring of 2012 a sterile erosion control seed mix was tilled into the site to allow for the planting and seeding of native vegetation. Monitoring for Reach 3 creek restoration was completed in 2014.

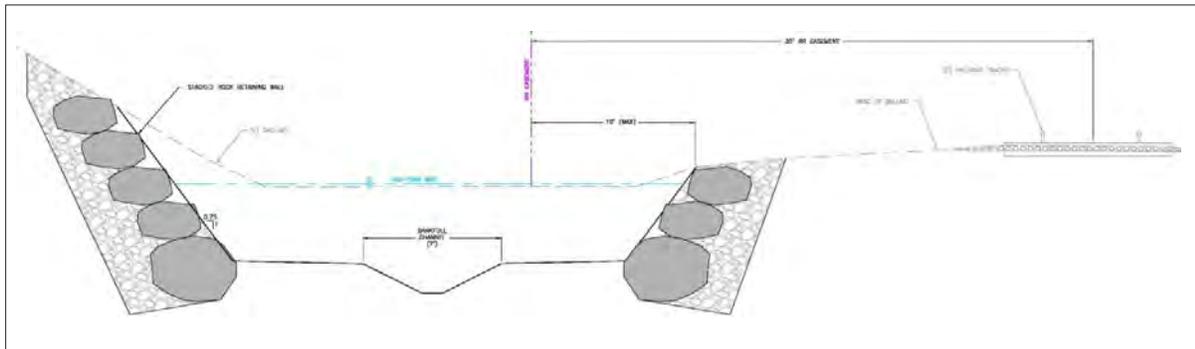


Figure 6-6: Proposed creek Cross-Section through Reach 4

Source: Waterways Consulting, Inc., 2015.

Reaches 4 and 5 occur completely within the Railyard Mixed-Use Development and Master Plan Area. One of the biggest constraints to the restoration of Reaches 4 through 5 is the restriction of the creek.

In Reach 4, the restriction is due to the existing balloon track and Glenshire Drive embankment. Relocation of the balloon track, proposed by the preliminary Trout Creek restoration plan and previous Master Plan, was not feasible due to property ownership and terrain restrictions. The Master Plan now assumes the northern and easterly portion of the balloon track adjacent to Trout Creek will remain in the same location.

The Town is studying several creek realignment and floodplain management alternatives and preliminary designs for Reaches 4 and 5. The preferred creek location will maintain an alignment similar to the existing creek alignment. The Town anticipates designing and restoring remaining reaches of the Trout Creek independently of this Master Plan and associated development as

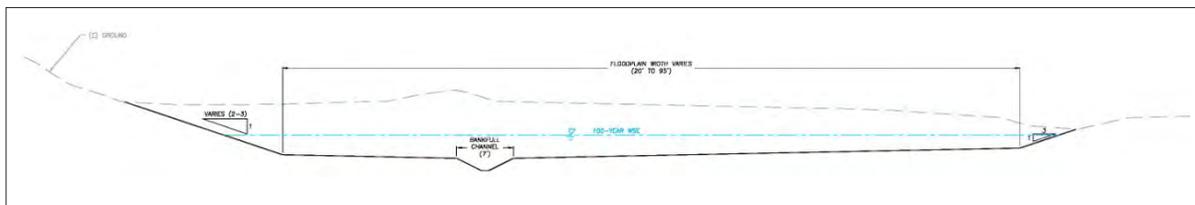


Figure 6-7: Proposed Typical Creek Section, Reaches 5 and 6

Source: Waterways Consulting, Inc., 2015.

funding becomes available. Improvement of these reaches is anticipated to increase the amount of developable land in the northern areas of the Master Plan Area.

In Reach 4, a deeper creek cross section is proposed with a wider bottom to promote a stable creek bed while also containing 100-year flood flows. Stabilization of the Glenshire Drive and railroad embankments will be necessary to lower the creek bed. The remaining downstream reach (Reach 5) must also be lowered to allow for a continuous sloping creek bed (see Figure 6-6).

Reach 5 extends from the eastern edge of the balloon track to the proposed Glenshire crossing and Reach 6 (which is not included in the Town's Trout Creek restoration project) extends from the Glenshire crossing to approximately 600 feet downstream where the proposed creek profile intersects the existing creek profile. Like Reach 4, Reach 5 will have a bankfull channel (low-flow channel) but will have a much wider floodplain width, which will provide a stable creek bed and restored riparian corridor that will contain the 100-year flood flows (see Figure 6-7).

Following approval of this Master Plan, the Town will continue to pursue the restoration of the remaining reaches of the Trout Creek as funding becomes available. The Town does not have funding to complete the restoration work for Reaches 4, 5, and 6 at this time; however, the Town is actively pursuing grant funding.

Additionally, the Town is planning to extend Church Street to Glenshire Drive (see discussion in Chapter 7). This extension will need to be designed and constructed in conjunction with the restoration of Reach 5.

Action Items:

See Action 6.1 related to the establishment of a maintenance district.

7

TRANSPORTATION AND CIRCULATION

PURPOSE

This chapter describes the transportation and circulation plan for the Railyard Master Plan Area and provides concepts for street design. Circulation infrastructure enables vehicular access to destinations, as well as pedestrian and bicycle access. The primary components of circulation infrastructure include streets, bike lanes, on-street parking, landscaping, sidewalks, trails and other pedestrian and bike linkages. A detailed Streetscape Plan will be prepared as part of the implementation of this Master Plan and will build upon the circulation concepts established in this chapter.

The circulation plan subsection of this chapter proposes circulation patterns for the Railyard Master Plan Area in a two-dimensional plan view. It describes pedestrian and bicycle networks, traffic calming concepts, parking and parking management, and transit alternatives. The streetscape subsection of this chapter provides a cross-section view of the circulation plan components and dimensions for the streetscape.

7.1 CIRCULATION PLAN

a. Circulation Overview

The circulation component of the Master Plan is intended to accommodate the diverse needs of all transportation modes including walking, biking, driving, and taking transit, while creating an attractive and livable downtown. Well-designed streets play a critical role in the development of livable communities. The street standards outlined in this chapter are based on detailed measurements and research from other exemplary mountain community downtowns with streets similar to historic Downtown Truckee. This proposal for “healthy streets” is intended to create a higher quality of life with fewer and shorter vehicle trips and a street network that provides a variety of options for residents in Downtown Truckee.

The roadway network for the Master Plan Area was developed from the analysis of site opportunities and constraints and through consideration of the various alternatives considered (see Chapter 3, Community Context) when the Master Plan was initially prepared. In 2015, the roadway network was modified to address constraints associated with the finding that it is not feasible to relocate the balloon track. The design of the proposed street network has evolved as various design solutions have been considered. Focal points of the current plan are the realignment of Donner Pass Road into a T-intersection at Donner Pass Road Extension and the extension of Church Street through the balloon track and up to Glenshire Drive to accommodate the Town’s planned downtown connection to Glenshire Drive. The circulation plan is designed to enhance and improve downtown circulation options and also provide for increased route choices. As shown in Figure 7-1, east-west access into and through the Master Plan Area is provided via Church Street; and the Donner Pass Road Extension. A series of smaller north- south streets will provide a variety of options for circulation through the site.

An agreement between Union Pacific Railroad and Truckee Development Associates will allow development of the Donner Pass Road Extension and associated parking areas within a portion of the 200-foot federal railroad right-of-way. Church Street will be extended to connect with Glenshire Drive

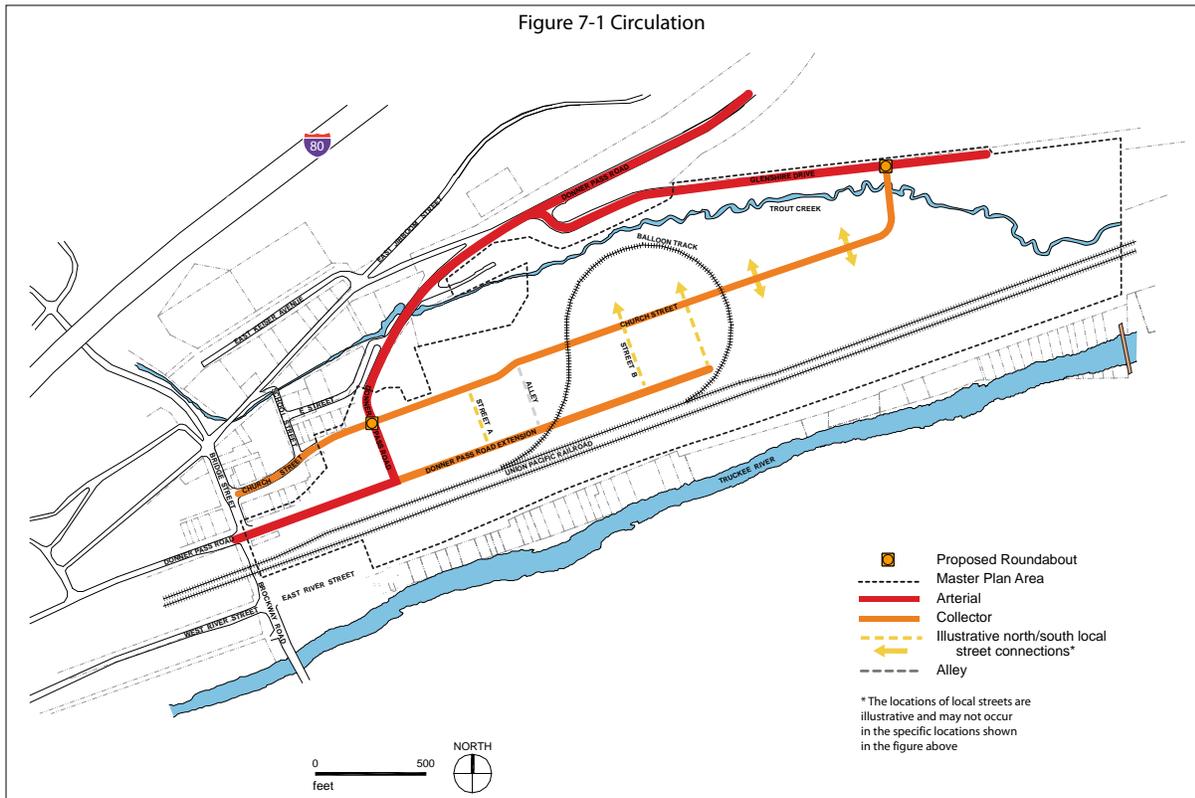


Figure 7-1: Circulation Concept Plan

and minimize left-turn traffic at the intersection of Glenshire Drive and Donner Pass Road. The Master Plan assumes that the existing Bridge Street at-grade crossing will remain open as an important connection between Commercial Row and West River Street.

It is important to note that the Town's 2025 General Plan discusses several roadway improvements for consideration within the Master Plan Area and its vicinity. These include:

- Improvements to the Glenshire Drive/Donner Pass Road intersection and realignment of Glenshire Drive (described below);
- Potential construction of an easterly undercrossing of the Union Pacific railroad tracks from the Master Plan Area, if required to accommodate future traffic flow;
- Potential closure of the existing Bridge Street at-grade railroad crossing;
- Improvements to Bridge Street/Donner Pass Road intersection; and
- Improvements to the Bridge Street/River Street intersection.

The realignment of Glenshire Drive (via a new connection with Church Street) and improvements to the Glenshire Drive/Donner Pass Road intersection are planned transportation and circulation improvements in the 2025 General Plan. As such, the necessary easements and access to facilitate a connection through the Railyard shall be incorporated into development of the Railyard. The timing of the realignment of Glenshire Drive will be addressed in the Development Agreement. In accordance with the General Plan, the EIR prepared for this Master Plan considered the potential construction of each of the additional improvements listed above, including an eastern railroad

undercrossing. The EIR analyzed whether the improvements would serve to improve overall traffic flow in Downtown. As also stated in the Town General Plan, considerations including the broader goals and policies of the Town concerning circulation and connectivity, community character, and urban design within the Downtown area may help determine that a particular improvement is unacceptable for reasons beyond those related to traffic capacity.

b. Pedestrian and Bicycle Networks

The Master Plan envisions an area where people often choose to walk and bike rather than drive. The Railyard streetscape plays a critical role in supporting such alternative modes of transportation and facilitating a livable community. The pedestrian and bicycle networks proposed by the Master Plan are intended to achieve a high degree of internal connectivity within the Railyard, as well as external connectivity with the networks in and around the Downtown in order to foster walking and biking.

Pedestrian routes within the Railyard are supported by a connected network of sidewalks and trails, as shown in Figure 7-2. An integrated network of sidewalks and trails will link public places, such as parks, event streets, and open spaces. Pedestrian access will be provided along the Trout Creek Greenway. Pedestrian connections into and through the Master Plan Area will be provided from Commercial Row at Donner Pass Road and at Church Street.

The bike network within the Railyard Master Plan Area will primarily conform to the roadway, as shown in Figure 7-3. The majority of roads through the Railyard will be “bike friendly” with either Class II bike lanes (on-street striped route) or Class III bike routes (on-street, designated by signs only).

The proposed bike network within the Railyard area will fully integrate with existing and proposed bike networks in the vicinity. The Truckee Trails and Bikeways Master Plan shows existing and proposed routes in the vicinity of the Railyard, while routes through the Railyard were not planned at the time. Class II bike lanes are proposed along Donner Pass Road, Glenshire Drive, Brockway Road, and East River Street, as shown in Figure 7-3. Bike lanes and paths will connect with these proposed routes at the following intersections: Bridge Street and Donner Pass Road; Church Street and Donner Pass Road; and Glenshire Drive and Donner Pass Road Extension.



The Downtown Extension Character Area is envisioned to have wide sidewalks similar to Commercial Row, Truckee.



Guidelines

- ENSURE THAT THE PEDESTRIAN AND BICYCLE CIRCULATION GUIDING POLICIES IN THE MASTER PLAN AREA (DTSP, CHAPTER 4B, PEDESTRIAN AND BICYCLE CIRCULATION GUIDING POLICIES) ARE IMPLEMENTED. (G22)
- ENSURE A RANGE OF BICYCLE PARKING OPTIONS ARE PROVIDED THROUGHOUT THE MASTER PLAN AREA. (G23A)
- PROVIDE PEDESTRIAN AND BICYCLE LINKAGES FROM THE RAILYARD MASTER PLAN AREA TO THE COMMERCIAL CORE, EVENT STREETS, AND THE TROUT CREEK GREENWAY. (G23B)

7. Transportation and Circulation

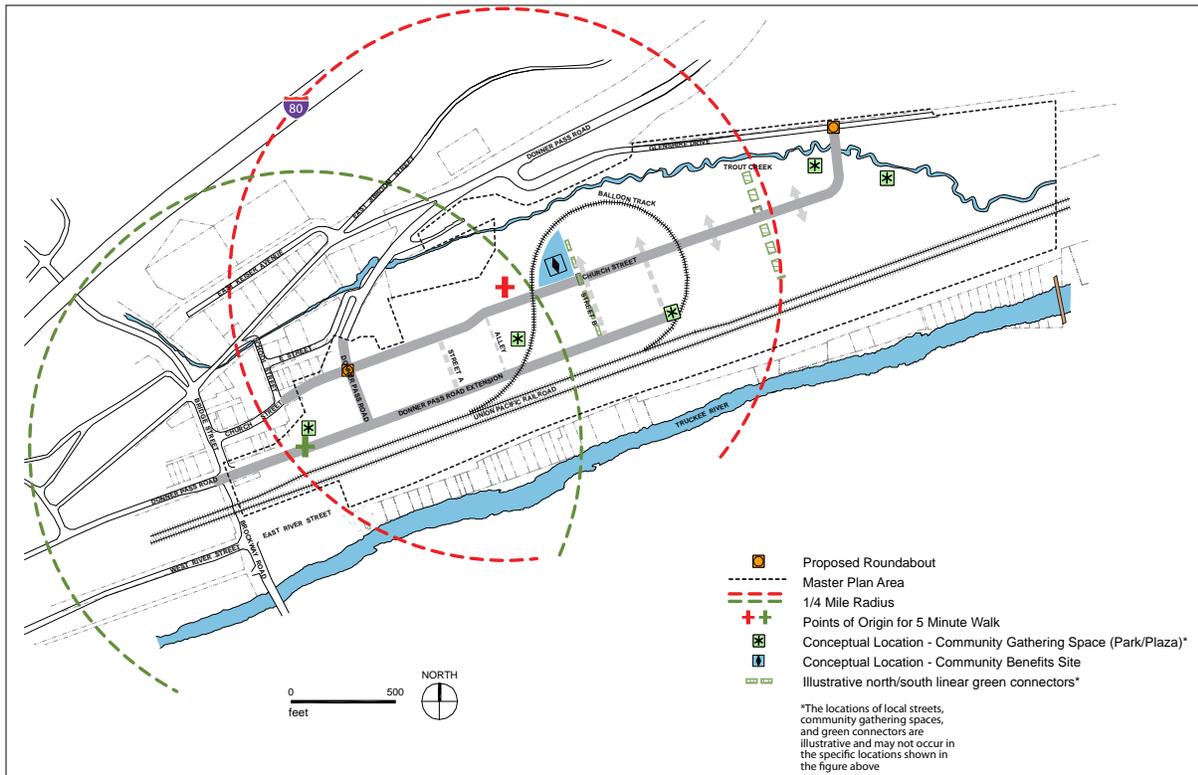


Figure 7-2: Pedestrian Circulation Plan

- PROVIDE, TO THE EXTENT FEASIBLE, BICYCLE AND PEDESTRIAN LINKAGES THAT WILL HELP FACILITATE FUTURE CONNECTIONS FROM THE RAILYARD AREA TO: (G24)
 - EAST RIVER STREET VIA A RAILROAD UNDER-CROSSING; AND
 - TRUCKEE RIVER AND THE REGIONAL PARK VIA THE PEDESTRIAN BRIDGE.

c. Traffic Calming Concept

Traffic calming features reduce vehicle speed, thereby improving pedestrian and bicyclist safety and fostering a pleasant experience along the street. Reduced speeds are also beneficial to retail businesses as drivers can pause to view storefronts and may make spontaneous stops for shopping, benefitting retail stores within the existing Commercial Row and the Railyard.

Elements of the roadway design that contribute to slowing the speed of traffic through the Railyard include: the realignment of Donner Pass Road to a T-intersection with the Donner Pass Road Extension; the well-connected network of streets with short blocks; reduced street widths (consistent with the existing downtown); on-street parking, mid-block pedestrian crossings, a roundabout at Donner Pass Road and Church Street and striped and signed bicycle routes.

d. Parking and Parking Management

Currently, parking in Truckee's Commercial Core consists of public parking, including on-street and surface parking lots, and private parking, including parking lots and employee parking areas. A parking management strategy was implemented in 2005, which entails pay-to-park and time

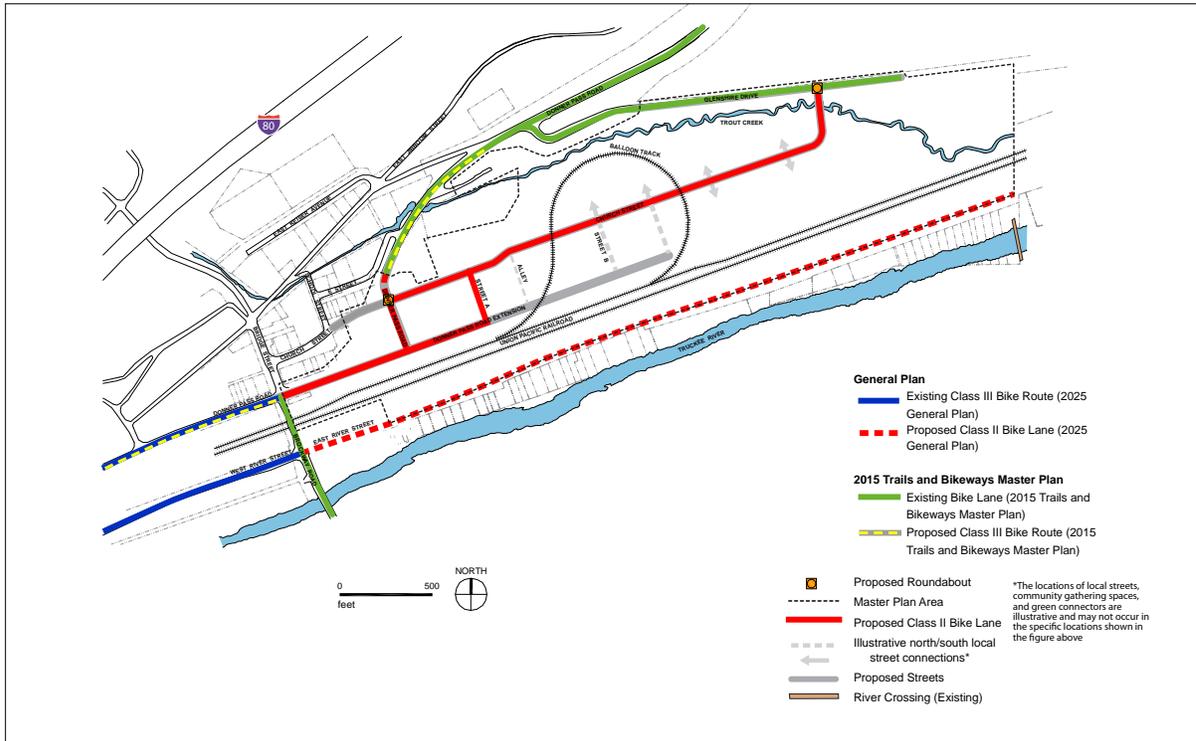


Figure 7-3: Bicycle Circulation Plan

restricted management strategies for public parking throughout the Commercial Core. Parking surveys completed after implementation of the parking management program show a surplus of parking spaces in the Commercial Core.

Parking in the Railyard Master Plan Area will be located primarily along Donner Pass Road Extension in the railroad right-of-way, along streets, as well as in parking garages and surface lots in the Downtown Extension and Industrial Heritage District and on-site in the Industrial Heritage and Trout Creek Districts. Parking will be managed and assessed on an area-wide or district level, instead of on a parcel-by-parcel level. Parking within the public right-of-way or on publicly-owned land or within the railroad easement is anticipated to be managed within the Town’s parking district. This will be detailed in the Parking Management Plan. Private parking provided both on- and off-street could contribute to meeting parking space requirements for development projects within the Railyard Master Plan Area.

The Master Plan policies seek to encourage walking and biking in the Master Plan Area through a “park once” concept. This concept will apply in the Downtown Extension District where parking will be provided in a central location, near new shops and destinations. Park once will alleviate the need for multiple trips made by car and will decrease traffic congestion. In conjunction, the shared parking concept will be used between various land uses, such as residential, commercial and office uses which have different peaks in parking demand. For example, where an office building shares parking spaces with a restaurant, the parking can be shared by the office employees by day and the restaurant patrons by night, since most of the employee’s cars will be gone in the evening and when, simultaneously, the restaurant’s peak demand will occur. The peak hours of use will not overlap to the point where peak demand for parking from all uses will be greater than the total supply of parking spaces. Through shared parking, the total amount of parking required to serve

7. Transportation and Circulation

the area will be reduced because parking spaces will be shared by various users, allowing land to be used more efficiently. This concept relies on an appropriate mix of land uses with different peak demand times and land use densities that facilitate walkable distances for pedestrian trips between destinations. Shared parking is a vital characteristic of downtown and mixed-use developments where public parking serves various destinations within walking distance of one another. Action 7.1 below requires the preparation of a Parking Management Plan which should be referenced for detailed parking standards. The Management Plan will include progressive parking demand reduction and management strategies including unbundling, car share, electric vehicle charging stations, and shared parking to promote more frequent walking and biking throughout downtown. Additionally, a car sharing program is planned and electrical vehicle charging stations are planned within the Master Plan Area. Both of these elements will minimize parking demand.

Not only is parking supply important to the parking concept for the Master Plan Area, but the location of parking is a key factor in the parking concept. The integrity of the streetscape is often compromised through the placement of parking garages or surface lots, which can detract from the streetscape. Parking garages should be subordinate to the primary street façade, with the ground floor wrapped in active uses. Surface lots, north of Donner Pass Road (so excluding parking in the UP rail right of way) should be broken into smaller lots and shielded along the majority of the parking lot frontage by buildings or other design features and landscaping along primary street frontages . Both parking structures and lots should be accessed from alleys and local north south connectors, not from the main street. See siting guidelines for parking areas in Chapter 5, Land Use.

Standards

- PARKING DESIGN SHALL COMPLY WITH EXISTING PARKING POLICIES WITHIN THE DTSP EXCEPT WHERE OTHERWISE NOTED IN THIS MASTER PLAN OR THE SEPARATE RAILYARD PARKING MANAGEMENT STRATEGY. FOR APPLICABLE POLICIES SEE DTSP, CHAPTER 3.E, GUIDING PARKING POLICIES. (S35)

Guidelines

- Allow parking sheds along the railroad tracks to help define the public realm. (G25)

Action Items:

7.1 Prepare a Parking Management Plan for the Railyard that details parking standards and includes an implementation plan by phase or district. The Management Plan should also provide for incorporating parking in the Master Plan Area into the existing Downtown Commercial Core Parking Management Program. Public Parking within the railroad right of way shall be made available for use by the Downtown Parking Management Program at no land cost to the Parking District.

e. Transit

Regional and local transit within Downtown Truckee currently utilizes the Truckee Depot, located on Donner Pass Road across from Commercial Row, as a transit terminal. Regional transit options include Amtrak, Greyhound and the Tahoe Truckee Airport shuttles. Local transit options include Tahoe Truckee Area Regional Transit (TART) operated by the Town of Truckee and Placer County. Truckee TART provides fixed route and demand response services.

Truckee’s local fixed route varies by season. During the winter season (mid-December through mid-March) a fixed route service is offered 7 days per week between Henness Flats, downtown

Truckee, Donner Lake, and Boreal, Sugar Bowl, Donner Ski Ranch and Soda Springs ski resorts between approximately 6:05 am and 6:05 pm. During the non-winter season (mid-March through mid-December) buses serve the Henness Flats, Recreation Center, Downtown Truckee, Gateway Shopping Center, Crossroads Shopping Center, Donner State Park and the west end of Donner Lake on a fixed hourly schedule from 9:05am to 5:05pm, every day except Sunday.

The Truckee TART demand response service known as Dial-A-Ride provides door-to-door service under the Americans with Disability Act, Priority service is provided to persons with disabilities and seniors, and is available to the general public. Dial-A-Ride serves all Truckee residential neighborhoods with service provided Monday-Saturday, 8:00 am to 5:00 pm non-winter, and includes Sunday during the winter schedule. Placer County TART provides service on Highway 267 between Kings Beach and the Truckee Depot, and on Highway 89 between Tahoe City and the Truckee Depot. Placer County TART services 30 miles along Lake Tahoe seven days a week from 6:30 am to 6 pm. The route covers Tahoma on the west of Lake Tahoe to Incline Village on the east side of the lake with service to Truckee via Highway 89. Placer County TART also runs between Truckee and Crystal Bay via Highway 267 Connections to Amtrak and Greyhound are provided at the Truckee Depot. TART is funded jointly by the Town of Truckee, Placer County, and Washoe County Regional Transportation Commission.

The Town is exploring opportunities to enhance transit service and ridership in Downtown Truckee and the extension of transit services into the Railyard Master Plan Area. Opportunities exist for transit service connecting the Railyard Master Plan Area with the existing Downtown. Additionally, the Master Plan Area should be considered as a potential location for an expanded downtown intermodal station. In the future, should transit become more important than auto parking, the surface parking currently planned within the railroad right-of-way could be reduced in favor of an area to accommodate more transit services. Transit services, including precise locations for bus stops within the Railyard Master Plan Area, will be finalized during the implementation phase of this Master Plan.



Train Depot, Truckee

Opportunities to improve the rail service to the Downtown and extend the Capitol Corridor routes through to Reno could assist significantly in addressing weekend traffic congestion and provide a viable option for regional travel. The redevelopment of the Truckee Railyard in conjunction with passenger rail service improvements may enhance the opportunities for the Downtown as a destination attraction for year-round visitors.

Action Items:

- 7.2 Develop an Access Plan to incorporate transit services into the Railyard Area including Placer County TART and Truckee TART that include fixed route and demand response services, as appropriate.

7.2 STREETScape

This subsection contains street standards to ensure that the public realm in the Railyard Master Plan Area, which consists of streets, sidewalks, and landscaped areas in the right-of-way, will foster a safe, pedestrian friendly environment and facilitate movement within the area. These standards are general and relate to the dimensions of the streetscape. Specific guidance for landscaping and paving

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materials, street furniture, and lighting will be established through a Streetscape Plan, which will be created by District prior to the first phase of development in that District.

The existing streetscape in Downtown Truckee exhibits a variety of right-of-way and travel lane widths, parking configurations and pedestrian accommodations. These historic pedestrian scale streetscapes are attractive to many visitors and residents, but do not entirely conform to the Public Improvement and Engineering Standards (PIES) adopted by the Town of Truckee (2003).

In order for the Railyard area to integrate successfully into the fabric of the existing Downtown, the new streetscape should be reflective of the existing streetscapes in the Downtown. However, the new street networks should address where possible shortcomings of the older street network including travel lane, right-of-way widths, and inadequate snow storage and disposal areas that create traffic and pedestrian safety issues and operational and maintenance challenges. Streetscape Plans shall be reviewed and approved by the Town Engineer.

Action Items

7.3 Prepare a Streetscape Plan for each District within the Master Plan Area. The Streetscape Plans shall be coordinated with existing downtown streetscapes and shall contribute to a sense of visual continuity between Districts while allowing for unique and eclectic variations between Districts. The plan shall provide details for curbs and gutters, parkway strips, crosswalks, street furniture, transit shelters, landscaping, paving, lighting and signage. Unless otherwise specified, the streetscape guidelines for the Downtown Commercial Core shall apply in the Downtown Extension District (DTSP, Chapter 5.D through 5.J). Streetscape Plans shall be subject to review and approval by the Town Engineer.

a. Components of the Streetscape

The streetscape consists of several basic components that are described briefly below. This description provides the context for the street cross-section diagrams in the following section.

Right-of-Way. The right-of-way spans the roadway and includes: sidewalks, on-street parking, bike lanes, and vehicle travel lanes. In areas that are more intensely developed, such as the Downtown Extension District, the right-of-way typically abuts the building edge. In less intensely developed areas, such as the Trout Creek District, the right-of-way abuts the front yard.

The vehicular travel lane is located toward the center of the right-of-way. Travel lanes throughout the Railyard are generally 10 feet in width when adjacent to bike lanes, back out parking or snow buffer areas. The 10-foot width is less than the 11- and 12-foot Town standards for arterial and collector streets, respectively. This reduced width contributes to traffic calming and is more consistent with the existing downtown roadway widths.

Bike Lane/ Snow Buffer and Back Out. In areas with wider rights-of-way, bike lanes or back out areas are adjacent to the travel lane. Bike lanes are typically 5 feet in width, provide striped or signed passage for bikes while providing a buffer for snow removal along parking spaces. Where bike lanes are not planned a 5-foot snow buffer is provided adjacent to parallel parking. Consistent with the Downtown Commercial Core, back out lanes are typically 5 feet providing additional space for vehicular movement when maneuvering into or out of an angled parking space.

On-Street Parking. On-street parking types in the Master Plan Area consist of angled parking and parallel parking. Parallel parking ranges from 7 to 8 feet wide. Angled and parallel parking are located

on roadways throughout the Master Plan Area. Angled parking may conflict with bicycle movements and is proposed on streets where bike lanes are not planned.

Sidewalks. Sidewalks throughout the Master Plan Area vary in width depending on the types of buildings and uses on the block. In commercial/retail areas, such as along Donner Pass Road Extension, sidewalks are typically at least 12 feet wide. In the Trout Creek residential area, sidewalks are typically 6 feet wide.

Roadway Edge. The roadway edge typically consists of a curb and gutter or a shoulder as well as landscaped areas. Landscaped areas serve the dual purpose of providing aesthetic and environmental benefits. Landscaped areas can create a buffer between pedestrians and traffic, provide shade for pedestrians and parking areas, and in many cases will serve as a component in the integrated stormwater management program.

b. Street Standards for Snow Conditions

Special consideration shall be given to street design for the winter snow conditions in Truckee. Street design shall incorporate the following standards to facilitate snow plowing and reduce conflicts with automobiles and structures during winter weather conditions. Additionally, Chapter 8, Public Infrastructure, describes snow storage standards and guidelines based on Development Code Sections 18.24.040.B.2. and 18.30.130.

Standards

- Sidewalk and pathway materials, as well as streetscape design, shall be appropriate for the type of snow removal equipment used in the area. If mechanized equipment such as skid-steer loaders or smaller wheeled tractors are used, the sidewalk must be structurally designed for the anticipated wheel loads and have a relatively smooth surface, such as concrete. If a small hand operated snow blower or shovels are used, irregular surfaces such as pavers or stepping stones may be acceptable. (S42)

c. Street Standard Comparison with Engineering Standards

The right-of-way, street and parking dimensions shown for the street sections generally conform with PIES, but in some locations widths are slightly narrower for a number of reasons including: the desire to build upon existing streetscape character; provide passive traffic calming; allow space for pedestrian corridors and maximize the amount of land available for development of buildings and other private improvements. A comparison of the proposed improvements and PIES criteria is shown in Table 7-1.

d. Street Cross-Section Diagrams

Cross-sections are provided for eleven areas within the Railyard, as shown in Figures 7-4 and 7-5. The cross-sections provide a view of the roadway and the streetscape components which are located in the right-of-way. Final cross-sections and dimensions will approved by the City Engineer.

(1) Downtown Extension District. The streetscape in the Downtown Extension District consists of Donner Pass Road, Donner Pass Road Extension, Church Street, and Street A. The eastern portion of the balloon track marks the boundary between the Downtown Extension District and the Industrial Heritage District. Donner Pass Road will be re-aligned to create a T-intersection in the Railyard, and will provide north/ south access to the Railyard, as well as regional connections. Church Street is the primary collector providing access to the Railyard area as well as through the area, connecting to Glenshire Drive. Donner Pass Road Extension is a secondary collector.

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Table 7-1: Proposed Street Dimensions and Comparison with PIES

Street Section	Location	Proposed ROW	Town Minimum	Proposed Travel Lane	Town Standard	Proposed Bike Lane	Town Standard	Proposed Parking Lane	Town Standard
Arterial									
1	Donner Pass Road Ext	158 ft	92 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P	8 ft P
3	DPR S of Church	81 ft	92 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P	8 ft P
5	Donner Pass Road E of A St	88-140 ft	92 ft	10 ft	11 ft	5 ft SB	5 ft BL	8 ft P	--
Collector									
2	Donner Pass Road Ext. w. Angled Parking and Parking Area	152 ft	80 ft	10 ft	11 ft	5 ft BO	5 ft SB	19 ft AP 19 ft AP	8 ft P 17 ft A
4	Church Street E of DPR	57 ft	80 ft	10 ft	11 ft	5-6 ft BL	5 ft BL	8 ft P	8 ft P
7	Church Street E of St A	60-64 ft	80 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P	8 ft P
8	Church Street Adjacent to Building	62-70 ft	80 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P	8 ft P
9	Church Street Adjacent to Parking	62-70 ft	80 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P	8 ft P
Local									
6	Street A	66 ft	60 ft	10 ft	11 ft	5 ft BL	5 ft BL	8 ft P --	8 ft P --
Notes:									
1. Additional Widths Includes: BO: Back Out; BL: Bike Lane; and SB: Snow Buffer									
2. Parking Types Include: AP: Angled Parking; P: Parallel Parking									

The north/south streets are local streets, providing secondary access through the Railyard. Alleys provide access through the blocks.

(2) Industrial Heritage District. Church Street provides access through the Industrial Heritage District. A network of small local streets will be developed when a specific development project is proposed and will provide north/south access. Parking is provided on a portion of Church Street and may also be provided on the local street network.

(3) Trout Creek District. Church Street provides primary east/west access into the Trout Creek District. A network of small local streets will be developed when specific development project is proposed in the District and will provide north/south access. Parking is provided on a portion of Church Street and may also be provided on the local street network.

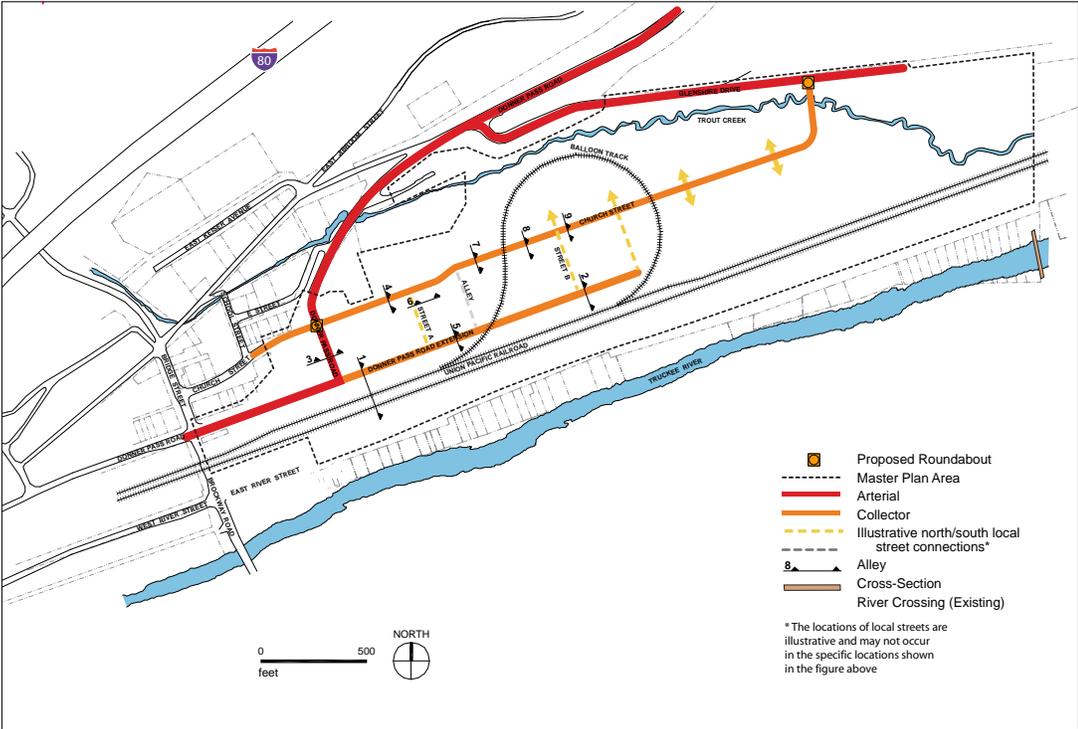
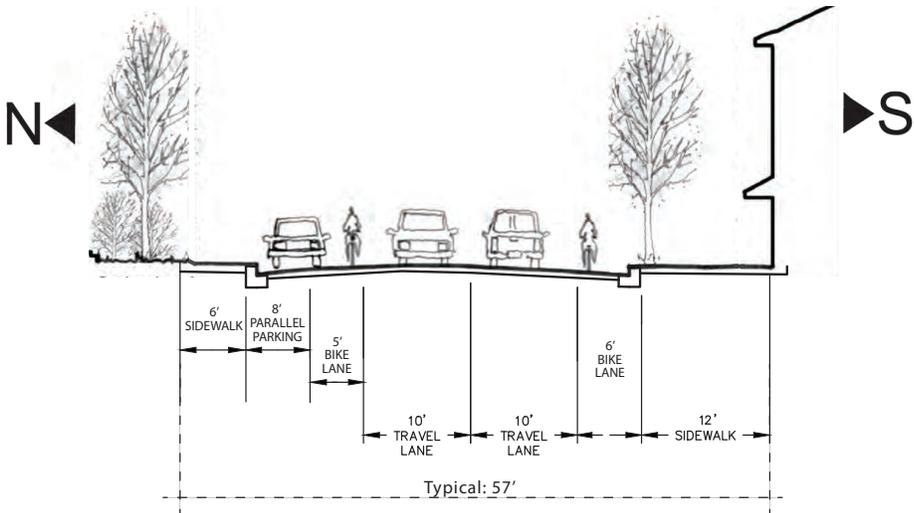
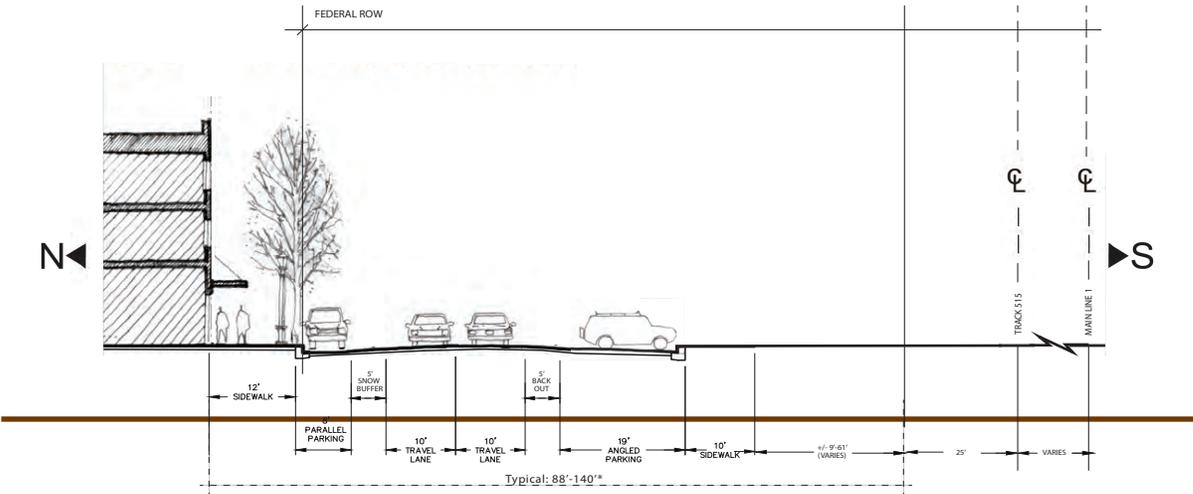


Figure 7-4: Street Cross-Section Key

SECTION 4: Church Street East of Donner Pass Road



SECTION 5: Donner Pass Road North of Church Street



SECTION 6: Street A

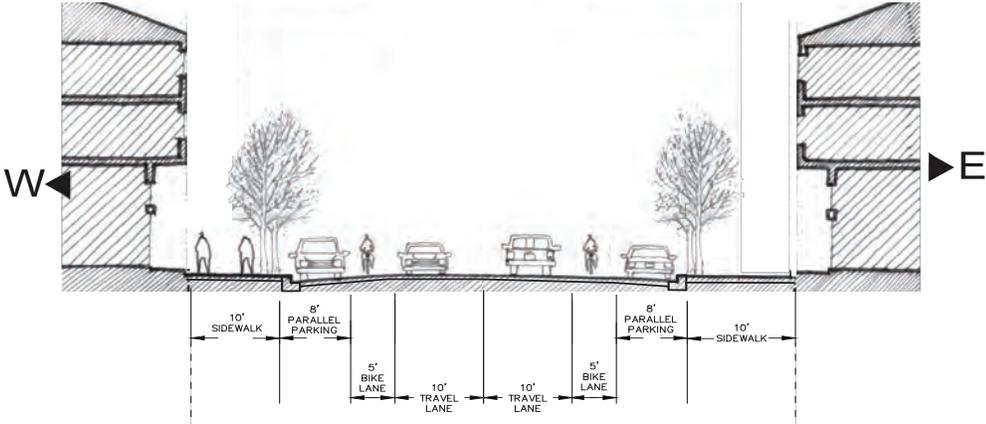
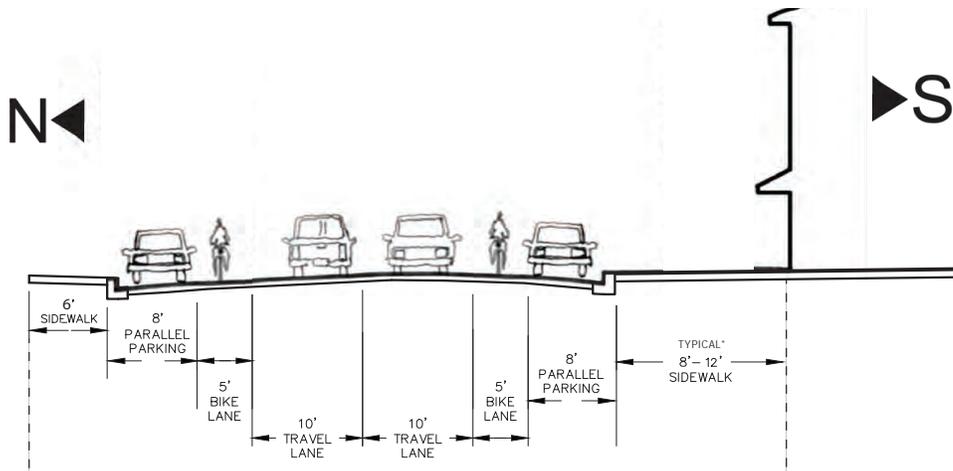


Figure 7-5: Street Cross-Sections Continued, Updated 2016

SECTION 7: Church Street East of Street A



SECTION 8: Church Street Adjacent to Building

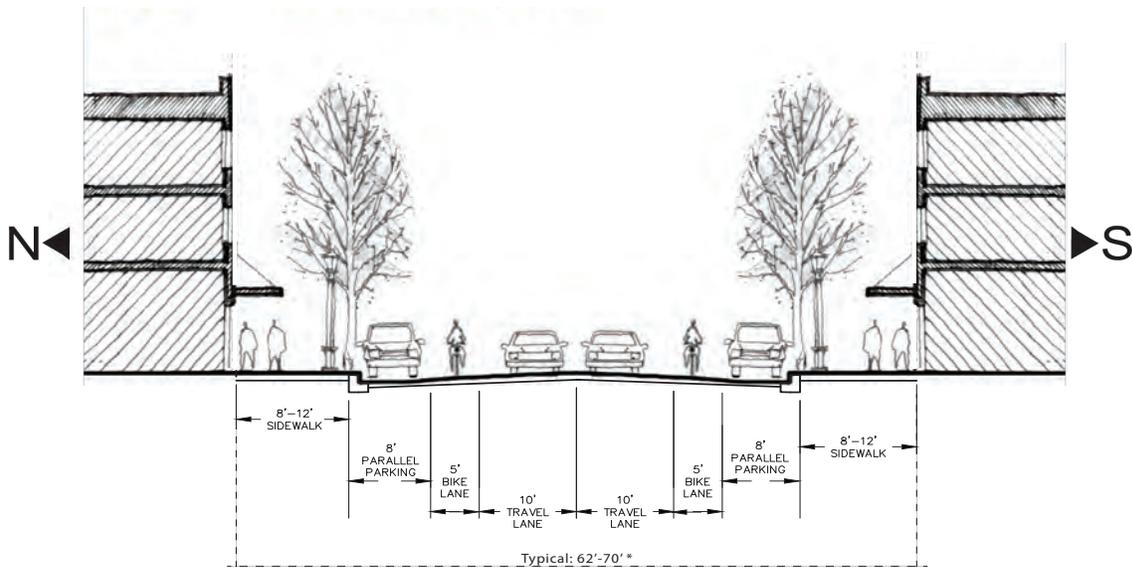


Figure 7-5: Street Cross-Sections Continued, Updated 2016

SECTION 9: Church Street Adjacent to Parking

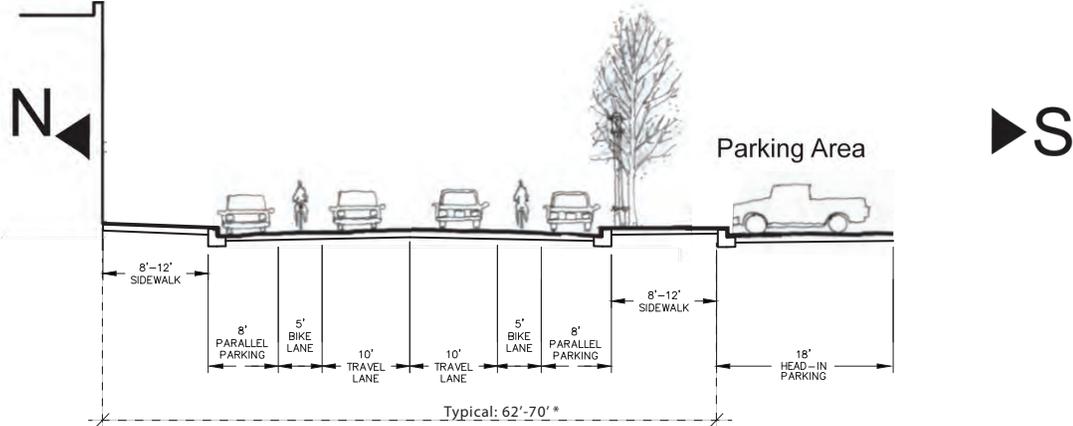


Figure 7-5: Street Cross-Sections Continued, Updated 2016

8 PUBLIC INFRASTRUCTURE

PURPOSE

This chapter provides general information regarding the design and development of public infrastructure in the Railyard Master Plan Area; topics covered include snow storage, stormwater infrastructure, public restroom facilities, and utilities (water, sewer, power, telephone and cable). This section is intended to provide general guidance; more detailed specifications are available in the Town's Development Code and the Town's Public Improvement and Engineering Standards.

Many communities look at downtown infrastructure improvements as an investment in the long-term viability of mixed-use downtowns. While this chapter assumes the Public Works Department will be responsible for maintaining standard infrastructure improvements (excluding utilities). The creation of a separate entity, such as a maintenance district, funded by tax increment or a similar source, to operate and maintain non-standard site improvements is also anticipated. This concept is especially applicable to parking, snow removal and landscaping features.

8.1 SNOW STORAGE

Living in a community that receives over 200-inches of snow annually creates the need to address snow removal and storage in a comprehensive manner. Snow removal on Truckee's public streets is conducted by the Public Works Department, and this Master Plan assumes that development within the Railyard Master Plan Area will require Public Works snow removal services. Efficient snow removal in the Downtown Core is important to the success of the community for a number of reasons, including:

- Maintaining passable routes for emergency equipment, school buses and other essential government services;
- Providing residents and visitors access to local commerce centers when outlying routes such as Interstate-80 to Reno or Sacramento may not be passable;
- Providing visitors a "safe-haven" during large storm events that may limit travel in outlying neighborhoods, especially during peak visitor periods; and
- Minimizing impact to downtown businesses, offices and residents during peak winter storm events.



Example of Winter Snow Storage at Church Street

a. Snow Storage Concept

Snow storage within the Master Plan Area needs to be strategically located to accommodate both temporary storage and longer storage that will accommodate snow off-hauled from other areas within the Master Plan Area. Snow removal is a three-step process within the denser areas of downtown involving: plowing of the travel lane, public parking areas and sidewalks; stockpiling the plowed snow; and, as necessary, hauling the stockpiled snow to permanent disposal areas. For the Master Plan Area it is envisioned that temporary storage will occur along streets within adjacent landscape areas and that a snow storage area will be accommodated in the northern portion of the balloon

8. Public Infrastructure

track. Additionally an interim-storage area will be provided between west of the balloon track between Church Street and the extension of Donner Pass Road until such time a storage area is available within the balloon track. Identification of the ultimate snow storage locations will be required when off-hauling is proposed and the snow removal program is more fully developed.

The stockpiling and hauling steps of the snow removal process are very time consuming and expensive since the snow is handled at least twice and in some cases three times. Currently, the Town stockpiles snow in intersections and parking areas until time allows off-hauling to be scheduled; however, this can result in reduced vehicle sight distances and loss of parking spaces. While the temporary loss of spaces in the Downtown Core may be acceptable for 48 to 72 hours, redevelopment of the Railyard presents the opportunity to establish both temporary and permanent snow storage spaces that eliminate intersection encroachments and minimize lost parking. Properly sited and designed snow storage areas can function in the summer as passive recreation areas and serve as neighborhood pedestrian trail linkages.

b. Snow Storage Standards and Guidelines

Standards and design guidelines for snow storage should be considered in the development of snow storage areas. General Design Guidelines, including applicable guidelines from Development Code Section 18.24.040.B.2.m, are provided below.

Standards

The location and design of these areas should conform to the following criteria:

- MAXIMUM DISTANCE BETWEEN STORAGE AREAS SHOULD BE 300-FEET. (S43)
- PRIVATE PROPERTIES SHALL PROVIDE ON-SITE SNOW STORAGE CONSISTENT WITH DEVELOPMENT CODE SECTION 18.30.130 TO SATISFY THEIR RESPECTIVE REQUIREMENTS (50 PERCENT OF THE PAVED AREA) UNLESS THEY ARE INCLUDED IN THE MAINTENANCE DISTRICT, OR PROVIDE AN ALTERNATE SNOW STORAGE LOCATION APPROVED BY THE TOWN. (S44)
- SNOW STORAGE SHALL NOT BE PERMITTED ACROSS PUBLIC SIDEWALKS. (S45)
- TEMPORARY STORAGE AREAS SHALL BE ACCESSIBLE TO LARGE EQUIPMENT FROM AT LEAST TWO SIDES TO ALLOW EFFICIENT LOADING DURING OFF-HAUL PERIODS. (S46)
- STORAGE AREAS SHALL BE AVAILABLE DURING THE ENTIRE WINTER. SURFACE IMPROVEMENTS (TABLES, BENCHES, ETC) WITHIN THE AREAS SHOULD BE REMOVABLE OR STRATEGICALLY PLACED TO ALLOW MAXIMUM SNOW STORAGE ON THE SITE. (S47)
- STORAGE AREAS SHALL BE CONNECTED TO THE STORMWATER SYSTEM TO PREVENT FLOODING AS THE SNOW MELTS. DESIGNATED STORAGE AREAS SHALL INCORPORATE MEASURES TO REMOVE DEBRIS, SAND AND CHEMICALS PRIOR TO DISCHARGE TO THE STORMDRAIN SYSTEM OR INFILTRATION INTO THE GROUND. (S48)
- STORAGE AREAS MUST NOT BLOCK CORNER SIGHT DISTANCE AT DRIVEWAYS OR STREET INTERSECTIONS. (S49)
- LANDSCAPE PLACEMENT AND SPECIES SELECTION WITHIN STORAGE AREAS SHALL BE REVIEWED FOR FEASIBILITY AND SURVIVABILITY. TREES SHOULD NOT OVERHANG THE STORAGE AREAS TO PRECLUDE DAMAGE TO BRANCHES AND FACILITATE SUN EXPOSURE. (S50)
- THE MINIMUM DIMENSIONS OF A LINEAR STORAGE AREA SHALL BE 10-FEET DEEP BY 75-FEET LONG. NON-LINEAR AREAS SHALL BE AT LEAST 40-FEET IN ANY DIRECTION TO PROMOTE EFFICIENCY AND ALLOW SUFFICIENT STORAGE CAPACITY FOR LARGE STORMS. (S51)
- SNOW STORAGE SHALL BE ACCOMMODATED WITHIN THE MASTER PLAN BOUNDARIES TO THE GREATEST EXTENT FEASIBLE UNLESS OFF HAULING IS APPROVED BY THE TOWN ENGINEER. (S52)

Guidelines

- Storage areas should be located at the end of a “straight” push from removal areas such as parking lots, and at T-intersections, where possible. (G26)
- Residential and commercial streets without on-street parking should have a flush edge treatment (curbs level with roadway) to allow snow removal and windrow storage without damaging infrastructure such as raised curbs and similar features. (G27)
- Designated snow storage areas should be designed in a way that does not block visibility for motorists. (G28)
- Snow storage areas should consider vegetation as well as solar access; do not locate snow storage in predominantly shady areas. (G29)
- Areas designated for snow storage should use suitable plant materials including vigorous ground covers, perennials, willows, and planters with low edges to facilitate plow access. (G30)
- The placement of infrastructure such as signage, street lamps and similar surface improvements should be offset from the storage area to prevent damage or limit pedestrian access. (G31)

Action Items:

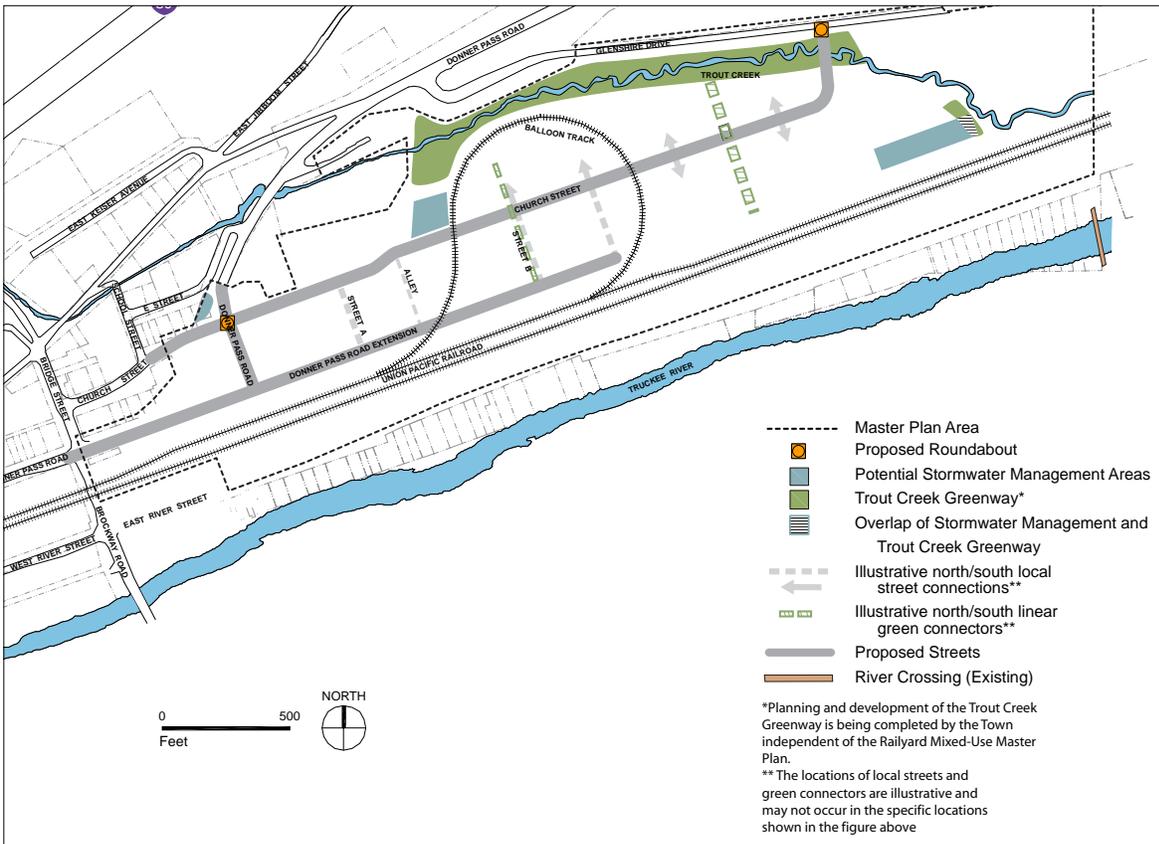
- 8.1 Establish a snow removal program for the entire Master Plan Area and each interim phase of development within the Master Plan. On-street parking areas in the Downtown Extension shall be included in the program. Important sidewalks throughout the Master Plan Area shall be included in the program sufficient to maintain pedestrian circulation through the area during winter months (DTSP, Chapter 4, Pedestrian Circulation Policy 1). The snow removal program shall be developed in combination with the parking plan.

8.2 STORMWATER

The Stormwater Management Concept for the Railyard Master Plan Area identifies areas for stormwater infiltration and treatment in the open space/park areas and landscaped parking areas in the plan area, as shown in Figure 8-1. These areas will be designed to function together with on-site stormwater management plans on individual properties to manage stormwater quality and quantity consistent with Town of Truckee and Lahontan Regional Water Quality Control Board (RWQCB) standards.

In compliance with federal Clean Water Act legislation, municipalities are developing alternative stormwater treatment and drainage methods. Unlike previous stormwater processing, which expedited flow from the site into channelized storm drains and directly flowed into water bodies, new stormwater systems, consistent with National Pollution Discharge Elimination System (NPDES) regulations, attempt to mimic natural processes by retaining water on site, filtering out particles and contaminants, and releasing water more slowly to downstream water bodies.

Low Impact Development (LID) achieves these water quality and management objectives through urban design concepts, which mimic natural (pre-development) hydrologic processes through reducing the amount and/or contiguity of impervious coverage, maintaining site infiltration and disconnecting impervious areas. The Stormwater Management Concept for this Master Plan emphasizes LID and utilizes landscaped areas to control stormwater at its source through small scale localized features, in contrast to traditional stormwater control methods which require rapid conveyance off-site and costly end-system treatment. These landscape features, referred to as



Integrated Management Practices (IMPs), typically result in multi-functional landscaped areas, reduced drainage infrastructure requirements, improved water quality and reduced peak flows.

a. Stormwater Standards

The Town of Truckee and Lahontan Regional Water Quality Control Board (RWQCB) have established standards for addressing both the quantity and quality of stormwater originating from development in Truckee. Development within the Railyard Master Plan Area shall be subject to the Truckee Development Code standards for Drainage and Stormwater Runoff (Section 18.30.050) including: drainage and erosion control plan requirements for construction-period activities; treatment of stormwater runoff (described below); erosion control measures for the operation period activities; and maintenance requirements.

The Town standards require on-site retention of runoff from the 20-year, 1-hour storm, and the quantity or rate of runoff for such a storm should not increase above the pre-development condition. Furthermore, the storm drain system must be sized to convey a 10-year storm (10 percent chance of occurrence in any one year) without system surcharge and a 100-year event (1 percent return interval) without damage. Additionally, storm drains should be stenciled to inform the public that the water drains to the river.

The Town has a Municipal Separate Storm Sewer System (MS4) permit issued by Lahontan RWQCB

which also serves as a National Pollutant Discharge Elimination Systems (NPDES) permit under the Federal Clean Water Act. Since the roadways and associated storm drainage system for this project will be dedicated to the Town, the storm drain system will be regulated under the Town's MS4 permit. To be accepted for dedication by the Town the storm drain system must be consistent with the Town's standards for on-site retention and treatment. In addition, the Lahontan RWQCB has a treatment "design storm" that must be addressed.

b. Stormwater Design Guidelines

The following LID concepts are proposed to guide the redevelopment of the Railyard Master Plan Area. While the density and types of uses proposed in each District within the Railyard may limit the feasibility and effectiveness of specific recommendations below, these Design Guidelines should be applied where practical in order for development to achieve the Town's stormwater standards. Special consideration should be given to sources that flow into Trout Creek and the Truckee River, including properties along the creek and outfall from storm drains to the creek.

Guidelines

The following general project site design considerations should be applied to projects.

- Reduce the amount of impervious surface where practical. Use pervious concrete or similar products in pedestrian areas not subject to sand or salt applications. (G32)
- Separate runoff sources where feasible by creating discontinuity between impervious surfaces. When roof and sidewalk discharges are separated from parking and road runoff the result will be lower flow rates and more options for downstream treatment. (G33)
- Reduce peak flows and quantity of runoff by increasing the length of flow paths, increasing surface roughness, decreasing surface slope and using broader/wider channel shapes (i.e. increasing the Time of Concentration). (G34)

Areas creating runoff should be divided into micro-watersheds for treatment near the source. Once runoff from this micro-watershed is quantified, the appropriate treatment system can be selected. Possible types of IMPs for treatment and infiltration of runoff adjacent to the source include (G35):

- Retention Systems in parks and other landscaped spaces to contain local runoff from parking lots, buildings and walkways. Use of these sites will require a detailed site assessment to identify areas where inundation is acceptable during periods of runoff;
- Bioretention facilities to infiltrate and treat runoff, as described in the Stormwater Municipal Permit (Section E12)
- Infiltration galleries under low traffic (parking areas and walkways) areas for parking lots, building and walkway runoff;
- Vegetated swales in street median strips to collect street runoff. Strips may also be used for snow storage. Swales subject to combined use must consider peak flow rates and the effectiveness of the swale during the winter due to the tendency of plowed snow to condense and potentially reduce the swale's flow capacity as well as decreased infiltration due to frozen soils. Damage to the swale may also occur due to the encroachment of snow removal equipment into the swale.

While peak flows will be reduced by utilizing LID methodology, the storm drain infrastructure should meet all Town of Truckee requirements and incorporate the following provisions:

- All IMPs should include overflow provisions, be connected to the collection system and delineated

“release point(s)” should be identified to prevent flooding during large events. (G36)

- Combined snow storage and runoff collection areas may be designed with sufficient capacity to serve both functions including allowance for frozen surfaces, provided underground infiltration galleries or the like are identified. Perforated pipe, underdrains, or similar devices should be considered to discharge runoff at reduced rates and maintain the capacity of the swale. (G37)
- Large basins may be appropriate during early phases of project build-out or within the railroad properties) and their locations should be limited to non-residential areas to reduce hazards to public and minimize aesthetic and nuisance issues. Basins should be landscaped, the depth of water in the impoundment should not exceed 2 feet, the depth to groundwater should be at least 4 feet, and provisions incorporated in the design to ensure adequate infiltration rates and prevent standing water for an extended period of time. (G38)
- The IMP systems must be maintainable, not require specialized equipment and function effectively under the various climatic conditions experienced in Truckee. (G39)

8.3 UTILITIES AND INFRASTRUCTURE

Utilities and infrastructure currently only serve a small portion of the Master Plan Area. New connections will be established to serve the Railyard Area. A Railyard Servicing Preliminary Report was prepared to determine the feasibility of extending infrastructure and utilities into the Railyard Master Plan Area.¹

Very little road infrastructure exists in the Railyard Master Plan Area, with the exception of Church Street and Trout Creek Road, as shown on Figure 8-2, and the utilities that are present are of insufficient capacity to meet the utility demands anticipated under the Master Plan. However, the existing utility systems surrounding the property are generally of adequate size, condition and proximity to be extended to and serve redevelopment of the Railyard without extensive off-site improvements or modifications.

This subsection also briefly outlines the potential connections for utilities within the Railyard Master Plan Area. Preliminary capacity assessments have been completed based on an ultimate build-out of the Railyard Area. Utility providers generally have sufficient capacity to support redevelopment of the Railyard Area; however, infrastructure and utility provider assessments will be updated as required for the implementation of this Master Plan.

a. Water

(1) Existing. Water is distributed at three locations in the Railyard Area from the Truckee Donner Public Utility District (TDPUD) Northside Tank. A 10-inch TDPUD pipeline serves the Church Street properties and terminates in the vicinity of the Truckee Tahoe Lumber Company buildings and the existing UPRR operations building. A 6-inch main on the north side of Trout Creek serves the residences along Trout Creek Road, while an 8-inch diameter water main serves properties along East River Street.

(2) Proposed. A new water distribution system will be necessary to meet both domestic and fire protection needs for development with the Railyard Master Plan Area. The layout and size of the pipe network will be determined by fire flow demands, which are a function of type of use/occupancy, building size and building construction materials. To meet the fire flow requirements, the distribution system will likely be constructed of a 10-inch diameter main in the core of the Railyard.

¹ Acumen Engineering Company, 2004. *Preliminary Report, Railyard Servicing Study*. September 28.

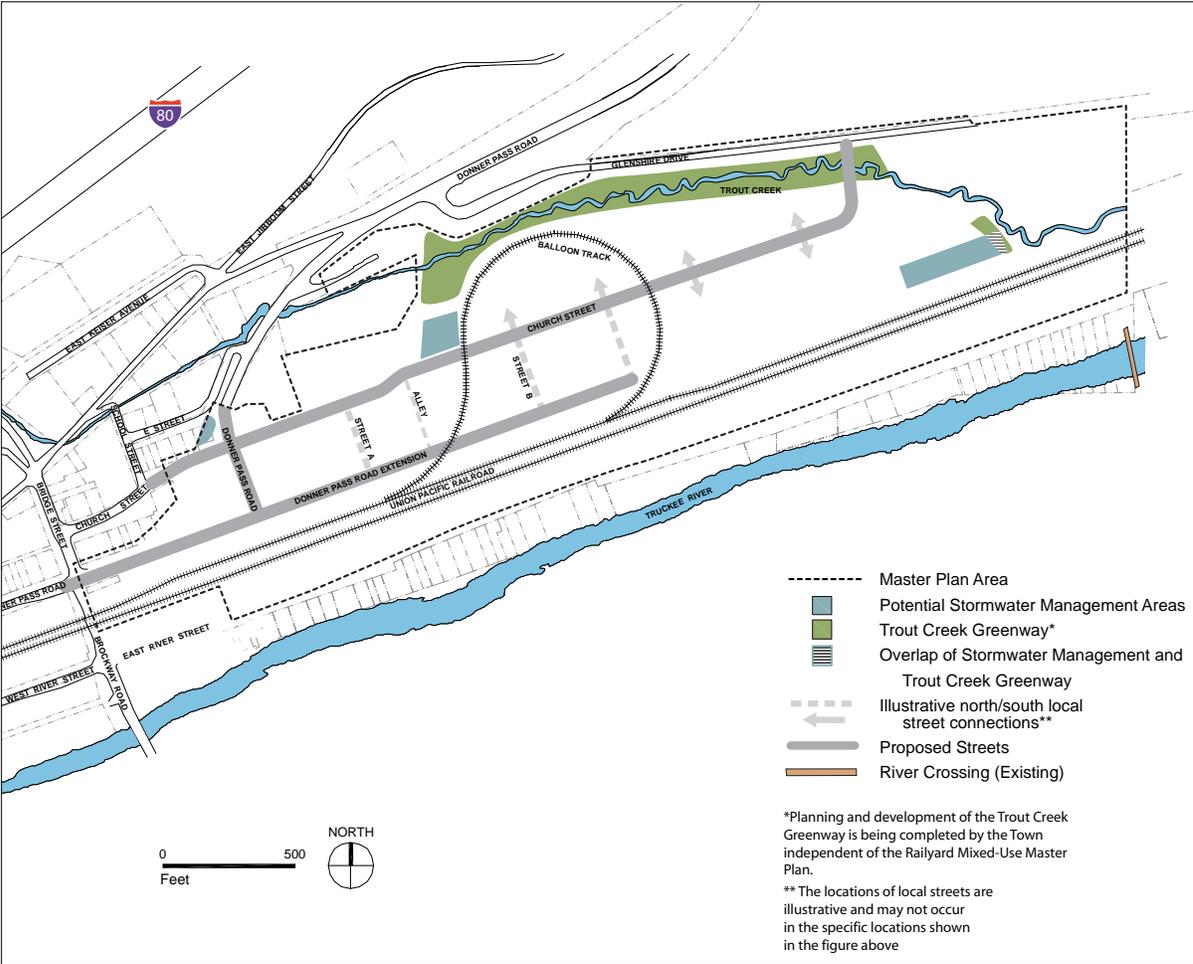


Figure 8-2: Stormwater Concept Plan

The installation of 6- or 8-inch pipe may be possible in areas of lesser demand. The Railyard will be served by the Northside Tank feeding the “Downtown Pressure Zone.” Because of limited storage capacity of the reservoir, a connection to the 6170 zone through a pressure reducing valve station will be required to provide extended fire-flow capacity.

While a hydraulic model has not been created for the Railyard, it is assumed that the distribution system will connect to the Truckee Donner Public Utility District’s system at two locations (Church Street and East River Street) in order to “loop” the system.

To meet fire flow storage demands, a connection to a 24-inch pipeline feeding the TDPUD’s “6170” zone will be required. While connection to the Church Street pipeline will be relatively straightforward as the pipeline is accessible from the site, the condition of the existing pipeline must be confirmed. The East River Street connection will require tunneling or boring under the Union Pacific tracks.

b. Sewer

(1) Existing. Within the Railyard Master Plan Area, Truckee Sanitary District (TSD) provides wastewater collection services to properties on Church Street, E Street and residences on Trout Creek Road. Residences on Trout Creek Road are served by two small sewage pump stations that discharge to the gravity main. The existing sewer line crosses Donner Pass Road just north of Church Street, extends slightly southwest through the NV Energy parcel, and under the existing Truckee Tahoe Lumber yard. The gravity main flows east under the balloon track and connects to the East River Street main through a concrete encased sewer pipe under the railroad tracks. The East River Street sewer main crosses over the Truckee River under the pedestrian bridge and discharges to the Tahoe Truckee Sanitation Agency (TTSA) 36-inch interceptor.

(2) Proposed. A new sewer system is planned for the development within Church Street and Church Street Extension that will tie to the existing sewer system within the balloon track. Limited hydraulic capacity of the sewer line crossing the railroad tracks and portions of the sewer line in East River Street will necessitate replacement of under-capacity sewer main in East River Street and may necessitate a new or reconstructed sewer main underneath the railroad tracks. TSD plans to connect the Church Street area west of Donner Pass Road and the Trout Creek residents to the Church Street sewer main, constructed for the development, and abandon the existing sewer main that crosses the NV Energy and Truckee Tahoe Lumber property. The Church Street sewer system will be connected through the existing sewer main under the railroad tracks to the TSD pipeline in East River Street. The eastern portion of the project may require a sewage lift station to the existing sewer main under the railroad tracks or a new sewer crossing under the railroad tracks near the east end of the project to connect to the TSD system in East River Street. Either option will necessitate replacing a portion of the sewer main in East River Street to achieve capacity for full buildout of the Railyard Master Plan Area. The hydraulic capacity of the 36-inch TTSA interceptor is sufficient for the Railyard Master Plan Area redevelopment.

c. Gas and Electrical Power

(1) Existing. As shown on Figure 8-3, overhead power lines serve the western portion of the Railyard Master Plan Area along Church Street, connecting through the lumber yard. Aerial lines from the Truckee Donner Public Utility District "Truckee Substation" on East Jibboom Street serve properties on Trout Creek Road. An overhead feed is also present along Church Street from Donner Pass Road to the lumber yard. Overhead power lines serve East River Street. Liberty Utilities owned aerial transmission and distribution lines cross the project area and connect to the NV Energy substation on Church Street.

Southwest Gas provides natural gas service to the Railyard Master Plan Area. A 2-inch mainline exists on Church Street. Off-site mains include the western section of East River Street and the area of East Jibboom and Keiser Avenue. There is a 4-inch main on Glenshire Drive which terminates approximately 400 feet west of the Highway 267 Bypass Bridge.

(2) Proposed. Electrical utility service connections are required for new development in the Railyard Master Plan Area, as shown in Figure 8-4. The TDPUD electric distribution system consists of four substations within the service area with enough redundant capacity to serve the area if any one of the stations went out of service. The Railyard Master Plan Area's power distribution system will likely be fed from an upgraded underground feed on Church Street connected to the Truckee Substation. The Town of Truckee Development Code requires new development be served by an underground system and the majority of the existing aerial service and distribution system will be

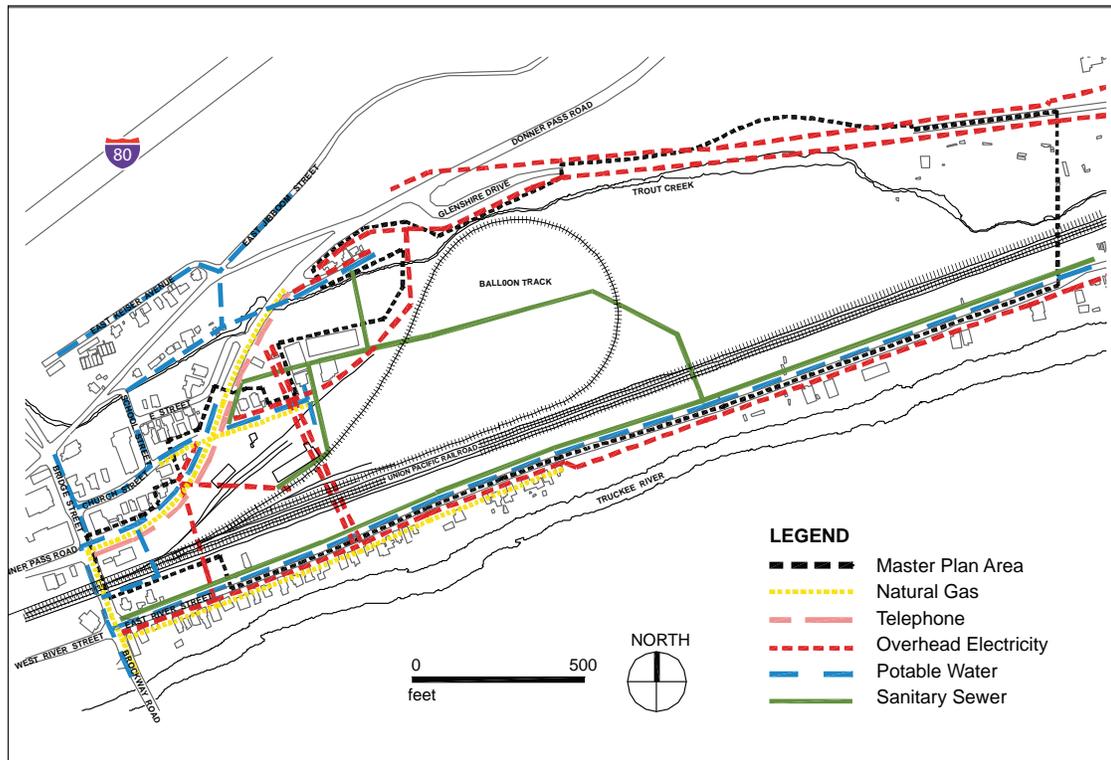


Figure 8-3: Existing Utilities Plan

removed as a part of development of the Railyard Master Plan Area. To accommodate street and building construction, the Liberty Utilities aerial transmission and distribution lines will be relocated underground within Church Street and Street A to the northern side of the railroad tracks. The transmission and distribution lines will transition to overhead and remain overhead from the railroad crossing south. All new utility lines will be installed underground.

Natural gas will be distributed through an on-site 4-inch pipe system designed by Southwest Gas. The mainline extension will extend from the existing gas distribution system at the Keiser Avenue/East Jibboom Street area along Church Street. The point-of-connections will be on Church Street. The Southwest Gas distribution system in Truckee is described as “strong” by the SW Gas Engineering Department. Sufficient capacity exists within the system to supply the project with adequate connections to the distribution system.

d. Telephone and Cable Service

(1) Existing. AT&T provides telephone service along Church Street and on the aerial joint utility poles on Glenshire Drive and East River Street. Sudden Link Communications television service is currently available on Church Street, at the western-most portion of the Railyard Master Plan Area.

(2) Proposed. Telephone and cable television on-site distribution systems are required for development with the Railyard Master Plan Area. Telephone will be served by a trunk line in Donner Pass Road and cable television service will be provided via a connection from Keiser Avenue/East Jibboom Street.

e. Public Restroom Facilities

Public restroom facilities are an important component of the public infrastructure system and should be incorporated into public parks and civic buildings. This chapter does not provide detailed guidance, but instead refers the reader to the Downtown Specific Plan (DTSP), Chapter 6.C Public Restroom Facilities. As required by the DTSP, public restroom facilities will be incorporated into the Master Plan Area as described in Chapter 6, Public Places, of this Master Plan.

Action Items

- 8.2 Prior to implementation of each phase of development, the project developer shall work with the appropriate utility agencies and the Town Engineer for approval of a detailed Infrastructure Master Plan for water, sewer, stormwater, electrical, gas, and telecommunication services and roadway extensions and improvements to allow the anticipated mix of land uses within each phase of development.

Also see Action Item 6.1 which requires the establishment of a maintenance district.



IMPLEMENTATION AND PHASING

PURPOSE

A key objective of the Railyard Master Plan is the integration of the public and private realm to provide a network of places that connect to and complement Commercial Row and to offer up a sequence of unfolding spaces that inspire people to walk and to linger in Downtown Truckee. This chapter provides implementation measures for these improvements, and a discussion of project phasing. This chapter also includes the Action Items listed throughout the Master Plan. Timing and implementation of the Master Plan EIR mitigation measures are outlined in the Mitigation Monitoring and Reporting Program (MMRP, Appendix C).

9.1 IMPLEMENTATION MEASURES

Implementation of the Master Plan will focus on allowing the project to grow organically, developing the Master Plan in phases that grow east from the existing commercial uses in Downtown Truckee, and creating flexible spaces and transitional uses that will evolve over time as the market permits. Understanding these key elements, it is still important to plan for adequate utility corridors and to ensure that the appropriate planning processes are completed and the Master Plan has undergone adequate environmental review. Implementation measures that shall be completed as part of, or prior to, development within the Railyard Area and the Action Items throughout this Master Plan are provided in Table 9-1, at the end of this chapter.

9.2 PROJECT PHASING

In general, the Railyard Master Plan Area will be developed from west to east, with the first phase of development to include mixed land uses with ground floor retail as an extension of Commercial Row. The entire Railyard Area is intended to develop over a period of approximately 10 to 20 years (approximately between 2017 and 2027), with build-out of most of the DE district between 2017 and 2020. Residential development will be incorporated into each District of the Master Plan.

Development of the Railyard Master Plan Area generally from west to east is not only desirable from a land use planning perspective, it is also highly desirable from a utility and infrastructure phasing standpoint. Project phasing is critical in planning the on-site utility system and infrastructure construction. The utility service systems (see Chapter 8 for a discussion of utility improvements) can be expanded from existing lines within developed portions of the Town in an easterly direction to serve each particular phase of development.

An overview of the anticipated project phasing for Phase 1 and beyond, is outlined in Table 9-1 and Figure 9-1 and the referenced parcels are shown in Figure 9-2.

Table 9-1: Phasing

<p>PHASE 1 – is anticipated to include buildout of land west of the balloon track including roadways /right-of-way and utilities. Specific improvements include:</p>
1. Construct movie theater consistent with Development Agreement terms.
2. Reconfigure existing leased town parking lot
3. Demolish existing commercial building
4. Relocate or remove card-lock fuel station
5. Demolish UPRR operations building and construct new building to the east of the balloon track
6. Relocate UPRR yard office and storage tracks including a gravel access road
7. Reconfigure UPRR balloon track and construct concrete crossings at the balloon track (excluding crossing gates)
8. Temporarily relocate TTL employee parking on parcels 4 or 5
9. Construct the realignment of Donner Pass Road
10. Relocate and extend Donner Pass Road east to Street A
11. Improve Church Street to east to Street A
12. Relocate and extend utility services west of Street A
13. Reconfigure existing leased Town parking lot and construct parking within area south of Donner Pass Road Extension (DPRE) between western boundary of the Master Plan Area and Street A as detailed in the Parking Management Plan. Parking will be completed prior to COO.
14. Construct single-lane roundabout at Donner Pass Road/Church Street intersection.
15. Construct sidewalk/pedestrian connection and modifications along Donner Pass Road from the Master Plan Area to Bridge Street. Construct any track switch improvements that may be necessary to construct a sidewalk and additional crossing gates along Bridge Street and across the UPRR main track on the east side of Bridge Street between Donner Pass Road and West River Street.
16. Underground, relocate and install utilities consistent with Chapter 8 Master Plan requirements.
17. Provide temporary snow storage, parking and storm water retention on parcel 4 and or 5.
18. Vertical construction of vertical development on Parcels 1, 2, and 3 may occur in any order, but it is anticipated that the Artist Lofts will be completed first.
19. Construct at least one north/south road connection between Donner Pass Road Extension (DPRE) and Church Street.
<p>PHASE 2 – Development of Phase 1B is anticipated to commence once Phase 1A construction has commenced and the California Public Utility Commission (CPUC) and UPRR have approved the three at-grade crossings. Specific improvements will include:</p>
1. Construct three at-grade crossings of the balloon track including crossing gates.
2. Construct Donner Pass Road Extension to inside of balloon and Church Street to the eastern end of Railyard for connection to Glenshire Drive.
3. Construct Donner Pass Road Extension to inside of balloon and Church Street to the eastern end of Railyard for connection to Glenshire Drive
4. Consider allowing flexibility for traffic-generating Phase II building to commence once Glenshire Drive is fully funded and commenced. Flexibility for traffic-generating uses may be considered in Phase II subject to review and consideration by the Planning Commission.
<p>SUBSEQUENT PHASES: Development beyond Phase I is dependent upon the timing of the full Church Street extension from Donner Pass Road to Glenshire Drive. At no time shall development, excluding UPRR-related development, infrastructure/utilities and/or Town-sponsored projects, be allowed to commence construction east of the balloon track without the full connection.</p>

The railroad operations will be relocated to the eastern portion of the project within the Union Pacific right-of-way prior to or concurrently with construction on the Phase 1A development. Project implementation will require construction of new temporary and/or permanent utility infrastructure until the remainder of the project “catches up.” While providing “early” utility service to the railroad operations building is challenging, the relatively small demands associated with a building/use of this type allow the consideration of a number of alternatives to meet the building’s needs.

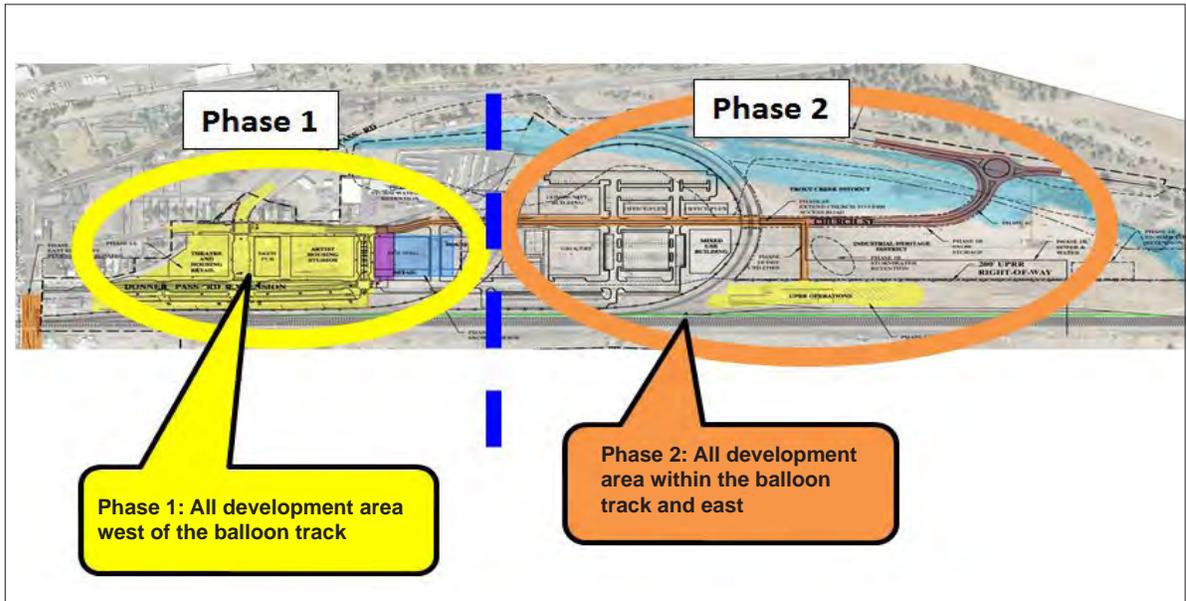


Figure 9-1: Phasing

9. Implementation and Phasing

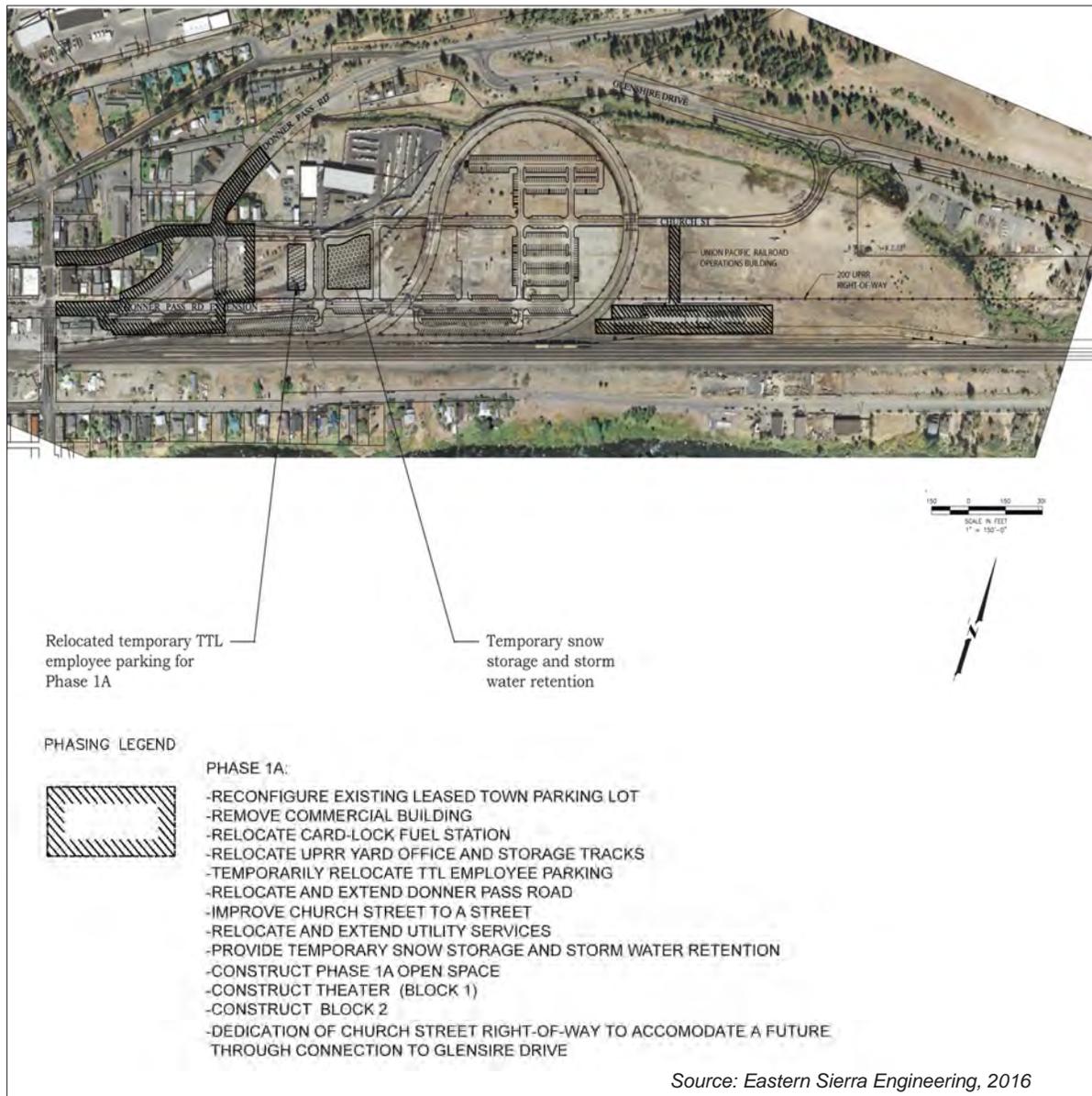


Figure 9-2 Proposed Phasing Plan for Phase 1A

Table 9-2: Implementation Measures and Action Items

No.	Implementation Measures/Action Items	Timing	Responsible Party
1	Development agreement. Prior to any land use approvals or development activity in the Master Plan Area, the Town and the developer shall enter into a Development Agreement.	Prior to any land use approval or building permit issuance.	Developer/Town
2	Infrastructure Plan. Prior to implementation of each phase of development, the project developer shall work with the appropriate utility agencies and the Town Engineer to create a detailed Infrastructure Plan for water, sewer, storm water, electrical, gas, and telecommunication services and roadway extensions and improvements necessary for the anticipated mix of land uses within each phase of development. (Action Item 8.2)	Prior to any land use approval or building permit issuance.	Developer
3	Union Pacific Agreement. Prior to any development in the Railyard Master Plan Area, the developer shall submit written confirmation from Union Pacific Railroad that crossings of the balloon track is acceptable to Union Pacific Railroad as well as development within the balloon track.	Prior to issuance of any building permits for development in the Master Plan Area.	Developer
4	Maintenance District. Establish a Maintenance District to ensure public spaces, streets, creeks and other infrastructure are properly maintained. The District shall fund the maintenance of sidewalks, trails, landscape, snow removal and off-haul, ongoing transit subsidy, and other maintenance/public services to the extent those services are not typically provided by the Town. The services to be provided and an outline of the terms and conditions of the Maintenance Agreement shall be included as part of the Development Agreement to be entered into prior to approval of the first phase of development. (Action Item 6.1)	To be determined in Development Agreement.	Developer/Town
5	Financing. The financing of infrastructure improvements within the Master Plan area shall be formalized within a Development Agreement between the Town and the project developer.	To be determined in Development Agreement.	Developer/Town
6	Affordable Housing. Housing options within the Master Plan should include a mixture of housing types to support and serve the needs of employees, first time home buyers and young families. A program for providing affordable housing within the plan area should be created to balance the interests of the Town, the residential homeowners (current and future), and project development applicants in compliance with the General Plan. This program shall be formalized within a Development Agreement between the Town and project developer.	To be determined in Development Agreement.	Developer/Town

9. Implementation and Phasing

Table 9-2: Implementation Measures and Action Items *Continued*

No.	Implementation Measures/Action Items	Timing	Responsible Party
7	<p>Streetscape Plan. Prepare a Streetscape Plan for each District within the Master Plan Area. The Streetscape Plans shall be coordinated with existing downtown streetscapes and shall contribute to a sense of visual continuity between Districts while allowing for unique and eclectic variations between Districts. The plan shall provide details for curbs and gutters, parkway strips, crosswalks, street furniture, transit shelters, landscaping, paving, lighting and signage. Unless otherwise specified, the streetscape guidelines for the Downtown Commercial Core shall apply in the Downtown Extension District (DTSP, Chapter 5.D through 5.J). Streetscape Plans shall be subject to review and approval by the Town Engineer.</p>	<p>Prior to any land use approval or building permit issuance within each District.</p>	<p>Developer</p>
8	<p>Master/Comprehensive Sign Program. The design and placement of signage throughout the Master Plan Area and within each District will affect the character of the development and its sense of place. Master Sign programs will be prepared for each District prior to any development occurring, or a Comprehensive Signage Program will be prepared and approved per Section 18.54 of the Development Code prior to new development of any multi-tenant site proposed within the District. The sign programs shall address sign standards (e.g., size, height, and area) and design guidelines (e.g., materials, lighting, and shape) for commercial signs (advertisement and identification) and public signs. The following sign guidelines are excerpted from the Downtown Specific Plan to provide a foundation for the sign program that will be created for the Master Plan Area.</p> <p>(1) Sign Context. Signs should be subordinate to the overall building composition and should not cover architectural features that are important to the overall building design.</p> <p>(2) Sign Types. Appropriate signs include flush-mounted wall signs, awning signs, window signs and projecting signs. Freestanding signs and building directory signs may also be considered.</p> <p>(3) Sign Materials. Sign materials and colors should be compatible with the design theme and materials of the structure on which it is placed.</p> <p>(Action Item 5.1)</p>	<p>Prior to any land use approval or building permit issuance within the Downtown Extension and the Industrial Heritage Districts.</p>	<p>Developer</p>
9	<p>Access Plan. Develop an Access Plan to incorporate transit services into the Railyard Area including Placer County TART and Truckee TART that include fixed route and demand response services, as appropriate.. (Action Item 7.2)</p>	<p>To be determined in Development Agreement.</p>	<p>Developer</p>

Table 9-2: Implementation Measures and Action Items *Continued*

No.	Implementation Measures/Action Items	Timing	Responsible Party
10	<p>Parking Management Plan. Prepare a Parking Management Plan for the Railyard that details parking standards and includes an implementation plan by phase or district. The Management Plan should also provide for incorporating parking in the Master Plan Area into the existing Downtown Commercial Core Parking Management Program. Public parking within the railroad right of way will be available for use by the Downtown Parking Management Program at no cost to the Parking District. (Action Item 7.1)</p>	To be determined in Development Agreement.	Developer/Town
11	<p>Snow Removal Program. Establish a snow removal program for the entire Master Plan Area and for each interim phase of development with the Master Plan Area. On-street parking areas in the Downtown Extension shall be included in the program. Important sidewalks throughout the Master Plan Area shall be included in the program sufficient to maintain pedestrian circulation through the area during winter months (DTSP, Chapter 4, Pedestrian Circulation Policy 1). The snow removal program shall be developed in combination with the parking plan. (Action Item 8.1)</p>	Prior to any land use approval or building permit issuance within each District.	Developer/Town
12	<p>Sun/Shade Analysis. Prior to design approval of each phase of development, the project developer shall complete a shade and shadow analysis for the proposed project area. The analysis is a tool to aid in optimizing solar exposure for the reduction of energy consumption, the unique requirements snow and winter conditions, and to create pleasant streetscapes and functional projects. The analysis shall indicate seasonal sun exposure on streets, sidewalks, public places, and adjacent structures and shall ensure that the proposed project design considers the impact of microclimates on the functionality of spaces, consistent with this Master Plan.</p>	Prior to any land use approval or building permit issuance.	Developer/Town
13	<p>Public Open Space. Coordinate the design of public open space areas with the Truckee Donner Recreation and Park District, the entity responsible for establishment and maintenance of park facilities (per DTSP chapter 9, Park and Gateways). (Action Item 6.2)</p>	Ongoing after implementation of the Railyard Master Plan.	Developer/Town
14	<p>Trailheads. Coordinate the design and location of proposed trailheads within the Master Plan Area with the Truckee River Watershed Council and provide opportunities for facilitated community input throughout the design process.</p> <p>(Action Item 6.3)</p>	Ongoing after implementation of the Railyard Master Plan.	Developer/Town

10 MASTER PLAN ADMINISTRATION

PURPOSE

The purpose of this chapter is to provide administrative procedures for adoption and maintenance of this Master Plan, and to provide guidelines for project approval for buildings and uses within the Master Plan area. Adherence to the provisions of this chapter will ensure that development within the Railyard Area complies with the goals and policies of the Railyard Master Plan.

10.1 ADOPTION OF THE MASTER PLAN

This Master Plan is adopted under the authority of Chapter 18.174 of the Town of Truckee Development Code, which establishes provisions for Master Plans when required by the Downtown Specific Plan. As indicated by Truckee Development Code Sections 18.174.030 and 18.174.060, the Planning Commission must conduct a public hearing to consider the adoption of the Railyard Master Plan, and forward a written recommendation to the Town Council. The Town Council shall then conduct a public hearing to take action on the Master Plan. The Town Council may approve the plan, deny the plan, or may adopt the plan with changes, subject to all of the following findings:

- a. The uses, activities, and densities of the Master Plan shall be compatible and sensitive to the immediate environment, neighborhood, and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, identity, character, visual integrity, and orientation.
- b. The uses, activities, and densities of the Master Plan shall provide a compatible, efficient, and workable relationship with surrounding uses and activity.
- c. Appropriate parking and loading shall be established for all uses.
- d. The Master Plan is consistent with the Development Code, the General Plan, and the Downtown Specific Plan.
- e. Natural and/or geologic hazards that affect the property shall be identified and mitigated.
- f. Site plan, building design and location, and open space provisions shall be designed to produce a functional development responsive and sensitive to natural features, vegetation, and overall aesthetic quality of the community.
- g. The circulation system shall be designed to address on and off-site traffic circulation for both vehicles and pedestrians.
- h. Functional and aesthetic landscaping and open space shall be incorporated into the Master Plan to optimize and preserve natural features, recreation, views and function.
- i. The phasing and subdivision plan shall provide a workable, functional, and efficient relationship throughout the development of the Master Plan.

10.2 AMENDMENTS TO THE MASTER PLAN

Major and minor amendments to this Master Plan are defined and permitted as detailed below.

a. Minor Amendment

Minor amendments to this Master Plan include adjustments to right-of-way alignments and dimensions, location and configuration of community gathering spaces including an open space area and parks, modifications to design guidelines, and the transfer of development permitted by the Maximum Allowable Development (MAD) between Districts. Approval of alternate uses may also be granted subject to approval of a Minor Amendment if the Community Development Director finds that the alternate uses will not result in an increase of weekday PM peak hour trips as compared to the approved MAD.

Minor amendments consistent with the Master Plan findings listed within this Chapter, may be approved by the Community Development Director. All minor amendments shall be indicated on a revised development plan, and approved changes shall be noted, signed, dated, and filed by the Director. Notification of a proposed minor amendment and the Director's action on the amendment shall be provided to all property owners within or adjacent to the Master Plan area that may be affected by the amendment as determined by the Director. The notification shall include a statement describing the amendment and the action of the Director.

b. Major Amendment

Major modifications include changes to the Master Plan Area boundary (e.g., to include or remove property from the Master Plan Area), revision to development standards, changes to goals and policies of this Master Plan, and an increase in the Maximum Allowable Development.

Requests for major amendments to a Master Plan shall be reviewed and approved by the Town Council. A proposed major amendment shall be subject to public hearings before both the Commission and Council before its approval, as follows:

1. Commission hearing. The Director shall schedule a public hearing on the proposed major amendment. The hearing shall receive public notice and be conducted in compliance with Truckee Development Code Chapter 18.180 (Public Hearings). After the hearing, the Commission shall forward a written recommendation, with appropriate findings to the Council.
2. Council's action.
 - a. A public hearing on the major amendment shall be scheduled before the Council. The hearing shall be noticed and conducted in compliance with the Truckee Development Code Chapter 18.180 (Public Hearings).
 - b. After the hearing, the Council may approve the amendment, may deny the amendment, or may approve the amendment with changes, with appropriate findings in compliance with Truckee Development Code Section 18.174.060 (Findings and Decision).

10.3 MONITORING THE M.A.D.

The Town will monitor and publish the amount of development that occurs after adoption of the Master Plan in a form to be determined by the Community Development Director. Updates to this summary of development will occur each time new development is proposed or approved within the Master Plan Area. When the M.A.D. is reached in any District, either in housing units or square

footage, no further development in that category may be permitted without an amendment to the M.A.D. provisions.

(1) Tracking the M.A.D. Upon issuance of a Building Permit, a project shall be deemed to be entitled to the number of dwelling units or square footage specified in the Building Permit, but such entitlement shall expire unless construction commences for such units or square footage within two years of the date of issuance of the Building Permit and is completed within five years from the date of permit approval. No Building Permit may be issued to allow a net increase in development in excess of the M.A.D. in any category as specified in the Master Plan.

- The Community Development Department shall at all times maintain a publicly available record of:
- The total number of allowable units and square footage in each District within the Master Plan
- The total number of units and square footage in each District for which entitlement has been granted
- The total number of allowable units and allowable square footage in each District remaining available.

(2) Modifying the M.A.D. Not later than 30 days after the granting of entitlement to 80% or more of the Allowable Units or any of the Allowable Square Footage totals in any District, the Community Development Director shall report to the Town Council the crossing of the 80% threshold and the Town Council may, but is not required to, initiate consideration of an amendment to the Master Plan to increase the M. A. D. Such an action would require additional CEQA review.

Transferring M.A.D between Districts (e.g., reducing units in the Downtown Extension and increasing permitted units in the Trout Creek) is permitted subject to approval of a Minor Master Plan Amendment. Approval of alternate uses may also be granted subject to approval of a Minor Amendment if the designated approval authority for the associated permit finds that the alternate uses will not result in an increase of weekday PM peak hour trips as compared to the approved MAD.

10.4 PROJECT APPROVAL PROCESS

Each application for a project within one of the Districts defined by this Master Plan (See Chapter 5) will be reviewed by the Town for conformity with the Railyard Master Plan Standards and Guidelines described within Chapter 5, Development Standards and Guidelines. Land within the Master Plan Area that is designated as an existing Truckee Development Land Use Zone including property designated: Downtown High Density Residential (DRH), Downtown Mixed Use (DMU), Downtown Manufacturing/Industrial (DM), Downtown Railroad (DRR), Public Facilities (PF), and Open Space (OS), is subject to the project approval process outlined in the Truckee Development Code.

a. Project Review

Applications for development approvals shall be filed with the Community Development Department. Proposed projects must conform to all District “Standards” unless a Minor Exception is granted. Applications will be deemed incomplete if they do not conform to the District Standards and will be returned to the applicant for revision, unless a Minor Exception is being requested. Applications must strive to meet the District “Guidelines”, but applicants may propose alternate ways to achieve the goals of the Guidelines. Prior to submitting a formal application, the project applicant may request preliminary plan review to discuss the project and Master Plan issues that may affect its design. Submittal requirements provided in the “Pre-Application Checklist” must be submitted in order for

the plan review to be scheduled. Applications that the Community Development Department has determined to be complete shall be processed as follows:

1. The preparation and filing of applications for land use permits shall include the appropriate land use application forms provided by the Community Development Department, and all information and materials required by the Application Submittal Checklist list provided by the Community Development Department for the specific land use application.
2. Applications shall be filed with the Community Development Department; and
3. It is the applicant's responsibility to provide evidence in support of the findings required for the approval of the application by this Chapter.
4. Applications may be made by the owner of the subject property or by a lessee or any other person, with the written consent of the property owner.
5. Any land use permit required by this Master Plan shall be filed with the Director, processed and approved before the approval of any Building, Grading, or other construction permit or other authorization required by the Municipal Code or the Development Code for the proposed use or structure.
6. Historic Preservation Advisory Commission Review—HPAC shall review, comment, and make recommendations on any actions that may impact designated and potential resources, or related neighboring property within public view in the HP-Overlay District, in the Railyard Master Plan boundary, as determined by the Community Development Director. HPAC would be able to review and comment during the environmental and project review of such actions.
7. Truckee Fire Protection District—A Will-Serve letter shall be obtained from the Truckee Fire Protection District of Nevada County prior to the issuance of any construction permits by the Town.

Railyard Master Plan Development Principals

- Visual Preference Survey
- Downtown Vision Plan (Completed 1996)
- Downtown Truckee Specific Plan (Adopted 1997)
- Redevelopment Agency Formed (Established 1998)
- Downtown Streetscape Plan and Trout Creek Restoration Study (Completed 2002)
- Downtown Historic Design Guidelines (Adopted 2003)

2004 Railyard Redevelopment Process Begins

- Town awarded \$350,000 grant from the Sustainable Communities Grant and Loan Program
- Holliday Development purchases a significant portion of the Railyard
- Town Council Approves Partnership between Holliday Development and the Town to work collaboratively on the Master Plan

(1) Large Projects - Over 15,000 square feet or more of gross floor area or twenty or more residential units. Large projects shall be reviewed and approved by Development Permit. Incremental or phased developments shall be treated on a cumulative basis.

Application and Authority. Applicants for large projects shall file a Development Permit Application with the Community Development Department.

- Development Permit approval is subject to review and approval by the Town Planning

Commission.

- The review process begins with the recognition that the proposed use/construction is allowed in the District, and focuses on issues related to site layout and design in order to determine compatibility with the goals and policies of the Railyard Master Plan, and the subject District.
- The process includes the filing of a Development Permit application with the Director to verify compliance with all applicable District Development Standards, applicable Design Guidelines, and the requirements of other Town departments.
- The Town Planning Commission shall issue a Development Permit, with or without conditions of approval, only if the required findings can be made. Findings for Development Permit approval within the Master Plan are included in this Chapter.
- A Development Permit shall be required before the approval of any Building, Grading, or other construction permit, or other authorization required by the Municipal Code or the Development Code for the proposed use or construction.

Noticing Requirements. Public hearing notice of the Planning Commission hearing to consider an application for Development Permit shall follow the procedures prescribed by the Truckee Development Code Chapter 18.180.

(2) Small Projects - Less than 15,000 square feet of gross floor area or less than nineteen residential units. Small project shall be reviewed and approved by Zoning Clearance.

Application and Authority. Applicants for small projects shall file a Zoning Clearance Application with the Community Development Department.

- Zoning Clearance Permit approval is subject to review and approval by the Town Community Development Director.
- An application for Zoning Clearance shall be analyzed by the Director to ensure that the application is consistent with the content, purpose, and intent of this Master Plan, and the applicable Development Standards and Design Guidelines.
- The Director shall issue the Zoning Clearance, with or without conditions of approval, only if the required findings can be made. Findings for Zoning Clearance approval within the Railyard Master Plan area are included in this Chapter.
- The Director shall take appropriate action on the Zoning Clearance within 30 days of finding the application complete.

Notice Requirements. Notice of the Director's intent to take action on the issuance of a Zoning Clearance shall be required for all Zoning Clearance applications approved within the Railyard Master Plan Area, including new multi-family residential, commercial, and industrial projects and substantial additions (e.g., an addition of at least 25 percent of the gross floor area of the existing structure) in accordance with Truckee Development Code Chapter 18.180.

(3) Use Permits - Are required for specific land uses defined with Chapter 5 (Development Standards and Guidelines) that may be desirable in the applicable District, but whose effects on a site

and surroundings cannot be determined before being proposed for a particular location.

Application and Approval Authority. Applicants for a Use Permit shall file a Use Permit Application with the Community Development Department. Use Permit approval is subject to review and approval by the Town Planning Commission.

- The Use Permit review process begins with the evaluation of the proposed use/construction to determine if the activity should be allowed on the subject site. The process includes the review of the configuration, design, location, and potential impact(s) of the proposed use/construction by comparing it to established District Development Standards and Design Guidelines as well as, the potential impact(s) on existing development within the Master Plan Area.
- The Planning Commission shall issue the Use Permit, with or without conditions of approval, only if the required findings can be made. Findings for Use Permit approval within the Railyard Master Plan area are included in this Chapter.
- A Use Permit must be granted before the approval of any Building, Grading, or other construction permit, or other authorization required by the Municipal Code or this Master Plan for the proposed use or construction.
- The Town shall act on the Use Permit Application consistent with the Permit Streamline Act.

Noticing Requirements. Public hearing notice of the Planning Commission hearing to consider an application for Use Permit shall follow the procedures prescribed by the Truckee Development Code Chapter 18.180.

(4) Minor Use Permits - Are required for specific land uses defined with Chapter 5 (Development Standards and Guidelines) that may be desirable in the applicable District, but whose effects on a site and surroundings cannot be determined before being proposed for a particular location.

Application and Approval Authority. Applicants for Minor Use Permit shall file a Minor Use Permit Application with the Community Development Department. Minor Use Permit approval is subject to review and approval by the Town Zoning Administrator.

- ▪ The Minor Use Permit review process begins with the evaluation of the proposed use/construction to determine if the activity should be allowed on the subject site. The process includes the review of the configuration, design, location, and potential impact(s) of the proposed use/construction by comparing it to established District development standards and design guidelines.
- The Zoning Administrator shall issue the Minor Use Permit, with or without conditions of approval, only if the required findings can be made. Findings for Minor Use Permit approval within the Railyard Master Plan area are included in this Chapter.
- A Minor Use Permit shall be required before the approval of any Building, Grading, or other construction permit, or other authorization required by the Municipal Code or this Master Plan for the proposed use or construction.

Noticing Requirements. Public hearing notice of the Zoning Administrator hearing to consider an application for Use Permit shall follow the procedures prescribed by the Truckee Development Code Chapter 18.180.

(5) Minor Exceptions - Are required for specific project proposals that comply with the land uses defined with Chapter 5 (Development Standards and Guidelines) for each applicable District, but do not meet all of the development standards outlined in Chapter 5. A Minor Exception gives permission

to vary from the Development Standards found in Chapter 5, allowing a more flexible approach to reviewing projects with required findings that address the quality of design.

Application and Approval Authority. Applicants for Minor Exceptions shall file a Minor Exception Application with the Community Development Department.

- Approval of Minor Exceptions is subject to review and approval for review and approval by the designated review authority for the associated permit (e.g., development permits for large projects require Planning Commission approval).
- The Minor Exception review process begins with the evaluation of the proposed project, which has a proposed use/construction that is explicitly allowed on the subject site. The process includes the review of the configuration, design, location, and potential impact(s) of the proposed use/construction by comparing it to established District development standards and design guidelines.
- The Minor Exception shall only be approved if the required findings can be made. Findings for Minor Exception approval within the Railyard Master Plan area are included in this Chapter.
- A Minor Exception shall be required before the approval of any Building, Grading, or other construction permit, or other authorization required by the Municipal Code or this Master Plan for the proposed use or construction.

Noticing Requirements. A public hearing, before the designated review authority for the associated permit, is required for Minor Exceptions in accordance with the procedures prescribed by the Truckee Development Code Chapter 18.180.

(6) Temporary Use Permits - Are required for short-term activities that may not meet the development or use standards of the applicable Districts, but may otherwise be acceptable because of their temporary nature. Temporary Use Permits are subject to the regulations of Development Code Section 18.80.

10.5 FINDINGS FOR PERMIT APPROVALS

Land use permits for projects, including Master Plan Amendments, within the Railyard Master Plan shall be subject to the following findings.

a. Master Plan Amendments

Following a public hearing before the designated approval authority, the decision shall be recorded in writing with the findings upon which the decision is based. The designated approval authority may approve a Major or Minor Master Plan Amendment, with or without conditions, only if all of the following findings can be made:

- A. The uses, activities, and densities of the Master Plan shall be compatible and sensitive to the immediate environment, neighborhood, and adjacent properties relative to architectural design, scale, bulk, building height, buffer zones, identity, character, visual integrity, and orientation.
- B. The uses, activities, and densities of the Master Plan shall provide a compatible, efficient, and workable relationship with surrounding uses and activity.
- C. Appropriate parking and loading shall be established for all uses.
- D. The Master Plan is consistent with the Development Code, the General Plan, and the

Downtown Specific Plan.

- E. Natural and/or geologic hazards that affect the property shall be identified and mitigated.
- F. Site plan, building design and location, and open space provisions shall be designed to produce a functional development responsive and sensitive to natural features, vegetation, and overall aesthetic quality of the community.
- G. The circulation system shall be designed to address on and off-site traffic circulation for both vehicles and pedestrians.
- H. Functional and aesthetic landscaping and open space shall be incorporated into the Master Plan to optimize and preserve natural features, recreation, views and function.
- I. The phasing and subdivision plan shall provide a workable, functional, and efficient relationship throughout the development of the Master Plan.

b. Zoning Clearance

The Community Development Director shall issue the Zoning Clearance, with or without conditions, only if all of the following findings can be made:

- A. The proposed development is:
 - 1. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District; complies with all applicable provisions of this Master Plan, the Development Code, the Municipal Code, and the Public Improvement and Engineering Standards (except as modified by this Master Plan);
 - 2. Within the Maximum Allowed Development area defined in Chapter 5; and
 - 3. Consistent with the goals and policies of this Master Plan, the General Plan, the Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.
- B. The proposed development achieves the overall design objectives of the Design Guidelines, and would not impair the District design and architectural integrity or the character of Downtown Truckee;
- C. The Zoning Clearance approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted; and
- D. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.
- E. The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.

c. Development Permit

Following a public hearing, the Planning Commission shall record its decision in writing with the findings upon which the decision is based. The Commission may approve a Development Permit application, with or without conditions, only if all of the following findings can be made:

- A. The proposed development is:
 - 1. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District with the approval of a Development Permit, and complies with all applicable provisions of this Master Plan, the Development Code, the Municipal Code, and the Public Improvement and Engineering Standards (except as modified by this Master Plan);
 - 2. Within the Maximum Allowable Development area defined in Chapter 5; and
 - 3. Consistent with the goals and policies of this Master Plan, the General Plan, the Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.
- B. The proposed development achieves the overall design objectives of the Design Guidelines, and would not impair the District design and architectural integrity or the character of Downtown Truckee;
- C. The Development Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted; and
- D. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land;
- E. The subject site is:
 - 1. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this Master Plan; and
 - 2. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development, or that such streets will be in service prior to occupancy of the proposed development.
- F. The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.

d. Use Permit

Following a public hearing, the Planning Commission shall record the decision in writing with the

findings upon which the decision is based. The Commission may approve a Use Permit application, with or without conditions, only if all of the following findings can be made:

- a. The proposed development is:
 1. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District with the approval of a Use Permit and complies with all other applicable provisions of this Master Plan, the Municipal Code, and the Development Code (except as modified by this Master Plan);
 2. Within the Maximum Allowable Development area defined in Chapter 5; and
 3. Consistent with the goals and policies of this Master Plan, the General Plan, Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.
- b. The proposed development achieves the overall design objectives of the Design Guidelines, and would not impair the design and architectural integrity or the character of Downtown Truckee;
- c. The Use Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted;
- d. The design, location, size, and operating characteristics of the proposed development would be compatible with the existing and future land uses in the vicinity;
- e. Granting the Use Permit would not be detrimental to the public health, safety, or welfare of the Town, or injurious to the property or improvements in the vicinity and District in which the property is located;
- f. The site for the proposed use is:
 1. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development, or that such streets will be in service prior to occupancy of the proposed use.
- g. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.
- h. The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.

e. Minor Use Permit

Following a public hearing, the Zoning Administrator shall record the decision in writing with the findings upon which the decision is based. The Zoning Administrator may approve a Minor Use Permit application, with or without conditions, only if all of the following findings can be made:

that would otherwise not be permitted;

- c. The Minor Exception approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted;
- d. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.
- e. The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.
- f. For exceptions related to streetwall height and/or solar exposure, the following additional findings must be made:
 1. The maximum streetwall height in the DE District shall be 40 feet, unless a Minor Exception grants a height exception to allow a 50 foot maximum, which is subject to the all of the following findings:
 - (a) That the additional height makes a positive contribution to the overall character of the area and will be compatible with its surroundings.
 - (b) That the additional height will not result in unreasonable restrictions of light and air to adjacent properties or the public right-of-way, or otherwise be detrimental to the public health, safety and welfare.
 - (c) That the additional height will support other policies, Standards and Guidelines of the Master Plan and will result in a better overall project.
 2. If the minimum solar access plane standard as defined in Chapter 5 of this Master Plan cannot be achieved, a Minor Exception to this standard may be considered based on analysis of a shadow study submitted by the project applicant. The shadow study shall demonstrate that the proposed construction would not cast undue shadow on adjacent properties for more than [**x days or x hours**] between the hours of 10 a.m. to 2 p.m. during the winter solstice. (See Figure 5-4, which provides a conceptual rather than regulatory visual of the solar exposure standard.)

a. The proposed development is:

1. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District with the approval of a Minor Use Permit and complies with all other applicable provisions of this Master Plan, the Municipal Code, and the Development Code;
2. Within the Maximum Allowable Development area defined in Chapter 5; and
3. Consistent with the goals and policies of this Master Plan, the General Plan, Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.

b. The proposed development achieves the overall design objectives of the Design Guidelines, and would not impair the design and architectural integrity or the character of Downtown Truckee;

c. The Minor Use Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted;

d. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.

e. The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use, and disposal of hazardous materials.

f. Minor Exceptions

Following a public hearing before the designated approval authority, the decision shall be recorded in writing with the findings upon which the decision is based. The designated approval authority may approve a Minor Exception in association with another Land Use approval, with or without conditions, only if all of the following findings can be made:

A. The proposed development is:

1. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District with the approval of a Minor Exception and complies with all other applicable provisions of this Master Plan, the Municipal Code, and the Development Code;
2. Within the Maximum Allowable Development area defined in Chapter 5; and
3. Consistent with the goals and policies of this Master Plan, the General Plan, Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.

B. Despite conflict with specific Development Standards, the proposed development achieves the overall design objectives of the Design Guidelines, and would not impair the design and architectural integrity or the character of Downtown Truckee. In fact, approval of the Minor Exception application is necessary to allow for high-quality design, architecture, and landscaping

II REFERENCES

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- Mead and Hunt, Inc., 2004. *Airport Land Use Compatibility Plan*. December 2.
- Truckee, Town of, 1997. *Downtown Truckee Specific Plan, Volume 1 & 4: Existing Conditions Report and Final EIR, Final Plan*. November.
- Truckee, Town of, 1997. *Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Final Plan*. November.
- Truckee, Town of, 1997. *Downtown Truckee Specific Plan, Volume 3: DSA Zoning Ordinance, Public Hearing Draft*. June.
- Truckee, Town of, 2002. *Trails and Bikeways Master Plan*. April.
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- Truckee, Town of, 2006. *General Plan 2025*. Adopted November 16.
- Truckee, Town of, 2007. *Development Code*. April 15.
- U.S. Green Building Council, 2007. *LEED for Neighborhood Rating System, Pilot Version*.
- Wilbur Smith Associates, 2004. *Truckee Downtown Parking Study, Final Draft Report*. July 19.
- Wolf Lyon Architects, 2005. *Truckee Railyard Building Types Study, Mixed-Use and Affordable Housing Opportunities*. September 2.

11. References

I2 GLOSSARY

Unless otherwise provided herein, the definitions of the Truckee Development Code (Section 18.220) shall apply.

Alley. A narrow street, typically without sidewalks, that is designed to allow vehicles (or in some case pedestrians) to travel between or behind buildings. Alleys can provide access to garages and loading areas, or just act as passage ways from one block to another.

California Environmental Quality Act (CEQA). State law (California Public Resources Code Sections 21000 et seq.) requiring public agencies to document and consider the environmental effects of a proposed action, prior to allowing the action to occur.

Civic Building Site. A site within the Master Plan Area that will provide an opportunity for a community or civic building to be developed in the future by a public or private entity and use acceptable to the Town. Additional specifics related to this may be provided in the Development Agreement.

Commercial Parking. Service establishments in the business of storing operative cars, buses, recreational vehicles, and other motor vehicles for clients and customers of principal uses. Includes day use and long-term public and commercial garages, parking lots, sheds and structures. Does not include sites where vehicles are stored for rental or leasing. Principal uses include any customer or public use off-street parking required by this Master Plan.

Commission. See “Planning Commission.”

Community event. An event determined by the Town Council to be of community importance.

Community Gathering Place. Places where people gather and socialize to meet others and enjoy a sense of community. May be as conventional as a community center, park or plaza, or an informal space of the type where gathering occurs more spontaneously. Spaces can be public or privately owned. Some examples: farmers’ markets, theater, tot lot, coffee shop, a community space offered within private uses such as a community room or kitchen that a grocer or sporting goods store may offer, and a parking lot where food, beverage or art vendors occasionally gather.

Development. Any construction activity or alteration of the landscape, its terrain contour or vegetation, including the erection or alteration of structures. New development is any construction or alteration of an existing structure or land use, or establishment of a land use, after the effective date of this Master Plan.

Development Agreement. A contract between the Town and an applicant for a development project, in compliance with Chapter 18.150 (Development Agreements) of Truckee’s Development Code and Government Code Sections 65864 et seq. A development agreement is intended to provide assurance to the applicant that an approved project may proceed subject to the policies, rules, regulations, and conditions of approval applicable to the project at the time of approval, regardless of any changes to Town policies, rules, and regulations after project approval. In return, the Town may be assured that the approved project will contain elements and components that are in the best interests of the Town and will promote the public interest and welfare of the Town.

Development Code. The Town of Truckee Development Code, Title 18 of the Truckee Municipal

Code, referred to herein as “the Development Code.”

Director. The Town of Truckee Community Development Director, referred to throughout this Master Plan as “Director.”

District. There are three new planning area Districts established by this Master Plan: Downtown Extension, Industrial Heritage, and Trout Creek. The three Districts have distinctive geographical boundaries, within which certain land uses are allowed or prohibited, and certain Development Standards (e.g., setbacks, height limits, site coverage requirements etc.) and Design Guidelines are established.

Downtown Core. Downtown Core includes the Commercial District Character Area defined within the Downtown Specific Plan. The boundaries of the Downtown Core are generally between Bridge Street and Spring Street along Donner Pass Road, and a portion of Jibboom Street.

Downtown Truckee. Downtown Truckee is considered to be the area encompassed by the Historic Overlay boundary provided in the Downtown Specific Plan and the Downtown Study area of the General Plan. The Downtown boundary encompasses the nine character areas of the Downtown Specific Plan, including Brickelton, Commercial District, Bruckhault, River, Church Street, McGlashan, Railroad, South River and Hilltop.

Environmental Impact Report (EIR). An informational document used to assess the physical characteristics of an area and to determine what effects will result if the area is altered by a proposed action, prepared in compliance with the California Environmental Quality Act (CEQA).

Farmer’s Markets. Temporary and/or occasional outdoor retail sales of farm produce from vehicles or temporary stands, located within a parking lot, or a public right-of-way (where authorized by encroachment permit).

Facade. The exterior wall of a building that is set along a property Line.

Gallery. A long enclosed passage, such as a roofed hallway or corridor extending along the wall of a building that is supported by arches or columns on the outer side.

General Plan. The Town of Truckee 2025 General Plan, including all elements thereof and all amendments thereto, as adopted by the Town Council under the provisions of Government Code Sections 65300 et seq., and referred to in this Master Plan as the “General Plan.”

Gross floor area. The area in square feet of all floors within a building, measured from the interior surfaces of the exterior walls.

Holiday Development, LLC. Holliday Development, LLC is the managing member of Truckee Development Associates, LLC. Truckee Development Associates, LLC is a partner in the Truckee Railyard Partnership and the owner of approximately 35 acres of land within the Master Plan Area.

Live/Work Unit. Live/Work units are residential homes with accessory commercial or business activity conducted within the home. Commercial or business activity is primarily conducted by residents of the home in a manner that is clearly incidental to the principal use of the home as a residence. Live/Work differs from a “Home Occupation” as outlined in Chapter 5, Development Standards and Guidelines.

Lot or parcel. A recorded lot or parcel of real property under single ownership, lawfully created as required by the Subdivision Map Act and Town ordinances, including the Development Code and this Master Plan.

Lot area. Gross lot area is the total area included within the lot lines of a lot, exclusive of adjacent dedicated street rights of way.

Lot frontage. The boundary of a lot adjacent to a public street right-of-way.

Lot width. The horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. The Director shall determine lot width for parcels of irregular shape.

2006 Master Plan. The 2006 Master Plan refers to the Master Plan prepared by Dinsmore Sierra to satisfy the requirements of the Sustainable Communities Grant.

Master Plan Area. The Master Plan Area consists of property designated on the Zoning Map as Downtown Master Plan (DMP) Mill Site Master Plan Area. Because the Mill Site is now more commonly referred to as the Railyard, this Master Plan uses the Railyard Area synonymously with the Mill Site. More specifically, the Master Plan Area includes 21 parcels (see Table 3-1) for a total of approximately 75 acres and is generally bound by Glenshire Drive to the north, a landscaping business to the east, Union Pacific Railroad tracks and East River Street to the south, and Donner Pass Road and Bridge Street to the west.

Mini or Pop-Up Retail Spaces. A stand-alone structure that accommodates retail or food and beverage space that is less than 500 square feet. Such structures may include a kiosk like building, a trailer or storage container if Storage containers may be considered as appropriate if they are fully converted and have a high quality design aesthetic.

Mill Site. The General Plan and Downtown Specific Plan both referred to the Master Plan Area as the Mill Site; however, as it is now more commonly referred to as the Railyard Area, this Master Plan refers to the Mill Site as the Railyard Area.

Mixed Use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or a single site in an integrated development project with significant functional inter-relationships and a coherent physical design. A “single site” may include contiguous properties.

Municipal Code. The Town of Truckee Municipal Code, as it may be amended from time to time by the Council.

Pedestrian Orientation. A physical structure or place with design qualities and elements that contribute to an active, inviting and pleasant place for pedestrians that typically includes most of the following elements: 1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk; 2. Visibility into buildings at the street level; 3. A continuous sidewalk, with a minimum of intrusions into pedestrian right-of-way; 4. Continuity of building facades along the street with few interruptions in the progression of buildings and stores; 5. Signs oriented and scaled to the pedestrian rather than the motorist. Pedestrian orientation may also include: design amenities related to the street level, such as awnings, arcades, landscaping and street furniture.

Pedestrian Oriented Use. A land use that is intended to encourage walk-in customers and that generally does not limit the number of customers by requiring appointments or otherwise excluding the general public. A pedestrian oriented use provides spontaneous draw from sidewalk and street due to visual interest, high customer turnover, and/or social interaction.

Planning Commission. The Planning Commission of the Town of Truckee, appointed by the

Truckee Town Council as provided by Government Code Section 65101, referred to throughout this Development Code as the “Commission.”

Primary Street. Primary Streets require ground floor retail/ commercial uses that provide a social and transparent walking edge. These uses include retail shops, entertainment, restaurants and cultural activities.

Primary structure. A structure that accommodates the primary use of the site.

Primary use. The main purpose for which a site is developed, including the activities that are conducted on the site a majority of the hours during which activities occur.

Public Realm. The relationship between roadways, plazas, sidewalks, alleys, pedestrian pathways and other midblock connections and surrounding structures. The public realm should include a network of spaces that integrates the community and allows an interesting and safe variety of routes between places. Public and private development investments should be made to enhance the public realm.

Railyard Area. The Railyard Area refers to the Master Plan Area generally bound by Glenshire Drive to the north, industrial uses (including Tahoe Tree Company) to the east, Union Pacific Railroad right-of-way and East River Street to the south, and Donner Pass Road and Bridge Street to the west. The Railyard Area is synonymous with the references to the Mill Site.

Recycling Facilities. This land use type includes a variety of facilities involved with the collection, sorting and processing of recyclable materials.

1. **Collection facility.** A center where the public may donate, redeem or sell recyclable materials, which may include the following:
 - a. Reverse vending machine(s);
 - b. Small collection facilities which occupy an area of 350 square feet or less and may include:
 - (1) A mobile unit;
 - (2) Bulk reverse vending machines or a grouping of reverse vending machines occupying more than 50 square feet; and
 - (3) Kiosk-type units which may include permanent structures.
 - c. Large collection facilities which occupy an area of more than 350 square feet and/or include permanent structures.
2. **Recycling or recyclable material.** Reusable domestic containers and other materials which can be reconstituted, remanufactured, or reused in an altered form, including glass, metals, paper and plastic. Recyclable material does not include refuse or hazardous materials.
3. **Reverse vending machine.** An automated mechanical device which accepts one or more types of empty beverage containers and issues a cash refund or a redeemable credit slip with a value not less than the container’s redemption value, as determined by State law. These vending machines may accept aluminum cans, glass and plastic bottles, and other containers.

A bulk reverse vending machine is a reverse vending machine that is larger than 50 square feet, is designed to accept more than one container at a time, and issues a cash refund based on

total weight instead of by container.

Shall. When the term “shall” is used, compliance is mandatory when the particular standard described applies.

Shared Parking Policy. An accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time.

Should. When the term “should” is used, compliance is expected when the particular standard or guideline described applies; however, flexibility in applying the standard or guideline may occur when relaxing it would permit greater compliance with standards and other guidelines and the general intent is still met.

Solar Access Plane (SAP). Some blocks may require a Solar Access Plane that allows sunlight to reach the streets, buildings, common areas, and sidewalks on the north side of streets. In Truckee, the December 21st noon sun angle is approximately 27.25 degrees. Standards and Guidelines may require this as a step-back angle for buildings on the south side of east-west streets above their northerly streetwalls.

Street. A public thoroughfare which affords principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, road, and any other thoroughfare except an alley as defined in this Subsection, or a private thoroughfare which affords or has the potential to afford principal means of access to five or more parcels.

Street line. The boundary between a street right-of-way and property.

Streetwalls. Building elevations that coincide with a public right of way or pedestrian walk where customer access to a structure is available. Streetwalls define the public realm and are therefore more regulated than the elevations that coincide with other lot lines.

Structure. Anything constructed or erected, the use of which requires attachment to the ground or attachment to something located on the ground. For the purposes of this Master Plan, the term “structure” includes “buildings.”

Town. The Town of Truckee, State of California, referred to in this Development Code as the “Town.”

Town Council. The Town Council of the Town of Truckee, State of California, referred to in this Development Code as the “Council.”

Truckee Development Associates, LLC. Truckee Development Associates, LLC is the majority land owner for property with the Master Plan Area, and is a partner in the Truckee Railyard Partnership. Holliday Development is the managing member of Truckee Development Associates, LLC.

Truckee Railyard Partnership. The Truckee Railyard Partnership (Partnership) was established at the direction of the Town Council in 2004 to prepare a Master Plan for the future development of the Railyard Area. The Partnership consists of the Town of Truckee and Truckee Development Associates, LLC.

Work/Live unit. Work/Live units are intended to be used primarily or exclusively for a commercial or business activity, and living area is secondary.

APPENDIX A

The block structure analysis was completed by Dinsmore Sierra and examines the urban structure on a block level in order to inform the planning process for the Railyard redevelopment. Comparisons are drawn from Truckee's historic Downtown as well as other similar mountain towns located in other states. This analysis should inform the block layout for the Railyard Master Plan Area.

THE BLOCK STRUCTURE OF HISTORIC DOWNTOWN TRUCKEE

The Railyard Master Plan Area is immediately adjacent to historic Downtown Truckee, as shown in Figure 1. As seen today, the historic downtown is located between Interstate 80, the railway line and Truckee River. An analysis of the existing lot and block pattern throughout the Town shows the prevalence of large lot rural residential subdivisions surrounding the compact, walkable historic Downtown, as shown in Figure 2. The historic downtown generally has four different lot and block structures including irregular lots, irregular blocks, elongated blocks, and the potential for square blocks, as originally proposed in the survey for the community and as depicted in Figure 3. Topography has played an integral role in the local starts in a narrow portion of the Truckee River Valley and widens towards the Railyard (to the east). The existing lot and block structure in the historic downtown has been heavily influenced by the steep slopes and the linear nature of Downtown located between dramatic ridges, Interstate 80, the railroad line and the Truckee River.

A context analysis of the Truckee's Commercial Row and Brickletown was prepared to better understand the historic development patterns of the Downtown. As shown in Figure 4, there were no standard building widths and historic areas grew organically over many years with a variety and mix of uses. Along Commercial Row, building heights range from one to four stories and densities generally range from a floor area ratio of 0.96 to 2.66.

The original 1880s Plat plan projected the Town of Truckee to grow as a square block grid network toward the Railyard. The square block, typically 250 to 350 feet in length, is a standard form seen in

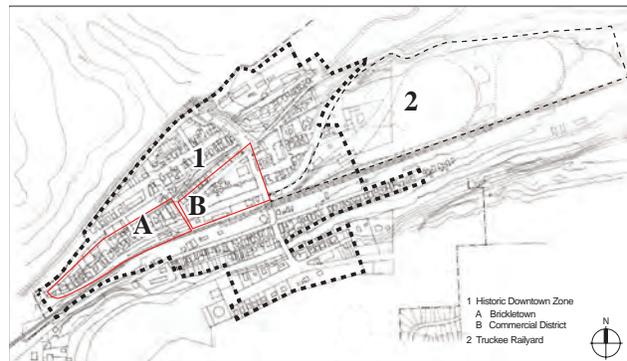


Figure 1: Historic Downtown Zone (1), the Truckee Railyard (2) with Brickletown (A) and Commercial District (B)

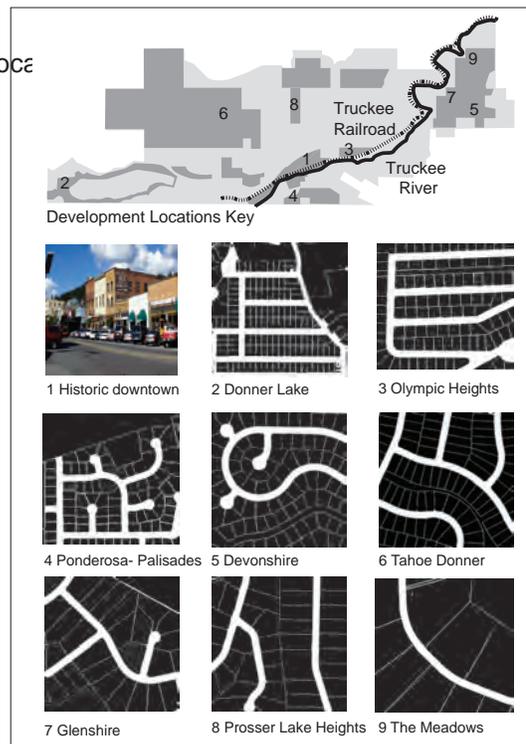


Figure 2: Development Patterns in the Town of Truckee

urban areas and town centers. Square blocks are efficient for circulation, allow alternative building types and allow the area to grow and evolve over time. The topography and block/lot pattern resulted in many odd shaped parcels. An eclectic mix of buildings were designed and constructed resulting in Truckee's unique character and diversity of buildings and streetscapes.

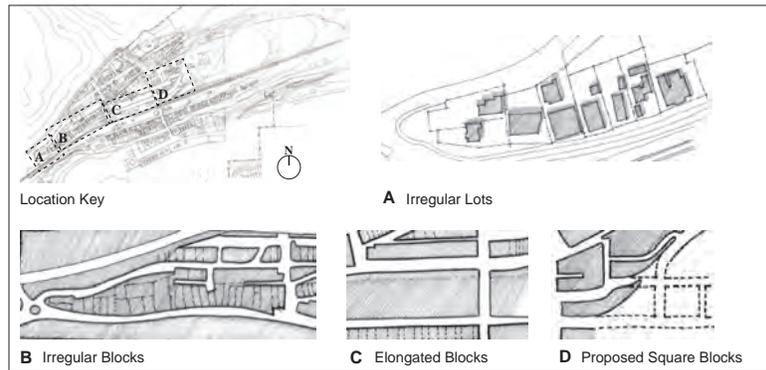


Figure 3: Block structure of historic Downtown Truckee

Elongated blocks like Commercial Row are typically 750 feet in length and provide efficient double loaded alleys to service commercial and mixed use development. Alleys and pedestrian thoroughfares allow pedestrian permeability through the grid. The elongated block can sometimes bend to follow the natural contours of the landscape or a natural feature and are located where the valley opens up to an expanse of flat land along the Truckee River.

Irregular blocks are located around the High Street area and down the steep embankment to the historic Downtown. This organic block structure is created by streets that negotiate sloping terrain. Irregular lots are evident along steep and challenging properties at the tip of Brickletown at the western edge of Downtown. Many of the homes and buildings on these properties are located toward the front of the lot due to topographic constraints.

BLOCK STRUCTURE COMPARISON WITH OTHER MOUNTAIN TOWNS

As part of the analysis Dinsmore Sierra completed block structure comparison with other mountain towns to determine best practices for mountain town block structure. These communities were analyzed because they have similar snow conditions to Downtown Truckee and also retained their unique mountain community character despite new growth and infill development.

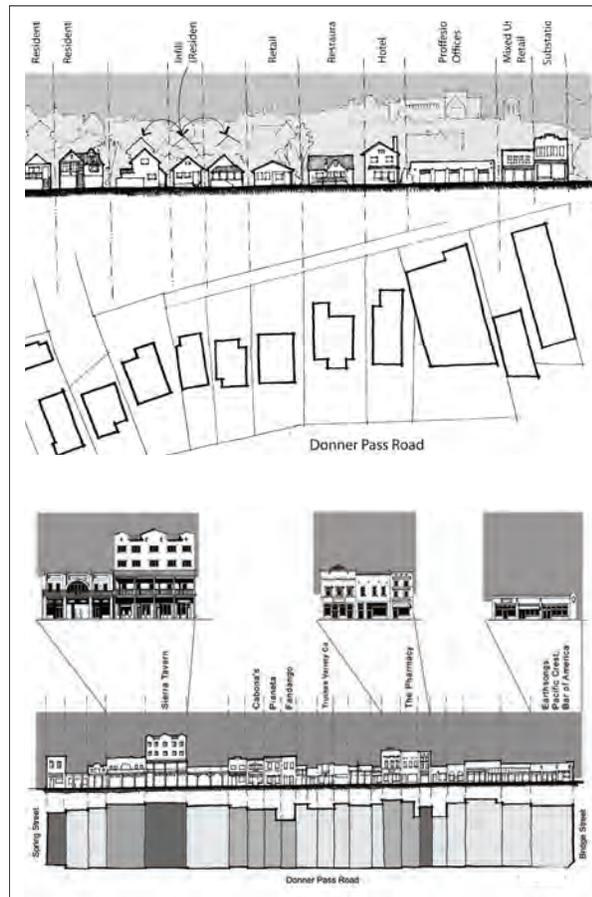


Figure 4: (Above) Building study of Brickletown (Below) Building study of'ow

Figure ground drawings show the similarities between the mountain communities of Breckenridge, Steamboat, Telluride and Aspen, as shown in Figure 5. Within the downtowns, these communities

have square blocks and rear alleys, which provide services to the commercial, mixed use and residential areas. Telluride has both north-south and east-west rear alleys. These blocks are surprisingly consistent in their dimensions ranging from 250 to 350 feet in length. Both Aspen and Breckenridge have large civic buildings or town squares.

The figure ground drawings for Truckee and Park City are remarkably similar. Both Truckee and Park City have very linear elongated blocks with streets running parallel to existing rivers and topographic constraints. Some of the elongated blocks in Park City and Truckee are over 500 feet in length creating long, linear formal downtown streetscapes appropriate for storefront buildings and prominent main streets.

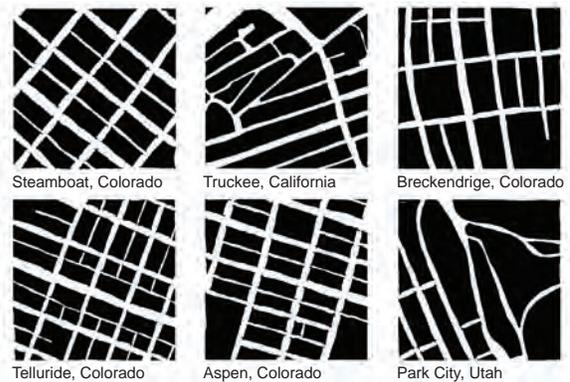


Figure 5: Block study for example of historic mountains in the west

As shown in Figures 6 and 7, the Nevada County communities of Grass Valley and Nevada City also have prominent main streets and elongated blocks with more irregular blocks surrounding the downtown as the streets and neighborhoods were built into and along the existing slopes. Grass Valley also features a curving Main Street that creates a variety of views and vistas through the downtown terminating at key buildings in the historic district. Both communities have prominent civic buildings located throughout the community.

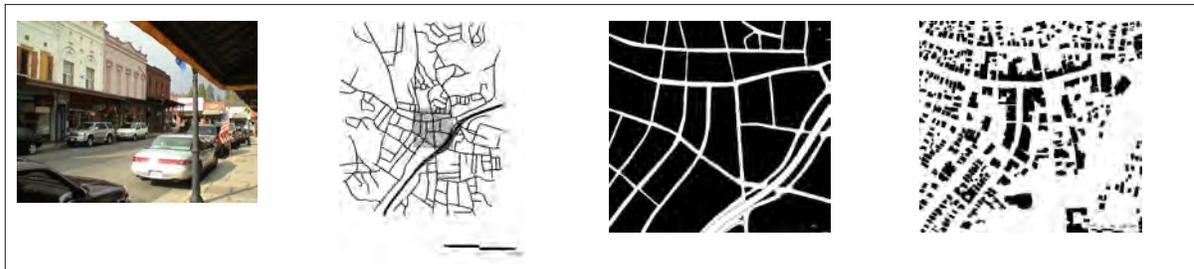


Figure 6: Photos and block structure study for historic Downtown Grass Valley, California

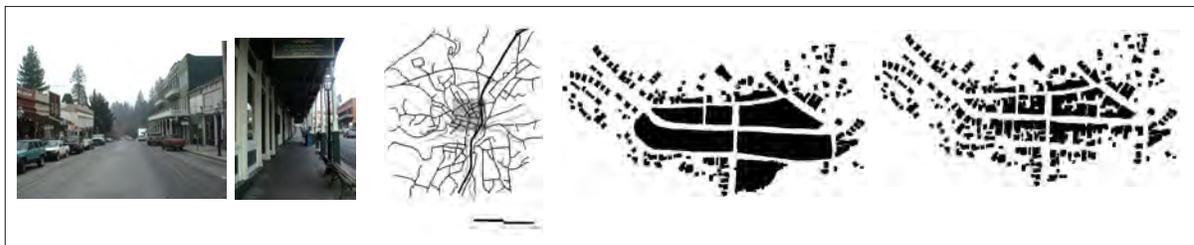


Figure 7: Photos and block structure study for historic Downtown Nevada City, California

CONCLUSION

Block structure patterns influence the rhythm and character as well as affect the walkability of a place. This block structure analysis provides a frame of reference for Truckee's historic Downtown and other similarly situated mountain town communities and informs the planning process for the Railyard. Integration of the Railyard redevelopment with Truckee's adjacent historic Downtown will be facilitated through a block level pattern that is appropriate in scale and context to the historic character of the area.

APPENDIX B

MASTER PLAN'S RELATIONSHIP TO EXISTING TOWN PLANNING POLICIES

The following table was prepared in connection with the Truckee Railyard Draft Master Plan EIR and subsequently updated in 2016 when the Master Plan was amended.

APPENDIX C

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based on the findings of the Environmental Impact Report (EIR) prepared for the Truckee Railyard Draft Master Plan in the Town of Truckee. This MMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The MMRP lists mitigation measures recommended in the EIR and identifies mitigation monitoring requirements.

Table 1 presents the mitigation measures identified in the Truckee Railyard Draft Master Plan EIR necessary to mitigate potentially significant impacts. Each mitigation measure is numbered according to the topical section to which it pertains in the EIR. As an example, Mitigation Measure TRAF-1 is the first mitigation measure identified in the EIR for the Truckee Railyard Draft Master Plan.

The first column of Table 1 identifies the Mitigation Measure. The second column identifies the monitoring schedule or timing, while the third column names the party responsible for monitoring the required action. The fourth column, “Monitoring Procedure,” outlines the steps for monitoring the action identified in the mitigation measure. The fifth and sixth columns deal with reporting and provide spaces for comments and dates and initials. These last columns will be used by the Town to ensure that individual mitigation measures have been monitored.

This MMRP was updated in May 2016 in conjunction with an Addendum to the Truckee Railyard Draft Master Plan EIR (SCH No. 2007122092), which was certified in 2009, that was prepared in conjunction with the Truckee Artist Lofts application and accepted into the Railyard permanent record on May 10, 2016 by the Town Council.

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
A. LAND USE					
<i>No significant land use impacts would occur.</i>					
B. POPULATION, EMPLOYMENT AND HOUSING					
<i>No significant population, employment and housing impacts would occur.</i>					
C. TRANSPORTATION, CIRCULATION AND PARKING					
<p><u>TRAF-1</u>: At the West River Street/McIver Crossing intersection, the existing westbound left-turn lane shall be restriped as a two-way left-turn lane in order to improve the level of service from LOS F to LOS D by allowing two-stage, left-turn movements from McIver Crossing to West River Street eastbound. This strategy is appropriate given the low posted speed limit (25 mph) and the relatively low westbound left turn volume. The improvements required in this measure shall be completed prior to issuance of the first Certificate of Occupancy for the any project in the Master Plan Area.</p>	<p>Prior to issuance of first building permit;</p> <p>Prior to issuance of the first Certificate of Occupancy for any building in the Master Plan Area.</p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • Verify that the Plans, Specifications, and Estimates (PS&E) to restripe a left-turn lane as a two-way left-turn lane on eastbound West River Street at McIver Crossing have been adequately prepared and submitted prior to issuance of first building permit; • Verify that restriping at the West River Street/McIver Crossing intersection has been implemented prior to Certificate of Occupancy. 		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p>TRAF-2: At the Donner Pass Road/Bridge Street intersection install a traffic signal to improve the level of service operation from LOS F to LOS D.- Installation of a signal at this intersection is included in the Town's traffic impact fee program. <u>The Town of Truckee traffic impact fee program identifies the installation of a roundabout or equivalent improvement at this intersection.</u></p> <p>The project proponent shall pay Town of Truckee impact fees contributing to the improvement <u>of this intersection and make any necessary modifications to the Union Pacific Railroad track switches that are required to implement the improvement. The Town has not yet determined the specific improvement for this intersection. The final improvement recommendation for this intersection will need to consider impacts to LOS, safety, interaction with railroad operations, and non-motorized modes of travel and may not necessarily improve intersection LOS. As the scope and timing of the improvement has yet to be determined by the Town, the project may have a significant and unavoidable impact on level of service at this intersection if an improvement that increases LOS to adequate levels is not completed by the Town prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.</u></p>	<p>Prior to issuance of the first Certificate of Occupancy for any building in the Master Plan Area.</p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement. • Verify that a traffic signal at the Donner Pass Road/Bridge Street intersection has been installed and implemented. • If the traffic signal is not installed, verify that the project applicant constructs said improvement using traffic impact fees collected by the traffic impact fee program through a reimbursement agreement with the Town. 		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p><u>TRAF-3</u>: At the Donner Pass Road/Church Street intersection, provide separate westbound and eastbound left turn and through/right lanes to improve the worst movement to LOS E. This intersection shall be controlled by stop signs on the eastbound and westbound approaches. <u>An alternative improvement, such as a roundabout, may also be implemented if it is demonstrated that the intersection operations would improve above what would result from the implementation of the improvements detailed above and such improvements would not result in any new significant or substantially worse impacts. The Town will construct the improvement with funding from the Traffic Fee Program which includes improvements at this intersection. The project proponent shall pay Town of Truckee impact fees contributing to the improvement of this intersection.</u>The improvements required in this measure shall be completed prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.</p>	<p>Prior to issuance of <u>building permits; prior to issuance of</u> the first Certificate of Occupancy for any project in the Master Plan Area..</p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • <u>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</u> • Verify that the Plans, Specifications, and Estimates (PS&E) to restripe separate westbound and eastbound left turn and through/right lanes at the Donner Pass Road/Church Street intersection have been adequately prepared. • Verify that a stop-signs at Donner Pass Road/Church Street intersection <u>improvements</u> have been installed and implemented. 		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p><u>TRAF-4: At the Bridge Street/West River Street/East River Street intersection install a traffic signal to provide adequate level of service (LOS E or better). Installation of a signal at this intersection is included in the Town's traffic impact fee program. The Town of Truckee traffic impact fee program identifies the installation of a roundabout or equivalent improvement at this intersection. The Town has not yet determined the specific improvement for this intersection. The project proponent shall pay Town of Truckee impact fees contributing to the improvement of this intersection. The Town has not yet determined the specific improvement for this intersection. The final improvement recommendation for this intersection will need to consider impacts to LOS, safety, interaction with railroad operations, and non-motorized modes of travel and may not necessarily improve intersection LOS. As the scope and timing of the improvement has yet to be determined by the Town, the project may have a significant and unavoidable impact on level of service at this intersection if an improvement that increases LOS to adequate levels is not completed by the Town prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.</u></p> <p>The project proponent shall pay Town of Truckee impact fees contributing to this improvement. If the installation of the traffic signal is not completed by the Town prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area, applicant shall construct said improvement using traffic impact fees collected by the traffic impact fee program through a reimbursement agreement with the Town.</p>	<p>Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area <u>building permits</u></p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • Verify that a traffic signal at the Bridge Street/West River Street/East River Street intersection has been installed and implemented. • Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement. • If the traffic signal is not installed, verify that the project applicant constructs said improvement using traffic impact fees collected by the traffic impact fee program through a reimbursement agreement with the Town. 		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p>¹TRAF-5: Intersection improvements are required in order to maintain the required Town of Truckee Level of Service standards at the SR 89 South/Donner Pass Road intersection under existing conditions. The Town General Plan identifies both short range and long range improvements for this intersection. Short range improvements are defined as a combination of roadway striping and signal phasing modifications that do not require roadway widening. The applicant shall perform a detailed intersection analysis, at the applicant's expense, to determine the combination of short range improvements which will maximize intersection capacity at this location. The traffic study for another project (Royal Ridge) included a preliminary review of short range improvements which demonstrates that there are feasible short range improvements that can be implemented which will improve this intersection to acceptable levels under existing plus project conditions. The detailed intersection analysis required by this condition may identify other combinations of re-striping and/or signal phasing improvements beyond those identified in the traffic study which will maximize the short range future capacity of this intersection within the existing roadway widths. The intersection improvements identified through the detailed intersection analysis will be determined during the review of the improvement plans, and approved by the Town Engineer, prior to building permit issuance. Prior to temporary or final Certificate of Occupancy of any buildings, the applicant shall implement the approved intersection improvements, at the applicant's expense.</p> <p>The applicant may request reimbursement of a fair share portion of the short range improvements from future discretionary Category 3 and 4 projects (as defined by General Plan Table CIR-6) that add traffic to the SR 89 South/Donner Pass Road intersection. It is the intent of the Town to include language requiring such projects to reimburse this project for their fair share cost of the short range as a part of the future land use conditions of approval; however, it will be the responsibility of this project to request that such a condition be placed on applicable projects prior to project approval.</p>	<p>Prior to issuance of temporary or final Certificate of Occupancy for any project in the Master Plan Area.</p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> ● Verify that the detailed intersection analysis has been prepared and that it meets the standards listed in the mitigation measure. ● Verify that the project applicant funds the cost of preparing the detailed intersection analysis. ● Have the Town Engineer approve the improvement plans. ● Ensure intersection improvements are being implemented at the applicant's expense. 		

¹ Mitigation Measure TRAF-5 and TRAF-14 are removed as the Town's most recent traffic impact fee study (2015) indicates that this intersection no longer fails at buildout and the improvements that have been implemented since 2009 have solved the existing LOS deficiency.

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p>TRAF-6: At the intersection of West River Street/Mclver Crossing, provide a single-lane roundabout to improve the level of service from LOS F to LOS A. Installation of a single-lane roundabout at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.</p>	<p>Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area <u>building permits.</u></p>	<p>The Town of Truckee Engineering Division</p>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p>		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p>TRAF-7: In addition to implementation of Mitigation Measure TRAF-2 (install a traffic signal Donner Pass Road/Bridge Street intersection), provide a northbound left turn lane and southbound left turn lane to improve the level of service.</p> <p><u>Level of service at the Donner Pass Road/Bridge Street intersection cannot be mitigated to acceptable levels within the parameters identified by the Town, even with provision of traffic signals and limited roadway widening. As the proposed Railyard Master Plan project would increase traffic through these intersections with future no-project deficiencies, the project would have a significant and unavoidable impact on level of service at this intersection. The project proponent shall pay Town of Truckee impact fees contributing to the improvements to the intersection described in TRAF-2 which will mitigate this impact to the extent feasible but not to a less-than-significant level.</u></p>	<p>Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area building permits.</p>	<p>The Town of Truckee Engineering Division</p>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement. Implement TRAF-2.</p> <p>● Verify that the Plans, Specifications, and Estimates (PS&E) to provide a northbound left turn lane and southbound left turn lane at the Donner Pass Road/Bridge Street intersection have been adequately prepared. Verify that a restriping at Donner Pass Road/Street Street intersection has been implemented</p>		
<p>TRAF-8: At the Donner Pass Road/I-80 Eastern Interchange Eastbound Off Ramp intersection, signalize, or provide a single-lane roundabout to improve intersection level of service from LOS F to LOS C (with roundabout) and B (with signal). Installation of a single-lane roundabout at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.</p>	<p>Prior to issuance of building permits.</p>	<p>The Town of Truckee Engineering Division</p>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p>		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
TRAF-9: At the SR 89 North/SR 267/I-80 Eastbound Ramps intersection, provide a two-lane roundabout with northbound-to-eastbound slip lane to improve the level of service from LOS F to LOS B. Provision of a roundabout at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	Prior to issuance of building permits.	The Town of Truckee Engineering Division	Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.		
TRAF-10: At the SR 89 North/SR 267/I-80 Westbound Ramps intersection, provide a two-lane roundabout and northbound-to-westbound loop ramp to improve the intersection from LOS F to LOS A. (Note that the current interchange was designed to accommodate this loop ramp). Provision of a roundabout at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	Prior to issuance of building permits.	The Town of Truckee Engineering Division	<u>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</u>		
TRAF-11: Implementation of Mitigation Measure TRAF-4 includes construction of a traffic signal at the Bridge Street/West River Street intersection. However, in the 2025 No Project and 2025 Plus Project scenarios, the level of service at this the Bridge Street/West River Street intersection cannot be mitigated to acceptable levels within the parameters identified by this analysis, even with provision of traffic signals and limited roadway widening. As the proposed Railyard Master Plan project would increase traffic through these intersections with future no-project deficiencies, the project would have a significant and unavoidable impact on level of service at this intersection. The project proponent shall pay Town of Truckee impact fees consistent with Mitigation Measure TRAF-4 which will mitigate this impact to the extent feasible but not to a less-than-significant level.	Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.	The Town of Truckee Engineering Division	Implement TRAF-4 <u>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</u> Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<u>TRAF-12</u> : At the SR 267/Brockway Road/Soaring Way intersection, either expand the existing signalized intersection (adding a second northbound left lane, second northbound through lane, separate northbound right lane, second southbound through lane, second eastbound left lane, separate eastbound through lane, and separate westbound through lane) <u>or</u> provide a multi-lane roundabout to improve the intersection operation from LOS F to LOS D. Provision of major improvements at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	Prior to issuance of building permits.	The Town of Truckee Engineering Division	Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.		
<u>TRAF-13</u> : At the SR 267/Airport Road/Schaffer Mill Road intersection, install a second northbound through lane and second southbound through lane to improve the intersection operation from LOS F to LOS C. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County’s Tahoe Resorts Benefit District impact fee program. This improvement list includes “SR 267: County line to south of Northstar Drive – Widen to four lanes/Intersections improvements,” which can be considered to address the SR 267/Airport Road/Schaeffer Mill Road improvements. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	Prior to issuance of building permits.	The Town of Truckee Engineering Division	Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.		
² TRAF-14 : At the SR 89 South/Donner Pass Road/Frutes Lane intersection, provide separate northbound left and northbound through/right lanes and eastbound right overlap phase <u>or</u> provide a two-lane roundabout to improve the intersection operation from LOS E to LOS D or LOS B, respectively. Provision of major improvements at this intersection is included in the Town’s traffic impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.	Prior to issuance of building permits.	The Town of Truckee – Engineering Division	Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.		

² Mitigation Measure TRAF-5 and TRAF-14 are removed as the Town’s most recent traffic impact fee study (2015) indicates that this intersection no longer fails at buildout and the improvements that have been implemented since 2009 have solved the existing LOS deficiency.

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<p>TRAF-15: Providing adequate vehicle capacity over the Truckee River is of great concern to the Town and regional transportation agencies. Although there are currently no published plans or existing fee programs to increase capacity over the river, it is not the intent of this EIR to exempt the proposed project from payment of future impact fees related to increased capacity over the river.</p> <p>The Town will investigate the most appropriate means for increasing vehicle capacity over the Truckee River, including a fair share analysis of widening the Bypass to 4 lanes. The proposed project will contribute its fair share, not to exceed \$100,000, toward the preparation of said study to determine the means by which capacity over the river could be increased. Said contribution shall be in place prior to approval of a major subdivision or building permit issuance for new buildings within the Master Plan Area. The Town shall complete said study prior to commencement of development of Phase 2 of the Master Plan. Upon determining the appropriate implementation measure, the Town shall revise its impact fee program. The proposed project will contribute to the cost of the improvement through payment of traffic impact fee program fees in effect at the time of development.</p> <p><u>To ensure the feasibility of a future roadway and pedestrian connection between East River Street and the Master Plan area is not foreclosed, the infrastructure plans for the Railyard Master Plan shall include 30 percent design level drawings of a roadway and pedestrian connection. The project proponent's cost for this design work shall not exceed \$100,000. Preparation of said design shall constitute the project's contribution to any impact fee that may be associated with such improvement, beyond payment of the traffic impact fee that will be paid prior to the issuance of the first building permit.</u></p>	<p>Project applicant Submit \$100,000 contribution prior to approval of major subdivision or building permit issuance.</p> <p>Town complete study prior to commencement of development of Phase 2. <u>Complete 30% pedestrian and vehicle access design as part of the Phase 2 or 3 improvement plans, to be determined by the Town Engineer.</u></p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> ● Verify that the project proponent pays Town of Truckee \$100,000 fee contribution to a study to determine the means by which traffic over the river could be increased. ● Town to work diligently to complete said study. ● Town to determine if impact fees will apply to increase capacity over the river. <p><u>If new impact fees are adopted, verify project applicant has contributed fees. <u>Review and verify 30% design is complete and acceptable prior to Town's approval of the Phase 2 or 3 improvement plans</u></u></p>		

Revised Mitigation Monitoring and Reporting Program – updated consistent with the 2016 Addendum

Mitigation Measure	Mitigation Monitoring			Reporting	
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<p><u>TRAF-16:</u> Widening of SR 267 to four travel lanes between Brockway Road/Soaring Way and the Town/County line is already included in the Town of Truckee traffic impact fee program, while widening to four travel lanes from the Town/County line to Airport Road/Schaffer Mill Road is included in the Placer County Tahoe Resorts Benefit District traffic impact fee program. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County’s Tahoe Resorts Benefit District impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.</p>	<p>Prior to issuance of building permits.</p>	<p>The Town of Truckee Engineering Division</p>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p>		
<p><u>TRAF-17:</u> Widening of SR 267 to four travel lanes between the Town/County line and Northstar Drive is included in the Placer County Tahoe Resorts Benefit District traffic impact fee program. Per the Placer/Truckee Regional Traffic Impact Fee Agreement that went into effect October 1, 2007, payment of appropriate fees under the Truckee impact fee program is considered to mitigate impacts on roadway improvements included in the improvement list for Placer County’s Tahoe Resorts Benefit District impact fee program. The project proponent shall pay Town of Truckee impact fees contributing to this improvement.</p>	<p>Prior to issuance of building permits.</p>	<p>The Town of Truckee Engineering Division</p>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p>		

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D. AIR QUALITY					
<p><u>AIR-1</u>: The project applicant shall submit a grading plan for the project which includes the following conditions:</p> <ul style="list-style-type: none"> a. Open burning is prohibited. Alternatives to open burning of vegetative material will be used. Among suitable alternatives are chipping, mulching or conversion to biomass fuel. b. The applicant shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction. c. Temporary traffic control shall be provided during all phases of construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans. d. Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable. e. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of ambient air standard during the dry season. Watering should occur at least twice daily, with complete site coverage during the dry season. f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions. g. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads. h. All land clearing, grading, earth moving, or excavation activities on a Plan Area shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph. 	<p>Prior to issuance of grading permits; and throughout project construction.</p>	<p>Town of Truckee Planning Division and Engineering Division</p>	<p>Verify that grading plans for the project, which include the items in the mitigation measure, have been submitted and implemented.</p>		

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<p>i. All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply County-approved non-toxic soil stabilizers (according to manufacturer’s specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.</p> <p>j. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.</p> <p>k. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary to remove excessive or visibly raised accumulations of silt and/or mud which may have resulted from activities at the Plan Area.</p> <p>l. Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip if necessary.</p> <p>m. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.</p>					

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<p><u>AIR-2:</u> The project applicant shall implement the following mitigation measures:</p> <p>a. Each residence shall be equipped with a non-wood burning source of heat. Prior to issuance of any temporary or final certificates of occupancy or prior to recordation of the final map, the applicant shall prohibit the use of woodstoves within the Plan Area by placing a deed restriction on the title of the property or shall pay an air quality mitigation fee to the Air Quality Mitigation fund to offset PM10 emissions from solid fuel burning appliances. All new solid fuel burning appliances shall be EPA Phase II Certified and limited to one wood-burning appliance per residence. The amount of the mitigation fee shall be \$300 for each solid fuel burning appliance that will or may be installed or the fee established by the Town Council resolution and in effect at the time of building permit issuance or final map recordation.</p> <p>b. The project shall provide for on-site bus turnouts, passenger benches, and shelters as demand and service routes warrant, subject to review and approval by the Town Engineer.</p> <p>c. The proposed project shall contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, easements, etc. The Town Engineer shall be consulted for specific needs.</p> <p>d. All inactive portions of the development site (previously graded areas which remain inactive for 96 hours) shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply Town-approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas in accordance with the local grading ordinance.</p> <p>e. The project shall provide for pedestrian access between bus service and major transportation points within the project where feasible.</p>	<p>Throughout project construction; Prior to issuance of any temporary or final Certificates of Occupancy or prior to recordation of the final map.</p>	<p>Town of Truckee Planning Division; Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • Verify that each residence is equipped with a non-wood burning source of heat; • Or, if a solid fuel burning appliance is installed, ensure that the project applicant pays the established mitigation fee. • Verify that the project contributes a proportionate share to the development and/or continuation of a regional transit system, and that the Town Engineer has been consulted. • Verify that all inactive portions of the development site are stabilized in accordance with the local grading ordinance. 		

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<p>f. The project shall contribute a proportion share to traffic-flow improvements (i.e., right-of-way, capital improvements) that reduce emissions and are not considered as substantial growth-inducing. The local transportation agency shall be consulted for specific needs.</p> <p>g. A particulate matter emissions study meeting the requirements of the <i>Particulate Matter Air Quality Management Plan</i> shall be submitted in order to estimate the amount of emissions associated with full build-out of the project and generated from vehicle tail pipes and re-entrained road dust. The study shall be prepared by traffic and air quality consultants who have been approved by the Town Planner prior to preparation of the study. The study shall be consistent with the emissions calculation formulas utilized in the <i>Particulate Matter Air Quality Management Plan</i> and shall comply with all requirements of the Town Planner.</p> <p>Prior to issuance of any temporary or final certificates of occupancy for the permit, the applicant shall pay an air quality mitigation fee to the Air Quality Mitigation fund to offset PM10 emissions from vehicle tail pipes and re-entrained road dust. The amount of the mitigation fee shall be \$7,366 per ton of emissions generated by development authorized by the permit or allowed upon recordation of the final map or the fee established by Town Council resolution and in effect at the time of building permit issuance or final map recordation.</p>			<ul style="list-style-type: none"> Verify that the project contributes a proportionate share to traffic improvements that reduce emissions, and that the local transportation agency was consulted. Verify that a particulate matter emissions study was submitted based on the specifications in the mitigation measure. Verify that that the project applicant pays an air quality mitigation fee to the Air Quality Mitigation fund (\$7,366 per ton of emissions or the fee established by the Town Council). 		
<p><u>AIR-3</u>: The project applicant shall implement mitigation measures HAZ-1, HAZ-2a, and HAZ-2b.</p>	See Monitoring Schedule for HAZ-1& HAZ-2.	Town of Truckee Building and Safety Division	Implement Haz-1, Haz-2a, and Haz-2b.		
E. NOISE AND VIBRATION					
<p><u>NOI-1</u>: In accordance with Town standards, the following multi-part mitigation measure shall be implemented to reduce construction-related noise impacts to a less-than-significant level. The Town shall condition approval of new development within the Railyard Master</p>	Throughout construction.	Town of Truckee Building and Safety Division	<ul style="list-style-type: none"> Verify that the project sponsor complies with all of the 		

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<p>Plan Area as follows:</p> <p><u>NOI-1a</u>: During all construction, the project sponsor shall comply with all of the standard construction noise control measures of the Town’s General Plan Policy P3.13, outlined as follows:</p> <ol style="list-style-type: none"> a. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; b. Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area; c. Utilize “quiet” air compressors and other stationary equipment where appropriate technology exists; and d. The project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the construction Plan Area. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information of the construction schedule and the telephone number for noise complaints. <p><u>NOI-1b</u>: The construction contractor shall ensure that all noise-producing construction related activities are restricted to the hours of 7:00 a.m. to 6:00 p.m. on any day except Sunday, and from 9:00 a.m. to 6:00 p.m. on Sunday. Noise producing construction activities include any activity (using mechanical equipment or otherwise) that would produce noise levels in excess of the Exterior Noise Standards of Section 18.44.040 of the Town’s Municipal Code. This measure will apply to all development associated with buildout of the Railyard Master Plan.</p>			<p>standard construction noise control measures of the Town’s General Plan Policy P3.13</p> <ul style="list-style-type: none"> • Make regular visits to the construction site to ensure that noise from construction activities is appropriately controlled. • Make regular visits to the construction site to ensure that construction activities are restricted the hours designated in the mitigation measure. • Verify the implementation of the list of measures to respond to and 		

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			track complaints pertaining to construction noise.		

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<p><u>NOI-2</u>: To reduce railroad-related noise impacts on proposed noise sensitive developments within the Plan Area, the following measures shall be implemented:</p> <p>a. All residential outdoor active use areas shall comply with a minimum 200-foot setback from the centerline of the railroad main line; and any such uses that would be located within 355 feet of the railroad centerline of the railroad main line shall, to the extent feasible, be shielded from direct exposure to the railroad main line by strategically locating them so that the line of sight to the railroad line is blocked by intervening buildings to achieve an exterior noise level of 65dBA;</p> <p>b. Any portions of residential units that would be constructed within 200 feet of the railroad centerline shall incorporate upgraded window and wall assemblies with a minimum sound transmission class rating of STC-34. Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed as required to meet an interior noise level of 45dBA;</p> <p>c. All residential units constructed within 200 and 355 feet of the railroad centerline or anywhere in the Plan Area having a direct line of sight to the railroad shall incorporate an alternative form of ventilation to ensure that windows can remain closed for a prolonged period of time;</p> <p>d. All residential façades constructed within 355 feet of the railroad centerline with a direct line of sight to the railroad shall incorporate upgraded window and wall assemblies with a minimum sound transmission class of STC-30; and</p> <p>e. All noise sensitive development projects within the Master Plan Area must submit documentation to the Town’s Planners prior to issuance of building permits which details the design features that would be incorporated into the project to reduce train-related noise impacts.</p>	<p>Prior to issuance of building permits.</p>	<p>Town of Truckee Building and Safety Division</p>	<ul style="list-style-type: none"> • Verify that noise sensitive developments within the Plan Area implement the mitigation measures. • Verify that documentation detailing the project’s design features that reduce train-related noise impacts have been submitted to the Town’s Planners. 		

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F. GEOLOGY, SOILS AND SEISMICITY					
<p><u>GEO-1</u>: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared by a licensed professional and submitted to the Town of Truckee Building and Safety Division for review and confirmation that the proposed development fully complies with the California Building Code of 2007 or latest version in effect. Compliance with the 2007 California Building Code (CBC) requires that (with very limited exceptions) structures for human occupancy be designed and constructed to resist the effects of earthquake motions. The Seismic Design Category for a structure is determined in accordance with either; CBC Section 1613 - Earthquake Loads or American Society of Civil Engineers (ASCE) Standard No. 7-05, Minimum Design Loads for Buildings and Other Structures. In brief, based on the engineering properties and soil-type of soils at a proposed site, the site is assigned a Site Class ranging from A to F. The Site Class is then combined with Spectral Response (ground acceleration induced by earthquake) information for the location to arrive at a Seismic Design Category ranging from A to D; D being the most severe conditions. The classification of the site and related calculations must be determined by a qualified person and are site-specific. The report shall describe the Plan Area’s geotechnical conditions and address potential seismic hazards, such as seismically-induced shaking. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the <i>Guidelines for Evaluating Seismic Hazards in California</i>.</p> <p>All mitigation measures, design criteria, and specifications set forth in the geotechnical and any required soils reports shall be followed. Compliance with the investigation, design and engineering requirements as set forth by the Town of Truckee and the latest version of the CBC will serve to minimize the hazards presented by seismic shaking at the Plan Area. Exposure</p>	<p>Prior to issuance of any site-specific grading or building permits.</p>	<p>Town of Truckee Building and Safety Division</p>	<ul style="list-style-type: none"> • Verify that a design-level geotechnical investigation has been submitted and confirm that the proposed development fully complies with the California Building Code of 2007 or latest version in effect. • Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed. 		

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to seismic hazards is a generally accepted part of living in California and therefore the mitigation measure described above reduces the potential hazards associated with seismic activity to a less-than-significant level.					
<p><u>GEO-2</u>: In locations underlain by non-engineered fill, the designers of building foundations and other improvements (including the sidewalks, roads, and underground utilities) shall consider these conditions. The design-level geotechnical investigation and soils investigation, to be prepared by licensed professionals and approved by the Town of Truckee Division of Building and Safety, shall include measures to ensure potential damages related to non-uniformly compacted fill are minimized. Mitigation options may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill to design and construction of improvements to withstand the forces exerted during the expected winter weather cycles and settlements. Additionally, site conditions shall be evaluated for frost heave potential and site-specific recommendations formulated to minimize impacts due to freezing and thawing cycles.</p> <p>All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed to reduce impacts associated with settlement and differential settlement to a less-than-significant level.</p>	Prior to issuance of any site-specific grading or building permits.	Town of Truckee Building and Safety Division	<ul style="list-style-type: none"> • Verify that the design-level geotechnical investigation and soils investigation includes measures to ensure potential damages related to non-uniformly compacted fill are minimized. • Ensure that sites are evaluated on a case-by-case basis to minimize impacts due to freezing and thawing cycles. • Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed. 		

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<p><u>GEO-3</u>: Where slope cuts may be necessary to accommodate the realignment of local roads, the designers of road improvements shall consider slope stability conditions. The design-level geotechnical investigation and soils investigation, to be prepared by licensed professionals and approved by the Town of Truckee Division of Building and Safety and Town Engineer, shall include measures to ensure potential damages related to slope stability issues are minimized. Mitigation options may range from cutting back slopes sufficiently to achieve stable slope geometry to engineered improvements including retaining walls, hillside reinforcement with subsurface anchors, or raising the grade of the road bed to minimize the necessity for road cuts.</p> <p>All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed to reduce impacts associated with slope stability issues to a less-than-significant level.</p>	<p>Prior to issuance of any site-specific grading or building permits.</p>	<p>Town of Truckee Building and Safety Division</p>	<ul style="list-style-type: none"> • Verify that the design-level geotechnical investigation and soils investigation includes measures to ensure potential damages related to slope stability issues are minimized. • Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed. 		

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G. HYDROLOGY AND STORM DRAINAGE					
<p><u>HYD-1</u>: The project proponent shall prepare erosion control and drainage plans designed to reduce potential impacts to surface water quality throughout the construction period of the project. The erosion control and drainage plans must be maintained on-site and made available to Town inspectors and/or Water Board staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The erosion control and drainage plans shall specify properly designed centralized storage areas that keep these materials out of the rain. In addition, if appropriate based on the anticipated seasons for development activities, the erosion control and drainage plans shall include detailed to snow handling procedures, snow storage sites and winter-time BMPs designed to minimize water quality impacts, and effectively manage spring runoff from snow storage to ensure that impacts Trout Creek and the Truckee River are minimized.</p> <p>An important component of the stormwater quality protection effort is the knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention.</p> <p>BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of fiber rolls, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control; that is, keeping sediment on the site. End-of-pipe sediment</p>	<p>Submit SWPP to Town Engineering Division prior to applying for first building permit;</p> <p>Submit copy of approved SWPP prior to issuance of first building permit;</p> <p>Comply with measures in SWPP: ongoing throughout demolition, grading, and/or construction activities.</p>	<p>The Town of Truckee Engineering Division</p>	<ul style="list-style-type: none"> • Verify the preparation and approval of the SWPPP. • Verify that site supervisors conduct regular tailgate meetings as specified in the SWPPP to discuss pollution prevention. • Verify that a monitoring program including both dry and wet weather inspections is established and implemented. • Conduct regular site visits to ensure compliance with the SWPPP throughout the completion of the project. 		

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<p>control measures (e.g., basins and traps) shall be used only as secondary measures. If hydro-seeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.</p> <p>The Town of Truckee Department of Engineering shall review and approve the plans prior to approval of the grading plan. Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level.</p>					

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<p><u>HYD-2:</u> Project proponents shall prepare an erosion control and drainage report demonstrating consistency with the Town’s adopted storm water management plan (SWMP), and related Town Engineering ordinances and standards. The erosion control plan and drainage report shall demonstrate, through detailed hydraulic analysis, that implementation of proposed drainage plans would result in treatment of the runoff from the site (in compliance with the Town NPDES permit). The qualified professionals preparing the design-level erosion control plan and drainage report shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance Best Management Practices (BMPs) (e.g., grassy swales, porous pavements) are preferred by the Water Board. The Town shall ensure that the project design includes features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project to the maximum extent practicable. These features shall be included in the final development drawings.</p> <p>In addition, a Water Monitoring Plan shall be established for the Master Plan area. The WMP shall be consistent with the Truckee River Water Quality Management Plan. The WMP shall ensure that long-term water quality monitoring. The WMP shall be subject to review and approval by the Town Engineering Department and Lahontan Regional Water Quality Control Board.</p> <p>The Town’s SWMP includes by reference Attachment 4 of WQO 2003-0005-DWQ (CAS000004), which provide specific design standards applicable to the project based on the size and nature of the proposed project. As specified by the MS4 General Permit, all new development projects, regardless of size, should incorporate appropriate source control and site design measures that minimize stormwater pollutant discharges to the maximum extent practicable. The proposed project would be required to comply with the terms of the SWMP and WQO Attachment 4, including (but not limited to):</p> <ul style="list-style-type: none"> ▪ Numeric Sizing Criteria for Pollutant Removal Treatment Systems. The project must include source controls, design measures, and treatment controls to minimize stormwater 	<p>Prior to issuance of the grading permit(s); and</p> <p>On-going.</p>	<p>The Town of Truckee Department of Engineering</p>	<ul style="list-style-type: none"> • Verify that erosion control and drainage plans have been prepared. • Ensure that the Town Engineer has reviewed and approved the erosion control and drainage plans. • Ensure that the proposed project complies with the terms of the Town-wide SWMP and WQO Attachment 4. 		

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<p>pollutant discharges. Treatment controls must be sized to treat a specific amount – about 85 percent – of average annual runoff.</p> <ul style="list-style-type: none"> ▪ Operation and Maintenance of Treatment Measures. Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&M) program, which includes: 1) identifying the properties with treatment controls; 2) developing agreements with private entities to maintain the controls, and 3) periodic inspection, maintenance (as needed), and reporting. ▪ Limitation on Increase of Peak Stormwater Runoff Discharge Rates. Urbanization creates impervious surfaces that reduce the landscape’s natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion. Projects must evaluate the potential for this to occur and provide mitigation as necessary. <p>As per Water Board Basin Plan implementation guidance regarding salt and traction sand use for road and walkway maintenance, salt or traction sand shall be applied in a careful, well-planned manner, by competent, trained crews. Should even the “proper” application of salt be shown to cause adverse water quality impacts, the Water Board would require that it no longer be used in environmentally sensitive areas. Should an alternate deicer be shown to be effective, environmentally safe, and economically feasible, its use shall be encouraged in lieu of salt. The design and implementation of BMPs for the project shall integrate, as</p>					

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<p>feasible, features that will minimize the impact of deicing compounds and sedimentation impacts related to sanding or other ice control methods, including considering impacts related to accumulated pollutants in seasonal snow storage and the relatively sudden release of the accumulated materials during periods of thaw and rain. BMPs shall be sized appropriately and operations and maintenance schedules shall account for these seasonal differences.</p> <p>The design team for the development project shall review and incorporate as many concepts as practicable from <i>Start at the Source</i>, <i>Design Guidance Manual for Stormwater Quality Protection</i> and the California Stormwater Quality Association’s <i>Stormwater Best Management Practice Handbook, New Development and Redevelopment</i>. Any enclosed parking areas shall not be drained to the stormwater conveyance system. The garages should be dry-swept or, if washdown water is used the effluent should be discharged to the sanitary sewer system under permit from the Town of Truckee.</p> <p>The Town of Truckee Department of Engineering shall review and approve the erosion control and drainage plans prior to approval of the grading plan.</p>					

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<p><u>HYD-3</u>: The SWPPP shall include provisions for the proper management of construction-period dewatering activities. At minimum, all dewatering shall be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary to ensure that only sediment-free water is discharged to the storm or sanitary sewer system, as appropriate. In areas of suspected groundwater contamination (i.e., near sites where chemical releases are known or suspected to have occurred), the groundwater shall be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the project proponent shall acquire the appropriate permit(s) prior to discharge of the dewatering effluent. Discharge of the dewatering effluent may require a permit from the Water Board (for discharge to the storm sewer system) and/or the Town of Truckee (for discharge to the sanitary sewer system).</p>	<p>Prior to issuance of any site-specific grading or building permits; and</p> <p>On-going.</p>	<p>The Town of Truckee Department of Engineering</p>	<ul style="list-style-type: none"> • Verify that the SWPP includes provisions for the proper management of construction-period dewatering activities. • Ensure dewatering is contained prior to discharge. • In areas of suspected groundwater contamination, verify that the groundwater is analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. 		
<p><u>HYD-4</u>: The project shall implement Low Impact Development (LID) design standards and participate in the Leadership in Energy Environmental Design Neighborhood Development (LEED-ND) Pilot Program, including advanced stormwater management techniques, as feasible. Should the LEED-ND Pilot Program not become a certified LEED program, the project shall still be required to incorporate relevant energy and environmental design measures from the LEED-ND Pilot Program into the development of the project. As a condition of approval of the final grading and drainage plans for</p>	<p>Prior to approval of any grading plan; and</p> <p>On-going.</p>	<p>The Town of Truckee Department of Engineering.</p>	<ul style="list-style-type: none"> • Verify that the project implements Low Impact Development (LID) design standards and 		

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<p>the project, the project proponent shall demonstrate through the preparation of a detailed hydrologic analysis, to be prepared by a licensed professional, that implementation of the proposed drainage plans would not increase total off-site peak flow rates, or exceed the capacities of local system components or if redirected drainage would exceed the capacity of downstream components, that the project would construct improvements and/or increase the conveyance capacity of these undersized components. The analysis shall respect the determination and mapping of the 100-year floodplain completed as part of the Trout Creek Restoration project for the floodplain located within the Master Plan boundary. Development (e.g., new home construction) within 20 feet of the 100-year floodplain is prohibited. The project must use drainage components that are designed in compliance with Town of Truckee standards. The grading and drainage plans shall be reviewed for compliance with these requirements by the Town of Truckee Planning, Building, and Engineering Departments. Any improvements deemed necessary by the Town will be part of the conditions of approval. Development associated with the Master Plan will also be subject to Lahontan Regional Water Quality Control Board discharge prohibitions. As noted in the Lahontan Basin Plan, the discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited. (Exemptions to this prohibition may be granted by the Regional Board or its Executive Officer for certain projects subject to specific requirements for exemptions in the Basin Plan). The proponent will fully implement the recommendations of the hydrologic analysis consultant and the recommendations of the Town of Truckee in compliance with the conditions of approval.</p>			<p>participates in the Leadership in Energy Environmental Design Neighborhood Development (LEED-ND) Pilot Program, including advanced stormwater management techniques, as feasible.</p> <ul style="list-style-type: none"> • Review hydrologic analysis to ensure off-site peak flow rates do not increase. • Monitor construction to ensure all recommendations of hydrologic analysis are implemented. 		

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<p><u>HYD-5</u>: During the Railyard Draft Master Plan development process, any existing water supply well within the proposed Plan Area shall either be:</p> <p><u>HYD-5a</u>: Inspected by a qualified professional to determine whether the well is properly sealed at the surface to prevent infiltration of water-borne pollutants into the well casing or surrounding gravel pack. The California Well Standards require an annular (ring-shaped) surface seal of at least 20 feet. If the wells are found not to comply with this requirement, the project sponsor shall retain a qualified well driller to install the required seal. Documentation of the inspections and seal installations, if any, shall be provided to the Town prior to final approval of any future grading plans; or</p> <p><u>HYD-5b</u>: Properly abandoned in compliance with the California Department of Water Resources, California Well Standards, and Nevada County Community Development Agency, Environmental Health Department prior to final approval of the grading plan.</p>	<p>Prior to final approval of any grading plans.</p>	<p>The Town of Truckee Department of Engineering.</p>	<ul style="list-style-type: none"> Verify that any existing water supply well is treated as described in the mitigation measure. 		
H. BIOLOGICAL RESOURCES					
<p><u>BIO-1</u>: The following measures shall be implemented to mitigate for potential impacts to nesting birds:</p> <p><u>BIO-1a</u>: If possible, all trees, brush and other potential nesting habitat that will be impacted by project construction shall be removed during the non-nesting season (September 1 through February 28).</p> <p><u>BIO-1b</u>: If suitable nesting habitat cannot be removed during the non-nesting season and project construction is to begin during the nesting season (March 1 through August 31), all suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys shall be conducted no more than 14 days prior to the start of work. If an active nest is discovered, a 100-foot buffer shall be established in the Master Plan Area around the nest and delineated using orange construction fence or equivalent. The buffer shall be maintained in place until the end of the nesting</p>	<p>Prior to initiating construction-related activities and no more than 14 days prior to the start of work; and</p> <p>On-going throughout construction.</p>	<p>The Town of Truckee Planning Division.</p>	<ul style="list-style-type: none"> Ensure that potential nesting habitat that will be impacted by project construction is removed during the non-nesting season; or Verify that all suitable nesting habitat within the limits of work has been 		

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<p>season or until the young have fledged, as determined by a qualified biologist.</p> <p>If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season shall not be subject to these measures.</p> <p><u>BIO-1c</u>: Alternatively, CDFG may be consulted to determine if it is appropriate to decrease the specified buffers with or without implementation of other avoidance and minimization measures (e.g., having a qualified biologist on-site during construction activities during the nesting season to monitor nesting activity).</p>			<p>surveyed by a qualified biologist prior to initiating construction-related activities and ensure that necessary buffers are established.</p>		
<p><u>BIO-2</u>: The following measures shall be implemented to mitigate for potential impacts to willow flycatcher:</p> <p><u>BIO-2a</u>: All work that will encroach into Trout Creek or the associated riparian corridor shall be monitored by a qualified biologist to ensure willow flycatcher are not adversely affected by project construction.</p> <p><u>BIO-2b</u>: If a willow flycatcher is observed during the monitoring effort, all work in the immediate vicinity shall be halted until the bird has left the area.</p>	<p>Throughout construction when work is encroaching into Trout Creek or the associated riparian corridor.</p>	<p>The Town of Truckee Planning Division.</p>	<p>Verify that a qualified biologist is hired to monitor the presence of willow flycatcher and that the project is halted if a willow flycatcher is observed.</p>		
<p><u>BIO-3</u>: The following measures shall be implemented to mitigate for potential impacts to Sierra Nevada mountain yellow-legged frog.</p> <p><u>BIO-3a</u>: A qualified biologist shall conduct a preconstruction survey for Sierra Nevada mountain yellow-legged frog no more than a week prior to the start of construction that will encroach into Trout Creek. The survey shall include the reach of Trout Creek in the Master Plan Area.</p> <p><u>BIO-3b</u>: If Sierra Nevada mountain yellow-legged frogs are identified in the Master Plan Area, they shall be relocated to a suitable location downstream of the work area.</p>	<p>Prior to initiating construction and no more than a week prior to the start of construction.</p>	<p>The Town of Truckee Planning Division.</p>	<p>Verify that a qualified biologist is hired to conduct a preconstruction survey for Sierra Nevada mountain yellow-legged frog and that any Sierra Nevada mountain yellow-legged frogs identified are relocated.</p>		
<p><u>BIO-4</u>: The following measures shall be implemented to mitigate for potential impacts to jurisdictional waters.</p> <p><u>BIO-4a</u>: Development or construction activity is not anticipated to</p>	<p>Prior to issuance of a grading permit</p>	<p>The Town of Truckee Planning Division.</p>	<ul style="list-style-type: none"> Verify that east end of the Master Plan 		

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<p>occur in association with the Master Plan north of Trout Creek within the east end of the Master Plan Area that is not included in the current (verified) delineation. However if development activity does occur in this area, the area shall be delineated and submitted to the Corps for verification. If waters of the U.S. or CDFG waters are identified, they shall be avoided if possible and adequate buffers shall be maintained, as prescribed by the regulatory and permitting agencies. If the waters will be permanently impacted, Mitigation Measure BIO-4b below shall be implemented.</p> <p><u>BIO-4b:</u> Waters of the U.S. or CDFG waters permanently impacted during construction shall be mitigated by one of the following methods, or by using a combination of the methods, contingent upon approval by the Corps, RWQCB, and/or CDFG:</p> <p>(a) Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 2:1.</p> <p>(b) Purchase of credits at an approved mitigation bank at a minimum 1:1 mitigation ratio.</p> <p>(c) Payment of in-lieu fees per the current Corps, Sacramento District in-lieu fee schedule.</p> <p><u>Mitigation shall be implemented within the Truckee River watershed.</u></p> <p><u>BIO-4c:</u> All mitigation lands shall be protected in perpetuity through recordation of a conservation easement or equivalent method.</p> <p><u>BIO-4d:</u> Prior to issuance of a grading permit or other authorization to proceed with project construction, the project proponent shall obtain any regulatory permits that are required from the Corps, RWQCB, and /or CDFG.</p> <p>Mitigation shall be implemented within the Truckee River watershed.</p>	<p>or other authorization to proceed with project construction.</p>		<p>Area is delineated and submitted to the Corps for verification.</p> <ul style="list-style-type: none"> • Ensure mitigation of Waters of the U.S. or CDFG waters permanently impacted during construction as described in the mitigation measure. • Ensure that all mitigation lands are protected in perpetuity through recordation of a conservation easement or equivalent method. • Ensure the necessary regulatory permits are obtained from the Corps, RWQCB, and /or CDFG. 		

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I. CULTURAL RESOURCES					
<p><u>CULT-1</u>: Prior to project the issuance of any demolition permits for the affected properties, the applicant shall architecturally document the Union Pacific Railroad Warehouse. The documentation shall minimize the environmental impact of these buildings’ loss, and shall be done to Historic American Buildings Survey (HABS) Level III or higher standards, according to the <i>Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards</i>. The applicant shall also, during preliminary design phase, consider the re-use of historic fabric in project buildings (e.g., the lapped wood siding on the north and east elevations or the tongue-and-groove siding on the south and west elevations).</p> <p>The photo-documentation shall capture primary building elevations, character-defining architectural features, and the architectural context of each building. All photographs will be done to HABS-level quality (i.e., archival, high resolution prints anticipated to have a life span of 300-500 years). A historical summary shall be prepared to accompany the photo-documentation to describe the historical and architectural significance of the four properties, especially with respect to their contribution to the significance of the proposed Truckee Historic District. A copy of the report, with original photo negatives and prints, shall be submitted to the Town of Truckee Community Development Department, Truckee Library, the Truckee-Donner Historical Society, and the NCIC.</p>	<p>Prior to project the issuance of any demolition permits for the affected properties.</p>	<p>Town of Truckee Planning Division</p>	<ul style="list-style-type: none"> Verify that the project applicant has architecturally documented the Union Pacific Railroad Warehouse, as well as the property at 10144 Church Street if it will be removed, to the standards established in the mitigation measure. 		

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<p><u>CULT-2a</u>: Prior to commencement of groundbreaking activities in the Plan Area, A qualified archaeologist shall develop a monitoring plan in consultation with the Town. The purpose of the monitoring plan will be to ensure that significant archaeological deposits discovered during construction are identified, evaluated, and appropriately treated. A Native American cultural monitor shall be present if the monitoring plan indicates that Native American archaeological deposits may be discovered. The Town, in consultation with the project archaeologist, shall determine which project activities and/or which portions of the Plan Area will be archaeologically monitored. This information will be included in the monitoring plan. A qualified archaeologist³ shall monitor the project activities and/or portions of the Plan Area identified in the monitoring plan. In most cases, all soil-disturbing activities in sensitive portions of the Plan Area —such as demolition, foundation removal, excavation, grading, utilities installation, and foundation work—will require archaeological monitoring. If it is necessary to suspend construction for more than one working day, the project archaeologist shall consult with the Town to assess the appropriate course of action.</p> <p>Should an archaeological deposit be encountered by project activities, the monitor shall be empowered to halt construction in the vicinity of the find. Construction activities shall be redirected and a qualified archaeologist shall implement relevant portions of the monitoring plan to: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does not meet the CEQA definition of a historical or unique archaeological resource, then no further study or protection of the deposit is necessary. If the deposit does meet the CEQA definition of a historical or archaeological resource, then it shall be avoided by Project activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a</p>	<p>Prior to commencement of groundbreaking activities in the Plan Area.</p>	<p>Town of Truckee Planning Division</p>	<ul style="list-style-type: none"> • Verify that a qualified archeologist is hired to develop a monitoring plan to ensure that significant archaeological deposits discovered during construction are identified, evaluated, and appropriately treated. • Ensure that should an archaeological deposit be encountered by project activities, the monitor is empowered to halt construction in the vicinity of the find and to evaluated the 		

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			find.		
<p>data recovery strategy developed by the evaluating archaeologist. Mitigation of impacts to significant archaeological deposits through data recovery will recover scientifically-valuable information.</p> <p>This mitigation may include, but is not limited to, a thorough recording of the resource on DPR Form 523 records, or archaeological excavation. If archaeological excavation is the only feasible method of data recovery, then such excavation shall conform to the provisions of CEQA Guidelines §15126.4(b)(3)(C). Any archaeological investigation shall address the possibility of encountering Native American human remains. The investigation shall also address the disposition of prehistoric archaeological materials resulting from the investigations in consultation with a culturally affiliated Native American tribal</p>			<ul style="list-style-type: none"> Ensure that all work within 25 feet of the site where any prehistoric or historic subsurface cultural resources are discovered is redirected. 		

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<p>organization. Additionally, if historical or unique archaeological resources associated with significant historical patterns or events in Truckee are identified, the City shall consult with representatives of the Truckee-Donner Historical Society and the Historic Preservation Advisory Committee regarding the potential use of the archaeological findings for interpretive purposes.</p> <p>Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist should prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC.</p> <p><u>CULT-2b</u>: If deposits of prehistoric and/or historical archaeological materials are discovered during project activities that are not monitored or not identified in the monitoring plan, all work within 25 feet of the discovery shall be redirected to protect the find. A professional archaeologist shall evaluate the significance of the find within two working days and make recommendations to the Town and applicant. Recommendations may include, but are not limited to, test excavations to determine the extent and significance of the find; additional documentation of the find; or data recovery excavation. If the find is not significant (i.e., if it is not eligible for the California Register), then work may proceed and no additional study or protection of the find is necessary. If the find is significant, the Town shall require the applicant to implement the recommendations of the evaluating archaeologist for the mitigation of impacts to the find. Upon completion of the evaluation and/or data recovery, the archaeologist shall prepare a report documenting methods, results, and interpretations. The report shall be submitted to the applicant, the Town, and the NCIC.</p>					

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<p><u>CULT-3</u>: If paleontological resources are encountered during project subsurface construction, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall evaluate the finds and make recommendations. If the exposed geological formation is found to contain significant paleontological resources, such resources shall be avoided by project activities if feasible. If project activities cannot avoid the paleontological resources, the resources shall be evaluated for their significance. If the resources are found to be significant, adverse effects shall be mitigated. Mitigation may include, but is not limited to, recording the locality, monitoring, data recovery and analysis, public outreach, and accessioning of all fossil material to a paleontological repository. A final report documenting the methods, findings, and recommendations of the paleontologist shall be prepared and submitted to the paleontological repository.</p>	Throughout ground-disturbing activities in the Plan Area.	Town of Truckee Planning Division; Town of Truckee Building and Safety Division	<ul style="list-style-type: none"> Ensure that all work within 25 feet of any paleontological resource discovery are redirected and that a qualified paleontologist is notified. 		
<p><u>CULT-4</u>: If human remains are discovered during ground-disturbing activities in the Plan Area, any such remains shall be treated in accordance with the requirements of CCR Title 14(3) §15064.5(e), which has particular procedures that apply to the discovery of remains of Native American origin. These procedures are provided below.</p> <p>(1) There shall be no further excavation or disturbance of the site or any nearby are reasonably suspected to overlie adjacent human remains until:</p> <p>(A) The coroner of the County must be contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) If the coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> The coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of 	Throughout ground-disturbing activities in the Plan Area.	Town of Truckee Planning Division; Town of Truckee Building and Safety Division	Ensure that all work is halted if any human skeletal remains are uncovered at the project site and that the Nevada County Coroner is contacted.		

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<p>treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or</p> <p>(2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;</p>					
<p>(B) The descendent identified fails to make a recommendation; or</p> <p>(C) The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p> <p>If, following the fulfillment of the notification requirements described above, human remains are discovered that are determined to <u>not</u> be of Native American origin, then the City shall consult with the appropriate descendent community regarding means for treating or disposing of the human remains, and any associated items, with appropriate dignity.</p> <p>Implementing Mitigation Measure CULT-4 would reduce potential impacts to human remains to a less-than-significant level. This reduction would be achieved by ensuring that any remains are treated appropriately according to State of California guidelines, as well as in a manner that takes into account the proper treatment of human remains in accordance with the wishes of the descendant community.</p>					
J. HAZARDS AND PUBLIC SAFETY					
HAZ-1: Existing contamination shall be remediated, or engineering controls (engineered caps, vapor barriers, or other appropriate	Prior to issuance of	Town of Truckee Building and Safety	<ul style="list-style-type: none"> Before the Town issues building 		

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<p>technologies) and administrative controls (land use restrictions) shall be implemented, to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. The parties responsible for implementing site clean-up actions may include the historical owners/operators of properties within the Master Plan Area, current owners of properties within the Master Plan Area, future developers of the properties within the Master Plan Area, or the Town of Truckee.</p> <p>Acceptable health standards for the purpose of site clean-up shall mean an incremental lifetime cancer risk within the U.S. EPA’s risk management range of one-in-a-million to one-in-ten-thousand (10^{-6} to 10^{-4}) or less and a non-cancer health hazard index of less than one based on the results of site-specific multimedia human health risk assessment(s). Groundwater health standards shall meet Cal/EPA requirements for the designated beneficial use(s) of groundwater in the Master Plan Area. Lahontan RWQCB and the Town shall certify that these requirements have been met before the Town issues a Certificate of Occupancy for buildings constructed as part of redevelopment projects within the Master Plan Area.</p> <p>The nature and extent of contamination within some portions of the site is not fully characterized. In accordance with the requirements of the Lahontan RWQCB’s Preliminary Endangerment Assessment process or other acceptable U.S. EPA or Cal/EPA regulatory guidance for site investigations, soil and groundwater samples shall be collected and analyzed in areas with inadequate historical information to determine whether chemicals in the soil and groundwater are present at concentrations that exceed acceptable health standards. To ensure that future site occupants are not exposed to site-related contamination that exceeds acceptable health standards, the following activities shall be conducted:</p>	<p>building permits for a site within the Master Plan Area and prior to issuance of a certificate of occupancy (see monitoring procedure for specific breakdown).</p>	<p>Division; Town of Truckee Engineering Division</p>	<p>permits for a site within the Master Plan Area, it shall confirm that the overseeing regulatory agency has provided clearance for the site with regard to site contamination, or that a Remedial Action Plan or equivalent and a site health and safety plan are complete and incorporated as part of the redevelopment construction plans for the site.</p> <ul style="list-style-type: none"> • Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall 		

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			confirm that no further action is required by the regulatory agency		

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<p>The nature and extent of chemicals in soil and groundwater shall be investigated and described for each parcel or group of parcels to be redeveloped, with oversight by the Water Board prior to the City’s issuance of a grading permit for the potentially affected areas.</p> <p>The environmental data collected as part of the site investigation shall be used as input for human health risk assessment(s) to determine whether any chemicals in soil or groundwater will present an unacceptable risk to site occupants (i.e., exceed acceptable health standards as described above) given the site uses proposed in the Draft Master Plan and any subsequent redevelopment plans proposed for the parcel(s).</p> <ul style="list-style-type: none"> ▪ The results of the human health risk assessment shall be used to determine whether no further action is required prior to redevelopment or that remediation of contamination or implementation of engineering or administrative controls is required to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. <p>If remediation, engineering controls, or administrative controls are required to ensure that human health risk does not exceed acceptable health standards, these actions shall be completed before the site is occupied</p> <p>Monitoring and compliance shall consist of the following:</p> <ul style="list-style-type: none"> ▪ Before the Town issues building permits for a site within the Master Plan Area, it shall confirm that the overseeing regulatory agency has provided clearance for the site with regard to site contamination, or that a Remedial Action Plan or equivalent and a site health and safety plan are complete and incorporated as part of the redevelopment construction plans for the site. ▪ Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall confirm that no further 			<p>overseeing the site clean-up, that engineering controls are in place and functioning, and/or that land use covenants are in place for the property that will ensure future occupants of the site are not exposed to contamination that exceeds acceptable health standards.</p> <ul style="list-style-type: none"> • Verify that a human health risk assessment has adequately been prepared. 		

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action is required by the regulatory agency overseeing the site clean-up, that engineering controls are in place and functioning, and/or that land use covenants are in place for the property that will ensure future occupants of the site are not exposed to contamination that exceeds acceptable health standards.					
<p><u>HAZ-2</u>: The following two-part mitigation measure shall be implemented:</p> <p><u>HAZ-2a</u>: If soil, groundwater or other environmental media with suspected contamination (e.g., identified by odor or visual staining) is encountered unexpectedly during construction activities for individual development projects or if any USTs, abandoned drums or other hazardous materials or wastes are encountered, the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the appropriate regulatory agency and implementing actions to determine the nature and extent of any observed contamination. An environmental professional shall oversee the subsequent assessment of the site (including the collection, analysis and interpretation of any samples of soil, groundwater or other environmental media) in accordance with local, State and federal hazardous materials and hazardous waste laws and regulations. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications. General construction work shall not resume in the area(s) affected until the recommendations have been implemented under the oversight of the regulatory agency, as appropriate.</p> <p><u>HAZ-2b</u>: The contractor involved in site grading and site development activities for an individual development project shall ensure that underground pipelines or other underground or aboveground utilities within the Plan Area are identified and clearly marked prior to earthworking activities to avoid unexpected contact with these utilities. Emergency procedures shall be developed by the contractor that can be implemented in the event utilities are ruptured; these</p>	Prior to earthworking activities and prior to issuance of a grading or building permit (see monitoring procedure for specific breakdown).	Town of Truckee Building and Safety Division; Town of Truckee Engineering Division	<ul style="list-style-type: none"> • Ensure that, in the event that contamination of soil, groundwater, or other environmental media is discovered, the applicant ceases work in the vicinity of the suspect material and notifies the appropriate regulatory agency. • Verify that the contractor identifies and clearly marks underground pipelines or other underground or aboveground utilities. • Review and approve emergency procedures in the event that utilities 		

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procedures shall be reviewed and approved by the Town of Truckee, prior to the issuance of a grading or building permit. On-site workers shall be trained in how to implement these procedures.			are ruptured.		
K. UTILITIES					
<i>The project would not result in any significant impacts related to infrastructure and utilities.</i>					
L. PUBLIC SERVICES					
<i>The project would not result in any significant impacts related to public services.</i>					
M. VISUAL RESOURCES					
<u>VIS-1</u> : Prior to adoption of the Draft Master Plan, the Town Development Code standards for exterior lighting (Section 18.30.060) shall be incorporated in the Draft Master Plan.	Prior to adoption of the Final Master Plan.	Town of Truckee Planning Division	Verify that the Town Development Code standards for exterior lighting (Section 18.30.060) are incorporated in the Final Master Plan.		