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548  
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Truckee, California 96161  
Attention: Town Clerk

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**DEVELOPMENT AGREEMENT BETWEEN  
TOWN OF TRUCKEE  
AND  
TRUCKEE DEVELOPMENT ASSOCIATES, LLC  
Dated: November 13, 2017**

**Table of Contents**

ARTICLE I.....2

DEFINITIONS.....2

    1.1. Defined Terms.....2

    1.2. Certain Other Terms.....6

ARTICLE II.....6

TERMS .....6

    2.1. Effective Date; Term Commencement.....6

    2.2. Expiration of Term.....7

    2.3. Subsequent Amendments or Termination.....7

    2.4. Rights Upon Expiration of Term .....7

ARTICLE III.....7

GENERAL REGULATION OF DEVELOPMENT OF PROJECT.....7

    3.1. Application of Agreement to Project .....7

    3.2. Project Development; Permitted Uses; Control of Development .....8

    3.3. Applicable Town Regulations .....8

        3.3.1. Future Town Regulations .....8

        3.3.2. Regulation for Health and Safety .....9

        3.3.3. Construction Codes and Standards; Town Approvals .....9

    3.4. Town Fees .....9

    3.5. Project Exactions .....10

    3.6. Term of Town Approvals .....10

    3.7. Review and Processing of Town Approvals.....10

    3.8. Effect of Agreement.....10

    3.9. Other Governmental Approvals.....10

    3.10. Effect of Termination .....10

    3.11. Operating Memoranda .....11

    3.12. Waiver of Density Bonus.....11

    3.13. Public Works.....11

ARTICLE IV .....12

CERTAIN ADDITIONAL CRITERIA AND OBLIGATIONS APPLICABLE TO DEVELOPMENT OF PROJECT .....12

    4.1. Requirements for Approval of Project .....12

4.2.	Effect of CEQA Documents.....	12
4.3.	Implementation of Master Plan.....	12
ARTICLE V.....		12
ANNUAL REVIEW OF COMPLIANCE.....		12
5.1.	Annual Review.....	12
5.2.	Owner's Submittal.....	13
5.3.	Finding of Compliance.....	13
5.4.	Hearing Before Town Council to Determine Compliance.....	13
5.5.	Recordable Declaration of Compliance.....	14
ARTICLE VI.....		14
PERMITTED DELAYS; SUPERSEDURE BY SUBSEQUENT LAWS.....		14
6.1.	Permitted Delays.....	14
6.2.	Supersedure by Subsequent Laws.....	14
ARTICLE VII.....		15
EVENTS OF DEFAULT; REMEDIES; ESTOPPEL CERTIFICATES; THIRD-PARTY LITIGATION.....		15
7.1.	Events of Default.....	15
7.2.	Remedies.....	15
7.3.	Waiver.....	15
7.4.	Litigation Expenses.....	16
7.5.	Appeals.....	16
7.6.	Estoppel Letter/Certificate.....	16
7.7.	Non-liability of Officials and Employees of Town.....	17
7.8.	Third-Party Litigation.....	17
7.8.1.	General Plan and Downtown Specific Plan Litigation.....	17
7.8.2.	Third-Party Litigation Concerning Agreement.....	17
7.8.3.	Environmental Contamination.....	17
7.8.4.	Selection of Counsel; Conduct of Litigation.....	18
7.8.5.	Survival.....	18
ARTICLE VIII.....		18
MORTGAGEE PROTECTION; MORTGAGEE RIGHTS OF CURE.....		18
8.1.	Mortgagee Protection.....	18
8.2.	Mortgagee Not Obligated; Mortgagee as Transferee.....	18

8.3. Notice of Default to Mortgagee; Right of Mortgagee to Cure.....	18
ARTICLE IX .....	19
TRANSFERS AND ASSIGNMENTS; ALLOCATION OF OWNER RIGHTS, DUTIES AND OBLIGATIONS .....	19
9.1. Owner's Right to Transfer .....	19
9.2. Condition on Owner's Right to Transfer .....	19
9.3. Transfers to Occupants; Occupants not Obligated Under Agreement .....	20
9.4. Mortgagee as Transferee .....	20
9.5. Effect of Transfer.....	20
9.6. Default by Transferee.....	20
9.7. Unpermitted Transfers.....	21
ARTICLE X .....	21
AMENDMENT AND TERMINATION .....	21
10.1. Amendment, Modification and Termination .....	21
10.2. Certain Actions Not an Amendment .....	21
ARTICLE XI .....	21
NOTICES.....	21
11.1. Procedure.....	21
ARTICLE XII .....	22
COVENANTS RUNNING WITH THE LAND.....	22
12.1. Covenants Running With the Land.....	22
ARTICLE XIII .....	23
MISCELLANEOUS .....	23
13.1. Negation of Partnership.....	23
13.2. Approvals.....	23
13.3. Not A Public Dedication .....	23
13.4. Severability.....	23
13.5. Exhibits .....	24
13.6. Entire Agreement.....	24
13.7. Construction of Agreement.....	24
13.8. Mitigation of Damages.....	24
13.9. Further Assurances; Covenant to Sign Documents.....	24
13.10. Covenant of Cooperation .....	24

13.11.	Governing Law; Venue .....	24
13.12.	References; Terminology .....	25
13.13.	Irregularity in Proceeding.....	25
13.14.	Judicial Proceeding to Challenge Town Action .....	25
13.15.	Exercise of Police Power .....	25
13.16.	Counterpart Document .....	25
13.17.	Time.....	26

**EXHIBITS:**

EXHIBIT A1: TRUCKEE RAILYARD MIXED USE DEVELOPMENT MASTER PLAN,  
NOVEMBER 2016

EXHIBIT B: TOWN AND OWNER COMMITMENTS

- EXHIBIT B1: General Phasing and Sub-Areas
- EXHIBIT B2: Truckee Railyard Mixed-Use Development Master Plan  
Affordable Housing Plan
  - Exhibit B-2a: Development Code Chapter 18.214, Inclusionary  
Housing, dated November 28, 2016
  - Exhibit B-2b: Development Code Chapter 18.216, Workforce  
Housing, dated November 28, 2016
  - Exhibit B-2c: Development Code Definitions/Glossary, dated  
November 28, 2016
- EXHIBIT B3: Railyard Parcel Diagram
- EXHIBIT B-4a, B-4b, B-4c: Church Street Extension and Rights-of-Way Diagrams
- EXHIBIT 5: Railyard Parking Management Plan
- EXHIBIT 6: Truckee Railyard Streetscape Plan
- EXHIBIT 7: Sidewalk and Landscape CFD and Transit CFD Boundary
- EXHIBIT 8: Truckee Railyard Particulate Matter PM-10 Emissions Study

**TOWN OF TRUCKEE  
DEVELOPMENT AGREEMENT**

THIS DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into as of this 13th day of November, 2017, by and between the TOWN OF TRUCKEE, a municipal corporation of the State of California ("Town"), and TRUCKEE DEVELOPMENT ASSOCIATES, LLC, a Delaware limited liability company ("Owner").

**RECITALS:**

This Agreement is entered into on the basis of the following facts, understandings and intentions of the Parties:

A. These Recitals refer to and utilize terms that are defined in this Agreement; and the parties refer to those definitions in conjunction with their use in these Recitals.

B. Town is authorized by the Development Agreement Legislation and Town's Development Agreement Ordinance to enter into development agreements in connection with the development of real property within its jurisdiction.

C. Owner owns fee title to the Property, and therefore has sufficient legal interest to enter into a development agreement with Town pursuant to the Development Agreement Legislation and Town's Development Agreement Ordinance.

D. Owner applied for approval of this Agreement in order to (i) vest the land use policies established in the Master Plan, and other Existing Town Regulations as of the Adoption Date, and (ii) memorialize certain other agreements made between Town and Owner with respect to the Project. Town and Owner acknowledge that development and construction of the Project is a large-scale undertaking involving major investments by Owner, with development occurring over a period of years. Therefore, certainty that the Project can be developed and used in accordance with the Master Plan and other Existing Town Regulations will benefit Town and Owner and will provide the parties the certainty with respect to implementation of the policies set forth in the Master Plan and the other Existing Town Regulations.

E. Town considers the Project to be beneficial to the economic health and vitality of Town. The Project will keep in, and attract local businesses to, Town and will create jobs while providing housing opportunities and commercial uses to support such development. The development of the Project will also increase the variety of employment opportunities in Town and lead to the production of increased revenues to Town through taxes resulting from the ownership, operation and occupancy of the businesses, residential and other uses, proposed to occupy the Project. The Master Plan contemplates development of mixed commercial uses

with residential uses necessary to support and enhance such uses. The uses approved for the Project under the Master Plan are designed to accommodate Town's existing economic base and encourage new local residential and commercial development, including affordable housing and artist lofts, a theater which will provide the community/civic center site contemplated by the Master Plan, and other on- and off-site improvements contemplated by the Master Plan. Development of the Project will meet these objectives of Town.

F. Town is therefore willing to enter into this Agreement to: (i) provide certainty in the comprehensive development and planning of the Project and thereby encourage investment in the comprehensive development and planning within Town; (ii) secure orderly development and progressive fiscal benefits for public services, improvements and facilities in Town; (iii) fulfill and implement the goals, policies and objectives of the Master Plan; (iv) ensure attainment of the maximum efficient utilization of resources within Town; (v) provide significant new commercial uses in Town which will increase Town's business economic base; and, (vi) enhance jobs and provide housing opportunities within Town.

G. Following public hearings and recommendation for approval of the Project by the Town Planning Commission, the Town Council held a duly noticed public hearing on this Agreement on July 25, 2017. After due review of and report on Owner's application for this Agreement by Town staff, consideration of the Town Planning Commission's recommendations thereon, and of all other evidence heard and submitted at such public hearing, the Town Council introduced the Enacting Ordinance approving this Agreement, finding and determining in connection therewith that this Agreement is consistent with the objectives, policies, land uses and programs specified in the General Plan, the Downtown Specific Plan, the Master Plan, and the Development Code. On July 25, 2017, the Town Council adopted the Enacting Ordinance enacting this Agreement.

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Legislation and Town's Development Agreement Ordinance, and in consideration of the foregoing Recitals and the mutual covenants and promises of the parties herein contained, the parties agree as follows:

## **ARTICLE I DEFINITIONS**

1.1. Defined Terms. Each reference in this Agreement to any of the following terms shall have the meaning set forth below for each such term:

Adoption Date: The date upon which the Town Council has its second reading of and adopts the Enacting Ordinance enacting this Agreement.

Applicable Town Regulations: The Existing Town Regulations, and such other laws, ordinances, resolutions, codes, rules, regulations and official policies of Town, in effect as of the time in question otherwise applicable to development of the Project pursuant to the provisions of Section 3.3.

CEQA: The California Environmental Quality Act (Public Resources Code Section 21000, *et seq.*) and the Guidelines thereunder (14 California Code of Regulations Section 15000, *et seq.*).

CEQA Documents: Town's documents prepared by Town and certified by the Town Council and applied to the Project as part of the Project Approvals pursuant to CEQA.

Construction Codes and Standards: Town's regulations pertaining to or imposing life safety, fire protection, mechanical, electrical and/or building integrity requirements with respect to the design and construction of buildings and improvements in Town.

Development Agreement Legislation: California Government Code Section 65864, *et seq.*

Development Agreement Ordinance: Municipal Code Chapter 18.150.

Downtown Specific Plan: The Downtown Specific Plan, approved by the Town Council on November 6, 1997, by its Resolution No. 97-37.

Effective Date: The later of (i) thirty (30) days after the Adoption Date, or (ii) if a referendum petition is timely and duly circulated and filed, the date the election results on the ballot measure by Town voters approving this Agreement are certified by the Town Council in the manner provided by the California Elections Code.

Enacting Ordinance: Ordinance No. 2017-06, enacted by the Town Council on July 25, 2017, enacting this Agreement.

Exaction: An exaction (other than Town Development Fees or fees imposed by Governmental Agencies, whether or not collected by Town), dedication or reservation requirement, an obligation for on-or-off-site improvements or construction of public improvements, or an obligation to provide services. For purposes hereof, Exactions include mitigation measures imposed or adopted pursuant to CEQA as part of the Project Approvals.

Existing Town Regulations: The Town Regulations in effect as of the Adoption Date, including the Project Approvals.

Force Majeure: A delay in performance caused by war, terrorist acts, insurrection, strikes, riots, floods, earthquakes, fires, casualties, or acts of God; restrictions or delays imposed or mandated by Town or other Governmental Agencies; enactment of a law by a Government Agency that prevents or precludes compliance by a party with any material provision of this Agreement; litigation brought by Persons other than a party, or affiliate of a

party; acts of one party, or failure of such party to act when action is required, which prevents or precludes compliance by the other party with any material provision of this Agreement; neglect of one party which prevents or precludes compliance by the other party with any material provision of this Agreement; or other similar basis for excused performance that is not within the reasonable control of the Party whose performance is to be excused. Force Majeure does not include delays that are: (i) within the reasonable control of the Party whose performance is to be excused; (ii) related to the cost or unavailability of financing, construction contractors, consultants, or labor; (iii) related to economic conditions locally, regionally, statewide, nationwide, or worldwide; (iv) caused or exacerbated by Union Pacific Railroad or any of its subsidiaries or affiliates; or (v) caused or exacerbated by the California Public Utilities Commission.

Governmental Agencies: All governmental or quasi-governmental agencies (such as public utilities) having jurisdiction over, or the authority to regulate development of, the Project. As used in this Agreement, the term "Governmental Agencies" does not include Town or any of the departments of Town.

Master Plan: The Truckee Railyard Mixed Use Development Master Plan, approved by the Town Council on, September 13, 2016, by its Resolution No. 2016-49.

Mortgage: (i) A mortgage or deed of trust, or other transaction, in which an Owner conveys or pledges as security its interest in a Subdivision Parcel, or any improvements thereon for the purpose of (A) financing the acquisition of a Subdivision Parcel or the development of the Project, or any portion thereof, or interest therein, (B) refinancing any of the foregoing, or (C) obtaining financing proceeds by encumbering a Subdivision Parcel, or (ii) a sale and leaseback arrangement, in which an Owner sells and leases back concurrently therewith its interest in a Subdivision Parcel, or any portion thereof, or interest therein, or improvements thereon for the purpose of (A) financing the acquisition of a Subdivision Parcel or the development of the Project, (B) refinancing any of the foregoing, or (C) obtaining financing proceeds by encumbering a Subdivision Parcel. The term "Mortgage" includes all other customary vehicles of real estate financing, financing for real estate acquisition, construction and land development, and refinancing any of the foregoing.

Mortgagee: The holder of the beneficial interest under a Mortgage or the lessor under a sale and leaseback Mortgage.

Municipal Code: The Municipal Code of Town.

Occupants: The Persons from time to time entitled to the use and occupancy of a portion of or interest in the Project pursuant to Occupant Transfers. Reference to an Occupant shall refer to any or all of the Occupants of the Project, as the context may require.

Occupant Transfer: Any transaction by which an Occupant becomes entitled to occupy and use a portion of or interest in the Project, including a lease agreement or sublease, or a transaction through which Owner or a Transferee Transfers to an Occupant a fee title interest in a portion of the Project.

Owner: Owner and its respective Transferees, as the context may require.

Person: An individual, partnership, firm, association, corporation, trust, governmental agency, administrative tribunal or other form of business or legal entity.

Planning Director: The Community Development Director of Town.

Project: The development, use and occupancy of buildings and other improvements on the Subdivision Parcels located on the Property pursuant to the Project Approvals, and any other Town Approvals to the extent required under this Agreement. The Project is denominated as the "Truckee Railyard".

Project Approvals: The Town Approvals governing the Project enacted by Town and listed in Exhibit A1 hereto (Truckee Railyard Mixed Use Development Master Plan herein "Master Plan") as the same may be amended from time to time during the Term. Reference to a particular Project Approval shall have the meaning ascribed to such Project Approval set forth in Exhibit A1. The Project Approvals include all conditions of approval for the Project and the Mitigation Monitoring and Reporting Program approved as part of the Project Approvals pursuant to CEQA and the CEQA Documents.

Property: The real property more particularly described in Exhibit B, hereto, owned in fee by Owner.

Subdivision Parcel: Each parcel shown on a Final Map approved by Town based on the Tentative Subdivision Map.

Term: The term of this Agreement, as determined pursuant to Article II below, unless sooner terminated as provided in this Agreement.

Terminate: The expiration of the Term of this Agreement, whether by the passage of time or by any earlier occurrence pursuant to any provision of this Agreement. The term "Terminate" includes any grammatical variant thereof, including "Termination" or "Terminated".

Town and Owner Commitments: The agreed-to requirements for development of the Project pursuant to the Project Approvals, attached hereto as Exhibit B hereto.

Town Application Fee: A fee of general application levied or assessed by Town to cover the reasonable cost of Town's performance of any discretionary, ministerial, clerical or other action, or required by Town for reviewing and processing applications for Town Approvals and compliance with CEQA, including Town Application Fees for the Project

Approvals, as listed as of the time in question on Town's fee schedule. The term "Town Application Fee" shall refer to any or all Town Application Fees as the context may require.

Town Approvals: Permits or approvals required under Applicable Town Regulations in order to develop, use and operate the Project. The term "Town Approval" shall refer to any or all of the Town Approvals as the context may require.

Town Council: The Town Council of the Town.

Town Development Fee: A fee or assessment of general application, other than Town Application Fees, charged or required by Town in connection with any Town Approval to defray the cost of public services or facilities or imposed for a public purpose, including in lieu mitigation fees and fees payable as mitigation measures pursuant to CEQA. The term "Town Development Fee" shall refer to any or all of the Town Development Fees as the context may require.

Town Regulations: The General Plan, Downtown Specific Plan, Master Plan, the Municipal Code, and all other ordinances, standards, resolutions, codes, rules, regulations and policies in effect as of the time in question.

Transfer: The sale, assignment, lease, sublease, or other transfer by Owner of an interest in the Project, or any right, duty or obligation of Owner under this Agreement, made pursuant to the terms, standards and conditions of Article IX of this Agreement, including by foreclosure, trustee sale, or deed in lieu of foreclosure, under a Mortgage, but excluding (i) an Exaction, (ii) a Mortgage, including a transfer or assignment of this Agreement to a Mortgagee as additional security under a Mortgage, and (iii) leases or subleases entered into by Owner with tenants of the Project solely for occupancy of space or improvements (together with any appurtenant tenant rights and controls customarily included in such leases or subleases) in the Project, including any assignment or transfer of any such lease or sublease by either party thereto.

Transferee: Each Person to whom a Transfer is effected in compliance with the requirements of Article IX of this Agreement.

1.2. Certain Other Terms. Certain other terms shall have the meaning set forth for each such term in this Agreement.

## ARTICLE II

### TERMS

2.1. Effective Date; Term Commencement. This Agreement shall be dated as of the Adoption Date; the rights, duties and obligations of the parties hereunder shall be effective, and the Term shall commence, as of the Effective Date. Not later than five (5) days after the

Adoption Date, Owner shall execute and acknowledge this Agreement and return the Agreement to Town; not later than ten (10) days after the Effective Date, Town shall execute, acknowledge and cause this Agreement to be recorded in the Official Records of the County of Nevada.

2.2. Expiration of Term. Unless sooner Terminated pursuant to the applicable provisions of this Agreement, the Term shall expire on December 31 of the calendar year in which the tenth (10th) anniversary after the first (1st) calendar year of the Effective Date falls, except if, as of such 10th anniversary, within the Balloon area and west of the Balloon Area within the Project, the infrastructure required to be constructed by Owner under the Project Approvals and the Project Requirements and fifty-one percent (51%) of the square footage of the vertical improvements contemplated by the Project Approvals and the Project Requirements within the Balloon area and West of the Balloon area of the Project, are substantially complete (subject only to final acceptance of the infrastructure by Town and any conditions of any temporary certificate of occupancy issued by Town for the improvements), then the Term shall be automatically extended for an additional five (5) years. The Term date shall be extended by a period of time equal to the duration of any Force Majeure event. The parties have established the Term as a reasonable estimate of the time required to carry out the Project, develop the Project, and obtain the public benefits of the Project.

2.3. Subsequent Amendments or Termination. If the parties amend, modify or Terminate this Agreement as herein provided, or this Agreement is modified or Terminated pursuant to any applicable provision of this Agreement, then the Town shall, within ten (10) days after such action takes effect, cause an appropriate notice of such action to be recorded in the Official Records of the County of Nevada.

2.4. Rights Upon Expiration of Term. Except for accrued obligations of a party, upon expiration of the Term or earlier Termination of this Agreement pursuant to any applicable provision of this Agreement, this Agreement and all of the rights, duties and obligations of the parties hereunder shall Terminate and be of no further force or effect. Except for the rights conferred by this Agreement, any right that is vested, including Town Approvals, as applicable, shall not expire due to the expiration of the Term or earlier Termination of this Agreement.

### **ARTICLE III**

#### **GENERAL REGULATION OF DEVELOPMENT OF PROJECT**

3.1. Application of Agreement to Project. As between the parties, this Agreement is effective as of the Effective Date and is enforceable by each party in accordance with its terms as applied to the Project. Pursuant to the Development Agreement Legislation, this

Agreement does not apply to any Governmental Agencies, and has no effect on the rules, regulations, and fees of Governmental Agencies.

3.2. Project Development; Permitted Uses; Control of Development. Owner shall have the right to develop the Project in accordance with the terms and conditions of this Agreement, the Master Plan, and the Project Requirements; and Town shall have the right to control development of the Project in accordance with the provisions of this Agreement and the Master Plan. The permitted uses, density and intensity for the Project, the maximum height, bulk and size of proposed buildings in the Project, and provisions for Exactions, including dedications of easements in land for public purposes, and exceptions from existing standard zoning regulations and other development standards, are set forth in the Project Approvals and this Agreement. The Applicable Town Regulations and this Agreement shall control the overall design, development and construction of the Project, and all on-and-offsite improvements and appurtenances in connection therewith, in the manner specified in this Agreement. In the event of any inconsistency between the Applicable Town Regulations and this Agreement, this Agreement shall control, except that if the inconsistency cannot be reconciled by application of this rule of construction, the provision which best gives effect to the purposes of this Agreement shall control. Notwithstanding any provision of this Agreement to the contrary, nothing herein shall be deemed to prohibit or limit the exercise of the rights provided by law to the electorate concerning a referendum on the Enacting Ordinance, and no timely filed referendum on the Enacting Ordinance shall be deemed an action by Town for purposes of this Agreement.

3.3. Applicable Town Regulations. Except as expressly provided in this Agreement, the Existing Town Regulations shall govern the development of the Project and all subsequent Town Approvals with respect to the Project. Town shall have the right, in connection with any further Town Approvals, to apply Town Regulations as Applicable Town Regulations only in accordance with the following terms, conditions and standards:

3.3.1. Future Town Regulations. Except as otherwise specifically provided in this Agreement, including the provisions relating to regulations for health and safety reasons under Section 3.3.2 below and provisions relating to the payment of Town Application Fees and Town Development Fees pursuant to Section 3.4 below, Town shall not impose or apply any Town Regulations adopted or modified by Town after the Adoption Date (whether by action of the Planning Commission or the Town Council, or by initiative, referendum, ordinance, resolution, rule, regulation, standard, directive, condition, or other measure) (i) which would be inconsistent or in conflict with the intent, purposes, terms, standards or conditions of this Agreement; or (ii) which would change or modify the permitted uses, density

or intensity of use for the Project, the maximum height, bulk, or size of proposed buildings in the Project, or provisions for Exactions as set forth in the Project Approvals, including this Agreement; or (iii) which would materially increase the cost of development of the Project (subject to the acknowledgement as to the cost of Exactions specified in Section 3.5 below); or (iv) which would change or modify, or interfere with, the timing or rate of development of the Project; or (v) which would materially interfere with or diminish the ability of a party to perform its obligations under the Project Approvals, including this Agreement, or expand, enlarge or accelerate Owner's obligations under the Project Approvals, including this Agreement.

3.3.2. Regulation for Health and Safety. Notwithstanding any other provision of this Agreement to the contrary, Town shall have the right to apply Town Regulations adopted by Town after the Adoption Date, if such application (i) is otherwise lawful, (ii) is required to protect against a demonstrated physical health and safety risk, and (iii) Town determines that a failure to do so would place existing or future occupants or users of the Project, or any portion thereof, or the immediate community, in a condition dangerous to their health or safety.

3.3.3. Construction Codes and Standards; Town Approvals. Town shall have the right to apply to the Project at any time, as a ministerial act, the Construction Codes and Standards in effect at the time of the approval of any Town Approval thereunder. All Town Approvals and those approvals required under the Construction Codes and Standards shall be issued by Town after Town's review and approval of applications therefor pursuant to the procedures and applicable time limits specified in Applicable Town Regulations and applicable procedures and time limits specified under applicable law. Town's review of such applications shall be limited to determining whether the application is complete and substantially complies with (i) the applicable conditions of approval and mitigation measures set forth in the Project Approvals, and (ii) complies with the Construction Codes and Standards then in effect.

3.4. Town Fees. No Town Development Fee or Town Application Fee imposed by Town is vested by this Agreement. Except for Traffic Impact Fees, the payment of which is governed by Paragraph 28 of the Project Requirements, Owner shall, at the time an application is made for a Town Approval, pay the Town Application Fees chargeable in accordance with Town Regulations (including any action by the Town Council to increase or otherwise adjust Town Application Fees listed in the Town's Fee Schedule) in effect at the time the relevant application is made. Except for Traffic Impact Fees, the payment of which is governed by Paragraph 28 of the Project Requirements, Owner shall pay all Town Development Fees in effect at the time payment of a Town Development Fee is required. Execution of this Agreement is made by Owner without protest. Except for Town Development

Fees set forth in Exhibit B, and the Exactions required by this Agreement, Owner reserves any rights it may have under Government Code Section 66020 or any other provision of law to protest the imposition of any other Town Development Fees, Town Application Fees, or Exactions, imposed on the Project and not authorized by this Agreement.

3.5. Project Exactions. Owner and Town acknowledge that the Project Approvals authorize and require implementation of Exactions in connection with the development of the Project. As set forth in Exhibit B hereto (the "Town and Owner Commitments"), certain of the Exactions will be implemented by Owner and certain of the Exactions will be implemented by Town pursuant to the schedule of implementation set forth in the Project Requirements. No new Exactions shall be imposed by Town on the Project or Owner, or in connection with any application for any Town Approval, or in enacting any Town Approval, or in connection with the development, construction, use or occupancy of the Project.

3.6. Term of Town Approvals. Notwithstanding anything to the contrary in Applicable Town Regulations, the term of the Project Approvals shall be automatically extended and equal the Term of this Agreement.

3.7. Review and Processing of Town Approvals. Town shall accept for processing, review and action all applications for Town Approvals with respect to the Project when and if the same are complete, as determined pursuant to California Government Code Section 65940, *et seq.* Upon acceptance by Town, Town shall review and process such applications, and process and check all maps, plans, permits, building plans and specifications and other plans relating to development of the Project pursuant to the procedures and applicable time limits specified in Applicable Town Regulations and applicable procedures and time limits specified under applicable law. In connection with any Town Approval, Town shall exercise its discretion or take action only in that manner which complies and is consistent with this Agreement.

3.8. Effect of Agreement. This Agreement constitutes a part of the Enacting Ordinance, as if incorporated by reference therein in full, and shall constitute a Town Approval pursuant to the Applicable Town Regulations as if separately enacted thereunder.

3.9. Other Governmental Approvals. The Town shall cooperate with Owner, upon Owner's written request for such cooperation, without cost to Town as and when any approval is required from other Governmental Agencies during the course of design, development, construction, use or occupancy of, and delivery of services to the Project.

3.10. Effect of Termination. No Termination of this Agreement shall prevent Owner from completing and occupying buildings or other improvements authorized pursuant to valid building permits previously approved by Town or under construction at the time of Termination,

except that nothing herein shall preclude Town, in its discretion, from taking any action authorized by Town Regulations to prevent, stop or correct any violation of Town Regulations occurring before, during or after construction.

3.11. Operating Memoranda. If and when, from time to time, during the term of this Agreement, Town and Owner agree that clarifications or minor modifications of this Agreement are necessary or appropriate, they may effectuate such clarifications through operating memoranda approved by Town and Owner, which, after execution, shall be attached to and become a part of this Agreement. No such operating memoranda shall constitute an amendment to this Agreement requiring public notice or hearing, and in the event a provision of any operating memorandum conflicts with this Agreement, this Agreement shall control. The Town Attorney shall be authorized to make the determination whether a requested clarification may be effectuated pursuant to this Section 3.11 or whether the requested clarification is of such a character to require an amendment hereof pursuant to Article X below. The parties acknowledge that modifications which would be categorized as exempt under CEQA, or which, after an initial study made pursuant to CEQA, Town determines do not require any further environmental review under CEQA, or do not increase the density or intensity of use of the Project overall or the maximum height, bulk, size or architectural style of proposed buildings within the Project, may be effectuated through operating memoranda pursuant to this Section 3.11. The Town Manager may execute any operating memoranda hereunder without Town Council action, but may request Town Council review and approval of any proposed operating memorandum.

3.12. Waiver of Density Bonus. Owner acknowledges that the densities vested hereunder include all current densities available as density bonuses under applicable law. The parties, however, understand and acknowledge that, as development of the Project proceeds, different mixes of density may be required as market conditions warrant. Based thereon, Owner shall have the right to apply for future density bonuses under Government Code Sections 65915 through 65917.5 or the Truckee Municipal Code and a parking ratio request pursuant to Government Code Section 65915(p). Notwithstanding the provisions of such statutes or the Truckee Municipal Code requiring Town to grant a density bonus or a reduced parking ratio, Town shall have the right to act on any such applications in its sole discretion, but shall consult and advise with Owner regarding Owner's application based on the densities granted under the Project Approvals and the then pertaining circumstances with respect to the then exigencies of development of the Project under then market conditions.

3.13. Public Works. When Owner is required under the Project Approvals or the Project Requirements to construct any facilities or improvements which will be dedicated to

Town or any other Governmental Agency upon completion, then Owner shall construct any such facilities or improvements in the same manner and to the same standards as would be applicable to Town or such other Governmental Agency should it have undertaken construction. Town shall accept any such dedication to Town promptly after such facilities or improvements are completed and dedication is made, subject to any warranty periods or final inspection required before acceptance of such dedication.

**ARTICLE IV**  
**CERTAIN ADDITIONAL CRITERIA AND OBLIGATIONS**  
**APPLICABLE TO DEVELOPMENT OF PROJECT**

4.1. Requirements for Approval of Project. Town and Owner acknowledge that Owner has obtained all required Town Approvals for the development, construction, use and occupancy of the Project pursuant to the Project Approvals, subject to Construction Codes and Standards and the requirement to apply for and obtain building permits, and that, subject to the attainment of such Town Approvals, as applicable, Owner may proceed with the development, construction, use and occupancy of the Project as a matter of right under this Agreement and the Master Plan. Owner shall comply with, and implement or ensure implementation of all mitigation measures or conditions of approval that are (i) identified in the CEQA Documents and incorporated as part of the Project Approvals, or (ii) otherwise incorporated as part of the Project Approvals, all in accordance with the standards, timing, terms and conditions specified for such mitigation measures in the Project Approvals.

4.2. Effect of CEQA Documents. Town's review of any subsequent discretionary Town Approvals shall utilize the CEQA Documents incorporated as part of the Project Approvals to the fullest extent permitted by law.

4.3. Implementation of Master Plan. The parties have agreed to implement certain aspects of the Master Plan pursuant to the Project Requirements, which are incorporated herein as part of this Agreement. In addition, with respect to other development permitted under the Master Plan on property which is not part of the Project, Town shall require that any other developer benefitting from the Exactions the cost of which is paid for by Owner shall enter into a reimbursement agreement on terms and conditions acceptable to Owner for the reimbursement of the fair share of the cost of such Exactions.

**ARTICLE V**  
**ANNUAL REVIEW OF COMPLIANCE**

5.1. Annual Review. Town and Owner shall, on an annual basis, review this

Agreement and all actions taken pursuant to the terms of this Agreement with respect to the Project, in accordance with the provisions of California Government Code 65865.1, this Article V and Development Code Section 18.150.080. The Town may charge Owner a reasonable fee for such reviews.

5.2. Owner's Submittal. Prior to each annual review, the Planning Director shall give thirty (30) days prior written notice to Owner of Town's intention to review Owner's compliance with the terms of this Agreement. Owner shall, within thirty (30) days after notice from the Planning Director, submit a report to the Planning Director describing Owner's good faith substantial compliance with the material terms of this Agreement.

5.3. Finding of Compliance. After Owner submits its report hereunder, the Planning Director shall review Owner's submission to ascertain whether Owner has demonstrated good faith substantial compliance with the material terms of this Agreement. If the Planning Director finds and determines that Owner has in good faith substantially complied with the material terms of this Agreement, or does not determine otherwise within ninety (90) days after delivery of Owner's report under Section 5.2 above, the annual review shall be deemed concluded. If the Planning Director concludes that Owner has not demonstrated good faith substantial compliance with the material terms of this Agreement, he or she shall so notify Owner prior to the expiration of the 90-day period herein specified (as the same may be extended hereunder) and prepare and deliver a staff report to the Town Council with respect to the conclusions of the Planning Director and the contentions of Owner with respect thereto.

5.4. Hearing Before Town Council to Determine Compliance. After submission of the staff report of the Planning Director, the Town Council shall conduct a noticed public hearing to determine the good faith substantial compliance by Owner with the material terms of this Agreement. The Town Council shall conduct such noticed public hearing not earlier than thirty (30) days nor later than sixty (60) days after submission of such staff report. At least ten (10) days prior to such hearing, the Planning Director shall provide to the Town Council, Owner, and to all other interested Persons requesting the same, copies of all staff reports and other information concerning Owner's good faith substantial compliance with the material terms of this Agreement and the conclusions and recommendations of the Planning Director. At such hearing, Owner shall be entitled to submit evidence, orally or in writing, and address all the issues raised in the staff report on, or with respect or germane to, the issue of Owner's good faith substantial compliance with the material terms of this Agreement. If, after receipt of any written or oral response of Owner, and after considering all of the evidence at such public hearing, the Town Council finds and determines, on the basis of substantial evidence, that Owner has not substantially complied in good faith with the material terms of this Agreement,

then the Town Council shall specify to Owner the respects in which Owner has failed to comply.

5.5. Recordable Declaration of Compliance. If the Planning Director (or the Town Council, if applicable) finds substantial compliance by Owner with the material terms of this Agreement, then at the request of Owner, the Planning Director shall issue a declaration within ten (10) days thereafter certifying Owner's good faith compliance with the material terms of this Agreement through the period of the applicable annual review. Owner shall have the right to record the declaration in the Official Records of the County of Nevada. The Town may charge Owner a reasonable fee for the issuance of the declaration.

## ARTICLE VI

### **PERMITTED DELAYS; SUPERSEDURE BY SUBSEQUENT LAWS**

6.1. Permitted Delays. Performance by a party of its obligations hereunder shall be excused during, and extended for a period of time equal to, any period of delay caused at any time by reason of Force Majeure. Promptly after learning of the occurrence of a Force Majeure event, the affected party shall notify the other party of the occurrence of such Force Majeure event.

6.2. Supersedure by Subsequent Laws. As specified in California Government Code §65869.5, if a law or published final court decision enacted or issued after the date of this Agreement prevents or precludes compliance with one or more provisions of this Agreement (hereafter referred to as a "New Law"), then the provisions of this Agreement shall, to the extent feasible, be modified or suspended by Town as may be necessary to comply with such New Law. Immediately after becoming aware of any such New Law, the parties shall meet and confer in good faith to determine the feasibility of any such modification or suspension based on the effect such modification or suspension would have on the purposes and intent of this Agreement. At the conclusion of such meet and confer process, Town may initiate proceedings for consideration by the Town Council of the modification or suspension of this Agreement as may be necessary to comply with such New Law. The Town Council's determination shall take into account the results of the meet and confer process between the parties, including all data and information exchanged in connection therewith. The Town Council shall make its determination hereunder within sixty (60) days after the date the proceedings hereunder are initiated. If any such modification is deemed infeasible by Owner, then Owner may elect to Terminate this Agreement. Each party, at its own cost and expense, reserves the right to contest any New Law which allegedly prevents compliance with the terms of this Agreement.

**ARTICLE VII**  
**EVENTS OF DEFAULT; REMEDIES; ESTOPPEL**  
**CERTIFICATES; THIRD-PARTY LITIGATION**

7.1. Events of Default. Subject to the provisions of this Agreement, any failure by Owner or Town to perform any material term or provision of this Agreement shall constitute an "Event of Default" (i) if such defaulting party does not cure such failure within thirty (30) days following written notice of default from the other party, where such failure is of a nature that can be cured within such 30-day period, or (ii) if such failure is not of a nature which can be cured within such 30-day period, the defaulting party does not within such 30-day period commence substantial efforts to cure such failure, or thereafter does not within a reasonable time prosecute to completion with diligence and continuity the curing of such failure. Any notice of an Event of Default given hereunder shall specify in reasonable detail the nature of the failures in performance which the noticing party claims constitute the Event of Default and the manner in which such Event of Default may be satisfactorily cured in accordance with the terms and conditions of this Agreement.

7.2. Remedies. It is acknowledged by the parties that neither Owner nor Town would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. Subject to the foregoing, each party may pursue any remedy at law or equity available for the breach of any provision of this Agreement, including mandatory and prohibitory injunctive relief and specific performance, except that neither Owner nor Town shall be liable in damages to the other, or to any successor in interest of Owner or Town, or to any other Person, and Owner and Town each covenant not to sue for damages or claim any damages: (i) for any breach of this Agreement or for any cause of action that arises out of this Agreement; or (ii) for the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or (iii) arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement. The parties acknowledge in connection with the foregoing that damages are an inadequate and unavailable remedy for claims on account of an Event of Default, and that each party has the right to pursue claims for injunctive relief and/or specific performance in accordance with the forgoing provisions.

7.3. Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand strict

compliance by such other party in the future. No waiver by a party of any failure of performance, including an Event of Default, shall be effective or binding upon such party unless made in writing by such party, and no such waiver shall be implied from any omission by a party to take any action with respect to such failure. No express written waiver shall affect any other action or inaction, or cover any other period of time, other than any action or inaction and/or period of time specified in such express waiver. One or more written waivers under any provision of this Agreement shall not be deemed to be a waiver of any subsequent action or inaction, and the performance of the same or any other term or provision contained in this Agreement. Nothing in this Agreement shall limit or waive any other right or remedy available to a party to seek injunctive relief or other expedited judicial and/or administrative relief to prevent irreparable harm.

7.4. Litigation Expenses. If a party brings an action or proceeding (including any cross-complaint, counterclaim, or third-party claim) against the other party by reason of an Event of Default, the prevailing party in such action or proceeding shall be entitled to its costs and expenses, including reasonable attorney fees and attorney fees on any appeal.

7.5. Appeals. Appeals by any interested Person (including Owner) of any action taken by Town pursuant to this Agreement (other than by the Town Council) shall be appealed directly to the Town Council, notwithstanding anything to the contrary contained in the Municipal Code. Such appeal shall be lodged within ten (10) days after the action has been taken. The Town Council shall consider and decide the appeal by noticed public hearing not earlier than thirty (30) nor later than sixty (60) days after the filing of the appeal.

7.6. Estoppel Letter/Certificate. Owner may, at any time, and from time to time, deliver written notice to Town requesting Town to certify in writing that (i) this Agreement is in full force and effect and a binding obligation of the parties, (ii) this Agreement has not been amended or modified either orally or in writing, and if so amended, identifying the amendments, and identifying any administrative implementation memoranda entered into by the parties, and (iii) to the knowledge of Town, neither party has committed an Event of Default under this Agreement, or if an Event of Default has to Town's knowledge occurred, describing the nature of any such Event of Default. Town shall execute and return such letter within thirty (30) days following the receipt thereof, and if Town fails so to do within such 30- day period, the information in Owner's notice shall conclusively be deemed true and correct in all respects. Each party acknowledges that a letter hereunder may be relied upon by Transferees and Mortgagees. The Town may charge a reasonable fee for providing this service to cover staff time.

7.7. Non-liability of Officials and Employees of Town. No member, official, employee or consultant of Town shall be personally liable to Owner in the event of any Event of Default by Town or for any amount which may become due to Owner, or for any obligations under the terms of this Agreement, or for any claims of breach of contract related to this Agreement, or for any claims in the nature of tort related to this Agreement (such as fraud in the inducement).

7.8. Third-Party Litigation.

7.8.1. General Plan and Downtown Specific Plan Litigation. Town has determined that this Agreement is consistent with its General Plan, the Downtown Specific Plan, and the Master Plan. Owner has reviewed the General Plan, the Downtown Specific Plan, and the Master Plan, and concurs with Town's determination. Neither Owner nor Town shall have any liability under this Agreement or otherwise for any failure of Owner or Town to perform under this Agreement, or for the inability of Owner to develop the Project as contemplated by this Agreement, if such failure or inability is the result of a final judicial determination (including appeals and final judgment) in a legal challenge to this Agreement alleging that part or all of this Agreement is not in compliance with the General Plan, Downtown Specific Plan, the Master Plan, or applicable law.

7.8.2. Third-Party Litigation Concerning Agreement. Owner shall, at Owner's expense, defend, indemnify, and hold Town, its officers, employees and independent contractors engaged in project planning or implementation, harmless from any third party claim, action or proceeding against Town, its agents, officers or employees: (i) to attack, set aside, void, or annul the approval of this Agreement; or (ii) for property damage, bodily injury, death, or any other element of damage of any kind or nature, related to or arising from development of the Project. Town shall promptly notify Owner of any such claim, action, or proceeding, and Town shall cooperate in the defense. Town may in its discretion participate in the defense of any such claim, action, or proceeding.

7.8.3. Environmental Contamination. Owner shall indemnify and hold Town, its officers, agents, and employees, free and harmless from any liability based or alleged upon any act or omission of Owner, its officers, agents, employees, contractors, subcontractors, or Transferees, resulting in any violation of any federal, state or local law, ordinance or regulation relating to environmental conditions on, under, or about the Property, including soil and groundwater conditions, and Owner shall defend, at its expense, Town, its officers, agents, and employees, in any action based or asserted upon any such alleged act or omission. Town may in its discretion participate in the defense of any such claim, action, or proceeding.

7.8.4. Selection of Counsel; Conduct of Litigation. With respect to Sections 7.8.2 and 7.8.3, Town reserves the right either reasonably to approve the attorneys that Owner selects or engages to defend Town, or to conduct its own defense. If Town conducts its own defense, Owner shall reimburse Town for its reasonable costs and expenses incurred in such defense.

7.8.5. Survival. The provisions of Sections 7.8.1 through 7.8.4 shall survive the Termination, cancellation, or expiration of this Agreement.

## ARTICLE VIII

### MORTGAGEE PROTECTION; MORTGAGEE RIGHTS OF CURE

8.1. Mortgagee Protection. This Agreement shall be superior and senior to the lien of any Mortgage encumbering any interest in the Project. Notwithstanding the foregoing, no Event of Default shall defeat, render invalid, diminish or impair the lien of any Mortgage made for value, but, subject to the provisions of Section 8.2 below, all of the terms and conditions contained in this Agreement shall be binding upon and effective against any Person (including any Mortgagee) who acquires title to the Project, or any portion thereof or interest therein or improvement thereon, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

8.2. Mortgagee Not Obligated; Mortgagee as Transferee. No Mortgagee shall have any obligation or duty under this Agreement, except that nothing contained in this Agreement shall be deemed to permit or authorize any Mortgagee to undertake any new construction or improvement project, or to otherwise have the benefit of any rights of Owner, or to enforce any obligation of Town, under this Agreement, unless and until such Mortgagee has become a Transferee in the manner specified in Article IX below.

8.3. Notice of Default to Mortgagee; Right of Mortgagee to Cure. If Town receives notice from a Mortgagee requesting a copy of any notice of an Event of Default and specifying the address for service thereof, then Town shall deliver to such Mortgagee, concurrently with service thereon to Owner, any notice given to Owner with respect to any claim by Town that Owner has committed an Event of Default. If Town makes a determination of noncompliance under Article V above, Town shall likewise serve notice of such noncompliance on such Mortgagee concurrently with service thereof on Owner. Such Mortgagee shall have the right (but not the obligation) to cure or remedy, or to commence to cure or remedy, the Event of Default claimed or the areas of noncompliance set forth in Town's notice within ninety (90) days after the receipt of such notice from Town. If, however, the Event of Default or such noncompliance is of a nature which can only be remedied or cured by such Mortgagee upon obtaining possession of the Project, or portion thereof, such Mortgagee shall seek to obtain

possession with diligence and continuity (but in no event later than two hundred and seventy [270] days after the notice of the Event of Default is given) through a receiver or otherwise, and shall thereafter remedy or cure such Event of Default or noncompliance promptly and with diligence and dispatch after obtaining possession. Other than an Event of Default or noncompliance (i) for failure to pay money; or (ii) that is reasonably susceptible of remedy or cure prior to a Mortgagee obtaining possession, so long as such Mortgagee is pursuing cure of the Event of Default or noncompliance in conformance with the requirements of this Section 8.3, Town shall not exercise any right or remedy under this Agreement on account of such Event of Default or noncompliance. When and if a Mortgagee acquires the interest of Owner encumbered by such Mortgagee's Mortgage and such Mortgagee becomes a Transferee pursuant to Section 9.5 below, then such Mortgagee shall promptly cure all monetary or other Events of Default or noncompliance then reasonably susceptible of being cured by such Mortgagee to the extent that such Events of Default or noncompliance are not cured prior to such Mortgagee's becoming a Transferee pursuant to Section 9.5. If an Event of Default or noncompliance is not so reasonably susceptible of cure, then such Event of Default shall be deemed cured when such Mortgagee acquires such interest and becomes a Transferee pursuant to Section 9.5.

**ARTICLE IX**  
**TRANSFERS AND ASSIGNMENTS; ALLOCATION**  
**OF OWNER RIGHTS, DUTIES AND OBLIGATIONS**

9.1. Owner's Right to Transfer. Owner shall have the right to Transfer any right or interest under this Agreement in accordance with the provisions of this Article IX.

9.2. Condition on Owner's Right to Transfer. Except as otherwise provided in this Article IX, Owner shall have the right to effect a Transfer if Owner or the proposed Transferee has delivered to Town an executed and acknowledged assumption agreement in recordable form satisfactory to Town. Such assumption agreement shall include provisions regarding: (i) the portion or portions or interest in the Project proposed to be Transferred and the concomitant rights of Owner necessary to ensure that the proposed Transferee will have the ability to perform all of the obligations of Owner the Transferee is to assume; (ii) the rights and/or obligations of Owner under this Agreement that the proposed Transferee will assume; and (iii) the proposed Transferee's acknowledgment that such Transferee has reviewed and agrees to be bound by this Agreement and all applicable Town Approvals. The assumption agreement shall also include the name, form of entity, and address of the proposed Transferee, and shall provide that the Transferee assumes the obligations of Owner to be

assumed by the Transferee in connection with the proposed Transfer. The assumption agreement shall be recorded in the Official Records of the County of Nevada concurrently with the consummation of the Transfer, and a conformed copy thereof, shall be delivered to Town within three (3) days after consummation

9.3. Transfers to Occupants; Occupants not Obligated Under Agreement.

Notwithstanding anything to the contrary contained in this Article IX, Owner shall have the right to Transfer portions of the Project to Occupants pursuant to Occupant Transfers. No Occupant to whom an Occupant Transfer is made pursuant to this Section 9.3 shall have any obligation or liability under this Agreement and the provisions of Section 9.2 above shall not apply to any such Occupant Transfer.

9.4. Mortgagee as Transferee. No Mortgage (including the execution and delivery thereof to the Mortgagee) shall constitute a Transfer. A Mortgagee shall be a Transferee only upon (i) the acquisition by such Mortgagee of the affected interest of Owner encumbered by such Mortgagee's Mortgage; and (ii) delivery to Town of an assumption agreement pursuant to Section 9.2 above assuming, from and after the date such Mortgagee so acquires its interest, the applicable rights, duties and obligations of Owner under this Agreement. Town hereby consents to the Transfer to a Mortgagee in accordance with this Section 9.4.

9.5. Effect of Transfer. A Transferee shall become a party to this Agreement only with respect to the interest Transferred to it under the Transfer and then only to the extent set forth in the assumption agreement delivered pursuant to Section 9.2 above. If no executed assignment and assumption agreement has been delivered to Town in connection with a Transfer, the burdens of this Agreement shall nevertheless be binding upon the Transferee, but the benefits of this Agreement shall not accrue to the Transferee until and unless such agreement is executed and delivered.

9.6. Default by Transferee. The commission of an Event of Default under this Agreement by any Transferee shall only affect that Transferee's rights, duties, and obligations under this Agreement with respect to the interest in the Project acquired by that Transferee and shall not affect the rights of Owner or any other Transferee as to the remainder of the Project. Upon a Transfer by Owner to a Transferee, Owner shall be released from all unaccrued obligations (but not any accrued obligations or breaches of this Agreement existing as of the effective date of the Transfer) with respect to the interest in the Project acquired by that Transferee, but the vested rights in favor of Owner (or the Transferee and its Transferees under this Agreement) shall continue in effect for the benefit of such Transferee. No finding of noncompliance pursuant to Article V and no Event of Default with respect to a Subdivision Parcel shall affect the rights, duties and obligations of Transferees, under this Agreement with

respect to Subdivision Parcels not affected by such finding of noncompliance or Event of Default, and all such rights, duties and obligations shall continue in full force and effect in accordance with their terms.

9.7 Unpermitted Transfers. Any sale, assignment, lease, sublease, or other Transfer not made in strict compliance with the provisions of this Article IX shall be null and void and of no force or effect.

## **ARTICLE X**

### **AMENDMENT AND TERMINATION**

10.1. Amendment, Modification and Termination. Except as expressly provided in this Agreement, this Agreement may be Terminated, modified or amended only by the consent of the parties made in writing, and then only in the manner provided for by Government Code Section 65868 and Development Code Section 18.150.090. Neither this Agreement nor any term, covenant, condition or provision herein contained shall be subject to initiative or referendum after the Effective Date. The provisions of this Article X, Article V, and Sections 7.1-7.4 prescribe the sole and only means pursuant to which this Agreement may be Terminated, modified, or amended.

10.2. Certain Actions Not an Amendment. Notwithstanding the provisions of Section 10.1 above, a modification to this Agreement which does not relate to the Term, permitted uses of the Project, location, density or intensity of uses of the Project, height, design or size of improvements within the Project, or related to any uses of the Project, shall require public notice before the parties execute such modification, but shall not require a public hearing, provided that Town reserves the right to conduct one or more public hearings concerning any proposed amendment to this Agreement.

## **ARTICLE XI**

### **NOTICES**

11.1. Procedure. All formal notices to a party (such as notices of an Event of Default, or Town's determination of noncompliance after Town's annual review) shall be in writing and given by delivering the same to such party in person or by sending the same by registered or certified mail, or Express Mail, return receipt requested, with postage prepaid, or by overnight courier delivery, to such party's mailing address.

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The respective mailing addresses of the parties are, until changed as hereinafter provided, the following:

Town: Town of Truckee  
10183 Truckee Airport Road  
Truckee, CA 96161  
Attention: Town Manager

With copy to: Town of Truckee  
10183 Truckee Airport Road  
Truckee, CA 96161  
Attention: Town Attorney

Owner: Truckee Development Associates, LLC  
1201 Pine Street, Unit 151  
Oakland, California 94607  
Attention: Richard M. Holliday, Kevin Brown,  
and Jason Hansford

Notices and communications with respect to technical matters in the routine performance and administration of this Agreement shall be given by or to the appropriate representative of a party by such means as may be appropriate to ensure adequate communication of the information, including written confirmation of such communication where necessary or appropriate. All formal notices under this Agreement shall be deemed given, received, made or communicated on the date personal delivery is effected or, if mailed or sent by courier, on the delivery date or attempted delivery date shown on the return receipt or courier records. Any notice that a party desires to be a formal notice hereunder and binding as such on the other party must be given in writing and served in accordance with this Section 11.1. A party may change its mailing address at any time by giving formal written notice of such change to the other party in the manner provided in this Section 11.1 at least ten (10) days prior to the date such change is effected.

## ARTICLE XII

### COVENANTS RUNNING WITH THE LAND

12.1. Covenants Running With the Land. All of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors and assigns, devisees, administrators, representatives, lessees, and all other Persons acquiring a legal or equitable interest in the Property, or any portion thereof, or any interest therein, or any improvement thereon, whether by operation of laws or in any manner whatsoever, and shall inure to the

benefit of the parties and their respective heirs, successors and permitted assigns as Transferees, as covenants running with the land pursuant to California Government Code Section 65868.5.

### **ARTICLE XIII**

#### **MISCELLANEOUS**

13.1. Negation of Partnership. The parties specifically acknowledge that the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. None of the terms or provisions of this Agreement shall be deemed to create a partnership between or among the Parties in the businesses of Owner, the affairs of Town, or otherwise, or cause them to be considered joint venturers or members of any joint enterprise. This Agreement is not intended and shall not be construed to create any third party beneficiary rights in any Person who is not a party or a Transferee; and nothing in this Agreement shall limit or waive any rights Owner or a Transferee may have or acquire against any third Person with respect to the terms, covenants or conditions of this Agreement.

13.2. Approvals. Whenever, under this Agreement, the term "approve" (or any grammatical variant thereof, such as "approved" or "approval") is used in connection with the right, power or duty of Town, or any representative board, commission, committee or official of Town, to act in connection with any Town Approval, such term shall only include the right to approve, conditionally approve, or disapprove in accordance with the applicable terms, standards and conditions of this Agreement.

13.3. Not A Public Dedication. Except for Exactions made in accordance with the Project Approvals, nothing herein contained shall be deemed to be a gift or dedication of the project, or portion thereof, to the general public, for the general public, or for any public use or purpose whatsoever, it being the intention and understanding of the parties that this Agreement be strictly limited to and for the purposes herein expressed for the development of the Project as private property, with the exception of Exactions to be dedicated to Town pursuant to the Project Approvals and the Project Requirements.

13.4. Severability. Invalidation of any of the provisions contained in this Agreement, or of the application thereof to any Person, by judgment or court order shall in no way affect any of the other provisions hereof or the application thereof to any other Person or circumstance and the same shall remain in full force and effect.

13.5. Exhibits. The Exhibits listed in the Table of Contents, to which reference is made herein, are deemed incorporated into this Agreement in their entirety by reference thereto.

13.6. Entire Agreement. This written Agreement and the Exhibits hereto, contain all the representations and the entire agreement between the Parties with respect to the subject matter hereof. Except as otherwise specified in this Agreement, any prior correspondence, memoranda, agreements, warranties or representations are superseded in total by this Agreement and the Exhibits hereto. The parties intend by this Agreement to set forth their entire understanding with respect to the terms, covenants, conditions and standards for the development, use and occupancy of the Project and by which the performance of the rights, duties and obligations of the parties hereunder shall be measured or judged.

13.7. Construction of Agreement. All of the provisions of this Agreement and Exhibits hereto have been negotiated at arms-length between the parties and after advice by counsel and other representatives chosen by each party, and the parties are fully informed with respect thereto. Therefore, this Agreement shall not be construed for or against either party by reason of the authorship or alleged authorship of any provisions hereof, or by reason of the status of either party. The provisions of this Agreement and the Exhibits hereto shall be construed as a whole according to their common meaning and not strictly for or against any party and consistent with the provisions hereof, in order to achieve the objectives and purpose of the parties hereunder. The captions preceding the text of each Article, Section and the Table of Contents hereof are included only for convenience of reference and shall be disregarded in the construction and interpretation of this Agreement.

13.8. Mitigation of Damages. In all situations arising out of this Agreement, each party shall use commercially reasonable efforts to mitigate the damages resulting from the conduct of the other party. Each party shall take all reasonably necessary measures to effectuate the provisions of this Agreement.

13.9. Further Assurances; Covenant to Sign Documents. Each party shall take all actions and do all things, and execute, with acknowledgment or affidavit if required, any and all documents and writings, which may be necessary or proper to achieve the purposes and objectives of this Agreement.

13.10. Covenant of Cooperation. Town and Owner shall cooperate and deal with each other in good faith in the performance of the provisions of this Agreement.

13.11. Governing Law; Venue. This Agreement, and the rights and obligations of the parties, shall be governed by and interpreted in accordance with the laws of the State of California. Venue for any litigation to interpret or enforce this Agreement shall be in Nevada

County, California.

13.12. References; Terminology. Unless otherwise specified, whenever in this Agreement reference is made to the Table of Contents, any Article or Section, or any defined term, such reference shall be deemed to refer to the Table of Contents, Article or Section or defined term of this Agreement. The use in this Agreement of the words "including," "such as" or words of similar import, when following any general term, statement or matter, shall not be construed to limit such statement, term or matter to specific items or matters, whether or not language of no limitation, such as "without limitation" or "but not limited to," or words of similar import, are used with reference thereto, but rather shall be deemed to refer to all other items or matters that could reasonably fall within the broadest possible scope of such statement, term or matter.

13.13. Irregularity in Proceeding. No action, inaction or recommendation by a party pursuant to this Agreement, or of Town in connection with a Town Approval, shall be held void or invalid, or be set aside by a court on the grounds of improper admission or rejection of evidence, or by reason of any error, irregularity, informality, neglect or omission (collectively, an "error") as to any matter pertaining to petition, application, notice, finding, record, hearing, report, recommendation or any matters of procedure whatsoever, unless after an examination of the entire record with respect to such error, including the evidence, the court finds that the error complained of was prejudicial, and that by reason of the error, the complaining party, or third Person, sustained and suffered substantial injury, and that a different result would have been probable if the error had not occurred or existed. No presumption shall arise that an error is prejudicial, or that injury resulted from an error, solely as a result of a showing that error occurred.

13.14. Judicial Proceeding to Challenge Town Action. Any challenge made by Owner to Town's Termination, determination of non-compliance, modification, or amendment of this Agreement pursuant to a right to do so granted to Town by this Agreement, and any action taken by Town on any Town Approval shall be subject to review in the Superior Court of the County of Nevada solely pursuant to California Code of Civil Procedure Section 1094.5 as a case in which a vested right is affected.

13.15. Exercise of Police Power. The parties acknowledge that Town has exercised its police power in the interest of the parties, the citizens of Town and the general public, by enacting this Agreement as its legislative act, and that full implementation of this Agreement will confer substantial benefits to the citizens of Town and the general public.

13.16. Counterpart Document. For convenience, the signatures of the parties to this Agreement may be executed and acknowledged on separate pages which, when attached to

this Agreement, shall constitute this as one complete Agreement.

13.17. Time. Time is of the essence of this Agreement and of each and every term and condition hereof.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

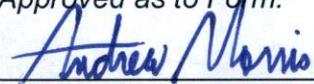
AUTHORIZED SIGNATURE OF TOWN TO AGREEMENT:

**TOWN OF TRUCKEE, a California Charter Town**

Approved by:

  
\_\_\_\_\_  
Jeff Loux, Town Manager

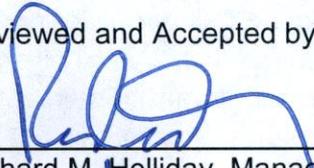
Approved as to Form:

  
\_\_\_\_\_  
Andrew Morris Town Attorney

AUTHORIZED SIGNATURE OF OWNER TO AGREEMENT

**TRUCKEE DEVELOPMENT ASSOCIATES, LLC., a Delaware limited liability company**

Reviewed and Accepted by Contractor

  
\_\_\_\_\_  
Richard M. Holliday, Manager

11/28/17  
\_\_\_\_\_  
Date

**EXHIBIT B:  
TOWN AND OWNER COMMITMENTS**

**1. Truckee Railyard Mixed Use Development Master Plan**

The Truckee Railyard Mixed Use Development Master Plan (as amended in November 2016 – called “Master Plan”) forms the overall basis for the development of the Railyard property, both in terms of the private lands and eventual public properties (see Exhibit A1). Basic land use entitlements are as shown in the Master Plan. For purposes of the Agreement, the various phases of development and sub-areas are shown in Exhibit B1 (General Phasing and Sub-Areas). If there are development standards or requirements not specified in the Master Plan or the Development Agreement, the Town of Truckee Development Code will determine the requirement.

**2. Affordable Housing**

Affordable housing, including workforce and inclusionary housing, shall be provided in accordance with the Truckee Railyard Affordable Housing Plan as shown in Exhibit B2 (Affordable Housing Plan).

**3. Theater**

Owner shall develop a theater within the first phase of the Project on all or part of one of the Phase

1 blocks west of the Balloon parcel (see Exhibit B3, Railyard Parcel Diagram). The theater is to include a minimum of three movie screens with one screen/theater space containing at least 200 seats that can also provide a multi-functional space used for lectures and live performances. The Town and the eventual Theater Operator may enter into an Occupant or Joint Use Agreement so that the Town has agreed-upon rights to use the 200 seat space for Town sponsored or sanctioned functions. The other two screens must contain at least 50 seats each. To accomplish the development of a theater in the Project, Owner shall identify and come to an agreement with an experienced Theater Operator to build out the theater, and the Town and Theater Operator shall reach an agreement for the operation of the theater for a minimum of five years. Owner shall convey a parcel in Phase 1 (see Exhibit B3), to a Theater Operator for the sum of One Dollar (\$1.00). If requested by Town or Theater Operator, Owner will construct the theater building shell and sell such building shell to the Theater Operator for a price equal to Owner’s direct cost, as reasonably determined by Owner, with no development fee or markup.

Once the construction and final inspection of the theater shell are completed; an agreement has been signed by the Theater Operator and Owner to purchase and build out the theater; an agreement has been signed by the Town and Theater Operator to operate the theater (the “Operating Agreement”); and initial plans for theater build out (interior improvements) have been approved by the Town, Town agrees to grant Theater Operator a Two Hundred Fifty Thousand dollar (\$250,000.00) forgivable loan to offset the costs of purchasing theater equipment and related interior furnishings. Town anticipates that this

loan will be granted according to the following terms: The loan term shall end five (5) years after the start of theater operations pursuant to the Operating Agreement. Theater Operator shall have two years from commencement of the loan term to open the theater to the public and begin theater operations pursuant to the Operating Agreement. In the event that commencement of theater operations pursuant to the Operating Agreement is delayed beyond two years, the loan shall accrue simple interest at a rate of 4% per year on an annual basis, until the date that the theater begins operations pursuant to the Operating Agreement. Such interest will be due on the date that the loan matures. The principal shall be forgiven at a rate of 20% per year, beginning on the first anniversary of the start of theater operations, so long as the theater at the property is operated and open to the public for the majority of the year pursuant to the Operating Agreement. If the theater ceases to operate before the five year term matures, Theater Operator shall, within sixty days of closure, pay to Town of Truckee the remaining full balance of the loan, including any accrued interest. Provided that the theater operates for the full term of the loan pursuant to the Operating Agreement, 100% of the principal will be forgiven and Theater Operator shall pay interest if applicable. This funding commitment is valid for five years from the Effective Date of the Development Agreement.

To subsidize the cost of theater operations, Town agrees to grant Theater Operator Fifty Thousand Dollars (\$50,000.00) per year for the first five (5) years that theater operates pursuant to the Operating Agreement. Town will grant each annual \$50,000.00 subsidy payment in arrears, on the anniversary of the start of theater operations, so long as the theater at the property continues to operate and has remained open to the public for the majority of the previous year pursuant to the Operating Agreement.

#### **4. Infrastructure Funding/Assistance**

Town agrees to grant Owner One Million Dollars (\$1,000,000.00) to offset the cost of streetscape improvements and related infrastructure for Railyard Phase 1 construction. Grant funds shall be paid by the Town in two payments, contingent upon completion of the milestones related to infrastructure and Theater construction described and summarized below. This funding commitment is valid for five years from the effective date of the Development Agreement. Upon Owner entering into a Bonded Subdivision Improvement Agreement ("BSIA") for the Phase 1 Streetscape Improvements (as identified in the Draft Phase 1 Roadway Improvement Plans dated July 14, 2017, incorporated by reference), Town's Initial contribution of \$500,000.00 shall be disbursed from Town to owner as work occurs on a progress payments percentage complete basis. The Town will utilize the Contractor's monthly Applications for Payment and Architect's Certificate for Payment as the basis to determine the amount of the progress payment to be released. The obligation of Town to make such progress payments shall be conditioned on Owner entering into the BSIA in connection with the approval of the first Final Map for the Project. In the event that a BSIA is not entered into, Town will instead fund the \$500,000.00 upon completion and final inspection of the Phase 1 Streetscape Improvements (see Draft Phase 1 Roadway Improvement Plans, incorporated by reference). Final payment of the remaining \$500,000.00 shall be disbursed from Town upon issuance of a Final Certificate Occupancy (or Temporary Certificate of Occupancy in lieu thereof) for the Theater facility and Owner's completion and final Streetscape Improvements for the Theater parcel.

## 5. Community/Civic Site

Specific uses for the community/civic site referenced in the Master Plan are not certain at this time, but various options have been discussed including libraries, museums, community centers, park areas, transit centers, or transit facilities, a combination of such uses, or other options (hereafter called "Community Uses"). Owner shall reserve twenty-five thousand (25,000) square feet of land in the northern portion of the Balloon Parcel (see Exhibits A1 and B3) for such community/civic use or at another alternate location agreed upon by the Town and Owner, hereafter referred to as the "Initial 25K Site". Owner will cause the Initial 25K Site to be served by standard utilities. Owner shall make the Initial 25K Site available for sale to the Town for a duration of six (6) years from the Effective Date of the Development Agreement, or for four (4) years following completion of the Church Street extension through the Balloon track (whichever is earlier) at the price of one dollar (\$1.00), for development and use by the Town or a non-profit organization jointly approved by the Town and Owner for the Community Uses. To insure the development of the Initial 25K Site is used for its intended purpose, the Town commits to identifying a specific Community Use plan to be agreed to by Town and Owner, and obtaining land use permits for the proposed uses within the time period established above. Provided that the Town has obtained said land use permits within the above time periods, the Owner will be obligated to sell the Initial 25 k site to Town within six months of the Town obtaining approval . If the uses are any one of the "Community Uses" noted above, Owner will not object to the Community Use Plan.

Owner shall make available for sale to the Town an additional 25,000 square feet of land that is contiguous to the Initial 25K Site, hereafter referred to as the "Secondary 25K Site" for six (6) years from the Effective Date of the Development Agreement or for four (4) years following completion of the Church Street extension through the Balloon track (whichever is earlier) at fair-market value, as determined by an appraiser mutually agreed upon between Town and Owner and retained by Town. Town and Owner will agree to the appraisal instructions prior to the appraisal getting underway. A draft of the appraisal will be provided to both parties, each of which will be provided the opportunity to review and comment prior to a final appraisal being issued. Said appraisal will be initiated within three (3) years of execution of this development agreement, and will assume that road access through the balloon track is in place for appraisal purposes. To insure the development of the Secondary 25K Site, the Town commits to identifying a specific Community Use plan to be agreed to by Town and Owner, and obtaining land use permits for the proposed uses within the time period established above. Provided that the Town has obtained said land use permits within the above time periods, the Owner will be obligated to sell the Initial 25K site to Town within six months of the Town obtaining approval . If the land uses are any one of the "Community Uses" listed as options for the Initial 25K site above, Owner will not object to the Community Use Plan. In the event that Town has not completed a community use plan and obtained approvals within the time periods above, the options to acquire such site(s) shall be terminated, and the Owner shall have the right to develop uses on such site pursuant to the provisions of the Master Plan.

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## 6. Community Grocery Store

Owner and associated property representatives have indicated the possibility of bringing a high quality grocery store to the Railyard, potentially in the Balloon parcel in Phase 2. The Town is supportive of this use, and views it as a Town benefit to reduce the length of frequent grocery trips, further enliven Downtown, provide jobs and sales tax revenue and increase viability for other ground floor retail to succeed. Town recognizes that the Owner cannot guarantee a grocery store in that location. To meet grocery store parking needs, the Town would allow the grocer and associated commercial uses (i.e.-shopping center) dedicated parking in the general location within the balloon track shown on Parking Management Plan Figure 2 as "private parking," but would not be responsible for management or maintenance including snow removal for the duration of time the parking remains under private management. Town would consider future incorporation of the grocery parking into the parking district if requested by Owner. The specific location and number of parking spaces will be determined at the time a specific development proposal is being reviewed and would be subject to 3 spaces/1,000 square feet parking generation rate identified in the Railyard Parking Management Plan.

## 7. Right of Way Dedication

### a) Church Street Extension

Owner shall provide right-of-way through the Property to accommodate the Church Street Extension to connect historic downtown Truckee and Glenshire Drive as identified in the Town's General Plan, consistent with the Railyard Master Plan Final EIR, and as more particularly described in Exhibit B-4, (Church Street Extension and Rights-of-Way Diagrams B-4a, B-4b, B-4c). The right-of-way shall be granted in conjunction with the recordation of the first Final Map. Prior to any Town Approvals beyond Phase 1 of the Project, Owner shall construct the extension of Church Street and any related infrastructure to and including the UPRR maintenance building driveway as shown in Exhibit Church Street Extension and Rights-of-Way Diagrams (see Exhibit B-4c) .

### b) Realigned Donner Pass Road, Church Street, Donner Pass Road Extension, and A Street

In conjunction with the recordation of the first Final Map, Owner shall dedicate a right-of- way for the Realigned Donner Pass Road, Church Street, Donner Pass Road Extension, A Street, and associated parking, sidewalk and other appurtenances within land owned by Owner consistent with the approved Phased ~~Vesting~~ Tentative Map. Within one year from the Effective Date of the Development Agreement or in conjunction with the recording of the first Final Map, Owner shall cause UPRR, in collaboration with Owner, to provide a permanent easement for the Donner Pass Road Extension and parking in the railroad Congressional Grant right of way west of the Balloon Track and within the Balloon Track as shown in Church Street Extension and Rights-of-Way Diagrams 4A, 4B, 4C.

### c) Trout Creek Restoration Area

In conjunction with filing the first Final Map, Owner shall provide a drainage

easement for Trout Creek and the proposed restoration of Trout Creek; the approximate location of which is shown in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagram). If Owner is able to acquire the right of way necessary to realign the creek to an area shown in Exhibit B-4b (Church Street Extension and Rights-of-Way Diagrams), the Owner may dedicate a revised drainage easement area approximately shown in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagrams), and as approved by Town Engineer. If the revised drainage easement area is granted, the Town will accordingly abandon the original drainage easement also depicted in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagram).

Town and Owner shall cooperate in good faith to design the Trout Creek Restoration in a fashion that will minimize encroachment within development areas envisioned for the Project in the Master Plan, while still providing an ecologically viable creek. The Town will bear the sole burden of the design and construction of the Trout Creek Restoration improvements, although the timing of the improvements will be contingent on acquiring adequate funding and permits. Once the project designs are complete, the easement may be reduced to reflect the minimum easement required.

In association with the extension of Church Street, the Town will construct a crossing of Trout Creek and restore a portion of Reach (5) of Trout Creek (see Exhibit B-4c, Church Street Extension and Rights-of-Way Diagram B-4c). Restoration of Reach 4 (upstream of the Church Street Extension crossing and adjacent to the Balloon track) is anticipated to occur after Reach 5 is complete. It is anticipated, but not guaranteed, that the Trout Creek Restoration will allow for a redefinition of the limits of the current FEMA 100 year floodplain so that a Letter of Map Revision (LOMR) can be filed with the Federal Emergency Management Agency (FEMA). Town shall apply for and process, at its cost, such letter once restoration of Reach 4 and 5 is complete. If approved, the portion of the Property no longer subject to the FEMA 100-year floodplain will become available for development in accordance with the Master Plan. Owner may also perform all analysis necessary for the Town to file a LOMR at its cost if desired or required prior to the Town filing a LOMR, such as prior to the restoration of Reach 4.

d) *Snow Storage and Drainage Easements*

In conjunction with the recordation of the first Final Map, Owner shall dedicate snow storage and drainage easements consistent with the approved Phased **Vesting** Tentative Map. Owner shall provide adequate and convenient space within the Project Area for snow storage from developed sites and roadways, sidewalks and public spaces. Snow storage areas shall be designed in coordination with the Town Public Works Department. Depending on the configuration of the storage areas, they may need to be paved.

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## **8. Right-of-Way Abandonment**

Once the Realigned Donner Pass Road, Donner Pass Road Extension, and Donner Pass Road/Church Street roundabout is constructed and open to public traffic, and once all Phase 1 right-of-way has been dedicated, Town agrees to vacate as a public street, abandon the portion of the current "swoosh" land on Donner Pass Road that is included as part of the first block of Phase 1 of the Project, and convey Town's fee title to such land to Owner. The right-of-way will be abandoned concurrent with a lot line adjustment to expand the limits of the westernmost triangle-shaped parcel. The public notices and Town Council action necessary for the street vacation, abandonment, and associated lot line adjustment, will occur concurrent with the tentative map approval public process.

The small "notch-out" section of right-of-way located at the current end of Church Street will be abandoned concurrent with the recordation of the first Final Map to facilitate development of the Project's Artist Loft housing.

## **9. At-grade Crossings of the UPRR Balloon Track**

The Town shall submit applications for three at-grade crossings of the Balloon Track as required by the California Public Utility Commission (CPUC) and Union Pacific Railroad (UPRR) pursuant to the Master Plan. Town is not legally responsible for obtaining CPUC approval. The cost of developing data, analysis and information to support the CPUC applications is the responsibility of Owner. Owner shall pay the costs of Town staff working on securing these approvals from the CPUC.

Within two (2) years after approval of the at-grade crossings by the CPUC as applied for by Town under the Master Plan, Owner will construct three at-grade crossings of the UPRR Balloon Track. Pursuant to the Master Plan, these improvements will provide for the future connection between the existing Downtown and Glenshire Drive. At grade crossing improvements shall be as specified in the CPUC approval, which may include, but not limited to pavement, sidewalks, control gates, signage, and striping as shown in the California Public Utilities Commission Application, dated May 25, 2017 and incorporated by reference. In the event that the CPUC approval is not granted, no development will be allowed in phases 2 or 3 until and unless the at-grade crossings are approved.

## **10. Parking Management Plan**

The Owner or Owner's designee shall plan for, design, dedicate land and construct, at no cost to Town, the necessary Phase 1 parking improvements to implement the approved Railyard Parking Management Plan dated June 2017 (see Exhibit B5, Railyard Parking Management Plan), and Artists' Lofts conditions of approval, prior to issuance of Final Occupancy for the Artists' Lofts. The Town will modify existing parking regulations to incorporate the Railyard Master Plan Area into the Downtown Parking District consistent with the Parking Management Plan, provided modifications are consistent with the Railyard Parking Management Plan. Owner will not oppose these regulatory amendments. The Town will administer and operate the Downtown Parking District in accordance with the Railyard Parking Management Plan. The

Town will use various areas within the Railyard (including but not limited to UPRR right-of-way) as part of the Parking District at no cost to the Town. The Town will provide parking meters at no cost to Owner for all parking within railroad and roadway right of ways that are included as part of such public parking. The Owner shall also construct parking for each specific land use in accordance with the Parking Management Plan. Permanent snow storage easement areas shall not overlap with parking required to fulfill the requirements of the Parking Management Plan. The free and 2-hour parking spaces that are currently located in the Beacon Lot and along the section of Donner Pass Road that will be realigned, shall be relocated into the Railyard Master Plan area, and shall not be available to count towards the parking supply associated with new development in the Master Plan.

The Railyard Parking Management Plan is intended to reflect only an initial concept for how Railyard parking will be constructed and operated. All provisions of the Railyard Parking Management Plan are subject to revision by the Town of Truckee, with the exception of the parking generation standards in Section II.B.4.a. Nothing in this Exhibit B or in any other provision of this Agreement shall be deemed to vest Owner with any rights regarding parking or the Railyard Parking Management Plan, with the exception of the parking generation standards in Section II.B.4.a. of the Railyard Parking Management Plan.

#### **11. Consolidation of UPRR Operations**

Owner shall relocate UPRR operations to the Congressional Right-of-Way east of the Balloon Track. Improvements include: reconfiguration of track alignments; removal of staging lines within the Project area; construction of staging lines within the Congressional Right of Way; construction of a new UPRR Operational building east of the Balloon Track; and deconstruction of the existing UPRR Operation building. These improvements shall be implemented pursuant to a separate agreement between Owner and UPRR, and will make 38 acres of land previously exempted from Town control available for redevelopment by Owner under the Master Plan. These improvements shall be completed within three years from the Effective Date of the Development Agreement.

#### **12. Donner Pass Road/Bridge Street/West River Street Improvements and Quiet Zone Designation**

Town desires to construct improvements at the Donner Pass Road/Bridge Street/West River Street intersection, including curb, gutter, sidewalk, and roadway improvements. As part of the Donner Pass Road/Bridge Street/West River Street intersection improvements, Town agrees to also pursue a Quiet Zone Designation for the existing Bridge Street at-grade railroad crossing. To facilitate the Quiet Zone Designation, Owner, at its sole cost, shall install fencing along the northern side of the UPRR tracks as required by UPRR and the CPUC. If relocation of the existing switch located due east of the Bridge Street at-grade crossing of the Mainline Number 2 track is required by UPRR, Owner will be responsible for the cost to relocate the switch.

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### **13. Streetscape Improvements**

Owner shall implement streetscape improvements consistent with the Draft Phase 1 Roadway Improvement Plans dated July 14, 2017 and incorporated by reference. Landscaping and other streetscape improvements that are beyond those being constructed as a part of the Phase 1 Improvement plans and that are directly adjacent to future (not built) buildings shall be consistent with the approved Truckee Railyard Streetscape Plan (see Exhibit B6) and may be deferred to the time the building is constructed so they are in place prior to issuance of a Certificate of Occupancy for any development project on the adjoining parcel(s).

### **14. Ongoing Sidewalk and Landscape funding**

Owner shall provide for ongoing funding for maintenance of sidewalks and associated landscaping and streetscape, including snow removal, associated with implementation of the Project through one or more Community Facilities Districts (CFD). The CFDs shall be created prior to the recordation of the first Final Map and shall apply to the entire Project area. The overall Project area subject to a CFD includes all properties shown in Exhibit B7 (Sidewalk and Landscape CFD and Transit CFD Boundaries). Owner agrees to and shall cooperate in (including voting in favor of) the formation of a CFD(s) or other funding mechanism acceptable to Town for the purposes of eventually generating maintenance funds for the subject areas. Phase 1 CFD costs are currently estimated to be Two Dollars and Eighty Cents per square foot annually (\$2.80/square foot/year) of frontage improvements, although draft costs are subject to change as the district is further developed. Maintenance costs will be assessed to each property based upon the amount of streetscape frontage that is adjacent to the buildings on the property, as well as their fair share of common improvement areas, such as the streetscape and landscaping that is between the Donner Pass Road Extension and the parking that is located in the Union Pacific Right-of-Way. Reductions in the assessment amounts may be applied to properties that install hydronic heating under their sidewalks and driveways, thereby eliminating snow removal costs. The assessment may be increased each year by up to the Engineering News Record Construction Cost Index (CCI) for the calendar year preceding the fiscal year for which the special tax is to be assessed. Annual increases for the CCI shall be determined by the Town Council.

### **15. Public Transit**

Owner shall provide for ongoing transit services funding through formation of a Community Facilities District (CFD). Prior to the recordation of the first Final Map, owner agrees to and shall cooperate in (including voting in favor of) the formation of a CFD for all properties shown in Exhibit B7. The CFD shall include an annual assessment of \$145/year per residential unit or hotel unit and \$0.45 per square foot per year for non-residential uses to fund the Railyard's fair share of total growth in transit generation and the costs to implement long-term transit improvements in the Town. Town agrees to exempt affordable housing units from this assessment. All existing and planned transit routes currently serve the Railyard Project area. The assessment will begin at the time of a Final Certificate of Occupancy for each discrete Building within the Project. The assessment Tax may be increased each year by up to the Engineering News Record Construction Cost Index (CCI) for the calendar year preceding the

fiscal year for which the special tax is to be assessed. Annual increases for the CCI shall be determined by the Town Council.

#### **16. Bicycle Parking**

Owner shall provide or cause to provide adequate bike parking for each development project as per the Master Plan and as specified by each specific development project approval.

#### **17. Prevailing Wage**

Owner acknowledges that prevailing wage requirements on infrastructure construction for improvements within Town rights-of-way and parking lot improvements within easements in the name of Town may be required to be paid under State law. Owner is not waiving any rights to contest the imposition of such requirement. The Town is not responsible for any compliance or disputes arising over the prevailing wage issue.

#### **18. Eastern Railroad Undercrossing**

To ensure the feasibility of a future north south roadway and pedestrian connection between East River Street and the Master Plan area is not foreclosed, prior to any subdivision of land east of the Balloon track, Owner shall prepare 30 percent design level drawings of a potential roadway and pedestrian connection. Plans shall be reviewed and approved by Town Engineer prior to or concurrent with the Town's approval of improvement plans east of the Balloon track and an easement to accommodate the connection will be required concurrent with the subdivision of land east of the Balloon track.

#### **19. Implementation Plans**

Consistent with the implementation actions detailed in Chapter 9 of the Master Plan, Owner will complete the required items according to the timing indicated in Master Plan Exhibit B, Table 9.2, Implementation Measures and Action Items.

#### **20. Contamination and Clean-up**

Owner is responsible for any discovered contamination and clean-up associated with infrastructure construction on Owner's property or within the Town easement on Union Pacific's Right of Way adjacent to Owner's property, regardless of whether the Town or Owner leads construction. All work involving excavation, grading, and reuse or disposal of soil will be accomplished as required by the soil management plans (SMPs) approved by the Water Board for the western areas of the Property. Health and safety requirements specified in the area-specific SMPs will be followed. For areas east of the Balloon Track, normal health and safety requirements for construction and dust control will be followed. If previously unknown contamination is discovered during earthwork activities, Owner will contact the Water Board and follow OSHA and Water Board requirements for construction within impacted areas. Upon completion of infrastructure improvements, Owner's responsibility for contamination and clean-up will terminate. For any Town-led construction where contamination is discovered, Town

shall consult and agree with Owner before taking an action with respect to such contamination. Owner and Owner's consultants shall be given the opportunity to participate in agency proceedings as to such contamination. Owner will be consulted and informed on an on-going basis on any mitigations and associated remediation of such contamination.

## **21. Artist's Loft Housing Loan**

Town shall provide a One Million Four Hundred Thousand dollar (\$1,400,000.00) loan to the Artist Lofts housing developer per the terms and conditions specified for construction of the Artist's Loft housing. Such loan shall be paid back from net rental receipts from the Truckee Artist's Loft Housing received by the housing developer from time-to-time.

## **22. Subdivision Maps**

Town shall grant approval of a Phased ~~Vesting~~-Tentative Map to subdivide the Property. The Phased ~~Vesting~~-Tentative Map will be completed following adoption of the Development Agreement and consistent with the Development Agreement and Master Plan. Final maps may be filed in phases in accordance with the phasing of development of the Project as determined by Owner and as agreed to by the Town under the Master Plan. Various fees and exactions may be linked to either the Phased ~~Vesting~~-Tentative Map or the final maps or other entitlements, such as a Certificate of Occupancy, pursuant to Town's normal processes and the Agreement. Limits and dedication of Town rights-of-way and easements will be addressed through the review of the Phased ~~Vesting~~-Tentative Map.

## **23. Church Street Extension and Trout Creek Restoration**

Pursuant to the Master Plan, Town shall fund, design, engineer, permit and construct the Church Street extension, including the new roundabout, bridge over Trout Creek, any related road improvements, and road-related drainage as part of the Town's Capital Improvement Projects (see Exhibit B-4c, Church Street Extension and Rights-of-Way Diagram). In association with the extension of Church Street, Town will construct a crossing of Trout Creek and restore a portion of Reach Five (5) of Trout Creek as described previously. Town agrees to a good faith effort to complete these improvements within the following timeframe.

The Project Start Date begins once CPUC approval of the balloon track crossings is achieved and the Development Agreement is executed:

- Initiate Design: 6 months after Project Start Date
- Completing Design: 30 months after Project Start Date
- Initiate Construction: 42 months after Project Start Date

If Owner desires improvements to occur sooner, Town and Owner may agree to allow Owner to pursue design, permitting, and construction of improvements at Owner's cost which will be reimbursed to the Owner upon completion of improvements, subject to Town agreement. Town will not pay any penalties for failure to meet milestone identified above.

**24. Roundabout at Donner Pass Road and Church**

Town shall reimburse Owner Two Hundred Sixty Nine Thousand One Hundred Forty Four dollars (\$269,144.00) for the construction of the Donner Pass Road/Church Street intersection. This amount is the cost associated with upgrading the intersection of Donner Pass Road Realignment and Church Street from a two-way stop intersection to a roundabout pursuant to the Master Plan, as estimated in the Phase 1 improvement plans Engineer's Estimate. This funding commitment is valid for five (5) years from the Effective Date of the Agreement.

Prior to receiving reimbursement, Owner shall certify that no State funding was used on the Town share of the improvements. Payment shall be disbursed from the Town upon Owner entering into a BSIA with Town for the Phase 1 Roadway Improvements as identified in the Draft Phase 1 Roadway Improvement Plans dated July 14, 2017 and incorporated by reference. Town's contribution of \$269,144.00 shall be disbursed from the Town to Owner as work occurs on a progress payments percentage complete basis. Town will utilize the Contractor's monthly Applications for Payment and Architect's Certificate for Payment as the basis to determine the amount of funds to be released. In the event that a BSIA is not entered into, Town will instead fund the \$269,144.00 upon completion and final inspection of the Phase 1 Streetscape Improvements.

**25. Review, Processing /Approval of Remaining Plans, Applications and Permits**

Town shall timely process permits and approvals required for development, use, and occupancy of the Project, and each specific development that is proposed. Such approvals include, but are not limited to:

- One or more Phased ~~Vesting~~ Tentative Maps
- One or more Final Subdivision Maps
- Improvement Plans
- Grading permits
- Development Permit Applications
- Use Permits
- Building permits
- Encroachment Permits
- Other Permits that may be required from time to time

**26. Grants and Subsidy Programs**

The Project includes a number of costs that may be eligible for grant and subsidy programs administered by local, regional, State, or federal agencies, including costs associated with the development of public spaces, transportation infrastructure, and other facilities that serve the greater Truckee community. Town will cooperate with Owner in pursuing grants and other funds.

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**27. Subdivision Improvement Agreements**

Town will allow for bonding of roadway and infrastructure improvements through one or more BSAs such that parcels can be created and building permits can be issued, prior to completion of such improvements.

**28. Impact Fees**

Owner (or subsequent building developers) shall pay all impact fees of the Town and any and all utilities and special districts (e.g. schools, water, electricity, parks and recreation, wastewater and collection, fire) in effect at the time of each building permit issuance. However, traffic impact fees for buildings in Phase 1 shall be deferred to issuance of a final certificate of occupancy for the improvements subject to the imposition of such Fees. Buildings in Phase 2 or 3 shall pay impact fees at building permit issuance unless a fee deferral is requested and the fee deferral fee is paid in compliance with the Town of Truckee’s Traffic Impact Fee Program. Recognizing the vehicle trip reduction and transit opportunities of a Downtown residential project, air quality impact fees for mitigating PM-10 impacts, are based on the Truckee Railyard Particulate Matter 10 Emissions Study, Exhibit B8. This updated method for calculating air quality fees results in a lower fee to the Owner than the Town's traditional method. Like traffic impact fees, these fees are due and payable as each development project is completed and occupied.

**29. Phasing**

Project phasing is generally expected to occur from west to east for street, sidewalk, utility, and parking infrastructure. Building construction may occur on any Subdivision Parcel within a phase for which the horizontal construction is complete, or will be complete prior to issuance of a temporary certificate of occupancy for the subject development (see Exhibit B1, General Phasing and Sub- Areas). An overview of the anticipated Project phasing for Phases 1 and 2, which include development within the Balloon Track, is outlined in Exhibit B1, General Phasing and Sub-Areas. The sequencing for subsequent Phases is not known at this time and shall be determined by Owner with Town concurrence as market conditions for buildout of the Project may dictate. No development may occur east of the balloon track until the Church Street Extension is constructed.

**30. Utility Undergrounding**

Owner shall fund and construct all utility undergrounding and associated service connections that are required for the development of the Master Plan. The Town will cooperate with the Owner and the utility providers but will not financially contribute. Any agreements or permits associated with the undergrounding in which the Town must participate, will be prepared by Owner.

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### **31. Drainage Improvements**

Prior to issuance of any Final Map for any project phase, the Owner shall submit comprehensive drainage and storm water management plans for that project phase to the Town for review and approval.

Phase 1 drainage may include a drainage basin located as shown on Exhibit B-4a and B-4b, Church Street Extension and Rights-of-Way Diagram. This drainage solution is adequate for Phase 1, but is not the preferred long term solution once subsequent phases are constructed. It is desirable to have the basin relocated off of the frontage of Church Street when Phases 2 and 3 are built to allow for the Phase 1 drainage basin site to become part of the Railyard development area. Subject to the approval of the Town Engineer, the Owner or other approved entity will provide for relocation of basin elsewhere within the Railyard Master Plan area. Prior to approval of Phase 1 Infrastructure plans or any Final Map, 30% plans for the build out of the storm drain system in the entire Master Plan Area shall be submitted. Such plans shall provide for the eventual relocation of the basin to an area east of the balloon track. Storm drains of adequate size and elevation shall be installed under the balloon track crossings as a part of the Phase 1 infrastructure improvements.

Upon relocation of the basin and recordation of associated drainage easements, the former Phase 1 drainage parcel shall be made available for development. The land use and exact development intensity will be determined at a later date, but in accordance with the Downtown Extension Maximum Allowable Development (MAD) and the Master Plan. As a part of the infrastructure development within the balloon track, storm drainage infrastructure shall be constructed to allow the storm water from the Phase 1 project area to ultimately be conveyed to the areas east of the Balloon track, unless otherwise approved by the Town Engineer. Infrastructure within the balloon track shall include the storm drain infrastructure that is needed to accommodate drainage within the Balloon track and to carry Phase 1 drainage east of the Balloon track. Storm water management within and east of the balloon track will be accommodated by a combination of low impact development treatments in and around the developable parcels, as well as a constructed treatment area in the eastern end of the Master Plan Area.

### **32. Access and Right of Way Adjacent to the Lumber Yard Parcel**

Owner shall grant a right-of-way to the Town for the small triangle shaped piece of land between the Lumber Yard property and the right-of-way of the Donner Pass Road Extension (see Exhibit B-4a, B-4b and B-4c, Church Street Extension and Rights-of -Way Diagrams) at the time that the Donner Pass Road Extension is constructed. This right of way will allow full access to the lumber yard property, and provide for adequate area for improvements, future buildings and related uses on the lumber yard property and the Town's road right of way.

### **33. Short Term Rental Restriction**

Short term rentals of less than 30 days within residential units shall not be permitted in the Trout Creek District. Owner shall record a deed restriction acceptable to Town reflecting this

prohibition prior to issuance of any Certificate of Occupancy for these residential units.

**34. Development Agreement and Mitigation Monitoring Program**

Owner shall provide appropriate compensation to Town staff or agreed upon consultant to periodically monitor the Agreement, conditions of approval and mitigations from the CEQA documentation based on standard Town rates. Based on the results of the monitoring and progress on the overall project, Town staff shall report out to the Planning Commission and Town Council on an annual basis.

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

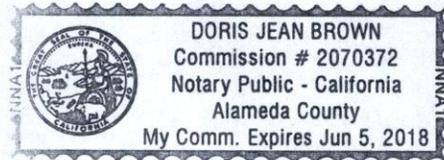
State of California  
County of Alameda)

On November 28, 2017 before me, Doris Jean Brown, Notary Public  
(insert name and title of the officer)

personally appeared Richard M. Holliday,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Doris Jean Brown (Seal)

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

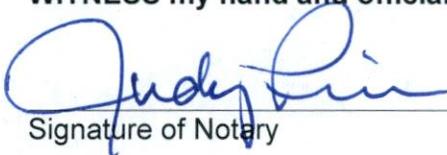
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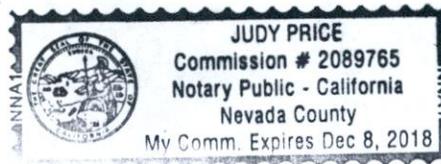
State of California  
County of Nevada

On January 3, 2018 before me, Judy Price, Notary Public, personally appeared Jeff Loux who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

**WITNESS my hand and official seal.**

  
Signature of Notary

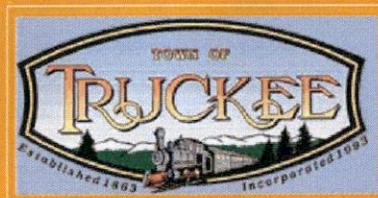


NOTICE TO SUBSCRIBERS  
COMMISSIONER OF REVENUE  
STATE OF TEXAS

EXHIBIT A1

# Truckee Railyard Master Plan

Town of Truckee, California  
November 2016



# ACKNOWLEDGEMENTS

## TOWN COUNCIL

## PLANNING COMMISSION

## TOWN STAFF

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### **Dinsmore Sierra, LLC**

Darin Dinsmore, Principal

The Truckee Railyard Master Plan relies heavily upon the public outreach, policies and planning concepts set forth in the 2006 Draft Master Plan created by Darin Dinsmore, Dinsmore Sierra LLC, pursuant to the Sustainable Communities Grant awarded to the Town in 2002. Dinsmore Sierra also provided many of the photographs and graphics included in this plan.

## Acknowledgements

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# TABLE OF CONTENTS

	<b>Preface</b> .....	<b>ix</b>
<b>1.0</b>	<b>Introduction</b> .....	<b>1</b>
	1.1 Plan area .....	2
	1.2 Authority .....	3
	1.3 Overview of Master Plan .....	3
<b>2.0</b>	<b>Vision</b> .....	<b>7</b>
	2.1 Supporting planning goals .....	10
<b>3.0</b>	<b>Community Context</b> .....	<b>11</b>
	3.1 History .....	11
	3.2 Truckee Today .....	13
	3.3 The Railyard Today .....	14
	3.4 Creating the Plan .....	18
	3.4a. Public Visioning Process .....	19
	3.4b. Plan Alternatives .....	20
	3.4c. Preferred Plan .....	22
	3.4d. 2006 Draft Master Plan .....	22
	3.4e. 2015 Master Plan Update .....	23
<b>4.0</b>	<b>Guiding Goals and Policies</b> .....	<b>25</b>
	4.1 The Master Plan Concept .....	25
	4.2 Relationship to Regulatory Documents .....	30
	4.2a. Town of Truckee 2025 General Plan .....	30
	4.2b. Downtown Truckee Specific Plan .....	31
	4.2c. Town of Truckee Development Code .....	35
	4.2d. Trails and Bikeways Master Plan .....	35
	4.2e. Truckee Tahoe Airport Land Use Compatibility Plan .....	36
	4.2f. Truckee Redevelopment Plan .....	36
	4.2g. Truckee Particulate Matter Air Quality Management Plan .....	36
	4.2h. Public Improvement and Engineering Standards .....	36
<b>5.0</b>	<b>Development Standards and Guidelines</b> .....	<b>37</b>
	5.1 Overview .....	37
	5.2 Regulating Plan/Zoning Map .....	39
	5.3 Allowable Land Uses .....	39
	5.4 Maximum Allowable Development (M.A.D.) .....	45
	5.5 Development Standards and Guidelines .....	48
	5.5.1 Development Standards .....	49
	5.5.2 Downtown Extension (DE) District .....	57
	5.5.2a. Public Realm .....	58

Table of Contents

---

5.5.2b. Use .....	61
5.5.2c. Buildings .....	62
5.5.2d. Access .....	67
5.5.3 Industrial Heritage (IH) District .....	67
5.5.3a. Public Realm .....	68
5.5.3b. Use .....	70
5.5.3c. Buildings .....	70
5.5.3d. Access .....	72
5.5.4 Trout Creek (TC) District .....	72
5.5.4a. Public Realm .....	73
5.5.4b. Use .....	75
5.5.4c. Buildings .....	76
5.5.4d. Access .....	79
5.5.5 Miscellaneous Guidelines .....	79
5.5.5a. Building Basics and Materials .....	79
5.5.5b. Sustainable Project Design .....	80
5.5.5c. Public Art .....	81
5.5.5d. Community/Civic Use Site/Building .....	82
5.5.5e. Signs .....	82
<b>6.0 Public Places.....</b>	<b>85</b>
6.1 Public Place Concepts .....	85
6.2 Public Place Types .....	86
6.2a. Town Square .....	86
6.2b. Neighborhood Parks .....	88
6.2c. DE District Public Gathering Places .....	89
6.2d. Event Streets and Areas .....	89
6.2e. Action Items .....	90
6.3 Trout Creek Restoration .....	90
<b>7.0 Transportation And Circulation.....</b>	<b>95</b>
7.1 Circulation Plan .....	95
7.1a. Circulation Overview .....	95
7.1b. Pedestrian and Bicycle Networks .....	97
7.1c. Traffic Calming Concept .....	98
7.1d. Parking and Parking Management .....	98
7.1e. Transit .....	100
7.2 Streetscape.....	101
7.2a. Components of the Streetscape .....	102
7.2b. Street Standards for Snow Conditions .....	103
7.2c. Street Standard Comparison with Engineering Standards .....	103
7.2d. Street Cross-Section Diagrams .....	103
<b>8.0 Public Infrastructure.....</b>	<b>111</b>

Table of Contents

---

8.1	Snow Storage .....	111
8.1a.	Snow Storage Concept .....	111
8.1b.	Snow Storage Standards and Guidelines .....	112
8.2	Stormwater .....	113
8.2a.	Stormwater Standards .....	114
8.2b.	Stormwater Design Guidelines .....	115
8.3	Utilities and Infrastructure .....	116
8.3a.	Water .....	116
8.3b.	Sewer .....	118
8.3c.	Gas and Electrical Power .....	118
8.3d.	Telephone and Cable Service .....	119
8.3e.	Public Restroom Facilities.....	120
<b>9.0</b>	<b>Implementation And Phasing .....</b>	<b>121</b>
9.1	Implementation Measures .....	121
9.2	Project Phasing .....	121
<b>10.0</b>	<b>Master Plan Administration .....</b>	<b>129</b>
10.1	Adoption of the Master Plan .....	129
10.2	Amendments to the Master Plan .....	130
10.2a.	Minor Amendment .....	130
10.2b.	Major Amendment .....	130
10.3	Monitoring the M.A.D. ....	130
10.4	Project Approval Process .....	131
10.4a.	Project Review .....	131
10.5	Findings for Permit Approvals .....	135
10.5a.	Master Plan Amendments .....	135
10.5b.	Zoning Clearance .....	136
10.5c.	Development Permit .....	137
10.5d.	Use Permit .....	137
10.5e.	Minor Use Permit .....	138
10.5f.	Minor Exceptions.....	140
<b>11.0</b>	<b>References.....</b>	<b>141</b>
<b>12.0</b>	<b>Glossary.....</b>	<b>143</b>

**APPENDICES**

Appendix A: Block Structure Analysis ..... A1  
Appendix B: Master Plan’s Relationship to Existing Town Planning Policies ..... B1  
Appendix C: Mitigation Monitoring and Reporting Program ..... C1

**FIGURES**

1-1: Regional Location ..... 3  
1-2: Downtown Truckee ..... 4  
1-3: Downtown Specific Plan ..... 5  
2-1: Master Plan Vision ..... 9  
3-1: Original Truckee CPRR Station Map and 1900 Plan of Truckee and the Railyard ..... 11  
3-2: Existing Conditions and Property Ownership ..... 15  
3-3: Railyard Site Constraints Map ..... 16  
3-4: Railyard Balloon Track Realignment Options ..... 18  
3-5: Matrix of Buildings Selected by the Community ..... 21  
5-1: Districts ..... 37  
5-2: Regulatory Plan/District Map ..... 40  
5-3: Streetwall Articulation ..... 54  
5-4: Solar Access Diagram ..... 54  
5-5: Block Structure Study of Historic Downtown Truckee ..... 58  
5-6: Building Study of Commercial Row ..... 60  
6-1: Public Places ..... 86  
6-2: Small Neighborhood Park Concept ..... 88  
6-3: Trailhead Concept ..... 88  
6-4: Examples of Small Urban Plazas ..... 89  
6-5: Floor Plain Comparison ..... 91  
6-6: Proposed Creek Cross-Section through Reach 4 ..... 92

Table of Contents

---

7-1: Circulation Concept Plan .....	96
7-2: Pedestrian Circulation Plan .....	98
7-3: Bicycle Circulation Plan .....	99
7-4: Street Cross-Section Key .....	105
7-5: IStreet Cross-Sections Update 2016 .....	106
8-1: Snow Storage Concept Plan .....	114
8-2: Stormwater Concept Plan .....	117
8-3: Existing Utilities Plan .....	119
9-1: Phasing .....	123
9-2: Proposed Phasing Plan for Phase 1A .....	116

**TABLES**

3-1: Land Ownership by Parcel in Railyard Master Plan Area .....	14
5-1: Allowed Land Uses and Permitting Requirements .....	42
5-2: Railyard Master Plan General Development Standards .....	49
5-3: Sample Frontage Types .....	55
7-1: Proposed Street Dimensions and Comparison with PIES .....	104
9-1: Phasing .....	122
9-2: Implementation Measures and Action Items .....	125

Table of Contents

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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 INTRODUCTION

## 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.<sup>1</sup> 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

<sup>1</sup> 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

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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.

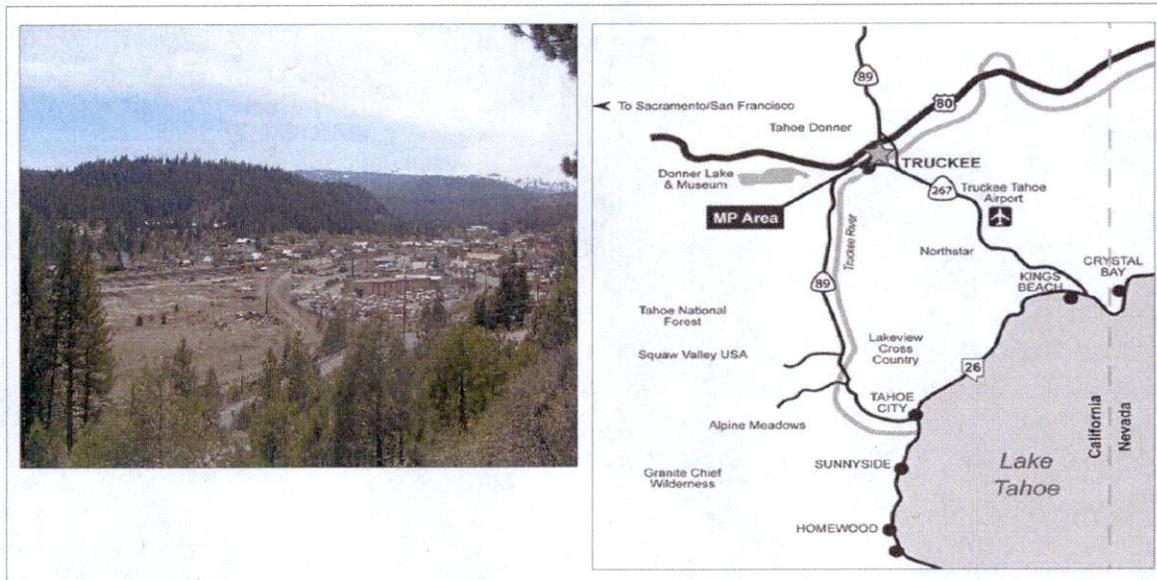


Figure 1-1: Regional Location

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

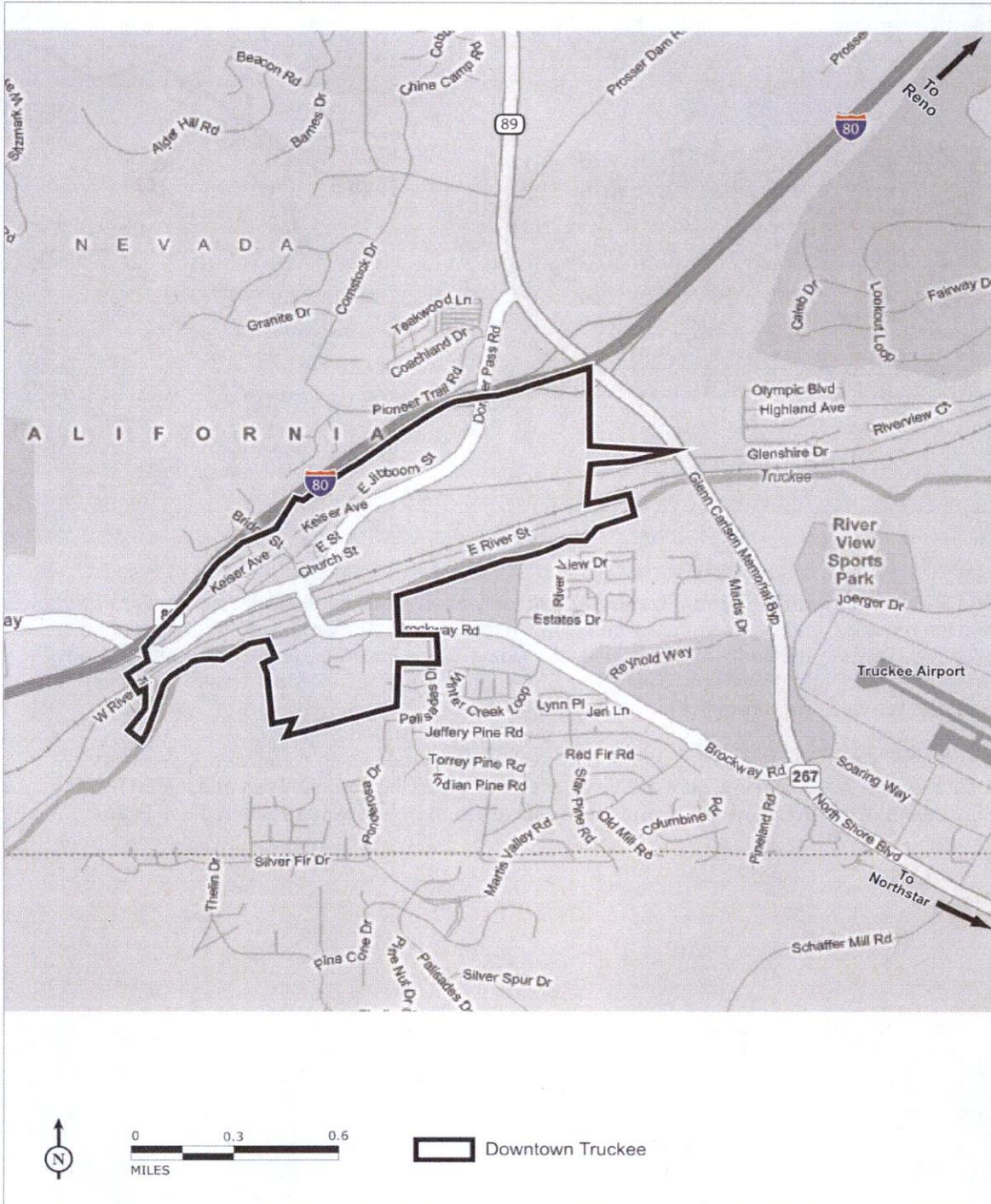


Figure 1-2: Downtown Truckee

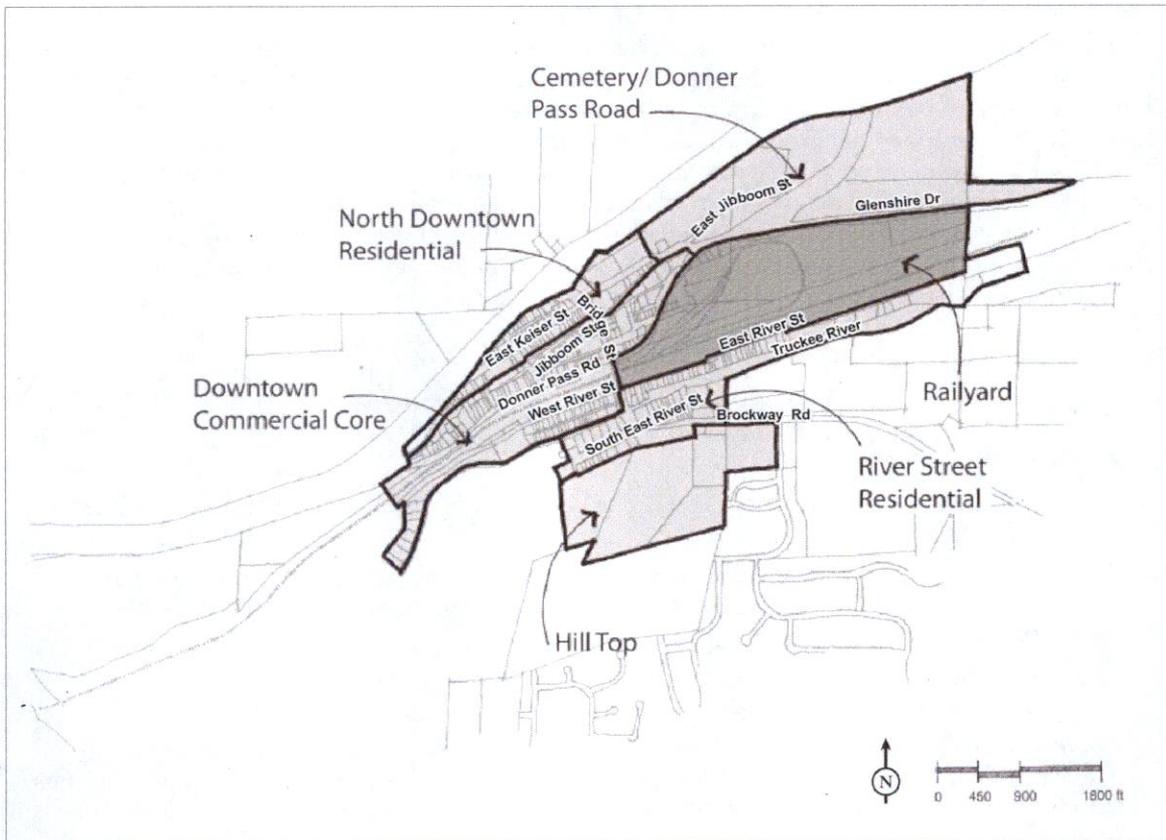


Figure 1-3: Downtown Specific Plan

## 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

## 1. Introduction

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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.

# 2 VISION

## 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

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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

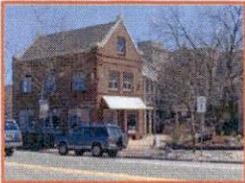
Four planning goals have been established to guide implementation of the Vision Statement, as follows:

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.

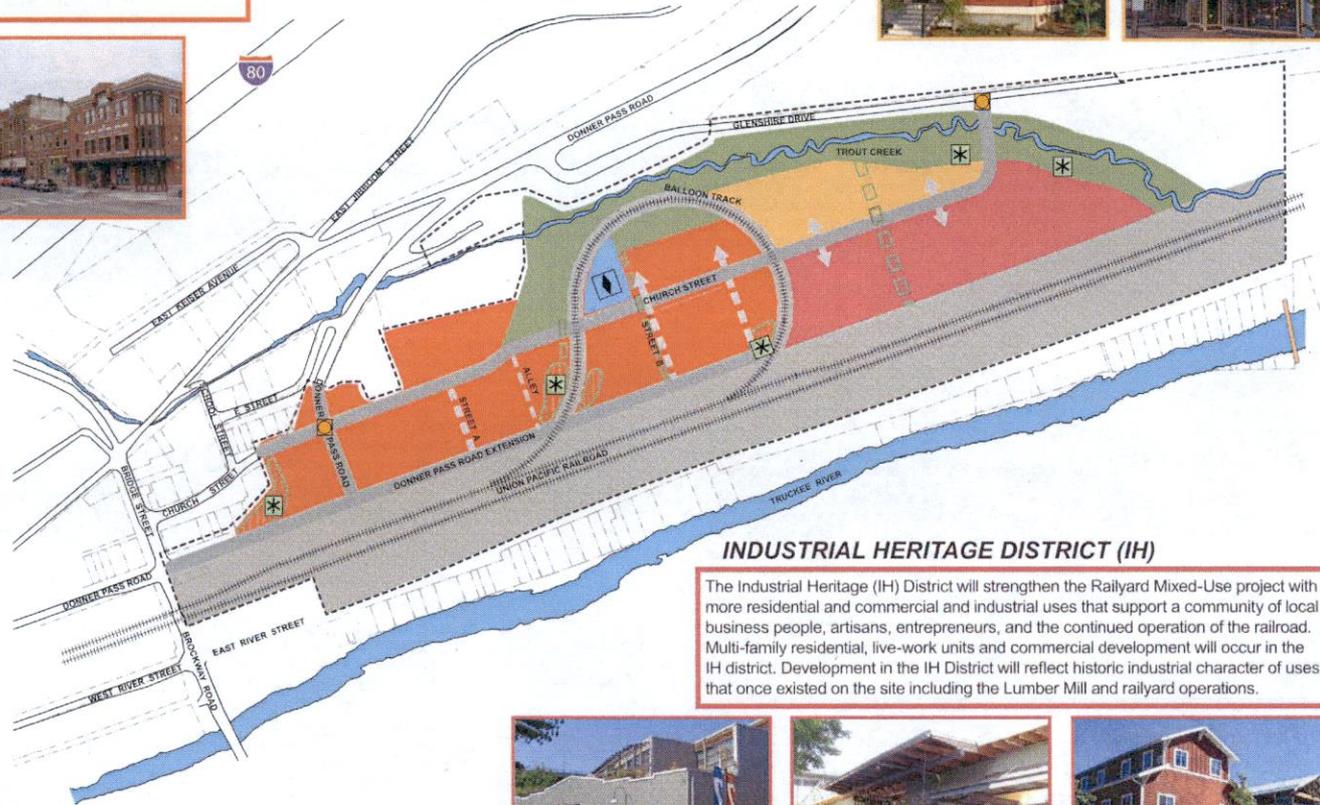
# Truckee Railyard Master Plan Vision

## 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.



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



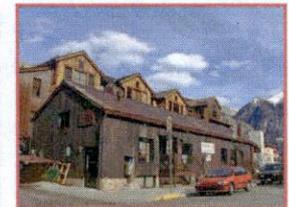
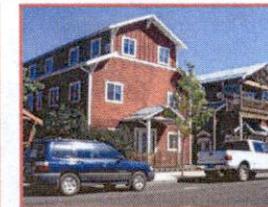
## TROUT CREEK DISTRICT (TC)

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.



#### 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.

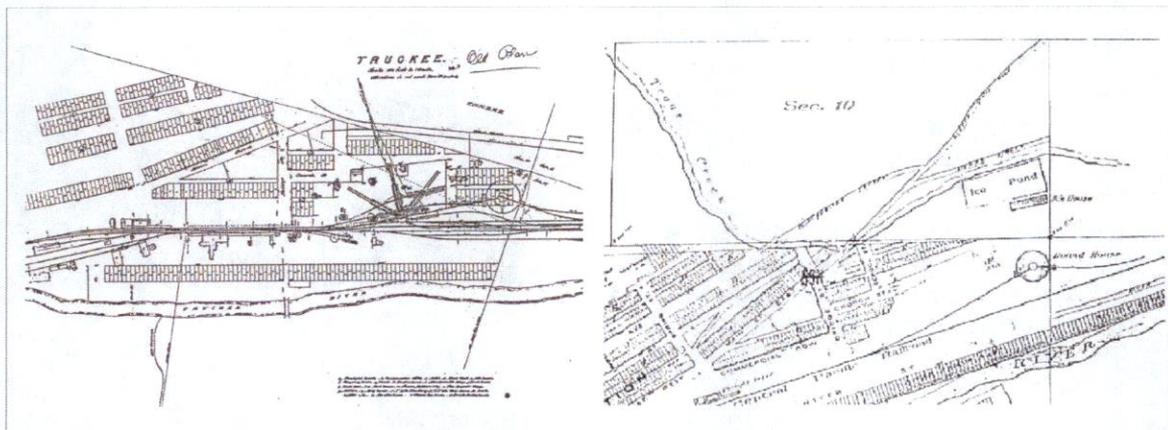


Figure 3-1: (left) Original Truckee CPRR Station Map (with 1886 modification)  
(right) 1900 Plan of Truckee and the Railyard

### 3. Community Context

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

- **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

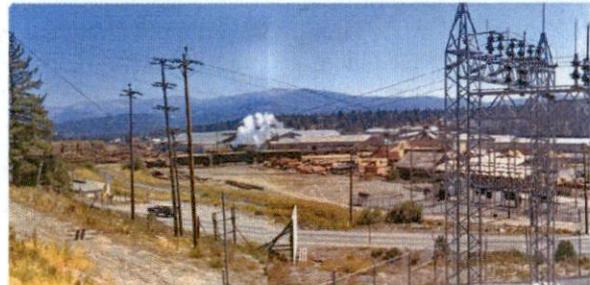
<sup>1</sup> Historical information compiled by Gordon Richards, Research Historian for the Truckee-Donner Historical Society. Detailed information found at: *Truckee Railyard Millsite History*, online: [truckeehistory.tripod.com](http://truckeehistory.tripod.com).

- **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 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. 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.

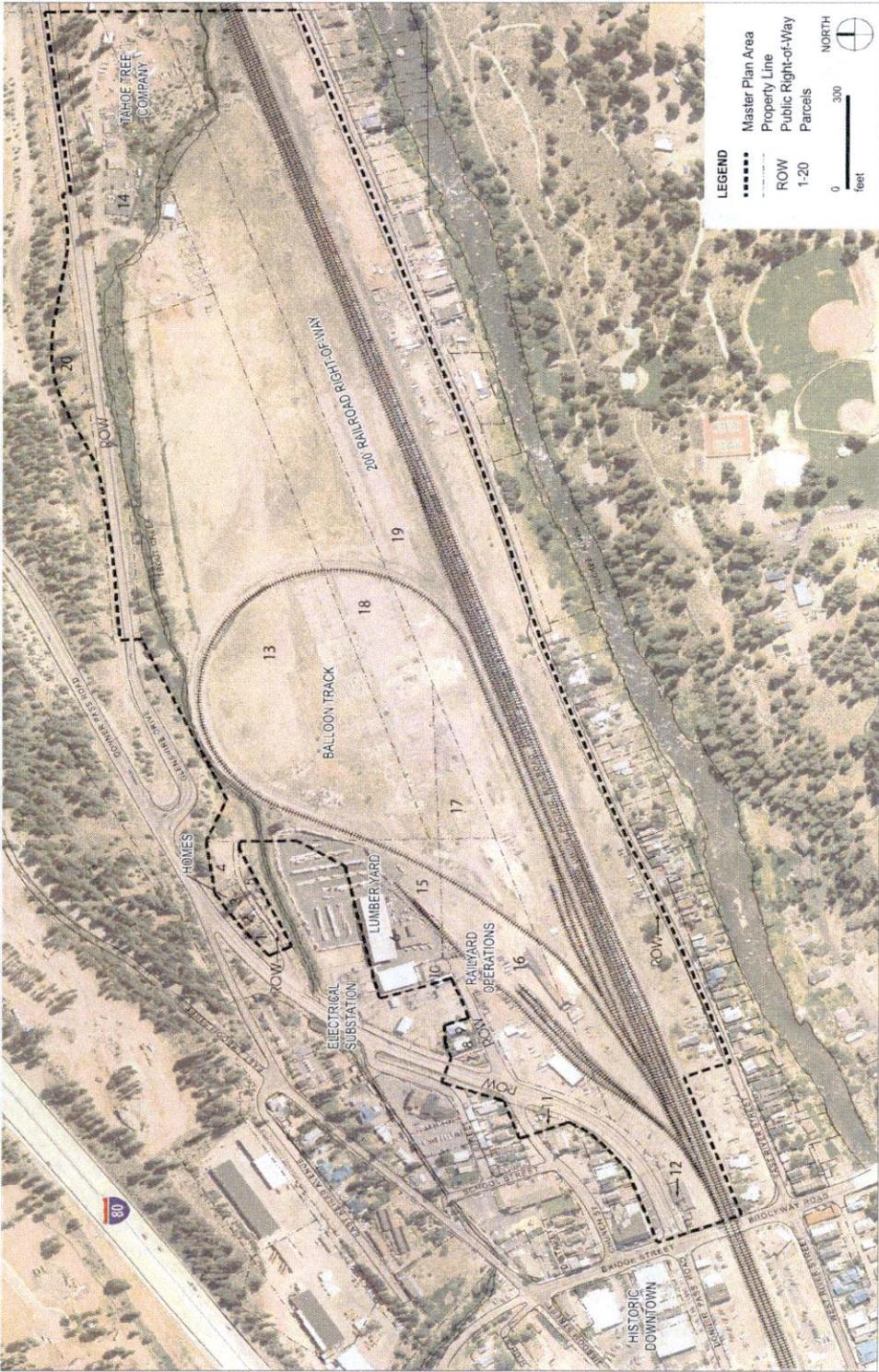


Figure 3-2: Existing Conditions and Property Ownership

### 3. Community Context

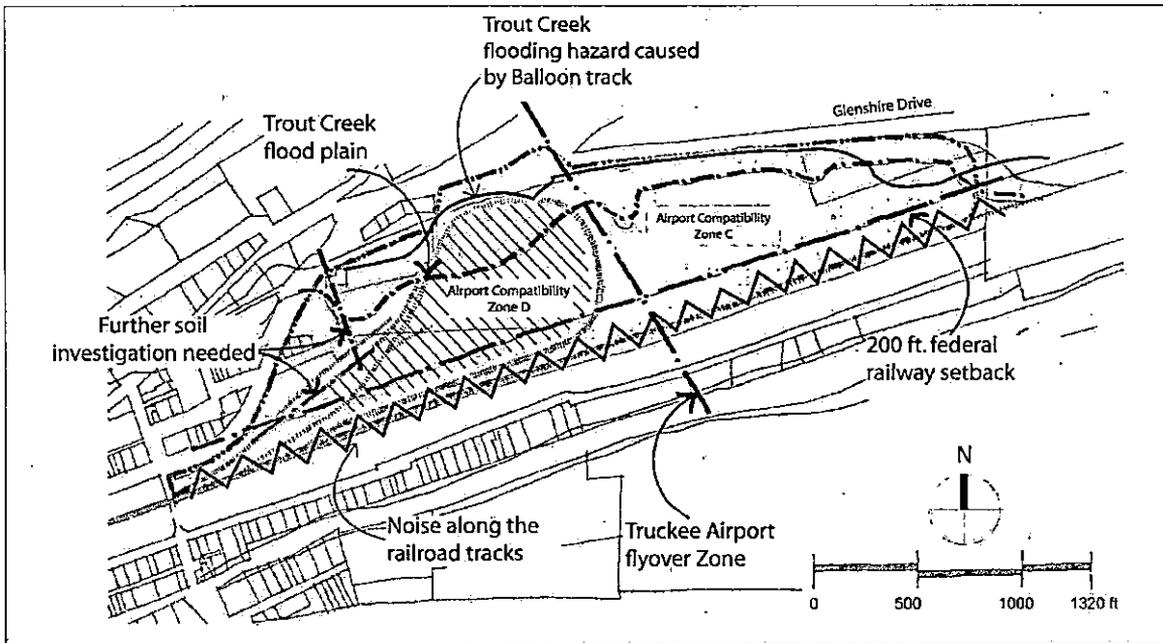
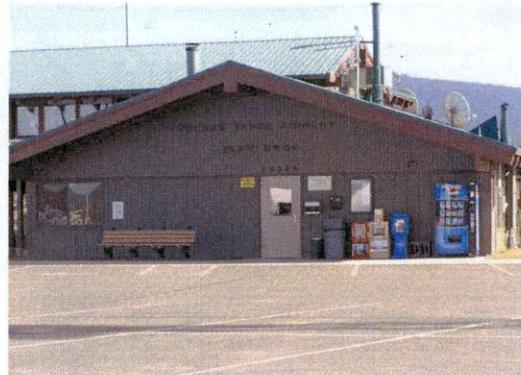


Figure 3-3: 2006 Site Constraints Map

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.

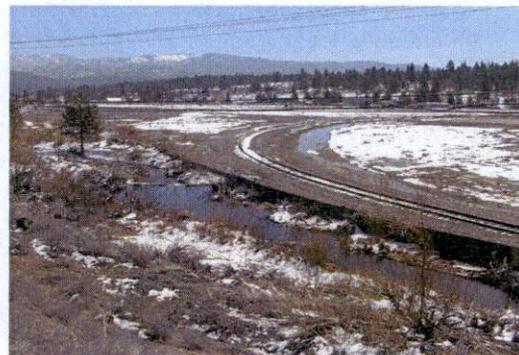
- Soil Remediation.** Potential soil contamination resulting from former industrial activities on properties within the Master Plan Area has been seen as a barrier to new infill development and property revitalization. In order to determine the potential hazards and liabilities associated with owning 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.



*Trout Creek Adjacent to Balloon Track*

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.

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

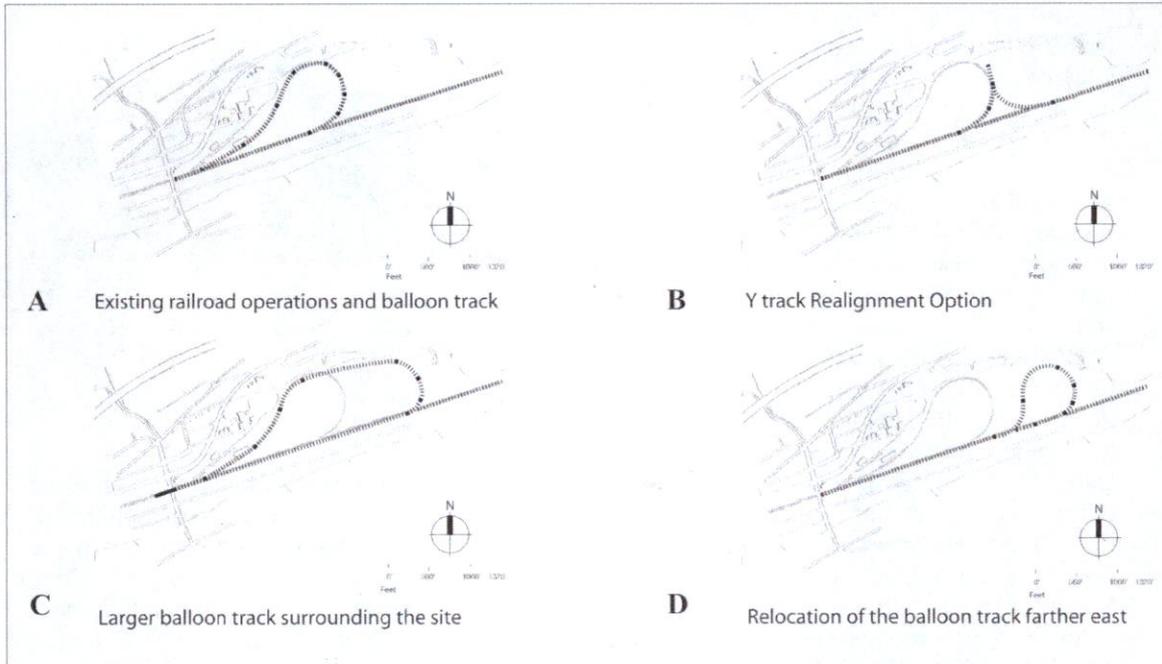


Figure 3-4: Railroad Balloon Track Realignment Options

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.



SBC Smart Growth Workshop, Spring 2001

### 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



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.

**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.*

**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.



Community teams at the March 15, 2005 Railyard Workshop

### 3. Community Context

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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

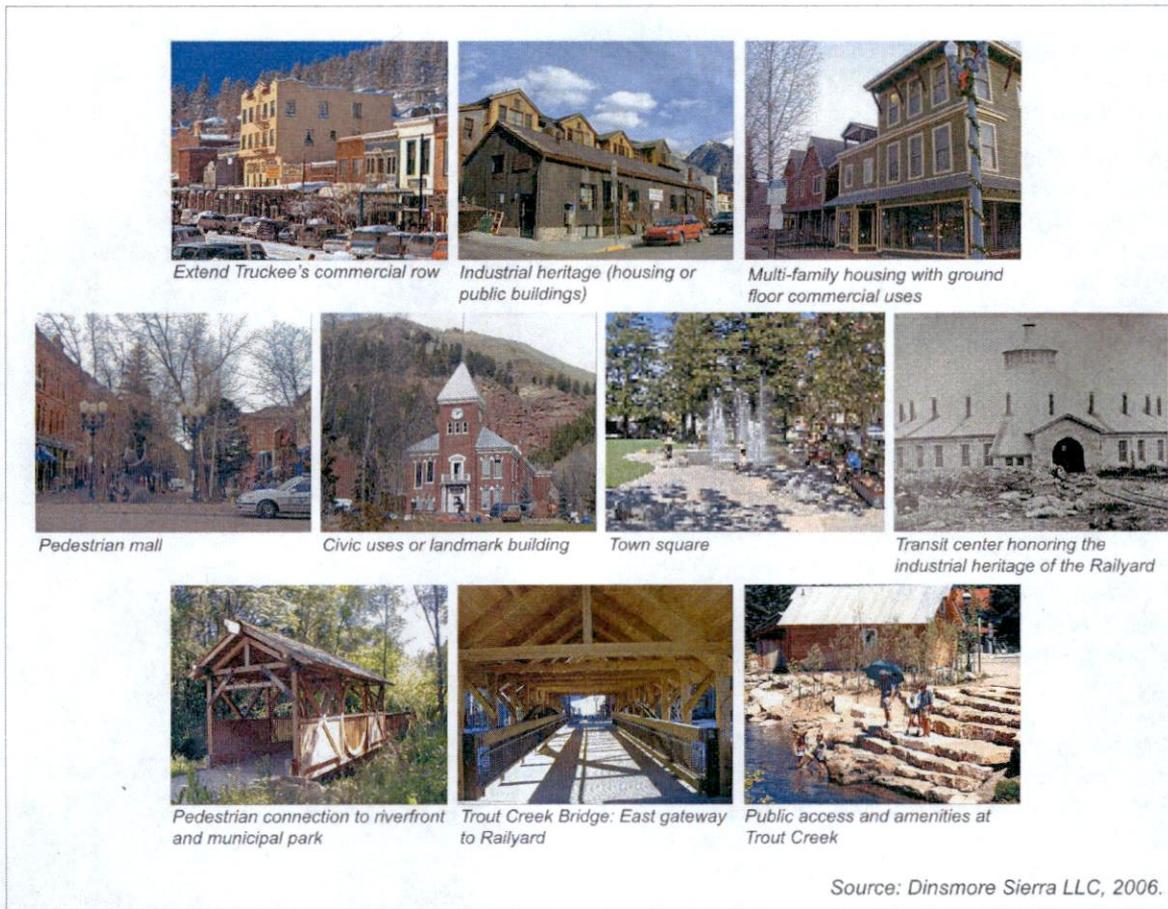


Figure 3-5: Matrix of Buildings Selected by the Community

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.

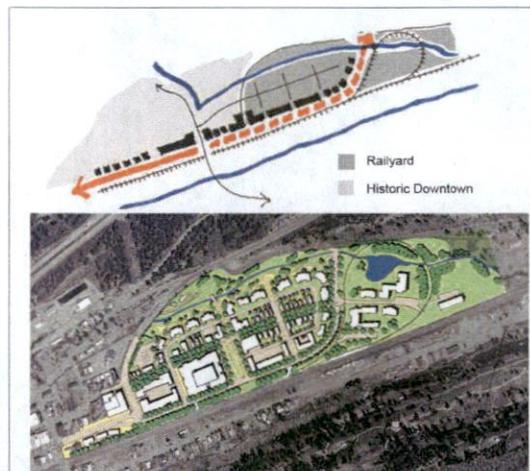


Figure 3-6: Schemes of the Single-Sided Main Street Alternative

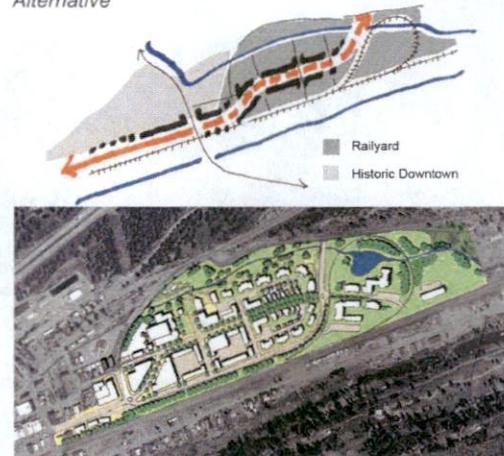


Figure 3-7: Schemes of the Double-Sided Main Street Alternative



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.

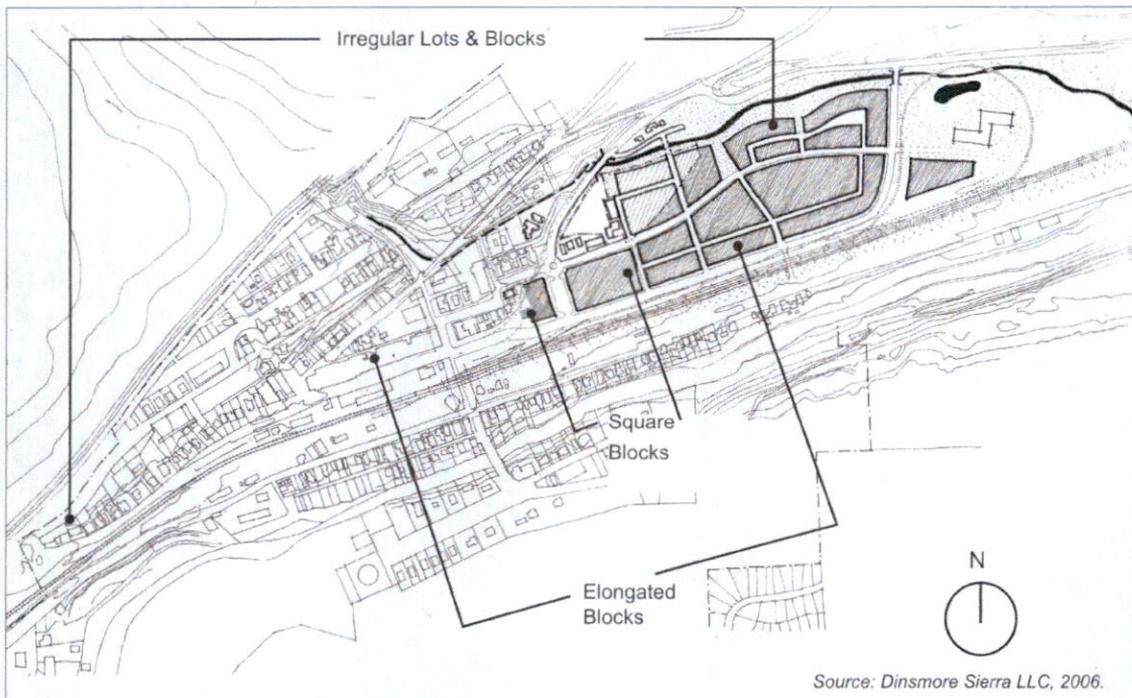


Figure 3-7: Preferred Alternative Combining Single-Sided Main Street and District Emphasis Concepts



# 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.<sup>1</sup>
- 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.\*

<sup>1</sup> 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.

- o 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.
- o Design that is authentic and original, and that does not replicate that of the historic Downtown area.
- o A high quality pedestrian and bicycle environment.
- o Civic and public facilities.
- o Housing.
- o 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.
- o 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:
  - o Bridge Street/Donner Pass Road
  - o Bridge Street/River Street
  - o Glenshire Drive/Donner Pass Road

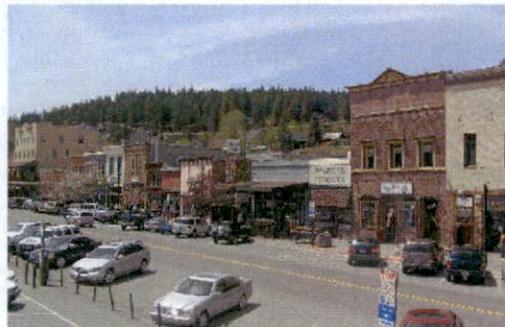
Exceptions to the standards may be allowed in cases where the Town finds that improvements needed to achieve acceptable LOS: (a) should be deferred in order to better coordinate with the planning and implementation of other projects including the Railyard; (b) will result in unacceptable impacts (e.g. 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

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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 ~~strikethrough~~ 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 Brickelton. (*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

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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 within 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.

#### 4. Guiding Goals and Policies

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##### **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.

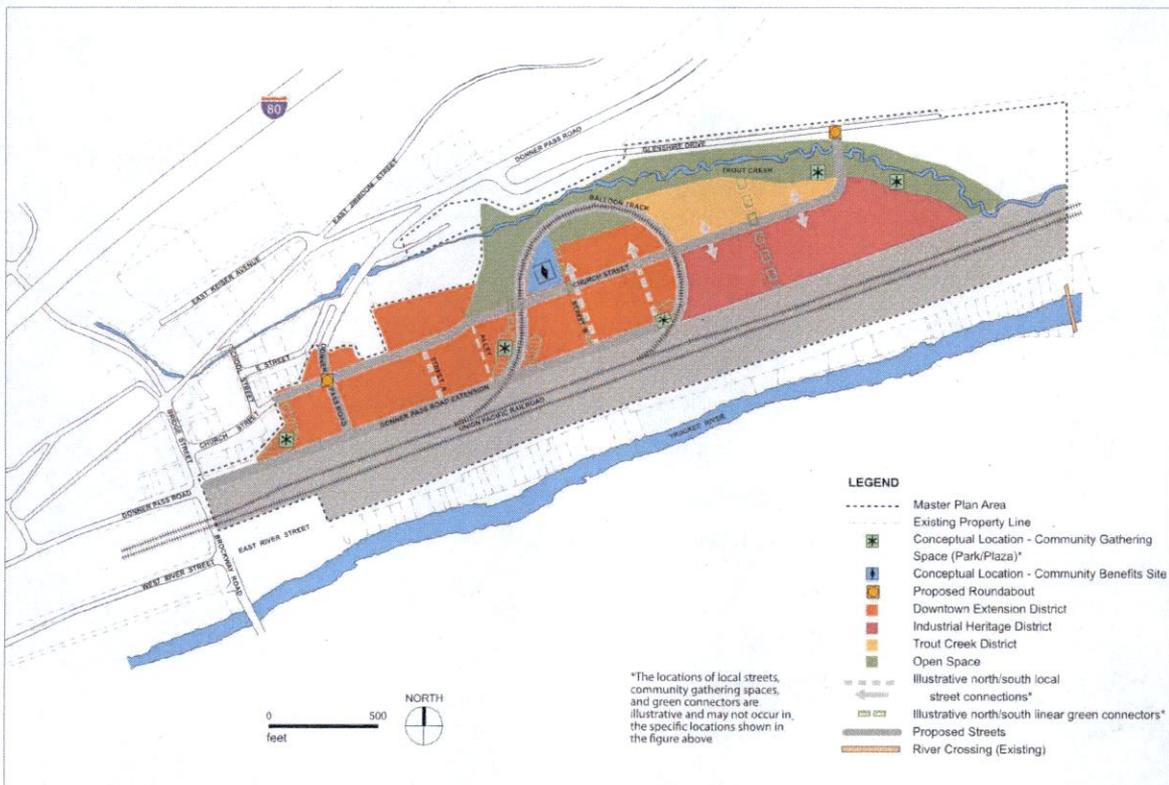


Figure 5-1: Districts

## 5. Development Standards and Guidelines

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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, Policies (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 "-".

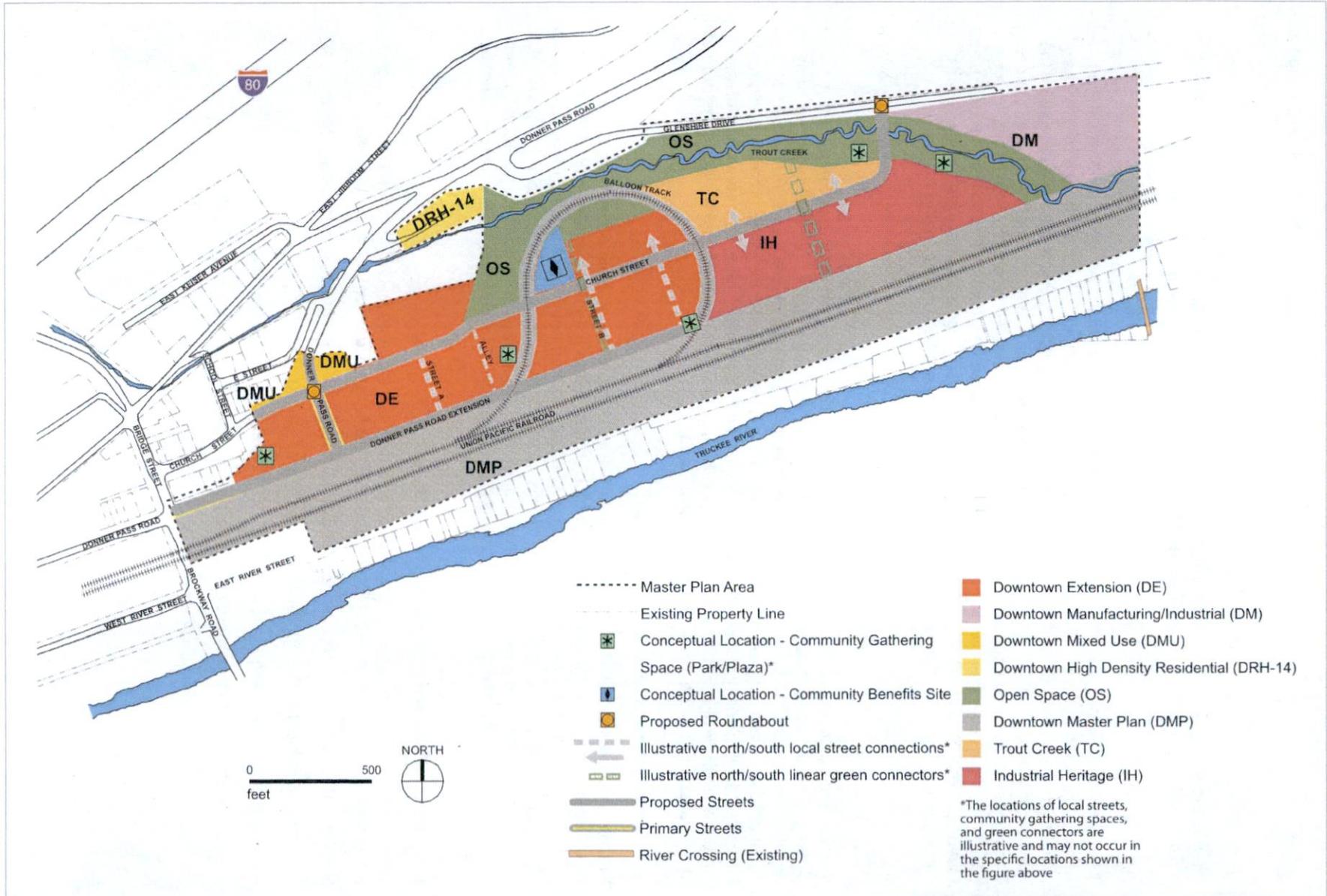


Figure 5-2: Regulatory Plan/District Map

**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
<b>Agriculture, Resources &amp; Open Space Uses</b>			
Nature reserves	P	P	P
Trails	P	P	P
<b>Manufacturing &amp; Processing Uses</b>			
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	-
<b>Recreation, Education &amp; Public Assembly Uses</b>			
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	-
<b>Residential Uses(14)</b>			
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	-

5. Development Standards and Guidelines

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
<b>Home Occupations</b>			
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).			
<b>Retail Trade Uses</b>			
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	-
<b>Service Uses</b>			
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	-	-
<b>Temporary Uses</b>			
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
<b>Transportation, Infrastructure &amp; Communications Uses</b>			
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

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### 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

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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)
<b>PUBLIC REALM</b>			
<b>S1. Block Length</b>	If greater than 300 ft. shall be interrupted with an alley, pedestrian path, plaza or similar feature.		
<b>S2. Lot Area</b>	2,000 sq. ft. Minimum		3,000 sq. ft. minimum, 5,000 sq. ft. maximum for single-family and duplex
<b>S3. Building Site Coverage (1)</b>	NA	85% maximum	1st Floor 60% maximum. Upper floors 75% of 1st floor maximum.
<b>S4. Streetwall Height (2)(3)</b>	3-Story / 40 ft. max. Additional height must be setback a minimum of 10 feet from the streetwall	NA	NA
<b>S5. Streetwall Articulation (3)</b>	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><b>S6. Permitted Building Frontages</b>                      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>			
<b>Frontage Type</b>	<b>Primary Street/Other Street</b>	<b>All</b>	<b>All</b>
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)
<b>PUBLIC REALM</b>			
<b>S1. Block Length</b>	If greater than 300 ft. shall be interrupted with an alley, pedestrian path, plaza, outdoor dining, or similar feature.		
<b>S2. Lot Area</b>	2,000 sq. ft. Minimum		5,000 sq. ft. maximum for single-family and duplex
<b>S3. Building Site Coverage (1)</b>	NA	85% maximum	1st Floor 60% maximum. Upper floors 75% of 1st floor maximum.
<b>S4. Streetwall Height (2)</b>	3-Story / 40 ft. max. Additional height must be setback a minimum of 10 feet from the streetwall	NA	NA
<b>S5. Streetwall Articulation</b>	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
<b>S6. Permitted Building Frontages</b>			
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.			
<b>Frontage Type</b>	<b>Primary Street/Other Street</b>	<b>All</b>	<b>All</b>
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
<b>S7. Landscaping</b>	As required by Truckee Development Code Chapter 18.40 (Landscape Standards).		
<b>S8. Open Space</b>	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.
<b>S9. Outdoor activities</b>	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.		
<b>S10. Solar Exposure</b>	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		
<b>USES</b>			
<b>S11.</b> 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.			
<b>BUILDINGS</b>			
<b>S12. Building Setbacks.</b> 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.
<b>S13. Height limit (2)</b>	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
<b>ACCESS</b>			
<b>S14. Parking and Loading Standards</b>	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)
<b>S15. Bicycle Parking Requirement</b>	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).		
<b>S16. Signs</b>	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

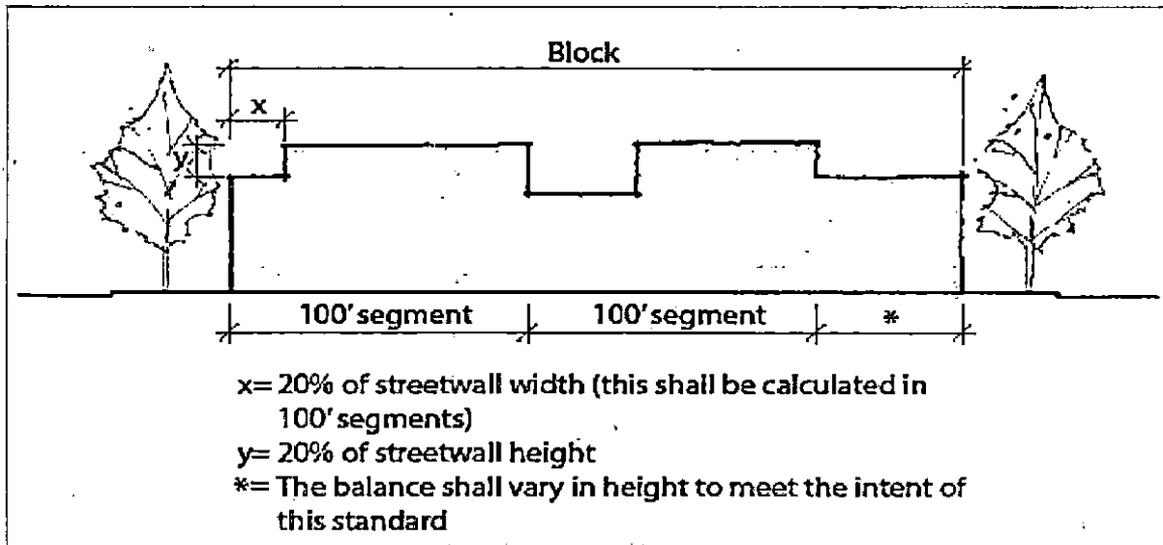


Figure 5-3: Streetwall Articulation

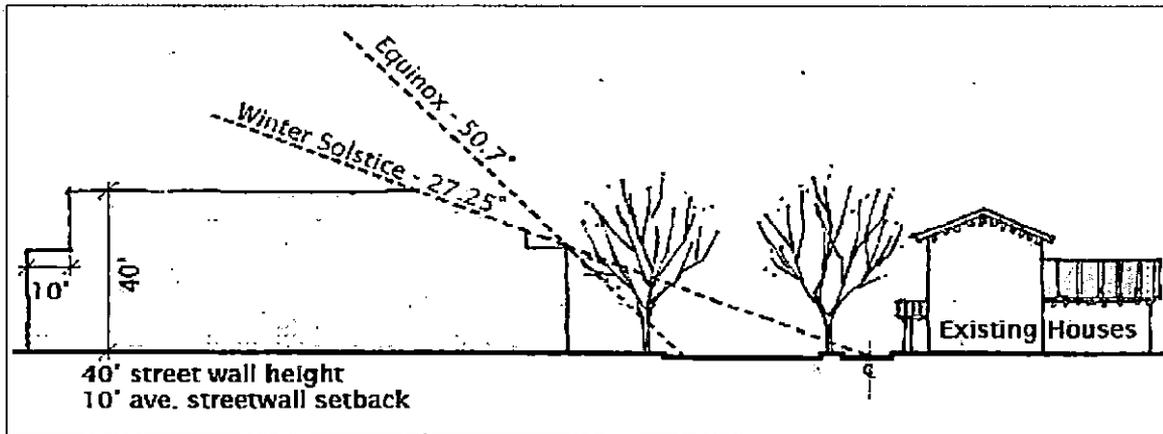
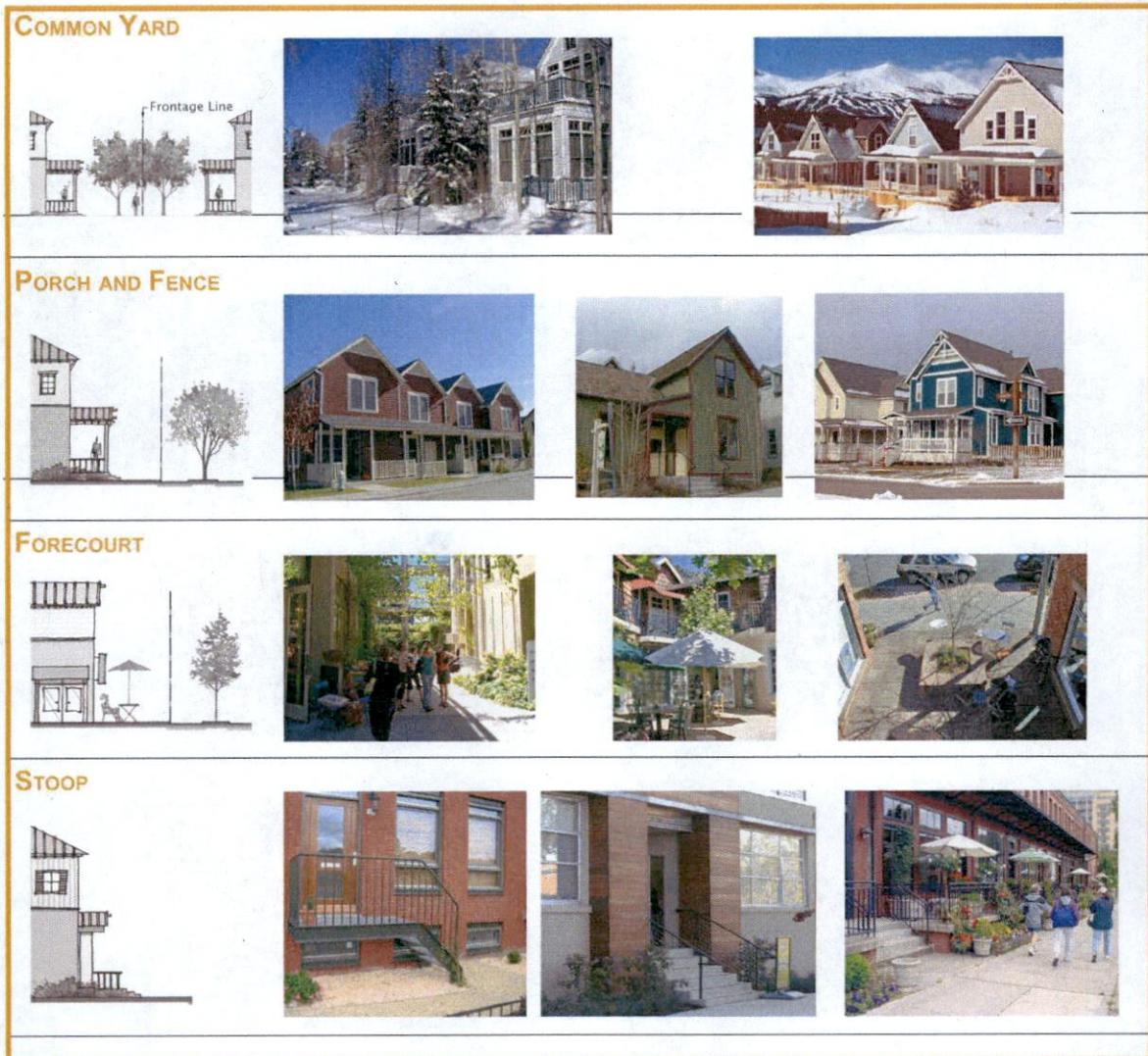


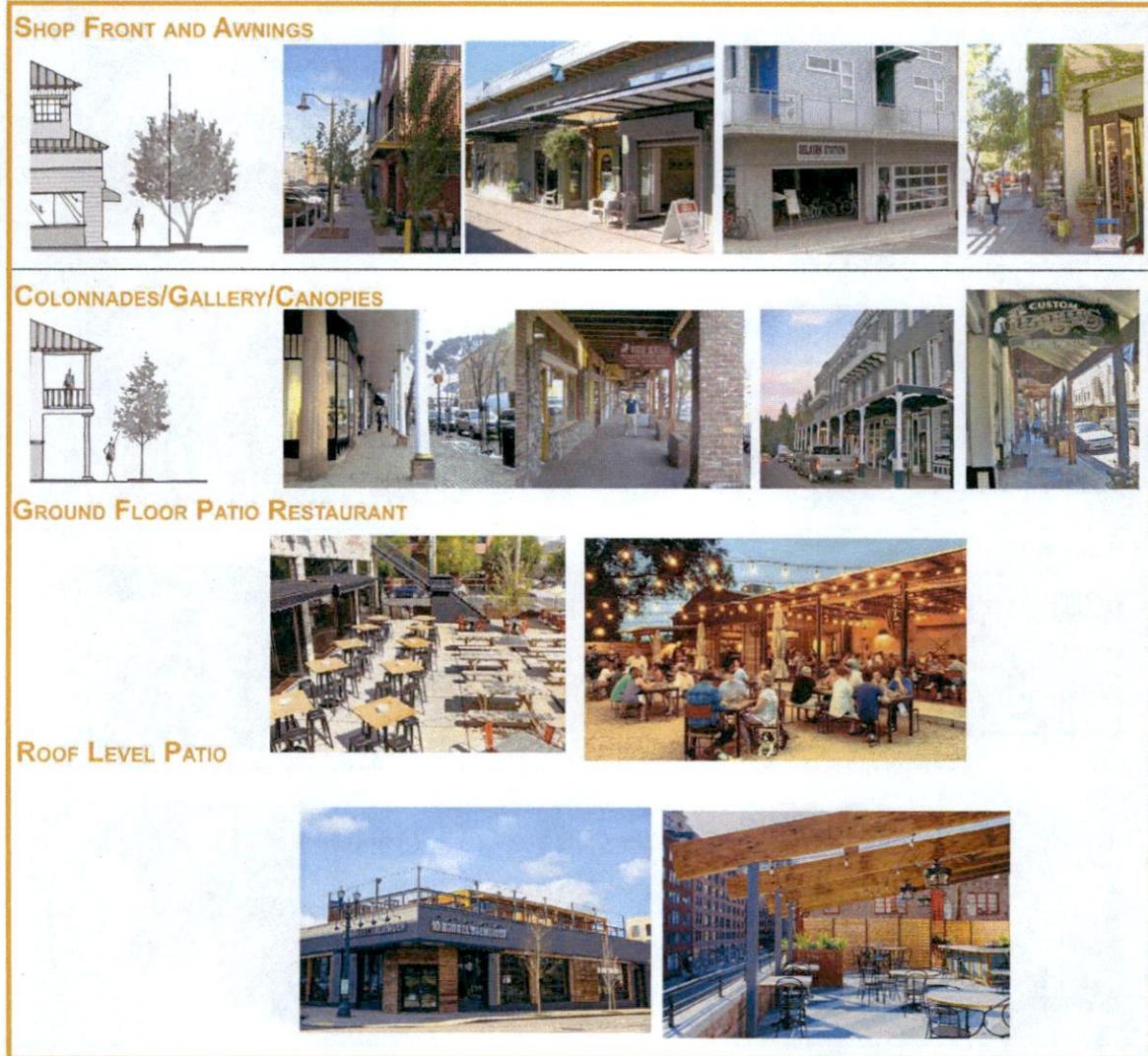
Figure 5-4: Solar Access Diagram

Table 5-3: Sample Frontage Types



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.

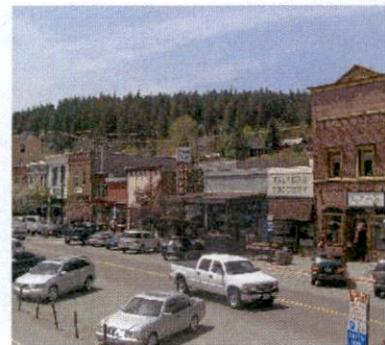
*Source: 2006 Master Plan.*



*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.

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.

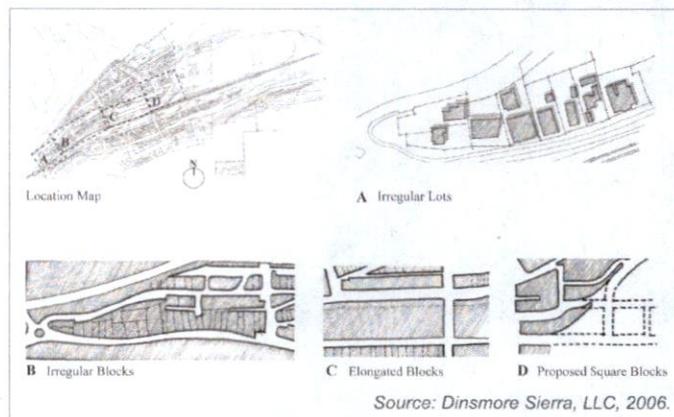


Figure 5-5: Block Structure Study of Historic Downtown Truckee

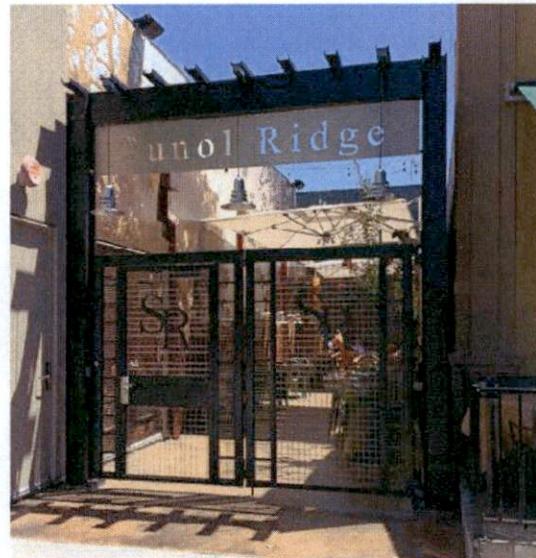
### Guidelines

- 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)



Example Streetscape

- 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)

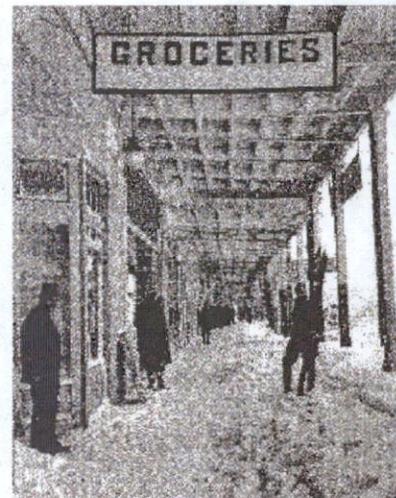


Example of alleys and restaurant patio

### 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

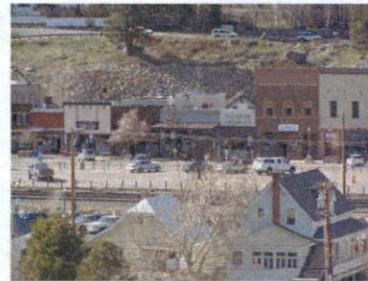
### Guidelines

- 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.



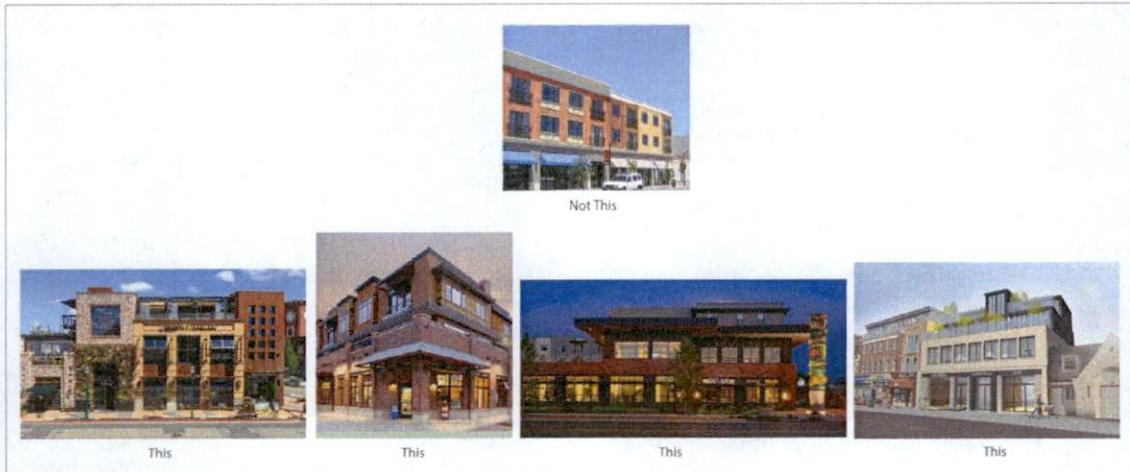
*Figure 5-6: Building Study of Commercial*

*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 uses, 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 Jibboom 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)



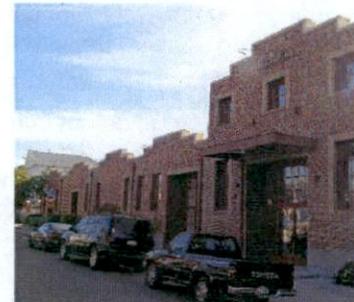
Examples of contemporary interpretation of traditional building shapes



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 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.



Similarly- sized building elements



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:

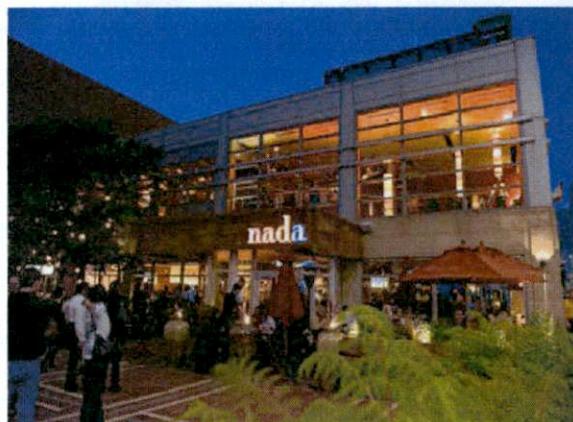
- Display windows on 50 percent or more of the frontages facades adjacent to public space including sidewalks and plazas.
- Two entrance and show case windows on three sides of the building
- Creative treatment, such as a mural, to facades that do not include display windows.
- Exterior semi-public "gathering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



*Flat roof lines*

- Special features that highlight buildings on corner lots may be considered. (DE-G39)
- 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

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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)

### 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



*Active streetscape*



*Example of building frontage within Industrial Heritage District*

## 5. Development Standards and Guidelines

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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**

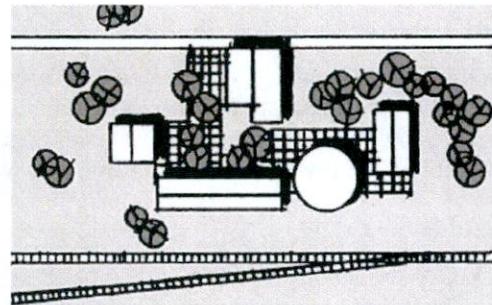
- Reminiscent of the old railroad and mill industrial buildings, larger rectangular buildings should be developed in clusters along the southern edge of the district. (IH-G20)
- Setbacks are encouraged to vary from block to block to accommodate positive open space and clustering of buildings and to avoid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

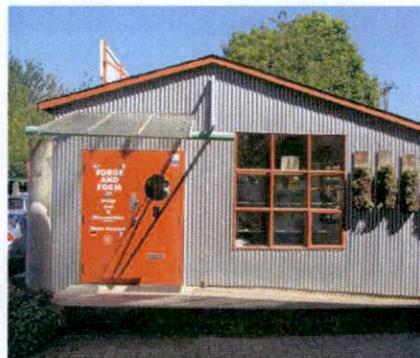
- Building forms should reflect the simple utilitarian forms of railroad buildings and structures seen in the area traditionally. Rather than reproducing or mimicking these forms, contemporary interpretation of traditional industrial building shapes with simple central rectilinear forms with functional 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

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- 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)

## 5. Development Standards and Guidelines

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### 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

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### *Single-Family*

- Simple but varied roof forms are encouraged. In keeping with 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

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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 Mater Plan Area, such as Minimized Site Disturbance and Sensitive Land Protection, as the Master Plan Area consists of previously developed land.

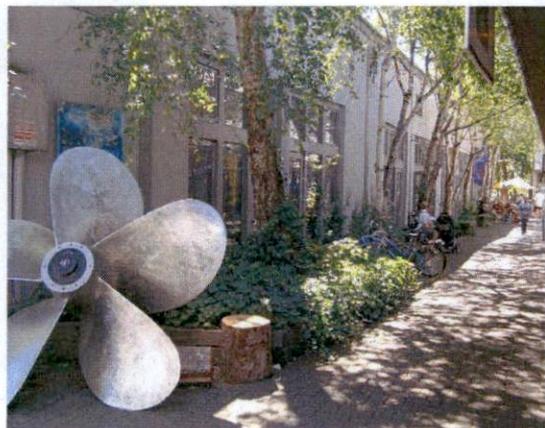
- (2) **Truckee Green Building Guidelines.** The Town has established a Green Building Committee to provide education and promotion of sustainable and green building practices. Development within the Master Plan Area should comply to the greatest degree feasible with the goals and objectives of the Green 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*



## 5. Development Standards and Guidelines

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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)

## 5. Development Standards and Guidelines

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# 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

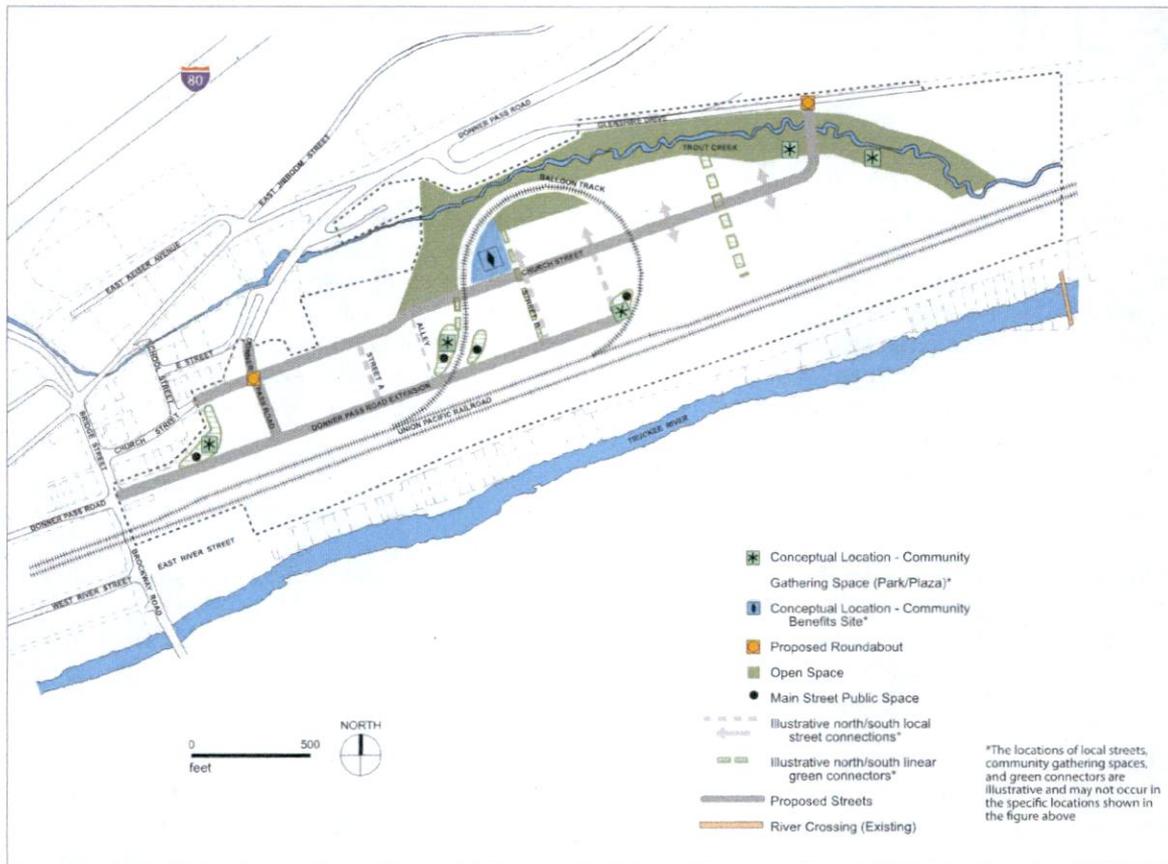


Figure 6-1: Public Places

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)

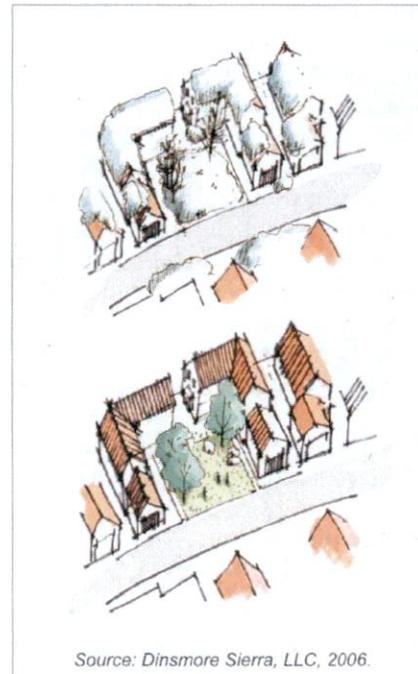


Figure 6-2: Small Neighborhood Park Concept



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:

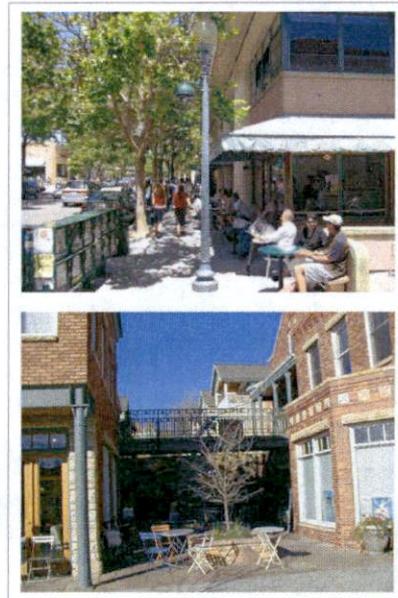


Figure 6-4: Examples of small urban plazas

## 6. Public Places

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### 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.

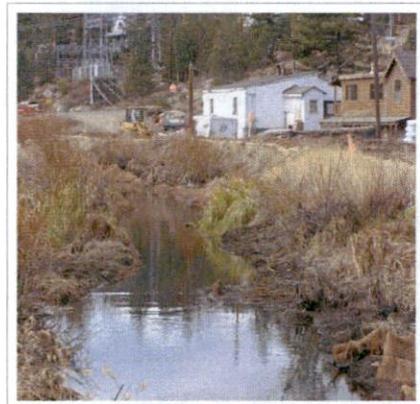
- 6.1 Establish a Maintenance District to ensure public spaces, streets, Trout Creek and other infrastructure are properly maintained. The District shall fund the maintenance of sidewalks, trails, landscape, snow removal and off-haul, ongoing transit subsidy, and other maintenance/public services to 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.

Initial analysis for the Trout Creek restoration project



Trout Creek

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

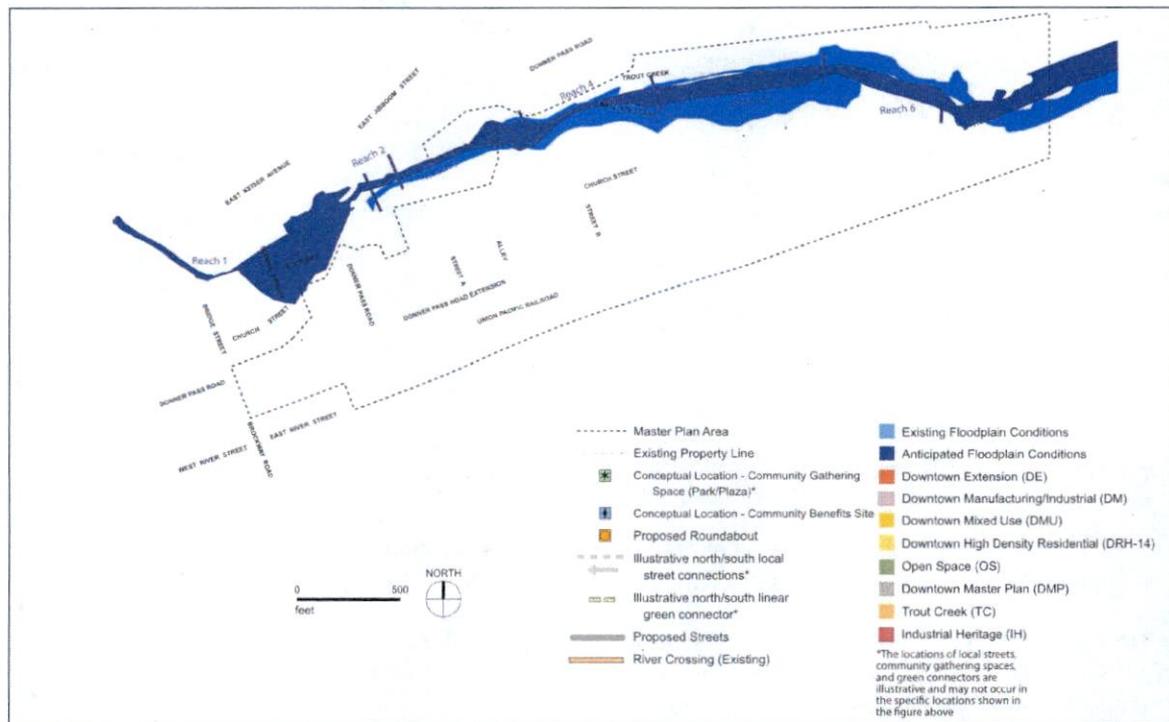


Figure 6-5: Flood Plain Comparison

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.

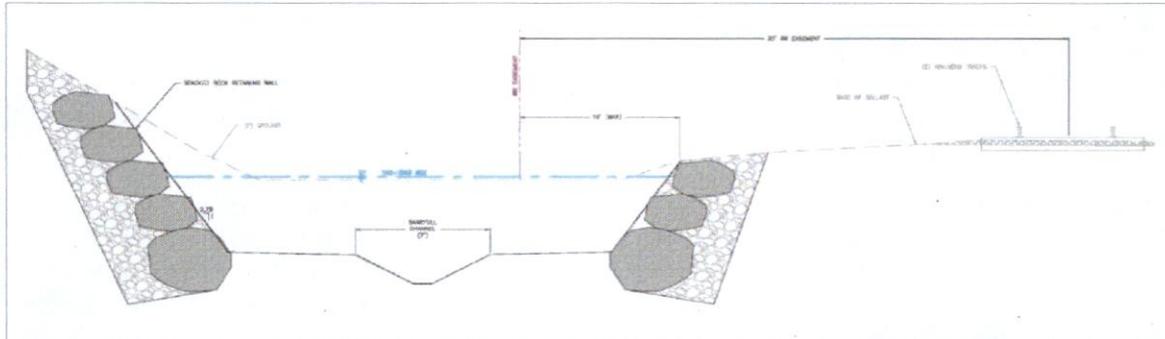


Figure 6-6: Proposed creek Cross-Section through Reach 4

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

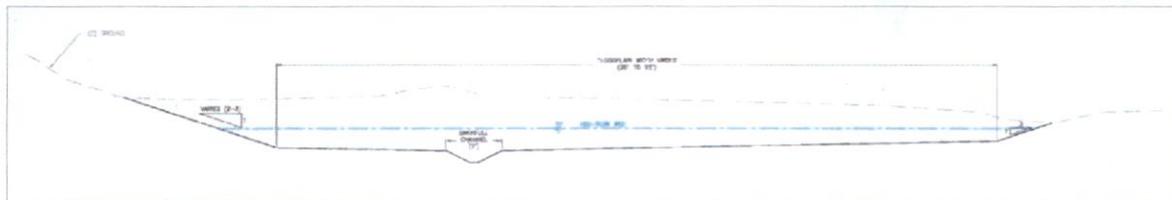


Figure 6-7: Proposed Typical Creek Section, Reaches 5 and 6

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.

6. Public Places

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# 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

## 7. Transportation and Circulation

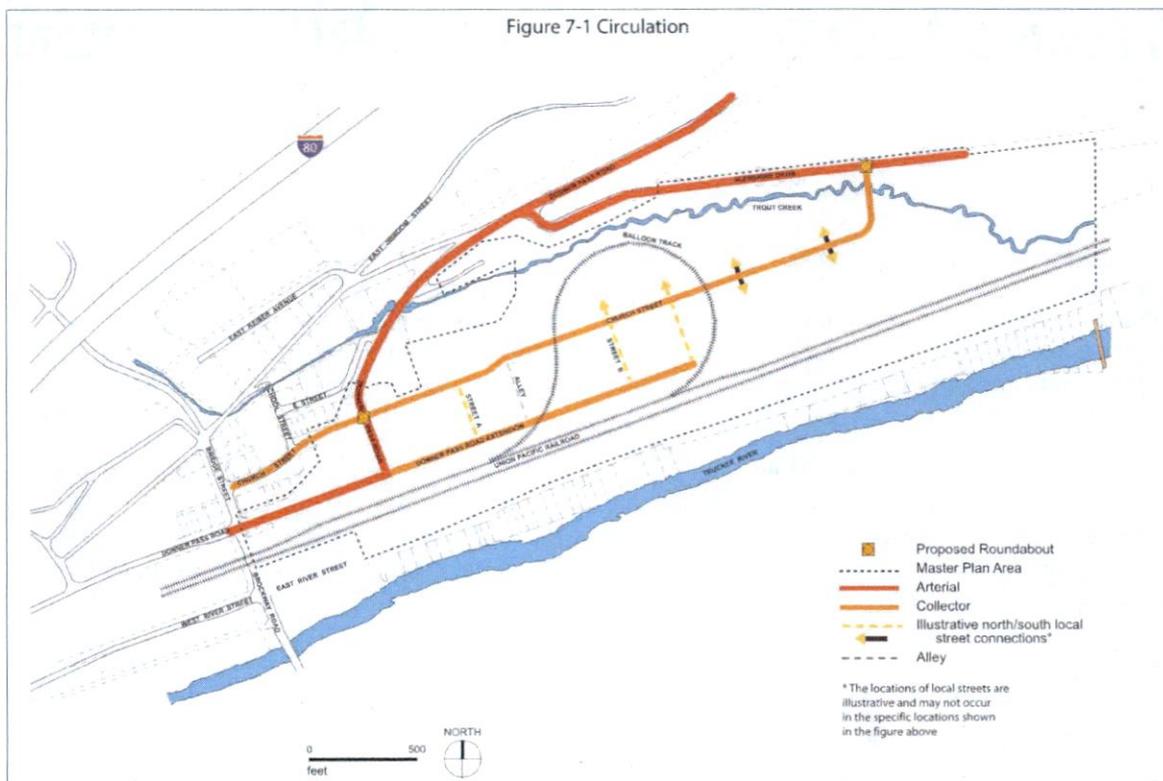


Figure 7-1: Circulation Concept Plan

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

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.



**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)

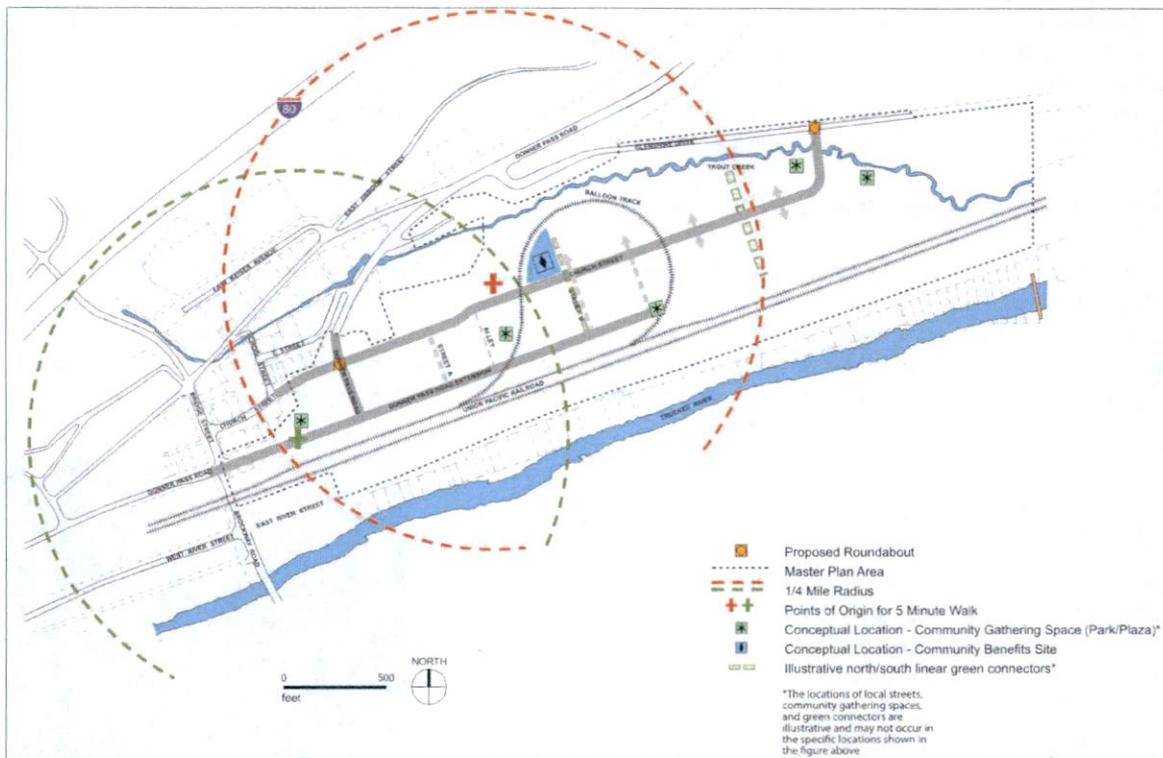


Figure 7-2: Pedestrian Circulation Plan

- 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

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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 Hennes 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

## 7. Transportation and Circulation

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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 be 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.

7. Transportation and Circulation

**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
<b>Arterial</b>									
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	--
<b>Collector</b>									
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
<b>Local</b>									
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. <b>Additional Widths Includes:</b> BO: Back Out; BL: Bike Lane; and SB: Snow Buffer									
2. <b>Parking Types Include:</b> 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.

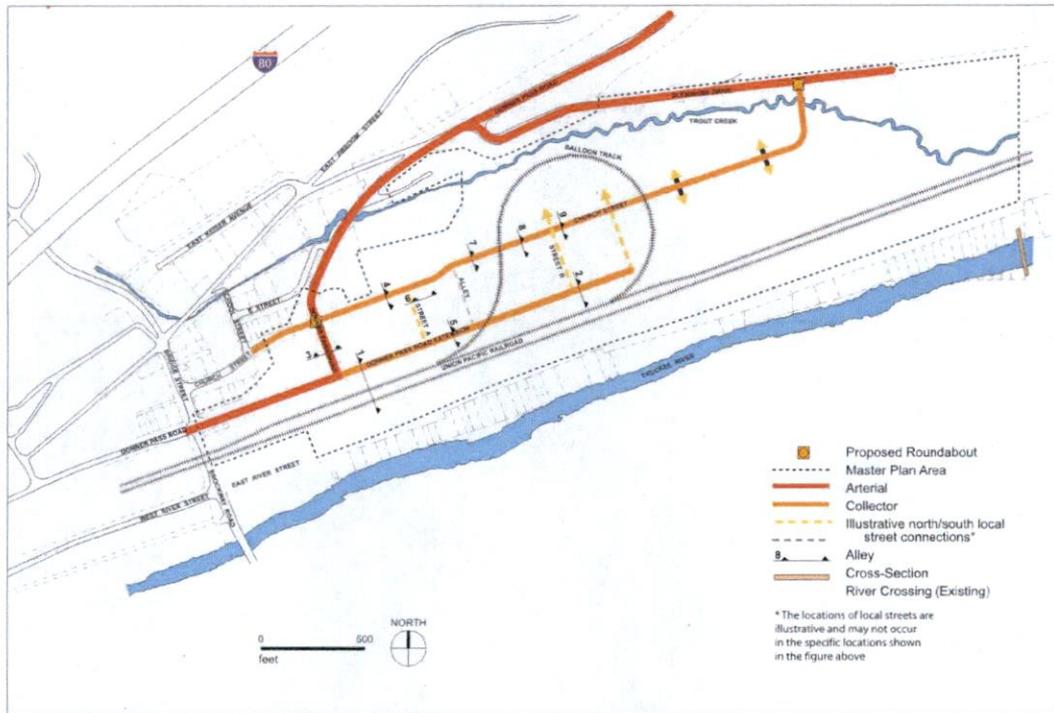
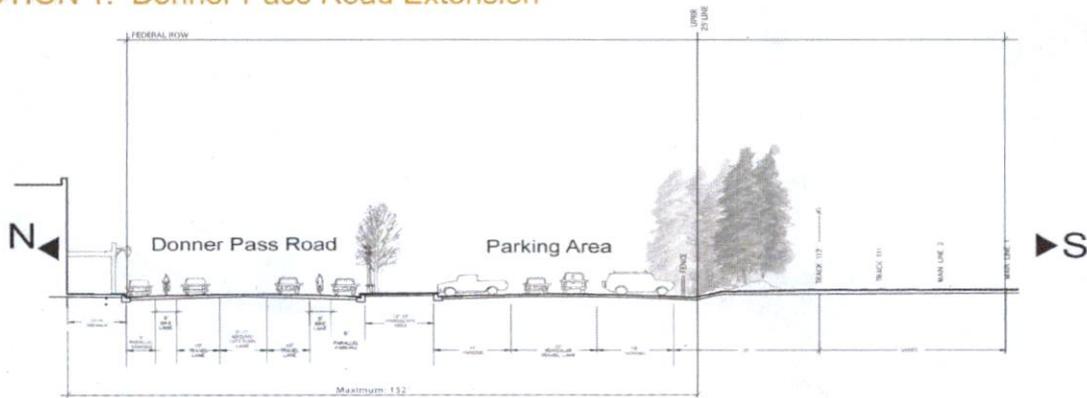
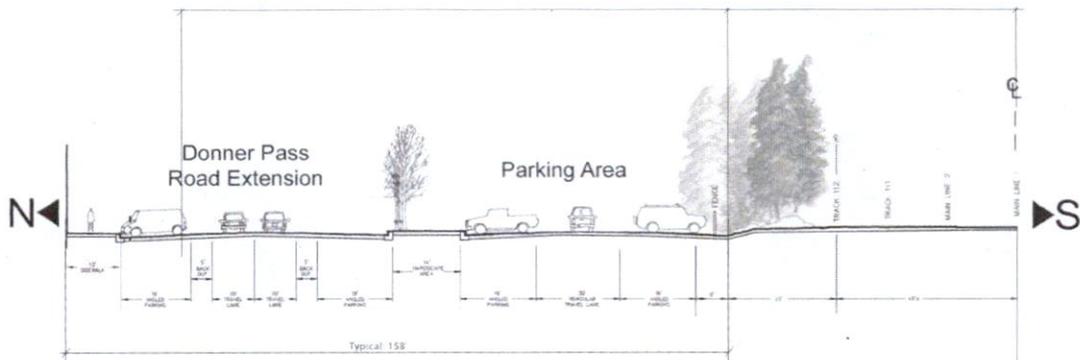


Figure 7-4: Street Cross-Section Key

SECTION 1: Donner Pass Road Extension



SECTION 2: Donner Pass Road Ext. w. Angled Parking and Parking Area



SECTION 3: Donner Pass Road South of Church

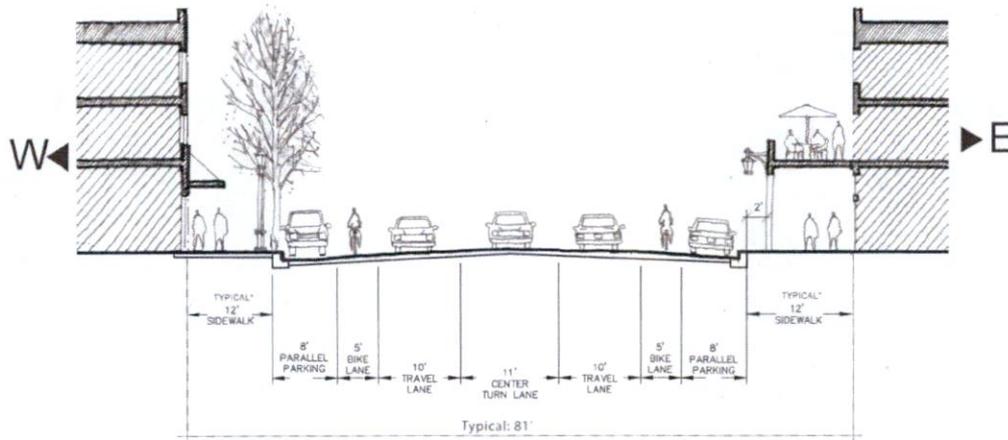
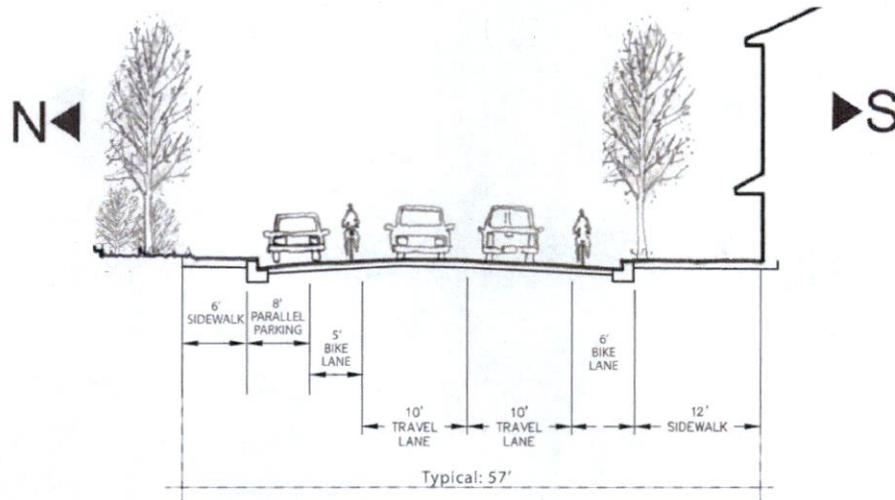
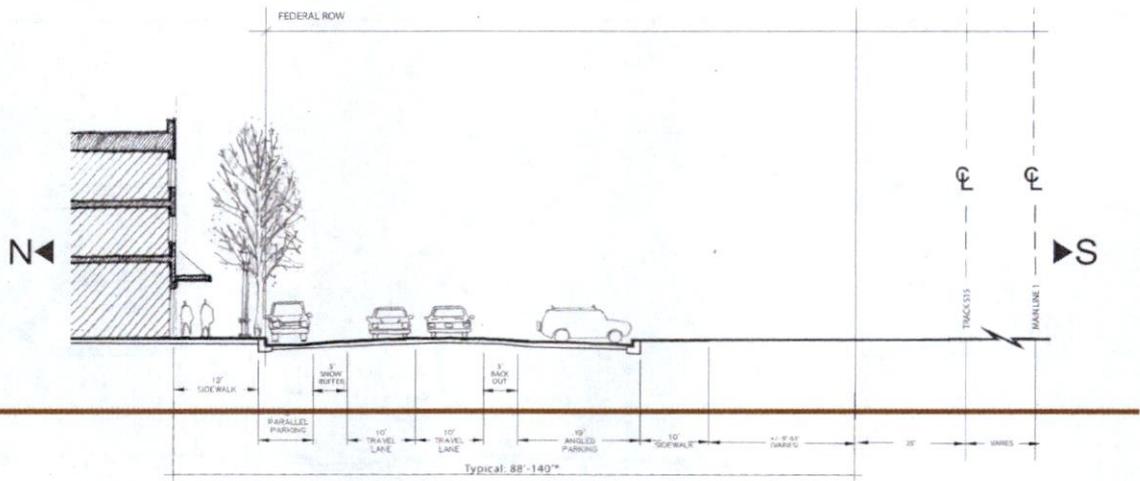


Figure 7-5: Street Cross-Sections Updated 2016

SECTION 4: Church Street East of Donner Pass Road



SECTION 5: Donner Pass Road North of Church Street



SECTION 6: Street A

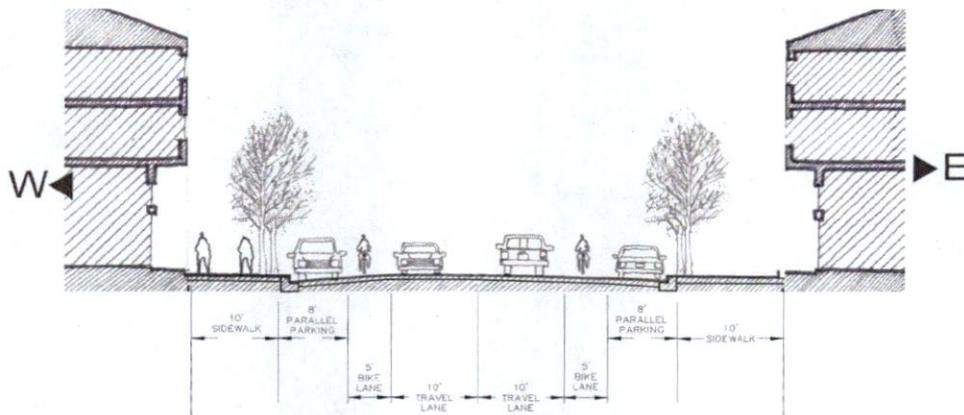
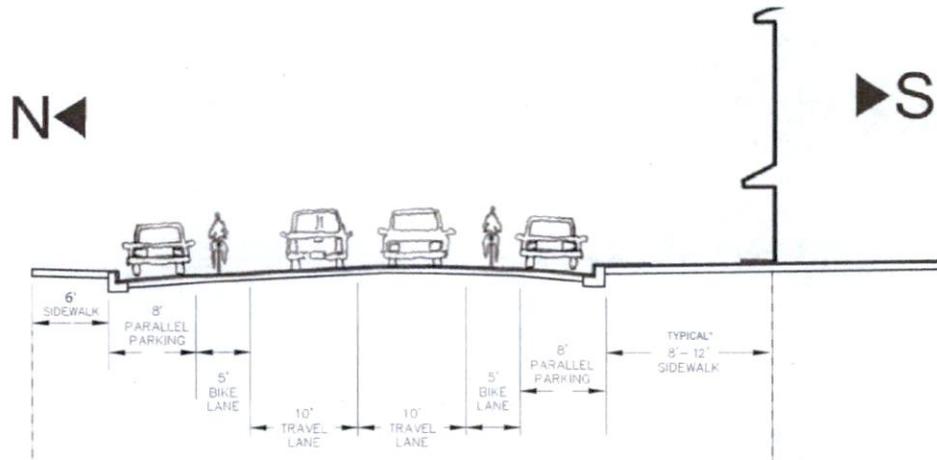


Figure 7-5: Street Cross-Sections Continued, Updated 2016

SECTION 7: Church Street East of Street A



SECTION 8: Church Street Adjacent to Building

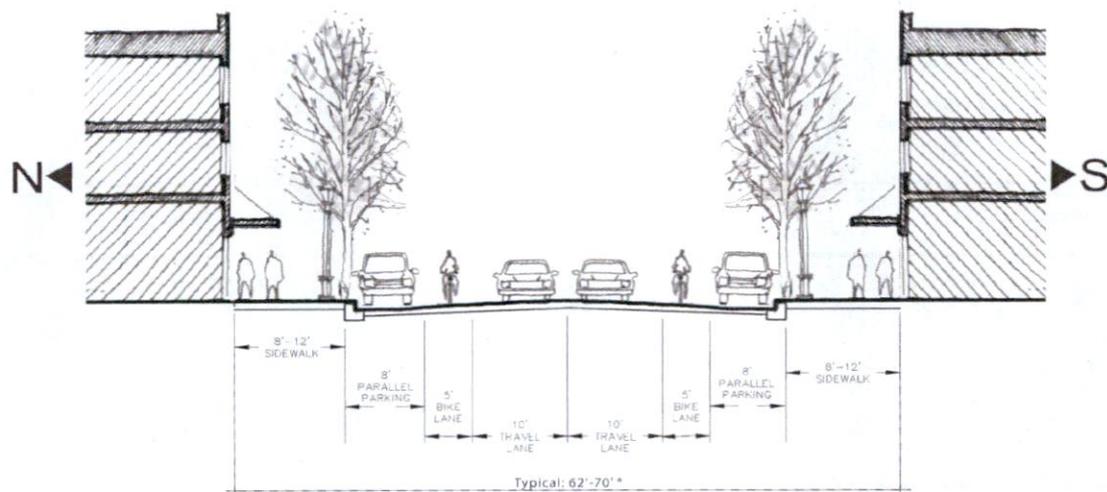


Figure 7-5: Street Cross-Sections Continued, Updated 2016

SECTION 9: Church Street Adjacent to Parking

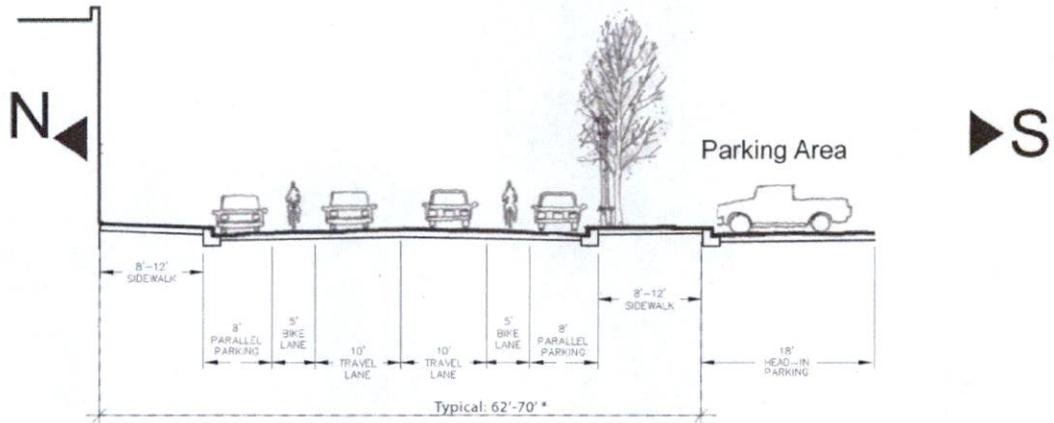


Figure 7-5: Street Cross-Sections Continued, Updated 2016

## 7. Transportation and Circulation

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# 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

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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

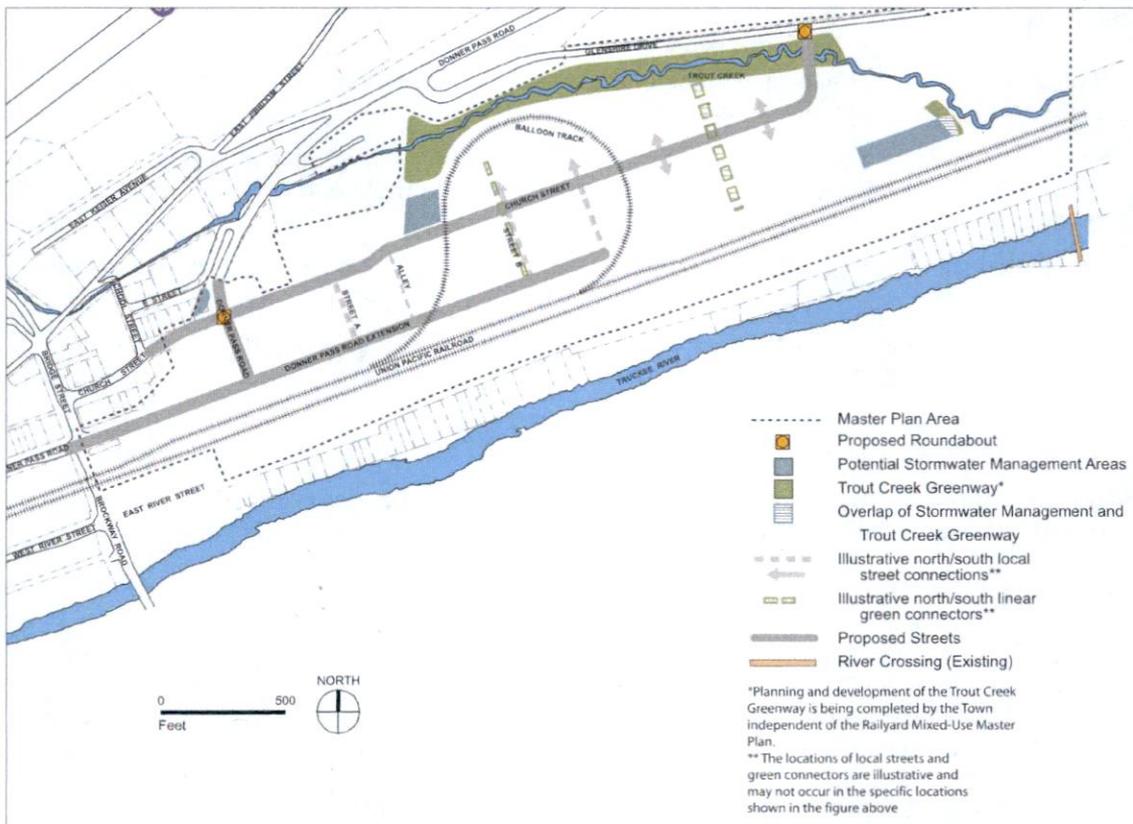


Figure 8-1: Snow Storage Concept Plan

Note: Snow storage will be accommodated within the Master Plan Area to the greatest extent feasible.

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

## 8. Public Infrastructure

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“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.<sup>1</sup>

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.

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<sup>1</sup> Acumen Engineering Company, 2004. *Preliminary Report, Railyard Servicing Study*. September 28.

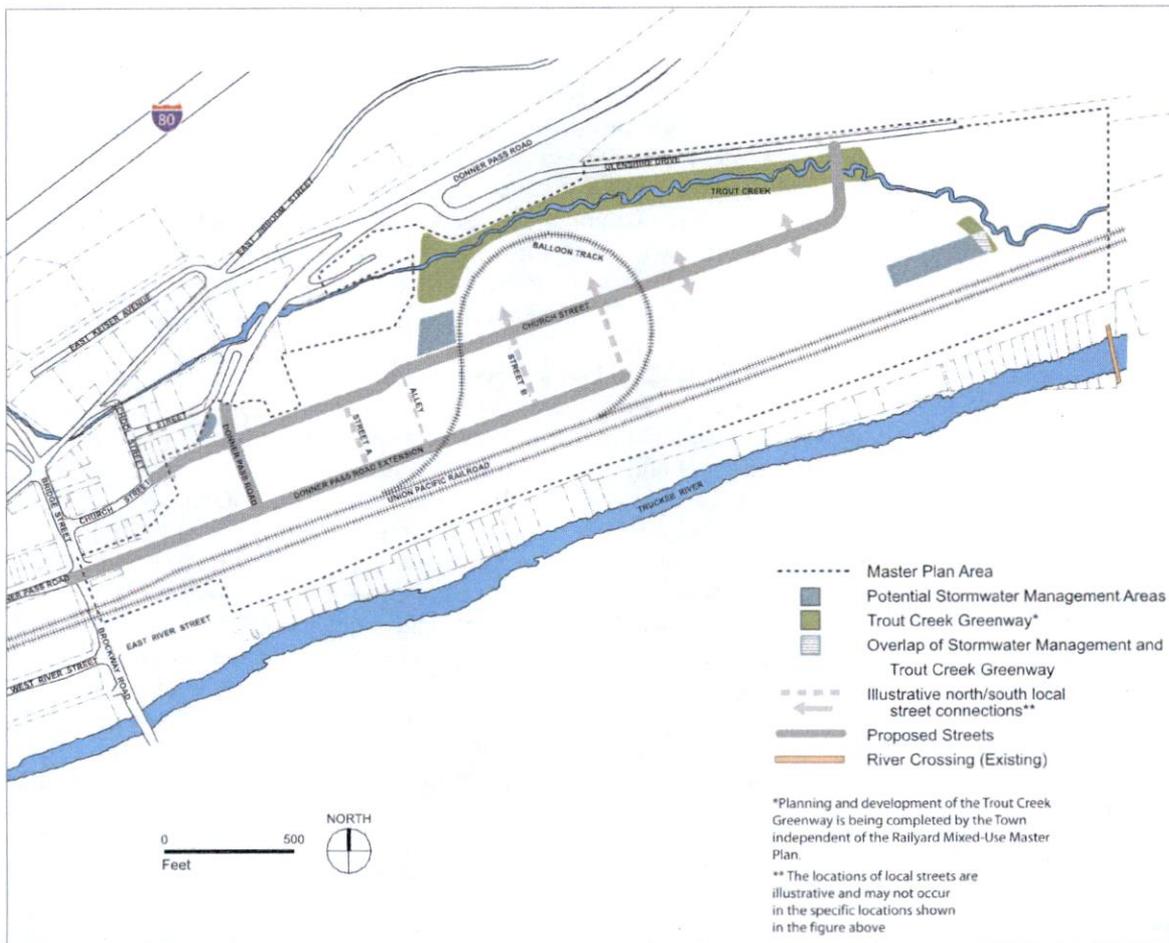


Figure 8-2: Stormwater Concept Plan

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.

## 8. Public Infrastructure

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### 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

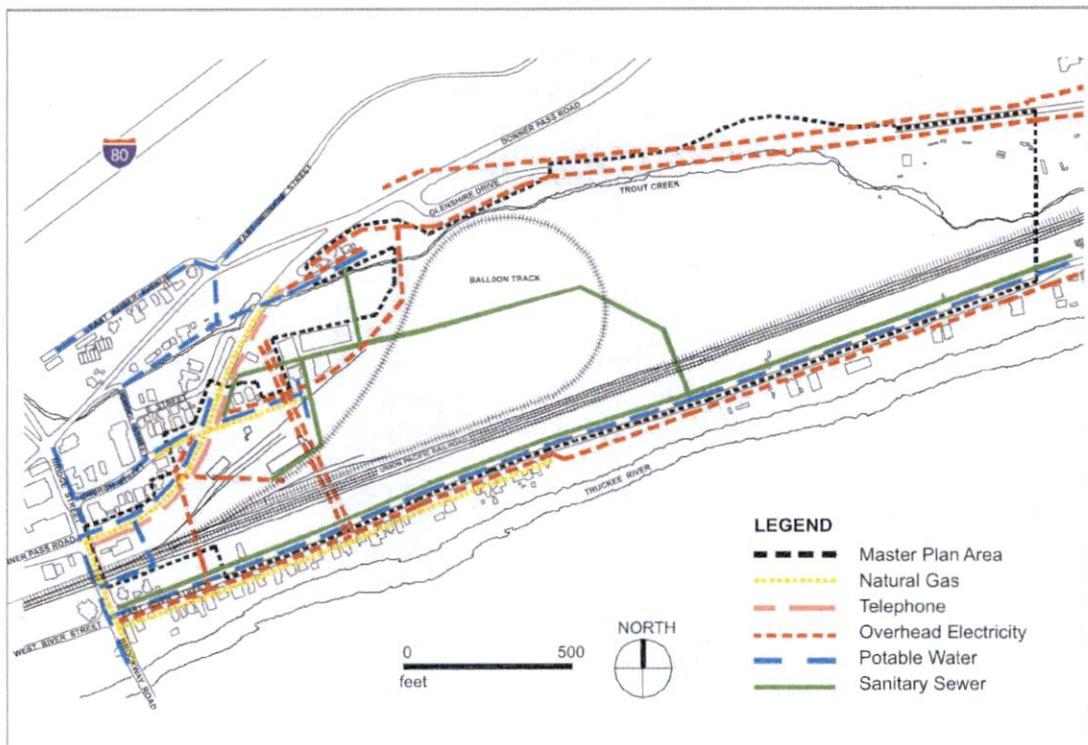


Figure 8-3: Existing Utilities Plan

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.

## 8. Public Infrastructure

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### 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><b>PHASE 1</b> – 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><b>PHASE 2</b> – 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><b>SUBSEQUENT PHASES:</b> 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.

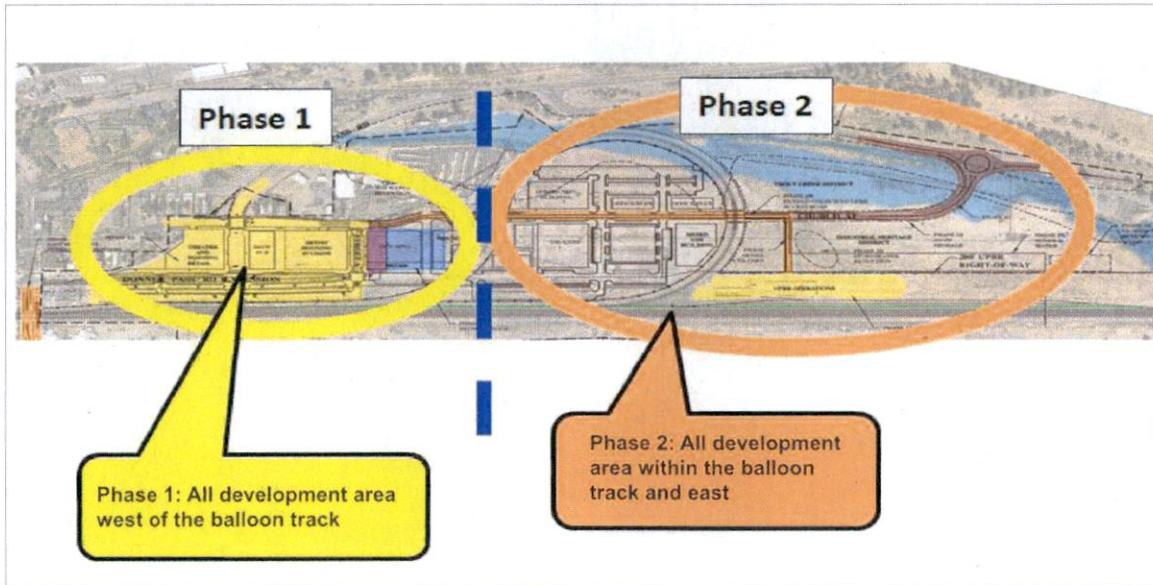


Figure 9-1: Phasing

## 9. Implementation and Phasing

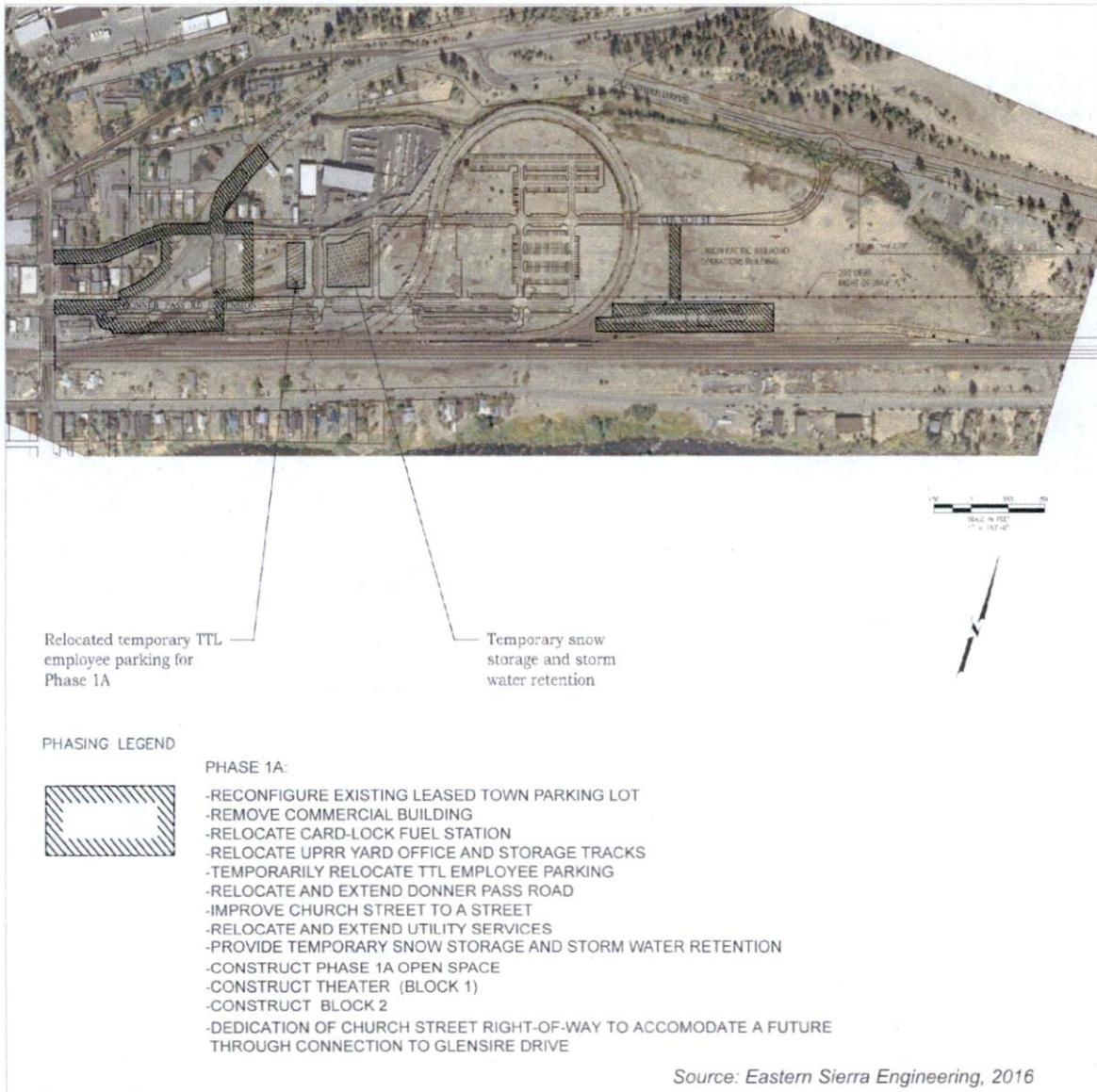


Figure 9-2 Proposed Phasing Plan for Phase 1A

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

No.	Implementation Measures/Action Items	Timing	Responsible Party
1	<b>Development agreement.</b> 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	<b>Infrastructure Plan.</b> 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	<b>Union Pacific Agreement.</b> 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	<b>Maintenance District.</b> 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	<b>Financing.</b> 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	<b>Affordable Housing.</b> 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><b>Streetscape Plan.</b> 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><b>Master/Comprehensive Sign Program.</b> 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) <b>Sign Context.</b> 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) <b>Sign Types.</b> 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) <b>Sign Materials.</b> 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><b>Access Plan.</b> 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	<b>Parking Management Plan.</b> 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)	To be determined in Development Agreement.	Developer/Town
11	<b>Snow Removal Program.</b> 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)	Prior to any land use approval or building permit issuance within each District.	Developer/Town
12	<b>Sun/Shade Analysis.</b> 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.	Prior to any land use approval or building permit issuance.	Developer/Town
13	<b>Public Open Space.</b> 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)	Ongoing after implementation of the Railyard Master Plan.	Developer/Town
14	<b>Trailheads.</b> 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.  (Action Item 6.3)	Ongoing after implementation of the Railyard Master Plan.	Developer/Town

## 9. Implementation and Phasing

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# 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

## 10. Master Plan Administration

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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

## 10. Master Plan Administration

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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.)

## 10. Master Plan Administration

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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

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- Truckee, Town of, 2003. *Town of Truckee Public Improvement and Engineering Standards*. May
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- Wolf Lyon Architects, 2005. *Truckee Railyard Building Types Study, Mixed-Use and Affordable Housing Opportunities*. September 2.

## 11. References

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# 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.

**Holliday 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)

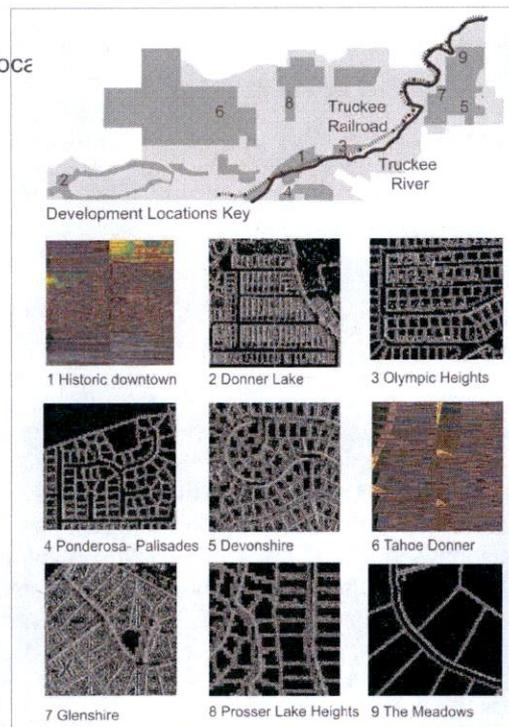


Figure 2: Development Patterns in the Town of Truckee

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.

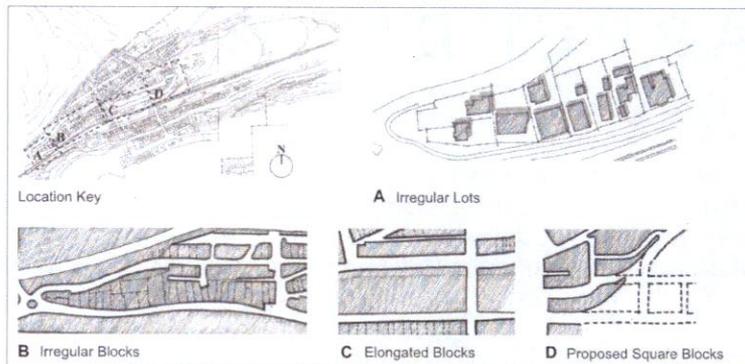


Figure 3: Block structure of historic Downtown Truckee

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.

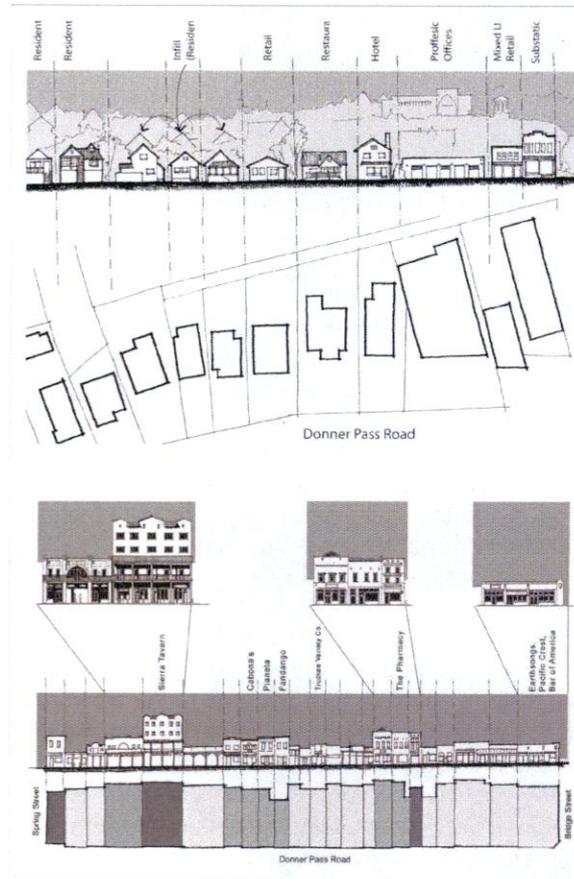


Figure 4: (Above) Building study of Brickletown  
(Below) Building study of \_\_\_\_\_ow

### 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 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.

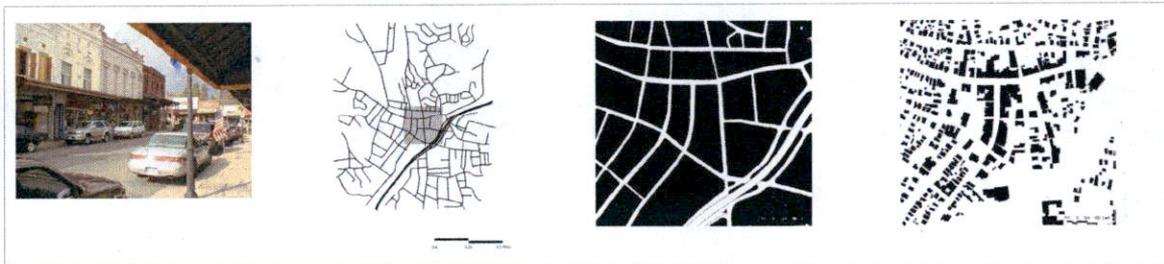


Figure 6: Photos and block structure study for historic Downtown Grass Valley, California

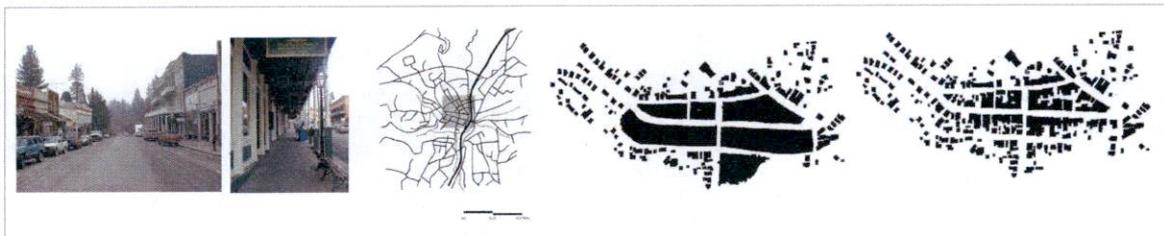


Figure 7: Photos and block structure study for historic Downtown Nevada City, California

## **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
<b>A. LAND USE</b>					
<i>No significant land use impacts would occur.</i>					
<b>B. POPULATION, EMPLOYMENT AND HOUSING</b>					
<i>No significant population, employment and housing impacts would occur.</i>					
<b>C. TRANSPORTATION, CIRCULATION AND PARKING</b>					
<p><b>TRAF-1:</b> At the West River Street/Mclver 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 Mclver 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>	<p>Verify that the Plans, Specifications, and Estimates (PS&amp;E) to restripe a left-turn lane as a two-way left-turn lane on eastbound West River Street at Mclver Crossing have been adequately prepared and submitted prior to issuance of first building permit; Verify that restriping at the West River Street/Mclver Crossing intersection has been implemented prior to Certificate of Occupancy.</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><u>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. 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>	<p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p> <p><del>Verify that a traffic signal at the Donner Pass Road/Bridge Street intersection has been installed and implemented.</del></p> <p><del>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.</del></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-3: 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>	<p><u>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</u></p> <p>Verify that the Plans, Specifications, and Estimates (PS&amp;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.</p> <p>Verify that <del>a stop-signs at Donner Pass Road/Church Street intersection</del> <u>improvements</u> have been installed and implemented.</p>		

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

Mitigation Measure	Mitigation Monitoring			Reporting	
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<p><del>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. <u>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> 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.</del></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><del>Verify that a traffic signal at the Bridge Street/West River Street/East River Street intersection has been installed and implemented.</del></p> <p>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</p> <p><del>— 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.</del></p>		

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

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<p><sup>3</sup>TRAF-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"> <li>— Verify that the detailed intersection analysis has been prepared and that it meets the standards listed in the mitigation measure.</li> <li>— Verify that the project applicant funds the cost of preparing the detailed intersection analysis.</li> <li>— Have the Town Engineer approve the improvement plans.</li> <li>— Ensure intersection improvements are being implemented at the applicant's expense.</li> </ul>		

<sup>3</sup> 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	
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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.	Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area <u>building permits.</u>	The Town of Truckee Engineering Division	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	
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<p><del>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.</del></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 Railway 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><u>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</u> Implement TRAF-2:</p> <p>—Verify that the Plans, Specifications, and Estimates (PS&amp;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.</p> <p>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	
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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>		
<del>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.</del>	Prior to issuance of the first Certificate of Occupancy for any project in the Master Plan Area.	The Town of Truckee Engineering Division	<del>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.</del>		

**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-12: 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) or 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.		
TRAF-13: At the SR 267/Airport Road/Schaeffer 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.		
<del>TRAF-14: At the SR 89 South/Donner Pass Road/Frater Lane intersection, provide separate northbound left and northbound through/right lanes and eastbound right overlap phase or 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.</del>	<del>Prior to issuance of building permits.</del>	<del>The Town of Truckee Engineering Division</del>	<del>Verify that the project proponent pays Town of Truckee impact fees contributing to this improvement.</del>		

<sup>2</sup> 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	
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<p><del>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.</del></p> <p><del>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.</del></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><del>Project applicant: Submit \$100,000 contribution prior to approval of major subdivision or building permit issuance.</del></p> <p><u>2. 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>	<p><del>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.</del></p> <p><del>Town to work diligently to complete said study.</del></p> <p><del>Town to determine if impact fees will apply to increase capacity over the river.</del></p> <p><u>If new impact fees are adopted, verify project applicant has contributed fees. Review and verify 30% design is complete and acceptable prior to Town's approval of the Phase 2 or 3 improvement plans</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>		

**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
<b>D. AIR QUALITY</b>					
<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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>d. Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable.</li> <li>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.</li> <li>f. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.</li> <li>g. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.</li> <li>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.</li> </ul>	<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>		

**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>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>					

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

Mitigation Measure	Mitigation Monitoring			Reporting	
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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>	<p>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.</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>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>			<p>Verify that the project contributes a proportionate share to traffic improvements that reduce emissions, and that the local transportation agency was consulted.</p> <p>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>		
<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.		
<p><b>E. NOISE AND VIBRATION</b></p>					
<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	Verify that the project sponsor complies with all of the		

**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>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> <ul style="list-style-type: none"> <li>a. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment;</li> <li>b. Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area;</li> <li>c. Utilize “quiet” air compressors and other stationary equipment where appropriate technology exists; and</li> <li>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.</li> </ul> <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> <p>Make regular visits to the construction site to ensure that noise from construction activities is appropriately controlled.</p> <p>Make regular visits to the construction site to ensure that construction activities are restricted the hours designated in the mitigation measure.</p> <p>Verify the implementation of the list of measures to respond to and</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
			track complaints pertaining to construction noise.		

**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>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>	<p>Verify that noise sensitive developments within the Plan Area implement the mitigation measures.</p> <p>Verify that documentation detailing the project’s design features that reduce train-related noise impacts have been submitted to the Town’s Planners.</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
<b>F. GEOLOGY, SOILS AND SEISMICITY</b>					
<p><b>GEO-1:</b> 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>	<p>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.</p> <p>Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed.</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
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><b>GEO-2:</b> 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	<p>Verify that the design-level geotechnical investigation and soils investigation includes measures to ensure potential damages related to non-uniformly compacted fill are minimized.</p> <p>Ensure that sites are evaluated on a case-by-case basis to minimize impacts due to freezing and thawing cycles.</p> <p>Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed.</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><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>	<p>Verify that the design-level geotechnical investigation and soils investigation includes measures to ensure potential damages related to slope stability issues are minimized.</p> <p>Ensure that all mitigation measures, design criteria, and specifications set forth in the geotechnical report and any required soils reports are followed.</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
<b>G. HYDROLOGY AND STORM DRAINAGE</b>					
<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>	<p>Verify the preparation and approval of the SWPPP.</p> <p>Verify that site supervisors conduct regular tailgate meetings as specified in the SWPPP to discuss pollution prevention.</p> <p>Verify that a monitoring program including both dry and wet weather inspections is established and implemented.</p> <p>Conduct regular site visits to ensure compliance with the SWPPP throughout the completion of the project.</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>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>					

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><b>HYD-2:</b> 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"> <li>▪ <b>Numeric Sizing Criteria for Pollutant Removal Treatment Systems.</b> The project must include source controls, design measures, and treatment controls to minimize stormwater</li> </ul>	<p>Prior to issuance of the grading permit(s); and</p> <p>On-going.</p>	<p>The Town of Truckee Department of Engineering</p>	<p>Verify that erosion control and drainage plans have been prepared.</p> <p>Ensure that the Town Engineer has reviewed and approved the erosion control and drainage plans.</p> <p>Ensure that the proposed project complies with the terms of the Town-wide SWMP and WQO Attachment 4.</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>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"> <li>▪ <b>Operation and Maintenance of Treatment Measures.</b> Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&amp;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.</li> <li>▪ <b>Limitation on Increase of Peak Stormwater Runoff Discharge Rates.</b> 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.</li> </ul> <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>					

**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>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, 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>					

**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>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>	<p>Verify that the SWPP includes provisions for the proper management of construction-period dewatering activities.</p> <p>Ensure dewatering is contained prior to discharge.</p> <p>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>		
<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>	<p>Verify that the project implements Low Impact Development (LID) design standards and</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>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> <p>Review hydrologic analysis to ensure off-site peak flow rates do not increase.</p> <p>Monitor construction to ensure all recommendations of hydrologic analysis are implemented.</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><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>	<p>Verify that any existing water supply well is treated as described in the mitigation measure.</p>		
<p><b>H. BIOLOGICAL RESOURCES</b></p>					
<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>	<p>Ensure that potential nesting habitat that will be impacted by project construction is removed during the non-nesting season; or</p> <p>Verify that all suitable nesting habitat within the limits of work has been</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>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>	<p>Verify that east end of the Master Plan</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>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> <p>Ensure mitigation of Waters of the U.S. or CDFG waters permanently impacted during construction as described in the mitigation measure.</p> <p>Ensure that all mitigation lands are protected in perpetuity through recordation of a conservation easement or equivalent method.</p> <p>Ensure the necessary regulatory permits are obtained from the Corps, RWQCB, and /or CDFG.</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
<b>I. CULTURAL RESOURCES</b>					
<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>	<p>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.</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><b>CULT-2a:</b> 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 archaeologist<sup>3</sup> 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>	<p>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.</p> <p>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</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
			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. 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>			Ensure that all work within 25 feet of the site where any prehistoric or historic subsurface cultural resources are discovered is redirected.		

**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>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>					

**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>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	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"> <li>1. The coroner shall contact the Native American Heritage Commission within 24 hours.</li> <li>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.</li> <li>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of</li> </ol>	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.		

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

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	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
<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>					
<b>J. HAZARDS AND PUBLIC SAFETY</b>					
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	Before the Town issues building		

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

Mitigation Measure	Mitigation Monitoring			Reporting	
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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 (<math>10^{-6}</math> to <math>10^{-4}</math>) 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> <p>Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall</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
			confirm that no further action is required by the regulatory agency		

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

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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"> <li>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.</li> </ul> <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"> <li>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.</li> <li>Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall confirm that no further</li> </ul>			<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> <p>Verify that a human health risk assessment has adequately been prepared.</p>		

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

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	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
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><b>HAZ-2:</b> The following two-part mitigation measure shall be implemented:</p> <p><b>HAZ-2a:</b> 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><b>HAZ-2b:</b> 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	<p>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.</p> <p>Verify that the contractor identifies and clearly marks underground pipelines or other underground or aboveground utilities.</p> <p>Review and approve emergency procedures in the event that utilities</p>		

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

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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.		
<b>K. UTILITIES</b>					
<i>The project would not result in any significant impacts related to infrastructure and utilities.</i>					
<b>L. PUBLIC SERVICES</b>					
<i>The project would not result in any significant impacts related to public services.</i>					
<b>M. VISUAL RESOURCES</b>					
<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.		

**EXHIBIT B:  
TOWN AND OWNER COMMITMENTS**

**1. Truckee Railyard Mixed Use Development Master Plan**

The Truckee Railyard Mixed Use Development Master Plan (as amended in November 2016 – called “Master Plan”) forms the overall basis for the development of the Railyard property, both in terms of the private lands and eventual public properties (see Exhibit A1). Basic land use entitlements are as shown in the Master Plan. For purposes of the Agreement, the various phases of development and sub-areas are shown in Exhibit B1 (General Phasing and Sub-Areas). If there are development standards or requirements not specified in the Master Plan or the Development Agreement, the Town of Truckee Development Code will determine the requirement.

**2. Affordable Housing**

Affordable housing, including workforce and inclusionary housing, shall be provided in accordance with the Truckee Railyard Affordable Housing Plan as shown in Exhibit B2 (Affordable Housing Plan).

**3. Theater**

Owner shall develop a theater within the first phase of the Project on all or part of one of the Phase 1 blocks west of the Balloon parcel (see Exhibit B3, Railyard Parcel Diagram). The theater is to include a minimum of three movie screens with one screen/theater space containing at least 200 seats that can also provide a multi-functional space used for lectures and live performances. The Town and the eventual Theater Operator may enter into an Occupant or Joint Use Agreement so that the Town has agreed-upon rights to use the 200 seat space for Town sponsored or sanctioned functions. The other two screens must contain at least 50 seats each. To accomplish the development of a theater in the Project, Owner shall identify and come to an agreement with an experienced Theater Operator to build out the theater, and the Town and Theater Operator shall reach an agreement for the operation of the theater for a minimum of five years. Owner shall convey a parcel in Phase 1 (see Exhibit B3), to a Theater Operator for the sum of One Dollar (\$1.00). If requested by Town or Theater Operator, Owner will construct the theater building shell and sell such building shell to the Theater Operator for a price equal to Owner’s direct cost, as reasonably determined by Owner, with no development fee or markup.

Once the construction and final inspection of the theater shell are completed; an agreement has been signed by the Theater Operator and Owner to purchase and build out the theater; an agreement has been signed by the Town and Theater Operator to operate the theater (the "Operating Agreement"); and initial plans for theater build out (interior improvements) have been approved by the Town, Town agrees to grant Theater Operator a Two Hundred Fifty Thousand dollar (\$250,000.00) forgivable loan to offset the costs of purchasing theater equipment and related interior furnishings. Town anticipates that this loan will be granted according to the following terms: The loan term shall end five (5) years after the start of theater operations pursuant to the Operating Agreement. Theater Operator shall have two years from commencement of the loan term to open the theater to the public and begin theater operations pursuant to the Operating Agreement. In the event that commencement of theater operations pursuant to the Operating Agreement is delayed beyond two years, the loan shall accrue simple interest at a rate of 4% per year on an annual basis, until the date that the theater begins operations pursuant to the Operating Agreement. Such interest will be due on the date that the loan matures. The principal shall be forgiven at a rate of 20% per year, beginning on the first anniversary of the start of theater operations, so long as the theater at the property is operated and open to the public for the majority of the year pursuant to the Operating Agreement. If the theater ceases to operate before the five year term matures, Theater Operator shall, within sixty days of closure, pay to Town of Truckee the remaining full balance of the loan, including any accrued interest. Provided that the theater operates for the full term of the loan pursuant to the Operating Agreement, 100% of the principal will be forgiven and Theater Operator shall pay interest if applicable. This funding commitment is valid for five years from the Effective Date of the Development Agreement.

To subsidize the cost of theater operations, Town agrees to grant Theater Operator Fifty Thousand Dollars (\$50,000.00) per year for the first five (5) years that theater operates pursuant to the Operating Agreement. Town will grant each annual \$50,000.00 subsidy payment in arrears, on the anniversary of the start of theater operations, so long as the theater at the property continues to operate and has remained open to the public for the majority of the previous year pursuant to the Operating Agreement.

#### **4. Infrastructure Funding/Assistance**

Town agrees to grant Owner One Million Dollars (\$1,000,000.00) to offset the cost of streetscape improvements and related infrastructure for Railyard Phase 1 construction. Grant funds shall be paid by the Town in two payments, contingent upon completion of the milestones related to infrastructure and Theater construction described and summarized below. This funding commitment is valid for five years from the effective date of the Development Agreement. Upon Owner entering into a Bonded Subdivision Improvement Agreement ("BSIA") for the Phase 1 Streetscape Improvements (as identified in the Draft Phase 1 Roadway Improvement Plans dated \_\_\_\_, incorporated by reference), Town's Initial contribution of \$500,000.00 shall be disbursed from Town to owner as work occurs on a progress payments percentage complete basis. The Town will utilize the Contractor's monthly Applications for Payment and Architect's Certificate for Payment as the basis to determine the amount of the progress payment to be released. The obligation of Town to make such progress payments shall be conditioned on Owner entering into the BSIA in connection with the approval of the first Final Map for the Project. In the event that a BSIA is not entered into, Town will instead fund the \$500,000.00 upon completion and final inspection of the Phase 1 Streetscape Improvements (see Draft Phase 1 Roadway Improvement Plans, incorporated by reference). Final payment of the remaining \$500,000.00 shall be

disbursed from Town upon issuance of a Final Certificate Occupancy (or Temporary Certificate of Occupancy in lieu thereof) for the Theater facility and Owner's completion and final Streetscape Improvements for the Theater parcel.

#### **5. Community/Civic Site**

Specific uses for the community/civic site referenced in the Master Plan are not certain at this time, but various options have been discussed including libraries, museums, community centers, park areas, transit centers, or transit facilities, a combination of such uses, or other options (hereafter called "Community Uses"). Owner shall reserve twenty-five thousand (25,000) square feet of land in the northern portion of the Balloon Parcel (see Exhibits A1 and B3) for such community/civic use or at another alternate location agreed upon by the Town and Owner, hereafter referred to as the "Initial 25K Site". Owner will cause the Initial 25K Site to be served by standard utilities. Owner shall make the Initial 25K Site available for sale to the Town for a duration of six (6) years from the Effective Date of the Development Agreement, or for four (4) years following completion of the Church Street extension through the Balloon track (whichever is earlier) at the price of one dollar (\$1.00), for development and use by the Town or a non-profit organization jointly approved by the Town and Owner for the Community Uses. To insure the development of the Initial 25K Site is used for its intended purpose, the Town commits to identifying a specific Community Use plan to be agreed to by Town and Owner, and obtaining land use permits for the proposed uses within the time period established above. Provided that the Town has obtained said land use permits within the above time periods, the Owner will be obligated to sell the Initial 25 k site to Town within six months of the Town obtaining approval. If the uses are any one of the "Community Uses" noted above, Owner will not object to the Community Use Plan.

Owner shall make available for sale to the Town an additional 25,000 square feet of land that is contiguous to the Initial 25K Site, hereafter referred to as the "Secondary 25K Site" for six (6) years from the Effective Date of the Development Agreement or for four (4) years following completion of the Church Street extension through the Balloon track (whichever is earlier) at fair-market value, as determined by an appraiser mutually agreed upon between Town and Owner and retained by Town. Town and Owner will agree to the appraisal instructions prior to the appraisal getting underway. A draft of the appraisal will be provided to both parties, each of which will be provided the opportunity to review and comment prior to a final appraisal being issued. Said appraisal will be initiated within three (3) years of execution of this development agreement, and will assume that road access through the balloon track is in place for appraisal purposes. To insure the development of the Secondary 25K Site, the Town commits to identifying a specific Community Use plan to be agreed to by Town and Owner, and obtaining land use permits for the proposed uses within the time period established above. Provided that the Town has obtained said land use permits within the above time periods, the Owner will be obligated to sell the Initial 25K site to Town within six months of the Town obtaining approval. If the land uses are any one of the "Community Uses" listed as options for the Initial 25K site above, Owner will not object to the Community Use Plan. In the event that Town has not completed a community use plan and obtained approvals within the time periods above, the options to acquire such site(s) shall be terminated, and the Owner shall have the right to develop uses on such site pursuant to the provisions of the Master Plan.

#### **6. Community Grocery Store**

Owner and associated property representatives have indicated the possibility of bringing a high quality grocery store to the Railyard, potentially in the Balloon parcel in Phase 2. The Town is supportive of this use, and views it as a Town benefit to reduce the length of frequent grocery trips,

further enliven Downtown, provide jobs and sales tax revenue and increase viability for other ground floor retail to succeed. Town recognizes that the Owner cannot guarantee a grocery store in that location. To meet grocery store parking needs, the Town would allow the grocer and associated commercial uses (i.e.-shopping center) dedicated parking in the general location within the balloon track shown on Parking Management Plan Figure 2 as "private parking," but would not be responsible for management or maintenance including snow removal for the duration of time the parking remains under private management. Town would consider future incorporation of the grocery parking into the parking district if requested by Owner. The specific location and number of parking spaces will be determined at the time a specific development proposal is being reviewed and would be subject to 3 spaces/1,000 square feet parking generation rate identified in the Railyard Parking Management Plan. (As modified by the Planning Commission 6/15/17 and approved by the Town Council 7/11/17)

## 7. Right of Way Dedication

### a) Church Street Extension

Owner shall provide right-of-way through the Property to accommodate the Church Street Extension to connect historic downtown Truckee and Glenshire Drive as identified in the Town's General Plan, consistent with the Railyard Master Plan Final EIR, and as more particularly described in Exhibit B-4, (Church Street Extension and Rights-of-Way Diagrams B-4a, B-4b, B-4c). The right-of-way shall be granted in conjunction with the recordation of the first Final Map. Prior to any Town Approvals beyond Phase 1 of the Project, Owner shall construct the extension of Church Street and any related infrastructure to and including the UPRR maintenance building driveway as shown in Exhibit Church Street Extension and Rights-of-Way Diagrams (see Exhibit B-4c) .

### b) Realigned Donner Pass Road, Church Street, Donner Pass Road Extension, and A Street

In conjunction with the recordation of the first Final Map, Owner shall dedicate a right-of-way for the Realigned Donner Pass Road, Church Street, Donner Pass Road Extension, A Street, and associated parking, sidewalk and other appurtenances within land owned by Owner consistent with the approved Phased Vesting Tentative Map. Within one year from the Effective Date of the Development Agreement or in conjunction with the recording of the first Final Map, Owner shall cause UPRR, in collaboration with Owner, to provide a permanent easement for the Donner Pass Road Extension and parking in the railroad Congressional Grant right of way west of the Balloon Track and within the Balloon Track as shown in Church Street Extension and Rights-of-Way Diagrams 4A, 4B, 4C.

### c) Trout Creek Restoration Area

In conjunction with filing the first Final Map, Owner shall provide a drainage easement for Trout Creek and the proposed restoration of Trout Creek; the approximate location of which is shown in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagram). If Owner is able to acquire the right of way necessary to realign the creek to an area shown in Exhibit B-4b (Church Street Extension and Rights-of-Way Diagrams), the Owner may dedicate a revised drainage easement area approximately shown in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagrams), and as approved by Town Engineer. If the revised drainage easement area is granted, the Town will accordingly abandon the original drainage easement also depicted in Exhibit B-4 (Church Street Extension and Rights-of-Way Diagram).

Town and Owner shall cooperate in good faith to design the Trout Creek Restoration in a fashion that will minimize encroachment within development areas envisioned for the Project in the Master Plan, while still providing an ecologically viable creek. The Town will bear the sole burden of the design and construction of the Trout Creek Restoration improvements, although the timing of the improvements will be contingent on acquiring adequate funding and permits. Once the project designs are complete, the easement may be reduced to reflect the minimum easement required.

In association with the extension of Church Street, the Town will construct a crossing of Trout Creek and restore a portion of Reach (5) of Trout Creek (see Exhibit B-4c, Church Street Extension and Rights-of-Way Diagram B-4c). Restoration of Reach 4 (upstream of the Church Street Extension crossing and adjacent to the Balloon track) is anticipated to occur after Reach 5 is complete. It is anticipated, but not guaranteed, that the Trout Creek Restoration will allow for a redefinition of the limits of the current FEMA 100 year floodplain so that a Letter of Map Revision (LOMR) can be filed with the Federal Emergency Management Agency (FEMA). Town shall apply for and process, at its cost, such letter once restoration of Reach 4 and 5 is complete. If approved, the portion of the Property no longer subject to the FEMA 100-year floodplain will become available for development in accordance with the Master Plan. Owner may also perform all analysis necessary for the Town to file a LOMR at its cost if desired or required prior to the Town filing a LOMR, such as prior to the restoration of Reach 4.

*d) Snow Storage and Drainage Easements*

In conjunction with the recordation of the first Final Map, Owner shall dedicate snow storage and drainage easements consistent with the approved Phased Vesting Tentative Map. Owner shall provide adequate and convenient space within the Project Area for snow storage from developed sites and roadways, sidewalks and public spaces. Snow storage areas shall be designed in coordination with the Town Public Works Department. Depending on the configuration of the storage areas, they may need to be paved.

**8. Right-of-Way Abandonment**

Once the Realigned Donner Pass Road, Donner Pass Road Extension, and Donner Pass Road/Church Street roundabout is constructed and open to public traffic, and once all Phase 1 right-of-way has been dedicated, Town agrees to vacate as a public street, abandon the portion of the current "swoosh" land on Donner Pass Road that is included as part of the first block of Phase 1 of the Project, and convey Town's fee title to such land to Owner. The right-of-way will be abandoned concurrent with a lot line adjustment to expand the limits of the westernmost triangle-shaped parcel. The public notices and Town Council action necessary for the street vacation, abandonment, and associated lot line adjustment, will occur concurrent with the tentative map approval public process.

The small "notch-out" section of right-of-way located at the current end of Church Street will be abandoned concurrent with the recordation of the first Final Map to facilitate development of the Project's Artist Loft housing.

## **9. At-grade Crossings of the UPRR Balloon Track**

The Town shall submit applications for three at-grade crossings of the Balloon Track as required by the California Public Utility Commission (CPUC) and Union Pacific Railroad (UPRR) pursuant to the Master Plan. Town is not legally responsible for obtaining CPUC approval. The cost of developing data, analysis and information to support the CPUC applications is the responsibility of Owner. Owner shall pay the costs of Town staff working on securing these approvals from the CPUC.

Within two (2) years after approval of the at-grade crossings by the CPUC as applied for by Town under the Master Plan, Owner will construct three at-grade crossings of the UPRR Balloon Track. Pursuant to the Master Plan, these improvements will provide for the future connection between the existing Downtown and Glenshire Drive. At grade crossing improvements shall be as specified in the CPUC approval, which may include, but not limited to pavement, sidewalks, control gates, signage, and striping as shown in the California Public Utilities Commission Application, dated \_\_\_\_\_ and incorporated by reference. In the event that the CPUC approval is not granted, no development will be allowed in phases 2 or 3 until and unless the at-grade crossings are approved.

## **10. Parking Management Plan**

The Owner or Owner's designee shall plan for, design, dedicate land and construct, at no cost to Town, the necessary Phase 1 parking improvements to implement the approved Railyard Parking Management Plan dated \_\_\_\_\_ (see Exhibit B5, Railyard Parking Management Plan), and Artists' Lofts conditions of approval, prior to issuance of Final Occupancy for the Artists' Lofts. The Town will modify existing parking regulations to incorporate the Railyard Master Plan Area into the Downtown Parking District consistent with the Parking Management Plan, provided modifications are consistent with the Railyard Parking Management Plan. Owner will not oppose these regulatory amendments. The Town will administer and operate the Downtown Parking District in accordance with the Railyard Parking Management Plan. The Town will use various areas within the Railyard (including but not limited to UPRR right-of-way) as part of the Parking District at no cost to the Town. The Town will provide parking meters at no cost to Owner for all parking within railroad and roadway right of ways that are included as part of such public parking. The Owner shall also construct parking for each specific land use in accordance with the Parking Management Plan. Permanent snow storage easement areas shall not overlap with parking required to fulfill the requirements of the Parking Management Plan. The free and 2-hour parking spaces that are currently located in the Beacon Lot and along the section of Donner Pass Road that will be realigned, shall be relocated into the Railyard Master Plan area, and shall not be available to count towards the parking supply associated with new development in the Master Plan.

The Railyard Parking Management Plan is intended to reflect only an initial concept for how Railyard parking will be constructed and operated. All provisions of the Railyard Parking Management Plan are subject to revision by the Town of Truckee, with the exception of the parking generation standards in Section II.B.4.a. Nothing in this Exhibit B or in any other provision of this Agreement shall be deemed to vest Owner with any rights regarding parking or the Railyard Parking Management Plan, with the exception of the parking generation standards in Section II.B.4.a. of the Railyard Parking Management Plan.

## **11. Consolidation of UPRR Operations**

Owner shall relocate UPRR operations to the Congressional Right-of-Way east of the Balloon Track. Improvements include: reconfiguration of track alignments; removal of staging lines within the

Project area; construction of staging lines within the Congressional Right of Way; construction of a new UPRR Operational building east of the Balloon Track; and deconstruction of the existing UPRR Operation building. These improvements shall be implemented pursuant to a separate agreement between Owner and UPRR, and will make 38 acres of land previously exempted from Town control available for redevelopment by Owner under the Master Plan. These improvements shall be completed within three years from the Effective Date of the Development Agreement.

#### **12. Donner Pass Road/Bridge Street/West River Street Improvements and Quiet Zone Designation**

Town desires to construct improvements at the Donner Pass Road/Bridge Street/West River Street intersection, including curb, gutter, sidewalk, and roadway improvements. As part of the Donner Pass Road/Bridge Street/West River Street intersection improvements, Town agrees to also pursue a Quiet Zone Designation for the existing Bridge Street at-grade railroad crossing. To facilitate the Quiet Zone Designation, Owner, at its sole cost, shall install fencing along the northern side of the UPRR tracks as required by UPRR and the CPUC. If relocation of the existing switch located due east of the Bridge Street at-grade crossing of the Mainline Number 2 track is required by UPRR, Owner will be responsible for the cost to relocate the switch.

#### **13. Streetscape Improvements**

Owner shall implement streetscape improvements consistent with the Draft Phase 1 Roadway Improvement Plans dated \_\_\_\_\_ and incorporated by reference. Landscaping and other streetscape improvements that are beyond those being constructed as a part of the Phase 1 Improvement plans and that are directly adjacent to future (not built) buildings shall be consistent with the approved Truckee Railyard Streetscape Plan (see Exhibit B6 )and may be deferred to the time the building is constructed so they are in place prior to issuance of a Certificate of Occupancy for any development project on the adjoining parcel(s).

#### **14. Ongoing Sidewalk and Landscape funding**

Owner shall provide for ongoing funding for maintenance of sidewalks and associated landscaping and streetscape, including snow removal, associated with implementation of the Project through one or more Community Facilities Districts (CFD). The CFDs shall be created prior to the recordation of the first Final Map and shall apply to the entire Project area. The overall Project area subject to a CFD includes all properties shown in Exhibit B7 (Sidewalk and Landscape CFD and Transit CFD Boundaries). Owner agrees to and shall cooperate in (including voting in favor of) the formation of a CFD(s) or other funding mechanism acceptable to Town for the purposes of eventually generating maintenance funds for the subject areas. Phase 1 CFD costs are currently estimated to be Two Dollars and Eighty Cents per square foot annually (\$2.80/square foot/year) of frontage improvements, although draft costs are subject to change as the district is further developed. Maintenance costs will be assessed to each property based upon the amount of streetscape frontage that is adjacent to the buildings on the property, as well as their fair share of common improvement areas, such as the streetscape and landscaping that is between the Donner Pass Road Extension and the parking that is located in the Union Pacific Right-of-Way. Reductions in the assessment amounts may be applied to properties that install hydronic heating under their sidewalks and driveways, thereby eliminating snow removal costs. The assessment may be increased each year by up to the Engineering News Record Construction Cost Index (CCI) for the

calendar year preceding the fiscal year for which the special tax is to be assessed. Annual increases for the CCI shall be determined by the Town Council.

#### **15. Public Transit**

Owner shall provide for ongoing transit services funding through formation of a Community Facilities District (CFD). Prior to the recordation of the first Final Map, owner agrees to and shall cooperate in (including voting in favor of) the formation of a CFD for all properties shown in Exhibit B7. The CFD shall include an annual assessment of \$145/year per residential unit or hotel unit and \$.45 per square foot per year for non-residential uses to fund the Railyard's fair share of total growth in transit generation and the costs to implement long-term transit improvements in the Town. Town agrees to exempt affordable housing units from this assessment. All existing and planned transit routes currently serve the Railyard Project area. The assessment will begin at the time of a Final Certificate of Occupancy for each discrete Building within the Project. The assessment Tax may be increased each year by up to the Engineering News Record Construction Cost Index (CCI) for the calendar year preceding the fiscal year for which the special tax is to be assessed. Annual increases for the CCI shall be determined by the Town Council.

#### **16. Bicycle Parking**

Owner shall provide or cause to provide adequate bike parking for each development project as per the Master Plan and as specified by each specific development project approval.

#### **17. Prevailing Wage**

Owner acknowledges that prevailing wage requirements on infrastructure construction for improvements within Town rights-of-way and parking lot improvements within easements in the name of Town may be required to be paid under State law. Owner is not waiving any rights to contest the imposition of such requirement. The Town is not responsible for any compliance or disputes arising over the prevailing wage issue.

#### **18. Eastern Railroad Undercrossing**

To ensure the feasibility of a future north south roadway and pedestrian connection between East River Street and the Master Plan area is not foreclosed, prior to any subdivision of land east of the Balloon track, Owner shall prepare 30 percent design level drawings of a potential roadway and pedestrian connection. Plans shall be reviewed and approved by Town Engineer prior to or concurrent with the Town's approval of improvement plans east of the Balloon track and an easement to accommodate the connection will be required concurrent with the subdivision of land east of the Balloon track.

#### **19. Implementation Plans**

Consistent with the implementation actions detailed in Chapter 9 of the Master Plan, Owner will complete the required items according to the timing indicated in Master Plan Exhibit B, Table 9.2, Implementation Measures and Action Items.

#### **20. Contamination and Clean-up**

Owner is responsible for any discovered contamination and clean-up associated with infrastructure construction on Owner's property or within the Town easement on Union Pacific's Right of Way

adjacent to Owner's property, regardless of whether the Town or Owner leads construction. All work involving excavation, grading, and reuse or disposal of soil will be accomplished as required by the soil management plans (SMPs) approved by the Water Board for the western areas of the Property. Health and safety requirements specified in the area-specific SMPs will be followed. For areas east of the Balloon Track, normal health and safety requirements for construction and dust control will be followed. If previously unknown contamination is discovered during earthwork activities, Owner will contact the Water Board and follow OSHA and Water Board requirements for construction within impacted areas. Upon completion of infrastructure improvements, Owner's responsibility for contamination and clean-up will terminate. For any Town-led construction where contamination is discovered, Town shall consult and agree with Owner before taking an action with respect to such contamination. Owner and Owner's consultants shall be given the opportunity to participate in agency proceedings as to such contamination. Owner will be consulted and informed on an on-going basis on any mitigations and associated remediation of such contamination.

### **21. Artist's Loft Housing Loan**

Town shall provide a One Million Four Hundred Thousand dollar (\$1,400,000.00) loan to the Artist Lofts housing developer per the terms and conditions specified for construction of the Artist's Loft housing. Such loan shall be paid back from net rental receipts from the Truckee Artist's Loft Housing received by the housing developer from time-to-time.

### **22. Subdivision Maps**

Town shall grant approval of a Phased Vesting Tentative Map to subdivide the Property. The Phased Vesting Tentative Map will be completed following adoption of the Development Agreement and consistent with the Development Agreement and Master Plan. Final maps may be filed in phases in accordance with the phasing of development of the Project as determined by Owner and as agreed to by the Town under the Master Plan. Various fees and exactions may be linked to either the Phased Vesting Tentative Map or the final maps or other entitlements, such as a Certificate of Occupancy, pursuant to Town's normal processes and the Agreement. Limits and dedication of Town rights-of-way and easements will be addressed through the review of the Phased Vesting Tentative Map.

### **23. Church Street Extension and Trout Creek Restoration**

Pursuant to the Master Plan, Town shall fund, design, engineer, permit and construct the Church Street extension, including the new roundabout, bridge over Trout Creek, any related road improvements, and road-related drainage as part of the Town's Capital Improvement Projects (see Exhibit B-4c, Church Street Extension and Rights-of-Way Diagram). In association with the extension of Church Street, Town will construct a crossing of Trout Creek and restore a portion of Reach Five (5) of Trout Creek as described previously. Town agrees to a good faith effort to complete these improvements within the following timeframe.

The Project Start Date begins once CPUC approval of the balloon track crossings is achieved and the Development Agreement is executed:

- Initiate Design: 6 months after Project Start Date
- Completing Design: 30 months after Project Start Date
- Initiate Construction: 42 months after Project Start Date

If Owner desires improvements to occur sooner, Town and Owner may agree to allow Owner to pursue design, permitting, and construction of improvements at Owner's cost which will be reimbursed to the Owner upon completion of improvements, subject to Town agreement. Town will not pay any penalties for failure to meet milestone identified above.

#### **24. Roundabout at Donner Pass Road and Church**

Town shall reimburse Owner Two Hundred Sixty Nine Thousand One Hundred Forty Four dollars (\$269,144.00) for the construction of the Donner Pass Road/Church Street intersection. This amount is the cost associated with upgrading the intersection of Donner Pass Road Realignment and Church Street from a two-way stop intersection to a roundabout pursuant to the Master Plan, as estimated in the Phase 1 improvement plans Engineer's Estimate. This funding commitment is valid for five (5) years from the Effective Date of the Agreement.

Prior to receiving reimbursement, Owner shall certify that no State funding was used on the Town share of the improvements. Payment shall be disbursed from the Town upon Owner entering into a BSIA with Town for the Phase 1 Roadway Improvements as identified in the Draft Phase 1 Roadway Improvement Plans dated \_\_\_\_ and incorporated by reference. Town's contribution of \$269,144.00 shall be disbursed from the Town to Owner as work occurs on a progress payments percentage complete basis. Town will utilize the Contractor's monthly Applications for Payment and Architect's Certificate for Payment as the basis to determine the amount of funds to be released. In the event that a BSIA is not entered into, Town will instead fund the \$269,144.00 upon completion and final inspection of the Phase 1 Streetscape Improvements.

#### **25. Review, Processing /Approval of Remaining Plans, Applications and Permits**

Town shall timely process permits and approvals required for development, use, and occupancy of the Project, and each specific development that is proposed. Such approvals include, but are not limited to:

- One or more Phased Vesting Tentative Maps
- One or more Final Subdivision Maps
- Improvement Plans
- Grading permits
- Development Permit Applications
- Use Permits
- Building permits
- Encroachment Permits
- Other Permits that may be required from time to time

#### **26. Grants and Subsidy Programs**

The Project includes a number of costs that may be eligible for grant and subsidy programs administered by local, regional, State, or federal agencies, including costs associated with the development of public spaces, transportation infrastructure, and other facilities that serve the greater Truckee community. Town will cooperate with Owner in pursuing grants and other funds.

## **27. Subdivision Improvement Agreements**

Town will allow for bonding of roadway and infrastructure improvements through one or more BSIA's such that parcels can be created and building permits can be issued, prior to completion of such improvements.

## **28. Impact Fees**

Owner (or subsequent building developers) shall pay all impact fees of the Town and any and all utilities and special districts (e.g. schools, water, electricity, parks and recreation, wastewater and collection, fire) in effect at the time of each building permit issuance. However, traffic impact fees for buildings in Phase 1 shall be deferred to issuance of a final certificate of occupancy for the improvements subject to the imposition of such Fees. Buildings in Phase 2 or 3 shall pay impact fees at building permit issuance unless a fee deferral is requested and the fee deferral fee is paid in compliance with the Town of Truckee's Traffic Impact Fee Program. Recognizing the vehicle trip reduction and transit opportunities of a Downtown residential project, air quality impact fees for mitigating PM-10 impacts, are based on the Truckee Railyard Particulate Matter 10 Emissions Study, Exhibit B8. This updated method for calculating air quality fees results in a lower fee to the Owner than the Town's traditional method. Like traffic impact fees, these fees are due and payable as each development project is completed and occupied.

## **29. Phasing**

Project phasing is generally expected to occur from west to east for street, sidewalk, utility, and parking infrastructure. Building construction may occur on any Subdivision Parcel within a phase for which the horizontal construction is complete, or will be complete prior to issuance of a temporary certificate of occupancy for the subject development (see Exhibit B1, General Phasing and Sub-Areas). An overview of the anticipated Project phasing for Phases 1 and 2, which include development within the Balloon Track, is outlined in Exhibit B1, General Phasing and Sub-Areas. The sequencing for subsequent Phases is not known at this time and shall be determined by Owner with Town concurrence as market conditions for buildout of the Project may dictate. No development may occur east of the balloon track until the Church Street Extension is constructed.

## **30. Utility Undergrounding**

Owner shall fund and construct all utility undergrounding and associated service connections that are required for the development of the Master Plan. The Town will cooperate with the Owner and the utility providers but will not financially contribute. Any agreements or permits associated with the undergrounding in which the Town must participate, will be prepared by Owner.

## **31. Drainage Improvements**

Prior to issuance of any Final Map for any project phase, the Owner shall submit comprehensive drainage and storm water management plans for that project phase to the Town for review and approval.

Phase 1 drainage may include a drainage basin located as shown on Exhibit B-4a and B-4b, Church Street Extension and Rights-of-Way Diagram. This drainage solution is adequate for Phase 1, but is not the preferred long term solution once subsequent phases are constructed. It is desirable to have the basin relocated off of the frontage of Church Street when Phases 2 and 3 are built to allow for

the Phase 1 drainage basin site to become part of the Railyard development area. Subject to the approval of the Town Engineer, the Owner or other approved entity will provide for relocation of basin elsewhere within the Railyard Master Plan area. Prior to approval of Phase 1 Infrastructure plans or any Final Map, 30% plans for the build out of the storm drain system in the entire Master Plan Area shall be submitted. Such plans shall provide for the eventual relocation of the basin to an area east of the balloon track. Storm drains of adequate size and elevation shall be installed under the balloon track crossings as a part of the Phase 1 infrastructure improvements.

Upon relocation of the basin and recordation of associated drainage easements, the former Phase 1 drainage parcel shall be made available for development. The land use and exact development intensity will be determined at a later date, but in accordance with the Downtown Extension Maximum Allowable Development (MAD) and the Master Plan. As a part of the infrastructure development within the balloon track, storm drainage infrastructure shall be constructed to allow the storm water from the Phase 1 project area to ultimately be conveyed to the areas east of the Balloon track, unless otherwise approved by the Town Engineer. Infrastructure within the balloon track shall include the storm drain infrastructure that is needed to accommodate drainage within the Balloon track and to carry Phase 1 drainage east of the Balloon track. Storm water management within and east of the balloon track will be accommodated by a combination of low impact development treatments in and around the developable parcels, as well as a constructed treatment area in the eastern end of the Master Plan Area.

### **32. Access and Right of Way Adjacent to the Lumber Yard Parcel**

Owner shall grant a right-of-way to the Town for the small triangle shaped piece of land between the Lumber Yard property and the right-of-way of the Donner Pass Road Extension (see Exhibit B-4a, B-4b and B-4c, Church Street Extension and Rights-of -Way Diagrams) at the time that the Donner Pass Road Extension is constructed. This right of way will allow full access to the lumber yard property, and provide for adequate area for improvements, future buildings and related uses on the lumber yard property and the Town's road right of way.

### **33. Short Term Rental Restriction**

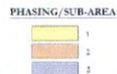
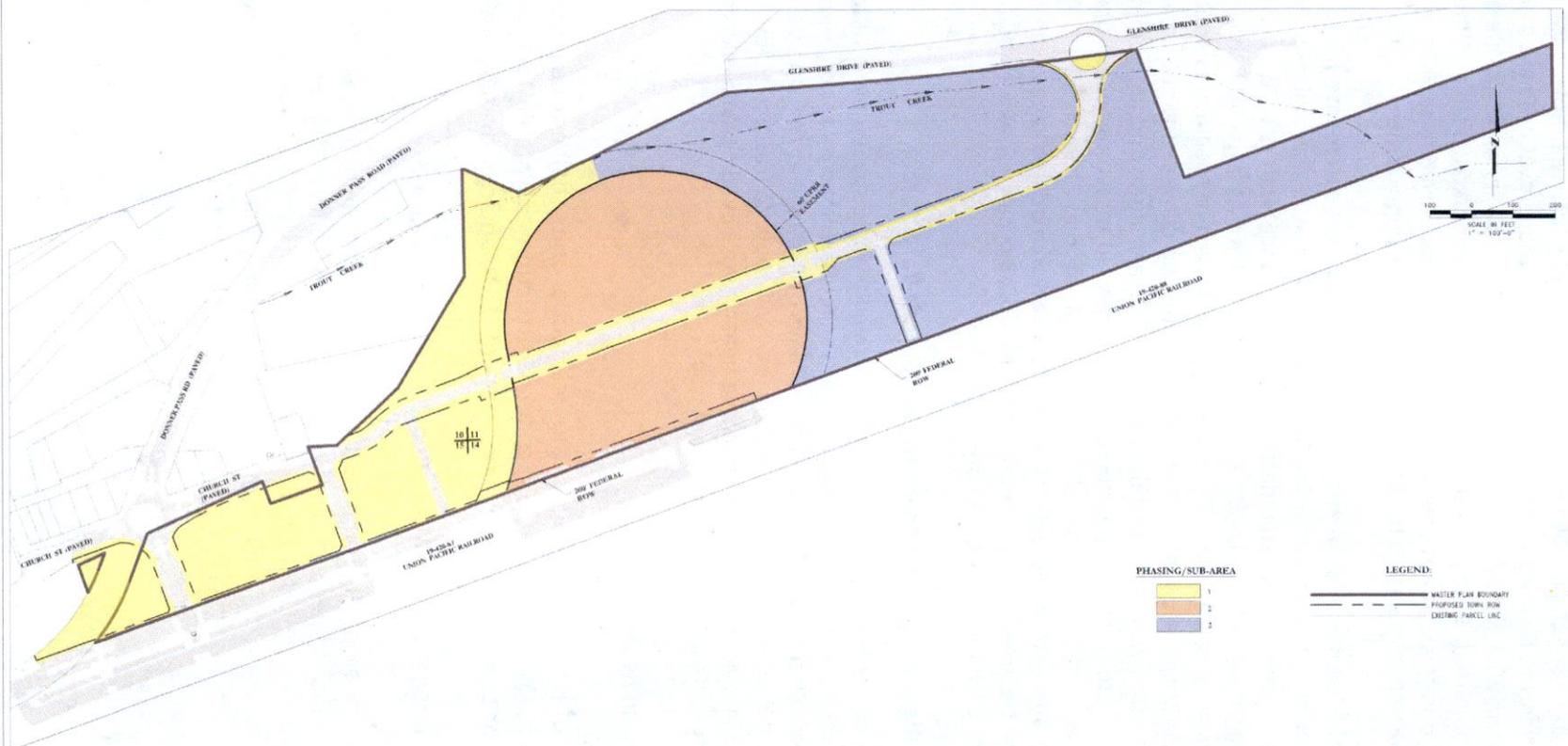
Short term rentals of less than 30 days within residential units shall not be permitted in the Trout Creek District. Owner shall record a deed restriction acceptable to Town reflecting this prohibition prior to issuance of any Certificate of Occupancy for these residential units.

### **34. Development Agreement and Mitigation Monitoring Program**

Owner shall provide appropriate compensation to Town staff or agreed upon consultant to periodically monitor the Agreement, conditions of approval and mitigations from the CEQA documentation based on standard Town rates. Based on the results of the monitoring and progress on the overall project, Town staff shall report out to the Planning Commission and Town Council on an annual basis.

# ATTACHMENT #1 RAILYARD GENERAL PHASING AND SUB-AREAS

TRUCKEE, CALIFORNIA



NO.	DATE	REVISIONS	BY	APP'D
1				
2				
3				
4				
5				
6				

**RAILYARD  
GENERAL PHASING AND SUB-AREAS**

TRUCKEE DEVELOPMENT ASSOCIATES  
1200 PINE STREET, SUITE 151  
OAKLAND, CA 94607



Designed: BE  
 Drawn By: BE  
 Approved By: DDJ  
 Job No: B-111  
 Scale: AS SHOWN  
 Date: 5-15-17

ATTACHMENT  
#1

## EXHIBIT B2

### Railyard Development Agreement

#### Truckee Railyard Mixed-Use Development Master Plan Affordable Housing Plan

June 2017

This Affordable Housing Plan serves as the regulatory plan for inclusionary and workforce housing implementation for all development within the Railyard Mixed-Use Development Master Plan Area (herein "Railyard Master Plan"). This plan was prepared in accordance with Development Code Chapter 18.214 (Inclusionary Housing) and Chapter 18.216 (Workforce Housing) to ensure a variety of housing types and affordability levels. For the purpose of implementing this affordable housing plan, inclusionary and workforce housing are affordable housing terms as defined in the Development Code and attached hereto under Exhibits B-2a, B-2b, and B-2c. This plan is consistent with the 2025 General Plan Housing Element and fulfills Railyard Master Plan Implementation Measure 7. All new residential and non-residential construction within Railyard Master Plan Downtown Extension (DE), Industrial Heritage (IH) and Trout Creek (TC) Districts shall be subject to the terms of this agreement.

\*\*\*\*\*

#### Section I. Introduction

Railyard Master Plan Implementation Measure 7 defines the parameters for affordable housing in the Master Plan Area. Specifically, "*Housing options within the Master Plan should include a mixture of housing types to support and serve the needs of employees, first-time homebuyers 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.*" The Railyard Master Plan Area serves as an opportunity site for higher density housing in a mixed-use development area. The inclusionary housing and workforce housing requirements specified in this plan are based on Town Development Code Sections 18.214 (Inclusionary Housing) and 18.216 (Workforce Housing).

The following general requirements shall apply to all projects requiring approval of a land use application:

#### A. General Requirements

All projects within the Railyard Master Plan shall comply with Development Code Chapters 18.214, Inclusionary Housing, and 18.216, Workforce Housing as they existed on November 28, 2016 and as set forth in Exhibit B-2a and B-2b respectively. Affordable Housing terms

are set forth in Exhibit B-2c, Development Code Definitions/Glossary. To provide guidance on affordable housing implementation and to establish minimum requirements and provide for incentives, the terms contained within this plan shall apply to each new land use application within the Railyard Mixed-Use Development Master Plan Area where affordable housing is required. The review authority shall use this affordable housing plan in conjunction with Development Code Chapters 18.214 and 18.216 in determining if a development project meets the required inclusionary and/or workforce housing requirements. The following general requirements shall apply:

- 1.) The rental of affordable housing units for less than 30 days shall be prohibited.
- 2.) For-purchase affordable housing units shall be owner-occupied.
- 3.) Each project proponent shall demonstrate compliance with the terms of this agreement at the time of land use permit application submittal.

The review authority shall make the following findings when taking action on any new and modified land use application within the Railyard Master Plan Area:

- a) The project complies with the Truckee Railyard Mixed-Use Development Master Plan Affordable Housing Plan.
  - b) The project contributes to the Master Plan vision of mixed housing types in support of different lifestyles, families and tenures and provides affordable housing consistent with the Railyard Master Plan Affordable Housing Plan.
- 4.) All non-tax-credit-funded inclusionary and workforce housing units shall be deed-restricted affordable for a minimum of 55 years to ensure long-term affordability. The deed restriction language shall be reviewed and approved by the Town Attorney prior to issuance of the first inclusionary or workforce housing unit building permit.
  - 5.) Tax-credit-funded projects shall be subject to the terms of the tax credit allocation, and Town land use application conditions of approval and shall otherwise be exempt from this affordable housing plan, except that units within a tax credit project shall be permitted to be used as credit for other projects needing to fulfill inclusionary or workforce housing requirements and short-term rentals (less than 30 consecutive days) shall be prohibited.
  - 6.) For tax-credit-funded projects, affordable housing credits shall be applied at the time the tax credit award is accepted and active. The tax credit recipient or assignee shall retain the right to sell/transfer affordable housing credits and the Town shall recognize each credit as the equivalent of one inclusionary or workforce housing unit. Use of affordable housing credits shall comply with the terms of this agreement.
  - 7.) Subleasing of designated affordable units shall be prohibited.
  - 8.) Any developer of a project with inclusionary and / or workforce housing units physically within the project shall be required to enter into a housing agreement with the Town. The agreement shall be executed prior to issuance of temporary occupancy for any portion of the

project. The agreement shall identify the number, type and affordability of inclusionary / workforce housing units and that the units shall be restricted to the approved affordability levels for a minimum of 55 years.

9). The conversion of inclusionary or workforce housing units from income-restricted rental units to for-purchase units shall be prohibited for the life of the affordability period.

10.) Required inclusionary and workforce housing units shall be constructed prior to or concurrent with market-rate units. A Final Certificate of Occupancy shall not be issued for any market-rate housing units or non-residential square footage in any one project submitted under a single land use application until Temporary or Final Certificates of Occupancy are issued for all required inclusionary and/or workforce housing units. The review authority may modify this general requirement if the review authority finds that an alternative would further ensure affordable housing unit construction and completion. For projects where use of affordable housing credits is being requested, proof of available credits shall be provided to the Planning Division at the time of land use application submittal.

11). For projects with both market-rate and restricted-affordable housing units, inclusionary housing requirements shall be calculated based solely on the number of market-rate units; affordable units shall not be counted toward the 15 percent inclusionary housing calculation.

12.) For fractions of affordable units, the developer may elect to construct the next higher whole number of affordable units or pay the in-lieu fee established by Town Council resolution.

13.) Projects that provide more than the minimum required amount of inclusionary and/or workforce housing may sell/transfer their excess units to another developer at a price agreed upon by both parties. Notification shall be provided to the Town at the time of sale/transfer and a copy of the agreement/transaction submitted to the Planning Division for verification before a unit(s) can be used as an affordable housing credit.

14.) For projects where use of affordable housing credits is being requested, proof of available credits shall be provided to the Planning Division at the time of land use application submittal. Affordability levels are defined as follows:

- a) Very-low income households are defined as households with income up to 50% of the area median income (AMI).
- b) Low-income households are defined as households with incomes between 51% and 80% AMI.
- c) Moderate-income households are defined as households with incomes between 81% and 120% AMI.

B. Credit for 71 affordable units shall be granted to Truckee Development Associates, LLC, or its successor in interest at the time the Truckee Artist Lofts building permit is issued. These 71 units shall be available to use as credit for required inclusionary and / or workforce housing requirements for other projects needing to satisfy their affordable housing

requirement. The Town shall maintain a database of approved projects, their respective inclusionary and/or workforce housing contribution and transfers and the review authority shall only approve use of credits if credits are available.

**Section II. Inclusionary Housing**

The purpose of providing inclusionary housing is to provide a permanent supply of housing to meet the needs of very-low, low- and moderate-income residents, particularly those who live or work in Truckee, while maintaining the Town's character and improving the social and economic quality of life for Truckee residents. General Plan inclusionary housing implementation is specified in Development Code Chapter 18.214, which establishes that a minimum 15% of all new units in a residential development project shall be affordable.

A. Trout Creek (TC) District

<b>TABLE 1. TROUT CREEK INCLUSIONARY HOUSING</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Live / Work Units</b>	<b>25</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>52</b>	<b>7.8</b>
<b>Single-Family Homes</b>	<b>8</b>	<b>1.2</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>85 Units</b>	<b>9 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Trout Creek District will be based on approved land use applications and may be more or less than the Railyard Master Plan Maximum Allowable Development or M.A.D. Table 1 is based on 15% inclusionary housing for cumulative M.A.D. buildout and is included in this housing plan to aid in affordable housing tracking.*

1). A minimum of 15% of all new units in a residential development project shall be designated as affordable. The following additional requirements and incentives shall apply:

- a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase, or a mix, the unit size, type (multi-family, single-family, etc.).
- b) Projects with 40 or more multi-family units total shall include affordable units on-site / within the project. The payment of in-lieu fees and the use of affordable housing credits shall be prohibited to satisfy inclusionary housing requirement for projects with 40 or more multi-family units total.
- c) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the TC District.
- d) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.

- e) For every five market-rate dwelling units constructed within the TC District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of three affordable units. Live/work units shall not be used in this calculation.
- f) Inclusionary requirements may be satisfied through use of affordable housing credits.

2). Live/work units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, they provide housing. To incentivize the construction of live/work units in the TC District, for every five live/work units constructed, credit for one affordable unit shall be granted.

B. Industrial Heritage (IH) District

<b>TABLE 2. INDUSTRIAL HERITAGE INCLUSIONARY HOUSING</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>75</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>125</b>	<b>18.75</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>200 Units</b>	<b>18.75 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Industrial Heritage District will be based on approved land use applications and may be more or less than the M.A.D. Table 2 is based on 15% inclusionary housing for cumulative M.A.D. buildout and is included in this housing plan to aid in affordable housing tracking.*

- 1). A minimum of 15% of all new units in a residential project shall be designated as affordable. The following additional requirements and incentives shall apply:
  - a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
  - b) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the IH District.
  - c) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
  - d) For every five dwelling units constructed within the IH District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of three . Work-live units shall not be used in this calculation.
  - e) Inclusionary unit requirements may be satisfied through use of affordable housing credits.

2). Work-live units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by nature of their use, buildings or spaces with jointly used residential and non-residential uses, they provide housing. To incentivize the construction of work/live units in the IH District and promote the creation of maker spaces, craft industries and other businesses envisioned within the Railyard Master Plan, for every five work/live units constructed, credit for one affordable unit shall be granted.

C. Downtown Extension (DE) District

<b>TABLE 3a. DOWNTOWN EXTENSION INCLUSIONARY HOUSING OPTION #1</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>50</b>	<b>N/A</b>
<b>Live/Work Units</b>	<b>15</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>220</b>	<b>33</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>285 Units</b>	<b>33 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 3 is based on 15% inclusionary housing for cumulative M.A.D. buildout under Downtown Extension Option #1 and is included in this housing plan to aid in affordable housing tracking.*

<b>TABLE 3b. DOWNTOWN EXTENSION INCLUSIONARY HOUSING OPTION #2</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>29</b>	<b>N/A</b>
<b>Live/Work Units</b>	<b>0</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>256</b>	<b>38.4</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>285 Units</b>	<b>38.4 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 3 is based on 15% inclusionary housing for cumulative M.A.D. buildout under Downtown Extension Option #2 and is included in this housing plan to aid in affordable housing tracking.*

1.) A minimum of 15% of all new units in a residential project shall be designated affordable. The following additional requirements and incentives shall apply:

- a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
- b) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of the Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the IH District.
- c) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
- d) For every five dwelling units constructed within the DE District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of five. Work-live units shall not be used in this calculation.
- e) Building permits shall be issued for 71 inclusionary housing units (i.e.-Truckee Artist Lofts Project) prior to or concurrent with building permits for any project that would bring the cumulative total of residential units (excluding work-live and inclusionary units) to 100 within the DE District, unless an alternative timeline is approved by the review authority.
- f) Any of the required inclusionary units may be satisfied through use of affordable housing credits.

2). Live/work units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, they provide housing.

3). Work-live units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, buildings or spaces with jointly used residential and non-residential uses, they provide housing. To incentivize the construction of work/live units in the DE District and promote the creation of maker spaces, craft industries and other businesses envisioned within the Railyard Master Plan, for every five live/work units constructed, credit for one affordable unit shall be granted.

### Section III. Workforce Housing

The purpose of workforce housing is to provide a permanent supply of housing to meet housing needs generated by commercial, office and other non-residential uses. General Plan workforce housing implementation is specified in Development Code Chapter 18.216, which establishes that workforce units shall be calculated based on land use type in terms of full-time employee equivalents. All non-residential projects, including but not limited to, commercial, institutional, recreational, etc. shall include or provide workforce housing consistent with the following:

#### A. General Requirements.

- 1) Live/work and work-live units within the Railyard Master Plan Area shall be exempt from providing workforce housing.

- 2) Workforce housing units shall be calculated based on Development Code Section 18.216.040. B and C.
- 3.) Projects that provide more than the minimum required amount of workforce housing may sell/transfer their excess units as credit(s) to another developer at a purchase price agreed upon by both parties. The use of purchased credits shall comply with the terms of this affordable housing plan.

**B. Trout Creek (TC) District**

- 1) All projects within the TC District shall be exempt from providing workforce housing.

**C. Industrial Heritage (IH) District**

- 1) All projects within the IH District with 5,000 sf. or less of non-residential gross floor area shall be exempt from providing workforce housing to incentivize the creation of small-scale commercial spaces.
- 2) Projects with more than 5,000 sf of commercial gross floor area shall provide workforce housing consistent with Section III.A above.

**D. Downtown Extension (DE) District**

<b>TABLE 4. DOWNTOWN EXTENSION WORKFORCE HOUSING</b>			
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>Employee Generation Rate (Full Time Equivalent Employees or FTEEs Generated by Land Use Type)</b>	<b>Workforce Housing Requirement</b>
<b>Movie Theater</b>	<b>750 Seats</b>	<b>To be determined by review authority</b>	<b>To be determined by review authority</b>
<b>Retail Trade and / Service Uses (i.e.-office, retail, restaurant, etc.)</b>	<b>75,000 sf</b>	<b>1/500 sf</b>	<b>150</b>
<b>Recreation and Public Assembly Uses</b>	<b>25,000 sf</b>	<b>1/2000 sf</b>	<b>12.5</b>
<b>Grocery Store</b>	<b>35,000 sf</b>	<b>1/500 sf</b>	<b>70</b>
<b>Hotel / Condo Hotel</b>	<b>60 room</b>	<b>To be determined by review authority</b>	<b>To be determined by review authority</b>

<b>SUBTOTAL *</b>	<b>232.5 FTEEs (excluding movie theater and Hotel / Condo Hotel uses)</b>
<b>TOTAL (FTEEs / 7 FTEEs per Development Code Section 18.216.040): 232.5 / 7:</b>	<b>33.2* Workforce Housing Units</b>

*\*The actual number of workforce housing units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 4 is based on cumulative M.A.D. buildout under Downtown Extension and is included in this housing plan to aid in workforce housing tracking.*

1.) Workforce housing shall be provided consistent with Development Code Chapter 18.216, Workforce Housing, as defined in Exhibit B-2b, including the following additional requirements and incentives:

- a) The developer shall have the right to choose if the workforce units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
- b) For both ownership and rental workforce housing units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the DE District.
- c) For both ownership and rental workforce units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
- d) For every five dwelling units constructed within the DE District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of five units. Work-live units shall not be used in this calculation.
- e) The review authority shall determine the workforce housing requirement for a movie theater and hotel / hotel condo project as part of a future land use application and may consider alternative employee generation rates as allowed by the Town's workforce housing ordinance.
- f) Each non-residential project, including but not limited to: commercial, institutional, recreational, etc. shall calculate the number of workforce units consistent with Section III.A.2 above. Any of the required workforce units may be satisfied through use of credits or construction of workforce units.

Exhibits

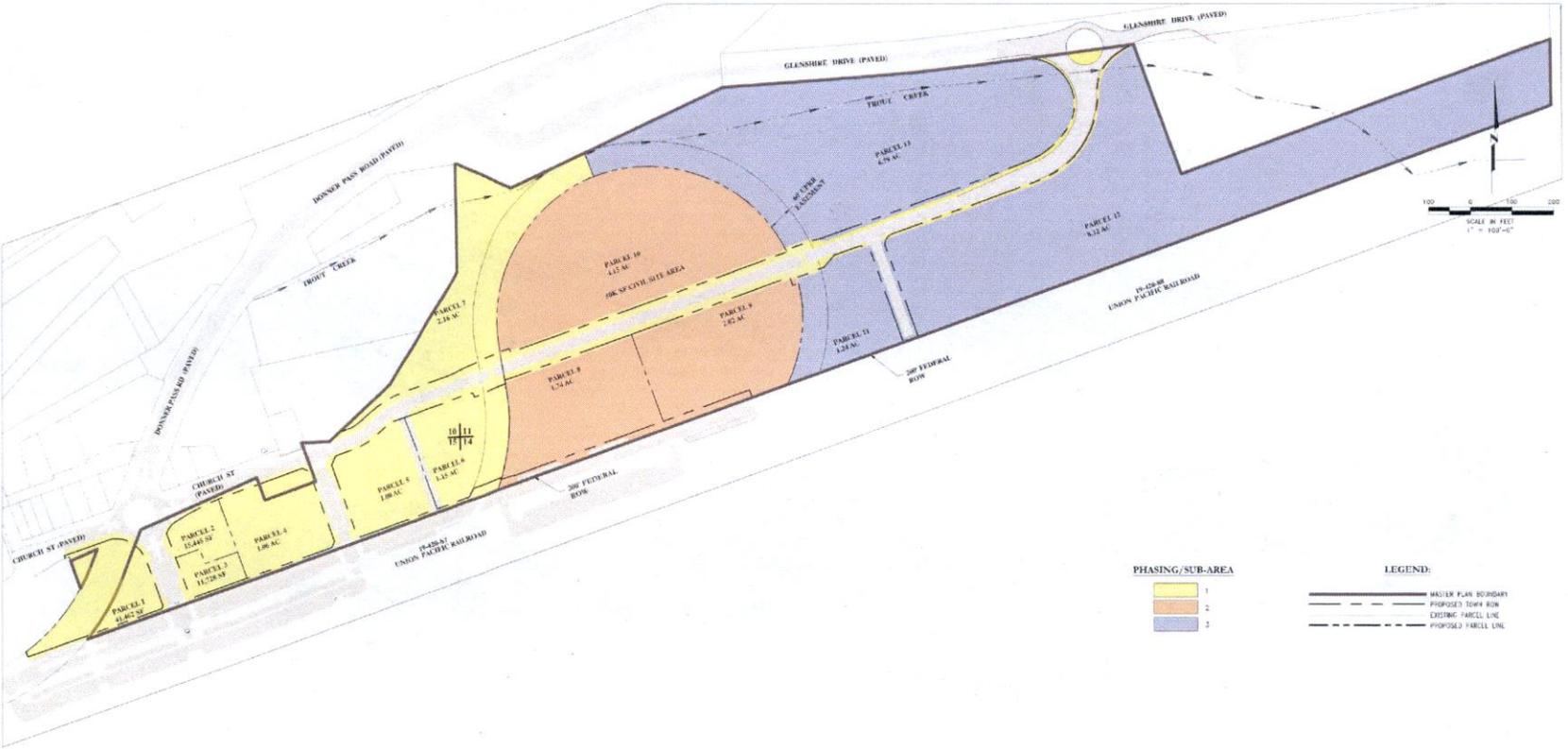
Exhibit B2A – Development Code Chapter 18.214, Inclusionary Housing, dated November 28, 2016

Exhibit B2B – Development Code Chapter 18.216, Workforce Housing, dated November 28, 2016

Exhibit B2C – Development Code Definitions/Glossary, dated November 28, 2016

# ATTACHMENT #3 RAILYARD PARCEL DIAGRAM

TRUCKEE, CALIFORNIA



NO.	DATE	REVISIONS	BY	APP'D.
1				
2				
3				
4				
5				
6				

**RAILYARD  
PARCEL DIAGRAM**

TRUCKEE DEVELOPMENT ASSOCIATES  
1201 PINE STREET, SUITE 151  
OAKLAND, CA 94607

COURTESY: TOWN OF TRUCKEE

**EASTERN  
SIERRA  
ENGINEERING**

CIVIL ENGINEERING & ENVIRONMENTAL SERVICES  
4000 UNIVERSITY AVENUE, SUITE 200  
MILFORD, CA 94530

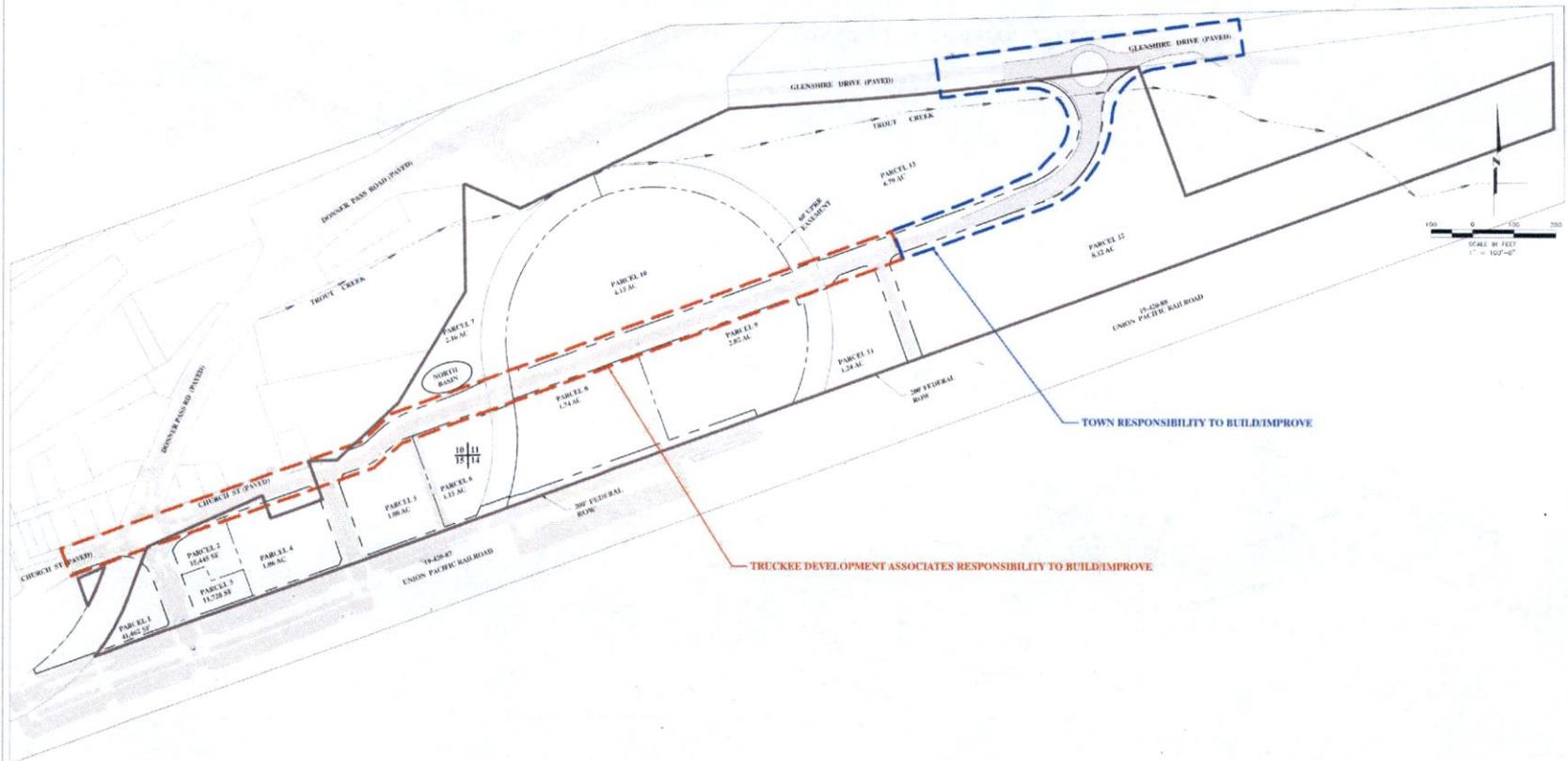
Designed: BE  
 Drawn By: BE  
 Approval By: DDJ  
 Job No.: 15.1.11  
 Scale: AS SHOWN  
 Date: 3.25.17





# ATTACHMENT 4C RAILYARD OWNER AND TOWN RESPONSIBILITIES TO CONSTRUCT CHURCH STREET EXTENSION

TRUCKEE, CALIFORNIA



NO.	DATE	REVISIONS	BY	APPD
1				
2				
3				
4				
5				
6				

**RAILYARD**  
**OWNER AND TOWN RESPONSIBILITIES TO**  
**CONSTRUCT CHURCH STREET EXTENSION**  
**TRUCKEE DEVELOPMENT ASSOCIATES**  
 1201 PINE STREET, SUITE 151  
 OAKLAND, CA 94607

  
**EASTERN SIERRA ENGINEERING**  
GENERAL ENGINEERING & ARCHITECTURE SERVICES  
 4000 W. BROADWAY, SUITE 100, TRUCKEE, CA 96202  
 TEL: 775.938.8888 FAX: 775.938.8888

Designed: BE  
 Drawn By: BE  
 Approved By: HDJ  
 Job No: 15.111  
 Scale: AS SHOWN  
 Date: 5-15-17

**EXHIBIT B5**

Railyard Development Agreement

**RAILYARD MIXED USE DEVELOPMENT  
PARKING MANAGEMENT PLAN**

June 2017

## TABLE OF CONTENTS

I.	INTRODUCTION AND SUMMARY .....	1
	A. PURPOSE .....	1
	B. OBJECTIVES .....	1
II.	PARKING STANDARDS .....	4
	A. SHARED PARKING CONCEPT .....	4
	B. SPECIFIC PARKING REQUIREMENTS .....	4
	C. CLARIFICATIONS.....	8
	D. OTHER PROVISIONS .....	9
III.	PARKING DISTRICT PLAN .....	11
	A. AMENDED DOWNTOWN PARKING DISTRICT .....	11
	B. PARKING OPERATIONS AND MANAGEMENT .....	11
IV.	IMPLEMENTATION STRATEGIES.....	17
	A. VALET .....	17
	B. DEMAND-BASED PRICING .....	17

**List of Figures**

Figure 1 Downtown Parking District Plan with Railyard Phase 1 .....15  
Figure 2 Downtown Parking District Preliminary Plan with Railyard Phase 2.....16

**List of Tables**

Table 1 Bicycle Parking Requirements by Land Use .....7

## I. INTRODUCTION AND SUMMARY

### A. PURPOSE

This Railyard Parking Management Plan (PMP) is based on a shared parking concept that will integrate with the existing Downtown Parking District. The primary goal of this PMP is to provide an adequate, but not excess, parking supply within the Master Plan area (MP area) and to incorporate the Railyard parking in the MP area into the existing Downtown Parking Management Program. This PMP is intended to reflect only an initial concept for how Railyard parking will be constructed and operated. All provisions of this PMP are subject to revision by the Town of Truckee, with the exception of the parking generation standards in Section II.B.4.a.

This PMP has been prepared to satisfy an action/implementation item included in the adopted 2016 Master Plan.

*Action Item 7.1/Implementation Measure 10*

#### ***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 shall be made available for use by the Downtown Parking Management Program at no land cost to the Parking District.*

The PMP provides parking policies and standards for the Truckee Railyard Mixed-Use Development MP area in Chapter II. Chapter III of the PMP includes modifications to current Downtown Parking District operations and management strategies that will ensure seamless integration of Railyard parking administration. Additional strategies to further the success of PMP implementation and the Downtown Parking District are included in Chapter IV.

### B. OBJECTIVES

This PMP for the Railyard MP area is designed to achieve the following objectives:

1. Integrate with Downtown Parking District
  - a. Incorporate the majority of the Downtown Extension (DE) district parking into the existing Downtown Parking District.

- b. Expand paid parking into the Railyard MP area, particularly in the DE district and replace existing free parking (57 spaces<sup>1</sup>) that will be displaced.
  - c. Consider whether parking provided in the Trout Creek (TC) and Industrial Heritage (IH) districts, or portions thereof, should be incorporated into the Downtown Parking District as the Town considers specific development proposals within each district.
2. Minimize Demand
- a. Build upon the success of the existing Downtown and reduce demand by sharing parking among land uses and all users of the MP Area (businesses, residences, civic uses, or any other).
  - b. Design a “park once” approach that supports the Railyard Mixed-Use Development thriving due to its walkability and connectivity with the existing Downtown.
  - c. Utilize additional progressive planning and parking strategies to support a shared and reduced parking supply.
  - d. Educate the community about the high per space cost to develop parking and the associated economic and land use benefits associated with a reduced and well-utilized parking supply.
3. Manage Supply and Access
- a. Provide the right amount of parking, not too little or too much; avoid facilitating demand and inducing excess car trips and ownership with excess supply.
  - b. Locate parking strategically across the site to maximize foot traffic and reduce the overall parking supply.
  - c. Recognize that technological innovations are reducing dependency on automobiles, particularly single-occupant automobiles, and this trend is expected to continue further reducing dependency on autos.
  - d. Monitor supply and demand with iterative monitoring, reporting, and PMP refinements based on parking demand and utilization.
4. Manage Utilization
- a. Maximize parking utilization with the aim of achieving an 85 percent peak usage target during the majority of peak periods.
  - b. Consider variable pricing to ensure consistent parking access and to distribute parking demand evenly across the site, to make use of the broader parking supply.

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<sup>1</sup> The 57 spaces represent the 43 spaces in the East End (Beacon) lot that will be displaced with Phase 1 improvements plus an additional 14 spaces to compensate for the areas where vehicles informally park along the unimproved shoulders of Donner Pass Road south of Church Street. Approximately 27 vehicles can be accommodated along this frontage during the non-winter months; parking is not accommodate here during the winter months. Given the spaces are not improved and they are only available a portion of the year, 50 percent of the spaces (14) will be replaced,

- c. Manage employee parking to incentivize not driving but ensure parking availability in designated areas.

## **II. PARKING STANDARDS**

This Railyard Parking Management Plan (PMP) is based on a shared parking concept that will integrate with the existing Downtown Parking District. An overview of the shared parking concept is provided below followed by parking requirements. This PMP is intended to reflect an initial concept for how Railyard parking will be constructed and operated. Parking standards will be codified through subsequent Town action following execution of the Railyard Development Agreement.

### **A. SHARED PARKING CONCEPT**

A shared parking district or "park once" district uses a common pool of parking facilities to allow patrons and employees to park a single time and then walk easily between different destinations. As an example, a patron may go to lunch and then to the movies prior to going back home. Another example would be an employee that parks in the district, walks to their place of employment (e.g., office, restaurant or retail store), drops their child at a recreation or day care center, and throughout the day eats out for lunch, goes to the bank or dry cleaner and shops at the grocery store, all without getting back in the car. Yet another example is someone who lives downtown, walks to lunch, then to see a movie, and then to shop for some local goods, all without getting in a car.

Districts with shared parking manage parking spaces as if they are available for public use, rather than reserved for the tenants and visitors associated with a particular property. Shared parking policies do not treat the parking supply as discrete units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces. This approach is particularly supported within mixed-use developments as the mix of land uses (for example, an office, clothing store or bank and a bar or restaurant) have different periods of peak parking demand. There may be some overlap in hours of operation between uses but the peak demand is also reduced by occupants utilizing the "park once" concept. It is encouraged that a majority of the parking supply required per the following sections be provided as part of a shared parking pool.

### **B. SPECIFIC PARKING REQUIREMENTS**

#### **1. Purpose**

This section provides parking standards to:

- A. Meet the PMP objectives detailed in Chapter 1.

- B. Ensure that sufficient, but not excessive, parking facilities are provided for all uses, and that parking facilities are properly designed, attractive, and located to be unobtrusive while meeting the needs of the specific use.
- C. Encourage the use of alternative modes of transportation and other trip reduction measures.
- D. Establish policy for parking in the Truckee Railyard that responds to current conditions while also being flexible and responsive to future development and shifts in demand.
- E. Better align parking standards and policies with the goals of the Town of Truckee General Plan and the Railyard Master Plan to produce sustainable, multimodal circulation to benefit residents, employees, and visitors.
- F. Supersede the parking and loading standards included in Chapter 18.48 of the Town's Development Code unless specifically stated otherwise within this PMP.

## **2. Applicability**

The standards, policies, actions, and strategies included in this PMP are applicable to all new development on properties zoned Downtown Extension (DE), Trout Creek (TC), Industrial Heritage (IH), Downtown Mixed Use, and Downtown Master Plan in the Railyard Master Plan. In the future, the PMP is also applicable to any existing development originally constructed as part of the implementation of the Railyard Mixed-Used Development Master Plan that is being modified. The PMP is not applicable to properties zoned Downtown Manufacturing/Industrial (DM), Downtown High Density Residential (DRH-14), and Downtown Mixed Use (DMU); such properties will continue to be regulated by applicable sections of the Town Development Code.

Each land use and structure shall provide off-street parking and loading areas in compliance with this PMP. This PMP shall also apply to changes to, or expansion of, a land use or structure. A land use shall not be commenced and a structure shall not be occupied until the improvements required by this PMP are completed and approved by the Town Engineer.

## **3. General Parking and Loading Regulations**

Section 18.48.030 of the Development Code remains applicable to the MP area.

## **4. Required Parking**

### **a. Parking requirements by Land Use**

Each land use shall be provide the minimum number of required parking spaces listed below through either an allocation from a shared parking pool or private on-site parking, or a combination thereof. The following minimum parking standards shall apply within the MP area:

**Residential**

- 1.0 space per studio residential unit
- 1.0 space per 1-bedroom residential unit
- 1.5 spaces per 2-bedroom residential unit
- 2.0 spaces per 3-bedroom residential unit

**Hotels**

- 1 space per hotel room or unit

**Other Development**

- 3.0 spaces per 1,000 square feet of development permitted or conditionally permitted in Table 5-1 in the Master Plan.

Parking requirements for the following uses shall be determined by the applicable land use permit for each use.

- Outdoor commercial recreation
- Parks and playgrounds, private recreational facilities
- Schools
- Sport facilities/outdoor public assembly

**b. Bicycle Parking**

Bicycle parking shall be provided as set forth in Table 1.

**c. Provision of Parking**

Required parking for uses in the DE, TC, and IH zoning districts may be provided in one or more of the following manners:

- A. From the established shared parking pool within the MP area or on-site parking, or a combination thereof. All parking within public street rights of way and the Union Pacific (UP) right of way being utilized for public parking shall be included in the pool. Spaces on private property may also be included in shared pool subject to approval of the review authority.
- B. A minimum of fifty (50) percent of the required residential parking shall be located on-site. The review authority may approve an alternative to allow for less than fifty percent for a specific project (if the project is allowed within the subject zoning district and is generally consistent with the Master Plan) if one or more of the following findings can be made:

**TABLE 1 BICYCLE PARKING REQUIREMENTS BY LAND USE**

Land Use	Short-Term Parking	Long-Term Parking
<b>Residential</b>		
Multiple Family Dwellings (with 4 or more units) <sup>a</sup>	1 spaces per 6 units, minimum 2 spaces	1 space per 2 units (includes studios);
<b>Commercial</b>		
Office	1 per 2,000 sf of floor area, minimum 2 spaces	--
Restaurant	1 per 2,000 sf of floor area, minimum 2 spaces	--
Retail – General Food and Groceries	1 per 4,000 sf of floor area, minimum 4 spaces	--
Retail – General	1 per 2,000 sf of floor area, minimum 4 spaces	--
Hotels	1 per 5 rooms or 1 bike provided by hotel on site for every 10 rooms	--
<b>Education and Institutions</b>		
Assembly (Churches, Theaters, etc.)	1 space for each 15 seats provided	--
Non-Assembly Cultural (Library, Government Buildings, etc.)	1 per 8,000 sf of floor area, minimum 4 spaces	--
Industrial	1 per 12,000 sf of floor area, minimum 4 spaces	--

<sup>a</sup> Long-term 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.  
Source: Urban Planning Partners and Nelson Nygaard, 2016.

- i. The proposed project would produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of land uses and structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than which might otherwise occur from the strict application of the provisions and standards identified in this PMP; and/or
- ii. The project includes a tax-credit funded housing project or other housing project that restricts a minimum of 50 percent of the units as affordable for a minimum of 55 years.
- iii. The district in which the project is proposed is more than 75 percent built-out and approval of a reduction in on-site parking implements Master Plan goals and/or objectives.
- iv. The use or project includes a movie theater or restaurant with outdoor and/or rooftop dining in excess of 1,500 square feet.

- C. Parking provided on private property in association with a specific development project and in accordance with this PMP; although this is discouraged unless associated exclusively with residential units, or a grocery store larger than 15,000 square feet within the balloon track, or commercial uses developed in support of a shopping center containing a grocery store located within the balloon track with private parking allowed in the location identified on Parking Management Plan Figure 2. (As modified by the Planning Commission 6/15/17 and approved by the Town Council 7/11/17)
- D. If following buildout of all the parking district spaces in Phase 1 (the Railyard MP area generally east of Bridge Street and west of the balloon track) and Phase 2 (the Railyard MP within the balloon track) of the DE District, the Town receives a development application for a project for which the required parking cannot be met with a combination of on-site and already developed district parking spaces, the project applicant may, in conjunction with their development application submittal, provide results of a parking study that demonstrates there is additional capacity within the Railyard such that the reduced parking rates are justified. This additional capacity can be demonstrated by showing that a peak occupancy of 85 percent or less can be achieved within the developed portions of the Railyard considering all existing development in the Railyard, existing parking supply, and surveyed peak demand. The parking survey shall include a minimum of three Saturdays during the summer and/or winter season.

**d. Submittal Requirements**

The following information related to parking shall be provided to Town staff with each development application submittal:

- Brief assessment of how the proposed project relates to the approved PMP.
- A Parking Actual Allocation Update – this will tabulate and graphically show what parking has generally been allocated to what specific development approvals to date and what is proposed with the specific development project being considered.

This will be provided for information purposes and to show that in general parking is available in the DE District to conceptually allocate to the proposed development, understanding that specific spaces will not be allocated to one particular use.

**C. CLARIFICATIONS**

**1. Uses Not Listed**

Land uses not specifically listed by Table 5-1 of the Master Plan shall provide parking as required by the review authority.

**2. Rounding of Quantities**

When a calculation of the number of parking spaces required results in a fraction of 0.50 or more, the number of required spaces shall be rounded up to the nearest whole number.

### 3. Parking Meters and Operation

The Town will determine the number and locations of parking meters (general guidance is one meter per seven angled parking spaces and one meter per five parallel spaces). The Town may adjust how parking is administered and managed to ensure operational efficiency, such as, but not limited to: parking meter rates and locations, parking type by location, etc.

## D. OTHER PROVISIONS

### 1. Development Code Applicability

The following sections of the Truckee Development Code remain applicable to parking within the MP area unless they conflict with a specific requirement of the Master Plan, this PMP, or the Development Agreement.

- i. 18.48.060 – Disabled/Handicapped Parking Requirements
- ii. 18.48.070 – Development Standards for Off-Street Parking with the following specific exceptions:
  - a. Parking stall dimensions are subject to approval of the Town Engineer for all parking within the public or UP right-of-way.
  - b. Parking lifts or systems are permitted.
- iii. 18.48.080 – Driveways and Site Access
- iv. 18.48.090 – Bicycle Parking and Support Facilities with the following exception: short-term and long-term bicycle parking shall be provided for all uses consistent with Table 1.
- v. 18.48.100 – Off-Street Loading Space Requirements

### 2. Provisions

The following are additional provisions that are included to encourage the development of a compact and walkable MP area that prioritizes sustainable transportation practices to ensure dependency on vehicles is minimized.

- A minimum of one of the required parking spaces in each parking area that includes more than 40 spaces shall be dedicated to a plug-in electric vehicle (PEV) or at a rate consistent with the currently adopted California Building Code. It is encouraged that PEV spaces be clustered. Each PEV space shall be included as part of the required parking. Additional spaces are encouraged to be PEV ready based on current and anticipated PEV demand.
- Dedicated carsharing spaces on each development site are encouraged. Each parking space dedicated to carsharing reduces the required minimum spaces by two spaces up to a maximum reduction of 10 percent of the minimum required spaces.

- Unbundling parking for multi-family residential buildings is required in the DE District. Unbundled parking separates housing and parking costs. Traditionally, the cost of an apartment or condo unit includes one or more parking spaces, regardless of whether the tenant/owner is using them or not. Unbundling allows residents to choose the number of parking spaces they use and pay for accordingly.

### **III. PARKING DISTRICT PLAN**

As discussed above, the Railyard will be integrated into the Town's existing Downtown Parking District. Parking within the street and UP rights-of-way will be developed incrementally by block as the street improvements are constructed. All parking developed in the street or UP right-of-way will be included in the Downtown Parking District. The Parking District plans for phases 1 and 2 of the DE District are detailed followed by a supply and allocation assessment to demonstrate that the number of spaces anticipated on-site and within the rights-of-way will be adequate to serve anticipated development as well as buildout under the Master Plan Maximum Allowable Development (MAD).

#### **A. AMENDED DOWNTOWN PARKING DISTRICT**

Figure 1 provides a Parking District Plan that includes the Railyard MP area west of the balloon track (Phase 1). One side of the figure provides an amended Parking District Map that shows Phase 1 being incorporated into the Downtown Parking District and the other side documents the operation and management of the District including special permits.

A preliminary plan for Phase 2 within the balloon track is provided in Figure 2. The primary purpose of this preliminary plan is to demonstrate that, relative to the amount of development that is anticipated under the MAD, there is adequate land area to accommodate parking at the proposed ratios. The preliminary plan is based on a conceptual buildout plan for the Railyard, as no specific development proposals have been approved with the exception of the Artist Lofts. In addition, the number of garage spaces shown for residential projects is also illustrative and may vary once a specific development is approved.

#### **B. PARKING OPERATIONS AND MANAGEMENT**

Parking within the Master Plan Area will be administered and operated by the Town under the Downtown Parking District. The various aspects of parking operations and management described below reflect initial concepts for how Railyard parking will function within the Downtown Parking District.

##### **1. Operations Overview**

- PAY PARKING 10am to 6pm DAILY including Weekends and Holidays (except Thanksgiving day and Christmas day are FREE Parking Days)
- FREE 2-hour parking in the East End parking lot 10 am-6 pm

- FREE Overnight free parking 6pm-10am in the East End lot.
- FREE Bus & Train Patron Parking in the East End Lot up to 7-Day Max in Designated Spaces with permit issued by the Parking District.
- During winter months from November 1 – April 30 there is no parking on street between 2 am and 5 am for snow removal purposes (TTMC 10.17.030). This does not apply to parking lots within the Railroad right-of-way immediately south of Donner Pass Road that are designated for residential/employee parking.

## 2. Parking Pricing and Permits

### a. Meters

- \$0.25 for 15 minutes / \$1.00 per hour on Jibboom St. and West River St.
- \$0.25 for 10 minutes / \$1.50 per hour on Donner Pass Rd., Spring St., Bridge St., Church St., and in the Fire Station and Diner parking lots.

### b. Employee Parking Permits Program

Employee parking is allowed in designated parking areas within the Downtown Parking District with a valid permit. Available employee parking areas will be expanded within the Railyard Master Plan Area as new businesses are established and additional employee parking demand is generated. Employee permits are issued by the Parking District to the employer, ensuring that passes are only provided to employees of businesses within the Downtown. There are currently four options of employee permits: Annual = \$360; Bi-Annual = \$210; Monthly = \$40; Free Permit = Employee pays \$2/day at meter or parks free at the East End Lot. Employees must park in one of the designated employee parking areas when using their employee permit. With the expansion of the Parking District to encompass the Railyard, the following locations would be available for employee parking:

- Free Parking Lot: Free employee parking is currently available in the East End Lot, a free 2-hour parking lot adjacent to the Beacon gas station. This lot is located in an area that will be repurposed under the Master Plan for road right of way and other parking and would no longer be available in its current configuration for employee parking. Equivalent replacement free 2-hour parking will be provided elsewhere within the Master Plan Area as generally shown in Figures 1 and 2, although exact location of the spaces is subject to change as the Master Plan develops.<sup>2</sup> Employees would be able to park in a lot west of the

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<sup>2</sup> The 57 spaces represent the 43 spaces in the East End (Beacon) lot that will be displaced with Phase 1 improvements plus an additional 14 spaces to compensate for the areas where vehicles informally park along the unimproved shoulders of Donner Pass Road south of Church Street. Approximately 27 vehicles can be accommodated along this frontage during the non-winter months; parking is not accommodate here during the winter months. Given the spaces are not improved and they are only available a portion of the year, 50 percent of the spaces (14) will be replaced,

balloon track in Phase I and a lot within the balloon track in Phase II of Master Plan buildout. Parking will be available 24 hours per day, seven days per week with valid employee permit displayed.

- Jibboom Street: This on-street permit parking area is available seven days per week. There is no parking in this area from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
- Truckee Diner Lot: The Truckee Diner Lot is located on West River Street with employee parking available seven days per week. Between November 1 and April 30 there is no parking from 2:00 am to 5:00 am for snow removal purposes.
  - Brickelltown: This on-street permit parking area is available seven days per week. There is no parking in this area from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
  - UPRR Easement: Parking along Donner Pass Road Extension within the UPRR easement will be developed concurrent with Phase I and will be available for employee parking as shown in Figures 1 and 2. Some of this parking is in designated parking lots and some is along the roadway. These parking areas will be available seven days per week. There is no parking in these areas from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
  - Other: additional employee parking areas will be created on Church Street and within the balloon track as shown in Figures 1 and 2

#### c. Residential Parking Permits (RPP)

Although the Parking District currently has the ability to issue residential parking permits; that permit type has not been implemented to date. In order to ensure seamless operations throughout the District, the Residential Parking Permit (RRP) program will be implemented as new residences are developed. An RPP must be requested and obtained from the Town by the registered property owner, or the registered property owner's representative (per TMC 10.18.190). For multi-residential buildings in the Railyard, the permits will be issued to the homeowner's association (HOA) or if apartments then the building ownership or manager. All other residential parking permits shall be obtained by providing a: (1) current utility bill establishing the location of residence as being within the resident permit parking area, (2) current vehicle registration, and (3) valid identification card. Parking permits shall be issued at a maximum rate of one residential permit per residential unit. Parking permits must be clearly displayed in the vehicle. The permits shall be considered part of the residential property and shall be transferred to the new property owner upon sale of the residence. The new property owner shall be responsible for updating the vehicle information with the Parking District.

RPP permit holders may park within Paid Parking or Employee/Residential Permit Parking spaces in the Railyard in excess of 2 hours, but not longer than 72 hours. RPP permits must be clearly displayed in the vehicle.

**d. Unbundled Parking**

Consistent with Standard 15 of the Railyard Master Plan, each residential building in the Railyard shall provide parking through an unbundled parking program that separates housing and parking costs. Traditionally, the cost of an apartment or condo unit includes one or more parking spaces, regardless of whether the tenant/owner is using them or not. Unbundling allows residents to choose the number of parking spaces they use and pay for accordingly. The Town shall review and approve the unbundled parking program concurrent with the respective land use application. The program shall address each of the following items:

- Detail how each residential unit can purchase or rent/lease an on-site parking space or RPP.
- Potential buyers and renters of affordable residential units shall have an equal opportunity to purchase or rent parking spaces on the same terms and conditions, at a price proportional to the sale or rental price of their units as compared to comparable market rate units.
- Surplus off-street spaces that are not within the Parking District may be rented out to non-residents or non-tenants with the provision that such spaces must be vacated on 30-day notice if they become needed.

An exception to the unbundling requirement may be granted by the review authority in association with a project's development application for affordable units funded by tax credits if it is demonstrated that separate pricing for parking is prohibited by the terms of the tax credit allocation.



# Downtown Parking + Proposed Railyard Phase 1

## Legend

### Parking Types

Total Spaces - 942/388

Paid Parking - 308/142

Paid Parking/Employee/Residential Permit Parking - 112/40

Private Parking - 465 (2004 study)/98

Long Term Bus/Train Parking - 4/4

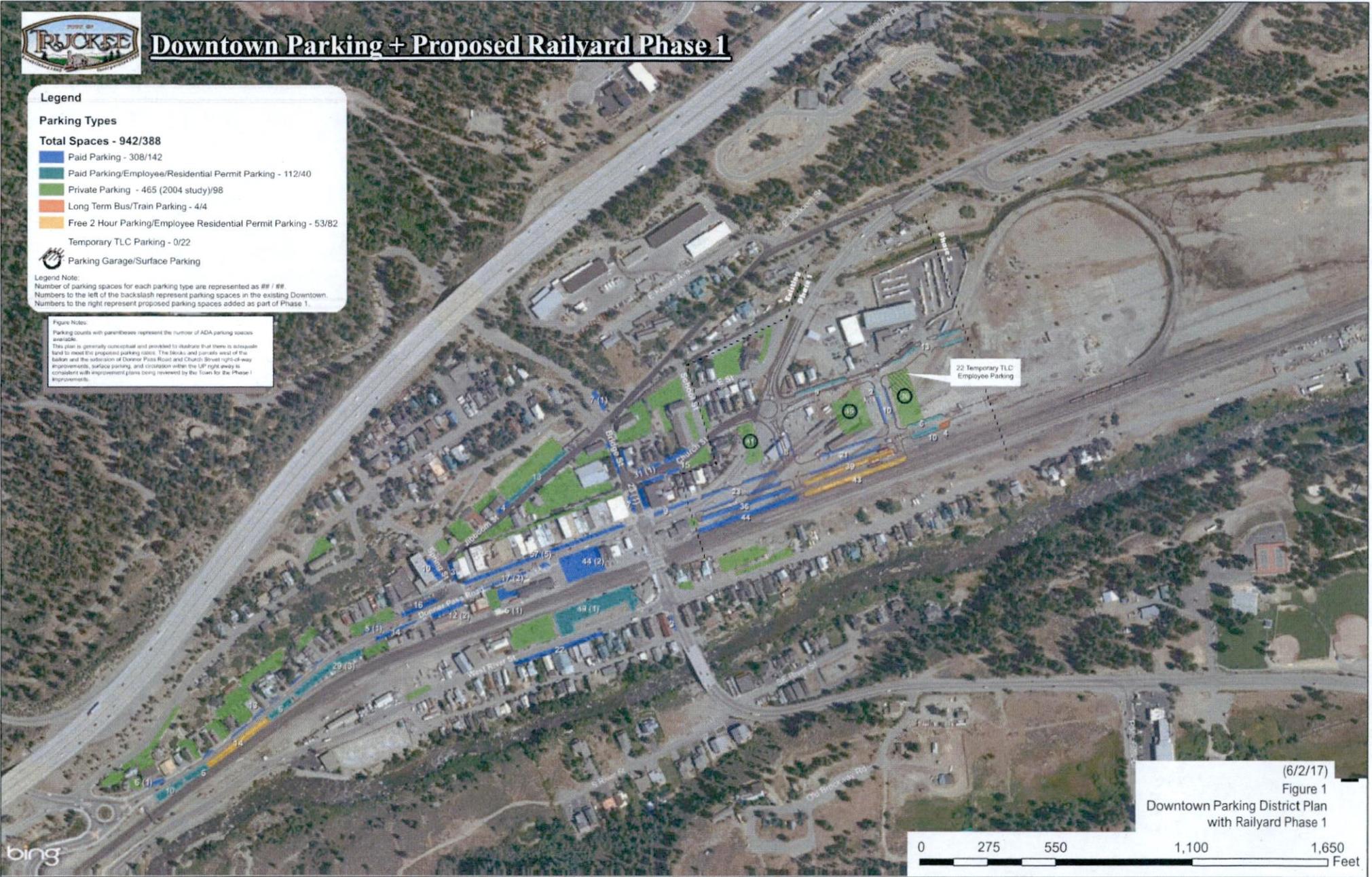
Free 2 Hour Parking/Employee Residential Permit Parking - 53/82

Temporary TLC Parking - 0/22

Parking Garage/Surface Parking

Legend Note:  
Number of parking spaces for each parking type are represented as ## / ##.  
Numbers to the left of the backslash represent parking spaces in the existing Downtown.  
Numbers to the right represent proposed parking spaces added as part of Phase 1.

Figure Notes:  
Parking counts with parentheses represent the number of ADA parking spaces available.  
This plan is generally conceptual and provided to illustrate that there is adequate land to meet the projected parking needs. The streets and private west of the rail yard and the subsection of Donner Pass Road and Church Street right-of-way improvements, surface parking, and circulation within the UP right of way is consistent with improvement plans being reviewed by the Town for the Phase 1 improvements.



22 Temporary TLC Employee Parking

(6/2/17)  
Figure 1  
Downtown Parking District Plan  
with Railyard Phase 1



bing



# Downtown Parking + Proposed Railyard Phase 2

## Legend

### Parking Types

Total Spaces - 942/951

■ Paid Parking - 308/294

■ Paid Parking/Employee/Residential Permit Parking - 112/104

■ Private Parking - 465 (2004 study)/312

■ Long Term Bus/Train Parking 4/4

■ Future Parking District Parking- 0/237

Parking Garage/Surface Parking

### Legend Note:

Number of parking spaces for each parking type are represented as ## / ##  
Numbers to the left of the backslash represent parking spaces in the existing Downtown  
Numbers to the right represent proposed parking spaces added as part of Phase 1 and balance of Downtown Extension

### Figure Note:

Parking counts with parentheses represent the number of ADA parking spaces available.

The plan is generally conceptual and provided to illustrate that there is adequate land to meet the proposed parking ratios. All surface parking and north-south circulation within the balance between Church Street and Corner Park Road extension and North of Church Street is purely illustrative and not specific to a proposed development application.



bing



(6/2/17)  
Figure 2  
Downtown Parking District Plan  
with Railyard Phase 2

## **IV. IMPLEMENTATION STRATEGIES**

The following strategies provide additional options to further the success of this PMP and the Downtown Parking District as it expands to include the Railyard. Because these are strategies, they have not been fully considered, however, they provide additional opportunities to increase efficiency District-wide as the Master Plan builds out.

### **A. VALET**

Valet parking can be offered by businesses for the convenience of their customers. This type of service is often provided by hotels, restaurants, hospitals, movie theaters, shopping centers, and museums. While valet parking may be considered a luxury service, it can also benefit those with mobility limitations, families with kids, and late-night visitors who feel uncomfortable walking to a parked car in the dark. It is also a tool for a more efficient use of existing parking supply. Valets can store hundreds of cars in parking facilities that are either under-utilized at certain hours or otherwise unavailable to the public (e.g. private parking facilities). Valets can also park vehicles in a much denser configuration. Ideally, valet parking fees should be in the same range as metered on-street parking to make it accessible to a wider range of people.

Traditional valet services provide customers with vehicle pick-up and drop-off at the same location; however, some cities have developed Universal Valet programs where customers can drop their car off at any designated valet location and pick it up at any other designated location within a district. Pasadena, California has implemented such a program. This model provides a flexibility that encourages short walk trips between destinations, rather than driving and parking at each location. It also makes visiting the district easier for those who must drive, since visitors do not have to search for an open parking space. Some businesses may choose to validate their patrons' valet fees, much like they would a garage-parking fee. The valet program can be implemented by the Downtown Parking District or site management.

### **B. DEMAND-BASED PRICING**

On- and off-street parking should consider use of variable pricing as a means to meet target occupancy levels and generate an appropriate level of turnover. As described in more detail below, motorists would be allowed to park in a parking space for as long as they like, as long as they pay for it. Prices would adjust to respond to seasonal fluctuations in demand so that when parking demand is higher or lower, prices would increase or decrease accordingly. The primary goal of demand-based pricing is to make it as easy and convenient as possible to find and pay for a parking space. By setting specific availability targets and adjusting pricing, demand can be

effectively managed so that when a motorist chooses to park, they can do so without circling the block or searching aimlessly.

Demand-based pricing can result in the following benefits:

- Consistent availability and ease of finding a parking space, especially near local businesses and ground floor retail uses.
- Flexible time limits, thereby eliminating the need to move a vehicle to avoid time restrictions.
- Convenient payment methods that eliminate the need to “plug the meter” and make it easier to pay for parking and avoid parking tickets.
- Incentivizes long-term parkers and daily commuters to park in off-street lots.
- Reduces search time for parking, resulting in less local congestion and vehicle emissions.
- Reduces illegal parking.
- Provides a more equitable and efficient way to account for the real costs to a municipality for providing parking.
- Offers a potential revenue stream for the Town that can be reinvested in local transportation and mobility improvements.

The paid, publicly-owned, and operated parking provided on the Railyard site should utilize new meter technology and meter pricing that is similar to the existing Downtown Parking District. Integration with this District is a key goal, to help avoid any “spillover” parking concerns. However, policies and operations can vary slightly, as long as the rules and operational details are easily communicated and understood. The Railyard public parking areas could be used to pilot new pricing and management details for consideration by the broader Downtown Parking District.

### **1. Target Occupancy Rate**

Target occupancy rates should be 85 percent, which would translate into approximately one space per block and several spaces per lot being available at all times of the day.

### **2. Initial Hours and Pricing Structure**

Current meter rates are \$1 and \$1.50 per hour, depending on location. Hours and pricing should be considered based on demand and proximity to prime parking destinations. The price of off-street parking should be set lower than on-street rates in order to incentivize motorists to seek out underutilized off-street spaces. Ideally, all off-street “pay” facilities would employ consistent pricing structures.

Outlined below is potential hours and pricing structure for paid parking:

- Peak period (Summer, Winter) – 8 AM – 6 PM, 7 days – \$2.00 per hour
- Off-peak period (Spring, Fall) – 8 AM – 6 PM, 7 days – \$1.00 per hour
- Peak period (Summer, Winter) Off-street – \$1.50 per hour (no max)
- Off-peak period (Spring, Fall) – \$0.50 per hour (no max)

### **3. Meter Pricing Adjustments**

It is possible that the initial pricing structure proposed above will not achieve the target occupancy rate. Therefore, meter prices should not be static, but periodically adjusted to respond to changes in demand. Rates need not change constantly or abruptly. When revising meter hours or rates, it is safest to increase or decrease rates slowly, with occupancy checks before and after each rate adjustment, in order to avoid overshooting and accidentally driving away customers or visitors.

This Plan recommends that the Town Engineer be authorized to increase parking prices up or down in \$0.25 increments a maximum of four times per year, with an upper price limit of \$3.00 per hour.

Other modifications to meter pricing would be established by Town ordinance.

EXHIBIT B6

# TRUCKEE RAILYARD STREETScape PLAN

May 10, 2017

## TABLE OF CONTENTS

### INTRODUCTION

Relationship to the Truckee Railyard Master Plan .....	4
Purpose of this Document .....	4
Definitions .....	5
Streetscape Plan Goals .....	6
Truckee's Unique Character .....	6

### TRUCKEE RAILYARD STREETScape TYPES

General Considerations .....	8
Gateways .....	11
Sidewalk Zone .....	12
Transitions from existing Downtown .....	13
Industrial Heritage (IH) District .....	26
Trout Creek (TC) District .....	26

### COMMUNITY ACTIVITY CENTERS

Pedestrian Circulation/Nodes .....	26
Town Square .....	28
Parks .....	28
Plazas .....	29
Trout Creek Corridor .....	29
Event Streets/Alleys .....	30
Street Closures and Public Events .....	32
Parking .....	32
Public Art .....	32

### BUILDING INTERFACE

Building Entries .....	33
Covered Walkways/Arçades .....	33
Outdoor Dining .....	33
Public/Private Delineation .....	33
Public/Private Spaces Along Streetscape .....	33
Pedestrian Scale .....	34
Trash .....	34
Vendor Opportunities .....	34
View Corridors .....	34

### STREETScape STANDARDS

Snow Removal/Storage .....	35
Curbs .....	35
Parking Meters .....	35
Lighting .....	35
Infrastructure .....	36

### HARDSCAPE STANDARDS

Pavers .....	37
Sidewalks .....	37
Crosswalks .....	37
Medians .....	37
Roundabouts .....	38



---

**SITE FURNISHINGS**

Benches.....	40
Boulders.....	40
Bicycle Racks/Parking .....	40
Trash Receptacles.....	40
Pedestrian Lighting.....	40
Tree Wells.....	41
Planters.....	41
Fencing.....	41
Unique Truckee.....	41

---

**STREET TREE + LANDSCAPE STANDARDS**

Existing Soils.....	42
Tree Grates.....	42
Planters.....	42
Infiltration Zones.....	42
Low Water Use Design Principles.....	42
Views.....	42
Planting Principals .....	43
Street Trees.....	44

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**PREPARED FOR:**

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ENGINEERING**

## INTRODUCTION

The Truckee Railyard Mixed Use Development Master Plan (Railyard Master Plan or Master Plan) area represents a significant expansion to the downtown fabric of Truckee California. Significant planning, outreach and effort has been put forth in shaping and visioning the future redevelopment of the Railyard and how it will relate and integrate with the surrounding areas. The Master Plan documents the Town's vision for the Railyard Area and provides a framework to guide its future redevelopment. It describes the type, scale, and character of development envisioned for the Railyard Area and as well as transportation and circulation plan. In November of 2016, a revised Railyard Master Plan was approved by the Town and the first phase of improvements is soon to be realized. Action 7 of the Master Plan requires the preparation of a Streetscape Plan prior to any land use approval or building permit within each District:

*Action 7. 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.*

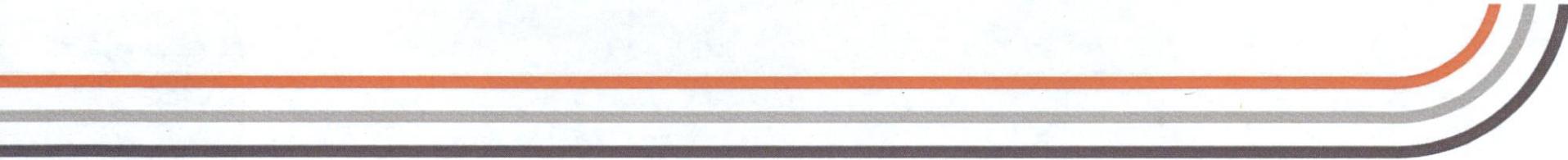
A key element of the Master Plan is a vision for the streetscape environment and how future project components will relate to the streetscape. Streetscape is a term "that is used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect." The concept recognizes that a street is a public place where people are able to engage in various activities. This Streetscape Plan has been prepared to provide more detailed designs and concepts to ensure that the first phase, and all future phases, will be unified by an approved streetscape design. This plan represents the effort to define the details of the streetscape design in the master plan area.

## RELATIONSHIP TO THE TRUCKEE RAILYARD MASTER PLAN

This Streetscape Plan is based on the approved Railyard Master Plan, dated November 2016. It is intended that this Streetscape Plan is supplemental to the approved Master Plan and will inform current and future development in the Railyard Master Plan area. It builds upon and reinforces the key concepts, graphics and goals as outlined in the Master Plan and provides more detail and specifics as it relates to the streetscape public environments planned throughout the development. This document does not replace the goals, concepts, guidelines or requirements as set forth in the Master Plan.

## PURPOSE OF THIS DOCUMENT

This streetscape plan, for the purpose of fulfilling the Railyard Master Plan administration requirements, is intended to be a short/focused document that addresses not only details such as street furniture and gateway locations, but street character and development principles based on the adopted Truckee Master Plan. The streetscape plan illustrates the intended pedestrian environments, street views, public gathering opportunities, circulation corridors, and provides a more refined framework for future developers to use in coordination with project conceptualization/development. The streetscape plan will inform future development and drive building design to be connected with the streetscape vision.



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## DEFINITIONS

**Amenities Zone** – The areas between the clear zone along the curb and the clear path of travel along the streetscape areas where all of the proposed amenities will be located including lights, trees, planters, parking meters, etc.

**Building Use Zone** – Public areas outside of the clear path of travel along the streetscapes created by building design and articulation responding to the end use of that frontage. Examples include outdoor café areas and building entrances.

**Clear Path of Travel** – Area between the buildings and the amenity zone that is clear of vertical obstructions to allow for pedestrian travel and snow removal.

**Clear Zone** – Area free of vertical improvements as measured from back of curb that allows room for opening car doors, car overhang and snow removal. Typically 2' from back of curb.

**CPTED** – Crime Prevention Through Environmental Design is defined as a multi-disciplinary approach to deterring criminal behavior through environmental design.

**Gateway** – A zone delineated by special furnishings or elements that signal a transition from one district to the next.

**LID**- Low Impact Development (LID) refers to systems and practices that use or mimic natural infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.

**Node** – An important intersection or stopping point on a path of travel. A node can be furnished with benches, wayfinding or information kiosk.

**Public Art** – The term "Public Art" applies to any art (irrespective of ownership) which is lawfully exhibited in a publicly available space. Public Art can be in the form of painting, mural, mosaic, sculpture, landscaping, or other work of art, as long as it can be appraised as a work of art and its value documented. Public Art can be displayed on buildings, at or near pedestrian entrances, sidewalks, in plazas or open spaces. Public Art attracts people and humanizes the urban landscape. Art will add character and strengthen the community, inviting people to explore by moving them from one art piece to another.

**Right of Way** – As defined by the Town of Truckee and typically includes all areas that will be deeded back to the Town after the project is complete.

**Streetscape** – The streetscape throughout this plan generally refers to the exterior public spaces located between street curbs and building facades (the sidewalks), but also refers to urban roadway design as it impacts street users, both pedestrian and vehicular. Streetscapes can have a significant effect on how people perceive and interact with their community. If they are safe and inviting to pedestrians, people are more likely to walk which helps reduce automobile traffic, improve public health, stimulate local economic activity, and attracts residents and visitors to a community.

**Traffic Calming** – Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Examples of traffic calming measures include: on-street parking, bulb-outs, narrowed streets/traffic lanes, roundabouts, speed tables and raised medians.

**Truckee Railyard Master Plan (RMP)** – The Truckee Railyard Master Plan was originally adopted by the Town Council in July of 2009 and was created to express the Town's vision for the Railyard and to guide its future redevelopment. The current version is dated November 2016.



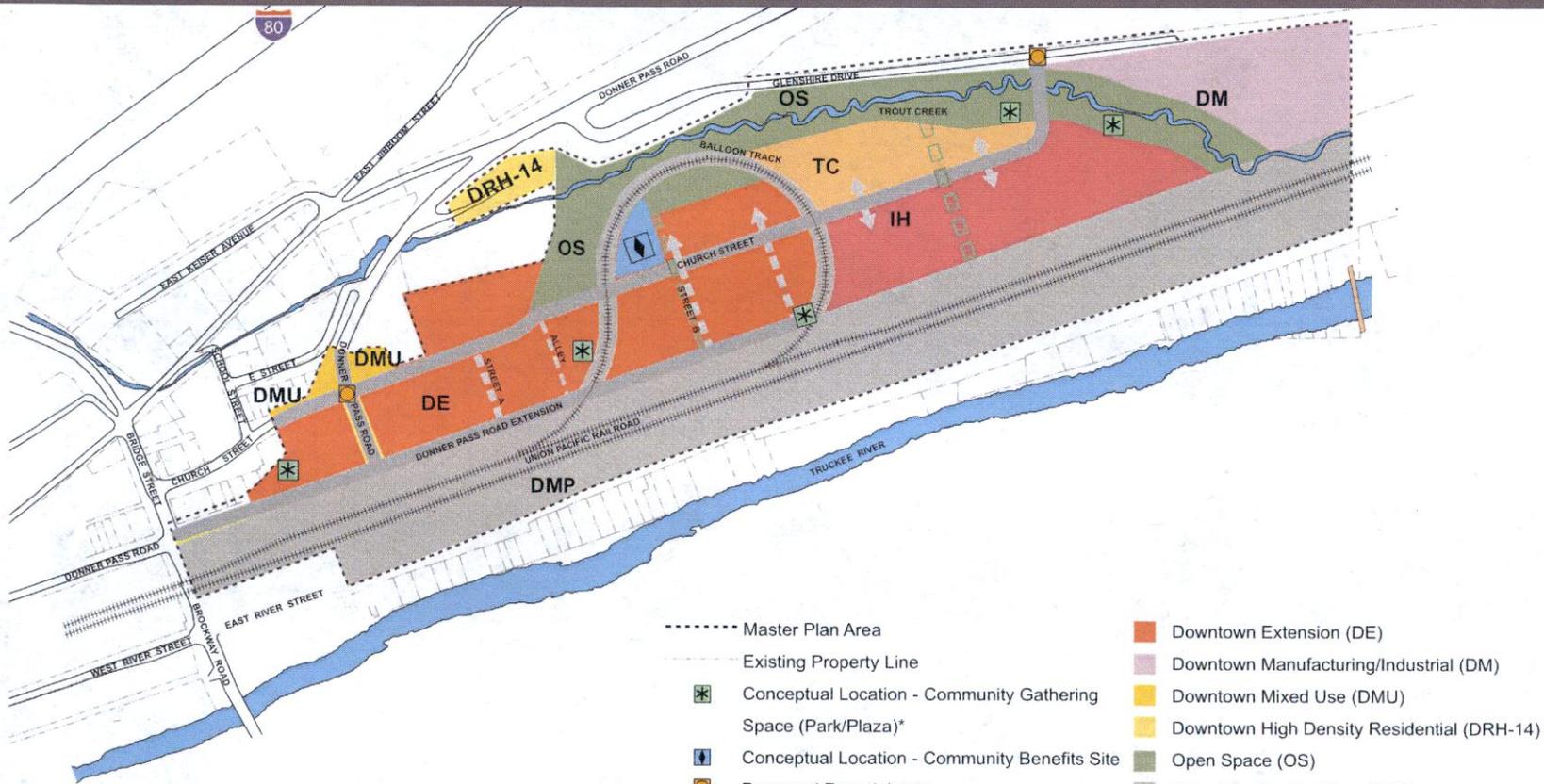
## STREETSCAPE PLAN GOALS

The following goals were taken from the RMP and guide the detailed concepts in the streetscape plan.

- Seamless transition to the existing downtown.
- Reflects the industrial heritage of the site and unique mountain town character.
- Design that is authentic and original, and that does not replicate that of the historic downtown area.
- Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.
- Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.
- Create an enjoyable public realm with a strong sense of place that complements Truckee's unique mountain town character.

## TRUCKEE'S UNIQUE CHARACTER

- 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 where the design would reinforce the natural asset along with creating a space for people to gather.
- A 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.



- Master Plan Area
- Existing Property Line
- ✱ Conceptual Location - Community Gathering Space (Park/Plaza)\*
- Ⓜ Conceptual Location - Community Benefits Site
- ⦿ Proposed Roundabout
- Illustrative north/south local street connections\*
- Illustrative north/south linear green connectors\*
- Proposed Streets
- Primary Streets
- River Crossing (Existing)
- Downtown Extension (DE)
- Downtown Manufacturing/Industrial (DM)
- Downtown Mixed Use (DMU)
- Downtown High Density Residential (DRH-14)
- Open Space (OS)
- Downtown Master Plan (DMP)
- Trout Creek (TC)
- Industrial Heritage (IH)

\*The locations of local streets, community gathering spaces, and green connectors are illustrative and may not occur in the specific locations shown in the figure above

REGULATORY/DISTRICT MAP FROM THE TRUCKEE RAILYARD MASTER PLAN, NOVEMBER 2016

## TRUCKEE RAILYARD STREETSCAPE TYPES

### GENERAL CONSIDERATIONS

#### Concept

The streetscape concept holds true to the heritage of Truckee but provides a distinct look and feel that is authentic and original without duplicating the historic downtown area. This generally means that as you move from west to east across the project, the streetscape will transition from relating to the existing downtown streetscape to relating more to the new, proposed development concept. The balloon track offers a unique opportunity to break the concept from a denser more urban environment to a more open, landscaped environment. The vision is broken down into 4 areas as it relates to the streetscape.

- **Downtown Extension (DE) District – West of Balloon track:** Streetscapes are denser and more urban. With the main pedestrian flows along the Donner Pass Road, the pedestrians are being split between the slower moving traffic along the building, and faster moving groups on the promenade. Right of ways are more constrained in this area so the streetscapes will be more open to allow pedestrian traffic flows.
  - Pavers reinforce the main pedestrian circulation routes and site furnishings are consistent.
  - Transition from concrete planter walls to weathered steel.
  - Trees are not uniform along the buildings to give it a more "Truckee" feel.
  - Plaza's and activated alleys are the main pedestrian gathering spaces.
  - Art will reflect more of the industrial heritage in this zone.
- **Downtown Extension (DE) District – Balloon track area:** As stated above, this area will have its own unique character. Guidelines provide the minimum amount of right of way areas for circulation and pedestrian improvements but guide the buildings to relate more to the on-site pedestrian spaces such as plaza's and landscape zones.
  - Pavers continue to be used as a design element to highlight street block corners and to unify the main pedestrian corridor and promenade.
  - Larger landscape areas provide buffers to the balloon track area and reinforce the concepts of providing more space in and around the buildings.
  - Gathering spaces become more open both in the plaza's and adjacent green spaces. Pop-up vendor locations and the outdoor event area function as a destination within the balloon track area.
  - Art will take a central role in defining this area. Brighter colors and striking designs are the centerpiece of the pedestrian spaces.

- **Industrial Heritage (IH) District:** This area is envisioned to be more flexible to let the development dictate the streetscape character.
- **Trout Creek (TC) District:** Due to the residential scale of this district and variety of possible multi-family-type projects that could be proposed, the streetscapes will be developed concurrent with future project. At a minimum sidewalks will be required along Church Street Extension.
  - The connections to Trout Creek will be critical in this zone to provide an open space buffer.
  - Trees will be included in the front yards of the developed residences.

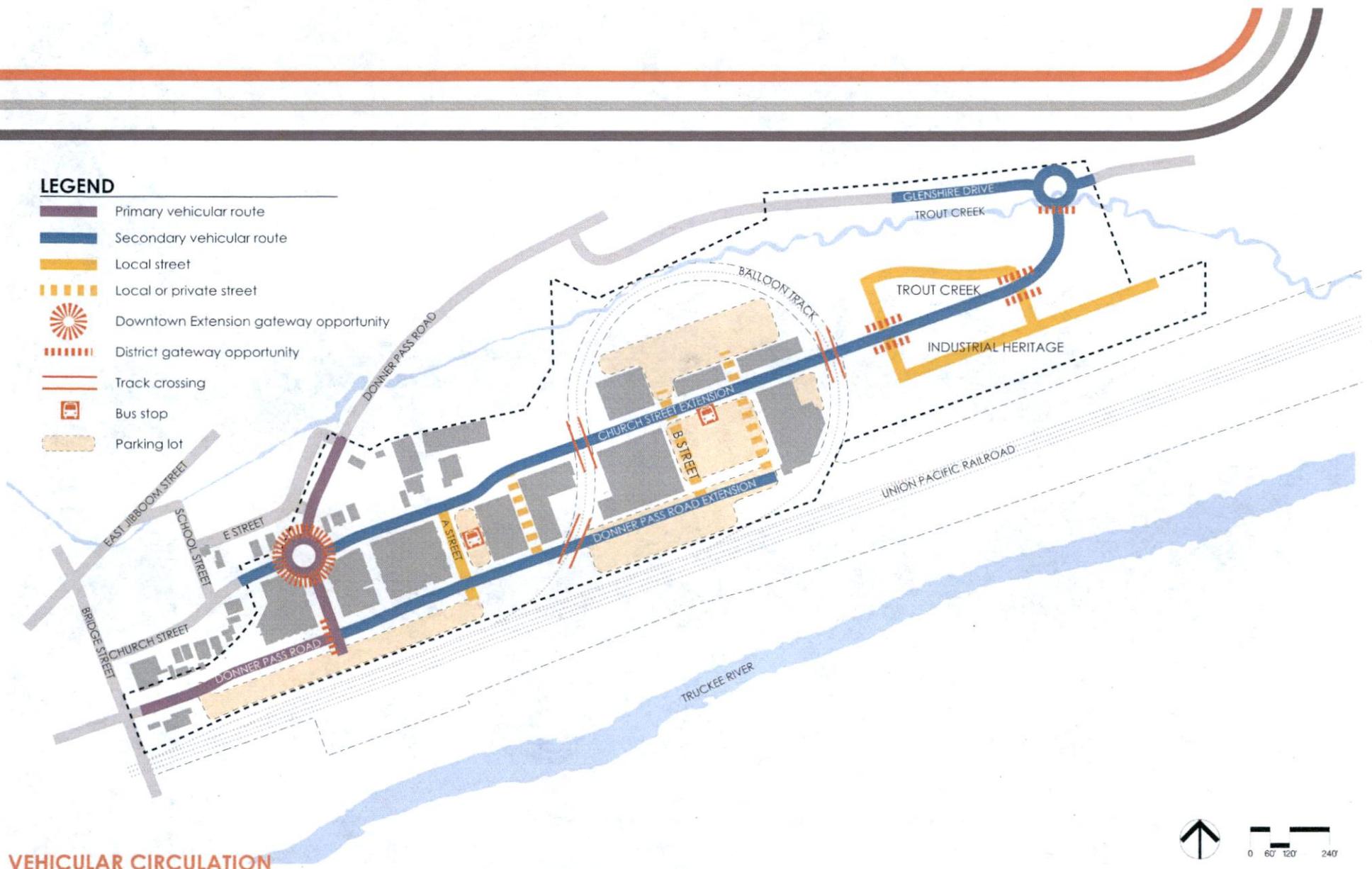
#### Use of Color

As stated in the RMP, color will be used to reinforce the main pedestrian spaces and corridor. Moodys, in the existing downtown, is a great model for integrating a bit of color with the industrial heritage of the area. Specifically, art should be the focal point; careful use of color will help guide pedestrians to the spaces.

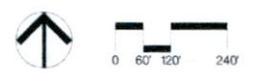
- Art will play a major role in providing color. Art should be integrated into the paving, wall murals, kiosks, bike racks etc.
- Colorful site furniture and umbrellas on the private properties should guide pedestrians to amenities and public building uses.

**LEGEND**

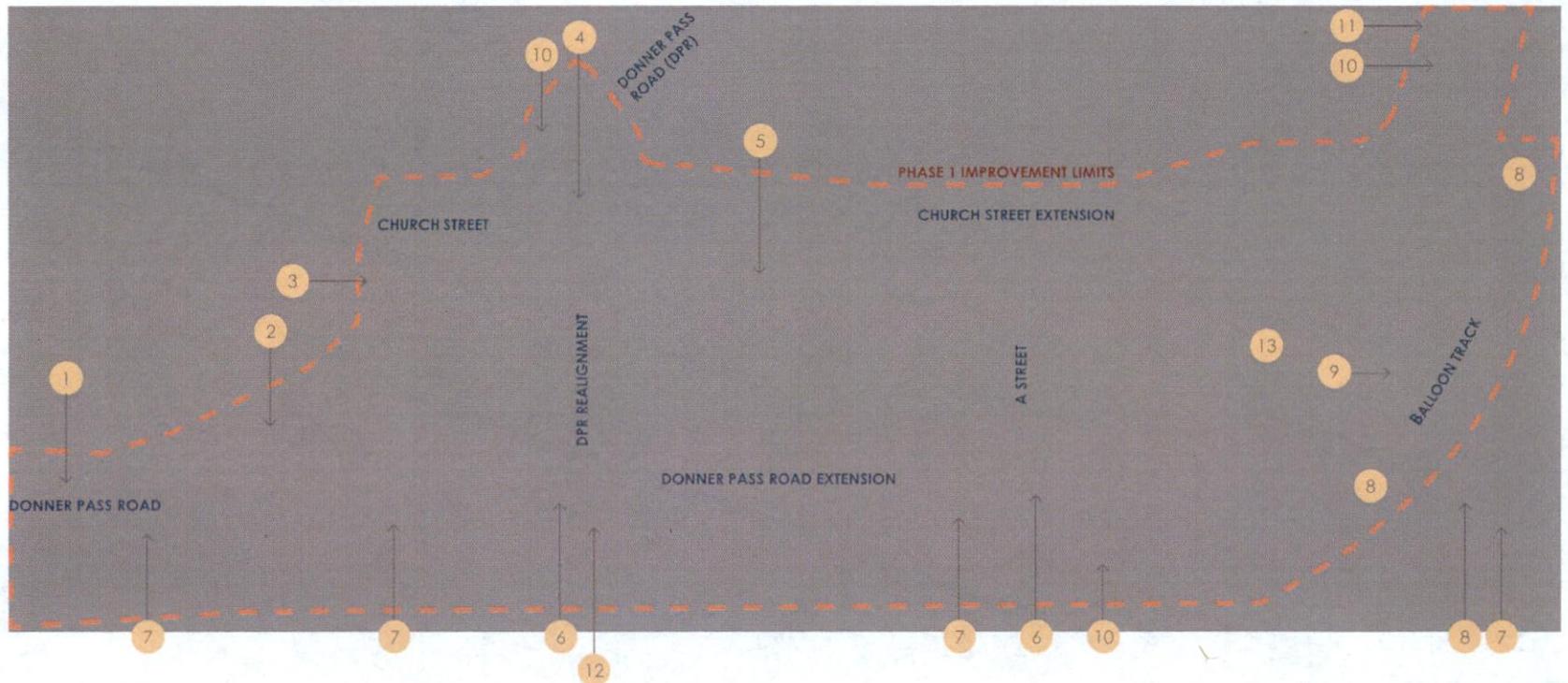
-  Primary vehicular route
-  Secondary vehicular route
-  Local street
-  Local or private street
-  Downtown Extension gateway opportunity
-  District gateway opportunity
-  Track crossing
-  Bus stop
-  Parking lot



**VEHICULAR CIRCULATION**



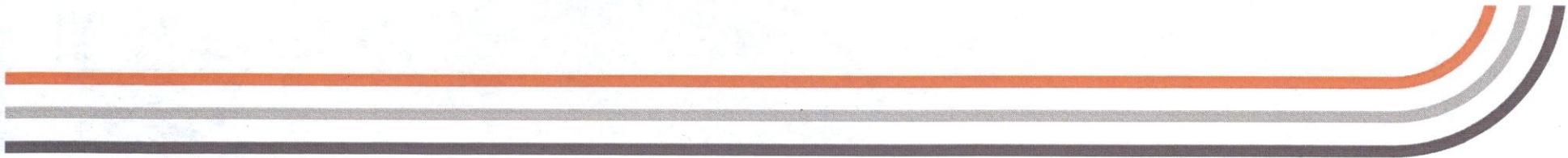
# PHASE ONE IMPROVEMENTS



## KEY NOTES

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1. DOWNTOWN CONNECTION TRANSITION</li> <li>2. PLAZA PARK/SQUARE</li> <li>3. "THE ROCK"</li> <li>4. PRIMARY GATEWAY (ROUNDAABOUT WITH ART PIECE)</li> <li>5. PEDESTRIAN ALLEY</li> <li>6. INTERSECTION TREATMENT</li> <li>7. PEDESTRIAN PROMENADE</li> </ul> | <ul style="list-style-type: none"> <li>8. RAILROAD CROSSING</li> <li>9. OPPORTUNITY SITE FOR VENDOR SPACE/PLAZA PARK OR SQUARE</li> <li>10. OPEN SPACE/LID</li> <li>11. POTENTIAL PEDESTRIAN CONNECTION TO TROUT CREEK</li> <li>12. DISTRICT GATEWAY</li> <li>13. LOCAL OR PRIVATE STREET</li> </ul> |
|--|--|





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## GATEWAYS

The gateways are organized into two main levels, Downtown Extension Gateways and District Gateways.

- **Downtown Extension Gateway:** These are the larger landmark entrances into the two ends of the Railyard Area. The two end of the Plan area include roundabout areas containing monument signage and enhanced landscapes. At the Donner Pass Road/Church Street intersection, the building architecture will also reinforce the gateway entry with large signage, art or marquee feature. At the Donner Pass Road and Donner Pass Road Extension intersection, a gateway feature will be carefully considered as this is not the only entrance to Downtown and there is sensitivity in not detracting or taking away from the existing Downtown.
- **District Gateway:** Considered secondary and are envisioned to demark the individual districts in the development area. A combination of landscaping and monument signs or pilasters will reinforce the transition between Districts.

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## TRAFFIC CALMING

Traffic calming measures include enhanced crosswalks, protected median areas, corner bulb outs and roundabout features and each main entrance into the Railyard Area.

- **Lights** are situated to insure well-lit crosswalks.
- **Enhanced Paving** in crosswalks.
- **Pedestrian Refuge Islands**
- **Railroad Crossings**
- **Roundabouts**
- **Striping and Signage**
- **Mid Block Crossing**

## SIDEWALK ZONE

**Sidewalk:** The sidewalk portion of the streetscape in the proposed right of way consists of three main components, see "Typical Sidewalk" Section (bottom right).

- **Clear Zone** – this is taken from back of curb and is kept clear of vertical elements to allow car doors to open along the parallel parking and for the snow plows to plow along the curb lines. This zone is always minimum 2' from back of curb.
- **Amenities Zone** – zone between the clear zone and the path of travel where the streetscape amenities, furniture, meters, street trees, lights, etc. will be located. This area increases in size as the curb lines move toward the center of the road for bulb out areas. This flexible area is envisioned to be minimum 2'.
- **Clear Path of Travel** – the area between the buildings and the amenity zone that is clear of all vertical amenities to allow for pedestrian travel and snow removal.
  - Building overhangs are allowed over this area. Overhang support structures are allowed in this zone if they are less than 2' and are at the outer edge adjacent to the amenity zone.
  - All flower planters, signage, amenities, display's, etc. shall be outside of this area and the buildings shall articulate away from the sidewalk zone to accommodate these uses and still maintain the clear path of travel as shown.

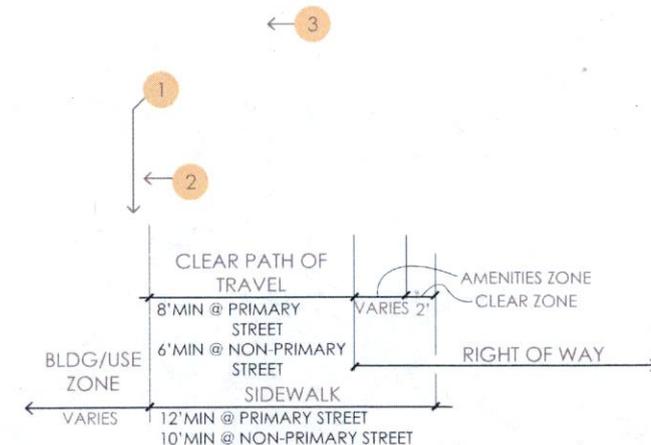
**Right of Way** – The proposed extent of the right of way will be the line between the amenity zone and the clear path of travel. This typically is the area that will be deeded back to the Town after the project is complete. See cross sections Typical Sidewalk (shown to the right).

- Typically includes the clear zone and the amenity zone as defined above.
- Buildings and clear paths of travel will be outside the right of way along public streets as shown on the plans and sections. It is intended that a pedestrian easement will be given so the Town can maintain the clear paths of travel along the building frontages.

**Building Use zone** – This is the area behind the clear path of travel that will be defined by the articulation of the building and will reinforce the building use. This will be the line between public and private easement areas. For example, if an outdoor café is proposed, the building footprint will reduce and articulate to allow an area outside of the clear path of travel to provide room for the café. See "Building Interface" for more information.

- 1 Delineated by a concrete band and change of paver to differentiate the area.
  - 2 Should include low fences that vary in type to continue the theme of "Truckee funk".
  - 3 This allows for the buildings to overhang the sidewalks and encourages development in line with the RMP guidelines.
- Planters at building entrances, seats, art, displays, etc. at the building frontages will be outside the sidewalk and accommodated by moving the building face further away from the clear path of travel. Defines separation from public and private zones.

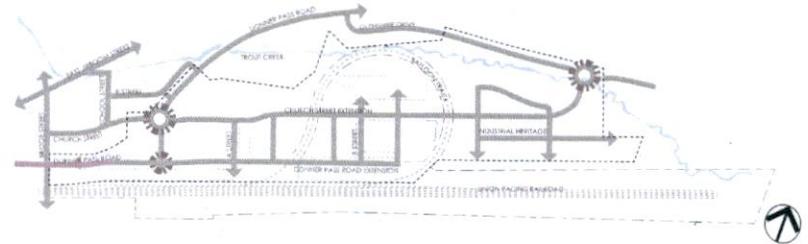
### TYPICAL SIDEWALK SECTION



# DONNER PASS ROAD TRANSITION

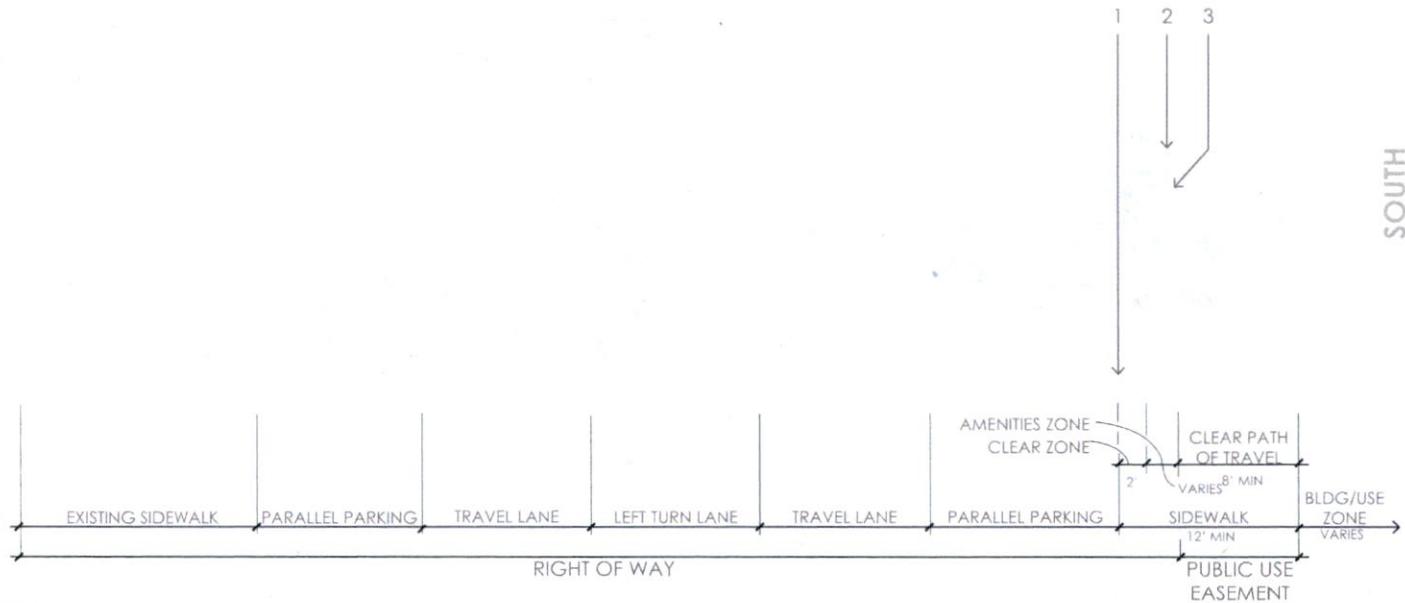
## TRANSITIONS FROM EXISTING DOWNTOWN

A seamless transition will be provided from the existing downtown streetscapes by projecting the same pavers, street furniture, lights, street trees and other streetscape furnishings into the western side of the project.



NORTH

SOUTH

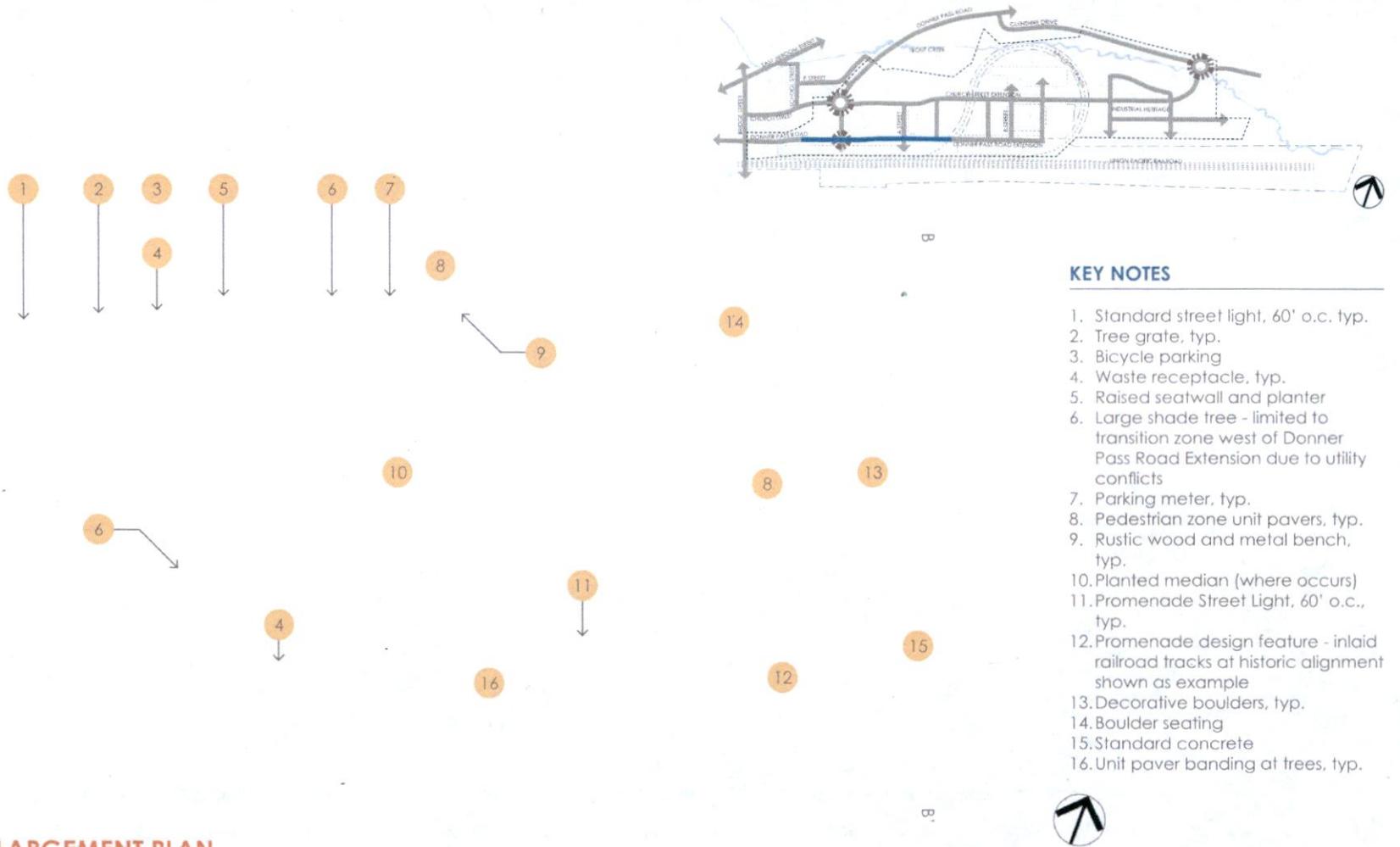


## SECTION A-A'

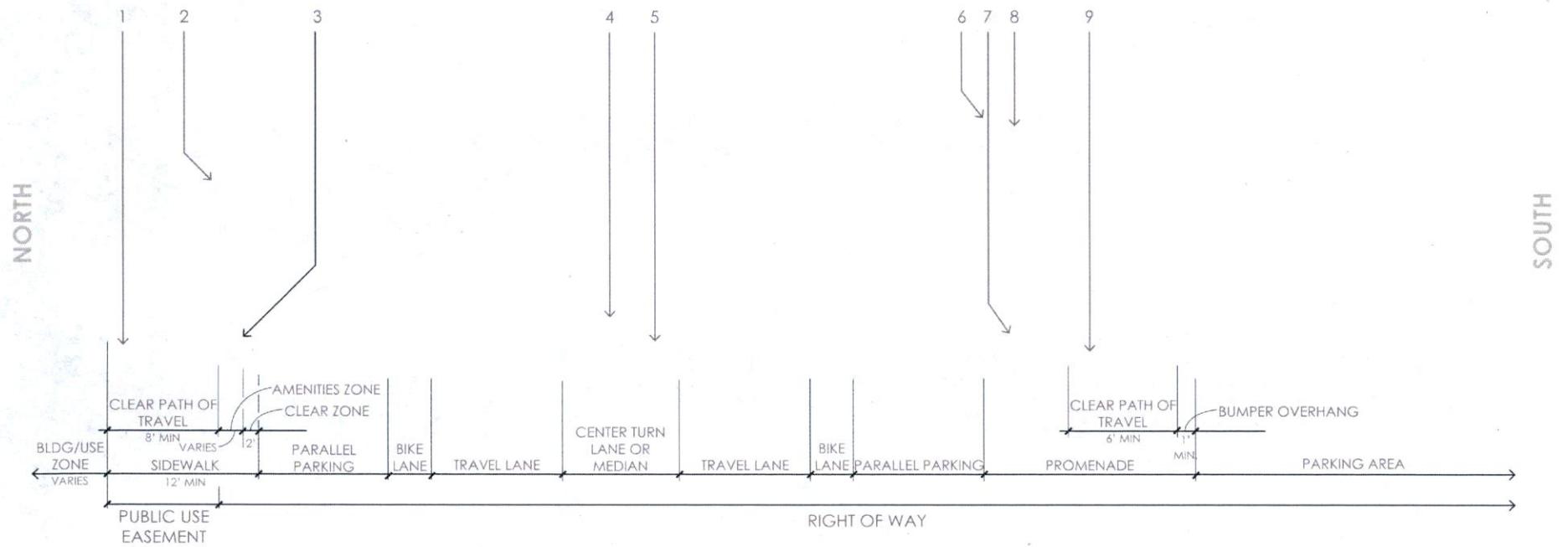
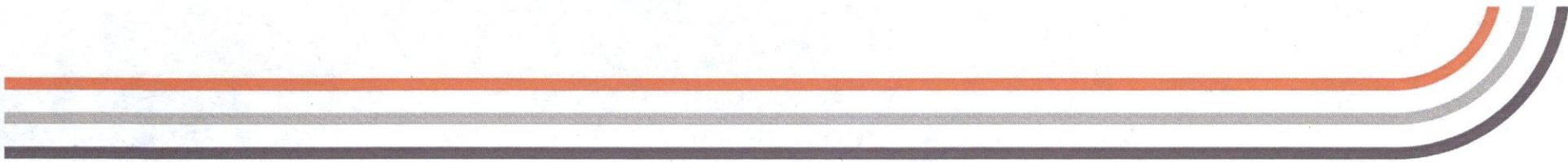
### KEY NOTES

1. Unit pavers, typ.
2. Large street tree
3. Promenade street light, typ.

# DONNER PASS ROAD EXTENSION WEST SIDE OF BALLOON TRACK



**ENLARGEMENT PLAN**

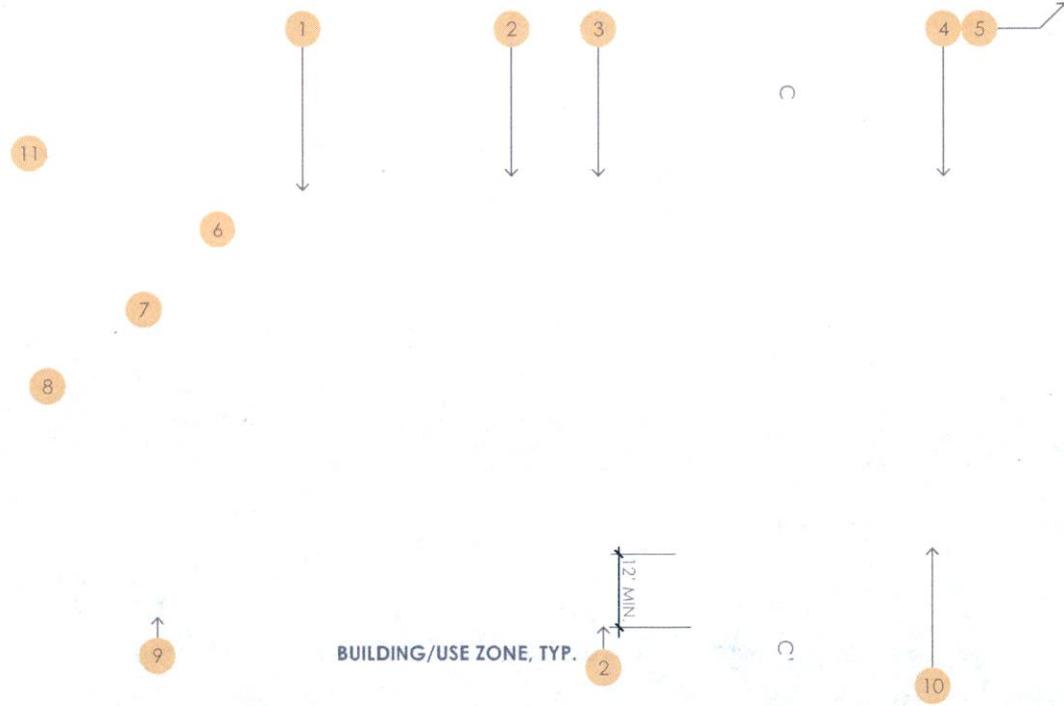
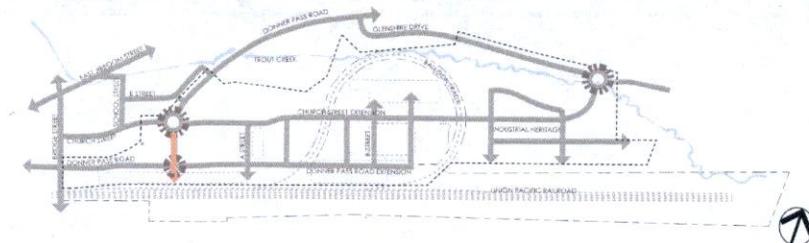


## SECTION B-B'

### KEY NOTES

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>1. Unit pavers, typ.</li> <li>2. Standard street light, typ.</li> <li>3. Raised planter</li> <li>4. Decorative boulder</li> </ul> | <ul style="list-style-type: none"> <li>5. Median plantings</li> <li>6. Large shade tree w/tree grate</li> <li>7. Bench</li> <li>8. Promenade street light, 60' o.c. typ.</li> </ul> | <ul style="list-style-type: none"> <li>9. Standard concrete pavement with unit paver banding at trees, typ.</li> </ul> |
|--|---|--|

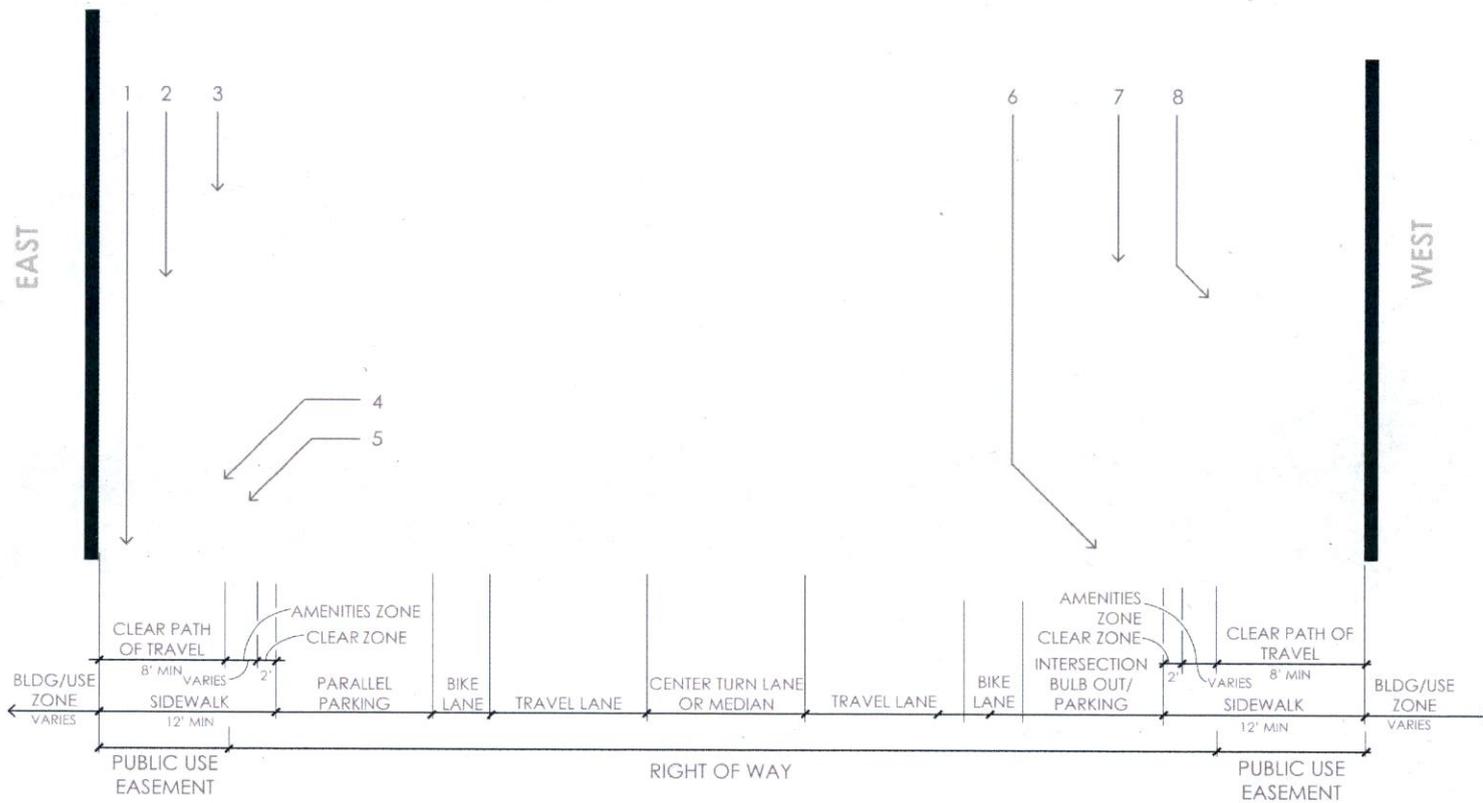
# DONNER PASS ROAD REALIGNMENT SOUTH OF CHURCH STREET



## KEY NOTES

1. Standard street light, typ.
2. Tree grate, typ.
3. Parking meter, typ.
4. Information kiosk
5. Boulder seating
6. Pedestrian zone unit pavers, typ.
7. Vehicular zone unit pavers, typ.
8. Stamped concrete, typ.
9. Opportunity for activation in building zone
10. Public art opportunity
11. Decorative/Protective Boulders, typ.

## ENLARGEMENT PLAN

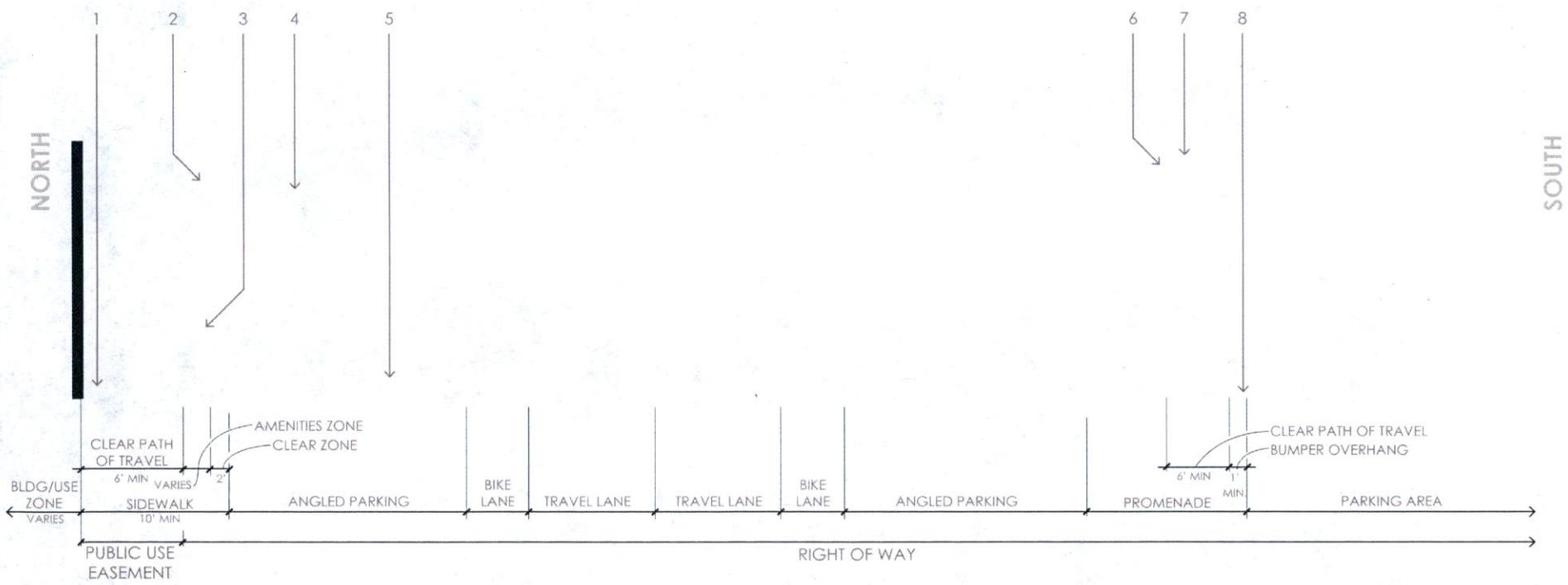


## SECTION C-C'

### KEY NOTES

1. Unit pavers, typ.
2. Building overhang
3. Large street tree
4. Awning column (where occurs)
5. Parking meter, typ.
6. Tree grate, typ.
7. Small ornamental street tree
8. Standard street light, typ.



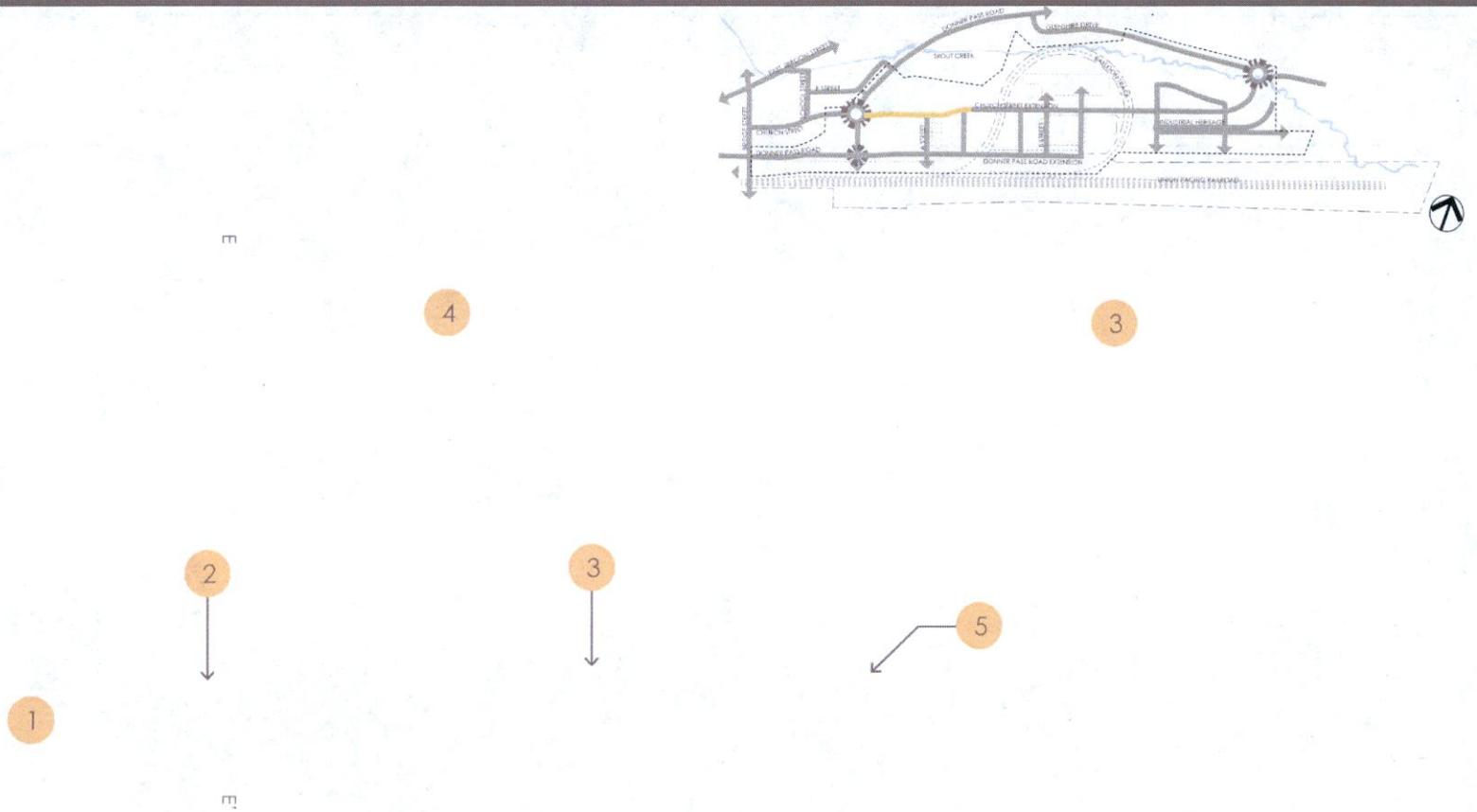


**SECTION D-D'**

**KEY NOTES**

- 1. Standard concrete pavement, typ.
- 2. Standard street light, typ.
- 3. Parking meter, typ.
- 4. Small ornamental street tree (beyond)
- 5. Raised concrete planter/seatwall with board form finis (beyond), typ.
- 6. Promenade street light, typ.
- 7. Large street tree with tree grate
- 8. Standard concrete pavement with unit paver banding at trees, typ.

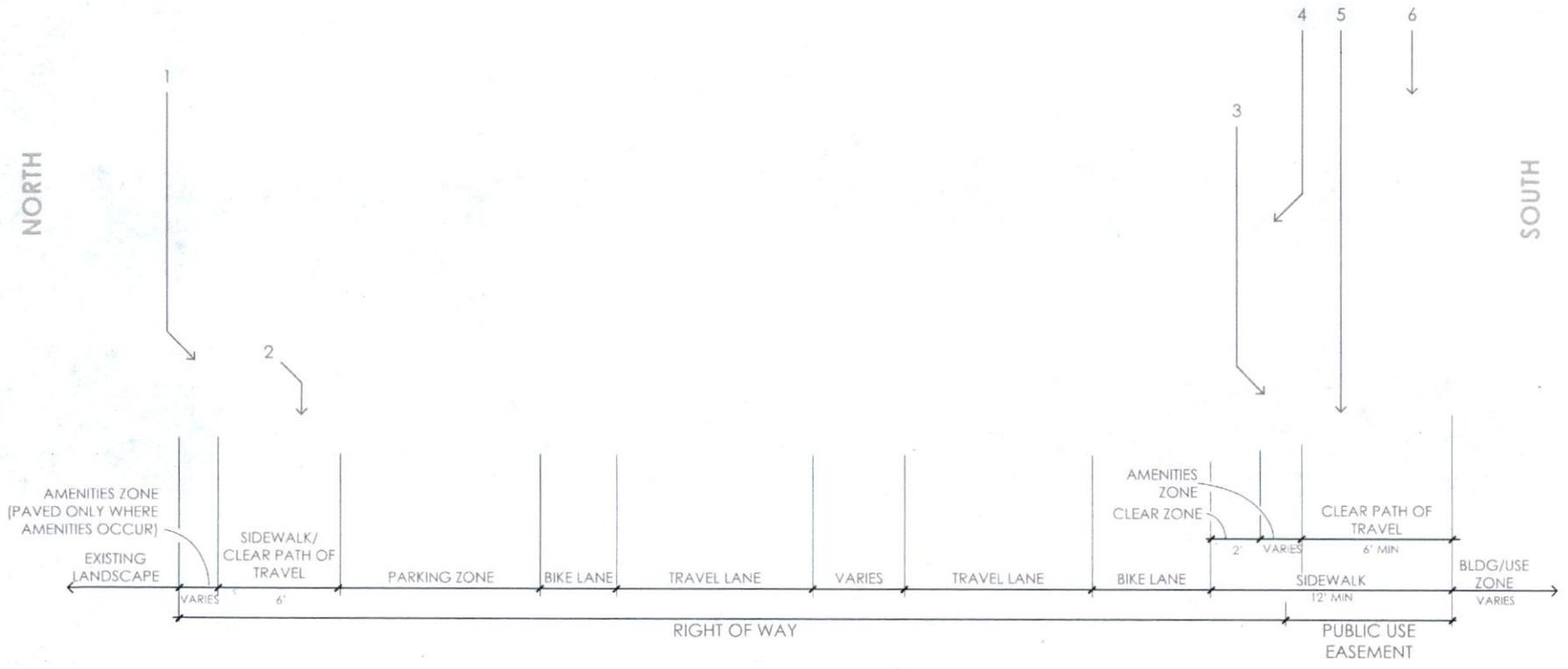
# CHURCH STREET WEST OF BALLOON TRACK



## ENLARGEMENT PLAN

### KEY NOTES

1. Pedestrian zone unit pavers, typ.
2. Raised metal planters, typ.
3. Landscape area (Existing or replaced)
4. Standard concrete pavement, typ.
5. Concrete driveways (where occurs)

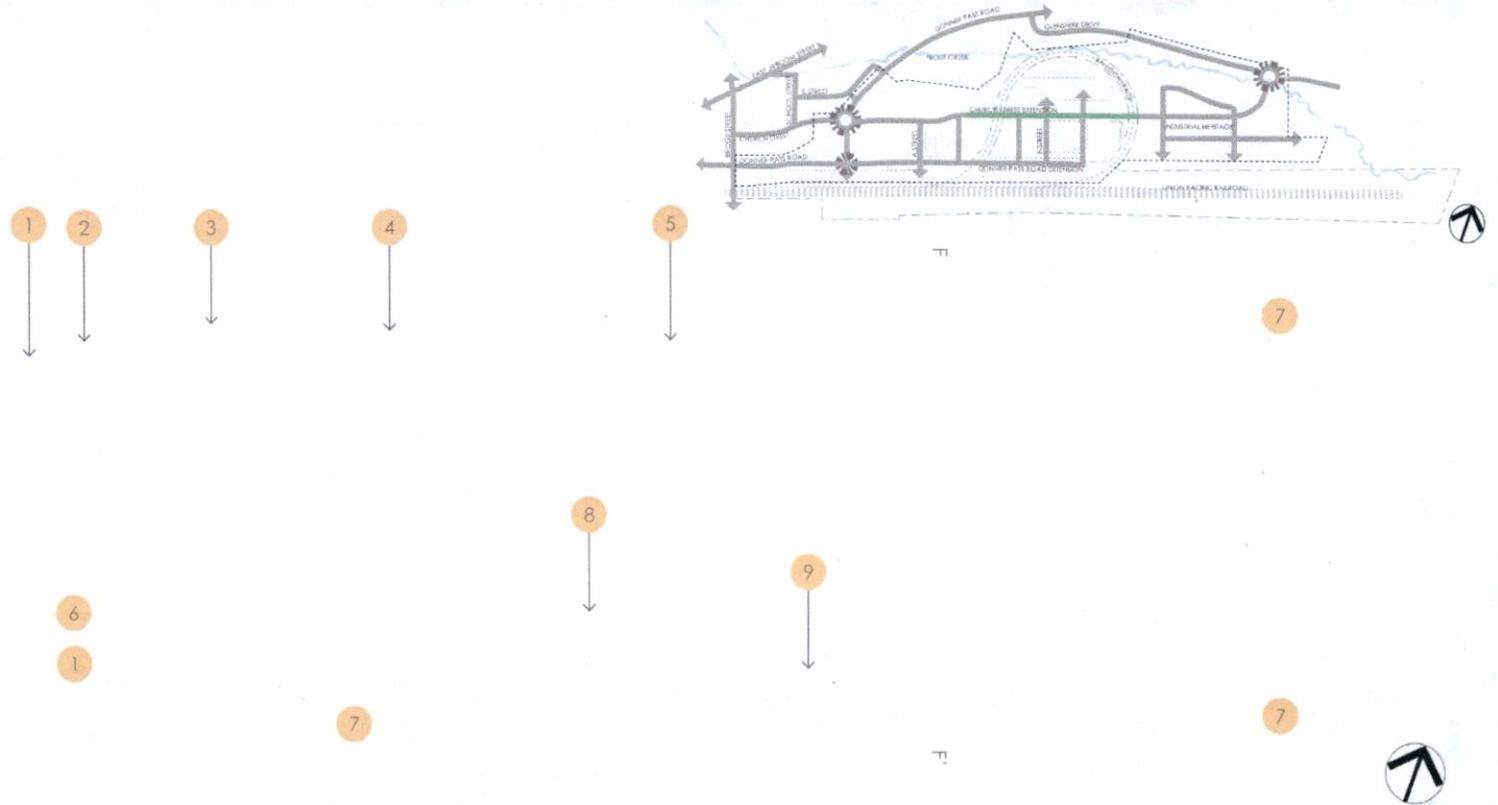


**SECTION E-E'**

**KEY NOTES**

- 1. Parking meter, typ.
- 2. Standard concrete pavement, typ.
- 3. Raised Planter
- 4. Street light, typ.
- 5. Pedestrian zone unit pavers, typ.
- 6. Building overhang (where occurs)

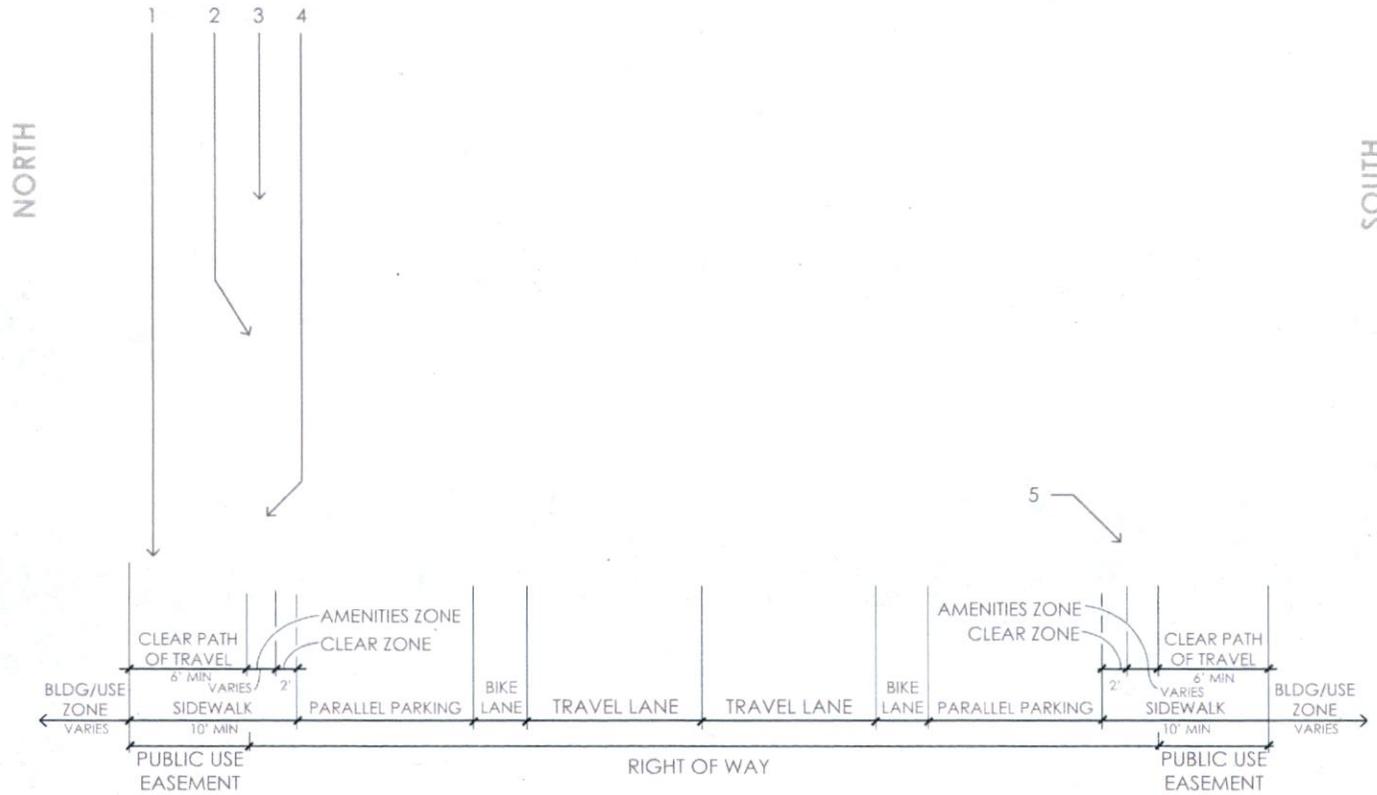
# CHURCH STREET INSIDE BALLOON TRACK



## ENLARGEMENT PLAN

### KEY NOTES

- |                                     |                                       |                |
|-------------------------------------|---------------------------------------|----------------|
| 1. Standard concrete pavement, typ. | 5. Parking meter, typ.                | 9. Bench, typ. |
| 2. Tree grates, typ.                | 6. Concrete driveways (where occurs)  |                |
| 3. Street lights, typ.              | 7. Pedestrian zone unit pavers, typ.  |                |
| 4. Street tree, typ.                | 8. Potential bus (TART) stop location |                |



## SECTION F-F'

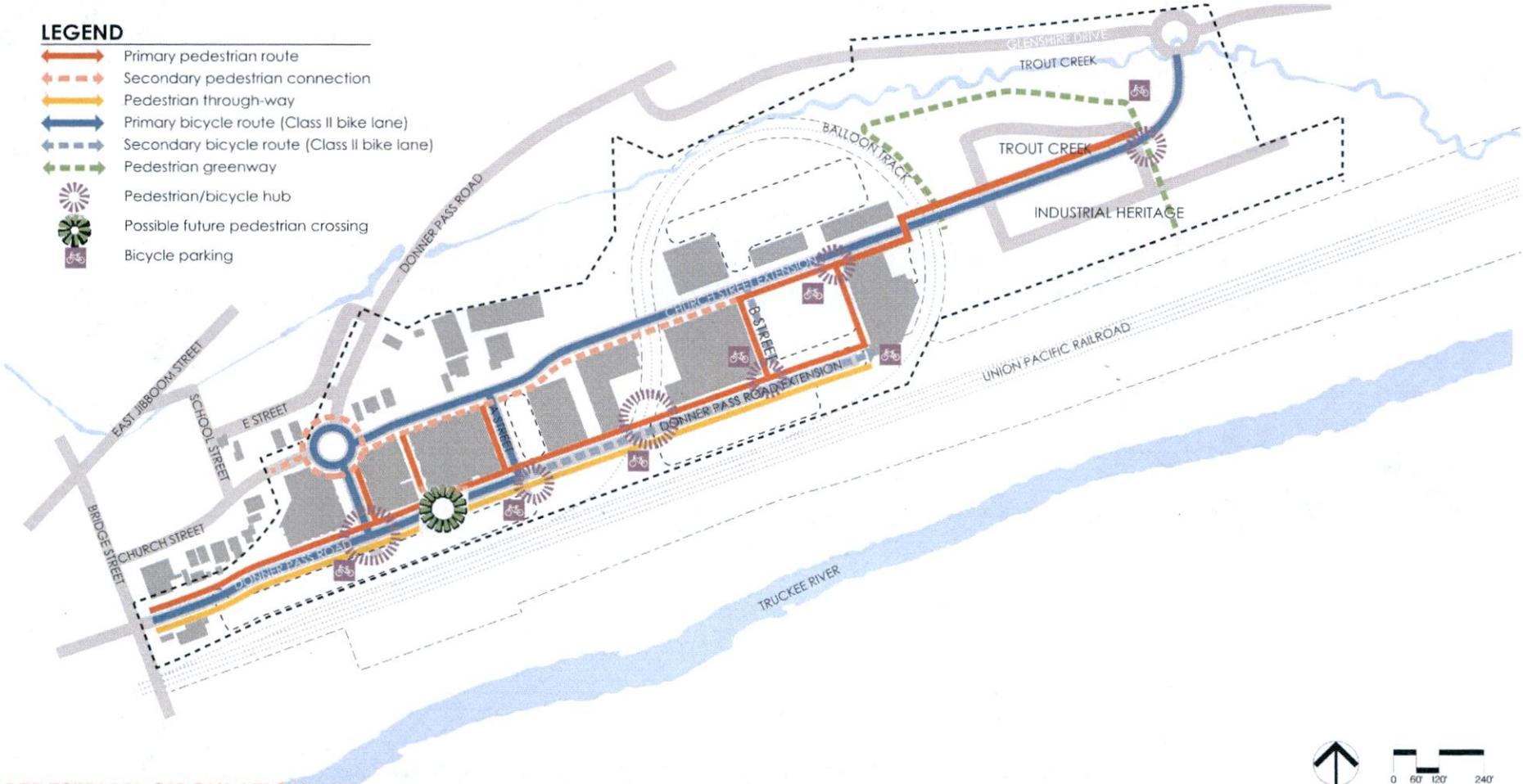
### KEY NOTES

1. Standard concrete pavement, typ.
2. Standard street light, typ.
3. Large shade tree, typ.
4. Parking meter
5. Raised planter

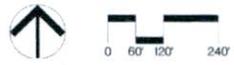


**LEGEND**

-  Primary pedestrian route
-  Secondary pedestrian connection
-  Pedestrian through-way
-  Primary bicycle route (Class II bike lane)
-  Secondary bicycle route (Class II bike lane)
-  Pedestrian greenway
-  Pedestrian/bicycle hub
-  Possible future pedestrian crossing
-  Bicycle parking



**PEDESTRIAN CIRCULATION**

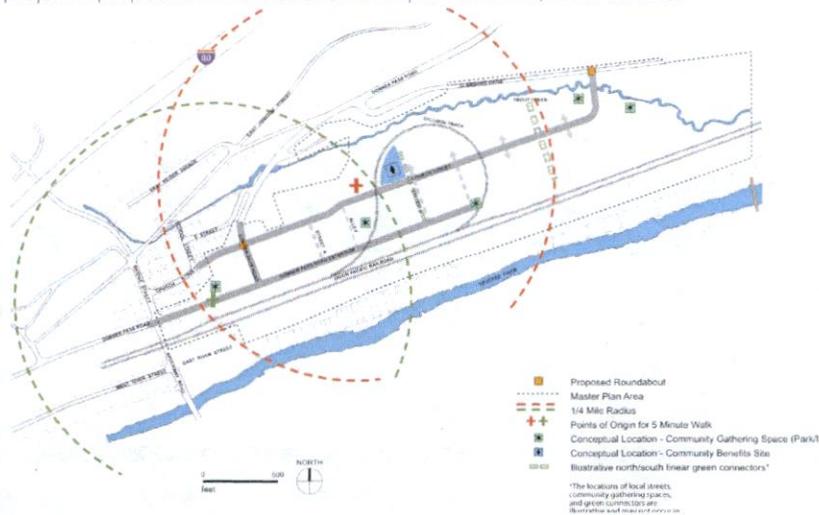


## INDUSTRIAL HERITAGE (IH) DISTRICT

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. Sidewalks will be separated by planter strips and should be limited to the North side of the roads to maximize solar exposure. Sidewalks will only be on one side of the street and will be 6'-0" wide concrete. Planter strips can also be used as LID for these areas.

## TROUT CREEK (TC) 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.



**PEDESTRIAN CIRCULATION PLAN FROM RAILYARD MASTER PLAN, NOVEMBER 2016**

## PEDESTRIAN CIRCULATION AND NODES

### High quality pedestrian and bicycle environment.

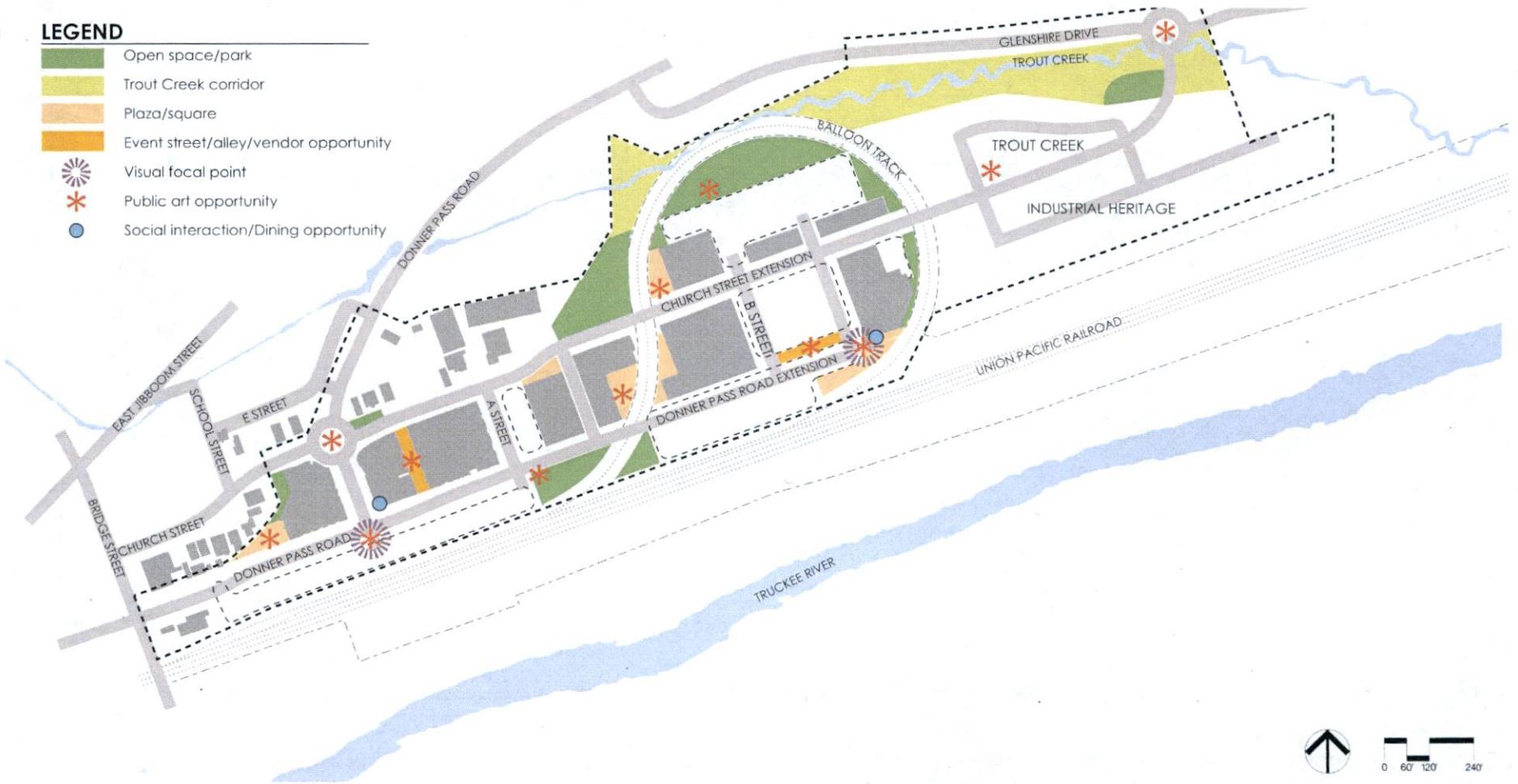
**Pedestrian/Bike Circulation** – The framework diagram focuses on primary pedestrian paths and includes the relationships to the primary and secondary streets and identifies all key pedestrian connections and primary paths of travel.

- **Pedestrian/Bicycle Hub:** Strategically placed at locations where pedestrians are transitioning from bikes to walking or from cars to walking. These locations will include information signage, bike racks, bike lockers, kiosks, benches, lighting and other amenities to reinforce these transitional spaces.
- **Connections to Creek Trail Plan:** The Pedestrian Circulation Exhibit (pg. 25) highlights the connections through the project area and to the surrounding bicycle network. There is an opportunity to put a smaller multi-use path along the creek corridor behind the Trout Creek area that can tie to the larger Truckee network of bikeways and bike trails. The proposed park, identified in the Community Activity Centers Exhibit (pg. 27), will act as a resting spot and transitional space from the street to the trail. Bike racks and other amenities should be placed at the park.

## COMMUNITY ACTIVITY CENTERS

### LEGEND

- Open space/park
- Trout Creek corridor
- Plaza/square
- Event street/alley/vendor opportunity
- ✱ Visual focal point
- ✱ Public art opportunity
- Social interaction/Dining opportunity





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## TOWN SQUARE

Spaces within and immediately to the west of the balloon track, provide opportunity sites for community gathering sufficient in size for planned and spontaneous events for both residents and visitors. These spaces should include accommodations for seating, staged events, and community information posting.

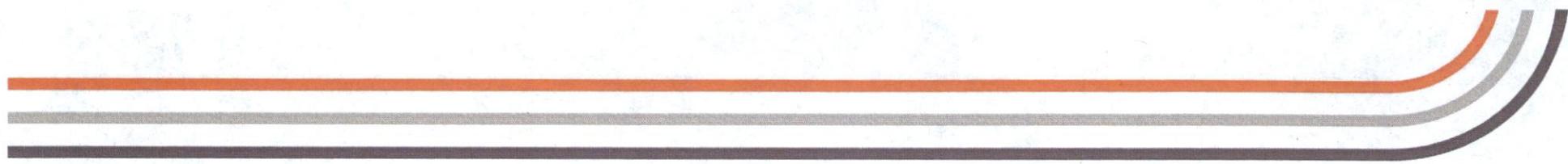
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## PARKS

Small parks and open spaces shall accommodate a range of public functions including gathering, public recreation, stormwater management and snow storage. These spaces shall include a variety of amenities such as; benches, picnic or cafe table seating, lighting, trash receptacles, bicycle racks, open plaza surfaces, overlooks to adjacent natural resources or railroad features.

Where appropriate, park spaces shall be located adjacent to housing and live-work units to create attractive and inviting areas for residents and visitors. A park at the eastern portion of the Trout Creek corridor and a stormwater infiltration area between Church Street and Trout Creek, west of the balloon track provides opportunities for visual access to Trout Creek.

**SMALL TOWN SQUARE**



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## **TROUT CREEK CORRIDOR**

A portion of Trout Creek has been restored and additional work in the remaining reaches will be completed by the Town pending funding. This restoration work will provide additional public open space within the RMP. Possible future improvements in this area include an informal public trail with creek access, picnic tables, site furnishings and interpretive exhibits.

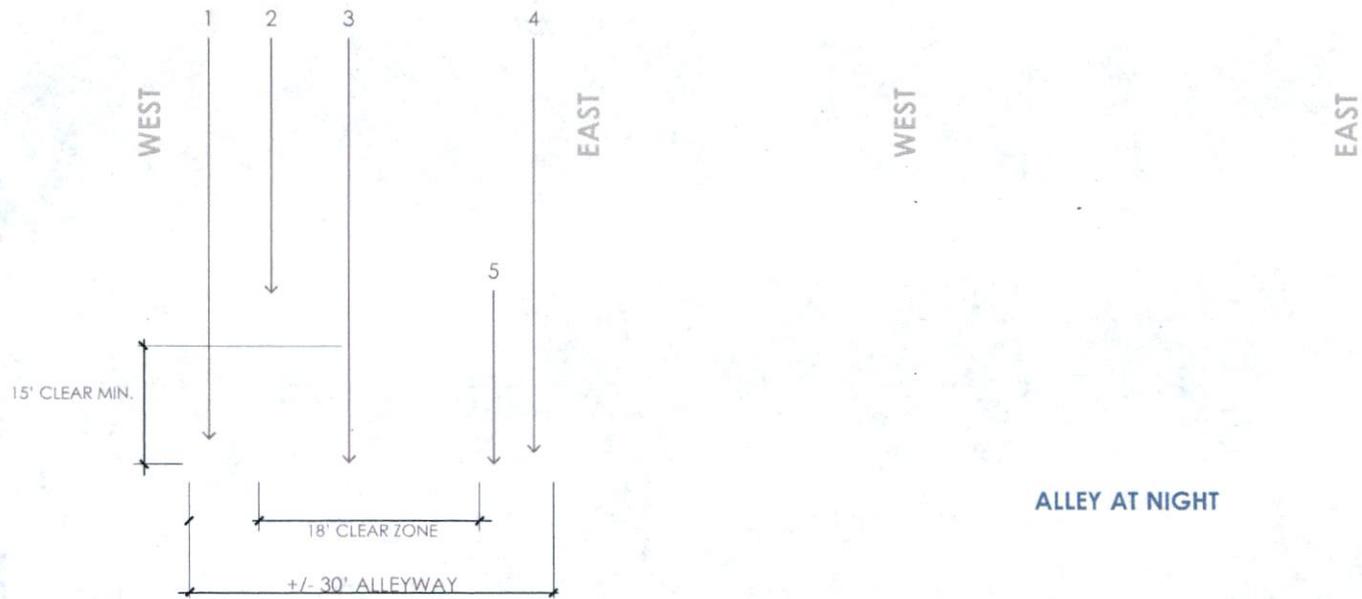
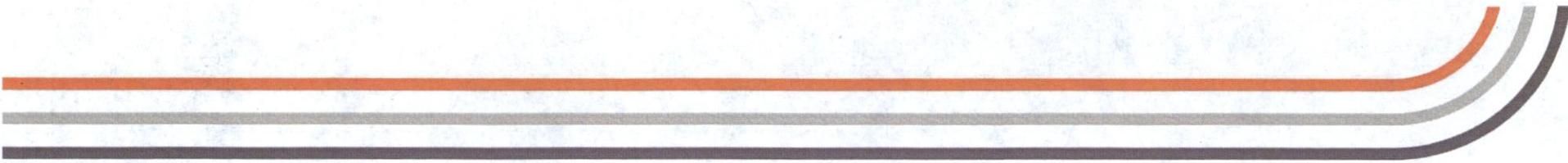
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## **PLAZAS**

Several opportunities exist for small urban plazas along the Donner Pass and Church Street extensions. These spaces, which may be located on public or private property, will provide small gathering areas adjacent to retail shop frontages.

These spaces shall take advantage of southern solar exposure and provide a variety of amenities including landscaping, lighting and a variety of permanent and movable seating options.





## SECTION G-G'

### KEY NOTES

1. Movable raised planter
2. Catenary lights (opportunity)
3. Pedestrian zone unit pavers in clear zone, typ.
4. Movable bench seating
5. Standard concrete pavement outside clear zone

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## STREET CLOSURES AND PUBLIC EVENTS

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The north/south oriented Local Streets and Alleys provide opportunity for expanded gathering and event space, when needed, through the implementation of periodic street closures. When activated, these corridors serve to connect Donner Pass Road and Church Street as well as adjacent streetscape plazas and open spaces.

These spaces can serve to accommodate street vendors, pop-up/mini retail, street fairs, street entertainment, outdoor seating and dining or other public events.

## PARKING

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Parking through the Downtown Extension District is served primarily through two linear surface lots located along the UPRR Right of Way one west of and the other within the Balloon Track. A tree lined pedestrian promenade extends to connect both these lots to the rest of the District and the existing Downtown. In addition to serving as a direct pedestrian "through-way", this promenade is also a buffer between the railroad and main parking area and the rest of the Downtown Extension Development.

Additional Parking needs are served through on-street parallel and angled parking along the north and south sides of Donner Pass Road, the north side of Church Street and both sides of the north/south oriented Local Streets, where space allows.

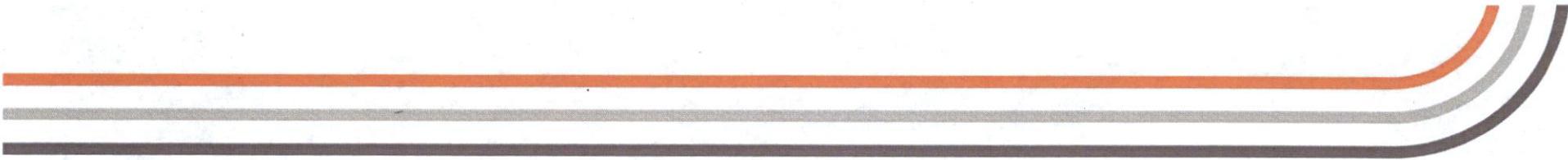
Surface parking lots are also proposed within the Balloon Track.

## PUBLIC ART

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Incorporate public art opportunities at both the street level and at key building locations. See Community Activity Centers exhibit on page 27 showing proposed locations for public art installations. Art is subject to Town review consistent with adopted Town Policy.

- Art will play a major role in providing color. Art should be integrated into the paving, wall murals, kiosks, bike racks etc.
- Art installations to highlight unique Truckee features.
- Inspired by the concept of "Truckee funk", color and form-follows function concepts are encouraged to set the area apart from the existing downtown.
- Public alleys to include paving patterns or murals.
- Streetscapes to include artistic bike racks, tree grates or other usable unusual streetscape amenities.
- Larger standalone art installations will be considered for on-site terminated view vista's or as part of on-site developments in the balloon track area.



## BUILDING INTERFACE

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### BUILDING ENTRIES

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Placement and design of entries should directly relate to the sidewalk and street experience and entice pedestrians into the space. Restaurants are encouraged to provide a visual through-view connection to exterior seating areas. Each retail establishment shall have clearly defined, highly visible and distinctive custom entrances. Use of the following features are encouraged:

- Canopies or portico's
- Awnings
- Overhangs
- Recesses/projections
- Arcades
- Raised parapets over the door
- Gable roof forms
- Outdoor patios
- Display windows
- Regionally-appropriate architectural details integrated into the building structure and design
- Integral planters or wing walls that incorporate landscaped areas and/or seating
- Unique entry door

Additional consideration should be given for outdoor display and seating areas as a way to enhance the pedestrian experience.

### COVERED WALKWAYS/ARCADES

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Covered walkways/arcades provide a sense of entry, the dynamic of shadow, and functional protection from weather. Covered walkways/arcades are encouraged to be incorporated along the building frontage to provide shelter for pedestrians. These walkways/arcades should be designed to appropriate depth to allow pedestrian circulation under them. Walkways/arcades may be fully or partially covered (e.g., roof or trellis) as appropriate for the building design.

### OUTDOOR DINING

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Buildings are encouraged to incorporate south-facing dining plazas, rooftop and/or nook dining for alfresco dining. Plazas may be incorporated as a recess within the building footprint (i.e. nook dining) and may extend within the public way provided that a minimum of clear path of travel remains for pedestrian circulation.

When dining plazas are incorporated, a fence up to 42" in height may be used to define the plaza space.

### PUBLIC/PRIVATE SPACES ALONG THE STREETScape

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As indicated on the cross section exhibits, the proposed public/private line, or the proposed right of way line, is proposed to be at the back of the amenity zone. Behind that line minimum clear paths of travel must be maintained but the proposed buildings are allowed to articulate to create spaces that respond to the building use. As indicated in the RMP, the review authority may approve up to a 25' setback for outdoor dining, small plazas, courtyards or similar features and associated improvements. As indicated above, fences, paving material changes, landscaping planters, etc. can be used to indicate these spaces. Unlike the existing downtown, the same paver type will be used passed the right of way line to the edge of the clear path of travel, which in most cases will be the general face of building.

### PUBLIC/PRIVATE DELINEATION

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Public and private areas can be delineated in various ways. Where private buildings front pedestrian areas building buffers can be used and indicated by a change in pavement material or color. In some instances a restaurant fronting a sidewalk may choose to utilize a low fence to create an outdoor seating area.

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## PEDESTRIAN SCALE

The pedestrian experience should be considered in all aspects of the design, planning, and implementation of the public way. Building design, walkways, street furniture, and lighting should all consider the pedestrian scale and incorporate design elements to create a comfortable and welcoming pedestrian experience. View corridors should be considered through the thoughtful placement and design of interesting streetscape elements to create visual interest with a layering approach to materials and textures. Pedestrian scale can be considered through:

- Signage scale and height
- Lighting scale, height, and orientation
- Landscape placement and scale (e.g., potted plants, planters, street trees, etc.)
- Street furniture (e.g., benches, seat walls, planters, bicycle racks, wayfinding signage, etc.)
- Building entry design (e.g., overhangs, recessed entries, windows, color)
- Pedestrian weather protection (e.g., awnings, arcades, covered walkways)
- Public art
- Decorative paving to clearly delineate path of travel and the pedestrian way

## TRASH

Trash receptacles are a unique opportunity to provide a thoughtful solution to a typically unattractive basic necessity. Trash receptacles will be provided as freestanding trash cans along the streetscape, as well as larger dumpsters for building trash. Both types of receptacles are encouraged to be artistic statements, though design, color, and form. Dumpsters should be incorporated into building footprints and, when incorporated into activated alleyways, are encouraged to be painted with murals or interesting materials to provide an unexpected element of surprise. All trash receptacles must incorporate bear-proofing measures.

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## VENDOR OPPORTUNITIES

Kiosks and other pop-up vendor spaces are an innovative solution to draw people in to public plazas or large pedestrian walkways. Kiosks can provide visitors with a variety of services and information. Maps, ATMs, and vendors are among the many uses for kiosks.

When present, kiosks should be designed as individual unique and distinctive freestanding structures. Each kiosk should have its own unique characteristics to delineate it from others and allow its use as a landmark in assisting pedestrian travel. Kiosks can either invite pedestrians to shop from the exterior, or, in some cases, it may be appropriate to have a larger scale kiosk that invites pedestrians inside.

Food trucks present another unique vendor opportunity. The Truckee Railyard is encouraged to consider accommodations for food trucks through multi-use plazas that can accommodate vehicular circulation (provide ample space and be constructed of durable materials) and provide the necessary services (e.g., water and electrical, if needed).

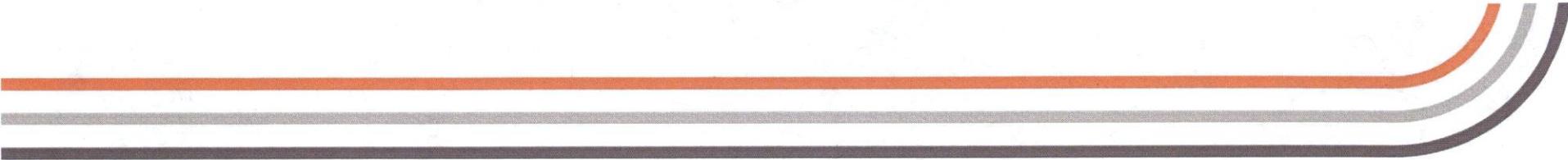
Nook Retail integrates pop-up vendor spaces into the footprint of a larger space and may be used for bicycle rentals, flower sales, food vendors, artisans, or other small-scale retail functions. Nook Retail may be an inset corner or a nestled recess into a storefront. Nook Retail should be able to be closed off when not in use through roll-up doors, barn doors, or other sturdy and weatherproof solutions. It should provide necessary utility services to function for the intended use.

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## VIEW CORRIDORS

Pedestrian routes should be clearly identifiable, predictable, and destination areas should not be hidden or obfuscated. Pedestrian routes and gathering areas should be well lit, and areas not intended for pedestrian traffic should avoid excessive lighting or be physically separated from walkways.

Where feasible building architecture should be pulled back from the sidewalk to allow for enhanced sight lines for pedestrians as well as motorists. For example pulling back building corners at the Alleyway entrance opens up the space and creates improved sight lines both out and into the corridor.



## STREETSCAPE STANDARDS

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### SNOW REMOVAL/STORAGE

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Consideration of winter snow removal, handling and storage are essential. Efficient snow removal in the Downtown area is important to: maintain passable routes for emergency equipment, school buses, and essential government services; provide local access to local commerce centers when interstate highways are closed; provide safe-haven to visitors during large storm events that may limit travel; and minimize impact to downtown businesses offices and residents during peak storm events.

Snow removal in the Downtown Extension District will likely involve plowing the snow from public road into on-street parking areas for temporary snow storage. Sidewalks are usually plowed, blown or shoveled into the parking areas as well. At night, Town crews remove snow from the temporary snow storage areas, load into trucks and haul to a designated snow storage area.

During snow plowing, snow is piled onto and behind the curb and gutter adjacent to the street. Vegetation directly adjacent to the travel lane should be avoided. Vegetation adjacent to the curb can be damaged by plows, the weight of snow, and roadway sand and deicing chemicals.

### CURB/CURB AND GUTTER

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The Town standard is a Rotated Type E Curb with a 26" width. The curb is 12" wide with a rolled face and the pan is 14" wide with the flow line 7" below the top back of curb. Where a curb is required, a 12" wide rolled curb similar to the rolled curb portion of the Rotated Type E Curb is used. The rolled curb holds up better during snow removal activities than a vertical curb.

### LIGHTING

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Street lighting through the transition areas from the Downtown Commercial Core and the Downtown Extension will continue use of the fixture used in the Commercial Core. This same fixture or a similar complimentary fixture may be used beyond the Balloon Track and into the Trout Creek and Industrial Heritage Districts.

It is anticipated that building mounted lighting will serve sidewalk areas on the south side of Church Street and north side of Donner Pass Road west of A Street

### PARKING METERS

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Parking meters are installed in parking areas maintained by the Town. On-street parking and public parking lots will be maintained by the Town through a parking district. To generate funds to maintain the parking area, parking fees are collected through parking meters. This is a ticket system where visitors park, go to the meter, pay, and receive a ticket to put on the dash. The Town typically provides meters so that a visitor can park no more than six parking spaces away from the meter. The meters are solar powered and will be placed for optimum sun exposure.



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## INFRASTRUCTURE

Utility and roadway/streetscape infrastructure currently only serves a small portion of the Railyard Project. Existing roadway infrastructure consists of a short segment of Church Street. The Railyard Project will improve existing roadways; and build new roadways, pedestrian corridors, bike lanes, at-grade railroad crossings, on-street parking and off-street parking to create a vibrant downtown area. Donner Pass Road will be realigned into a "T" intersection with Donner Pass Road Extension and a roundabout will be installed at the Donner Pass Road and Church Street intersection. Additional information on infrastructure can be found in the RMP.

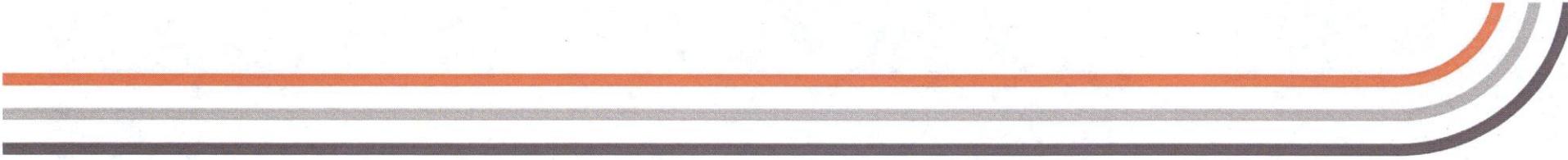
The existing utilities that are present are of insufficient capacity to meet the utility demands anticipated for the project. However, the existing utility systems surrounding the property area generally of adequate size, condition and proximity to be extended to and serve the Railyard project without extensive off-site improvements or modifications.

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## LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is a stormwater management approach with a basic principle to manage rainfall at the source. The goal is to mimic a site's predevelopment hydrology using design techniques that infiltrate, filter, store, evaporate and detain runoff close to its source. Instead of conveying, managing and treating stormwater in large costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small cost-effective landscape features.

LID techniques include providing stream setbacks and buffers, tree planting and preservation, bioretention, green roofs, permeable pavers/ porous pavement, rain barrels and cisterns, underground infiltration galleries, tree box filters, and vegetated swales. Many of these techniques break-up large impervious areas, such as roofs, streets and parking areas, and allow flow to infiltrate at the source (permeable pavers/ porous pavement, green roofs); convey flow to storage areas to be reused for watering gardens or infiltrated (rain barrels and cistern, underground infiltration galleries); or direct flow to vegetated areas to infiltrate and treat stormwater (tree box filters, vegetated swales, and bioretention.)



## HARDSCAPE STANDARDS

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### PAVERS

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Existing Downtown Truckee utilizes unit pavers in pedestrian zones, and the Railyard development area should not be an exception. Sidewalks within the phase one development area should consist of unit pavers in pedestrian zones in congruence with the existing Downtown Truckee paving patterns and colors. The main exception is the promenade that spans the length of Donner Pass Road and Donner Pass Road Extension.

The promenade should be a mix of concrete and paver banding to designate it as a main pedestrian through-way. East of the Balloon Track sidewalks should take on a similar mix of paver banding and concrete. Paver banding should be used to highlight amenity zones at the back of curbs where planters and other site furnishings are located.

### SIDEWALKS

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Sidewalks along North-South Connector streets should contain pedestrian furnishings while accommodating snow removal/maintenance vehicles.

Sidewalks along Donner Pass Road and Donner Pass Road Extension should accommodate higher flows of pedestrian traffic with benches, planters and seatwalls. Bulb-outs allow space for bicycle parking, public art, and pop-up street vendors.

Along Church Street existing private businesses and residences will partially front new sidewalks. Given the this context sidewalks along Church Street should be more utilitarian acting as secondary circulation routes funneling pedestrians toward Donner Pass Road and the Downtown Commercial Core.

### CROSSWALKS

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To maintain continuity with the existing Downtown Commercial Core, crosswalks will consist of pedestrian zone unit pavers, concrete banding and tactile warning bumps.

Increase pedestrian safety by reducing crosswalk distance where feasible through the use of sidewalk bulb-outs.

Visibility should also be enhanced through use of indicators and strategic street lighting where site conditions allow.

### MEDIANS

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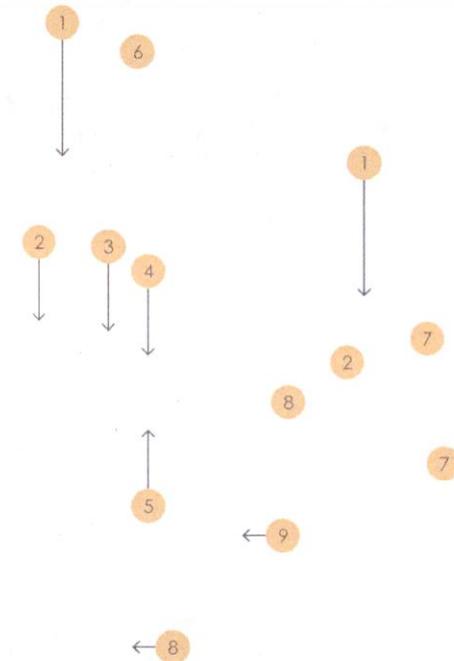
**Planted Roadway Medians** occur along Donner Pass Road Extension. Planting should consist of low-maintenance and low growing shrubs and grasses tolerant of local environmental conditions.

**Stamped Concrete Medians** occur at roundabout intersections and should match existing Truckee roundabout median color and textures

## ROUNDABOUTS

Roundabouts should accommodate for specimen shrub and tree planting. Space also allows for the exploration of decorative boulder placement and public art to function as a gateway feature as drivers enter Truckee.

Adjacent medians consist of stamped concrete that should match existing medians within Truckee with respect to color and texture.

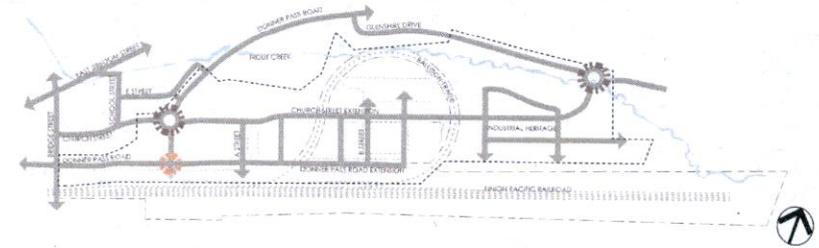
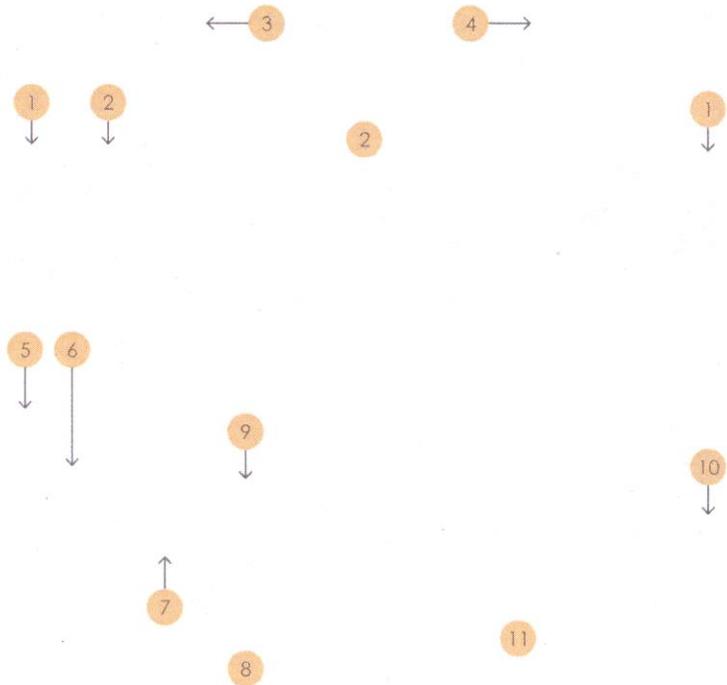


## DONNER PASS ROUNDABOUT PLAN

### KEY NOTES

1. LID improvements
2. Vehicular zone unit pavers
3. Entry art installation / Truckee monument signage
4. Decorative boulders, typ.
5. Roundabout planting
6. Screening trees
7. Pedestrian zone unit pavers
8. Stamped concrete, typ.
9. Decorative/Protective Boulders, typ.

# DONNER PASS ROAD REALIGNMENT - GATEWAY



## INTERSECTIONS

Bulb-outs and reduced crosswalk widths create additional pedestrian space that can be utilized for additional amenities such as boulder seatwalls, bicycle parking, public art, and space for pop-up vendors. The two intersections occurring on Donner Pass Extension can be treated with special paving or colored concrete design.

Where one transitions from one district to the next, gateway entry features at intersections help create a sense of arrival into new space and add vibrancy to the streetscape.

## DPR REALIGNMENT - GATEWAY ENLARGEMENT

### KEY NOTES

- |                                      |                          |                                      |
|--------------------------------------|--------------------------|--------------------------------------|
| 1. Boulder seating, typ.             | 5. Accent tree, typ.     | 9. Gateway entry feature, typ.       |
| 2. Pedestrian zone unit pavers, typ. | 6. Tree grate, typ.      | 10. Promenade street light, typ.     |
| 3. Public art opportunity            | 7. Parking meter, typ.   | 11. Standard concrete pavement, typ. |
| 4. Information kiosk                 | 8. Bicycle parking, typ. |                                      |

SITE FURNISHINGS

BENCHES

- Transition from Donner Pass Road to Donner Pass Road Extension with raised seatwall planters.
- Contemporary lumber and steel benches used within north-south connector streets and DPR Extension match Truckee's existing character while working with proposed Railyard aesthetic
- Benches can also be integrated with planters and boulders

BICYCLE RACKS/PARKING

- Encourage use of bicycles within Railyard Area utilizing existing bollard post bike racks in the transition area
- Reflect aesthetic of newer development by utilizing warm-colored steel bike racks with minimalistic design

BOULDERS

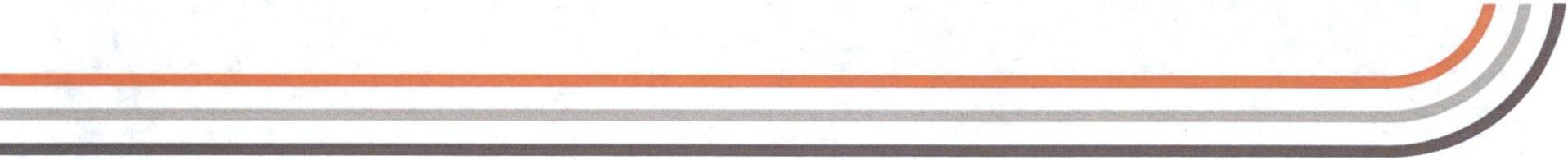
- Decorative boulders create interest along the streetscape and a unifying identity that matches Truckee's aesthetic
- Locating boulders at street corners can create welcome rest areas
- Integration with seatwalls to provide interest and gathering spaces

TRASH RECEPTACLES

- Utilize existing trash receptacles as on Donner Pass Road with cut out metal and city logo
- Match color to proposed street lighting

PEDESTRIAN LIGHTING

- Use existing Era Bell type fixtures and poles for street lighting with metal extension arms for flag attachment
- Utilize recessed downlights for overhangs projecting into pedestrian zones
- Utilize a heavy duty vintage stringers for catenary lighting



## SITE FURNISHINGS

### TREE WELLS

- Steel tree grates can increase ground-plane interest along pedestrian zones while protecting tree root zones and not obstructing maintenance vehicles
- Sub-surface modular pavement suspension systems can improve street tree health further in tight planting areas

### PLANTERS

- Boardform planters are a contemporary supplement the existing planter seatwalls along Donner Pass Road
- Rectilinear steel planters can accommodate larger accent planting and help create entryways
- Smaller planters can be integrated into seat walls adding spots of color to break up repetition along the right-of-way

### FENCING

- Building frontage can be enhanced by enclosing spaces with a wood/wood-texture split-rail fencing
- This style of fence is also suited for enclosing infiltration basins along walkways

### UNIQUE TRUCKEE

- Existing features such as railroad tracks and ties relate to site context and history
- Integrating natural features like boulders where appropriate enhance Truckee's sense of place
- Public art is prolific within the Truckee right-of-way and The Railyard provide ample opportunity for additional works
- Micro-retail and pop-up vending add to the vibrancy of the streetscape allowing for unique shopping experiences and stopping points for pedestrians traveling along Donner Pass Road Extension

## STREET TREE + LANDSCAPE STANDARDS

### EXISTING SOILS

Due to the classification of existing soils, a barrier will be placed and 3 feet of clean fill will be imported. All landscaping work shall be accomplished in this 3 foot zone. All landscaping will meet the requirements of the Truckee Development Code Chapter 18.40. Subdrains will be required in planters and tree areas to allow drainage under all planting and LID areas incorporated throughout the Railyard Area.

### TREE GRATES

Can be used for trees within the streetscape areas. Use larger grates that are safe for pedestrian travel and are ADA accessible. Rustic materials are encouraged to blend with the proposed aesthetics of the Railyard Area.

### PLANTERS

Due to the constrained locations found in the amenity zones at many of the pedestrian areas, use of thick concrete planter walls are discouraged. Use steel walled planters adjacent to concrete seat walls as shown in the diagrams and photos to maximize the planter area while still providing an aesthetic that blends with the existing downtown area.

### INFILTRATION ZONES

The Railyard Area includes many LID and snow storage areas that will require storm water infiltration. Use of permeable soils and native hydroseed will be used in these areas.

### LOW WATER USE DESIGN PRINCIPLES

All planting must meet the new MWELo guidelines as dictated by the state of California. Use of native plant materials are encouraged throughout the design and especially at the edges that blend into the surrounding habitats. In the streetscape planters and more urban spaces, non-native species can be used to enhance the themes and architecture of the spaces.

- No invasive species will be allowed
- Mix of evergreen and perennial to encourage year-round interest
- Native meadow hydroseed mixes to be used in the snow storage areas.
- Careful attention to be given for snow removal and Truckee's unique micro-climate in the irrigation designs for the site.

### VIEWS

Use trees, proposed open spaces and landscaping to enhance public vistas out into the surrounding open spaces and mountains. Place accent trees adjacent to art installations and public gathering spaces to guide users along the view corridors to the terminated vistas on the site.



## PLANTING APPROACH

### PLANTING PRINCIPLES

Planting design should adhere to the following principles:

- Context sensitive species (e.g. lower growing shrubs in medians and ornamental plantings at focal areas)
- Integrate a mix of deciduous and evergreen species for year-round planting interest
- Choose plants that are acclimated to Truckee's microclimate
- Plants are low water use per Low Water Use Design Principles

For good examples of suitable planting palettes please reference the Tahoe Regional Planting Agencies approved species planting list and approved planting lists for the Truckee Commercial Row and Brickletown developments.

All proposed planting palettes shall be approved by the Town during their respective planning submittal review process

### EXAMPLES OF COMPATIBLE PLANT SPECIES

*Populus tremuloides* /  
Quaking Aspen

*Festuca glauca* /  
Blue Fescue

*Syringa vulgaris* /  
Common Lilac

*Mahonia aquifolium* /  
Oregon Grape



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## STREET TREES

The Street Tree Plan should be used as a guide when determining street tree types and forms. The trees selected are suitable to Truckee's climate, limited planting areas, and help create a hierarchy of pedestrian circulation throughout the Railyard development area. The selected species have been used in similar Truckee streetscape situations with success and are low water use. The street tree palette is not exclusive and final approval on trees not listed is dependent upon Town approval.

Street tree concept generally consists of compact evergreen trees in odd groupings along the building sides of the streets and larger shade trees along parking areas. Use accent trees to highlight gateways, pedestrian spaces, nodes and public gathering spaces. Minimal trees are planted on Church Street along the south side of the street due to narrow spaces and shade cast by the proposed adjacent buildings. Street trees should be used along major pedestrian corridors to maximize southern solar exposure.

- Place between proposed lights.
- Place centers of trunks at least 4 feet from backs of proposed curbs. Install tree bubblers.
- Install electrical outlets for use in stringing lights in the street trees.
- Install root barriers at least 18" deep.
- Based on soil conditions, if trees are planted in confined spaces against building foundations, use subsurface structures such as "Silva Cells" to encourage root growth and health of trees.
- Place trees out of sight lines at intersections for both cars and pedestrians.
-

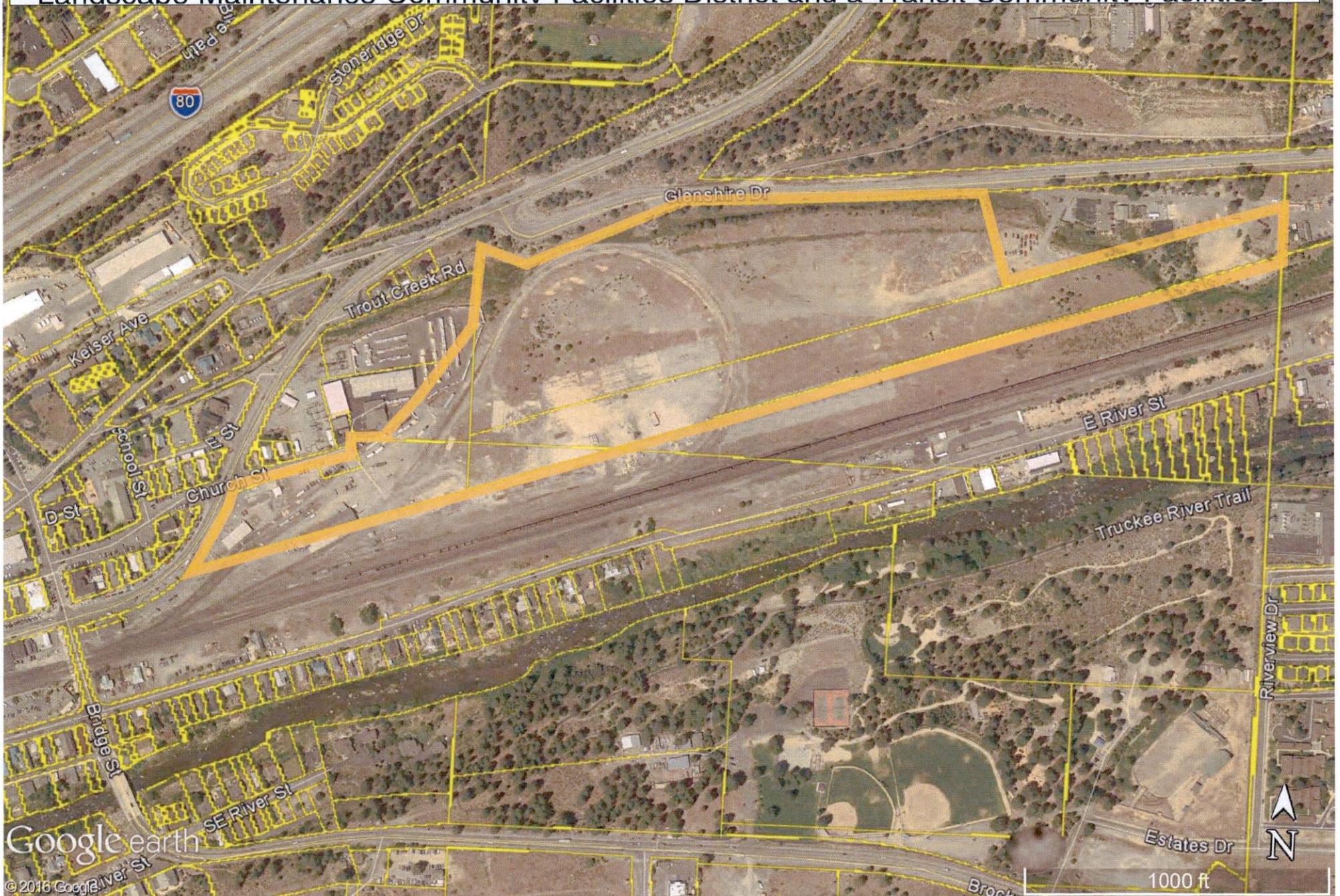
## LEGEND

- Large shade tree
- Large street tree
- Columnar street tree
- Accent tree, deciduous
- Accent tree, coniferous



## STREET TREE PLAN

EXHIBIT B7: Railyard Parcels to be Included in and Vote in Favor of a Sidewalk, Lighting, and Landscape Maintenance Community Facilities District and a Transit Community Facilities



## EXHIBIT

# Truckee Railyard Particulate Matter 10 Emissions Study

Prepared by Sierra Business Council

March 2017

## Introduction

The Truckee Railyard is a vibrant downtown extension plan that has been 10 years in the making. The Truckee Railyard Master Plan details the general scale and character of the anticipated development including the Maximum Allowable Development within the Master Plan Area. The full buildout of the Truckee Railyard, will generate substantial particulate matter 10 (PM 10) emissions associated with the operations of residents and businesses. Truckee Development Associates contracted Sierra Business Council to prepare a Particulate Matter Emissions Study utilizing the current methods to estimate PM 10 emissions developed by U.S. Environmental Protection Agency (EPA), as per the upcoming development agreement. The methods were reviewed by Town staff and approved for use with local factors to better estimate PM 10 emissions. The purpose of this study is to identify and quantify the potential particulate matter emissions associated with the full build out of the Truckee Railyard and document the measures taken to mitigate these emissions. As agreed in the Railyard Master Plan EIR, all unmitigated PM 10 emissions will be offset at \$7,366 per ton of PM 10 emissions that may be generated by the project as required by Town Council Resolution No. 2003-52. The full buildout of the Truckee Railyard is estimated to generate approximately 12.48 Tons of PM 10 resulting in a mitigation fee of \$91,947.58.

### *Why An Emissions Study is Needed*

Town Council Resolution No. 2003-52 requires 100% of PM 10 emissions generated by large projects from solid fuel burning devices, vehicle emissions from vehicle trips generated by the project, and re-entrained road dust from vehicle trips generated by the project to be mitigated and offset. Since the adoption of the Town's Particulate Matter Air Quality Management Plan and Town Council Resolution No. 2003-52, improved methods to calculate PM 10 emissions from re-entrained road dust were developed by U.S. EPA and approved by the California Air Resources Board (ARB). This emissions study documents the methods used to calculate PM 10 emissions associated with the full buildout of the Truckee Railyard.

## Particulate Matter Emissions

The Town's 1999 Air Quality Management Plan defines Particulate matter as "a generic term for a broad class of chemically and physically diverse substances that exist as discrete particles in the air (microscopic solid particles or minute liquid droplets) over a wide range of sizes. Particles are produced from a wide variety of sources, both natural and human-caused, and may be classified by several characteristics: mode of generation; size; composition; and source...Examples include soil blown by the wind into the air and woodsmoke emitted by woodheaters." The emissions quantified in this study include PM 10 emissions generated from

solid fuel burning devices, vehicle emissions from vehicle trips generated by the project, and re-entrained road dust from vehicle trips generated by the project.

### *Operation Related Emissions*

Operation related emissions were calculated based on the current standard methods recommend by U. S. EPA and California ARB. The methods used to calculate emissions are explained below with supporting documentation found in the Appendices.

#### Solid Fuel Burning Devices

The PM 10 emissions from solid fuel burning devices were not calculated because the Railyard Master Plan includes a mitigation measure to equip all residences with a non-wood burning source of heat and prohibit the use of woodstoves within the Plan Area. If any wood burning devices are installed, a separate mitigation fee will be required for each wood burning device.

#### Vehicle Emissions from Vehicle Trips

The PM 10 emissions from vehicles include tailpipe emissions and brake and tire wear emissions. These emissions are calculated using the total Vehicle-Miles of Travel (VMT) associated with the full buildout of the Truckee Railyard prepared by LSC Transportation Consultants (detailed in Appendix A) and the PM 10 emissions factors reported for 2025 for Nevada County by the California ARB Emissions Factor (EMFAC) 2014 database (detailed in Appendix B). PM 10 emissions were calculated by multiplying the total VMT by the per mile PM 10 emissions factors derived from the EMFAC 2014 database for Nevada County in 2025.

#### Re-entrained Road Dust from Vehicle Trips

The PM 10 emissions from re-entrained road dust are calculated using the VMT associated with the full buildout of the Truckee Railyard and the paved road emission formula found in Section 12.2.1.3 of the 2006 U.S. EPA AP 42 report. Equation 2 was used to calculate emissions:

$$E_{\text{ext}} = [ k (sL)^{0.91} \times (W)^{1.02} ] (1 - P/4N)$$

Where:  $E_{\text{ext}}$  = annual or other long-term average emission factor in the same units as k,  
 k = particle size multiplier for particle size range and units of interest (see below),  
 sL = road surface silt loading (grams per square meter) ( $g/m^2$ ), and  
 W = average weight (tons) of the vehicles traveling the road.  
 P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and  
 N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

To calculate PM 10 emissions, the recommended Particulate Size Multiplier k for PM 10 of 1.00 g / VMT was used. Local factors for sL, W, and P were also used. Table 13.2.1-2 of the 2006 U.S. EPA AP 42 report recommends default silt loadings for normal baseline conditions, wintertime baseline conditions, initial peak additive contribution of antiskid abrasives, and the days to return to baseline conditions by four average daily traffic (ADT) categories: <500, 500-5,000, 5,000-10,000, and >10,000. The weighted annual average silt loading factors by ADT

categories for Truckee were calculated using the average of 72 applications of road sanding for the past six winters combined with the hourly linear decay rate to return to baseline conditions for each ADT category (detailed in Appendix C), the normal baseline conditions, and wintertime baseline conditions. The average weight of 2.4 tons (W) and average number of wet days of 80 (P) were used based on recommendations by the California ARB for Nevada County used in EMFAC 2014.

## Mitigation Measures Incorporated into the Project

The Truckee Railyard Master Plan details mitigation measures that will be implemented and have the potential to reduce PM 10 emissions. The reduction in PM 10 emissions from these mitigation measures have not been quantified independently since the Town's traffic model used to estimate VMT already accounts for the portion of travel completed by non-auto modes. The mitigation measures include:

- 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.
- 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.
- 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.
- The project shall provide for pedestrian access between bus service and major transportation points within the project where feasible.
- 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.

## Unavoidable Particulate Matter Emissions

The mitigation measures were incorporated into the local traffic model used by LSC Transportation Consultants to estimate total VMT from buildout of the Truckee Railyard. After taking the mitigation measures into consideration the full build out of the Truckee Railyard is expected to generate operational PM 10 emissions of approximately 12.48 Tons. At the offset rate of \$7,366 per Ton, the PM 10 mitigation fee associated with the full buildout of the Truckee Railyard is \$91,947.58.

### *Mitigation Fee Allocation by Land Use Type*

The mitigation fee was broken out by Land Use Type for allocation purposes based on the percent of total VMT calculated by LSC Transportation Consultants and number of units to calculate a mitigation fee per unit.

<b>Truckee Railyard PM 10 Mitigation Fee Allocation</b>						
<b>Land Use</b>	<b>Daily VMT</b>	<b>Percent of Total</b>	<b>Units</b>		<b>Mitigation Fee Allocation</b>	<b>Mitigation Fee Per Unit</b>
Office	449	1.30%	15	KSF	\$1,195.32	\$79.69
Condo/Hotel	2,900	8.30%	60	Rooms	\$7,631.65	\$127.19
Retail	9,763	27.80%	90	KSF	\$25,561.43	\$284.02
Restaurant	3,238	9.20%	15	KSF	\$8,459.18	\$563.95
Cinema	4,610	13.10%	750	Seats	\$12,045.13	\$16.06
Residential	10,472	29.80%	570	Units	\$27,400.38	\$48.07
Conference/Event	1,195	3.40%	4.5	KSF	\$3,126.22	\$694.72
Civic	2,476	7.10%	25	KSF	\$6,528.28	\$261.13
<b>Total</b>	<b>35,102</b>	<b>100.00%</b>			<b>\$91,947.58</b>	

## Appendix A. LSC Transportation Consultant Memorandum



**TRANSPORTATION PLANNING  
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C  
P.O. Box 5875  
Tahoe City, California 96145  
(530) 583-4053 FAX: (530) 583-5966  
EMAIL: [info@lsctahoe.com](mailto:info@lsctahoe.com)  
[www.lsctahoe.com](http://www.lsctahoe.com)

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**MEMORANDUM**

DATE: January 30, 2017  
TO: Paul Ahern, Sierra Business Council  
FROM: Gordon Shaw, PE, AICP, LSC  
SUBJECT: Truckee Railyard Vehicle-Miles of Travel Analysis

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The purpose of this memorandum is to present an analysis of the Vehicle-Miles of Travel (VMT) associated with the buildout of the Truckee Railyard project, within the Truckee Air Basin. This analysis is based on the current land use plan for buildout. It focuses on the VMT generated with the Truckee Air Basin, as defined in the *Town of Truckee Particulate Matter Air Quality Management Plan* (see map, attached). Per previous traffic analyses, this analysis is based on a summer weekday, when trip generation (and thus VMT) is expected to be highest. As air emission rates vary between Interstate and non-Interstate roadways, VMT on these two roadway classifications are provided. In addition, the VMT associated with the various land use types within the Railyard are identified.

**VMT Analysis**

Total daily buildout trip generation was analyzed in previous analyses. Table A presents the results of this analysis, identifying that at buildout the Truckee Railyard would generate 8,205 one-way vehicle-trips over a summer day.

A distribution pattern of Railyard trips to the various other portions of the Truckee Air Basin was based on the distribution defined in the previous traffic analysis. As the traffic study area did not encompass all of the air basin, it was necessary to disaggregate the original distribution to define the proportion of trips to some areas within the basin but beyond the extent of the traffic study. This was accomplished by analyzing the buildout origin/destination trip table from the Truckee/Martis Valley TransCAD model to identify the appropriate factors. The resulting distribution is shown in the left side of Table B.

The drive distance to each trip end area (including external highway points) was identified using commercial mapping software. The portion of the total drive distance on the following roadway types was next determined:

- Interstate highways
- Non-Interstate roadways with Average Daily Traffic (ADT) volume exceeding 10,000
- Non-Interstate roadways with ADT between 5,000 and 10,000
- Non-Interstate roadways with ADT between 500 and 5,000
- Non-Interstate roadways with ADT less than 500.

Multiplying the total daily vehicle-trips by the proportion to each trip end area and the mileage by roadway type yields the VMT generated by travel to/from each area, by roadway type. Summing over all trip end areas, the total VMT generated by the Railyard land uses at buildout is estimated to be 35,102. Of this, 11,022 (or 31 percent) would be on I-80, and 24,080 on local streets and other state highways.

### **VMT by Land Use Type**

To allocate air quality fees to individual projects, it is useful to identify the VMT generated by the individual land use types. The trip distribution pattern for the individual land use types was reviewed and adjusted as needed. In particular, the condo/hotel land use type will have a higher proportion of trips entering/exiting the region than will other more local-serving land use types. The condo/hotel distribution was adjusted to reflect a greater distribution to I-80, SR 89 and SR 267 points external to the air basin, and a corresponding lesser distribution to local destinations. Applying the distributions to the daily trip generation by land use type (from Table A) yields the allocation of VMT by land use type as shown in Table C. As shown, the greatest proportions of VMT are generated by residential land uses (29.8 percent) and retail land uses (27.8 percent). Finally, the VMT by land use type can be divided by the total land use quantity by type to yield the VMT per unit of development by land use type.

**TABLE A: Weekday Trip Generation -- Buildout of Truckee Railyard 2015 Proposal**  
 Master Plan Amendment Application Dated October 2, 2015

Location	Description	Quantity	Unit <sup>1</sup>	Trip Generation Rates <sup>1</sup>			Total Project Generated Base Trips			Adjustment Factors			Project Generated Trips on Adjacent Streets						
				PM Peak Hour			Daily	PM Peak Hour		Internal Trips Inbound	Internal Trips Outbound	Non-Auto Trips External to Site	Pass-By Trips	PM Peak Hour					
				In	Out	Total		In	Out					Total	In	Out	Total		
Downtown Extension District	Movie-Theater	750	Seats	2.08	0.03	0.04	0.07	1,560	20	33	53	11%	38%	5%	0%	1,119	17	19	36
	Condo-Hotel	60	Rooms	8.92	0.34	0.36	0.70	535	21	21	42	17%	32%	4%	0%	388	17	16	33
	Restaurant	4.5	KSF	127.15	7.19	6.13	13.32	572	32	28	60	47%	70%	5%	43%	129	9	5	14
	Restaurant	4.5	KSF	89.95	5.02	2.47	7.49	405	23	11	34	47%	70%	5%	44%	89	6	2	8
	Cafe/Coffee Shop	3.0	KSF	716.00	13.34	12.81	26.15	2,148	40	38	78	47%	70%	5%	49%	432	10	6	16
	Lounge	3.0	KSF	205.36	7.48	3.86	11.34	616	22	12	34	47%	70%	5%	44%	136	6	2	8
	Conference/Event	4.5	KSF	90.00	20.00	2.00	22.00	405	90	9	99	11%	38%	5%	0%	290	76	5	81
	Multifamily Residential	235	DU	Regression Equation				1,548	96	51	147	58%	46%	5%	0%	706	38	26	64
	Work/Live Units	50	Units	17.68	0.66	1.45	2.11	884	33	73	106	17%	32%	4%	0%	641	26	48	74
	Office	10.0	KSF	Regression Equation				228	15	75	90	95%	25%	4%	0%	88	1	54	55
Retail	50.0	KSF	44.32	2.81	2.21	5.02	2,216	141	110	251	28%	44%	5%	34%	889	64	38	102	
Grocery Store	35.0	KSF	102.24	Regression Equation			3,578	183	175	358	28%	44%	5%	36%	1,392	80	60	140	
Civic	25	KSF	42.00	2.45	3.34	5.80	1,050	61	84	145	11%	38%	4%	21%	601	41	40	81	
<b>Subtotal - Block</b>							<b>15,745</b>	<b>777</b>	<b>720</b>	<b>1,497</b>					<b>6,900</b>	<b>391</b>	<b>321</b>	<b>712</b>	
Industrial Heritage <sup>4</sup>	Live/Work Units	125	Units	Regression Equation				881	56	30	86	58%	46%	5%	0%	402	22	16	38
	Work/Live Units	75	Units	17.68	0.66	1.45	2.11	1,326	49	109	158	25%	4%	0%	509	2	79	81	
	Retail	5	KSF	44.32	2.81	2.21	5.02	222	14	11	25	28%	44%	5%	34%	89	6	4	10
	UPRR Office	5	KSF	11.03	0.25	1.24	1.49	55	1	6	7	95%	25%	4%	0%	21	0	4	4
<b>Subtotal</b>							<b>2,484</b>	<b>120</b>	<b>156</b>	<b>276</b>					<b>1,021</b>	<b>30</b>	<b>103</b>	<b>133</b>	
Trout Creek <sup>4</sup>	Multifamily	40	DU	6.65	0.40	0.22	0.62	266	16	9	25	58%	46%	5%	0%	121	6	5	11
	Single Family	20	DU	9.52	0.66	0.39	1.05	190	13	8	21	58%	46%	5%	0%	87	5	4	9
	Live/Work Units	25	DU	6.65	0.40	0.22	0.62	166	10	5	16	58%	46%	5%	0%	76	4	3	7
<b>Subtotal</b>							<b>622</b>	<b>39</b>	<b>22</b>	<b>62</b>					<b>284</b>	<b>15</b>	<b>12</b>	<b>27</b>	
<b>TOTAL: BUILDOUT</b>							<b>18,851</b>	<b>936</b>	<b>898</b>	<b>1,835</b>					<b>8,205</b>	<b>436</b>	<b>436</b>	<b>872</b>	
<b>Subtotal At Buildout by Land Use Type</b>																			
Office		15	KSF				283	16	81	97					109	1	58	59	
Condo/Hotel		60	Rooms				535	21	21	42					388	17	16	33	
Retail		90	KSF				6,016	338	296	634					2,370	150	102	252	
Restaurant		15	KSF				3,741	117	89	206					786	31	15	46	
Cinema		750	Seats				1,560	20	33	53					1,119	17	19	36	
Residential		570	Units				5,261	273	285	559					2,542	103	181	284	
Conference/Event		5	KSF				405	90	9	99					290	76	5	81	
Civic		25	KSF				1,050	61	84	145					601	41	40	81	

Note 1 - Trip generation rates are estimated using the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition  
 Note 2 - KSF = 1,000 square feet gross floor area.  
 Note 3 - Based on Urban Land Institute parking demand of 30 vehicles per ksf, assumes 2/3 entering in PM peak hour, 10% dropoff/exiting, and 1 Note 4: Land use scenario evaluated in the 2008 EIR.  
 Source: LSC Transportation Consultants, Inc.

**TABLE B: Railyard VMT Analysis**

Total Summer Day at Buildout, in Truckee Air Basin

Trip End	Percent of Total Trips	Distance by Roadway Type (Miles)						Daily VMT					
		Non- Interstate by ADT						Non- Interstate by ADT					
		< 500	500-5,000	5,000-10,000	>10,000	Interstate	Total	< 500	500-5,000	5,000-10,000	>10,000	Interstate	Total
I-80 at Donner Summit	5.30%	0.0	0.0	0.7	0.0	10.1	10.8	0	0	305	0	4,395	4,700
Donner Lake	1.49%	0.4	1.8	1.4	0.4	3.0	7.1	50	226	176	50	368	870
Coldstream	2.25%	0.1	0.6	0.0	0.2	3.0	3.9	17	116	0	33	554	720
Along Donner Pass Road West of SR 89 S	5.23%	0.0	0.0	0.0	1.9	0.0	1.9	0	0	0	815	0	815
Along SR 89 S Near Deerfield Drive	4.47%	0.0	0.0	0.2	1.8	0.0	2.0	0	0	73	661	0	734
SR 89 S South of West River Street	4.89%	0.0	0.0	1.5	0.4	0.0	1.9	0	0	610	152	0	762
Gateway Area	5.32%	0.0	0.0	0.0	1.3	0.0	1.3	0	0	0	567	0	567
Along W. River St Between McIver Crossing and SR 89S	2.23%	0.0	0.0	1.1	0.2	0.0	1.3	0	0	201	37	0	237
Along W. River St Between McIver Crossing and Brockway	0.25%	0.0	0.0	0.2	0.2	0.0	0.4	0	0	4	4	0	8
Southern Tahoe Donner	4.22%	0.3	1.0	0.8	2.2	0.0	4.3	104	346	277	762	0	1,489
Northern Tahoe Donner	1.12%	0.3	4.3	3.0	0.0	0.0	7.6	27	394	275	0	0	696
Along Donner Pass Road Between Central I-80 and Spring St	0.38%	0.0	0.0	0.0	0.5	0.0	0.5	0	0	0	16	0	16
Commercial Row	1.50%	0.0	0.0	0.0	0.2	0.0	0.2	0	0	0	25	0	25
Along Jibboom Street	0.76%	0.0	0.0	0.1	0.2	0.0	0.3	0	2	8	9	0	19
On Donner Pass Road between Glenshire Drive and I-80	1.41%	0.0	0.0	0.6	0.0	0.0	0.6	0	0	69	0	0	69
East and South River Streets	0.51%	0.0	0.1	0.0	0.3	0.0	0.4	0	5	0	12	0	17
Western Ponderosa Palisades	1.90%	0.4	0.3	0.3	0.4	0.0	1.3	61	41	41	61	0	203
Eastern Ponderosa Palisades	3.00%	0.2	0.5	0.0	1.3	0.0	2.0	49	123	0	320	0	492
Brockway Road Between Palisades Drive and Martis Valley Road	2.30%	0.2	0.0	0.0	1.0	0.0	1.2	38	0	0	189	0	226
Olympic Heights	1.07%	0.2	0.0	1.7	0.0	0.0	1.9	17	0	150	0	0	167
Glenshire	8.30%	0.3	0.8	4.6	0.0	0.0	5.7	204	545	3,134	0	0	3,883
I-80 East of Boca	7.73%	0.0	0.0	1.3	0.0	9.0	10.3	0	0	824	0	5,705	6,529
Alder Dr	1.38%	0.4	0.3	1.2	0.0	0.0	1.9	45	34	136	0	0	215
Prosser Lakeview	2.94%	0.2	0.2	2.5	0.0	0.0	2.9	48	48	604	0	0	700
SR 89 To Sierraville	1.22%	0.0	2.7	3.2	0.0	0.0	5.9	0	270	320	0	0	591
Pioneer Commerce Center	5.73%	0.0	0.5	0.9	0.0	0.0	1.4	0	217	441	0	0	658
Grays Crossing	2.18%	0.2	1.0	1.2	0.0	0.0	2.4	36	179	215	0	0	429
Internal to Project Site	2.00%	0.0	0.1	0.0	0.0	0.0	0.1	3	13	0	0	0	16
PC3 Area (SR 267 / Brockway Road)	5.86%	0.0	0.3	1.2	1.5	0.0	3.0	0	139	557	696	0	1,392
Airport Area	2.68%	0.0	0.7	1.2	1.5	0.0	3.4	0	154	284	330	0	747
Schaffer Mill Road Area	1.32%	0.3	1.4	1.2	2.0	0.0	4.9	33	152	130	217	0	531
Martis Creek Reservoir	0.86%	1.8	0.0	1.2	1.4	0.0	4.4	124	0	85	102	0	310
Northstar	4.63%	0.2	1.3	1.2	5.7	0.0	8.4	76	494	456	2,165	0	3,190
Martis Valley West	0.04%	0.4	0.0	1.2	8.1	0.0	9.7	1	0	4	26	0	31
SR 267 at Brockway Summit	3.75%	0.0	0.0	1.2	8.7	0.0	9.9	0	0	369	2,679	0	3,048
<b>TOTAL</b>	<b>100.00%</b>	<b>5.9</b>	<b>17.9</b>	<b>35.0</b>	<b>41.3</b>	<b>25.1</b>	<b>125.2</b>	<b>933</b>	<b>3,498</b>	<b>9,728</b>	<b>9,928</b>	<b>11,022</b>	<b>35,102</b>

**TABLE C: Allocation of Railyard VMT by Land Use Category**

Land Use	Daily VMT			Percent of Total	Units	VMT Per Unit		
	Non- Interstate	Interstate	Total			Non- Interstate	Interstate	Total
Office	324	125	449	1.3%	15 KSF	21.6	8.3	29.9
Condo/Hotel	819	2,081	2,900	8.3%	60 Rooms	13.7	34.7	48.3
Retail	7,052	2,711	9,763	27.8%	90 KSF	78.4	30.1	108.5
Restaurant	2,339	899	3,238	9.2%	15 KSF	155.9	59.9	215.9
Cinema	3,330	1,280	4,610	13.1%	750 Seats	4.4	1.7	6.1
Residential	7,564	2,907	10,472	29.8%	570 Units	13.3	5.1	18.4
Conference/Event	863	332	1,195	3.4%	5 KSF	191.8	73.7	265.5
Civic	1,788	687	2,476	7.1%	25 KSF	71.5	27.5	99.0
<b>TOTAL</b>	<b>24,080</b>	<b>11,022</b>	<b>35,102</b>	<b>100.0%</b>				

Appendix B. California Air Resources Board EMFAC 2014

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	Fuel	miles/day VMT	tons/day PM10_RUNEX	tons/day PM10_IDLEX	tons/day PM10_STREX	tons/day PM10_TOTEX	tons/day PM10_PMTW	tons/day PM10_PMBW	tons/day PM10_TOTAL
Nevada	2025	HHDT	GAS	625.3306957	6.22079E-07	0	1.57912E-07	7.79991E-07	1.37862E-05	4.25579E-05	5.71241E-05
Nevada	2025	HHDT	DSL	236056.4858	0.001887123	3.27059E-05	0	0.001919829	0.009258909	0.01587903	0.027057768
Nevada	2025	LDA	GAS	1448979.413	0.00271849	0	0.000680237	0.003398727	0.012777811	0.05869807	0.074874609
Nevada	2025	LDA	DSL	20043.85537	0.000211776	0	0	0.000211776	0.000176757	0.000811975	0.001200508
Nevada	2025	LDA	ELEC	122664.4795	0	0	0	0	0.001081716	0.004969131	0.006050846
Nevada	2025	LDT1	GAS	125856.0205	0.000251888	0	6.66376E-05	0.000318525	0.00110986	0.00509842	0.006526805
Nevada	2025	LDT1	DSL	175.8882848	1.64397E-05	0	0	1.64397E-05	1.55107E-06	7.12522E-06	2.5116E-05
Nevada	2025	LDT1	ELEC	53.71098724	0	0	0	0	4.7365E-07	2.17583E-06	2.64948E-06
Nevada	2025	LDT2	GAS	826616.9158	0.001562268	0	0.000398413	0.001960681	0.007289513	0.033486202	0.042736396
Nevada	2025	LDT2	DSL	1488.037833	1.12906E-05	0	0	1.12906E-05	1.31222E-05	6.02803E-05	8.46931E-05
Nevada	2025	LHDT1	GAS	39656.87291	0.000145166	0	5.457E-05	0.000199736	0.000349714	0.003341515	0.003890965
Nevada	2025	LHDT1	DSL	52876.87584	0.002792631	5.86485E-05	0	0.002851279	0.000699441	0.004455441	0.008006162
Nevada	2025	LHDT2	GAS	3914.368838	8.34615E-06	0	1.95085E-06	1.0297E-05	3.45188E-05	0.000384799	0.000429614
Nevada	2025	LHDT2	DSL	13227.04244	0.000434685	1.06317E-05	0	0.000445317	0.000174964	0.001300273	0.001920553
Nevada	2025	MCY	GAS	18248.47875	3.86137E-05	0	3.34665E-05	7.20801E-05	8.0462E-05	0.000236558	0.0003891
Nevada	2025	MDV	GAS	455465.0024	0.00090079	0	0.000278191	0.001178982	0.004016514	0.01845086	0.023646356
Nevada	2025	MDV	DSL	9817.577199	8.51011E-05	0	0	8.51011E-05	8.65762E-05	0.000397709	0.000569387
Nevada	2025	MH	GAS	2916.255879	6.86906E-06	0	6.07755E-08	6.92983E-06	3.85755E-05	0.000418994	0.000464499
Nevada	2025	MH	DSL	1111.267606	0.000218891	0	0	0.000218891	1.95994E-05	0.000159662	0.000398152
Nevada	2025	MHDT	GAS	4995.636581	7.14815E-06	0	4.15294E-06	1.13011E-05	6.6081E-05	0.000717749	0.000795131
Nevada	2025	MHDT	DSL	45908.9296	0.000305486	1.89737E-06	0	0.000307384	0.000607271	0.006595977	0.007510632
Nevada	2025	OBUS	GAS	2042.174234	2.74198E-06	0	9.47832E-07	3.68981E-06	2.70133E-05	0.00029341	0.000324113
Nevada	2025	OBUS	DSL	4284.820353	1.90968E-05	2.82374E-08	0	1.9125E-05	5.66785E-05	0.000615623	0.000691426
Nevada	2025	SBUS	GAS	349.1640062	7.52559E-07	0	8.85676E-08	8.41127E-07	3.0791E-06	0.000286664	0.000290584
Nevada	2025	SBUS	DSL	1634.829982	4.89666E-05	1.40182E-06	0	5.03684E-05	2.16251E-05	0.001342198	0.001414191
Nevada	2025	UBUS	GAS	1337.767313	3.71416E-06	0	1.37345E-07	3.85151E-06	1.76956E-05	0.000192204	0.000213751
Nevada	2025	UBUS	DSL	1267.803494	9.94081E-05	0	0	9.94081E-05	1.67702E-05	0.001176455	0.001292634

Calculated PM 10 Emissions Factors (g/mile)						
PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_TOTEX	PM10_PMTW	PM10_PMBW	PM10_TOTAL
0.003104677	2.77599E-05	0.0004004	0.003532837	0.010027091	0.042022246	0.055582175

Daily VMT	Annual PM 10 Emissions (Tons)	Mitigation Fee (\$7,366/Ton)
35,102	0.79	\$5,786.20

## Appendix C. Weighted Average Silt Loading Calculations

2006-AP-42 calculations and local factors using weighted average silt loading based on hourly rate of decay

Road Categories (ADT)	Formula:	k (g/vmt)	sL (g/m <sup>2</sup> )	W (tons)	P (days)	N (days)	Result (g/vmt)	Daily VMT	Annual Tons	Mitigation Fee (\$7,366/Ton)
< 500	$E=k(sL)^{0.91} \cdot (W)^{1.02} \cdot (1-P/4N)$	1	2.89	2.4	80	365	6.1	933	2.3	\$16,773.95
500 - 5,000	$E=k(sL)^{0.91} \cdot (W)^{1.02} \cdot (1-P/4N)$	1	1.00	2.4	80	365	2.3	3,498	3.3	\$23,949.01
5,000 - 10,000	$E=k(sL)^{0.91} \cdot (W)^{1.02} \cdot (1-P/4N)$	1	0.30	2.4	80	365	0.8	9,728	3.0	\$21,961.96
> 10,000	$E=k(sL)^{0.91} \cdot (W)^{1.02} \cdot (1-P/4N)$	1	0.14	2.4	80	365	0.4	20,950	3.2	\$23,476.46
										<b>\$86,161.38</b>

Winter Baseline Adjustments

Road Categories (ADT)	Ubiquitous Baseline Silt Loading (g/m <sup>2</sup> )	Ubiquitous Winter Baseline Silt Loading (g/m <sup>2</sup> )	Peak Application Rate (g/m <sup>2</sup> )	Days to Return to Baseline	Hourly Rate of Decay (Linear Decay)	Weighted Average Silt Loading (g/m <sup>2</sup> )	Sand Applications:
< 500	0.6	2.4	2	7	0.011904762	2.89	72
500 - 5,000	0.2	0.6	2	3	0.027777778	1.00	
5,000 - 10,000	0.06	0.12	2	1	0.083333333	0.30	
> 10,000	0.03	0.03	2	0.5	0.166666667	0.14	

Hourly sl. Factors

Hours	<500 ADT	500-5,000 ADT	5,000-10,000 ADT	>10,000 ADT	Days	Count
0	4.4	2.6	2.12	2.03 Application 1		1
1	4.388095238	2.572222222	2.036666667	1.863333333		
2	4.376190476	2.544444444	1.953333333	1.696666667		
3	4.364285714	2.516666667	1.87	1.53		
4	4.352380952	2.488888889	1.786666667	1.363333333		
5	4.34047619	2.461111111	1.703333333	1.196666667		
6	4.328571429	2.433333333	1.62	1.03		
7	4.316666667	2.405555556	1.536666667	0.863333333		
8	4.304761905	2.377777778	1.453333333	0.696666667		
9	4.292857143	2.35	1.37	0.53		
10	4.280952381	2.322222222	1.286666667	0.363333333		
11	4.269047619	2.294444444	1.203333333	0.196666667		
12	4.257142857	2.266666667	1.12	0.03		
13	4.245238095	2.238888889	1.036666667	0.03		
14	4.233333333	2.211111111	0.953333333	0.03		
15	4.221428571	2.183333333	0.87	0.03		
16	4.20952381	2.155555556	0.786666667	0.03		
17	4.197619048	2.127777778	0.703333333	0.03		
18	4.185714286	2.1	0.62	0.03		
19	4.173809524	2.072222222	0.536666667	0.03		
20	4.161904762	2.044444444	0.453333333	0.03		
21	4.15	2.016666667	0.37	0.03		
22	4.138095238	1.988888889	0.286666667	0.03		
23	4.126190476	1.961111111	0.203333333	0.03		
24	<b>6.114285714</b>	<b>3.933333333</b>	<b>2.12</b>	<b>2.03 Application 2</b>		<b>1</b>
25	6.09047619	3.877777778	2.036666667	1.863333333		
26	6.066666667	3.822222222	1.953333333	1.696666667		
27	6.042857143	3.766666667	1.87	1.53		
28	6.019047619	3.711111111	1.786666667	1.363333333		
29	5.995238095	3.655555556	1.703333333	1.196666667		
30	5.971428571	3.6	1.62	1.03		
31	5.947619048	3.544444444	1.536666667	0.863333333		
32	5.923809524	3.488888889	1.453333333	0.696666667		
33	5.9	3.433333333	1.37	0.53		
34	5.876190476	3.377777778	1.286666667	0.363333333		
35	5.852380952	3.322222222	1.203333333	0.196666667		
36	5.828571429	3.266666667	1.12	0.03		
37	5.804761905	3.211111111	1.036666667	0.03		
38	5.780952381	3.155555556	0.953333333	0.03		
39	5.757142857	3.1	0.87	0.03		
40	5.733333333	3.044444444	0.786666667	0.03		
41	5.70952381	2.988888889	0.703333333	0.03		
42	5.685714286	2.933333333	0.62	0.03		
43	5.661904762	2.877777778	0.536666667	0.03		
44	5.638095238	2.822222222	0.453333333	0.03		
45	5.614285714	2.766666667	0.37	0.03		
46	5.59047619	2.711111111	0.286666667	0.03		
47	5.566666667	2.655555556	0.203333333	0.03		
48	<b>7.542857143</b>	<b>4.6</b>	<b>2.12</b>	<b>2.03 Application 3</b>		<b>1</b>
49	7.507142857	4.516666667	2.036666667	1.863333333		
50	7.471428571	4.433333333	1.953333333	1.696666667		
51	7.435714286	4.35	1.87	1.53		
52	7.4	4.266666667	1.786666667	1.363333333		
53	7.364285714	4.183333333	1.703333333	1.196666667		
54	7.328571429	4.1	1.62	1.03		
55	7.292857143	4.016666667	1.536666667	0.863333333		
56	7.257142857	3.933333333	1.453333333	0.696666667		
57	7.221428571	3.85	1.37	0.53		
58	7.185714286	3.766666667	1.286666667	0.363333333		
59	7.15	3.683333333	1.203333333	0.196666667		
60	7.114285714	3.6	1.12	0.03		
61	7.078571429	3.516666667	1.036666667	0.03		
62	7.042857143	3.433333333	0.953333333	0.03		
63	7.007142857	3.35	0.87	0.03		
64	6.971428571	3.266666667	0.786666667	0.03		
65	6.935714286	3.183333333	0.703333333	0.03		
66	6.9	3.1	0.62	0.03		
67	6.864285714	3.016666667	0.536666667	0.03		
68	6.828571429	2.933333333	0.453333333	0.03		
69	6.792857143	2.85	0.37	0.03		
70	6.757142857	2.766666667	0.286666667	0.03		
71	6.721428571	2.683333333	0.203333333	0.03		
72	<b>8.685714286</b>	<b>4.6</b>	<b>2.12</b>	<b>2.03 Application 4</b>		<b>1</b>
73	8.638095238	4.516666667	2.036666667	1.863333333		

74	8.59047619	4.43333333	1.95333333	1.69666667
75	8.542857143	4.35	1.87	1.53
76	8.495238095	4.26666667	1.78666667	1.36333333
77	8.447619048	4.18333333	1.70333333	1.19666667
78	8.4	4.1	1.62	1.03
79	8.352380952	4.01666667	1.53666667	0.86333333
80	8.304761905	3.93333333	1.45333333	0.69666667
81	8.257142857	3.85	1.37	0.53
82	8.20952381	3.76666667	1.28666667	0.36333333
83	8.161904762	3.68333333	1.20333333	0.19666667
84	8.114285714	3.6	1.12	0.03
85	8.06666667	3.51666667	1.03666667	0.03
86	8.019047619	3.43333333	0.95333333	0.03
87	7.971428571	3.35	0.87	0.03
88	7.923809524	3.26666667	0.78666667	0.03
89	7.876190476	3.18333333	0.70333333	0.03
90	7.828571429	3.1	0.62	0.03
91	7.780952381	3.01666667	0.53666667	0.03
92	7.733333333	2.93333333	0.45333333	0.03
93	7.685714286	2.85	0.37	0.03
94	7.638095238	2.76666667	0.28666667	0.03
95	7.59047619	2.68333333	0.20333333	0.03
96	9.542857143	4.6	2.12	2.03 Application 5
97	9.483333333	4.51666667	2.03666667	1.86333333
98	9.423809524	4.43333333	1.95333333	1.69666667
99	9.364285714	4.35	1.87	1.53
100	9.304761905	4.26666667	1.78666667	1.36333333
101	9.245238095	4.18333333	1.70333333	1.19666667
102	9.185714286	4.1	1.62	1.03
103	9.126190476	4.01666667	1.53666667	0.86333333
104	9.06666667	3.93333333	1.45333333	0.69666667
105	9.007142857	3.85	1.37	0.53
106	8.947619048	3.76666667	1.28666667	0.36333333
107	8.888095238	3.68333333	1.20333333	0.19666667
108	8.828571429	3.6	1.12	0.03
109	8.769047619	3.51666667	1.03666667	0.03
110	8.70952381	3.43333333	0.95333333	0.03
111	8.65	3.35	0.87	0.03
112	8.59047619	3.26666667	0.78666667	0.03
113	8.530952381	3.18333333	0.70333333	0.03
114	8.471428571	3.1	0.62	0.03
115	8.411904762	3.01666667	0.53666667	0.03
116	8.352380952	2.93333333	0.45333333	0.03
117	8.292857143	2.85	0.37	0.03
118	8.233333333	2.76666667	0.28666667	0.03
119	8.173809524	2.68333333	0.20333333	0.03
120	10.11428571	4.6	2.12	2.03 Application 6
121	10.04285714	4.51666667	2.03666667	1.86333333
122	9.971428571	4.43333333	1.95333333	1.69666667
123	9.9	4.35	1.87	1.53
124	9.828571429	4.26666667	1.78666667	1.36333333
125	9.757142857	4.18333333	1.70333333	1.19666667
126	9.685714286	4.1	1.62	1.03
127	9.614285714	4.01666667	1.53666667	0.86333333
128	9.542857143	3.93333333	1.45333333	0.69666667
129	9.471428571	3.85	1.37	0.53
130	9.4	3.76666667	1.28666667	0.36333333
131	9.328571429	3.68333333	1.20333333	0.19666667
132	9.257142857	3.6	1.12	0.03
133	9.185714286	3.51666667	1.03666667	0.03
134	9.114285714	3.43333333	0.95333333	0.03
135	9.042857143	3.35	0.87	0.03
136	8.971428571	3.26666667	0.78666667	0.03
137	8.9	3.18333333	0.70333333	0.03
138	8.828571429	3.1	0.62	0.03
139	8.757142857	3.01666667	0.53666667	0.03
140	8.685714286	2.93333333	0.45333333	0.03
141	8.614285714	2.85	0.37	0.03
142	8.542857143	2.76666667	0.28666667	0.03
143	8.471428571	2.68333333	0.20333333	0.03
144	10.4	4.6	2.12	2.03 Application 7-72
145	10.31666667	4.51666667	2.03666667	1.86333333
146	10.23333333	4.43333333	1.95333333	1.69666667
147	10.15	4.35	1.87	1.53
148	10.06666667	4.26666667	1.78666667	1.36333333
149	9.98333333	4.18333333	1.70333333	1.19666667
150	9.9	4.1	1.62	1.03
151	9.81666667	4.01666667	1.53666667	0.86333333
152	9.73333333	3.93333333	1.45333333	0.69666667
153	9.65	3.85	1.37	0.53
154	9.56666667	3.76666667	1.28666667	0.36333333
155	9.48333333	3.68333333	1.20333333	0.19666667
156	9.4	3.6	1.12	0.03
157	9.31666667	3.51666667	1.03666667	0.03
158	9.23333333	3.43333333	0.95333333	0.03
159	9.15	3.35	0.87	0.03
160	9.06666667	3.26666667	0.78666667	0.03
161	8.98333333	3.18333333	0.70333333	0.03
162	8.9	3.1	0.62	0.03
163	8.81666667	3.01666667	0.53666667	0.03
164	8.73333333	2.93333333	0.45333333	0.03
165	8.65	2.85	0.37	0.03
166	8.56666667	2.76666667	0.28666667	0.03
167	8.48333333	2.68333333	0.20333333	0.03
168	8.4	2.6	0.12	0.03 Day 73
169	8.328571429	2.54444444	0.12	0.03

170	8.257142857	2.488388889	0.12	0.03
171	8.185714286	2.433333333	0.12	0.03
172	8.114285714	2.377777778	0.12	0.03
173	8.042857143	2.322222222	0.12	0.03
174	7.971428571	2.266666667	0.12	0.03
175	7.9	2.211111111	0.12	0.03
176	7.828571429	2.155555556	0.12	0.03
177	7.757142857	2.1	0.12	0.03
178	7.685714286	2.044444444	0.12	0.03
179	7.614285714	1.988888889	0.12	0.03
180	7.542857143	1.933333333	0.12	0.03
181	7.471428571	1.877777778	0.12	0.03
182	7.4	1.822222222	0.12	0.03
183	7.328571429	1.766666667	0.12	0.03
184	7.257142857	1.711111111	0.12	0.03
185	7.185714286	1.655555556	0.12	0.03
186	7.114285714	1.6	0.12	0.03
187	7.042857143	1.544444444	0.12	0.03
188	6.971428571	1.488888889	0.12	0.03
189	6.9	1.433333333	0.12	0.03
190	6.828571429	1.377777778	0.12	0.03
191	6.757142857	1.322222222	0.12	0.03
192	6.685714286	1.266666667	0.12	0.03 Day 74
193	6.614285714	1.238888889	0.12	0.03
194	6.566666667	1.211111111	0.12	0.03
195	6.507142857	1.183333333	0.12	0.03
196	6.447619048	1.155555556	0.12	0.03
197	6.388095238	1.127777778	0.12	0.03
198	6.328571429	1.1	0.12	0.03
199	6.269047619	1.072222222	0.12	0.03
200	6.20952381	1.044444444	0.12	0.03
201	6.15	1.016666667	0.12	0.03
202	6.09047619	0.988888889	0.12	0.03
203	6.030952381	0.961111111	0.12	0.03
204	5.971428571	0.933333333	0.12	0.03
205	5.911904762	0.905555556	0.12	0.03
206	5.852380952	0.877777778	0.12	0.03
207	5.792857143	0.85	0.12	0.03
208	5.733333333	0.822222222	0.12	0.03
209	5.673809524	0.794444444	0.12	0.03
210	5.614285714	0.766666667	0.12	0.03
211	5.554761905	0.738888889	0.12	0.03
212	5.495238095	0.711111111	0.12	0.03
213	5.435714286	0.683333333	0.12	0.03
214	5.376190476	0.655555556	0.12	0.03
215	5.316666667	0.627777778	0.12	0.03
216	5.257142857	0.6	0.12	0.03 Day 75
217	5.2052381	0.6	0.12	0.03
218	5.161904762	0.6	0.12	0.03
219	5.114285714	0.6	0.12	0.03
220	5.066666667	0.6	0.12	0.03
221	5.019047619	0.6	0.12	0.03
222	4.971428571	0.6	0.12	0.03
223	4.923809524	0.6	0.12	0.03
224	4.876190476	0.6	0.12	0.03
225	4.828571429	0.6	0.12	0.03
226	4.780952381	0.6	0.12	0.03
227	4.733333333	0.6	0.12	0.03
228	4.685714286	0.6	0.12	0.03
229	4.638095238	0.6	0.12	0.03
230	4.59047619	0.6	0.12	0.03
231	4.542857143	0.6	0.12	0.03
232	4.495238095	0.6	0.12	0.03
233	4.447619048	0.6	0.12	0.03
234	4.4	0.6	0.12	0.03
235	4.352380952	0.6	0.12	0.03
236	4.304761905	0.6	0.12	0.03
237	4.257142857	0.6	0.12	0.03
238	4.20952381	0.6	0.12	0.03
239	4.161904762	0.6	0.12	0.03
240	4.114285714	0.6	0.12	0.03 Day 76
241	4.07671429	0.6	0.12	0.03
242	4.02857143	0.6	0.12	0.03
243	4.007142857	0.6	0.12	0.03
244	3.971428571	0.6	0.12	0.03
245	3.935714286	0.6	0.12	0.03
246	3.9	0.6	0.12	0.03
247	3.864285714	0.6	0.12	0.03
248	3.828571429	0.6	0.12	0.03
249	3.79257143	0.6	0.12	0.03
250	3.757142857	0.6	0.12	0.03
251	3.721428571	0.6	0.12	0.03
252	3.685714286	0.6	0.12	0.03
253	3.65	0.6	0.12	0.03
254	3.614285714	0.6	0.12	0.03
255	3.578571429	0.6	0.12	0.03
256	3.542857143	0.6	0.12	0.03
257	3.507142857	0.6	0.12	0.03
258	3.471428571	0.6	0.12	0.03
259	3.435714286	0.6	0.12	0.03
260	3.4	0.6	0.12	0.03
261	3.364285714	0.6	0.12	0.03
262	3.328571429	0.6	0.12	0.03
263	3.29257143	0.6	0.12	0.03
264	3.257142857	0.6	0.12	0.03 Day 77
265	3.233333333	0.6	0.12	0.03

266	3.20952381	0.6	0.12	0.03	
267	3.185714286	0.6	0.12	0.03	
268	3.161904762	0.6	0.12	0.03	
269	3.138095238	0.6	0.12	0.03	
270	3.114285714	0.6	0.12	0.03	
271	3.09047619	0.6	0.12	0.03	
272	3.066666667	0.6	0.12	0.03	
273	3.042857143	0.6	0.12	0.03	
274	3.019047619	0.6	0.12	0.03	
275	2.995238095	0.6	0.12	0.03	
276	2.971428571	0.6	0.12	0.03	
277	2.947619048	0.6	0.12	0.03	
278	2.923809524	0.6	0.12	0.03	
279	2.9	0.6	0.12	0.03	
280	2.876190476	0.6	0.12	0.03	
281	2.852380952	0.6	0.12	0.03	
282	2.828571429	0.6	0.12	0.03	
283	2.804761905	0.6	0.12	0.03	
284	2.780952381	0.6	0.12	0.03	
285	2.757142857	0.6	0.12	0.03	
286	2.733333333	0.6	0.12	0.03	
287	2.70952381	0.6	0.12	0.03	
288	2.685714286	0.6	0.12	0.03 Day 78	1
289	2.673809524	0.6	0.12	0.03	
290	2.661904762	0.6	0.12	0.03	
291	2.65	0.6	0.12	0.03	
292	2.638095238	0.6	0.12	0.03	
293	2.626190476	0.6	0.12	0.03	
294	2.614285714	0.6	0.12	0.03	
295	2.602380952	0.6	0.12	0.03	
296	2.59047619	0.6	0.12	0.03	
297	2.578571429	0.6	0.12	0.03	
298	2.566666667	0.6	0.12	0.03	
299	2.554761905	0.6	0.12	0.03	
300	2.542857143	0.6	0.12	0.03	
301	2.530952381	0.6	0.12	0.03	
302	2.519047619	0.6	0.12	0.03	
303	2.507142857	0.6	0.12	0.03	
304	2.495238095	0.6	0.12	0.03	
305	2.483333333	0.6	0.12	0.03	
306	2.471428571	0.6	0.12	0.03	
307	2.45952381	0.6	0.12	0.03	
308	2.447619048	0.6	0.12	0.03	
309	2.435714286	0.6	0.12	0.03	
310	2.423809524	0.6	0.12	0.03	
311	2.411904762	0.6	0.12	0.03	
312	2.4	0.6	0.12	0.03 Day 79-182	104.5

## EXHIBIT B2

### Railyard Development Agreement

#### Truckee Railyard Mixed-Use Development Master Plan Affordable Housing Plan

June 2017

This Affordable Housing Plan serves as the regulatory plan for inclusionary and workforce housing implementation for all development within the Railyard Mixed-Use Development Master Plan Area (herein "Railyard Master Plan"). This plan was prepared in accordance with Development Code Chapter 18.214 (Inclusionary Housing) and Chapter 18.216 (Workforce Housing) to ensure a variety of housing types and affordability levels. For the purpose of implementing this affordable housing plan, inclusionary and workforce housing are affordable housing terms as defined in the Development Code and attached hereto under Exhibits B-2a, B-2b, and B-2c. This plan is consistent with the 2025 General Plan Housing Element and fulfills Railyard Master Plan Implementation Measure 7. All new residential and non-residential construction within Railyard Master Plan Downtown Extension (DE), Industrial Heritage (IH) and Trout Creek (TC) Districts shall be subject to the terms of this agreement.

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#### Section I. Introduction

Railyard Master Plan Implementation Measure 7 defines the parameters for affordable housing in the Master Plan Area. Specifically, *"Housing options within the Master Plan should include a mixture of housing types to support and serve the needs of employees, first-time homebuyers 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."* The Railyard Master Plan Area serves as an opportunity site for higher density housing in a mixed-use development area. The inclusionary housing and workforce housing requirements specified in this plan are based on Town Development Code Sections 18.214 (Inclusionary Housing) and 18.216 (Workforce Housing).

The following general requirements shall apply to all projects requiring approval of a land use application:

#### A. General Requirements

All projects within the Railyard Master Plan shall comply with Development Code Chapters 18.214, Inclusionary Housing, and 18.216, Workforce Housing as they existed on November 28, 2016 and as set forth in Exhibit B-2a and B-2b respectively. Affordable Housing terms

are set forth in Exhibit B-2c, Development Code Definitions/Glossary. To provide guidance on affordable housing implementation and to establish minimum requirements and provide for incentives, the terms contained within this plan shall apply to each new land use application within the Railyard Mixed-Use Development Master Plan Area where affordable housing is required. The review authority shall use this affordable housing plan in conjunction with Development Code Chapters 18.214 and 18.216 in determining if a development project meets the required inclusionary and/or workforce housing requirements. The following general requirements shall apply:

- 1.) The rental of affordable housing units for less than 30 days shall be prohibited.
- 2.) For-purchase affordable housing units shall be owner-occupied.
- 3.) Each project proponent shall demonstrate compliance with the terms of this agreement at the time of land use permit application submittal.

The review authority shall make the following findings when taking action on any new and modified land use application within the Railyard Master Plan Area:

- a) The project complies with the Truckee Railyard Mixed-Use Development Master Plan Affordable Housing Plan.
  - b) The project contributes to the Master Plan vision of mixed housing types in support of different lifestyles, families and tenures and provides affordable housing consistent with the Railyard Master Plan Affordable Housing Plan.
- 4.) All non-tax-credit-funded inclusionary and workforce housing units shall be deed-restricted affordable for a minimum of 55 years to ensure long-term affordability. The deed restriction language shall be reviewed and approved by the Town Attorney prior to issuance of the first inclusionary or workforce housing unit building permit.
  - 5.) Tax-credit-funded projects shall be subject to the terms of the tax credit allocation, and Town land use application conditions of approval and shall otherwise be exempt from this affordable housing plan, except that units within a tax credit project shall be permitted to be used as credit for other projects needing to fulfill inclusionary or workforce housing requirements and short-term rentals (less than 30 consecutive days) shall be prohibited.
  - 6.) For tax-credit-funded projects, affordable housing credits shall be applied at the time the tax credit award is accepted and active. The tax credit recipient or assignee shall retain the right to sell/transfer affordable housing credits and the Town shall recognize each credit as the equivalent of one inclusionary or workforce housing unit. Use of affordable housing credits shall comply with the terms of this agreement.
  - 7.) Subleasing of designated affordable units shall be prohibited.
  - 8.) Any developer of a project with inclusionary and / or workforce housing units physically within the project shall be required to enter into a housing agreement with the Town. The agreement shall be executed prior to issuance of temporary occupancy for any portion of the

project. The agreement shall identify the number, type and affordability of inclusionary / workforce housing units and that the units shall be restricted to the approved affordability levels for a minimum of 55 years.

9). The conversion of inclusionary or workforce housing units from income-restricted rental units to for-purchase units shall be prohibited for the life of the affordability period.

10.) Required inclusionary and workforce housing units shall be constructed prior to or concurrent with market-rate units. A Final Certificate of Occupancy shall not be issued for any market-rate housing units or non-residential square footage in any one project submitted under a single land use application until Temporary or Final Certificates of Occupancy are issued for all required inclusionary and/or workforce housing units. The review authority may modify this general requirement if the review authority finds that an alternative would further ensure affordable housing unit construction and completion. For projects where use of affordable housing credits is being requested, proof of available credits shall be provided to the Planning Division at the time of land use application submittal.

11). For projects with both market-rate and restricted-affordable housing units, inclusionary housing requirements shall be calculated based solely on the number of market-rate units; affordable units shall not be counted toward the 15 percent inclusionary housing calculation.

12.) For fractions of affordable units, the developer may elect to construct the next higher whole number of affordable units or pay the in-lieu fee established by Town Council resolution.

13.) Projects that provide more than the minimum required amount of inclusionary and/or workforce housing may sell/transfer their excess units to another developer at a price agreed upon by both parties. Notification shall be provided to the Town at the time of sale/transfer and a copy of the agreement/transaction submitted to the Planning Division for verification before a unit(s) can be used as an affordable housing credit.

14.) For projects where use of affordable housing credits is being requested, proof of available credits shall be provided to the Planning Division at the time of land use application submittal. Affordability levels are defined as follows:

- a) Very-low income households are defined as households with income up to 50% of the area median income (AMI).
- b) Low-income households are defined as households with incomes between 51% and 80% AMI.
- c) Moderate-income households are defined as households with incomes between 81% and 120% AMI.

B. Credit for 71 affordable units shall be granted to Truckee Development Associates, LLC, or its successor in interest at the time the Truckee Artist Lofts building permit is issued. These 71 units shall be available to use as credit for required inclusionary and / or workforce housing requirements for other projects needing to satisfy their affordable housing

requirement. The Town shall maintain a database of approved projects, their respective inclusionary and/or workforce housing contribution and transfers and the review authority shall only approve use of credits if credits are available.

**Section II. Inclusionary Housing**

The purpose of providing inclusionary housing is to provide a permanent supply of housing to meet the needs of very-low, low- and moderate-income residents, particularly those who live or work in Truckee, while maintaining the Town's character and improving the social and economic quality of life for Truckee residents. General Plan inclusionary housing implementation is specified in Development Code Chapter 18.214, which establishes that a minimum 15% of all new units in a residential development project shall be affordable.

**A. Trout Creek (TC) District**

<b>TABLE 1. TROUT CREEK INCLUSIONARY HOUSING</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Live / Work Units</b>	<b>25</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>52</b>	<b>7.8</b>
<b>Single-Family Homes</b>	<b>8</b>	<b>1.2</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>85 Units</b>	<b>9 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Trout Creek District will be based on approved land use applications and may be more or less than the Railyard Master Plan Maximum Allowable Development or M.A.D. Table 1 is based on 15% inclusionary housing for cumulative M.A.D. buildout and is included in this housing plan to aid in affordable housing tracking.*

1). A minimum of 15% of all new units in a residential development project shall be designated as affordable. The following additional requirements and incentives shall apply:

- a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase, or a mix, the unit size, type (multi-family, single-family, etc.).
- b) Projects with 40 or more multi-family units total shall include affordable units on-site / within the project. The payment of in-lieu fees and the use of affordable housing credits shall be prohibited to satisfy inclusionary housing requirement for projects with 40 or more multi-family units total.
- c) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the TC District.
- d) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.

- e) For every five market-rate dwelling units constructed within the TC District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of three affordable units. Live/work units shall not be used in this calculation.
- f) Inclusionary requirements may be satisfied through use of affordable housing credits.

2). Live/work units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, they provide housing. To incentivize the construction of live/work units in the TC District, for every five live/work units constructed, credit for one affordable unit shall be granted.

**B. Industrial Heritage (IH) District**

<b>TABLE 2. INDUSTRIAL HERITAGE INCLUSIONARY HOUSING</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>75</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>125</b>	<b>18.75</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>200 Units</b>	<b>18.75 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Industrial Heritage District will be based on approved land use applications and may be more or less than the M.A.D. Table 2 is based on 15% inclusionary housing for cumulative M.A.D. buildout and is included in this housing plan to aid in affordable housing tracking.*

- 1). A minimum of 15% of all new units in a residential project shall be designated as affordable. The following additional requirements and incentives shall apply:
  - a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
  - b) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the IH District.
  - c) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
  - d) For every five dwelling units constructed within the IH District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of three . Work-live units shall not be used in this calculation.
  - e) Inclusionary unit requirements may be satisfied through use of affordable housing credits.

2). Work-live units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by nature of their use, buildings or spaces with jointly used residential and non-residential uses, they provide housing. To incentivize the construction of work/live units in the IH District and promote the creation of maker spaces, craft industries and other businesses envisioned within the Railyard Master Plan, for every five work/live units constructed, credit for one affordable unit shall be granted.

C. Downtown Extension (DE) District

<b>TABLE 3a. DOWNTOWN EXTENSION INCLUSIONARY HOUSING OPTION #1</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>50</b>	<b>N/A</b>
<b>Live/Work Units</b>	<b>15</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>220</b>	<b>33</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>285 Units</b>	<b>33 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 3 is based on 15% inclusionary housing for cumulative M.A.D. buildout under Downtown Extension Option #1 and is included in this housing plan to aid in affordable housing tracking.*

<b>TABLE 3b. DOWNTOWN EXTENSION INCLUSIONARY HOUSING OPTION #2</b>		
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>15% Inclusionary Housing Requirement</b>
<b>Work / Live Units</b>	<b>29</b>	<b>N/A</b>
<b>Live/Work Units</b>	<b>0</b>	<b>N/A</b>
<b>Multi-Family (For Purchase) Units</b>	<b>256</b>	<b>38.4</b>
<b>RESIDENTIAL SUBTOTAL</b>	<b>285 Units</b>	<b>38.4 Inclusionary Units*</b>

*\*The actual number of inclusionary units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 3 is based on 15% inclusionary housing for cumulative M.A.D. buildout under Downtown Extension Option #2 and is included in this housing plan to aid in affordable housing tracking.*

1.) A minimum of 15% of all new units in a residential project shall be designated affordable. The following additional requirements and incentives shall apply:

- a) The developer shall have the right to choose if the inclusionary units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
- b) For both ownership and rental inclusionary units, the developer shall provide a range of affordability that does not exceed an average of 110% of the Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the IH District.
- c) For both ownership and rental inclusionary units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
- d) For every five dwelling units constructed within the DE District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of five. Work-live units shall not be used in this calculation.
- e) Building permits shall be issued for 71 inclusionary housing units (i.e.-Truckee Artist Lofts Project) prior to or concurrent with building permits for any project that would bring the cumulative total of residential units (excluding work-live and inclusionary units) to 100 within the DE District, unless an alternative timeline is approved by the review authority.
- f) Any of the required inclusionary units may be satisfied through use of affordable housing credits.

2). Live/work units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, they provide housing.

3). Work-live units, as defined in Exhibit B-2c, are not subject to inclusionary housing requirements; by the nature of their use, buildings or spaces with jointly used residential and non-residential uses, they provide housing. To incentivize the construction of work/live units in the DE District and promote the creation of maker spaces, craft industries and other businesses envisioned within the Railyard Master Plan, for every five live/work units constructed, credit for one affordable unit shall be granted.

### Section III. Workforce Housing

The purpose of workforce housing is to provide a permanent supply of housing to meet housing needs generated by commercial, office and other non-residential uses. General Plan workforce housing implementation is specified in Development Code Chapter 18.216, which establishes that workforce units shall be calculated based on land use type in terms of full-time employee equivalents. All non-residential projects, including but not limited to, commercial, institutional, recreational, etc. shall include or provide workforce housing consistent with the following:

#### A. General Requirements.

- 1) Live/work and work-live units within the Railyard Master Plan Area shall be exempt from providing workforce housing.

- 2) Workforce housing units shall be calculated based on Development Code Section 18.216.040. B and C.
- 3.) Projects that provide more than the minimum required amount of workforce housing may sell/transfer their excess units as credit(s) to another developer at a purchase price agreed upon by both parties. The use of purchased credits shall comply with the terms of this affordable housing plan.

**B. Trout Creek (TC) District**

- 1) All projects within the TC District shall be exempt from providing workforce housing.

**C. Industrial Heritage (IH) District**

- 1) All projects within the IH District with 5,000 sf. or less of non-residential gross floor area shall be exempt from providing workforce housing to incentivize the creation of small-scale commercial spaces.
- 2) Projects with more than 5,000 sf of commercial gross floor area shall provide workforce housing consistent with Section III.A above.

**D. Downtown Extension (DE) District**

<b>TABLE 4. DOWNTOWN EXTENSION WORKFORCE HOUSING</b>			
	<b>Maximum Allowed Development (M.A.D.)</b>	<b>Employee Generation Rate (Full Time Equivalent Employees or FTEEs Generated by Land Use Type)</b>	<b>Workforce Housing Requirement</b>
<b>Movie Theater</b>	<b>750 Seats</b>	<b>To be determined by review authority</b>	<b>To be determined by review authority</b>
<b>Retail Trade and / Service Uses (i.e.-office, retail, restaurant, etc.)</b>	<b>75,000 sf</b>	<b>1/500 sf</b>	<b>150</b>
<b>Recreation and Public Assembly Uses</b>	<b>25,000 sf</b>	<b>1/2000 sf</b>	<b>12.5</b>
<b>Grocery Store</b>	<b>35,000 sf</b>	<b>1/500 sf</b>	<b>70</b>
<b>Hotel / Condo Hotel</b>	<b>60 room</b>	<b>To be determined by review authority</b>	<b>To be determined by review authority</b>

<b>SUBTOTAL *</b>	<b>232.5 FTEEs (excluding movie theater and Hotel / Condo Hotel uses)</b>
<b>TOTAL (FTEEs / 7 FTEEs per Development Code Section 18.216.040): 232.5 / 7:</b>	<b>33.2* Workforce Housing Units</b>

*\*The actual number of workforce housing units constructed within the Downtown Extension District will be based on approved land use applications and may be more or less than the M.A.D. Table 4 is based on cumulative M.A.D. buildout under Downtown Extension and is included in this housing plan to aid in workforce housing tracking.*

1.) Workforce housing shall be provided consistent with Development Code Chapter 18.216, Workforce Housing, as defined in Exhibit B-2b, including the following additional requirements and incentives:

- a) The developer shall have the right to choose if the workforce units are for rent, for purchase or a mix, the unit size, type (multi-family, single-family, etc.).
- b) For both ownership and rental workforce housing units, the developer shall provide a range of affordability that does not exceed an average of 110% of Area Median Income. The purpose of requiring a range is to incentivize mixed-affordability levels within the DE District.
- c) For both ownership and rental workforce units, the average dwelling unit size shall not exceed 1,500 sf within any single project.
- d) For every five dwelling units constructed within the DE District that are 500 sf or less, credit for one affordable unit shall be granted up to a maximum of five units. Work-live units shall not be used in this calculation.
- e) The review authority shall determine the workforce housing requirement for a movie theater and hotel / hotel condo project as part of a future land use application and may consider alternative employee generation rates as allowed by the Town's workforce housing ordinance.
- f) Each non-residential project, including but not limited to: commercial, institutional, recreational, etc. shall calculate the number of workforce units consistent with Section III.A.2 above. Any of the required workforce units may be satisfied through use of credits or construction of workforce units.

Exhibits

Exhibit B2A – Development Code Chapter 18.214, Inclusionary Housing, dated November 28, 2016

Exhibit B2B – Development Code Chapter 18.216, Workforce Housing, dated November 28, 2016

Exhibit B2C – Development Code Definitions/Glossary, dated November 28, 2016

## EXHIBIT B2A

**CHAPTER 18.214 - INCLUSIONARY HOUSING**

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**Sections:**

- 18.214.010 - Purpose and Intent
- 18.214.020 - Administrative Guidelines and Procedures
- 18.214.030 - Administrative Fees
- 18.214.040 - Inclusionary Housing Requirements
- 18.214.050 - Development Requirements
- 18.214.060 - Density Bonuses, Incentives, and Concessions
- 18.214.070 - Affordability Controls
- 18.214.080 - Inclusionary Housing Plan
- 18.214.090 - Adjustments and Waivers

**18.214.010 - Purpose and Intent**

- A. The purpose of this chapter is to establish an inclusionary requirement or an in-lieu fee for residential development projects to mitigate the impacts caused by these development projects on the additional demand for more affordable housing and rising land prices for limited supply of available residential land.
- B. It is intended to implement the Housing Element of the General Plan to provide a permanent supply of affordable housing to meet the needs of very-low, low-, and moderate-income residents, particularly those who live or work in Truckee, while maintaining the Town's character and improving the social and economic quality of life for Truckee residents.

**18.214.020 - Administrative Guidelines and Procedures**

The Council shall by resolution adopt guidelines and procedures, consistent with the terms contained in this Chapter, as the Council determines to be necessary or convenient for the implementation and administration of this Chapter.

**18.214.030 - Administrative Fees**

The Council may by resolution establish reasonable fees for the administration of this Chapter.

**18.214.040 - Inclusionary Housing Requirements**

- A. **Inclusionary Housing Required.** All residential development projects not exempt under Subsection F shall include or provide inclusionary housing as set forth in this chapter. Residential development projects shall include the subdivision of land which is planned, designed, or used for residential purposes, including the subdivision of land for the sale of vacant residential lots. The subdivision of land for the sale of vacant residential lots shall be required to comply with the requirements of this section; subdivisions of seven or more parcels shall comply with the inclusionary housing construction requirements of Subsection B or the alternative equivalent proposal requirements of Subsection D, and subdivisions of six or

less parcels shall comply with the in-lieu affordable housing fee requirements of Subsection E.

- B. Number of Inclusionary Units.** Fifteen percent (15%) of all new dwelling units in a residential development project shall be affordable units which shall be constructed and completed not later than the related market rate units. For fractions of affordable units, the developer may elect, at his or her option, to construct the next higher whole number of affordable units, perform an equivalent alternative which has received the approval of the review authority pursuant to Subsection D, or pay the in-lieu specified in Subsection E for such fraction.

For purposes of calculating the number of affordable units required by this section, any additional residential units authorized as a density bonus under California Government Code Section 65915 et seq. shall not be counted in determining the required number of inclusionary units.

**C. Affordability of Inclusionary Units.**

1. For ownership residential development projects, the inclusionary units may be available for sale or for rent. The inclusionary units shall be available at affordable rents or affordable sales price as follows:
  - a. For ownership inclusionary units, 100% of the units shall be affordable to moderate income households, or one-third of the units shall be affordable to low income households, one-third shall be affordable to moderate income households, and one-third shall be affordable to above moderate income households.
  - b. For rental inclusionary units, 100% of the units shall be affordable to low income households, or one-third of the units shall be affordable to very low income households, one-third shall be affordable to low income households, and one-third shall be affordable to moderate income households.
2. For rental residential development projects, the inclusionary units shall be available for rent at affordable rents as follows:
  - a. 100% of the units shall be affordable to low income households, or one-third of the units shall be affordable to very low income households, one-third shall be affordable to low income households, and one-third shall be affordable to moderate income households.
3. These requirements are minimum requirements and will not preclude a residential development project from providing additional affordable units or affordable units with lowers rents or sales prices than required by this Chapter. The income targets for determining the rent or sale price may be modified through an alternative equivalent action.

**D. Alternative Equivalent Proposal.**

1. A developer of a residential development project may propose to meet the requirements of Subsection B and/or Subsection C by an alternative equivalent action, subject to review and approval by the review authority of the project. A proposal for an alternative equivalent action may include, but is not limited to, the construction of inclusionary units on another site within the Truckee region; the dedication and conveyance of land to the Town or its designee; purchase of inclusionary housing credits from other residential development projects with excess affordable units; and acquisition and enforcement of required rental and/or sales price restrictions on existing standard market-rate dwelling units. A proposal for an alternative equivalent action may also address, but is not limited to, tenure of units, higher or lower rents or sales prices, and a lesser or greater number of affordable units.
2. An alternative equivalent proposal shall be considered on a case by case basis by the review authority and may be approved at the review authority's sole discretion, if the review authority finds that such alternative will further affordable housing opportunities in the Truckee region to an equal or greater extent than compliance with the express requirements of Subsection B. For dedications of land, the review authority shall find that the land is suitable for the construction of affordable housing and is of equivalent or greater value than is produced by applying the express requirements of Subsection B.

**E. In-Lieu Affordable Housing Fee.**

1. A developer of a residential development project may propose to meet the requirements of Subsection B by submitting at the time of application for a discretionary or building permit, whichever comes first, a request to pay the in-lieu fee.
2. Such proposals for payment of an in-lieu affordable housing fee shall be considered on a case by case basis by the review authority and may be approved at the review authority's sole discretion, if the review authority finds that the payment of the in-lieu fee will further affordable housing opportunities in the Truckee region to an equal or greater extent than compliance with the express requirements of Subsection B.
3. Notwithstanding the requirements of Subsection 2, the payment of an in-lieu affordable housing fee for a residential development project of less than seven units or subdivision lots shall be at the discretion of the developer.
4. The amounts, calculation, and timing of payment of the affordable housing in-lieu fee shall be established by resolution of the Town Council.

**F. Exemptions.** The following residential development projects shall be exempt from the requirements of this Chapter:

1. The construction of one single family dwelling unit on a single family lot.
2. The construction of a secondary residential unit in accordance with Section 18.58.230.

3. The construction of two attached units on one parcel on a multi-family lot in which the total number of dwelling units on the lot does not exceed two. If additional dwelling units are subsequently constructed on the lot, the single family dwelling unit and two attached units shall be included and calculated towards the inclusionary requirement of Subsection B.
4. The construction of dwelling units in a mixed use project in which the units will be restricted to affordable housing.
5. The reconstruction or replacement of any multi-family residential dwelling unit that has been involuntarily destroyed due to a catastrophic event in accordance with Section 18.130.060.
6. The conversion of residential units into condominiums or other common interest subdivision.
7. Residential development projects that are the subject of a development agreement currently in effect with the Town and approved prior to the effective date of this Chapter where such agreement expressly precludes the Town from requiring compliance with this Chapter.
8. Residential development projects which have received approval of the land use and development permit application prior to the effective date of this Chapter.

#### **18.214.050 - Development Requirements**

- A. **Location of Inclusionary Units.** Inclusionary units may be built on site within the residential development project or offsite.
- B. **Timing of Development.** Inclusionary units shall generally be constructed and offered for sale or rent in accordance with this Chapter concurrently with or prior to completion of market rate units within the residential development project or phase thereof. As used in this Chapter, "concurrently" means that a proportionate share of inclusionary units, including a proportionate share of units by income affordability, must be substantially completed by the time 50% of the market rate units within a residential development project are sold. The review authority at its own discretion may approve an alternative timing plan if the review authority finds the alternative timing plan will further affordable housing opportunities in the Town to an equal or greater extent and the completion of the inclusionary units is secured by a performance bond or other similar security.
- C. **Building Types and Exterior Appearance.** Inclusionary units shall have exteriors that are visually and architecturally consistent with and similar to market rate units in the neighborhood. Exterior building materials and finishes for inclusionary units shall be of the same type and quality as for market rate units. Generally, the building types for inclusionary units shall be the same as for market rate units. The review authority may approve building types for inclusionary units that are different than market rate units (e.g., multi-family affordable units for a single family residential development project) if the review authority

Inclusionary Housing

18.214

finds the inclusionary units are compatible with the design and character of the development and neighborhood.

- D. **Common Amenities.** On-site inclusionary units shall have access to all on-site amenities available to market rate units.
- E. **Interior Quality.** Inclusionary units may have different interior finishes, amenities, and features than the market rate units provided the interior finishes, amenities, and features are durable, of good quality, and consistent with contemporary standards for new housing.
- F. **Maximum Allowed Average Living Area.** In order to ensure an adequate supply of housing to meet the housing needs of all segments of the community, residential subdivisions located in the RM, DRM, and DRH zoning districts shall be required to limit the maximum allowed average living area consistent with the following:
  1. Projects with 30 percent of their total units affordable to very low-, low-, or moderate-income households are exempt from this requirement;
  2. Projects in a zoning district with a maximum allowable density less than six dwelling units per acre are exempt from this requirement;
  3. For projects with less than 30 percent of the total units available to affordable households, the maximum allowed average living area shall be consistent with Table 7-1 below. Examples of small, medium, and large projects are shown in Table 7-2.

TABLE 7-1

MAXIMUM AVERAGE LIVING AREA

Affordable Units Provided (% of total units restricted to very low-, low-, or moderate-income households)	Maximum Allowed Average Living Area Size (sq .ft.)
30% and above	None
26-29 %	2,000
21-25 %	1,815
16-20 %	1,650
15%	1,500

TABLE 7-2

## MAXIMUM AVERAGE LIVING AREA EXAMPLES

	Number of Market Rate Units	Number of Affordable Units	% of Affordable Units Provided	Maximum Allowed Average Living Area Size (sq. ft.)
Small Size Project	4	1	20%	1,650
Formula	Divide the total number of affordable units by the total number of units within the project to determine the percentage of affordable units provided; 1 affordable /5 units =20%			
Medium Size Project	15	5	25%	1,815
Formula	Divide the total number of affordable units by the total number of units within the project to determine the percentage of affordable units provided; 5 affordable /20 units =25%			
Large Size Project	144	56	28%	2,000
Formula	Divide the total number of affordable units by the total number of units within the project to determine the percentage of affordable units provided; 56 affordable /200 units =28%			

**18.214.060 -Density Bonuses, Incentives, and Concessions**

Density bonuses, incentives, and concessions shall be allowed in accordance with Chapter 18.212 (Density Bonuses, Incentives, and Concessions).

**18.214.070 - Affordability Controls**

Inclusionary units shall be restricted in accordance with Chapter 18.210 (Affordable Housing Controls).

**18.214.080 - Inclusionary Housing Plan**

- A. **Plan Required.** An inclusionary housing plan shall be submitted with the land use and development permit application for residential development projects. The inclusionary housing plan shall be reviewed as part of the land use and development permit application and shall be approved prior to or concurrently with the approval of the land use and development permit application.
- B. **Request for Determination.** A developer of a residential development project may submit a "Request for Determination of Complying with Inclusionary Housing Requirements" prior to submittal of a land use and development permit application. The request shall include all information required for an Inclusionary Housing Plan and any other information deemed necessary by the Community Development Director. The review authority may consider the request and provide comments to the developer on whether the request complies with this Chapter, may comply if revisions are made, or does not comply. Any comments provided by the review authority on the request shall not bind the review authority on any future actions on the Inclusionary Housing Plan and/or land use and development permit application.
- C. **Plan Information.** The Inclusionary Housing Plan shall include, but not be limited to, the following information in addition to information otherwise required by the Development Code:

## Inclusionary Housing

18.214

1. A site plan and typical floor plans depicting the location, structure, proposed tenure (rental or ownership), story and floor layout, and size of the proposed market rate and inclusionary units;
  2. The calculations used to determine the number of required inclusionary units;
  3. The income level targets for each inclusionary unit;
  4. The mechanisms that will be used to assure that the inclusionary units will remain affordable;
  5. A phasing plan for the construction and completion of the market rate and inclusionary units;
  6. A description of any requested density bonuses, incentives, and/or concessions;
  7. A marketing plan for the process by which qualified households will be reviewed and selected to either purchase or rent inclusionary units;
  8. Any information necessary to properly describe the alternative equivalent action, if proposed;
  9. Any other pertinent information requested by the Community Development Director.
- D. Plan Approval.** The Inclusionary Housing Plan shall be approved by the review authority of the land use and development permit application and included as part of the residential development project as a condition of approval of the land use and development permit.
- E. Plan Modifications.** Any request for a modification to an approved Inclusionary Housing Plan shall be processed, reviewed, and acted upon in accordance with Section 18.84.070 of the Development Code.
- F. Inclusionary Housing Agreement.** An agreement implementing the provisions of the approved inclusionary housing plan shall be prepared, approved, and recorded in accordance with Section 18.210.090.

**18.214.090 - Adjustments and Waivers**

- A. Developer Request.** A developer for a residential development project subject to the requirements of this chapter may request of the review authority a reduction, adjustment, or waiver of the requirements based upon a showing of substantial evidence that there is no economically feasible way to comply with the requirements or that compliance with the requirements will not reasonably achieve the purposes for which the ordinance was enacted. Any decision of the review authority must be supported by findings in the administrative record which articulate the reasons for the granting of the waiver, reduction, or adjustment and the evidence in the administrative record supporting the decision to do so.
- B. Developer Burden.** The developer in the request shall set forth in detail the factual and legal basis for the claim of reduction, adjustment, or waiver. The developer shall bear the burden of presenting substantial evidence to support the request including comparable technical information to support the developer's position.
- C. Timing.** To receive an adjustment or waiver, the developer shall submit the request prior to or concurrently with the submittal of the land use and development permit application for the residential development project. The review authority shall consider and take action on the

Inclusionary Housing

18.214

request prior to or concurrently with taking action on the land use and development permit application for the residential development project.

## EXHIBIT B2B

**CHAPTER 18.216 - WORKFORCE HOUSING**

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**Sections:**

- 18.216.010 – Purpose and Intent
- 18.216.020 – Administrative Guidelines and Procedures
- 18.216.030 – Administrative Fees
- 18.216.040 – Workforce Housing Requirements
- 18.216.050 – Development Requirements
- 18.216.060 – Bonuses, Incentives, and Concessions
- 18.216.070 – Affordability Controls
- 18.216.080 – Workforce Housing Plan
- 18.216.090 – Adjustments and Waivers

**18.216.010 – Purpose and Intent**

- A. The purpose of this chapter is to establish a workforce housing requirement and an in-lieu fee for commercial, industrial, and other non-residential development projects to mitigate the impacts caused by these development projects on the additional demand for more affordable housing.
- B. It is intended to implement the Housing Element of the General Plan to ensure an adequate supply of housing to meet the housing needs of all segments of the community and provide a permanent supply of affordable housing to meet the needs of very-low, low-, and moderate-income workers generated by new commercial, industrial, institutional, recreational, and residential resort projects.
- C. It is intended to implement Housing Program 1.3.4 of the Housing Element of the General Plan to balance the need for workforce housing for commercial, industrial, and other non-residential development with the other goals and policies of the General Plan including the goals and policies of the Economic Development Element.
- D. It is intended for the Town Council to conduct an annual review of this Chapter and its implementation to consider whether amendments are needed.

**18.216.020 – Administrative Guidelines and Procedures**

The Council shall by resolution adopt guidelines and procedures consistent with the terms contained in this Chapter, as the Council determines to be necessary or convenient for the implementation and administration of this Chapter.

**18.216.030 – Administrative Fees**

The Council may by resolution establish reasonable fees for the administration of this Chapter.

**18.216.040 – Workforce Housing Requirements**

- A. Workforce Housing Required.** All commercial, industrial, institutional, recreational, residential resort, and other non-residential projects not exempt under Subsection G shall include or provide workforce housing as set forth in this Chapter.
- B. Number of Workforce Housing Units.**
1. A development project shall construct and complete workforce housing unit(s) for employees calculated for the project as set forth in Paragraphs 2 and 3 below. For fractions of workforce housing units, the developer may elect, at his or her option, to construct the next higher whole number of affordable units, perform an equivalent alternative which has received the approval of the review authority pursuant to Subsection E, or pay the in-lieu fee specified in Subsection F for such fraction.
  2. The number of workforce housing units to be constructed and completed for a development project, by which employees are calculated as full-time equivalent employees in accordance with Sections C.1, shall be as follows:
    - i. For development projects that generate less than seven FTEE, the development project shall be exempt from the requirements of this Chapter;
    - ii. For development projects that generate seven or more but less than 20 FTEE, the development project shall pay a fraction of an in-lieu affordable housing fee equivalent to the number of FTEE divided by 28.
    - iii. For development projects that generate 20 or more but less than 40 FTEE, the development project shall construct and complete one workforce housing unit for each 14 FTEE.
    - iv. For development projects that generate 40 or more FTEE, the development project shall construct and complete one workforce housing unit for each seven FTEE.
  3. The number of workforce housing units to be constructed and completed for a development project, by which employees are calculated by income levels in accordance with Section C.2, shall be as follows:
    - i. For development projects that generate less than 3.5 very low, low, and moderate income category employees, the development project shall be exempt from the requirements of this Chapter.
    - ii. For development projects that generate 3.5 or more but less than ten very low, low, and moderate income category employees, the development project shall pay a fraction of an in-lieu affordable housing fee equivalent to the number of very low, low, and moderate income category employees divided by 14.

- iii. For development projects that generate 10 or more but less than 20 very low, low, and moderate income category employees, the development project shall construct and complete one workforce housing unit for each seven very low, low, and moderate income category employees.
- iv. For development projects that generate 20 or more very low, low, and moderate income category employees, the development project shall construct and complete one workforce housing unit for each 3.5 very low, low, and moderate income category employees.
- 4. All workforce housing units shall have at least one bedroom, and 50% or more of the workforce housing units shall have two or more bedrooms.
- 5. The review authority, at its discretion, may reduce the number of required workforce housing units if the units have more than two bedrooms and/or are specialized dwellings (e.g., dormitories) and the review authority finds that the units will accommodate an equal or greater number of employees than compliance with the express requirements of Subsection 4.

**C. Employee Generation.** For the purposes of this Chapter, employees generated by a development project shall be calculated as follows:

- 1. The standard number of full-time equivalent employees (FTEE) generated by a land use type shall be:

<u>Land Use</u>	<u>FTEE</u>
Commercial including retail, service, office, and restaurant	1 FTEE per 500 s.f. of gross floor space
Industrial, not including uses with substantial outdoor work or activity areas	1 FTEE per 1,000 s.f. of gross floor space
Visitor Lodging	As determined by review authority based upon comparison with similar businesses
Uses Not Listed	As determined by review authority based upon comparison with similar businesses

- 2. A developer of a development project may submit a calculation of the number of employees generated by the proposed development by the income level of the employees. The developer shall provide all information required by the administrative procedures and guidelines including, but not limited to, the number and types of employees and their jobs, the beginning annual salary of the employees and their jobs, and the income category of the employees (very low, low, moderate, above moderate) as defined by the administrative procedures and

guidelines. Approval of the resulting calculation shall be at the discretion of the review authority and may incorporate conditions to address future changes of uses in the project.

3. A developer of a development project may submit an independent calculation of the number of employees generated by the proposed development to be used in place of the employee generation rates. Approval of the resulting calculation shall be at the discretion of the review authority. Seasonal full-time employees will be counted as 0.50 of a full-time equivalent employee. Part-time employees will be counted based on the number of hours worked per hour for a 40-hour work week (e.g., a part-time worker who works 30 hours per week would be counted as a 0.75 FTEE).

**D. Affordability of Workforce Housing Units.**

1. The workforce housing units may be available for sale or for rent. The workforce housing units shall be available at affordable rents or affordable sales price as follows:
  - a. For ownership units, 100% of the units shall be affordable to moderate income households, or one-third of the units shall be affordable to low income households, one-third shall be affordable to moderate income households, and one-third shall be affordable to above moderate income households.
  - b. For rental units, 100% of the units shall be affordable to low income households, or one-third of the units shall be affordable to very low income households, one-third shall be affordable to low income households, and one-third shall be affordable to moderate income households.
2. These requirements are minimum requirements and will not preclude a development project from providing additional affordable units or affordable units with lowers rents or sales prices than required by this Chapter. The income targets for determining the rent or sale price may be modified through an alternative equivalent action.

**E. Alternative Equivalent Proposal.**

1. A developer of a development project may propose to meet the requirements of this Chapter by an alternative equivalent action, subject to review and approval by the review authority of the project. A proposal for an alternative equivalent action may include, but is not limited to, the construction of workforce housing units on another site within the Truckee region; the dedication and conveyance of land to the Town or its designee; purchase of workforce housing credits from other development projects with excess affordable units; and acquisition and enforcement of required rental and/or sales price restrictions on existing standard market-rate dwelling units. A proposal for an alternative equivalent action may also address, but is not limited to, tenure of units, higher or lower rents or sales

prices, and a lesser or greater number of affordable units.

2. An alternative equivalent proposal shall be considered on a case by case basis by the review authority and may be approved at the review authority's sole discretion, if the review authority finds that such alternative will further affordable housing opportunities in the Truckee region to an equal or greater extent than compliance with the express requirements of Subsections B and D. For dedications of land, the review authority shall find that the land is suitable for the construction of affordable housing and is of equivalent or greater value than is produced by applying the express requirements of Subsections B and D. In making these findings, the review authority may consider the type of non-residential use(s) being proposed in the development project and whether workforce housing constructed within or adjacent to the development project would be compatible with such uses.

**F. In-Lieu Affordable Housing Fee.**

1. A developer of a development project may propose to meet the requirements of Subsections B and D by submitting at the time of application for a discretionary or building permit, whichever comes first, a request to pay the in-lieu fee.
2. Such proposals for payment of an in-lieu affordable housing fee shall be considered on a case by case basis by the review authority and may be approved at the review authority's sole discretion, if the review authority finds that the payment of the in-lieu fee will further affordable housing opportunities in the Truckee region to an equal or greater extent than compliance with the express requirements of Subsections B and D.
3. Notwithstanding the requirements of Subsection 2, the payment of an in-lieu affordable housing fee for a development project which generates less than 20 full-time equivalent employees or 10 very low, low, and moderate income category employees shall be at the discretion of the developer.
4. The amounts, calculation, and timing of payment of the affordable housing in-lieu fee shall be established by resolution of the Town Council.

**G. Exemptions.** The following development projects shall be exempt from the requirements of this Chapter:

1. Residential development projects which do not include a resort, commercial, or community amenity use that will generate employees.
2. Development projects that generate less than seven full-time equivalent employees as determined in accordance with Subsection C.
3. The conversion of non-residential floor space from one use to another use whereby the new use generates the same or less number of full-time equivalent employees than the previous use.
4. Development projects that are the subject of a development agreement currently in

effect with the Town and approved prior to the effective date of this Chapter where such agreement expressly precludes the Town from requiring compliance with this Chapter.

5. Development projects which have received approval of the land use and development permit application prior to the effective date of this Chapter, except the development project shall comply with any conditions regarding affordable housing that were imposed at the time of approval of the land use and development permit.

#### **18.216.050 – Development Requirements**

- A. Location of Workforce Housing Units.** Workforce housing units shall be built on site within or adjacent to the development project, or offsite in close proximity to the development project, along or near a major transportation corridor with public transit, and/or near a major service center.
- B. Timing of Development.** Workforce housing units shall generally be constructed and offered for sale or rent in accordance with this Chapter concurrently with or prior to completion of the development project or phase thereof. As used in this Chapter, “concurrently” means that a proportionate share of workforce housing units, including a proportionate share of units by income affordability, must be substantially completed by the time 50% of the development project is occupied. The review authority at its own discretion may approve an alternative timing plan if the review authority finds the alternative timing plan will further affordable housing opportunities in the Town to an equal or greater extent and the completion of the workforce housing units is secured by a performance bond or other similar security.
- C. Building Types and Exterior Appearance.** Workforce housing units shall have exteriors that are visually and architecturally consistent with and similar to market rate units in the neighborhood. Exterior building materials and finishes for workforce housing units shall be of the same type and quality as for market rate units. The building types for workforce housing units shall be compatible with the design and character of the development and neighborhood.
- D. Interior Quality.** Workforce units may have different interior finishes, amenities, and features than the market rate units provided the interior finishes, amenities, and features are durable, of good quality, and consistent with contractor grade for new housing.

#### **18.216.060 – Bonuses, Incentives, and Concessions**

The following bonuses, incentives, and concessions shall be made available to development projects constructing all of their workforce housing on site and/or offsite.

- A. Floor Area Ratio.** The development project shall receive an increase in floor area ratio of 0.05, or 2,200 square feet per acre, above that normally allowed by the zoning district applicable to the parcel. Residential floor space shall not be counted toward the maximum allowed floor area ratio.

- B. **Priority Processing.** The development project shall be given priority over other types of projects and permits by all Town departments in the processing of land use and development permit applications and building permit applications, and in inspections of the project during the construction process.
- C. **Regulatory Concessions.** The review authority, at its own discretion, may reduce regulatory standards of the Development Code and Public Improvement and Engineering Standards (e.g., parking spaces, lot coverage) if the review authority finds that any reduction in the regulatory standards is necessary for the project proposal to accommodate the workforce housing units, will not have a substantial, adverse impact on the neighborhood or surrounding area, and will not result in hazards to the public health or safety.
- D. **Deferral of Town Impact Fees.** Town impact fees, including impact fees for the Truckee Fire Protection District and the Truckee Donner Recreation and Parks District, required at the time of issuance of a building permit shall be deferred for all portions of the project, including non-residential floor space, to the issuance of the temporary or final certificate of occupancy, whichever occurs first.
- E. **Waiver or Reduction of Town Impact Fees and Permit Fees.** The review authority may reduce or waive Town impact fees, including impact fees for the Truckee Fire Protection District and the Truckee Donner Recreation and Parks District, and Town permit fees in accordance with Town Council policy adopted by resolution.

#### 18.216.070 – Affordability Controls

Workforce housing units shall be restricted in accordance with Chapter 18.210 (Affordable Housing Controls).

#### 18.216.080 – Workforce Housing Plan

- A. **Plan Required.** A workforce housing plan shall be submitted with the land use and development permit application for development projects. The workforce housing plan shall be reviewed as part of the land use and development permit application and shall be approved prior to or concurrently with the approval of the land use and development permit application.
- B. **Request for Evaluation.** A developer of a development project may submit a “Request for Evaluation of Complying with Workforce Housing Requirements” prior to submittal of a land use and development permit application. The request shall include all information required for a Workforce Housing Plan and any other information deemed necessary by the Community Development Director. The review authority may consider the request and provide comments to the developer on whether the request complies with this Chapter, may comply if revisions are made, or does not comply. Any comments provided by the review authority on the request shall not bind the review authority on any future actions on the Workforce Housing Plan and/or land use and development permit application.

- C. Plan Information.** The Workforce Housing Plan shall include, but not be limited to, the following information in addition to information otherwise required by the Development Code:
1. A site plan and typical floor plans depicting the location, size, structure, proposed use(s), and story and floor layout of the proposed non-residential development;
  2. A site plan and typical floor plans depicting the location, structure, proposed tenure (rental or ownership), story and floor layout, and size of the proposed workforce housing units;
  3. The calculations used to determine the number of required workforce housing units, including floor space of non-residential development, employee generation rates, and employees credited for each workforce housing unit;
  4. The income level targets for each workforce housing unit;
  5. The mechanisms that will be used to assure that the workforce housing units will remain affordable;
  6. A phasing plan for the construction and completion of the non-residential development and the workforce housing units;
  7. A description of any requested bonuses, incentives, and/or concessions;
  8. A marketing plan for the process by which qualified households will be reviewed and selected to either purchase or rent workforce housing units;
  9. A description of any provisions providing preference for employees employed by the project to the proposed workforce housing units.
  10. A description of private and public transit services available to the workforce housing residents and a description of the residents' access to transit facilities and services including walking distance and pedestrian improvements between the workforce housing and transit facilities;
  11. Any information necessary to properly describe the alternative equivalent action, if proposed;
  12. Any other pertinent information requested by the Community Development Director.
- D. Plan Approval.** The Workforce Housing Plan shall be approved by the review authority of the land use and development permit application and included as part of the development project as a condition of approval of the land use and development permit.
- E. Plan Modifications.** Any request for a modification to an approved Workforce Housing Plan shall be processed, reviewed, and acted upon in accordance with Section 18.84.070 of the Development Code.
- F. Workforce Housing Agreement.** An agreement implementing the provisions of the approved workforce housing plan shall be prepared, approved, and recorded in accordance with Section 18.210.090.

#### 18.216.090 – Adjustments and Waivers

- A. Developer Request.** A developer for a development project subject to the requirements of this chapter may request of the review authority a reduction, adjustment, or waiver of the requirements based upon a showing of substantial evidence that there is no economically feasible way to comply with the requirements or that compliance with the requirements

will not reasonably achieve the purposes for which the ordinance was enacted. For example, the requirements for an existing, established business within the Town of Truckee that is relocating to a new building may be reduced, adjusted, or waived in accordance with the Administrative Guidelines and Procedures if the business will not generate new employees. Any decision of the review authority must be supported by findings in the administrative record which articulate the reasons for the granting of the waiver, reduction, or adjustment and the evidence in the administrative record supporting the decision to do so.

- B. Developer Burden.** The developer in the request shall set forth in detail the factual and legal basis for the claim of reduction, adjustment, or waiver. The developer shall bear the burden of presenting substantial evidence to support the request including comparable technical information to support the developer's position.
- C. Timing.** To receive an adjustment or waiver, the developer shall submit the request prior to or concurrently with the submittal of the land use and development permit application for the development project. The review authority shall consider and take action on the request prior to or concurrently with taking action on the land use and development permit application for the development project.

EXHIBIT B2C

**ARTICLE VIII**

**Development Code Definitions**

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**Chapter 18.220 - Definitions, Glossary ..... VIII-3**

18.220.010 - Purpose of Chapter ..... VIII-3

18.220.020 - Definitions of Specialized Terms and Phrases ..... VIII-3

## **CHAPTER 18.220 - DEFINITIONS, GLOSSARY**

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### **18.220.010 - Purpose of Chapter**

This Chapter provides definitions of terms and phrases used in this Development Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Chapter conflict with definitions in other provisions of the Municipal Code, these definitions shall control for the purposes of this Development Code. If a word is not defined in this Chapter, or other provisions of the Municipal Code, the most common dictionary definition is presumed to be correct.

### **18.220.020 - Definitions of Specialized Terms and Phrases**

As used in this Development Code, the following terms and phrases shall have the meanings ascribed to them in this Section, unless the context in which they are used clearly requires otherwise. The following definitions are in alphabetical order.

#### **A. Definitions, "A."**

**'A' weighted sound level.** The total sound level in decibels of all sound as measured with a sound level meter with a reference pressure of 20 micropascals using the 'A' weighted network (scale) at slow response. The unit of measurement shall be defined as dB(A).

**Abandoned.** In addition to those definitions provided by State law, Municipal Code and case law, the term abandoned means and refers to any item which has ceased to be used for its designed and intended purpose. The factors used in determining whether or not an item has been abandoned, include, but are not limited to, the following:

1. Present operability and functional utility of the item;
2. The date of last effective use of the item;
3. The condition of disrepair or damage;
4. The last time an effort was made to repair or rehabilitate the item;
5. The status of registration or licensing of the item;
6. The age and degree of obsolescence;
7. The cost of rehabilitation or repair of the item when compared to its market value; and/or
8. The nature of the area and location of the item.

**Abandoned Sign.** A sign that no longer advertises a business, lessor, owner, product, service or activity on the premises where the sign is displayed.

**Accessory Retail Uses.** The retail sales of various products (including food) in a store or similar facility that is located within a health care, hotel, office, or industrial complex for the purpose of serving employees or customers, and is not visible from public streets. These uses include pharmacies, gift shops, and food service establishments within hospitals; convenience stores and food service establishments within hotel, office and industrial complexes.

**Accessory Structure.** A structure that is physically detached from, secondary and incidental to, and commonly associated with the primary structure. For the purposes of this Development Code, accessory structures and uses include: detached garages, greenhouses, artist's studios, and workshops; hot tubs, jacuzzis, spas, and swimming pools, together with any enclosures; and any other open air enclosures, including gazebos and detached patio covers.

**Accessory use.** A use that is conducted on the same parcel as the principal use or structure to which it is related, and which is clearly incidental to and customarily found in connection with the principal use.

**Adult arcade.** An establishment where, for any form of consideration, one or more motion picture projectors, slide projectors or similar machines, for viewing by five or fewer persons each, are used to show films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas;"

**Adult book/video store.** An establishment which has as a substantial portion (25 percent or more of gross floor area) of its stock-in-trade and offers for sale for any form of consideration any one or more of the following:

1. Books, magazines, periodicals or other printed matter, or films, motion pictures, photographs, slides, video cassettes or other visual representations which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas"; or
2. Devices, instruments or paraphernalia which are designed for use in connection with "specified sexual activities."

**Adult cabaret.** Nightclub, restaurant or similar establishment which regularly features live performances which are characterized by the exposure of "specified anatomical areas" or by "specified sexual activities," or films, motion pictures, photographs, slides, video cassettes or other photographic reproductions which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas;"

**Adult Entertainment Business.** Any adult bookstore, adult hotel or motel, adult motion picture arcade, adult motion picture theater, cabaret, sexual encounter center, or any other business or establishment that offers its patrons services or entertainment characterized by an emphasis on matter depicting, describing or relating to "specified sexual activities" or

"specified anatomical areas," but not including those uses or activities, the regulation of which is preempted by state law.

**Adult motel.** A motel or similar establishment offering public accommodations for any form of consideration which provides patrons with closed-circuit television transmissions, films, motion pictures, photographs, slides, video cassettes or other photographic reproductions which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas;"

**Adult motion picture theater.** An establishment where, for any form of consideration, films, motion pictures, slides, video cassettes or similar photographic reproductions are shown, and in which a substantial portion (25 percent or more) of the total presentation time is devoted to the showing of material which is characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas;"

**Adult theater.** An auditorium, concert hall, theater or similar establishment which, for any form of consideration, regularly features live performances which are characterized by the exposure of "specified anatomical areas" or by "specified sexual activities;"

**Agent.** A person authorized in writing by the property owner to represent and act for a property owner in contacts with Town employees, committees, Commissions, and the Council, regarding matters regulated by this Development Code.

**Aggregate processing and batch plants.** Manufacturing facilities for the sorting, grading, and storage of aggregates as construction materials; includes concrete batch plants. A retail ready-mix concrete operation as an incidental use in conjunction with a building materials outlet is defined under "Building Material Stores."

**Agricultural Accessory Structures.** An uninhabited structure for the storage of farm animals, implements, supplies or products, that contains no residential use and is not open to the public. Includes: barns; grain elevators; silos, and other similar structures, but not commercial greenhouses (which are under "Plant Nurseries and Garden Supply Stores") or structures for agricultural processing activities (which are under "Agricultural Processing). Also may include: coops, corrals, pens, stables, etc., and wind machines for water pumping or other conversion of wind energy to mechanical or thermal power.

**Agricultural Processing.** The processing of crops after harvest, to prepare them for on-site marketing or processing and packaging elsewhere. Includes the following:

- alfalfa cubing
- corn shelling
- cotton ginning
- custom grist mills
- custom milling of flour, feed and grain
- dairies (but not feedlots)
- drying of corn, rice, hay, fruits and vegetables
- grain cleaning and custom grinding
- hay baling and cubing
- pre-cooling and packaging of fresh or farm-dried fruits and vegetables
- sorting, grading and packing of fruits and vegetables
- tree nut hulling and shelling

Any of the above activities performed in the field with mobile equipment not involving permanent structures are included under the definition of "Crop Production."

**Alcoholic Beverage Sales.** The retail sale of beer, wine, and/or other alcoholic beverages for on- or off-premise consumption.

**Alley.** A public or private roadway, generally not more than 30 feet wide that provides vehicle access to the rear or side of parcels having other public street frontage, that is not intended for general traffic circulation.

**Allowed use.** A use of land identified by Article II (Zoning Districts and Allowable Land uses) as a permitted or conditional use that may be established with land use permit and, where applicable, Design Review and/or Building Permit approval, subject to compliance with all applicable provisions of this Development Code.

**Alteration.** Any construction or physical change in the internal arrangement of rooms or the supporting members of a structure, or a change in the external appearance of any structure, not including painting.

**Ambient noise level.** An all-encompassing noise level associated with a given environment. A composite of sounds from all sources, excluding the noise in question, at the location and approximate time at which a comparison with the noise in question is to be made.

**Animal Raising and Keeping.** The keeping/raising of farm animals, including cattle, goats, horses, sheep, swine (including potbellied pigs), fowl, poultry, and other animals determined by the Director to not be common household pets. Does not include: birds, cats, dogs, and other household pets or exotic animals, which are separately defined.

**Animal unit.** An animal unit is equal to one livestock animal or 10 fowl.

**Antenna.** A device used in communications which transmits or receives radio signals.

**Antenna, dish.** A dish-like antenna used to link communications sites together by wireless transmission of voice or data. Also called microwave antenna or microwave dish antenna.

**Antenna, panel.** An antenna or array of antennae that are flat and rectangular and designed to concentrate a radio signal in a particular area. Also referred to as directional antennae.

**Antenna, whip.** An antenna that transmits signals in 360 degrees. They are typically cylindrical in shape and are less than six inches in diameter and measure up to 18 feet in height. Also called omnidirectional, pipe or stick antennae.

**Approval.** Includes both approval and approval with conditions.

**Area of a Sign.** See "Sign Area."

**Area of regional significance.** An area designated by the State Mining and Geology Board which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in a particular region of the State within which the minerals are located and which, if prematurely developed for alternate

incompatible land uses, could result in the premature loss of minerals that are of more than local significance.

**Area of Special Flood Hazard.** See Special Flood-Hazard Area.

**Area of statewide significance.** An area designated by the State Mining and Geology Board which is known to contain a deposit of minerals, the extraction of which is judged to be of prime importance in meeting future needs for minerals in the State and which, if prematurely developed for alternate incompatible land uses, could result in the permanent loss of minerals that are of more than local or regional significance.

**Attractive nuisance.** Any condition, instrument or machine which is unsafe and unprotected and therefor dangerous to young children by reason of their inability to appreciate the inherent peril, and which may be reasonably expected to attract children to a property and therefor risk injury by playing with, in or on it.

**Auto, Mobile Home, and Vehicle Sales.** Retail establishments selling and/or renting the following (vehicles may be new or used):

- automobiles
- boats
- campers
- golf carts
- jet skis
- mobile homes
- motorcycles
- motorized farm equipment
- recreational and utility trailers
- repair shops with new car dealerships
- snowmobiles
- tires
- trucks
- vans

Does not include: auto parts/accessory sales separate from a vehicle dealership (see "Auto Parts Sales"); bicycle and moped sales (see "Retail Stores, General Merchandise"); tire recapping establishments (see "Repair and Maintenance - Vehicle"); businesses dealing exclusively in used parts, (see "Recycling, Scrap and Dismantling Yards"); or "Service Stations," which are separately defined.

**Auto Parts Sales.** Stores that sell new automobile parts, tires, and accessories. May also include minor parts installation (see "Repair and Maintenance - Vehicle"). Does not include tire recapping establishments, which are found under "Repair and Maintenance - Vehicle," or businesses dealing exclusively in used parts, which are included under "Recycling Facilities - Scrap and Dismantling Yards."

**Automated Teller Machine (ATM).** Machines used by bank and financial service patrons for conducting transactions including deposits, withdrawals and fund transfers, without contact with financial institution personnel. The machines may be located at or within banks, or in other locations, in compliance with this Development Code.

**Automobile repair.** See "Repair and Maintenance, Vehicle."

**Automobile dismantling yard.** See "Recycling, Scrap, and Dismantling Yards."

**B. Definitions, "B."**

**Backyard Chicken.** A domestic chick or hen kept on a residential lot as a household pet. Does not include roosters.

**Banks and Financial Services.** Financial institutions including:

- banks and trust companies
- credit agencies
- holding (but not primarily operating) companies
- lending and thrift institutions
- other investment companies
- securities/commodity contract brokers and dealers
- security and commodity exchanges
- vehicle finance (equity) leasing agencies

This definition does not include escrow companies and title insurance companies which come under the definition "Offices, Business and Professional". See also, "Automatic Teller Machine," above.

**Bars and Drinking Establishments.** Businesses where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May include entertainment (e.g., live music and/or dancing). May also include beer brewing as part of a microbrewery, and other beverage tasting facilities.

**Base flood.** A flood having a one percent probability of being equaled or exceeded in any given year (also called the 100-year flood).

**Bed and Breakfast Inns.** Residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to Section 18.58.070 (Bed and Breakfast Inns), and applicable Health Department regulations. A Bed and Breakfast Inn with more than five guest rooms is considered a hotel or motel, and is included under the definition of "Hotels and Motels." Does not include room rental in a "boarding house" situation; see "Rooming and Boarding Houses."

**Beverage Production.** Manufacturing facilities including bottling plants, breweries, coffee roasting, soft drink production, and wineries. Does not include milk processing; see "Food Products." May include tasting and accessory retail sales of beverages produced on site. A tasting facility separate from the manufacturing facility is included under the definition of "Bars and Drinking Places" if alcoholic beverages are tasted, and under "Restaurant" if beverages are non-alcoholic.

**Borrow pits.** Excavations created by the surface mining of rock, unconsolidated geologic deposits, or soil to provide material (borrow) for fill elsewhere.

**Breakaway wall.** Any type of wall, whether solid or lattice, and whether constructed of concrete, masonry, wood, metal, plastic or other building material that is not part of the structural support of the building and which is designed to break away under abnormally high tides or wave action without causing damage to the structural integrity of the building on which they are used or buildings to which they might be carried by flood waters. A

breakaway wall shall have a design load resistance of not less than 10 and not more than 20 pounds per square foot. Use of breakaway walls shall be certified by a registered engineer or architect and shall meet the following conditions:

1. Breakaway wall collapse shall result from a water load less than that which would occur during the base flood; and
2. The elevated portion of the building shall not incur any structural damage due to the effects of wind and water loads acting simultaneously in the event of the base flood.

**Broadcasting Studios.** Commercial and public communications uses including radio and television broadcasting and receiving stations and studios, with facilities entirely within buildings. Transmission and receiving apparatus, including antennas and towers, are included under the definition of "Telecommunications Facilities."

**Building.** See "Structure."

**Building Material Sales.** Retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes paint, wallpaper, glass, fixtures, nursery stock, lawn and garden supplies. Includes all these stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in "Wholesaling and Distribution." Hardware stores are listed in the definition of "Retail Stores, General Merchandise," even if they sell some building materials.

**Building Pad.** The smallest rectangle that can be drawn that encompasses the primary structure.

**Building/Structure Frontage.** The building elevation which fronts on a public street, public parking lot, private parking lot available to the general public, or pedestrian walk where customer access to a structure is available.

**Business frontage.** That portion of a building frontage occupied by a single business tenant having a public entrance within the building frontage.

**Business Support Services.** Establishments primarily within buildings, providing other businesses with services including maintenance, repair and service, testing, rental, etc., also includes:

- blueprinting
- business equipment repair services (except vehicle repair, see "Repair and Maintenance - Vehicle")
- commercial art and design (production)
- computer-related services (rental, repair)
- copying, quick printing, and blueprinting services
- equipment rental businesses within buildings (rental yards are "Storage Yards and Sales Lots")
- film processing laboratories
- heavy equipment repair services where repair occurs on the client site
- janitorial services
- mail advertising services (reproduction and shipping)
- other "heavy service" business services

Definitions/Glossary

B

outdoor advertising services  
photocopying  
photofinishing  
protective services (other than office related)  
soils and materials testing laboratories  
window cleaning

**C. Definitions, "C."**

**Cabinet shop.** See "Furniture and Fixtures".

**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.

**California Public Utilities Commission (CPUC).** The governmental agency which regulates the terms and conditions of public utilities in the State.

**Campground.** Commercial facilities where sites are provided for overnight outdoor camping with tents. See also "Recreational Vehicle Parks."

**Card Lock Fueling Facility.** An automated vehicle fuel sales facility without an attendant.

**Caretaker and Employee Housing.** A temporary or permanent residence that is accessory to a nonresidential primary use of the site, where needed for security, or 24-hour care or supervision. Does not include living quarters within a single-family dwelling for domestic staff, which are included under the definition of "Single-Family Dwelling."

**Car wash.** Permanent, self-service and attended car washing establishments, including fully mechanized and automatic (drive-through) facilities. Temporary car washes are fund-raising activities, typically conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day.

**Cell site.** A geographical area with a radius of two to eight miles that contains both transmitting and receiving antennae.

**Cellular.** An analog or digital wireless communication technology that is based on a system of interconnected neighboring cell sites, each of which contains antennae.

**Cemeteries and Columbariums.** Internment establishments engaged in subdividing property into cemetery lots and offering burial plots or air space for sale. Includes animal cemeteries; cemetery, mausoleum, crematorium and columbarium operations, and full-service funeral parlors accessory to a cemetery or columbarium.

**Certificate of Public Convenience and Necessity.** A certificate issued by the California Public Utilities Commission (CPUC).

**Channel letters.** Three dimensional individually cut letters or figures, illuminated or unilluminated, affixed to a structure.

**Chemical Products.** Manufacturing facilities that produce or use basic chemicals, and other establishments creating products predominantly by chemical processes. Facilities included in this definition manufacture three general classes of products: (1) basic chemicals, such as acids, alkalies, salts, and organic chemicals; (2) chemical products to be used in further manufacture, such as synthetic fibers, plastic materials, dry colors, and pigments; and (3) finished chemical products to be used for ultimate consumption, such as drugs, cosmetics,

and soaps; or to be used as materials or supplies in other industries such as paints, fertilizers, and explosives. Also includes sales and transportation establishments handling the chemicals described above in other than one of the uses included in the Retail Trade group in the land use and permit tables.

**Child Day Care Facilities.** Facilities that provide nonmedical care and supervision of minor children for periods of less than 24 hours. These facilities include the following, all of which are required to be licensed by the California State Department of Social Services:

1. **Child day care centers (13 or more children):** Allowed in the zoning districts as determined by Article II (Zoning Districts and Allowable Land Uses) and the standards in Section 18.58.080 (Child Day Care Facilities). This definition includes pre-schools.
2. **Large family day care homes (seven to twelve children).** Allowed within any single-family dwelling in compliance with the standards in Section 18.58.080(B) (Standards for large family day care homes). A large family day care home may provide care for two additional children up to 14 children in compliance with Section 1597.46 of the Health and Safety Code; and
3. **Small family day care homes (six or fewer children).** Allowed within any single-family dwelling. A small day care home may provide care for two additional children up to eight children in compliance with Section 1597.44 of the Health and Safety Code;

**Churches/Places of Worship.** Religious facilities operated by organizations for worship, or the promotion of religious activities, including churches, synagogues, mosques, etc., and religious schools; and accessory uses on the same site, such as living quarters for ministers and staff, and child day care facilities where authorized by the same type of land use permit required for the church itself. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals and other potentially related operations (such as a recreational camp) are classified according to their respective activities.

**Clothing Products.** Manufacturing establishments producing clothing, and fabricating products by cutting and sewing purchased textile fabrics, and related materials such as leather, rubberized fabrics, plastics and furs. Custom tailors and dressmakers not operating as a factory and not located on the site of a clothing store ("General Merchandise Stores") are instead included under "Personal Services." See also, "Textile and Leather Products."

**Co-location.** The locating of wireless communications equipment from more than one provider on a single ground-mounted, roof-mounted or structure-mounted facility.

**Code Enforcement Director.** A Town officer or employee, as may be designated by the Town Manager, to enforce property maintenance, zoning and other Town violations.

**Commercial Parking and Vehicle Storage.** Service establishments in the business of storing operative cars, buses, recreational vehicles, and other motor vehicles for clients. Includes both day use and long-term public and commercial garages, parking lots and structures, except when accessory to a principal use. Includes sites where vehicles are stored for rental or leasing. All principal uses are considered to include any customer or public use

off-street parking required by this Development Code. Does not include dismantling yards; see "Recycling, Scrap and Dismantling Yards".

**Commercial properties.** Any structure, premises or portion thereof used for wholesale or retail purposes on which the property user or employees are engaged in work for which it is intended that compensation be received for goods or services.

**Commission.** See "Planning Commission."

**Common Interest Development.** A common interest development includes a community apartment project, a condominium project, a planned development, or a stock cooperative.

**Community Centers.** Multi-purpose meeting and recreational facilities typically consisting of one or more meeting or multi-purpose rooms, kitchen and/or outdoor barbecue facilities, that are available for use by various groups for such activities as meetings, parties, receptions, dances, etc.

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

**Community information/directory sign.** A sign which provides information about the community and civic groups, typically located near the municipal boundary.

**Compatible land uses, mining.** Land uses inherently compatible with mining and/or that require a minimum public or private investment in structures, land improvements, and which may allow mining because of the relative economic value of the land and its improvements. Examples of the uses may include very low density residential, geographically extensive but low impact industrial, recreational, agricultural, silvicultural, grazing, and open space.

**Concrete, Gypsum, and Plaster Products.** Manufacturing establishments producing bulk concrete, concrete building block, brick and all types of precast and prefab concrete products. Also includes ready-mix concrete batch plants, lime manufacturing, and the manufacture of gypsum products, such as plasterboard. A retail ready-mix concrete operation as an incidental use in conjunction with a building materials outlet is defined under "Building Material Stores."

**Condominium.** A structure containing two or more dwelling units, where the interiors of each unit are individually owned, and the balance of the property including both land and structures is owned in common by the owners of the individual units. The balance of the property is called the common area. The term "condominium" is also defined by California Civil Code Section 1351.

**Conservation Easement.** An easement whose purpose is to retain land predominantly in its natural, scenic, historical, agricultural, forested, or open space condition.

**Construction Contractors Yard.** Storage yards operated by, or on behalf of a contractor for storage of large equipment, vehicles, or other materials commonly used in the individual contractor's type of business; storage of scrap materials used for repair and maintenance of

contractor's own equipment; and buildings or structures for uses such as offices and repair facilities.

**Construction and Heavy Equipment Sales.** Retail establishments selling or renting heavy construction equipment, including cranes, earth moving equipment, heavy trucks, etc.

**Convenience Store.** Retail stores typically less than 15,000 square feet in gross floor area that carry a range of merchandise oriented to convenience and travelers' shopping needs. These stores may be part of a service station or an independent facility.

**Corral.** A fenced area typically for confining horses or other hooved animals.

**Cost effective.** Capable of achieving results which would justify the required costs.

**Covenant of Easement.** An easement granted in favor of the Town restricting or limiting the use of land for air or light access, emergency access, avigation, landscaping, parking access, open space, or similar purposes.

**Crop Production.** Commercial agricultural field and orchard uses including production of:

- field crops
- flowers and seeds
- fruits
- grains
- melons
- ornamental crops
- tree nuts
- trees and sod
- vegetables

Also includes associated crop preparation services and harvesting activities, such as mechanical soil preparation, irrigation system construction, spraying, crop processing and sales in the field not involving a permanent structure.

**D. Definitions, "D."**

**Decibel (dB).** A unit for measuring the amplitude of sounds, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, of 20 micropascals.

**Density.** The number of housing units per net acre, unless otherwise stated, for residential uses.

**Department.** The Town of Truckee Community Development Department, referred to in this Development Code as "Department."

**Detached.** Any structure that does not have a wall or roof in common with another structure.

**Detached living area.** A detached living area is an accessory structure within a residential zoning district, is not a required element of the main dwelling and is designed for human occupancy. It is intended to provide living quarter(s) within a detached residential accessory structure, located on the same premises with the main dwelling, for use by members of the family occupying the main dwelling and their non-paying guests.

**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 Development Code.

**Development Agreement.** A contract between the Town and an applicant for a development project, in compliance with Chapter 18.150 (Development Agreements) of this 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 "this Development Code."

**Director.** The Town of Truckee Community Development Director, referred to throughout this Development Code as "Director."

**Dismantled.** From which essential equipment, parts or contents have been removed or stripped and the outward appearance verifies the removal.

**District.** See "Zoning District."

**Docks and Piers, Commercial.** Commercial waterfront facilities providing fuel for boats and other watercraft, and mooring facilities.

**Drive-in and Drive-through Sales.** Facilities where food or other products may be purchased by motorists without leaving their vehicles. These facilities include fast-food restaurants, drive-through photo, coffee, and dairy product stores, etc.

**Drive-in and Drive-through Services.** Facilities where services may be obtained by motorists without leaving their vehicles. These facilities include drive-up bank teller windows, dry cleaners, etc. Does not include: walk-up automatic teller machines (ATMs) or automobile service stations, which are separately defined; or car washes (see "Repair and Maintenance - Vehicle").

**Dwelling.** One or more habitable rooms, that are designed, used, and/or intended to be used as an independent living space with cooking, sleeping, and sanitary facilities provided within the dwelling unit for the exclusive use of one or more people maintaining a household. All habitable areas for the dwelling unit shall have interior access to and from each other from within the building except for detached living areas. A dwelling includes other types of dwelling units in which sleeping accommodations are provided but sanitary facilities and/or cooking facilities are shared by occupants of two or more dwellings including dwellings in a co-housing building or development and single room occupancy units.

**Dwelling, Multi-Family.** One or more buildings or a portion of a building or buildings used and/or designed as residences for two or more families living independently of each other. Includes: buildings under one ownership with two or more dwelling units on one parcel that share a common wall or common floor/ceiling, or ; senior citizen multi-family housing; apartments above commercial space in commercial zoning districts; and condominiums. Does not include single-family dwelling units with detached or attached secondary residential units.

**Dwelling, Single Family.**

**Detached.** A building designed for and/or occupied by one family on one parcel. Also includes factory-built, modular housing units, constructed in compliance with the Uniform Building Code (UBC), and mobile homes/tiny homes/manufactured housing on permanent foundations. May include the rental of rooms within a dwelling also occupied by the property owner or a primary tenant.

**Attached.** A building with two or more dwelling units under separate ownership and on separate parcels that share a common vertical wall. Does not include common interest developments (see Dwelling, Multi-Family).

**E. Definitions, "E."**

**Easement, Covenant of.** See "Covenant of Easement".

**Easement, Public Service.** See "Public Service Easement".

**Eave.** The overhanging lower edge of a roof.

**Edge of roof.** On a pitched roof, the lowest portion of the fascia board covering the roof rafters, or if no fascia board exists, the lowest point of the roof rafters. On a flat roof, the top of the parapet wall.

**Electric Utility Facilities.** Facilities for production or generation of electrical energy, electrical substations in an electrical transmission system which receives electricity at 100,000 volts or greater, and electrical transmission lines of 100,000 volts or greater, consistent with Government Code Sections 53091 and 53096 and Public Resources Code Section 12808.5.

**Electrical and Electronic Equipment, Instruments.** Establishments engaged in manufacturing machinery, apparatus, and supplies for the generation, storage, transmission, transformation and use of electrical energy, including:

- appliances such as stoves/ovens, refrigerators, freezers, laundry equipment, fans, vacuum cleaners, sewing machines
- aviation instruments
- electrical transmission and distribution equipment
- electronic components and accessories, and semiconductors, integrated circuits, related devices
- electronic instruments, components and equipment such as calculators and computers
- electrical welding apparatus
- lighting and wiring equipment such as lamps and fixtures, wiring devices, vehicle lighting
- industrial apparatus
- industrial controls
- instruments for measurement, testing, analysis and control, associated sensors and accessories
- miscellaneous electrical machinery, equipment and supplies such as batteries, X-ray apparatus and tubes, electromedical and electrotherapeutic apparatus, electrical equipment for internal combustion engines
- motors and generators
- optical instruments and lenses
- photographic equipment and supplies
- pre-recorded magnetic tape
- radio and television receiving equipment such as television and radio sets, phonograph records and surgical, medical and dental instruments, equipment, and supplies
- surveying and drafting instruments
- telephone and telegraph apparatus
- transformers, switch gear and switchboards
- watches and clocks

Does not include testing laboratories (soils, materials testing, etc.) (see "Business Support Services"), or research and development facilities separate from manufacturing (see "Research and Development").

**Electrical transmission lines.** Overhead utility lines for the transmission of electricity at 100,000 volts or more, between generation and/or switching facilities, and local distribution systems.

**Electromagnetic field.** The local electric and magnetic fields caused by voltage and the flow of electricity that envelop the space surrounding an electrical conductor.

**Emergency Shelter.** A facility for the temporary shelter and feeding of indigents or disaster victims, operated by a public or non-profit agency.

**Emergency Shelter, accessory to a church/place of worship.** Temporary shelter and feeding of indigents or disaster victims, operated within and by a church/place of worship. Includes cold weather emergency warming shelters which are triggered by extreme weather-conditions.

**Emergency work.** The use of any equipment, machinery, vehicle or other activity in a short term effort to protect or restore safe conditions in the Town, or work by private or public utilities when restoring utility service.

**Enhanced specialized mobile radio.** A digital wireless communication technology that specializes in providing dispatching services.

**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).

**Equestrian Facilities.** Commercial or public horse, donkey, and mule facilities including:

horse ranches  
boarding stables  
riding schools and academies  
horse exhibition facilities  
pack stations.

This land use includes barns, stables, corrals, and paddocks accessory and incidental to the above uses. Noncommercial facilities of this type are included in the definition of "Agricultural Accessory Structures."

**Establishment of an adult entertainment establishment.** Includes any of the following:

1. The opening or commencement of an adult entertainment establishment as a new business;
2. The conversion of an existing establishment, whether or not an adult entertainment establishment, to any of the adult entertainment establishments defined in this Subsection;
3. The addition of any of the adult entertainment establishments defined in this Subsection to any other existing adult entertainment establishment; or
4. The relocation of any adult entertainment establishment.

**Exploration or prospecting.** The search for minerals by geochemical, geological, geophysical or other techniques, including, but not limited to, assaying, drilling, sampling or any surface or underground work needed to determine the extent, quantity or type of minerals present.

**Exotic animal.** Non-domesticated animals that require a permit from the California Department of Fish and Game or the United States Department of Agriculture for the raising and keeping of such animal.

**F. Definitions, "F."**

**Family.** An individual or group of two or more persons occupying a dwelling and living together as a single housekeeping unit in which each resident has access to all parts of the dwelling and where the adult residences share expenses.

**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).

**Feasible.** Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

**Fisheries and Game Reserves.** Commercial fish hatcheries, rearing ponds, fish and game preserves, and game propagation.

**Flood or Flooding.** A general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of flood waters;
2. The unusual and rapid accumulation or runoff of surface waters from any source; and/or
3. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, or by some similarly unusual and unforeseeable event which results in flooding.

**Flood Boundary and Floodway Map.** The official map on which the Federal Emergency Management Agency or Federal Insurance Administration has delineated both the areas of flood hazard and the floodway.

**Flood Insurance Rate Map (FIRM).** The official map on which the Federal Emergency Management Agency or Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to Nevada County.

**Flood Insurance Study.** The official report provided by the Federal Insurance Administration that includes flood profiles, the FIRM, the Flood Boundary and Floodway Map, and the water surface elevation of the base flood.

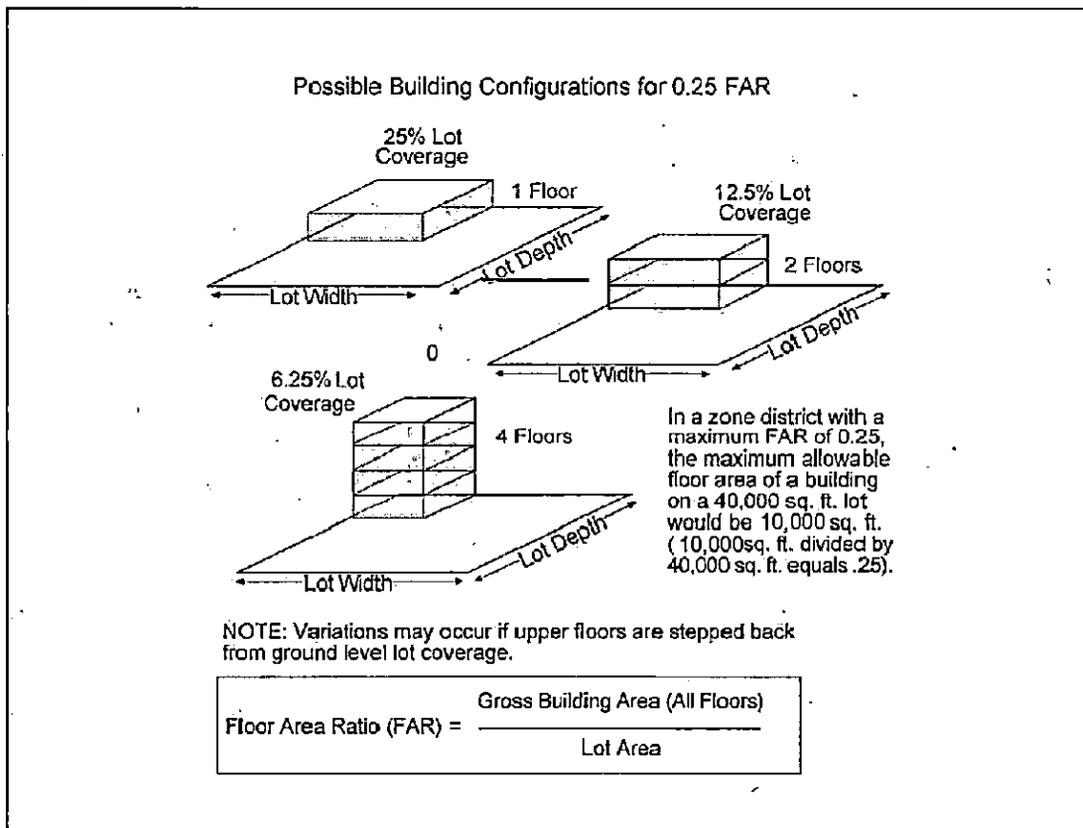
**Floodplain management.** The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works, floodplain management regulations, and open space lands.

**Floodplain, 100-year.** See "One hundred year floodplain".

**Flood proofing.** A combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

**Floodway.** The channel of a river or other water course and the adjacent land areas that shall be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation. Also referred to as "Regulatory floodway".

**Floor Area Ratio (FAR).** The Floor Area Ratio (FAR) is the ratio of floor area to total lot area. FAR restrictions are used to limit the maximum floor area allowed on a site (including all structures on the site). The maximum floor area of all structures (measured from exterior wall to exterior wall) permitted on a site (including carports) shall be determined by multiplying the Floor Area Ratio (FAR) by the total gross area of the site (FAR x Net Site Area = Maximum Allowable Floor Area). For the purposes of determining the floor area ratio for parcels adjacent to Donner Lake, gross area of the site is exclusive of any area at or below the high water mark of Donner Lake (5942 AMSL, NAVD 88)



**FIGURE 8-1  
FLOOR AREA RATIO**

**Flower tower.** A structure that integrates a monopole into a light pole or other utility pole.

**Food and Beverage Distribution.** A use engaged primarily in wholesale storage and distribution of food and/or beverage manufactured products, supplies, and equipment, including incidental storage and sales activities.

**Food Production.** Manufacturing establishments producing or processing foods for human consumption and certain related products. Includes:

- bakery products
- candy, sugar and confectionery products
- catering services separate from stores or restaurants
- dairy products
- fats and oil products
- fruit and vegetable canning, preserving, related processing
- grain mill products and by-products
- meat, poultry, and seafood canning, curing, byproduct processing
- miscellaneous food item preparation from raw products

Does not include: bakeries which sell all products on-site (see "Retail Stores, General Merchandise"); beer brewing as part of a brew pub, bar or restaurant (see "Bars and Drinking Places"); beverage production other than dairy products (see "Beverage Production"); slaughterhouses and rendering plants (see "Slaughterhouses and Rendering Plants"); or operations on crops after harvest (see "Agricultural Processing Uses").

**Furniture and Fixtures Manufacturing.** Manufacturers which produce wood and metal household furniture, appliances; bedsprings and mattresses; all types of office furniture, and partitions, shelving, lockers and store furniture; and miscellaneous drapery hardware, window blinds and shades. Includes wood and cabinet shops, but not sawmills or planing mills, which are instead included under "Lumber and Wood Products."

**Furniture, Furnishings and Equipment Stores.** Stores engaged primarily in selling:

- draperies
- floor coverings
- furniture
- glass and chinaware
- home furnishings
- home sound systems
- large musical instruments
- lawn furniture
- movable spas and hot tubs
- office furniture
- other household electrical and gas appliances
- outdoor furniture
- refrigerators
- stoves
- televisions

**G. Definitions, "G."**

**General Plan.** The Town of Truckee 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 Development Code as the "General Plan."

**Glass Products.** Manufacturing establishments producing flat glass and other glass products which are pressed, blown, or shaped from glass produced in the same establishment. Does not include artisan and craftsman type operations of a larger scale than home occupations; see "Handcraft Industries and Small Scale Manufacturing."

**Golf Courses/Country Clubs.** Golf courses, and accessory facilities and uses including: clubhouses with bar and restaurant, locker and shower facilities; driving ranges; "pro shops" for on-site sales of golfing equipment; and golf cart storage and sales facilities.

**Golf Driving Ranges.** Commercial recreation facilities independent from golf courses where patrons practice drives.

**Grade, Finished.** The final elevation of the land surface of a site after completion of development.

**Grade, Natural.** The elevation of the ground surface in its natural state, before construction, filling, and/or excavation.

**Graffiti.** Unauthorized inscribing, spraying of paint or making of symbols using chalk, dye, ink, paint, spray paint or similar materials on public or private places, structures or other surfaces.

**Grocery Stores.** Stores where most of the floor area is devoted to the sale of food products for home preparation and consumption, which typically also offer other home care and personal care products, and which are substantially larger and carry a broader range of merchandise than "Convenience Stores." May also include accessory uses within the retail sales area including, but not limited to, a pharmacy, café, or financial institution.

**Gross floor area.** The floor area within the inside perimeter of the exterior walls of the building or area under consideration, exclusive of vent shafts and courts, without deduction for corridors, stairways, closets, the thickness of interior walls, columns or other features. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above. The gross floor area shall be calculated or computed in accordance with the Title 15 (Building & Construction) of the Municipal Code.

**H. Definitions, "H."**

**Half-story.** See "Story, Half-Story."

**Handcraft Industries; Small-Scale Manufacturing.** Manufacturing establishments not classified in another major manufacturing group, including: jewelry; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; and other miscellaneous manufacturing industries.

**Haul road.** A road along which material is transported from the area of excavation to the processing plant or stock pile area of the surface mining operation.

**Health/Fitness Facilities.** Fitness centers, gymnasiums, health and athletic clubs including indoor sauna, spa or hot tub facilities; indoor tennis, handball, racquetball, archery and shooting ranges and other indoor sports activities.

**Historic resource.** All improvements, natural features, and sites identified and designated as Category A (Essential), Category B (Contributing), or Category C (Supporting) in the Town of Truckee Historic Resources and Architectural Inventory adopted by Town Council Resolution No. 2003-18 on June 19, 2003, as amended.

**Home Occupation.** A business, profession or other economic activity conducted full- or part-time in the principal residence of the person conducting the business. Examples of allowable home occupations are general office use, tutoring, sewing, fine arts activities, computer programming, cosmetologists and 1-chair hair care providers.

**Hotels and Motels.** Facilities with six or more guest rooms or suites, provided with or without meals or kitchen facilities, rented to the general public for overnight or other temporary lodging (less than 30 days). Hotels provide access to most guest rooms from an interior walkway. Motels provide access to most guest rooms from an exterior walkway. Also includes lodging units for recreational developments in the Recreation zoning district; ownership of such lodging units may include timeshares and undivided interest units. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

**Household Pets.** The keeping/raising of birds, cats, dogs, or other common household pets, as determined by the Director, accessory to a residential use. Includes a maximum of one miniature pig of 25 pounds or less per single-family dwelling.

**Housing unit.** Any structure designed or used for the shelter or housing of one or more persons.

**Hunting and Fishing Clubs.** Areas reserved for public or private hunting of wildlife, fishing, and accessory structures in support of those activities.

**I. Definitions, "I."**

**Ice Skating Rink.** An outdoor facility for ice skating.

**Idle.** Surface mining operations curtailed for a period of one year or more, by more than 90 percent of the operation's previous maximum annual mineral production, with the intent to resume those surface mining operations at a future date.

**Impulsive noise.** A noise of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid conclusion.

**Incompatible land uses.** With respect to surface mining operations, land uses inherently incompatible with mining and/or that require public or private investment in structures, land improvements, and landscaping and that may prevent mining because of the greater economic value of the land and its improvements. Examples of the uses may include high density residential, low density residential with high unit value, public facilities, geographically limited but impact intensive industrial, and commercial.

**Indoor Recreation Centers.** Establishments providing indoor amusement/entertainment services for a fee or admission charge, including:

- bowling alleys
- card rooms
- coin-operated amusement arcades
- dance halls, clubs and ballrooms
- electronic game arcades
- ice skating and roller skating
- pool and billiard rooms as principal uses

Ten or more electronic games or coin-operated amusements in any establishment is considered an arcade as described above, four or less machines are not considered a land use separate from the primary use of the site.

**Inoperative.** Incapable of functioning or producing activity for mechanical or other reasons.

**Intensification of use.** A change in the use of a site or structure where the new or modified use is required by Chapter 18.48 (Parking and Loading) to provide more off-street parking spaces than the former use or the owner/operator implements a change in the operational characteristics of the use (e.g. increase in the number of days and/or hours of operation) which have the ability to generate more activity on the site.

**Intruding noise level.** The total sound level in decibels caused, created, maintained or originating from the source of the noise in question, at a specified location, while the source of the noise in question is in operation.

**J. Definitions, "J."** No technical terms beginning with the letter "J" are used at this time.

**K. Definitions, "K."**

**Kennel, Commercial.** Commercial facilities for the boarding of five or more dogs (four months of age or older), or five or more cats for commercial purposes, except for dogs or cats for sale in pet shops, or patients in animal hospitals.

**Kennel, Private.** The non-commercial keeping of five or more dogs (four months of age or older), or five or more cats.

**Kitchen or Cooking Facilities, Residential.** A room or space within a building designed, used, and/or intended to be used for the cooking or preparation of food supporting a single household.

**L. Definitions, "L."**

**Land use permit.** Authority granted by the Town to use a specified site for a particular purpose, including Conditional Use Permits and Minor Conditional Use Permits, Development Plans and Minor Development Plans, Planned Development Permits, Temporary Use Permits, Variances and minor Variances, and Zoning Clearances, as established by Article IV (Land Use and Development Permit Procedures) of this Development Code.

**Large Family Day Care Home.** See "Child Day Care Facilities."

**Lattice tower.** A structure with three or four steel support legs that supports a variety of antennae. These towers generally range in height from 60 to 200 feet and are constructed in areas where increased height is needed, microwave antennas are required or where the weather demands a more structurally-sound design.

**Laundries and Dry Cleaning Plants.** Service establishments engaged primarily in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; carpet and upholstery cleaners. Does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment; see "Personal Services."

**Laundromat.** Service establishments providing washing and/or drying machines on the premises for rental use to the general public.

**Libraries and Museums.** Public or quasi-public facilities including aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally non-commercial in nature.

**Live/Work Units.** An integrated housing unit and working space, occupied and utilized by a single household in a structure, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code;  
and
2. Working space reserved for and regularly used by one or more occupants of the unit.

The difference between live/work and work/live units is that the "work" component of a live/work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment, while the work component of a work/live unit is the primary use, to which the residential component is secondary.

**Living area.** Space within a residence, excluding garages and unconditioned space.

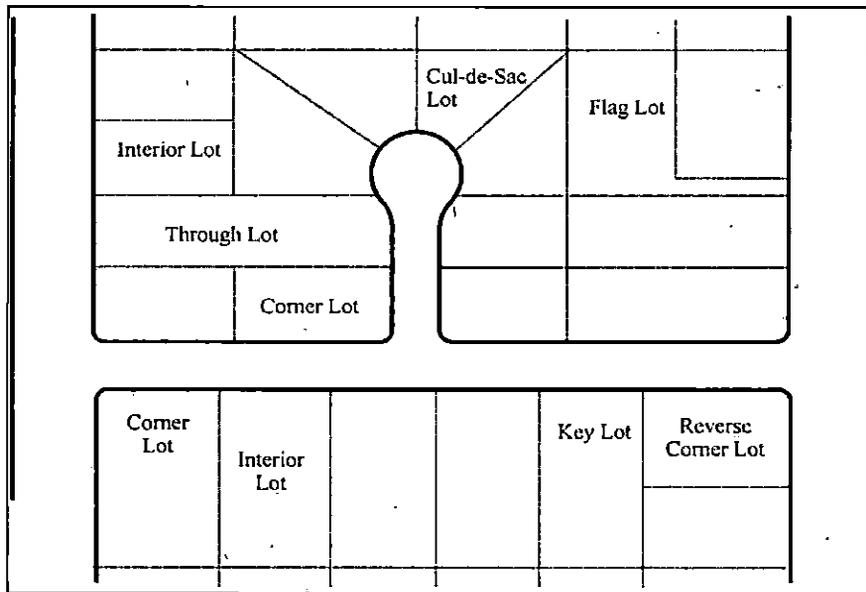
**Lot or parcel.** A recorded lot or parcel of real property under single ownership, lawfully created as required by the Subdivision Map Act and Town ordinances, including this Development Code. Types of lots include the following. See Figure 7-2 (Lot Types).

1. **Corner lot.** A lot located at the intersection of two or more streets, where they intersect at an interior angle of not more than 135 degrees. If the intersection angle is more than 135 degrees, the lot is considered an interior lot.
2. **Flag lot.** A lot having access from the building site to a public street by means of private right-of-way strip that is owned in fee.
3. **Interior lot.** A lot abutting only one street.
4. **Key lot.** An interior lot, the side of which adjoins the rear property line of a reverse corner lot.
5. **Reverse corner lot.** A corner lot, the rear of which abuts a key lot.
6. **Through lot.** A lot with frontage on two generally parallel streets.

**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. Net lot area is exclusive of vehicular access easements which limit the use of the lot, including private streets and driveway easements, and any area at or below the high water mark of Donner Lake (5942 AMSL, NAVD 88). See Figure 8-3 (Lot Features).

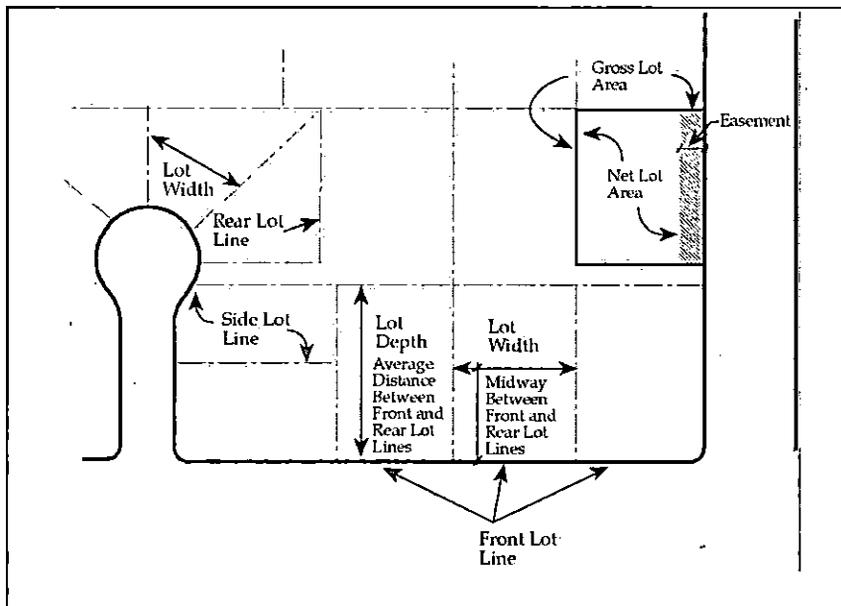
**Lot coverage.** See "Site Coverage."

**Lot depth.** The average linear distance between the front and the rear lot lines or the intersection of the two side lot lines if there is no rear line. See Figure 8-3 (Lot Features). The Director shall determine lot depth for parcels of irregular configuration.



**FIGURE 8-2  
LOT TYPES**

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



**FIGURE 8-3  
LOT FEATURES**

**Lot line or property line.** Any recorded boundary of a lot. Types of lot lines are as follows (see Figure 8-3 (Lot Features)):

1. **Front lot line.** On an interior lot, the property line separating the parcel from the street. The front lot line on a corner lot is the line with the shortest frontage. (If the lot lines of a corner lot are equal in length, the front lot line shall be determined by the Director.) On a through lot, both lot lines are front lot lines and the lot is considered to have no rear lot line.
2. **Interior lot line.** Any lot line not abutting a street.
3. **Rear lot line.** A property line that does not intersect the front lot line, which is most distant from and most closely parallel to the front lot line.
4. **Side lot line.** Any lot line that is not a front or rear lot line.

**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. See Figure 8-3 (Lot Features). The Director shall determine lot width for parcels of irregular shape.

**Lumber and Wood Products.** Manufacturing, processing, and sales uses involving the milling of forest products to produce rough and finished lumber and other wood materials for use in other manufacturing, craft, or construction processes. Includes the following processes and products:

- containers, pallets and skids
- firewood
- milling operations
- trusses and structural beams
- turning and shaping of wood products
- wholesaling of basic wood products
- wood product assembly

Craft-type shops are included in "Handcraft Industries and Small-Scale Manufacturing." Other wood and cabinet shops are included under "Furniture and Fixture Manufacturing." The indoor retail sale of building materials, construction tools and equipment is included under "Building Material Stores."

**M. Definitions, "M."**

**Machinery Manufacturing.** The manufacturing of machinery and equipment for purposes and products including the following:

- boats
- bulldozers
- carburetors
- construction
- conveyors
- cranes
- die casting
- dies
- dredging
- engines and turbines
- farm and garden
- food products manufacturing
- gear cutting
- heating, ventilation, air conditioning
- industrial trucks and tractors
- industrial furnaces and ovens
- industrial molds
- laundry and dry cleaning
- materials handling
- mining
- oil field equipment
- paper manufacturing
- passenger and freight elevators
- pistons
- printing
- pumps
- refrigeration equipment
- textile manufacturing

**Major wireless communication facility.** A wireless communication facility that:

1. Is ground-mounted on property not within the public right-of-way;
2. Is ground-mounted within the public right-of-way, but does not qualify as a microcell facility; or
3. Is roof- or structure-mounted and exceeds 10 feet in height and/or exceeds the maximum height allowed in the zoning district in which the facility is located.

**Manufactured home.** A single-family dwelling that is transportable in one or more sections of eight body feet or more in width or 40 body feet or more in length when in travel, or 320 square feet or more when built; to be used as a dwelling with or without a permanent foundation when connected to required utilities; includes any structure that complies with the California Health and Safety Code definition for manufactured home or a mobile home on a permanent foundation in compliance with the National Manufactured Housing Construction and Safety Act of 1974.

**Manufactured housing, multi-family.** A structure that is transportable in one or more sections designed to be used with a foundation system for two or more dwelling units; includes any structure that complies with the California Health and Safety Code definition for manufactured multi-family home or manufactured multi-family housing.

**Map Act.** See "Subdivision Map Act."

**Marinas.** Recreationally-oriented commercial or public small craft harbors that may include mooring and launching facilities and accessory facilities for boat servicing and the rental of watercraft. This land use also includes aquatic invasive species inspection stations for the purpose of implementing local, State or Federal inspection programs.

**Massage parlor.** An establishment where, for any form of consideration, alcohol rub, electric or magnetic treatment, fomentation, massage or similar treatment or manipulation of the human body is administered unless the treatment or manipulation is administered by a acupuncturist, chiropractor, massage therapist, medical practitioner, physical therapist or similar professional person licensed by the State.

This definition does not include an athletic club, gymnasium, health club, reducing salon, school, spa or similar establishment where massage therapy or similar manipulation of the human body is offered as an incidental or accessory service.

**Mean sea level.** The North American Vertical Datum of 1988 (NAVD 88) or other datum, to which base flood elevations shown on a Flood Insurance Rate Map are referenced.

**Medical Services - Clinics and Laboratories.** Facilities primarily engaged in furnishing outpatient medical, mental health, surgical and other personal health services, but which are separate from hospitals, including:

- health management organizations (HMOs)
- medical and dental laboratories
- medical, dental and psychiatric offices
- out-patient care facilities
- other allied health services

Counseling services by other than medical doctors or psychiatrists are included under "Offices."

**Medical Services - Extended Care.** Residential facilities providing nursing and health-related care as a principal use with in-patient beds, such as: board and care homes; convalescent and rest homes; extended care facilities; skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "Residential Care Facilities."

**Medical Services - Hospitals.** Hospitals and similar facilities engaged primarily in providing diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses, pharmacies, and emergency heliports (see the separate definitions of "Accessory Retail Uses" and "Pharmacy").

**Membership Organization Facilities.** Permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for:

business associations  
 civic, social and fraternal organizations  
 country clubs (golf courses separately defined)  
 labor unions and similar organizations  
 political organizations  
 professional membership organizations  
 other membership organizations

**Metal Fabrication, Machine and Welding Shops.** Establishments engaged primarily in the assembly of metal parts, including the following uses that produce metal duct work, tanks, towers, cabinets and enclosures, metal doors and gates, and similar products.

blacksmith and welding shops  
 sheet metal shops  
 machine shops and boiler shops

**Microcell.** A wireless communication facility that:

1. Contains a maximum of four whip or panel antennae. Each whip antenna does not exceed four inches in diameter and four feet in length. Each panel antenna does not exceed two square feet in surface area;
2. Contains a maximum of one microwave antenna no larger than 10 square feet in surface area;
3. Has an array of antennae less than 10 feet in height;
4. Is roof- or structure-mounted or, if within the public right-of-way, is located on top of a light pole or telephone pole or a metal or precast concrete monopole (similar in design to a street light pole or street tree); and
5. Has a total height, if roof- or structure-mounted, that does not exceed the maximum height allowed in the applicable zoning district in which the facility is located.

**Mined lands.** The surface, subsurface, and ground water of an area in which surface mining operations will be, are being, or have been conducted, including private ways and roads appurtenant to any area, land excavations, workings, mining waste, and areas in which structures, facilities, equipment, machines, tools, or other materials or property which result from, or are used in, surface mining operations are located.

**Minerals.** Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum.

**Mining waste.** Includes the residual of equipment, liquid, machines, mineral, rock, soil, tools, vegetation or other materials or property directly resulting from, or displaced by, surface mining operations.

**Mining and Quarrying.** Surface mining operations for aggregates (sand and gravel), and/or other surface or subsurface mineral extraction operations.

**Minor wireless communication facility.** A wireless communication facility that:

1. Consists of a microcell; and
2. Is roof- or structure-mounted and is less than 10 feet in height and does not exceed the maximum height permitted in the zoning district in which the facility is located.

**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.

**Mobile Home.** A trailer, transportable in one or more sections, that is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, which is over eight feet in width and 40 feet in length, with or without a permanent foundation and not including recreational vehicle, commercial coach or factory-built housing. A mobile home on a permanent foundation is included under the definition of "Single-Family Dwellings."

**Mobile Home Park.** Any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes.

**Monopole.** A structure composed of a single spire used to support antennae and related equipment.

**Mortuaries.** Funeral homes and parlors, where deceased are prepared for burial or cremation, and funeral services may be conducted.

**Motor Vehicles and Transportation Equipment.** Manufacturers of equipment for transporting passengers and cargo by land, air and water, including motor vehicles, aircraft, spacecraft, ships, boats, railroad and other vehicles such as motorcycles, bicycles and snowmobiles. Includes manufacture of motor vehicle parts and accessories; trailers and campers for attachment to other vehicles; self-contained motor homes; and van conversions.

**Mounted.** Attached or supported.

**Multi-Family Dwellings.** See "Dwelling, Multi-Family."

**Multiple Tenant Site/Center.** A commercial or industrial development consisting of two or more separate businesses that share either the same parcel or structure and use common access and parking facilities.

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



**N. Definitions, "N."**

**Nature reserves.** Sites with environmental resources intended to be preserved in their natural state.

**Negative Declaration.** A statement describing the reasoning that a proposed action will not have a significant adverse effect on the environment, in compliance with the California Environmental Quality Act (CEQA).

**Noise disturbance.** Any sound which endangers or injures the safety or health of human beings or annoys or is objectionable to a reasonable person of normal sensitivity.

**Noise in question.** Noise suspected of exceeding the standards of this Section.

**Noise source.** The activity responsible for the noise in question or noise which in fact exceeds the standards of this Section.

**Nonconforming Use, Structure, or Parcel.** See Chapter 18.130 (Nonconforming Uses, Structures, and Parcels).

**Non-shedding Roof.** A roof with materials that allow snow to be retained on the roof and to melt off, as opposed to a roof that does not retain snow and allows snow to slide off.

**O. Definitions, "O."**

**Occupancy.** All or a portion of a structure occupied by one tenant.

**Offices, Accessory to Primary Use.** Incidental offices that are customarily accessory to another use and are allowed as part of an approved principal use.

**Offices, Business.** Establishments providing direct services to consumers, such as insurance agencies; title insurance companies; real estate offices; post offices (e.g. MailBox Etc., American Mailboxes), but not including bulk mailing distribution centers, which are included under "Vehicle and Freight Terminals".

Does not include: medical offices (see "Medical Services - Clinics and Laboratories"); or offices that are incidental and accessory to another business or sales activity that is the principal use.

**Offices, Professional.** Professional or government offices including:

- accounting, auditing and bookkeeping services
- advertising agencies
- architectural, engineering, planning and surveying services
- attorneys
- counseling services
- court reporting services
- data processing and computer services
- detective agencies and similar services
- educational, scientific and research organizations
- employment, stenographic, secretarial and word processing services
- government offices including agency and administrative office facilities
- management, public relations and consulting services
- writers and artists offices outside the home

Does not include: medical offices (see "Medical Services - Clinics and Laboratories") or offices that are incidental and accessory to another business or sales activity that is the principal use. Incidental offices that are customarily accessory to another use are allowed as part of an approved principal use.

**Offices, Temporary.** A mobile home, recreational vehicle or modular unit, or space within a permanent structure used as a temporary office facility. Purposes for temporary offices may include: construction supervision offices on a construction site or off-site construction yard; a temporary on-site real estate office for a development project; or a temporary business office in advance of permanent facility construction.

**Offices, Temporary Real Estate.** The temporary use of a dwelling unit within a residential development project as a sales or rental office for the units on the same site, which is converted to residential use at the conclusion of its office use.

**One hundred year flood.** A flood that has a one percent probability of being equaled or exceeded in any given year. It is identical to the base flood.

**One hundred year floodplain.** The area subject to inundation by a 100-year flood.

**Open space.** Land that is maintained in a primarily natural state, and/or primarily without structures other than facilities in support of outdoor recreation.

**Operator.** Any person who is engaged in surface mining operations, or who contracts with others to conduct operations on their behalf, except a person who is engaged in surface mining operations as an employee with wages as the sole compensation.

**Outdoor Commercial Recreation.** Facilities for various outdoor participant sports and types of recreation where a fee is charged for use, including:

- amusement and theme parks
- drive-in theaters
- go-cart and miniature auto race tracks
- health and athletic club outdoor facilities
- miniature golf courses
- skateboard parks
- swim and tennis clubs
- tennis courts
- water slides
- zoos

May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including bars and restaurants, fast-food restaurants, video game arcades, etc. Spectator facilities are included in the definition of "Sport Facilities and Outdoor Public Assembly."

**Outdoor Dining and Seating Areas.** Temporary seating in an open or covered area outdoors on the site of a legally established restaurant. For definitions of restaurant see "Restaurant, Fast Food," "Restaurant, Drive-In or with Drive-Through Facilities," and "Restaurant, Table Service."

**Outdoor Sales and Display of Merchandise.** The display of for-sale or for-rent merchandise outside of an enclosed building in conjunction with an approved land use. Includes mannequins, sidewalk displays and similar displays.

**Outdoor Storage and Work Areas.** A storage or work area in which an outdoor area is used for retention of materials, machinery and/or equipment. Includes the sale, repair, recycling or discarding of materials, machinery, or equipment. Outdoor storage areas are not accessible to the public unless an agent of the business is present.

**Overburden.** Rock, soil or other materials that lie above a natural mineral deposit or in between deposits, before or after their removal, by surface mining operations.

**Owner.** In addition to those definitions provided by State law, Municipal Code and case law, the registered owner which includes, but shall not be limited to, the property owner, renter, lessor and/or other residents or guests residing permanently or temporarily on a residential property.

**P. Definitions, "P."**

**Paper Products.** The manufacture of paper and paperboard, from both raw and recycled materials, and their conversion into products such as paper bags, boxes, envelopes, wallpaper, etc.

**Parcel.** See "Lot, or Parcel."

**Parking Pad.** A platform for vehicle parking, constructed on a residential parcel which slopes downward from a street.

**Parks and Playgrounds.** Public parks, play lots, playgrounds, and athletic fields for non-commercial neighborhood or community use, including tennis courts. If privately-owned, the same facilities are included under the definition of "Outdoor Recreation Facilities." See also "Golf Courses/ Country Clubs," "Outdoor Commercial Recreation," and "Sport Facilities and Outdoor Public Assembly."

**Paving and Roofing Materials.** The manufacture of various common paving and petroleum-based roofing materials, including bulk asphalt, paving blocks made of asphalt, creosote wood and various compositions of asphalt and tar. The manufacture of wood roofing materials (shingles, shakes, etc.) is included under "Lumber and Wood Products."

**Person.** Any individual, firm, co-partnership, corporation, company, association, joint stock association; city, county, state, or district; and includes any trustee, receiver, assignee, or other similar representative thereof.

**Personal communication services.** A digital wireless communication technology that has the capacity for multiple communication services and provides a system in which calls are routed to individuals rather than places, regardless of location.

**Personal Services.** Establishments providing non-medically related services, including beauty and barber shops; clothing rental; dry cleaning pick-up facilities; laundromats (self-service laundries); psychic readers; shoe repair shops; tanning salons. These uses may also include accessory retail sales of products related to the services provided.

**Pet Shop.** A retail and service use selling live household pets and related supplies and/or providing grooming and maintenance services for household pets. Does not include overnight boarding services or facilities for animals other than those for sale on the site.

**Pharmacy.** An accessory use located within the retail sales area of a grocery store or general merchandise retail store, or an accessory retail use within a hospital, where drugs are sold, dispensed and/or displayed. The primary business is the dispensing of medicine according to prescriptions written by licensed physicians. A pharmacist who is licensed under the laws of the State of California is on duty at all times when such an establishment is open for business. See also "Accessory Use," "Accessory Retail Use," "Grocery Store," and "Medical Services."

**Pipelines.** Transportation facilities for the conveyance of: crude petroleum; refined petroleum products such as gasoline and fuel oils; natural gas; mixed, manufactured or

liquefied petroleum gas; or the pipeline transmission of other commodities. Also includes pipeline surface and terminal facilities, including pump stations, bulk stations, surge and storage tanks.

**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."

**Plant Nurseries and Garden Supply Sales.** Commercial agricultural establishments engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors. Includes stores selling these products, and commercial scale greenhouses. The sale of house plants or other nursery products entirely within a building is also included under "Retail Stores, General Merchandise." Home greenhouses are included under "Residential Accessory Uses and Structures."

**Plastics and Rubber Products.** The manufacture of rubber products such as: tires; rubber footwear; mechanical rubber goods; heels and soles; flooring; and other rubber products from natural, synthetic or reclaimed rubber. Also includes establishments engaged primarily in manufacturing tires. Also includes: establishments engaged in molding primary plastics for other manufacturers, and manufacturing miscellaneous finished plastics products; fiberglass manufacturing, and fiberglass application services. Establishments engaged primarily in recapping and retreading automobile tires are classified in "Repair and Maintenance - Vehicle."

**Premises.** Any structure, parcel, real estate or land or portion of land whether improved or unimproved, including adjacent parkways, parking strip, sidewalks and streets.

**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.

**Principal use.** The primary or predominant allowed use of any site or structure.

**Printing and Publishing.** Establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other "quick printing" services; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; and establishments manufacturing business forms and binding devices.

**Private Residential Recreation and Community Facilities.** Privately-owned, non-commercial recreation and community facilities provided for members or project/neighborhood residents, including swim and tennis clubs, clubhouses, and park and sport court facilities. Does not include golf courses/country clubs, which are separately defined.

**Private wireless communication facility.** A wireless communication facility that has not been granted a Certificate of Public Convenience and Necessity by the California Public Utilities Commission (CPUC).

**Professional center.** An integrated building or site for two or more separate, commercial businesses or tenants. Separate businesses or tenants shall be evident by such factors as separate ownership interests, separate leases, and separate ingress/egress.

**Property.** Any parcel of land and shall include any alley, parkway, sidewalk or unimproved public easement abutting the parcel.

**Property frontage.** The front or frontage is that side of a parcel or development site abutting on a public street.

**Property owner.** The person(s) or entity to whom property tax is assessed, as shown on the latest equalized assessment roll of the County.

**Public Art.** Any visual art element or object, including but not limited to sculpture, painting, mural, monument, mosaic, stained glass, multi-media, etc. permanently installed in areas generally designated as public areas. Does not include objects which are mass-produced from a standard design; reproductions, decorative, ornamental or functional elements which are designed by the building architect (not an element commissioned for the purpose of creating a unique work by an artist); preservation efforts; or art not visually accessible to the public.

**Public Improvements and Engineering Standards.** The Town of Truckee Public Improvements and Engineering Standards, as adopted by the Council.

**Public Buildings and Structures.** Public agency (including special district) facilities other than public safety and utility facilities as defined below.

**Public Safety Facilities.** Facilities operated by public agencies including fire stations, other fire prevention and fire fighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities.

**Public Service Easement.** A right-of-way, easement, or use restriction acquired for public use for sewers, pipelines, polelines, electrical transmission and communication lines, pathways, storm drains, drainage, water transmission lines, and similar purposes.

**Public Utility Facilities.** Fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091:

- corporation and maintenance yards.
- electrical substations and switching stations
- natural gas regulating and distribution facilities
- public water system wells, treatment plants and storage
- telephone switching facilities
- wastewater treatment plants, settling ponds and disposal fields

These uses do not include office or customer service centers (classified in "Offices"); equipment and material storage yards; or public, commercial, and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, cellular or wireless telephone, and data network communications (classified as "Telecommunications Facilities").

**Public wireless communication facility.** A wireless communication facility that has been granted a Certificate of Public Convenience and Necessity by the California Public Utilities Commission (CPUC).

**Q. Definitions, "Q."** No technical terms beginning with the letter "Q" are used at this time.

**R. Definitions, "R."**

**Radio frequency radiation.** Electromagnetic radiation in the portion of the spectrum from three kilohertz to 300 gigahertz.

**Reclamation.** The combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, including adverse surface effects incidental to underground mines, so that mined lands are reclaimed to a usable condition which is readily adaptable for alternate land uses and create no danger to public health or safety. The process may extend to affected lands surrounding mined lands, and may require backfilling, grading, resoiling, revegetation, soil compaction, stabilization, or other measures.

**Recreational vehicle (RV).** A motor home, travel trailer, truck camper, or camping trailer, with or without motive power, originally designed for human habitation for recreational, emergency, or other occupancy, which meets all of the following criteria:

1. It contains less than 320 square feet of internal living room area, excluding built-in equipment, including wardrobe, closets, cabinets, kitchen units or fixtures, and bath or toilet rooms;
2. It contains 400 square feet or less of gross area measured at maximum horizontal projections;
3. It is built on a single chassis; and
4. It is either self-propelled, truck-mounted, or permanently towable on the highways without a towing permit.

**Recreational Vehicle RV Park.** A site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only.

**Recycling Facilities.** This land use type includes a variety of facilities involved with the collection, sorting and processing of recyclable materials. A "certified" recycling or processing facility is certified by the California Department of Conservation as meeting the requirements of the California Beverage Container Recycling and Litter Reduction Act of 1986. A recycling facility does not include storage containers located on a residentially, commercially or industrially designated site used solely for the recycling of material generated on the site.

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);

## Definitions/Glossary

## R

- 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. **Composting.** The purposeful biodegradation of organic matter such as yard waste and food.
  3. **Mobile recycling unit.** An automobile, truck, trailer, or van used for the collection of recyclable materials, carrying bins, boxes, or other containers.
  4. **Processing facility.** A structure or enclosed space used for the collection and processing of recyclable materials for shipment, or to an end-user's specifications, by such means as baling, briquetting, cleaning, compacting, crushing, flattening, grinding, mechanical sorting, remanufacturing and shredding. Processing facilities include the following types, both of which are included under the definition of "Scrap and Dismantling Yards:"
    - a. Light processing facility occupies an area of under 45,000 square feet of collection, processing and storage area, and averages two outbound truck shipments each day. Light processing facilities are limited to baling, briquetting, compacting, crushing, grinding, shredding and sorting of source separated recyclable materials sufficient to qualify as a certified processing facility. A light processing facility shall not shred, compact, or bale ferrous metals other than food and beverage containers; and
    - b. A heavy processing facility is any processing facility other than a light processing facility.
  5. **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.
  6. **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.

7. **Scrap and dismantling yards.** Outdoor establishments primarily engaged in assembling, breaking up, sorting, and the temporary storage and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap, and the incidental wholesale or retail sales of parts from those vehicles. Includes light and heavy processing facilities for recycling (see the definitions above). Does not include: places where these activities are conducted entirely within buildings; pawn shops, and other secondhand stores; the sale of operative used cars; or landfills or other waste disposal sites.

**Religious Retreats and Organizational Camps.** Lodging facilities operated by religious or secular organizations for their members and not open to the general public. Includes convents and monasteries.

**Removal of clothing.** Striptease, or the removal of clothing, or the wearing of transparent or diaphanous clothing, including models appearing in lingerie, to the point where "specified anatomical areas" are exposed.

**Repair and Maintenance - Vehicle.** The repair, alteration, restoration, painting, or finishing of automobiles, trucks, recreational vehicles, boats and other vehicles as a principal use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes major and minor categories. Major vehicle repair facilities deal with entire vehicles. Minor facilities specialize in limited aspects of repair and maintenance (i.e., muffler and radiator shops, quick-lube, etc.).

Includes tire recapping establishments. Does not include automobile parking (see "Commercial Parking and Vehicle Storage"), repair shops that are part of a vehicle dealership on the same site (see "Auto, Mobile home, Vehicle and Parts Sales"); automobile service stations, which are separately defined; or automobile dismantling yards, which are included under "Recycling, Scrap and Dismantling Yards."

**Repair and Maintenance - Consumer Products.** Service establishments in which the repair of consumer products is the principal business activity, including: electrical repair shops; television and radio and other appliance repair; watch, clock and jewelry repair; re-upholstery and furniture repair. Does not include shoe repair (see "Personal Services"), or businesses serving the repair needs of heavy equipment (see "Business Support Services").

**Research and Development (R&D).** Indoor facilities for scientific research, and the design, development and testing of computer software, and electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes chemical and biotechnology research and development. Does not include soils and other materials testing laboratories (see "Business Support Services"), or medical laboratories (see "Medical Services - Clinics and Labs").

**Residential Accessory Uses and Structures.** Any use and/or structure that is customarily a part of, and clearly incidental and secondary to, a residence and does not change the character of the residential use. These uses include the following detached accessory structures, and other similar structures normally associated with a residential use of property:

- driveways and parking pads
- docks and piers
- garages
- gazebos
- greenhouses
- spas and hot tubs
- storage sheds
- studios
- swimming pools
- tennis and other on-site sport courts
- workshops

Also includes the indoor storage of automobiles (including their incidental restoration and repair), personal recreational vehicles and other personal property, accessory to a residential use. Does not include home satellite dish and other receiving antennas for earth-based TV and radio broadcasts; see "Telecommunications Facilities."

**Residential Care Facility.** This land use consists of a facility licensed or supervised by any Federal, State, or local health/welfare agency which provides 24-hour nonmedical care of unrelated persons who are handicapped and need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment, including but not limited to residential care facilities for the elderly and persons with chronic life-threatening illness, foster care homes, alcoholism or drug abuse recovery or treatment facilities, pediatric day health and respite care facilities, intermediate care facilities for the development disabled, and congregate living health facilities.

**Residential district or zone.** Any of the residential zoning districts established by Section 18.06.020 (Zoning Districts Established).

**Restaurant, Fast Food.** A retail business where customers are served prepared food in disposable containers (e.g., paper, plastic) from a walk-up ordering counter for either on- or off-premise consumption. A restaurant with drive-up or drive-through service is instead included under the definition of "Restaurants, Drive-In or with Drive-through Facilities."

**Restaurant, Drive-In or with Drive-Through Facilities.** Any restaurant designed to permit or facilitate the serving of meals, sandwiches, ice cream, beverages, or other food, served directly to, or permitted to be consumed by, patrons in automobiles or other vehicles parked on the premises.

**Restaurant, Table Service.** A retail business selling food and beverages prepared on the site, where most customers are served food at tables for on-premise consumption. Also includes fast casual and buffet-style restaurants (e.g., Sizzler, Golden Corral). These restaurants may also provide food on a take-out basis where take-out is clearly secondary to table service.

**Retail Stores, General Merchandise.** Stores and shops selling many lines of merchandise. Such types of stores and lines of merchandise include:

- antique shop
- artists' supplies
- auto parts (not repair or machine shops)
- bakeries (retail only)
- bicycles
- books
- cameras and photographic supplies
- clothing and accessories
- department stores
- drug and discount stores
- dry goods
- fabrics and sewing supplies
- florists and houseplant stores (indoor sales only—outdoor sales are "Plant Nurseries")
- general stores
- hardware
- hobby materials
- jewelry
- luggage and leather goods
- musical instruments, parts and accessories
- newsstands
- orthopedic supplies
- pet shop
- religious goods
- small wares
- specialty shops
- sporting goods and equipment
- stationery
- toys and games
- variety stores

**Review authority.** The individual or official Town body (the Director, Planning Commission, or Town Council) identified by this Development Code as having the responsibility and authority to review, and approve or disapprove the permit applications described in Article IV (Land Use and Development Permit Procedures).

**Rezoning.** An amendment to the Zoning Map which changes the zoning district applied to a site or area to another zoning district.

**Riparian Habitat.** Plant communities supporting woody plants, shrubs, and trees found along rivers, creeks, and streams. Riparian habitat is of special value as wildlife habitat providing food, nesting habitat, cover, and migration corridors, and also riverbank protection, erosion control and improved water quality.

**Roof-mounted.** Mounted above the eave line of a structure.

**Rooming and Boarding Houses.** The renting of individual bedrooms within a dwelling to three or more people living independently from each other, whether or not meals are provided.

**Rural Recreation Facilities.** Facilities for outdoor recreational activities including: outdoor archery, pistol, rifle, and skeet clubs; rodeo facilities; guest ranches; health resorts including outdoor hot springs or hot tub facilities. Hunting and fishing clubs are separately defined.

**S. Definitions, "S."**

**Schools.** Public and private educational institutions, including:

- boarding schools
- business, secretarial, and vocational schools
- community colleges, colleges and universities
- elementary, middle, and junior high schools
- establishments providing courses by mail
- high schools
- military academies
- professional schools (law, medicine, etc.)
- seminaries/religious ministry training facilities

Also includes specialized non-degree granting schools offering instruction in:

- art
- ballet and other dance
- computers and electronics
- drama
- driver education
- language
- music

Also includes facilities, institutions and conference centers that offer specialized programs in personal growth and development, such as fitness, environmental awareness, arts, communications, and management. Does not include pre-schools and child day care facilities (see "Child Day Care Facilities").

**Second Hand Stores.** Indoor retail establishments that buy and sell used products, including books, clothing, furniture and household goods. The sale of antiques is included under "Retail Stores, General Merchandise." The sale of cars and other used vehicles is included under "Auto, Mobile Home, Vehicle and Parts Sales."

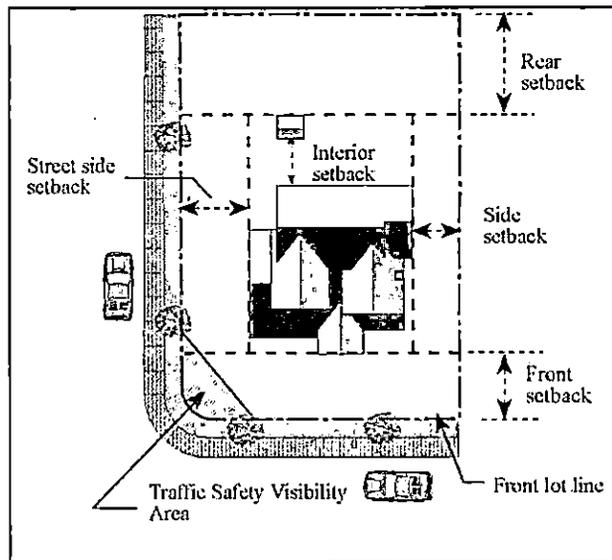
**Secondary Residential Unit.** A second permanent dwelling that is accessory to a primary dwelling on the same site. A residential second unit provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, sanitation, and parking.

**Senior Citizen/Disabled Congregate Care Housing.** Multi-family residential projects where occupancy is limited to people of 55 years or older and/or people with physical or mental disabilities, and no persons under 18 years of age are permitted as residents. These facilities may include individual apartment units, community dining centers, common recreation areas, and medical facilities.

**Service Station.** A retail business selling gasoline or other motor vehicle fuels, which may also provide services which are incidental to fuel services. These secondary services may include vehicle engine maintenance and repair, towing and trailer rental services. Does not include the storage or repair of wrecked or abandoned vehicles, vehicle painting, body or fender work, or the rental of vehicle storage or parking spaces.

**Setback.** The distance by which a structure, parking area or other development feature must be separated from a lot line, other structure or development feature, or street centerline. Setbacks from private streets are measured from the edge of the easement. See also "Yard."

Figure 8-4 (Setbacks) shows the location of front, side, street side, rear, and interior setbacks.



**FIGURE 8-4  
SETBACKS**

**Sexual encounter establishment.** An establishment, other than a hotel, motel or similar establishment offering public accommodations, which, for any form of consideration, provides a place where two or more persons may associate, congregate or consort in connection with "specified sexual activities" or the exposure of "specified anatomical areas."

This definition does not include an establishment where a medical practitioner, psychologist, psychiatrist or similar professional person licensed by the State engages in sexual therapy.

**Shopping Center.** Primarily retail commercial sites with at least five separate tenants whose combined gross floor area totals at least 10,000 square feet, and where any underlying separate lots comprising the site are tied together by a binding legal agreement providing rights of reciprocal parking and access.

**Sign.** A structure, device, figure, display, message placard, or other contrivance, or any part thereof, situated outdoors or indoors, which is designed, constructed, intended, or used to advertise, or to provide information in the nature of advertising, to direct or attract attention to an object, person, institution, business, product, service, event, or location by any means, including words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images. Does not include murals, paintings and other works of art that are not intended to advertise or identify any business or product. Does not include product displays immediately behind windows that provide no other advertising of the product (i.e., with prices or other signs or information). Types of signs include the following.

1. **Abandoned Sign.** A sign that no longer advertises a business, lessor, owner, product, service or activity on the premises where the sign is displayed.

2. **Animated or Moving Sign.** A sign which uses movement, lighting, or special materials to depict action or create a special effect to imitate movement.
3. **Awning Sign.** A sign copy or logo attached to or painted on an awning.
4. **Banner, Flag, or Pennant.** Cloth, vinyl, bunting, plastic, paper, or similar non-rigid material used for advertising purposes attached to a structure, staff, pole, line, framing, or vehicle, not including official flags of the United States, the State of California, and other states of the nation, counties, municipalities, official flags of foreign nations and nationally or internationally recognized organizations.
5. **Bench Sign.** Copy painted on a portion of a bench.
6. **Billboard Sign.** A sign panel for the display of on-site or off-site advertisement. Billboard signs are often large, steel-framed, ground-mounted signs with an advertisement pre-printed on paper or vinyl sheets which are then pasted onto the sign panel. Also includes digital billboard signs that display still or moving images via electronic technology.
7. **Business Identification Sign.** A sign which serves to identify only the name, address, and lawful use of the premises upon which it is located and provides no other advertisements or product identification.
8. **Cabinet Sign (Can/Box Sign).** A sign which contains all the text and/or logo symbols within a single enclosed cabinet and may or may not be internally-illuminated.
9. **Changeable Copy Sign.** A sign designed to allow the changing of copy through manual, mechanical, or electrical means including time and temperature.
10. **Civic Event Sign.** A temporary sign, other than a commercial sign, posted to advertise a civic event sponsored by a public agency, school, church, civic-fraternal organization, or similar noncommercial organization.
11. **Community Directory Sign.** An off-site community directory, information, or welcome sign sponsored by the Town of Truckee or a non-profit community organization to direct the traveling public.
12. **Construction Sign.** A sign which states the name of the developer and contractor(s) working on the site and related engineering, architectural or financial firms involved with the project.
13. **Directional Sign.** An on-site sign which is designed and erected solely for the purposes of directing vehicular and/or pedestrian traffic within a project.
14. **Directory Sign.** A sign for listing the tenants and their suite numbers of a multiple tenant structure or center.

15. **Double-Faced Sign.** A sign constructed to display its message on the outer surfaces of two identical and/or opposite parallel planes.



*Illustration courtesy of Ryan Group Architects*

**FIGURE 8-5  
EXAMPLES OF SIGN TYPES**

16. **Electronic Reader Board Sign.** A sign with a fixed or changing display composed of a series of lights, but not including time and temperature displays.
17. **Flashing Sign.** A sign that contains an intermittent or sequential flashing light source.
18. **Future Tenant Identification Sign.** A temporary sign that identifies the names of future businesses that will occupy a site or structure.
19. **Garage Sale Sign.** A sign with a message advertising the resale of personal property that has been used by the resident.
20. **Grand Opening.** Refer to “Special Event Sign” definition.
21. **Ground Mounted Sign.** A sign fixed in an upright position on the ground not attached to a structure other than a framework, pole or device, erected primarily to support the sign. Includes monument signs and pole signs.
22. **Halo-Lighted Sign.** A sign illuminated by concealing the light source behind three-dimensional opaque letters, numbers, or other characters mounted to a wall or sign

face, resulting in the nighttime perception of a halo around the silhouette of each sign character.

23. **Hanging Sign.** A sign which is attached to and located below a permanent roof-like structure which projects beyond the building wall in the form of a large canopy to provide protection from the weather.
24. **Holiday Decoration Sign.** Temporary seasonal signs, in the nature of decorations, clearly incidental to and customarily associated with nationally recognized holidays and which contain no advertising message.
25. **Illegal Sign.** A sign which includes any of the following:
  - a. A sign erected without first complying with all regulations in effect at the time of its construction or use;
  - b. A sign that was legally erected, but whose use has ceased, the structure upon which the display is placed has been abandoned by its owner, or the sign is not being used to identify or advertise an ongoing business for a period of not less than 90 days;
  - c. A sign that was legally erected which later became nonconforming as a result of the adoption of an ordinance, the amortization period for the display provided by the ordinance rendering the display conforming has expired, and conformance has not been accomplished;
  - d. A sign that was legally erected which later became nonconforming and then was damaged to the extent of 50 percent or more of its current replacement value;
  - e. A sign which is a danger to the public or is unsafe;
  - f. A sign which is a traffic hazard not created by relocation of streets or highways or by acts of the Town; or
  - g. A sign that pertains to a specific event, and five days have elapsed since the occurrence of the event.
26. **Indirectly-Illuminated Sign.** A sign whose light source is external to the sign and which casts its light onto the sign from some distance.
27. **Internally-Illuminated Sign.** A sign whose light source is located in the interior of the sign so that the rays go through the face of the sign.
28. **Monument Sign.** An independent, freestanding structure supported on the ground having a solid base as opposed to being supported by poles or open braces.
29. **Multi-Tenant Sign.** An identification sign for a commercial site with multiple tenants, displaying the names of each tenant on the site.

30. **Nonconforming Sign.** An advertising structure or sign which was lawfully erected and maintained prior to the adoption of this Development Code, but does not now completely comply with current regulations.
31. **Off-Site Directional Sign.** A sign identifying a publicly owned facility, emergency facility, or a temporary subdivision sign, but excluding real estate signs.
32. **Off-Site Sign.** A sign identifying a use, facility, service, or product which is not located, sold, or manufactured on the same premise as the sign or which identifies a use, service, or product by a brand name which, although sold or manufactured on the premise, does not constitute the principal item for sale or manufactured on the premise.
33. **Pedestrian-oriented sign.** A sign near street or sidewalk level, oriented and scaled to the pedestrian rather than the motorist.
34. **Permanent Sign.** A sign constructed of durable materials and intended to exist for the duration of time that the use or occupant is located on the premises.
35. **Political Sign.** A sign designed for the purpose of advertising support of or opposition to a candidate or proposition for a public election.
36. **Pole/Pylon Sign.** An elevated freestanding sign, typically supported by one or two poles or columns.
37. **Portable Sign.** A sign that is not permanently affixed to a structure or the ground, including A-frame or sandwich board signs.
38. **Projecting Sign.** A sign other than a wall sign suspending from, or supported by, a structure and projecting outward.
39. **Real Estate Sign.** A sign indicating that a property or any portion thereof is available for inspection, sale, lease, rent, or directing people to a property, but not including temporary subdivision signs.
40. **Roof Sign.** A sign constructed upon or over a roof, including mansard roofs, or placed so as to extend above the edge/eave of the roof of the parapet of a building.
41. **Special Event Sign/Banner.** A temporary sign or banner that is intended to inform the public of a unique happening, action, purpose, or occasion (i.e., grand opening or community event).
42. **Temporary Advertising and Promotional Sign.** A sign erected on a temporary basis to promote the sale of new products, new management, new hours of operation, a new service, or to promote a special sale.
43. **Temporary Sign.** A sign intended to be displayed for a limited period of time and capable of being viewed from a public right-of-way, parking area or neighboring property.

- 44. Vehicle Sign.** A sign which is attached to or painted on a vehicle which is parked on or adjacent to any property, the principal purpose of which is to attract attention to a product sold or business located on the property.
- 45. Wall Sign.** A sign which is attached to or painted on the exterior wall of a structure with the display surface of the sign approximately parallel to the building wall.
- 46. Window Sign.** A sign posted, painted, placed, or affixed in or on a window exposed to public view. An interior sign which faces a window exposed to public view and is located within three feet of the window.

**Sign Area.** Refer to Section 18.54.070.B (Measurement of Sign Area)

**Sign Height.** The vertical distance from the uppermost point used in measuring the area of a sign to the average grade immediately below the sign, including its base or the top of the nearest curb of the street on which the sign fronts, whichever measurement is the greatest.

**Sign width.** The horizontal distance from the outermost portion of the sign, including its base and structural components.

**Significant noise.** Annoying or disturbing to more than a small percentage of the people within the area impacted by the noise in question.

**Simple tone noise.** A noise characterized by a predominant frequency(ies) so that other frequencies cannot be readily distinguished. If measured, simple tone noise shall exist if the one third octave band sound pressure level in the band with the tone exceeds the arithmetic average of the sound pressure levels of the contiguous one third octave bands in the following manner:

1. By five dB for frequencies of 500 Hertz and above;
2. By eight dB for frequencies between 160 Hertz and 499 Hertz; or
3. By 15 dB for frequencies less than or equal to 159 Hertz.

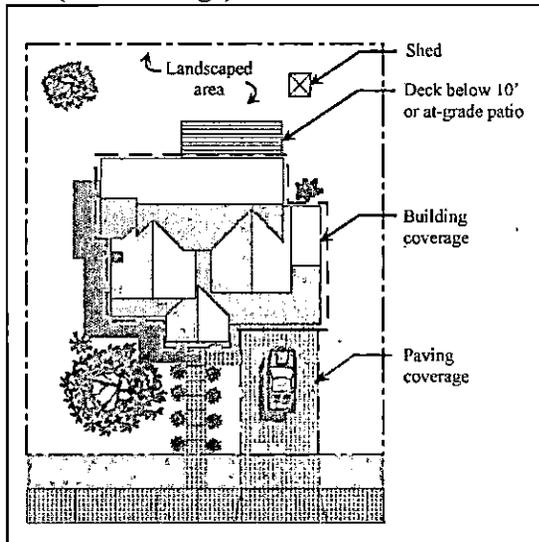
**Single-Family Dwellings.** See "Dwelling, Single Family."

**Single-Room Occupancy (SRO) Housing.** A compact dwelling unit with limited cooking and living facilities designed primarily for one individual, within a multiple-unit structure.

**Site.** A parcel or lot or adjoining parcels or lots under single ownership or single control, considered a unit for the purposes of development or other use.

**Site area.** Gross site area is the total area included within the site, exclusive of adjacent dedicated street rights of way. Net site area is exclusive of vehicular access easements which limit the use of the lot, including private streets and driveway easements, and any area at or below the high water mark of Donner Lake (5942 AMSL, NAVD 88).

**Site coverage.** The percentage of total net site area occupied by structures, paving for vehicle use, and all other impervious surfaces less than 10 feet above average natural grade where the surface is located, including decks, other projecting or cantilevered features, and covered areas such as breezeways, porches, and carports; does not include eaves and roof overhangs. See Figure 8-6 (Site Coverage).



**FIGURE 8-6  
SITE COVERAGE**

**Ski Lift Facilities and Ski Runs.** Commercial establishments charging admission or user fees to the public for the use of ski lifts, ski runs, and trails. Ski lift facilities include powered conveyors for transporting skiers or sightseers up a mountainside. Ski lifts can be chair lifts, surface lifts, gondolas, or cable cars. Ski runs include slopes intended for downhill skiing, paths or trails for cross-country or Nordic skiing, and helicopter ski runs. Ski facilities also include snow making, helicopter skiing facilities, and related commercial facilities including equipment rental, storage lockers, warming huts, restaurants and bars, and overnight lodging accommodations.

**Slope, Complex.** The rate of rise or fall of the natural terrain, expressed as a percentage, of an area with two or more directions of slope. Complex slope is measured by the following formula:

$$\text{Complex Slope} = (0.00229 * I * L) / A$$

- 0.00229 = Conversion factor for square feet
- I = Contour interval in feet
- L = Sum of the length of contour lines in feet
- A = Size of the area in acres

**Slope, Simple.** The rate of rise or fall of the natural terrain, expressed as a percentage, of an area with a single direction of slope. Simple slope is measured by the following formula:

Simple Slope = (V / H) \* 100

V = Vertical distance between the highest elevation and lowest elevation of a straight line drawn perpendicular to the sloping surface

H = Horizontal distance of a straight line drawn perpendicular to the sloping surface

**Small Family Day Care Homes.** See "Child Day Care Facilities."

**Snow Removal Business.** A seasonal commercial service which removes accumulated snow from vehicle and pedestrian areas for a fee.

**Snow Removal Business with Seasonal Contractors Yard.** A seasonal commercial service which removes accumulated snow from vehicle and pedestrian areas for a fee. May include a seasonal contractors yard for the repair and/or maintenance of buildings and infrastructure, including but not limited to a driveway sealing business, which is operated in conjunction with and secondary and ancillary to the snow removal business and which primarily serves the neighborhood area.

**Sound level meter.** An instrument used for measurement of sound levels, which meets the American National Standard Institute's Standard S1.4-1971 or most recent revision for Type 1 or Type 2 sound level meters, or an instrument and the associated recording and analyzing equipment that provides equivalent data.

**Sound pressure level.** A sound, in decibels, 20 times the logarithm to the base 10 of the ratio of the pressure of the sound to a reference pressure of 20 micropascals.

**Special flood hazard area (SFHA).** The land area covered by the floodwaters of the base flood and shown on the Flood Insurance Rate Map as Zone A, AI-30 or AE.

**Specified anatomical areas.** Less than completely and opaquely covered anal region, buttock, female breasts below a point immediately above the top of the areole, human genitals, pubic region, or human male genitals in a discernible turgid state, even if completely and opaquely covered.

**Specified sexual activities.** Includes any of the following:

1. The fondling or other erotic touching of the anus, buttocks, female breasts, human genitals or pubic region;
2. All sex acts, actual or simulated (e.g., intercourse, oral copulation or sodomy);
3. Masturbation, actual or simulated; or
4. Excretory functions (e.g., human excretion, menstruation, urination, vaginal or anal irrigation, etc.) alone or as part of or in connection with any of the activities described above.

**Sport Facilities and Outdoor Public Assembly.** Indoor and outdoor facilities for spectator- oriented sports and other outdoor public assembly facilities for such activities as

outdoor theater productions and concerts. These facilities include: amphitheaters; stadiums and coliseums; arenas and field houses; race tracks; motorcycle racing and drag strips; and other sports that are considered commercial.

**State Board.** State Mining and Geology Board, in the Department of Conservation, State of California.

**State Geologist.** An individual holding office in compliance with State law(Public Resources Code, Article 3, Chapter 2 of Division 1, Section 677).

**Stealth facility.** A communications facility which is designed to blend into the surrounding environment, typically one that is architecturally integrated into a structure. Also referred to as concealed antenna.

**Stone and Cut Stone Products.** Manufacturing establishments engaged primarily in cutting, shaping, and finishing marble, granite, slate, and other stone for building and miscellaneous uses. Also includes establishments engaged primarily in buying or selling partly finished monuments and tombstones.

**Storage, Accessory to Residential Project.** Common storage facilities shared by residents of a multi-family housing project or mobile home park.

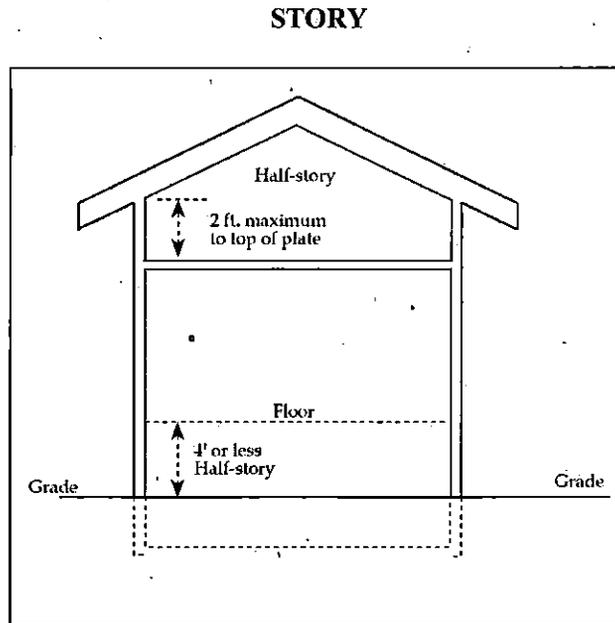
**Storage, Personal Storage Facility.** A structure or group of structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand. Includes mini-storage and self-storage uses and up to one accessory caretaker and employee housing unit per project.

**Story, Half Story.** See Figures 8-7 and 8-8.

1. **Story.** The portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above, the space between the floor and the ceiling above.
2. **Half-story.** A story under a gable, hip or gambrel roof, the top plates of which are no more than two feet above the floor of the story. See Figure 5-2.



FIGURE 8-7



**FIGURE 8-8  
HALF-STORY**

**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. Does not include driveway easements on parcels in the Tahoe Donner Subdivision that front a Town street.

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

**Structural Clay and Pottery Products.** Manufacturing establishments engaged primarily in producing brick and structural clay products, including pipe, china plumbing fixtures, and vitreous china articles, fine earthenware and porcelain products. Artist/craftsman uses are included in "Cottage Industries," "Handcraft Industries and Small Scale Manufacturing," "Home Occupations."

**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 Development Code, the term "structure" includes "buildings."

**Structure-mounted.** Mounted to the side of a structure (e.g., a billboard, church steeple, freestanding sign, water tank, etc.).

**Structure, primary.** See "Primary Structure."

**Studios for Art, Dance, Music, Photography, etc..** Facilities for: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; and martial arts training studios.

**Subdivision.** The division, by any subdivider, of any unit or portion of land shown on the latest equalized Nevada County assessment roll as a unit or contiguous units, for the purpose of sale, lease or financing, whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way. Subdivision includes a condominium project, as defined in Section 950 of the Civil Code, a community apartment project, as defined in Section 11004 of the Business and Professions Code, or the conversion of five or more existing dwelling units to a stock cooperative, as defined in Section 11003.2 of the Business and Professions Code.

**Subdivision Map Act, or Map Act.** Division 2, Title 7 of the California Government Code, commencing with Section 66410 as presently constituted, and any amendments to those provisions.

**Supportive Housing.** Housing with no limit on length of stay, that is occupied by the target population as defined in Health and Safety Code Section 50675.14, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or health status, and maximizing his or her ability to live and, when possible, work in the community. Supportive housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.

**Surface mining operations.** All, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine. Surface mining operations include in-place distillation or retorting or leaching, the production and disposal of mining waste, prospecting and exploratory activities, borrow pitting, streambed skimming, and segregation and stockpiling of mined materials (and recovery of same).

**T. Definitions, "T."**

**Telecommunications Facilities.** Public, commercial and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, cellular or wireless telephone, and data network communications; including commercial earth stations for satellite-based communications. Includes antennas, towers, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television transmission facilities utilizing hard-wired or direct cable connections (see "Pipelines and Utility Lines"). Maximum height for a small cellular wireless and data network facility is 10 feet, as measured from the highest roof plate of the structure to which the small cellular wireless and data network facility is attached.

**Temporary Uses and Events.** Short term commercial activities, events, and uses that may not meet the normal development or use standards of the Development Code but may be otherwise acceptable because of their temporary nature (e.g.- construction yards in conjunction with an active building permit, seasonal sales lots, special events, etc.); limited to a maximum of 90 days in any calendar year.

**Textile and Leather Products.** Manufacturing establishments engaged in performing any of the following operations:

- coating, waterproofing, or otherwise treating fabric
- dyeing and finishing fiber, yarn, fabric, and knit apparel
- manufacture of knit apparel and other finished products from yarn
- manufacture of felt goods, lace goods, non-woven fabrics and miscellaneous textiles
- manufacturing of woven fabric, carpets and rugs from yarn
- preparation of fiber and subsequent manufacturing of yarn, threads, braids, twine cordage
- upholstery manufacturing

**Theaters and Meeting Halls.** Indoor facilities for public assembly and group entertainment, other than sporting events, including:

- civic theaters, meeting halls and facilities for "live" theater and concerts
- exhibition and convention halls
- meeting halls for rent
- motion picture theaters
- public and semi-public auditoriums
- similar public assembly uses

Does not include outdoor theaters, concert and similar entertainment facilities, and indoor and outdoor facilities for sporting events; see "Sport Facilities and Outdoor Public Assembly."

**Tiny Home.** A single-family dwelling which may range in size from 80 to 400 square feet and may be constructed on a chassis (with or without axles or wheels), to be used as a dwelling with or without a permanent foundation when connected to required utilities. Includes any structure that is legal to occupy under California state standards as a HUD-Code manufactured home, a California Residential Code or a California Building Code home, factory-built housing, a recreational vehicle, a park trailer, or a camping cabin. A tiny home on a permanent foundation is included under the definition of "Single-Family Dwellings."

**Tow Yard.** An outdoor storage facility for the temporary storage of towed vehicles.

**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."

**Townhouse.** Three or more attached dwelling units, each typically of two stories, where no unit is located over another unit.

**Traffic safety visibility area.** A triangular-shaped portion of land established at street intersections to preserve the sight distance of motorists entering or leaving the intersection. The dimensions of the visibility area (described as the sight distance area in the figure) *are* is shown in Figure 3-1 (Fence and Wall Standards).

**Transient Rental.** The rental of single-family or individual multi-family dwellings for overnight or vacation lodging.

**Transit Stations and Terminals.** Passenger stations for vehicular, ferry, and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, etc.

**Transit Stop Shelter.** A small-scale covered waiting area for busses, taxis, and rail/mass transit stops.

**Transitional Housing.** Rental housing operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six (6) months, and in no case more than two (2) years. Transitional housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.

**Translucent.** Surface that allows light to shine through, but is diffused to the extent that distinct images cannot be perceived.

#### U. Definitions, "U."

**Unit.** See "Housing Unit."

**Use.** The purpose for which land or a structure is designed, arranged, intended, occupied, or maintained.

**Utility Lines.** Transportation facilities for the conveyance of water or commodities other than petroleum. Also includes pipeline surface and terminal facilities, including pump stations, bulk stations, surge and storage tanks. Utility lines include facilities for the transmission of electrical energy for sale, including transmission lines for a public utility company. Also includes telephone, telegraph, cable television and other communications transmission facilities utilizing direct physical conduits. Does not include offices or service centers (see "Offices"), or distribution substations (see "Public Safety and Utility Facilities").

**V. Definitions, "V."**

**Vacation.** Also known as a summary abandonment, the complete or partial abandonment or termination of the public right to use a street, highway, or public service easement.

**Variance.** A discretionary entitlement that may waive or relax the development standards of this Development Code, in compliance with 18.82 (Variances).

**Vehicle and Freight Terminals.** This land use consists of transportation establishments furnishing services incidental to air, motor freight, and rail transportation including:

- freight forwarding services
- freight terminal facilities
- joint terminal and service facilities
- packing, crating, inspection and weighing services
- postal service bulk mailing distribution centers
- transportation arrangement services
- trucking facilities, including transfer and storage

**Veterinary Clinics, Animal Hospitals, Kennels, Boarding.** Office and indoor medical treatment facilities used by veterinarians, including large and small animal veterinary clinics, and animal hospitals. Also includes commercial facilities for the keeping, grooming, boarding or maintaining of four or more dogs four months of age or older, or four or more cats for commercial purposes, except for dogs or cats in pet shops.

**Visitor Center.** A use devoted to the distribution and sale of information for visitors and other travelers.

**W. Definitions, "W."**

**Warehouse Retail Stores.** Retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices, where products are typically displayed in their original shipping containers. Sites and buildings are usually large and industrial in character. Patrons may or may not be required to pay membership fees.

**Warehousing.** Facilities for the storage of farm products, furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include: warehouse, storage or mini-storage facilities offered for rent or lease to the general public (see "Storage, Personal Storage Facilities"); warehouse facilities in which the primary purpose of storage is for wholesaling and distribution (see "Wholesaling and Distribution"); or terminal facilities for handling freight (see "Vehicle and Freight Terminals").

**Wetlands.** Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under circumstances do support, a prevalence of vegetation typically for life in saturated soil conditions. Wetlands generally include swamps, marches, bogs, and similar areas.

**Wholesaling and Distribution.** Establishments engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as:

agents, merchandise or commodity brokers, and commission merchants  
assemblers, buyers and associations engaged in the cooperative marketing of farm products  
merchant wholesalers  
stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment.

**Wireless communication facility.** Any public or private structure that supports antennae, microwave dishes and other related equipment that sends and/or receives radiofrequency signals.

**Work/Live Units.** Buildings or spaces within a building that are jointly used for commercial/industrial and residential purposes where the residential use of the space is clearly secondary or accessory to the primary use as a place of work.

**Wrecked.** Having an outward appearance of damage to parts and contents which is essential to the operation of the item.

**X. Definitions, "X."** No technical terms beginning with the letter "X" are used at this time.

**Y. Definitions, "Y."**

**Yard.** An area between a lot line and a setback, unobstructed and unoccupied from the ground upward, except for projections permitted by this Development Code. See Section 18.30.120 (Setback Measurement and Exceptions) and Figure 8-4 (Setbacks).

**1. Front yard.** An area extending across the full width of the lot between the front lot line and the required setback.

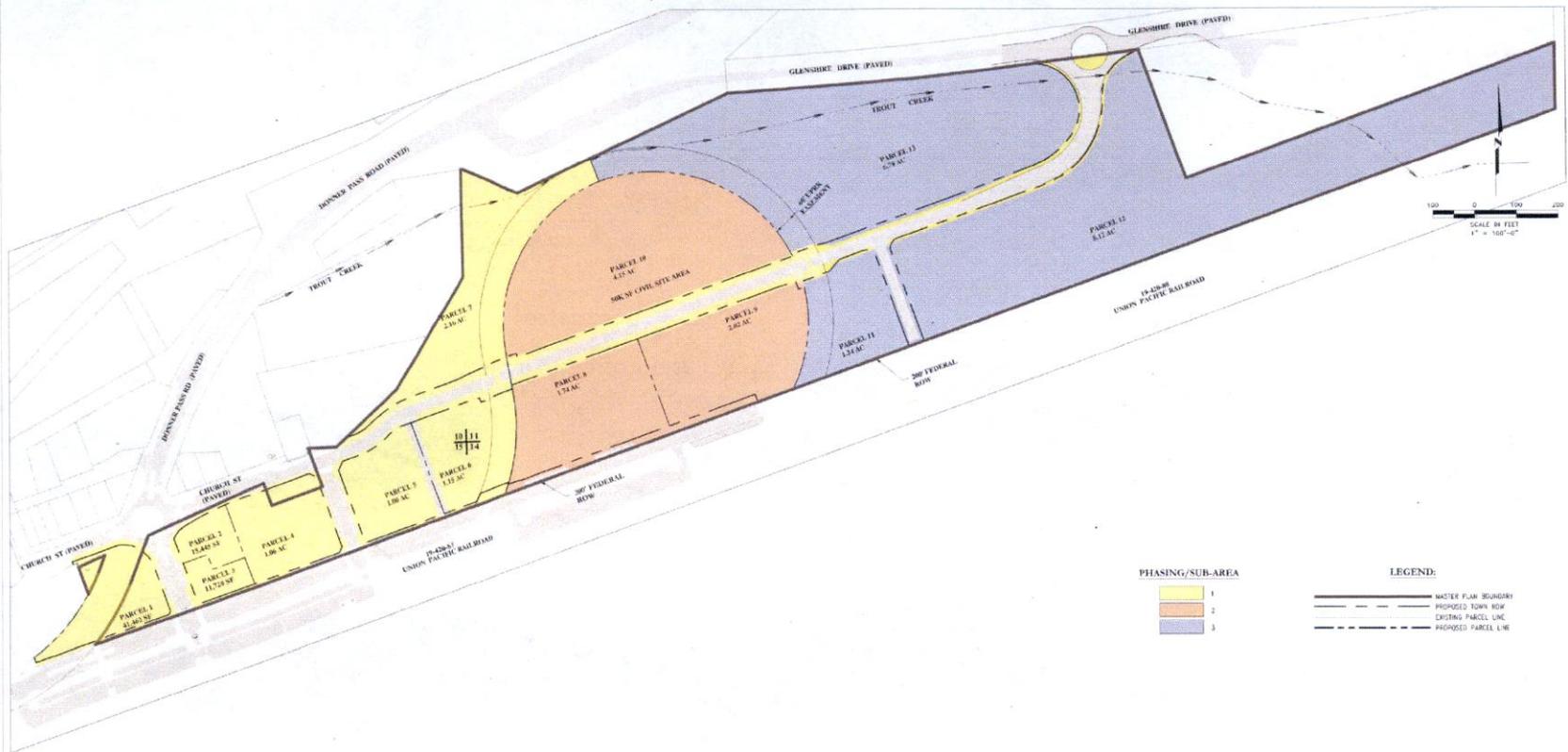
2. **Rear yard.** An area extending the full width of the lot between a rear lot line and the required setback.
3. **Side yard.** An area extending from the front yard to the rear yard between the nearest side lot line and the required setback.

**Z. Definitions, "Z."**

**Zoning district.** Any of the residential, commercial, industrial, special-purpose, or combining districts established by Article II of this Development Code (Zoning Districts and Allowable Land Uses), within which certain land uses are allowed or prohibited, and certain site planning and development standards are established (e.g., setbacks, height limits, site coverage requirements, etc.).

# ATTACHMENT #3 RAILYARD PARCEL DIAGRAM

TRUCKEE, CALIFORNIA



**PHASING/SUB-AREA**



**LEGEND:**



NO.	DATE	REVISIONS	BY	APP'D
1				
2				
3				
4				
5				
6				

**RAILYARD  
PARCEL DIAGRAM**

PROJECT: TRUCKEE DEVELOPMENT ASSOCIATES  
1201 PINE STREET, SUITE 151  
OAKLAND, CA 94607

TOWN OF TRUCKEE  
CALIFORNIA

DESIGNED BY: BE  
DRAWN BY: BE  
APPROVED BY: BJA  
JOB NO: 15.1.11  
SCALE: AS SHOWN  
DATE: 5-16-17



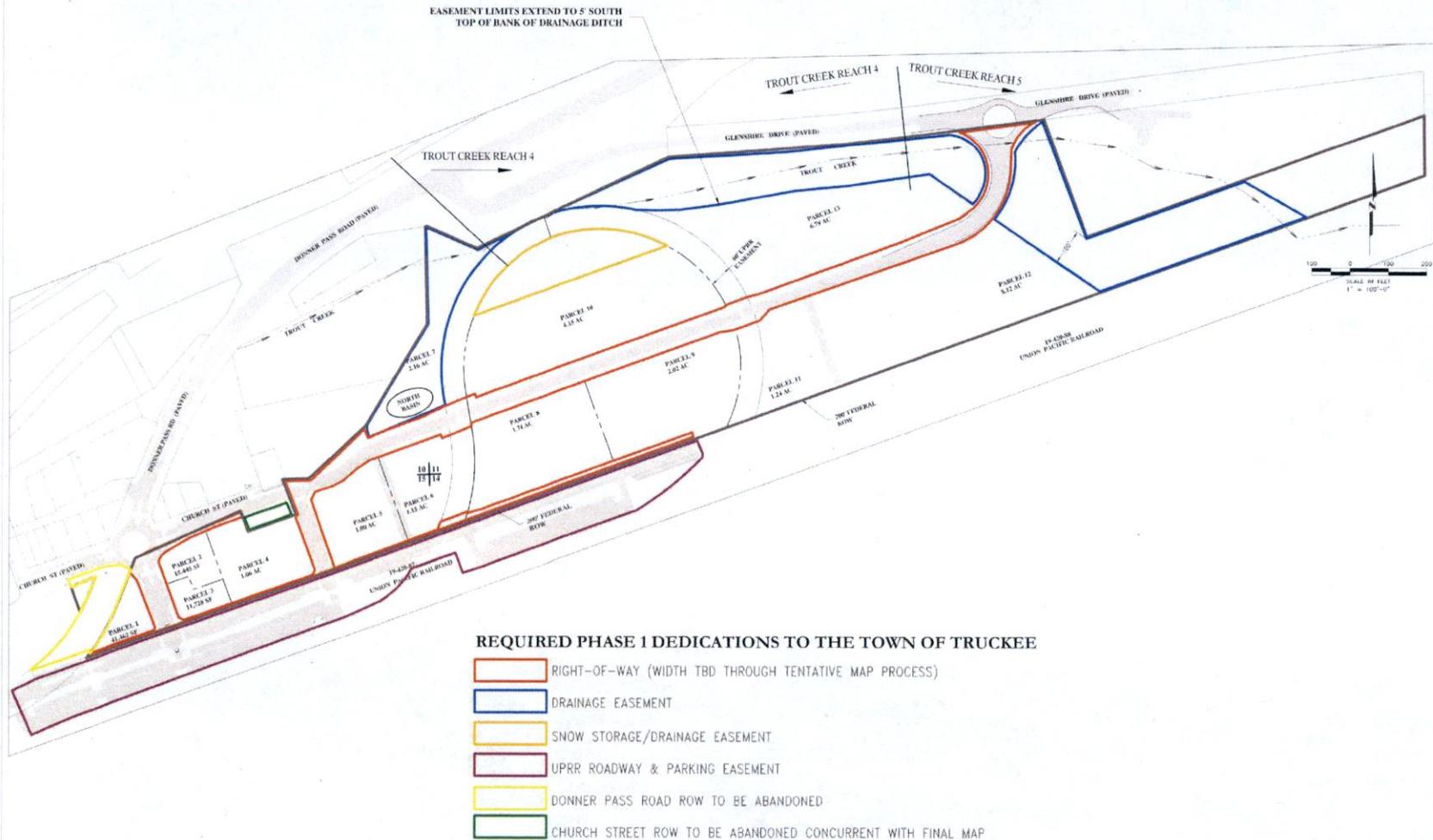
DESIGNED BY: BE  
DRAWN BY: BE  
APPROVED BY: BJA  
JOB NO: 15.1.11  
SCALE: AS SHOWN  
DATE: 5-16-17

**ATTACHMENT #3**

# EXHIBIT B-4a

## RAILYARD RIGHT-OF-WAY, DRAINAGE EASEMENT, SNOW STORAGE EASEMENT OPTION #1 - DRAINAGE EASEMENT WITH EXISTING PROPERTY

TRUCKEE, CALIFORNIA



NO.	DATE	REVISIONS	BY	APP'D
1				
2				
3				
4				
5				
6				

PROJECT: RAILYARD RIGHT-OF-WAY, DRAINAGE ESMT  
SNOW STORAGE ESMT OPT #1 DRAINAGE  
ESMT W EXISTING OWNERSHIP PROPERTY

CLIENT: TRUCKEE DEVELOPMENT ASSOCIATES  
1201 PINE STREET, SUITE 151  
OAKLAND, CA 94607

TOWN OF TRUCKEE



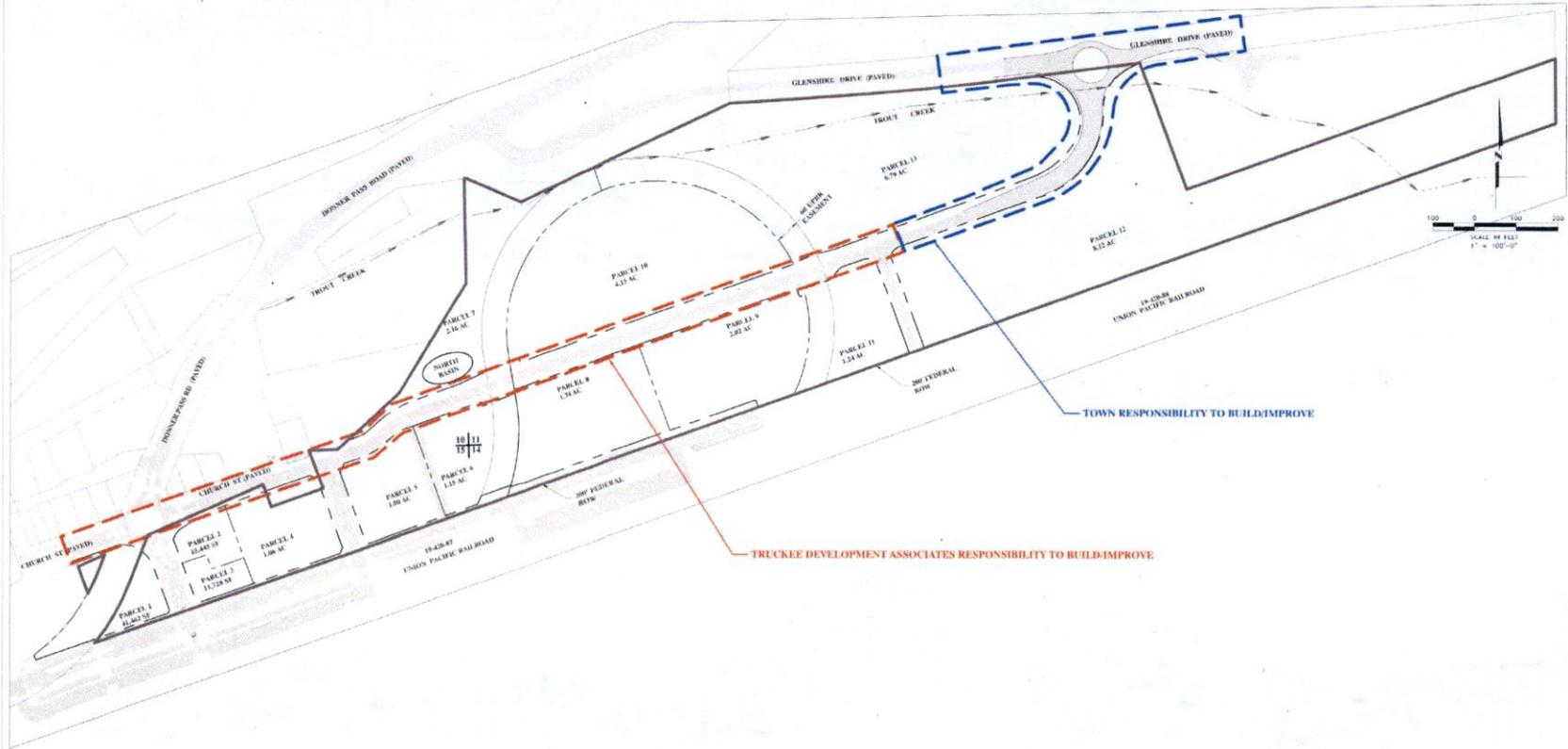
Designed: BE  
Drawn By: BE  
Approved By: DJJ  
Job No: 13.11  
Scale: AS SHOWN  
Date: 8-18-17

ATTACHMENT  
4A



# ATTACHMENT 4C RAILYARD OWNER AND TOWN RESPONSIBILITIES TO CONSTRUCT CHURCH STREET EXTENSION

TRUCKEE, CALIFORNIA



NO. DATE	BY	REVISIONS
1		
2		
3		
4		
5		
6		

**RAILYARD  
OWNER AND TOWN RESPONSIBILITIES TO  
CONSTRUCT CHURCH STREET EXTENSION**  
 TRUCKEE DEVELOPMENT ASSOCIATES  
 1201 PINE STREET, SUITE 151  
 OAKLAND, CA 94607  
 COUNTY OF TRUCKEE



Designed: BE  
 Drawn By: BE  
 Approved By: BOJ  
 Job No: 15.1.11  
 Scale: AS SHOWN  
 Date: 5-15-17  
**ATTACHMENT  
4C**

**EXHIBIT B5**

Railyard Development Agreement

**RAILYARD MIXED USE DEVELOPMENT  
PARKING MANAGEMENT PLAN**

June 2017

## TABLE OF CONTENTS

I.	INTRODUCTION AND SUMMARY .....	1
	A. PURPOSE .....	1
	B. OBJECTIVES .....	1
II.	PARKING STANDARDS .....	4
	A. SHARED PARKING CONCEPT .....	4
	B. SPECIFIC PARKING REQUIREMENTS .....	4
	C. CLARIFICATIONS.....	8
	D. OTHER PROVISIONS .....	9
III.	PARKING DISTRICT PLAN .....	11
	A. AMENDED DOWNTOWN PARKING DISTRICT .....	11
	B. PARKING OPERATIONS AND MANAGEMENT .....	11
IV.	IMPLEMENTATION STRATEGIES .....	17
	A. VALET .....	17
	B. DEMAND-BASED PRICING .....	17

**List of Figures**

Figure 1 Downtown Parking District Plan with Railyard Phase 1 .....15  
Figure 2 Downtown Parking District Preliminary Plan with Railyard Phase 2..... 16

**List of Tables**

Table 1 Bicycle Parking Requirements by Land Use .....7

## I. INTRODUCTION AND SUMMARY

### A. PURPOSE

This Railyard Parking Management Plan (PMP) is based on a shared parking concept that will integrate with the existing Downtown Parking District. The primary goal of this PMP is to provide an adequate, but not excess, parking supply within the Master Plan area (MP area) and to incorporate the Railyard parking in the MP area into the existing Downtown Parking Management Program. This PMP is intended to reflect only an initial concept for how Railyard parking will be constructed and operated. All provisions of this PMP are subject to revision by the Town of Truckee, with the exception of the parking generation standards in Section II.B.4.a.

This PMP has been prepared to satisfy an action/implementation item included in the adopted 2016 Master Plan.

*Action Item 7.1/Implementation Measure 10*

#### ***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 shall be made available for use by the Downtown Parking Management Program at no land cost to the Parking District.*

The PMP provides parking policies and standards for the Truckee Railyard Mixed-Use Development MP area in Chapter II. Chapter III of the PMP includes modifications to current Downtown Parking District operations and management strategies that will ensure seamless integration of Railyard parking administration. Additional strategies to further the success of PMP implementation and the Downtown Parking District are included in Chapter IV.

### B. OBJECTIVES

This PMP for the Railyard MP area is designed to achieve the following objectives:

1. Integrate with Downtown Parking District
  - a. Incorporate the majority of the Downtown Extension (DE) district parking into the existing Downtown Parking District.

- b. Expand paid parking into the Railyard MP area, particularly in the DE district and replace existing free parking (57 spaces<sup>1</sup>) that will be displaced.
  - c. Consider whether parking provided in the Trout Creek (TC) and Industrial Heritage (IH) districts, or portions thereof, should be incorporated into the Downtown Parking District as the Town considers specific development proposals within each district.
2. Minimize Demand
    - a. Build upon the success of the existing Downtown and reduce demand by sharing parking among land uses and all users of the MP Area (businesses, residences, civic uses, or any other).
    - b. Design a “park once” approach that supports the Railyard Mixed-Use Development thriving due to its walkability and connectivity with the existing Downtown.
    - c. Utilize additional progressive planning and parking strategies to support a shared and reduced parking supply.
    - d. Educate the community about the high per space cost to develop parking and the associated economic and land use benefits associated with a reduced and well-utilized parking supply.
3. Manage Supply and Access
    - a. Provide the right amount of parking, not too little or too much; avoid facilitating demand and inducing excess car trips and ownership with excess supply.
    - b. Locate parking strategically across the site to maximize foot traffic and reduce the overall parking supply.
    - c. Recognize that technological innovations are reducing dependency on automobiles, particularly single-occupant automobiles, and this trend is expected to continue further reducing dependency on autos.
    - d. Monitor supply and demand with iterative monitoring, reporting, and PMP refinements based on parking demand and utilization.
4. Manage Utilization
    - a. Maximize parking utilization with the aim of achieving an 85 percent peak usage target during the majority of peak periods.
    - b. Consider variable pricing to ensure consistent parking access and to distribute parking demand evenly across the site, to make use of the broader parking supply.

---

<sup>1</sup> The 57 spaces represent the 43 spaces in the East End (Beacon) lot that will be displaced with Phase 1 improvements plus an additional 14 spaces to compensate for the areas where vehicles informally park along the unimproved shoulders of Donner Pass Road south of Church Street. Approximately 27 vehicles can be accommodated along this frontage during the non-winter months; parking is not accommodate here during the winter months. Given the spaces are not improved and they are only available a portion of the year, 50 percent of the spaces (14) will be replaced,

- c. Manage employee parking to incentivize not driving but ensure parking availability in designated areas.

## **II. PARKING STANDARDS**

This Railyard Parking Management Plan (PMP) is based on a shared parking concept that will integrate with the existing Downtown Parking District. An overview of the shared parking concept is provided below followed by parking requirements. This PMP is intended to reflect an initial concept for how Railyard parking will be constructed and operated. Parking standards will be codified through subsequent Town action following execution of the Railyard Development Agreement.

### **A. SHARED PARKING CONCEPT**

A shared parking district or “park once” district uses a common pool of parking facilities to allow patrons and employees to park a single time and then walk easily between different destinations. As an example, a patron may go to lunch and then to the movies prior to going back home. Another example would be an employee that parks in the district, walks to their place of employment (e.g., office, restaurant or retail store), drops their child at a recreation or day care center, and throughout the day eats out for lunch, goes to the bank or dry cleaner and shops at the grocery store, all without getting back in the car. Yet another example is someone who lives downtown, walks to lunch, then to see a movie, and then to shop for some local goods, all without getting in a car.

Districts with shared parking manage parking spaces as if they are available for public use, rather than reserved for the tenants and visitors associated with a particular property. Shared parking policies do not treat the parking supply as discrete units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces. This approach is particularly supported within mixed-use developments as the mix of land uses (for example, an office, clothing store or bank and a bar or restaurant) have different periods of peak parking demand. There may be some overlap in hours of operation between uses but the peak demand is also reduced by occupants utilizing the “park once” concept. It is encouraged that a majority of the parking supply required per the following sections be provided as part of a shared parking pool.

### **B. SPECIFIC PARKING REQUIREMENTS**

#### **1. Purpose**

This section provides parking standards to:

- A. Meet the PMP objectives detailed in Chapter 1.

- B. Ensure that sufficient, but not excessive, parking facilities are provided for all uses, and that parking facilities are properly designed, attractive, and located to be unobtrusive while meeting the needs of the specific use.
- C. Encourage the use of alternative modes of transportation and other trip reduction measures.
- D. Establish policy for parking in the Truckee Railyard that responds to current conditions while also being flexible and responsive to future development and shifts in demand.
- E. Better align parking standards and policies with the goals of the Town of Truckee General Plan and the Railyard Master Plan to produce sustainable, multimodal circulation to benefit residents, employees, and visitors.
- F. Supersede the parking and loading standards included in Chapter 18.48 of the Town's Development Code unless specifically stated otherwise within this PMP.

**2. Applicability**

The standards, policies, actions; and strategies included in this PMP are applicable to all new development on properties zoned Downtown Extension (DE), Trout Creek (TC), Industrial Heritage (IH), Downtown Mixed Use, and Downtown Master Plan in the Railyard Master Plan. In the future, the PMP is also applicable to any existing development originally constructed as part of the implementation of the Railyard Mixed-Used Development Master Plan that is being modified. The PMP is not applicable to properties zoned Downtown Manufacturing/Industrial (DM), Downtown High Density Residential (DRH-14), and Downtown Mixed Use (DMU); such properties will continue to be regulated by applicable sections of the Town Development Code.

Each land use and structure shall provide off-street parking and loading areas in compliance with this PMP. This PMP shall also apply to changes to, or expansion of, a land use or structure. A land use shall not be commenced and a structure shall not be occupied until the improvements required by this PMP are completed and approved by the Town Engineer.

**3. General Parking and Loading Regulations**

Section 18.48.030 of the Development Code remains applicable to the MP area.

**4. Required Parking**

**a. Parking requirements by Land Use**

Each land use shall be provide the minimum number of required parking spaces listed below through either an allocation from a shared parking pool or private on-site parking, or a combination thereof. The following minimum parking standards shall apply within the MP area:

**Residential**

- 1.0 space per studio residential unit
- 1.0 space per 1-bedroom residential unit
- 1.5 spaces per 2-bedroom residential unit
- 2.0 spaces per 3-bedroom residential unit

**Hotels**

- 1 space per hotel room or unit

**Other Development**

3.0 spaces per 1,000 square feet of development permitted or conditionally permitted in Table 5-1 in the Master Plan.

Parking requirements for the following uses shall be determined by the applicable land use permit for each use.

- Outdoor commercial recreation
- Parks and playgrounds, private recreational facilities
- Schools
- Sport facilities/outdoor public assembly

**b. Bicycle Parking**

Bicycle parking shall be provided as set forth in Table 1.

**c. Provision of Parking**

Required parking for uses in the DE, TC, and IH zoning districts may be provided in one or more of the following manners:

- A. From the established shared parking pool within the MP area or on-site parking, or a combination thereof. All parking within public street rights of way and the Union Pacific (UP) right of way being utilized for public parking shall be included in the pool. Spaces on private property may also be included in shared pool subject to approval of the review authority.
- B. A minimum of fifty (50) percent of the required residential parking shall be located on-site. The review authority may approve an alternative to allow for less than fifty percent for a specific project (if the project is allowed within the subject zoning district and is generally consistent with the Master Plan) if one or more of the following findings can be made:

**TABLE 1 BICYCLE PARKING REQUIREMENTS BY LAND USE**

Land Use	Short-Term Parking	Long-Term Parking
<b>Residential</b>		
Multiple Family Dwellings (with 4 or more units) <sup>a</sup>	1 spaces per 6 units, minimum 2 spaces	1 space per 2 units (includes studios);
<b>Commercial</b>		
Office	1 per 2,000 sf of floor area, minimum 2 spaces	--
Restaurant	1 per 2,000 sf of floor area, minimum 2 spaces	--
Retail – General Food and Groceries	1 per 4,000 sf of floor area, minimum 4 spaces	--
Retail – General	1 per 2,000 sf of floor area, minimum 4 spaces	--
Hotels	1 per 5 rooms or 1 bike provided by hotel on site for every 10 rooms	--
<b>Education and Institutions</b>		
Assembly (Churches, Theaters, etc.)	1 space for each 15 seats provided	--
Non-Assembly Cultural (Library, Government Buildings, etc.)	1 per 8,000 sf of floor area, minimum 4 spaces	--
Industrial	1 per 12,000 sf of floor area, minimum 4 spaces	--

<sup>a</sup> Long-term 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.  
 Source: Urban Planning Partners and Nelson Nygaard, 2016.

- i. The proposed project would produce a comprehensive development of superior quality (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of land uses and structure sizes, high quality architectural design, increased amounts of landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than which might otherwise occur from the strict application of the provisions and standards identified in this PMP; and/or
- ii. The project includes a tax-credit funded housing project or other housing project that restricts a minimum of 50 percent of the units as affordable for a minimum of 55 years.
- iii. The district in which the project is proposed is more than 75 percent built-out and approval of a reduction in on-site parking implements Master Plan goals and/or objectives.
- iv. The use or project includes a movie theater or restaurant with outdoor and/or rooftop dining in excess of 1,500 square feet.

- C. Parking provided on private property in association with a specific development project and in accordance with this PMP; although this is discouraged unless associated exclusively with residential units, or a grocery store larger than 15,000 square feet within the balloon track, or commercial uses developed in support of a shopping center containing a grocery store located within the balloon track with private parking allowed in the location identified on Parking Management Plan Figure 2. (As modified by the Planning Commission 6/15/17 and approved by the Town Council 7/11/17)
  
- D. If following buildout of all the parking district spaces in Phase 1 (the Railyard MP area generally east of Bridge Street and west of the balloon track) and Phase 2 (the Railyard MP within the balloon track) of the DE District, the Town receives a development application for a project for which the required parking cannot be met with a combination of on-site and already developed district parking spaces, the project applicant may, in conjunction with their development application submittal, provide results of a parking study that demonstrates there is additional capacity within the Railyard such that the reduced parking rates are justified. This additional capacity can be demonstrated by showing that a peak occupancy of 85 percent or less can be achieved within the developed portions of the Railyard considering all existing development in the Railyard, existing parking supply, and surveyed peak demand. The parking survey shall include a minimum of three Saturdays during the summer and/or winter season.

**d. Submittal Requirements**

The following information related to parking shall be provided to Town staff with each development application submittal:

- Brief assessment of how the proposed project relates to the approved PMP.
- A Parking Actual Allocation Update – this will tabulate and graphically show what parking has generally been allocated to what specific development approvals to date and what is proposed with the specific development project being considered.

This will be provided for information purposes and to show that in general parking is available in the DE District to conceptually allocate to the proposed development, understanding that specific spaces will not be allocated to one particular use.

**C. CLARIFICATIONS**

**1. Uses Not Listed**

Land uses not specifically listed by Table 5-1 of the Master Plan shall provide parking as required by the review authority.

**2. Rounding of Quantities**

When a calculation of the number of parking spaces required results in a fraction of 0.50 or more, the number of required spaces shall be rounded up to the nearest whole number.

### 3. Parking Meters and Operation

The Town will determine the number and locations of parking meters (general guidance is one meter per seven angled parking spaces and one meter per five parallel spaces). The Town may adjust how parking is administered and managed to ensure operational efficiency, such as, but not limited to: parking meter rates and locations, parking type by location, etc.

## D. OTHER PROVISIONS

### 1. Development Code Applicability

The following sections of the Truckee Development Code remain applicable to parking within the MP area unless they conflict with a specific requirement of the Master Plan, this PMP, or the Development Agreement.

- i. 18.48.060 – Disabled/Handicapped Parking Requirements
- ii. 18.48.070 – Development Standards for Off-Street Parking with the following specific exceptions:
  - a. Parking stall dimensions are subject to approval of the Town Engineer for all parking within the public or UP right-of-way.
  - b. Parking lifts or systems are permitted.
- iii. 18.48.080 – Driveways and Site Access
- iv. 18.48.090 – Bicycle Parking and Support Facilities with the following exception: short-term and long-term bicycle parking shall be provided for all uses consistent with Table 1.
- v. 18.48.100 – Off-Street Loading Space Requirements

### 2. Provisions

The following are additional provisions that are included to encourage the development of a compact and walkable MP area that prioritizes sustainable transportation practices to ensure dependency on vehicles is minimized.

- A minimum of one of the required parking spaces in each parking area that includes more than 40 spaces shall be dedicated to a plug-in electric vehicle (PEV) or at a rate consistent with the currently adopted California Building Code. It is encouraged that PEV spaces be clustered. Each PEV space shall be included as part of the required parking. Additional spaces are encouraged to be PEV ready based on current and anticipated PEV demand.
- Dedicated carsharing spaces on each development site are encouraged. Each parking space dedicated to carsharing reduces the required minimum spaces by two spaces up to a maximum reduction of 10 percent of the minimum required spaces.

- Unbundling parking for multi-family residential buildings is required in the DE District. Unbundled parking separates housing and parking costs. Traditionally, the cost of an apartment or condo unit includes one or more parking spaces, regardless of whether the tenant/owner is using them or not. Unbundling allows residents to choose the number of parking spaces they use and pay for accordingly.

### **III. PARKING DISTRICT PLAN**

As discussed above, the Railyard will be integrated into the Town's existing Downtown Parking District. Parking within the street and UP rights-of-way will be developed incrementally by block as the street improvements are constructed. All parking developed in the street or UP right-of-way will be included in the Downtown Parking District. The Parking District plans for phases 1 and 2 of the DE District are detailed followed by a supply and allocation assessment to demonstrate that the number of spaces anticipated on-site and within the rights-of-way will be adequate to serve anticipated development as well as buildout under the Master Plan Maximum Allowable Development (MAD).

#### **A. AMENDED DOWNTOWN PARKING DISTRICT**

Figure 1 provides a Parking District Plan that includes the Railyard MP area west of the balloon track (Phase 1). One side of the figure provides an amended Parking District Map that shows Phase 1 being incorporated into the Downtown Parking District and the other side documents the operation and management of the District including special permits.

A preliminary plan for Phase 2 within the balloon track is provided in Figure 2. The primary purpose of this preliminary plan is to demonstrate that, relative to the amount of development that is anticipated under the MAD, there is adequate land area to accommodate parking at the proposed ratios. The preliminary plan is based on a conceptual buildout plan for the Railyard, as no specific development proposals have been approved with the exception of the Artist Lofts. In addition, the number of garage spaces shown for residential projects is also illustrative and may vary once a specific development is approved.

#### **B. PARKING OPERATIONS AND MANAGEMENT**

Parking within the Master Plan Area will be administered and operated by the Town under the Downtown Parking District. The various aspects of parking operations and management described below reflect initial concepts for how Railyard parking will function within the Downtown Parking District.

##### **1. Operations Overview**

- PAY PARKING 10am to 6pm DAILY including Weekends and Holidays (except Thanksgiving day and Christmas day are FREE Parking Days)
- FREE 2-hour parking in the East End parking lot 10 am-6 pm

- FREE Overnight free parking 6pm-10am in the East End lot.
- FREE Bus & Train Patron Parking in the East End Lot up to 7-Day Max in Designated Spaces with permit issued by the Parking District.
- During winter months from November 1 – April 30 there is no parking on street between 2 am and 5 am for snow removal purposes (TTMC 10.17.030). This does not apply to parking lots within the Railroad right-of-way immediately south of Donner Pass Road that are designated for residential/employee parking.

## 2. Parking Pricing and Permits

### a. Meters

- \$0.25 for 15 minutes / \$1.00 per hour on Jibboom St. and West River St.
- \$0.25 for 10 minutes / \$1.50 per hour on Donner Pass Rd., Spring St., Bridge St., Church St., and in the Fire Station and Diner parking lots.

### b. Employee Parking Permits Program

Employee parking is allowed in designated parking areas within the Downtown Parking District with a valid permit. Available employee parking areas will be expanded within the Railyard Master Plan Area as new businesses are established and additional employee parking demand is generated. Employee permits are issued by the Parking District to the employer, ensuring that passes are only provided to employees of businesses within the Downtown. There are currently four options of employee permits: Annual = \$360; Bi-Annual = \$210; Monthly = \$40; Free Permit = Employee pays \$2/day at meter or parks free at the East End Lot. Employees must park in one of the designated employee parking areas when using their employee permit. With the expansion of the Parking District to encompass the Railyard, the following locations would be available for employee parking:

- Free Parking Lot: Free employee parking is currently available in the East End Lot, a free 2-hour parking lot adjacent to the Beacon gas station. This lot is located in an area that will be repurposed under the Master Plan for road right of way and other parking and would no longer be available in its current configuration for employee parking. Equivalent replacement free 2-hour parking will be provided elsewhere within the Master Plan Area as generally shown in Figures 1 and 2, although exact location of the spaces is subject to change as the Master Plan develops.<sup>2</sup> Employees would be able to park in a lot west of the

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<sup>2</sup> The 57 spaces represent the 43 spaces in the East End (Beacon) lot that will be displaced with Phase 1 improvements plus an additional 14 spaces to compensate for the areas where vehicles informally park along the unimproved shoulders of Donner Pass Road south of Church Street. Approximately 27 vehicles can be accommodated along this frontage during the non-winter months; parking is not accommodate here during the winter months. Given the spaces are not improved and they are only available a portion of the year, 50 percent of the spaces (14) will be replaced,

balloon track in Phase I and a lot within the balloon track in Phase II of Master Plan buildout. Parking will be available 24 hours per day, seven days per week with valid employee permit displayed.

- Jibboom Street: This on-street permit parking area is available seven days per week. There is no parking in this area from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
- Truckee Diner Lot: The Truckee Diner Lot is located on West River Street with employee parking available seven days per week. Between November 1 and April 30 there is no parking from 2:00 am to 5:00 am for snow removal purposes.
  - Brickelltown: This on-street permit parking area is available seven days per week. There is no parking in this area from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
  - UPRR Easement: Parking along Donner Pass Road Extension within the UPRR easement will be developed concurrent with Phase I and will be available for employee parking as shown in Figures 1 and 2. Some of this parking is in designated parking lots and some is along the roadway. These parking areas will be available seven days per week. There is no parking in these areas from 10:00 P.M. to 5:00 A.M. between November 1 and April 30 due to snow removal requirements.
  - Other: additional employee parking areas will be created on Church Street and within the balloon track as shown in Figures 1 and 2

c. Residential Parking Permits (RPP)

Although the Parking District currently has the ability to issue residential parking permits; that permit type has not been implemented to date. In order to ensure seamless operations throughout the District, the Residential Parking Permit (RPP) program will be implemented as new residences are developed. An RPP must be requested and obtained from the Town by the registered property owner, or the registered property owner's representative (per TMC 10.18.190). For multi-residential buildings in the Railyard, the permits will be issued to the homeowner's association (HOA) or if apartments then the building ownership or manager. All other residential parking permits shall be obtained by providing a: (1) current utility bill establishing the location of residence as being within the resident permit parking area, (2) current vehicle registration, and (3) valid identification card. Parking permits shall be issued at a maximum rate of one residential permit per residential unit. Parking permits must be clearly displayed in the vehicle. The permits shall be considered part of the residential property and shall be transferred to the new property owner upon sale of the residence. The new property owner shall be responsible for updating the vehicle information with the Parking District.

RPP permit holders may park within Paid Parking or Employee/Residential Permit Parking spaces in the Railyard in excess of 2 hours, but not longer than 72 hours. RPP permits must be clearly displayed in the vehicle.

**d. Unbundled Parking**

Consistent with Standard 15 of the Railyard Master Plan, each residential building in the Railyard shall provide parking through an unbundled parking program that separates housing and parking costs. Traditionally, the cost of an apartment or condo unit includes one or more parking spaces, regardless of whether the tenant/owner is using them or not. Unbundling allows residents to choose the number of parking spaces they use and pay for accordingly. The Town shall review and approve the unbundled parking program concurrent with the respective land use application. The program shall address each of the following items:

- Detail how each residential unit can purchase or rent/lease an on-site parking space or RPP.
- Potential buyers and renters of affordable residential units shall have an equal opportunity to purchase or rent parking spaces on the same terms and conditions, at a price proportional to the sale or rental price of their units as compared to comparable market rate units.
- Surplus off-street spaces that are not within the Parking District may be rented out to non-residents or non-tenants with the provision that such spaces must be vacated on 30-day notice if they become needed.

An exception to the unbundling requirement may be granted by the review authority in association with a project's development application for affordable units funded by tax credits if it is demonstrated that separate pricing for parking is prohibited by the terms of the tax credit allocation.



# Downtown Parking + Proposed Railyard Phase 1

## Legend

### Parking Types

Total Spaces - 942/388

Paid Parking - 308/142

Paid Parking/Employee/Residential Permit Parking - 112/40

Private Parking - 465 (2004 study)/98

Long Term Bus/Train Parking - 4/4

Free 2 Hour Parking/Employee Residential Permit Parking - 53/82

Temporary TLC Parking - 0/22

Parking Garage/Surface Parking

### Legend Note:

Number of parking spaces for each parking type are represented as ## / ##  
Numbers to the left of the backslash represent parking spaces in the existing Downtown.  
Numbers to the right represent proposed parking spaces added as part of Phase 1.

### Figure Notes:

Parking counts with parentheses represent the number of ADA parking spaces available.

This plan is generally conceptual and provided to illustrate that there is adequate land to meet the proposed parking ratios. The blocks and parcels west of the station and the extension of Denver Pass Road and Church Street right-of-way improvements, surface parking, and circulation within the U2 right-of-way is consistent with improvement plans being reviewed by the Town for the Phase I improvements.



(6/2/17)

Figure 1

Downtown Parking District Plan  
with Railyard Phase 1

0 275 550 1,100 1,650 Feet



# Downtown Parking + Proposed Railyard Phase 2

## Legend

### Parking Types

Total Spaces - 942/951

■ Paid Parking - 308/294

■ Paid Parking/Employee/Residential Permit Parking - 112/104

■ Private Parking - 465 (2004 study)/312

■ Long Term Bus/Train Parking 4/4

Future Parking District Parking- 0/237

⊗ Parking Garage/Surface Parking

### Legend Note

Number of parking spaces for each parking type are represented as # / ##.  
Numbers to the left of the backslash represent parking spaces in the existing Downtown.  
Numbers to the right represent proposed parking spaces added as part of Phase 1 and balance of Downtown Extension.

### Figure Notes

Parking counts with parentheses represent the number of ADA parking spaces available.

This plan is generally conceptual and provided to illustrate that there is adequate and to meet the proposed parking ratios. All surface parking and south south circulation within the balloon between Church Street and Donner Pass Road extension and north of Church Street is purely illustrative and not specific to a proposed development application.

100 parking spaces estimated for this area and the Town will determine if these spaces will be paid or free 2-hour parking, or some combination thereof.

71 parking spaces estimated for this area and the Town will determine if these spaces will be paid or free 2-hour parking, or some combination thereof.

bing



(6/2/17)  
Figure 2  
Downtown Parking District Plan  
with Railyard Phase 2

## **IV. IMPLEMENTATION STRATEGIES**

The following strategies provide additional options to further the success of this PMP and the Downtown Parking District as it expands to include the Railyard. Because these are strategies, they have not been fully considered, however, they provide additional opportunities to increase efficiency District-wide as the Master Plan builds out.

### **A. VALET**

Valet parking can be offered by businesses for the convenience of their customers. This type of service is often provided by hotels, restaurants, hospitals, movie theaters, shopping centers, and museums. While valet parking may be considered a luxury service, it can also benefit those with mobility limitations, families with kids, and late-night visitors who feel uncomfortable walking to a parked car in the dark. It is also a tool for a more efficient use of existing parking supply. Valets can store hundreds of cars in parking facilities that are either under-utilized at certain hours or otherwise unavailable to the public (e.g. private parking facilities). Valets can also park vehicles in a much denser configuration. Ideally, valet parking fees should be in the same range as metered on-street parking to make it accessible to a wider range of people.

Traditional valet services provide customers with vehicle pick-up and drop-off at the same location; however, some cities have developed Universal Valet programs where customers can drop their car off at any designated valet location and pick it up at any other designated location within a district. Pasadena, California has implemented such a program. This model provides a flexibility that encourages short walk trips between destinations, rather than driving and parking at each location. It also makes visiting the district easier for those who must drive, since visitors do not have to search for an open parking space. Some businesses may choose to validate their patrons' valet fees, much like they would a garage-parking fee. The valet program can be implemented by the Downtown Parking District or site management.

### **B. DEMAND-BASED PRICING**

On- and off-street parking should consider use of variable pricing as a means to meet target occupancy levels and generate an appropriate level of turnover. As described in more detail below, motorists would be allowed to park in a parking space for as long as they like, as long as they pay for it. Prices would adjust to respond to seasonal fluctuations in demand so that when parking demand is higher or lower, prices would increase or decrease accordingly. The primary goal of demand-based pricing is to make it as easy and convenient as possible to find and pay for a parking space. By setting specific availability targets and adjusting pricing, demand can be

effectively managed so that when a motorist chooses to park, they can do so without circling the block or searching aimlessly.

Demand-based pricing can result in the following benefits:

- Consistent availability and ease of finding a parking space, especially near local businesses and ground floor retail uses.
- Flexible time limits, thereby eliminating the need to move a vehicle to avoid time restrictions.
- Convenient payment methods that eliminate the need to “plug the meter” and make it easier to pay for parking and avoid parking tickets.
- Incentivizes long-term parkers and daily commuters to park in off-street lots.
- Reduces search time for parking, resulting in less local congestion and vehicle emissions.
- Reduces illegal parking.
- Provides a more equitable and efficient way to account for the real costs to a municipality for providing parking.
- Offers a potential revenue stream for the Town that can be reinvested in local transportation and mobility improvements.

The paid, publicly-owned, and operated parking provided on the Railyard site should utilize new meter technology and meter pricing that is similar to the existing Downtown Parking District. Integration with this District is a key goal, to help avoid any “spillover” parking concerns. However, policies and operations can vary slightly, as long as the rules and operational details are easily communicated and understood. The Railyard public parking areas could be used to pilot new pricing and management details for consideration by the broader Downtown Parking District.

### **1. Target Occupancy Rate**

Target occupancy rates should be 85 percent, which would translate into approximately one space per block and several spaces per lot being available at all times of the day.

### **2. Initial Hours and Pricing Structure**

Current meter rates are \$1 and \$1.50 per hour, depending on location. Hours and pricing should be considered based on demand and proximity to prime parking destinations. The price of off-street parking should be set lower than on-street rates in order to incentivize motorists to seek out underutilized off-street spaces. Ideally, all off-street “pay” facilities would employ consistent pricing structures.

Outlined below is potential hours and pricing structure for paid parking:

- Peak period (Summer, Winter) – 8 AM – 6 PM, 7 days – \$2.00 per hour
- Off-peak period (Spring, Fall) – 8 AM – 6 PM, 7 days – \$1.00 per hour
- Peak period (Summer, Winter) Off-street – \$1.50 per hour (no max)
- Off-peak period (Spring, Fall) – \$0.50 per hour (no max)

### **3. Meter Pricing Adjustments**

It is possible that the initial pricing structure proposed above will not achieve the target occupancy rate. Therefore, meter prices should not be static, but periodically adjusted to respond to changes in demand. Rates need not change constantly or abruptly. When revising meter hours or rates, it is safest to increase or decrease rates slowly, with occupancy checks before and after each rate adjustment, in order to avoid overshooting and accidentally driving away customers or visitors.

This Plan recommends that the Town Engineer be authorized to increase parking prices up or down in \$0.25 increments a maximum of four times per year, with an upper price limit of \$3.00 per hour.

Other modifications to meter pricing would be established by Town ordinance.



# TRUCKEE RAILYARD STREETScape PLAN

May 10, 2017

## TABLE OF CONTENTS

### INTRODUCTION

Relationship to the Truckee Railyard Master Plan .....	4
Purpose of this Document .....	4
Definitions .....	5
Streetscape Plan Goals .....	6
Truckee's Unique Character .....	6

### TRUCKEE RAILYARD STREETScape TYPES

General Considerations .....	8
Gateways .....	11
Sidewalk Zone .....	12
Transitions from existing Downtown .....	13
Industrial Heritage (IH) District .....	26
Trout Creek (TC) District .....	26

### COMMUNITY ACTIVITY CENTERS

Pedestrian Circulation/Nodes .....	26
Town Square .....	28
Parks .....	28
Plazas .....	29
Trout Creek Corridor .....	29
Event Streets/Alleys .....	30
Street Closures and Public Events .....	32
Parking .....	32
Public Art .....	32

### BUILDING INTERFACE

Building Entries .....	33
Covered Walkways/Arcades .....	33
Outdoor Dining .....	33
Public/Private Delineation .....	33
Public/Private Spaces Along Streetscape .....	33
Pedestrian Scale .....	34
Trash .....	34
Vendor Opportunities .....	34
View Corridors .....	34

### STREETScape STANDARDS

Snow Removal/Storage .....	35
Curbs .....	35
Parking Meters .....	35
Lighting .....	35
Infrastructure .....	36

### HARDSCAPE STANDARDS

Pavers .....	37
Sidewalks .....	37
Crosswalks .....	37
Medians .....	37
Roundabouts .....	38

---

**SITE FURNISHINGS**

Benches.....	40
Boulders.....	40
Bicycle Racks/Parking .....	40
Trash Receptacles.....	40
Pedestrian Lighting.....	40
Tree Wells.....	41
Planters.....	41
Fencing.....	41
Unique Truckee.....	41

---

**STREET TREE + LANDSCAPE STANDARDS**

Existing Soils .....	42
Tree Grates.....	42
Planters.....	42
Infiltration Zones.....	42
Low Water Use Design Principles.....	42
Views.....	42
Planting Principals .....	43
Street Trees.....	44

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**PREPARED FOR:**

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**PREPARED BY:**

**EASTERN  
SIERRA  
ENGINEERING**

## INTRODUCTION

The Truckee Railyard Mixed Use Development Master Plan (Railyard Master Plan or Master Plan) area represents a significant expansion to the downtown fabric of Truckee California. Significant planning, outreach and effort has been put forth in shaping and visioning the future redevelopment of the Railyard and how it will relate and integrate with the surrounding areas. The Master Plan documents the Town's vision for the Railyard Area and provides a framework to guide its future redevelopment. It describes the type, scale, and character of development envisioned for the Railyard Area and as well as transportation and circulation plan. In November of 2016, a revised Railyard Master Plan was approved by the Town and the first phase of improvements is soon to be realized. Action 7 of the Master Plan requires the preparation of a Streetscape Plan prior to any land use approval or building permit within each District:

*Action 7. 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 key element of the Master Plan is a vision for the streetscape environment and how future project components will relate to the streetscape. Streetscape is a term "that is used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect." The concept recognizes that a street is a public place where people are able to engage in various activities. This Streetscape Plan has been prepared to provide more detailed designs and concepts to ensure that the first phase, and all future phases, will be unified by an approved streetscape design. This plan represents the effort to define the details of the streetscape design in the master plan area.

## RELATIONSHIP TO THE TRUCKEE RAILYARD MASTER PLAN

This Streetscape Plan is based on the approved Railyard Master Plan, dated November 2016. It is intended that this Streetscape Plan is supplemental to the approved Master Plan and will inform current and future development in the Railyard Master Plan area. It builds upon and reinforces the key concepts, graphics and goals as outlined in the Master Plan and provides more detail and specifics as it relates to the streetscape public environments planned throughout the development. This document does not replace the goals, concepts, guidelines or requirements as set forth in the Master Plan.

## PURPOSE OF THIS DOCUMENT

This streetscape plan, for the purpose of fulfilling the Railyard Master Plan administration requirements, is intended to be a short/focused document that addresses not only details such as street furniture and gateway locations, but street character and development principles based on the adopted Truckee Master Plan. The streetscape plan illustrates the intended pedestrian environments, street views, public gathering opportunities, circulation corridors, and provides a more refined framework for future developers to use in coordination with project conceptualization/development. The streetscape plan will inform future development and drive building design to be connected with the streetscape vision.



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## DEFINITIONS

**Amenities Zone** – The areas between the clear zone along the curb and the clear path of travel along the streetscape areas where all of the proposed amenities will be located including lights, trees, planters, parking meters, etc.

**Building Use Zone** – Public areas outside of the clear path of travel along the streetscapes created by building design and articulation responding to the end use of that frontage. Examples include outdoor café areas and building entrances.

**Clear Path of Travel** – Area between the buildings and the amenity zone that is clear of vertical obstructions to allow for pedestrian travel and snow removal.

**Clear Zone** – Area free of vertical improvements as measured from back of curb that allows room for opening car doors, car overhang and snow removal. Typically 2' from back of curb.

**CPTED** – Crime Prevention Through Environmental Design is defined as a multi-disciplinary approach to deterring criminal behavior through environmental design.

**Gateway** – A zone delineated by special furnishings or elements that signal a transition from one district to the next.

**LID**- Low Impact Development (LID) refers to systems and practices that use or mimic natural infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.

**Node** – An important intersection or stopping point on a path of travel. A node can be furnished with benches, wayfinding or information kiosk.

**Public Art** – The term "Public Art" applies to any art (irrespective of ownership) which is lawfully exhibited in a publicly available space. Public Art can be in the form of painting, mural, mosaic, sculpture, landscaping, or other work of art, as long as it can be appraised as a work of art and its value documented. Public Art can be displayed on buildings, at or near pedestrian entrances, sidewalks, in plazas or open spaces. Public Art attracts people and humanizes the urban landscape. Art will add character and strengthen the community, inviting people to explore by moving them from one art piece to another.

**Right of Way** – As defined by the Town of Truckee and typically includes all areas that will be deeded back to the Town after the project is complete.

**Streetscape** – The streetscape throughout this plan generally refers to the exterior public spaces located between street curbs and building facades (the sidewalks), but also refers to urban roadway design as it impacts street users, both pedestrian and vehicular. Streetscapes can have a significant effect on how people perceive and interact with their community. If they are safe and inviting to pedestrians, people are more likely to walk which helps reduce automobile traffic, improve public health, stimulate local economic activity, and attracts residents and visitors to a community.

**Traffic Calming** – Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Examples of traffic calming measures include: on-street parking, bulb-outs, narrowed streets/traffic lanes, roundabouts, speed tables and raised medians.

**Truckee Railyard Master Plan (RMP)** – The Truckee Railyard Master Plan was originally adopted by the Town Council in July of 2009 and was created to express the Town's vision for the Railyard and to guide its future redevelopment. The current version is dated November 2016.

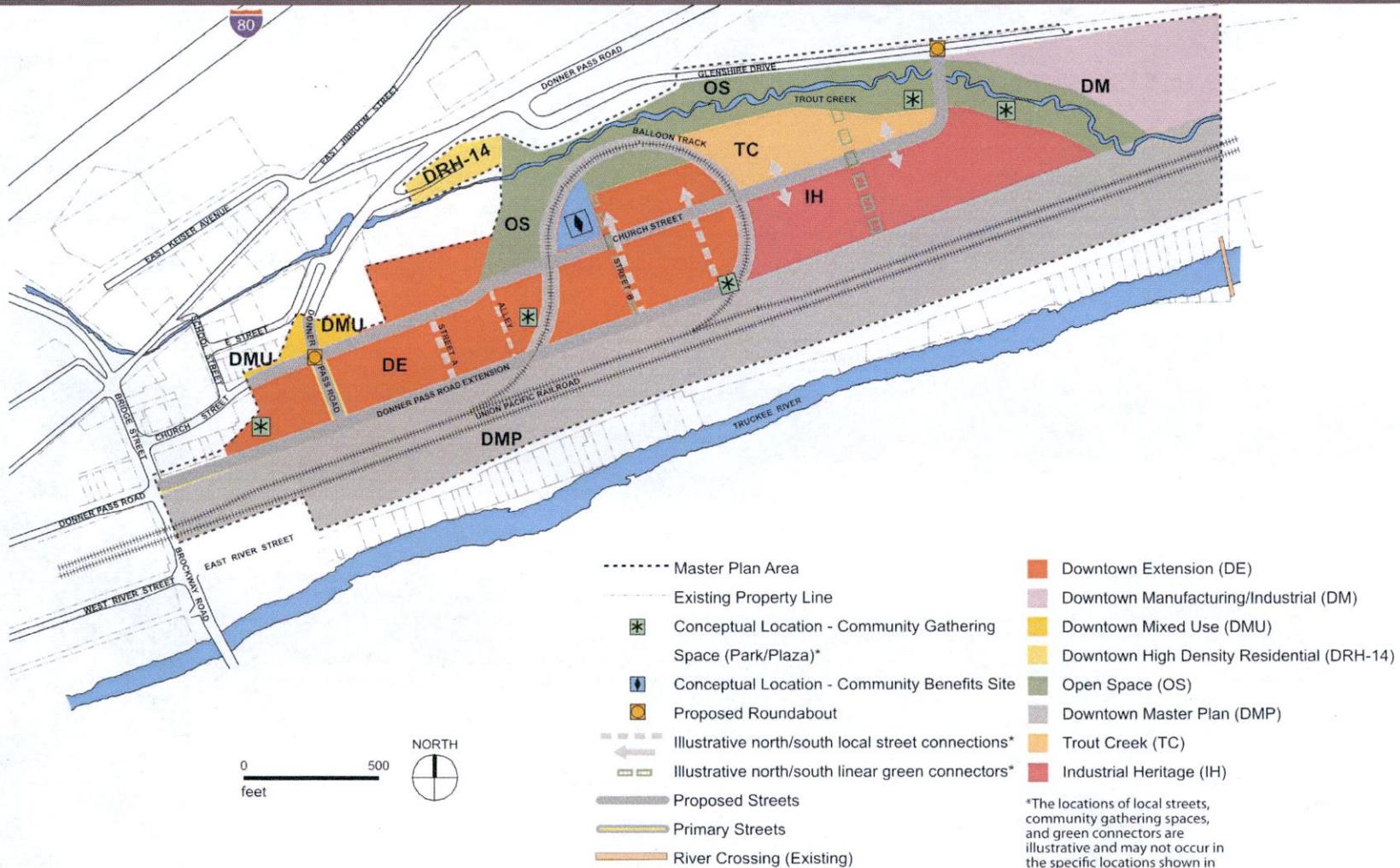
## STREETSCAPE PLAN GOALS

The following goals were taken from the RMP and guide the detailed concepts in the streetscape plan.

- Seamless transition to the existing downtown.
- Reflects the industrial heritage of the site and unique mountain town character.
- Design that is authentic and original, and that does not replicate that of the historic downtown area.
- Encourage vibrant and economically sustainable mixed-use redevelopment that offers diverse retail, entertainment, employment and housing opportunities.
- Provide a connected community with places that are easily accessible to pedestrians, bicyclists and drivers.
- Create an enjoyable public realm with a strong sense of place that complements Truckee's unique mountain town character.

## TRUCKEE'S UNIQUE CHARACTER

- 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 where the design would reinforce the natural asset along with creating a space for people to gather.
- A 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.



**REGULATORY/DISTRICT MAP FROM THE TRUCKEE RAILYARD MASTER PLAN, NOVEMBER 2016**

## TRUCKEE RAILYARD STREETSCAPE TYPES

### GENERAL CONSIDERATIONS

#### Concept

The streetscape concept holds true to the heritage of Truckee but provides a distinct look and feel that is authentic and original without duplicating the historic downtown area. This generally means that as you move from west to east across the project, the streetscape will transition from relating to the existing downtown streetscape to relating more to the new, proposed development concept. The balloon track offers a unique opportunity to break the concept from a denser more urban environment to a more open, landscaped environment. The vision is broken down into 4 areas as it relates to the streetscape.

- **Downtown Extension (DE) District – West of Balloon track:** Streetscapes are denser and more urban. With the main pedestrian flows along the Donner Pass Road, the pedestrians are being split between the slower moving traffic along the building, and faster moving groups on the promenade. Right of ways are more constrained in this area so the streetscapes will be more open to allow pedestrian traffic flows.
  - Pavers reinforce the main pedestrian circulation routes and site furnishings are consistent.
  - Transition from concrete planter walls to weathered steel.
  - Trees are not uniform along the buildings to give it a more "Truckee" feel.
  - Plaza's and activated alleys are the main pedestrian gathering spaces.
  - Art will reflect more of the industrial heritage in this zone.

● **Downtown Extension (DE) District – Balloon track area:** As stated above, this area will have its own unique character. Guidelines provide the minimum amount of right of way areas for circulation and pedestrian improvements but guide the buildings to relate more to the on-site pedestrian spaces such as plaza's and landscape zones.

- Pavers continue to be used as a design element to highlight street block corners and to unify the main pedestrian corridor and promenade.
- Larger landscape areas provide buffers to the balloon track area and reinforce the concepts of providing more space in and around the buildings.
- Gathering spaces become more open both in the plaza's and adjacent green spaces. Pop-up vendor locations and the outdoor event area function as a destination within the balloon track area.
- Art will take a central role in defining this area. Brighter colors and striking designs are the centerpiece of the pedestrian spaces.

- **Industrial Heritage (IH) District:** This area is envisioned to be more flexible to let the development dictate the streetscape character.
- **Trout Creek (TC) District:** Due to the residential scale of this district and variety of possible multi-family-type projects that could be proposed, the streetscapes will be developed concurrent with future project. At a minimum sidewalks will be required along Church Street Extension.
  - The connections to Trout Creek will be critical in this zone to provide an open space buffer.
  - Trees will be included in the front yards of the developed residences.

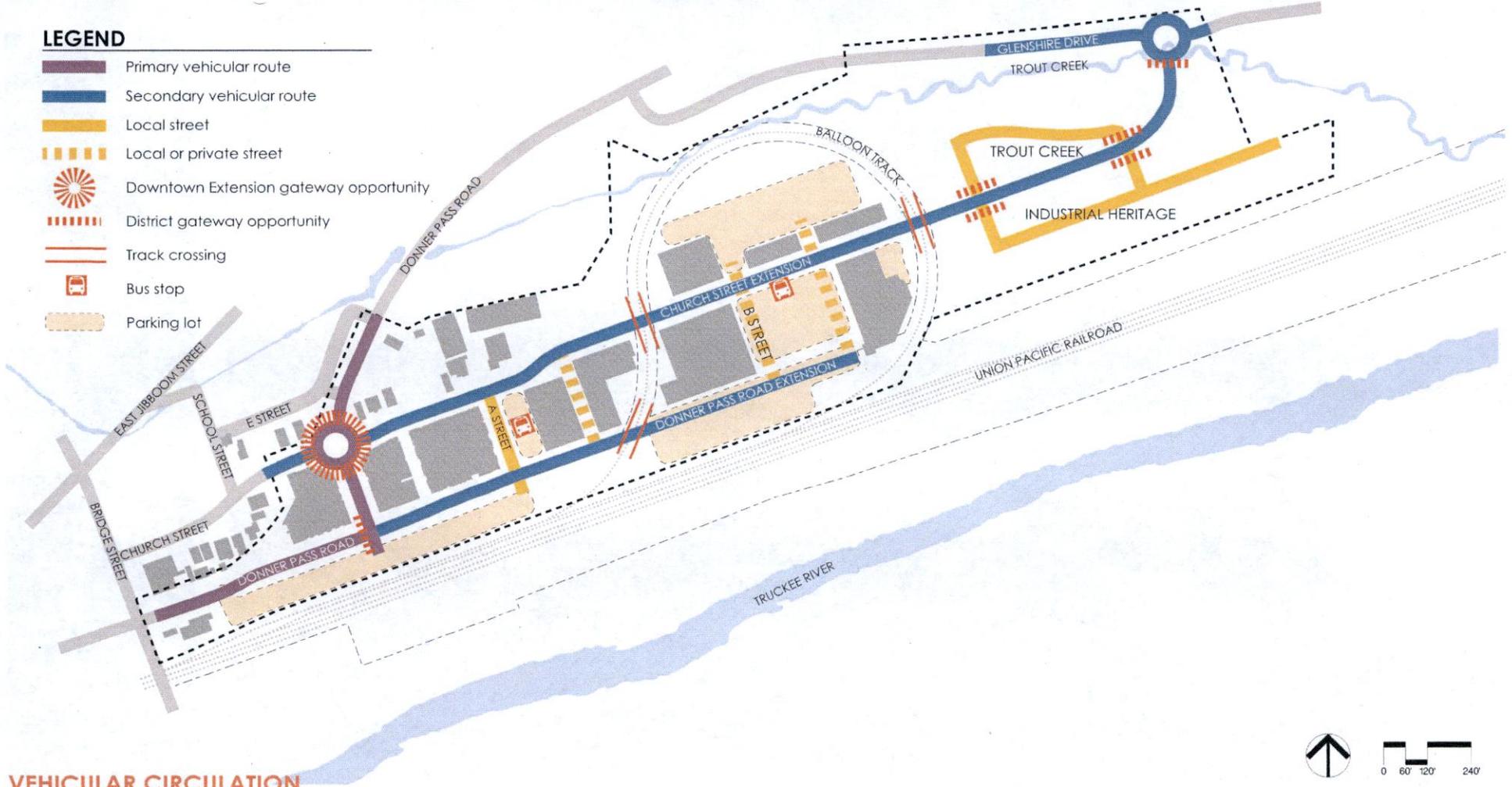
#### Use of Color

As stated in the RMP, color will be used to reinforce the main pedestrian spaces and corridor. Moodys, in the existing downtown, is a great model for integrating a bit of color with the industrial heritage of the area. Specifically, art should be the focal point; careful use of color will help guide pedestrians to the spaces.

- Art will play a major role in providing color. Art should be integrated into the paving, wall murals, kiosks, bike racks etc.
- Colorful site furniture and umbrellas on the private properties should guide pedestrians to amenities and public building uses.

## LEGEND

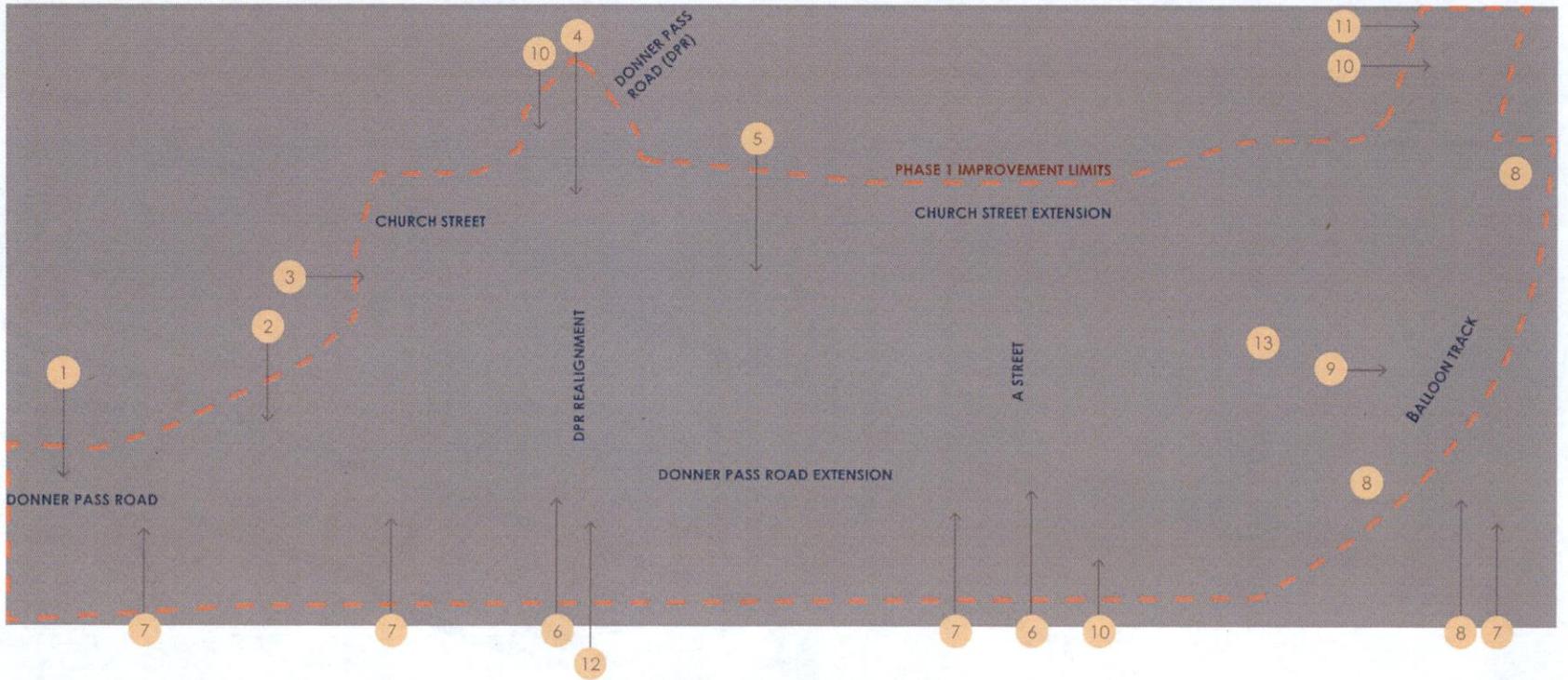
-  Primary vehicular route
-  Secondary vehicular route
-  Local street
-  Local or private street
-  Downtown Extension gateway opportunity
-  District gateway opportunity
-  Track crossing
-  Bus stop
-  Parking lot



## VEHICULAR CIRCULATION



# PHASE ONE IMPROVEMENTS



## KEY NOTES

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1. DOWNTOWN CONNECTION TRANSITION</li> <li>2. PLAZA PARK/SQUARE</li> <li>3. "THE ROCK"</li> <li>4. PRIMARY GATEWAY (ROUNDBOUT WITH ART PIECE)</li> <li>5. PEDESTRIAN ALLEY</li> <li>6. INTERSECTION TREATMENT</li> <li>7. PEDESTRIAN PROMENADE</li> </ul> | <ul style="list-style-type: none"> <li>8. RAILROAD CROSSING</li> <li>9. OPPORTUNITY SITE FOR VENDOR SPACE/PLAZA PARK OR SQUARE</li> <li>10. OPEN SPACE/LID</li> <li>11. POTENTIAL PEDESTRIAN CONNECTION TO TROUT CREEK</li> <li>12. DISTRICT GATEWAY</li> <li>13. LOCAL OR PRIVATE STREET</li> </ul> |
|--|--|





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## GATEWAYS

The gateways are organized into two main levels, Downtown Extension Gateways and District Gateways.

- **Downtown Extension Gateway:** These are the larger landmark entrances into the two ends of the Railyard Area. The two end of the Plan area include roundabout areas containing monument signage and enhanced landscapes. At the Donner Pass Road/Church Street intersection, the building architecture will also reinforce the gateway entry with large signage, art or marquee feature. At the Donner Pass Road and Donner Pass Road Extension intersection, a gateway feature will be carefully considered as this is not the only entrance to Downtown and there is sensitivity in not detracting or taking away from the existing Downtown.
- **District Gateway:** Considered secondary and are envisioned to demark the individual districts in the development area. A combination of landscaping and monument signs or pilasters will reinforce the transition between Districts.

---

## TRAFFIC CALMING

Traffic calming measures include enhanced crosswalks, protected median areas, corner bulb outs and roundabout features and each main entrance into the Railyard Area.

- **Lights** are situated to insure well-lit crosswalks.
- **Enhanced Paving** in crosswalks.
- **Pedestrian Refuge Islands**
- **Railroad Crossings**
- **Roundabouts**
- **Striping and Signage**
- **Mid Block Crossing**

## SIDEWALK ZONE

**Sidewalk:** The sidewalk portion of the streetscape in the proposed right of way consists of three main components, see "Typical Sidewalk" Section (bottom right).

- **Clear Zone** – this is taken from back of curb and is kept clear of vertical elements to allow car doors to open along the parallel parking and for the snow plows to plow along the curb lines. This zone is always minimum 2' from back of curb.
- **Amenities Zone** – zone between the clear zone and the path of travel where the streetscape amenities, furniture, meters, street trees, lights, etc. will be located. This area increases in size as the curb lines move toward the center of the road for bulb out areas. This flexible area is envisioned to be minimum 2'.
- **Clear Path of Travel** – the area between the buildings and the amenity zone that is clear of all vertical amenities to allow for pedestrian travel and snow removal.
  - Building overhangs are allowed over this area. Overhang support structures are allowed in this zone if they are less than 2' and are at the outer edge adjacent to the amenity zone.
  - All flower planters, signage, amenities, display's, etc. shall be outside of this area and the buildings shall articulate away from the sidewalk zone to accommodate these uses and still maintain the clear path of travel as shown.

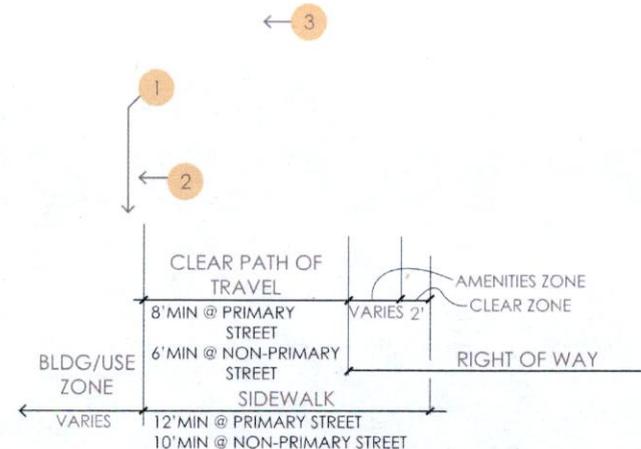
**Right of Way** – The proposed extent of the right of way will be the line between the amenity zone and the clear path of travel. This typically is the area that will be deeded back to the Town after the project is complete. See cross sections Typical Sidewalk (shown to the right).

- Typically includes the clear zone and the amenity zone as defined above.
- Buildings and clear paths of travel will be outside the right of way along public streets as shown on the plans and sections. It is intended that a pedestrian easement will be given so the Town can maintain the clear paths of travel along the building frontages.

**Building Use zone** – This is the area behind the clear path of travel that will be defined by the articulation of the building and will reinforce the building use. This will be the line between public and private easement areas. For example, if an outdoor café is proposed, the building footprint will reduce and articulate to allow an area outside of the clear path of travel to provide room for the café. See "Building Interface" for more information.

- 1 Delineated by a concrete band and change of paver to differentiate the area.
  - 2 Should include low fences that vary in type to continue the theme of "Truckee funk".
  - 3 This allows for the buildings to overhang the sidewalks and encourages development in line with the RMP guidelines.
- Planters at building entrances, seats, art, displays, etc. at the building frontages will be outside the sidewalk and accommodated by moving the building face further away from the clear path of travel. Defines separation from public and private zones.

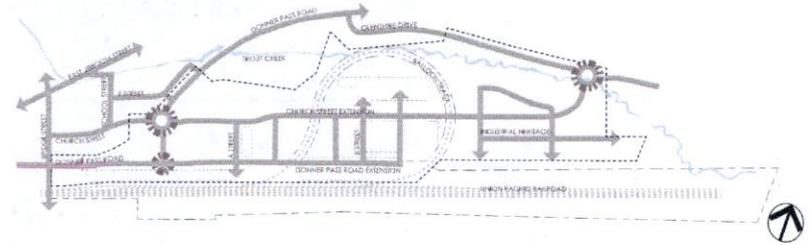
### TYPICAL SIDEWALK SECTION



# DONNER PASS ROAD TRANSITION

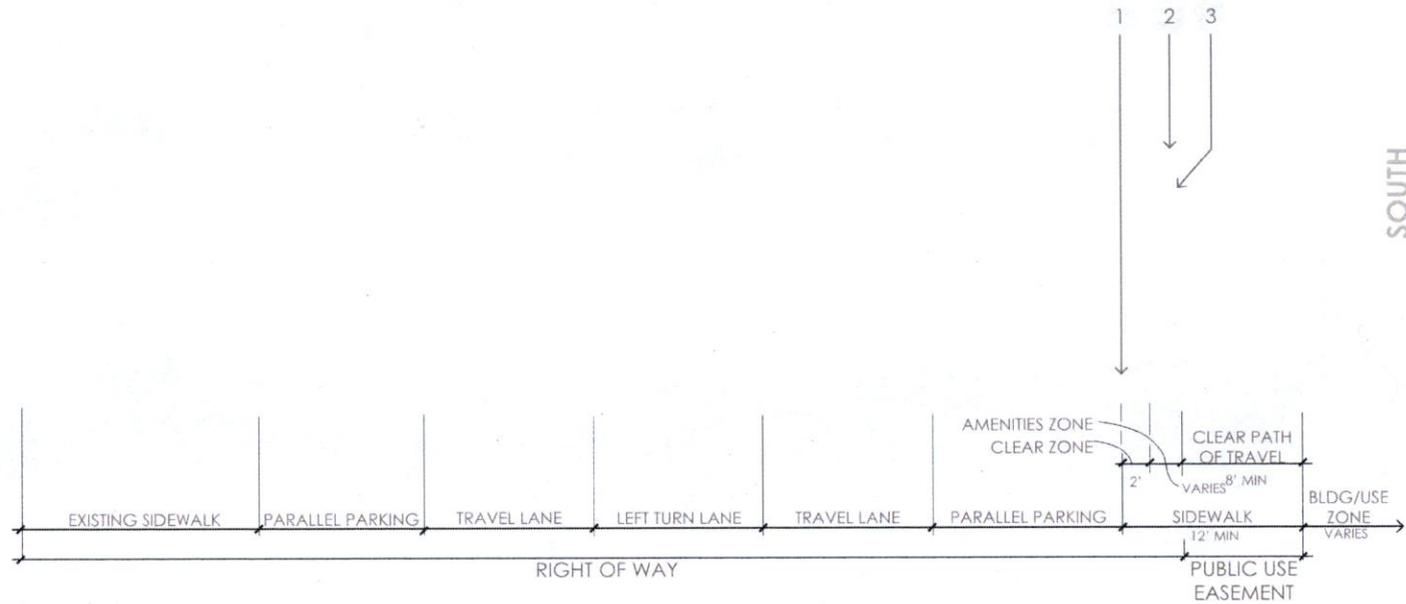
## TRANSITIONS FROM EXISTING DOWNTOWN

A seamless transition will be provided from the existing downtown streetscapes by projecting the same pavers, street furniture, lights, street trees and other streetscape furnishings into the western side of the project.



NORTH

SOUTH



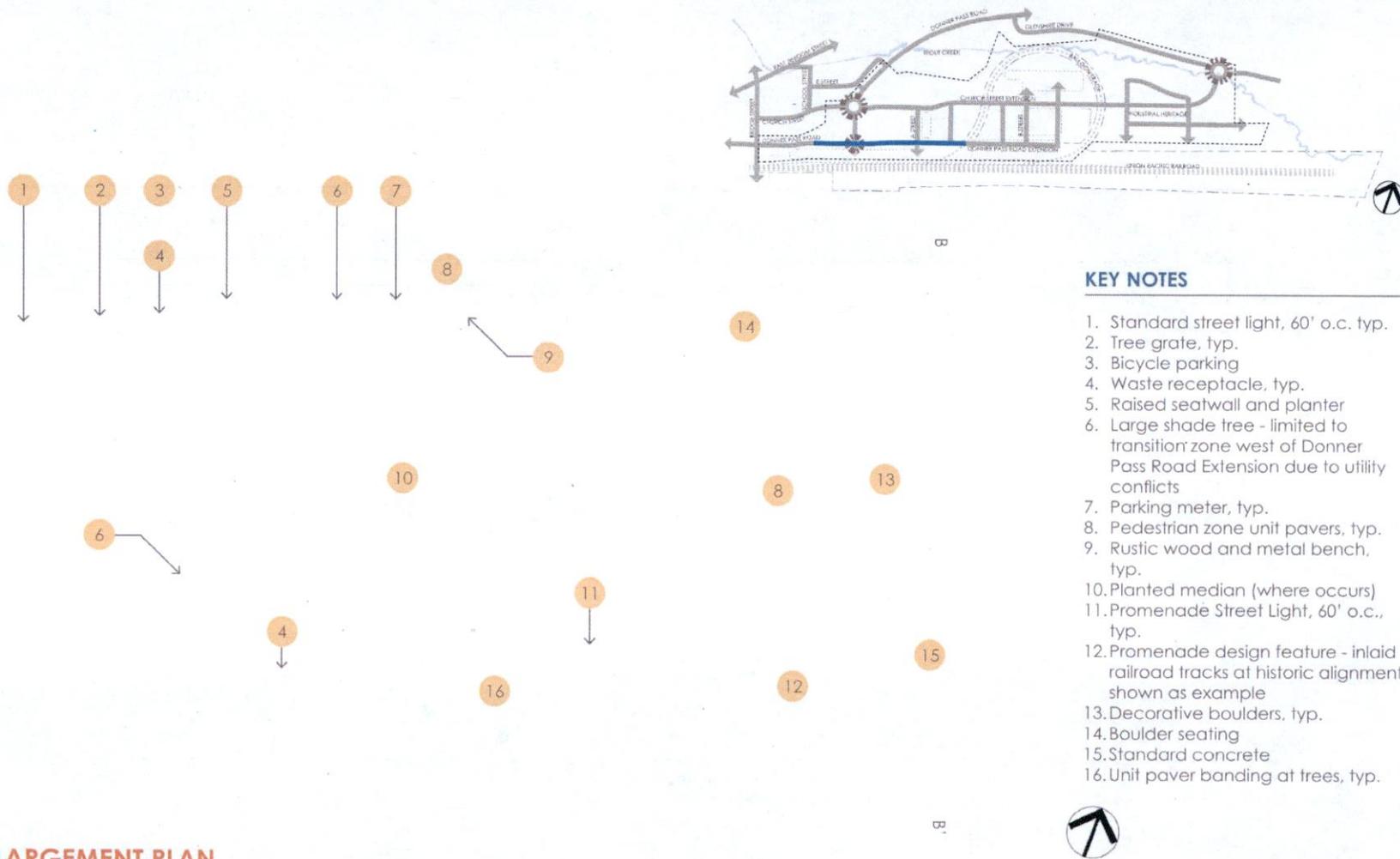
### SECTION A-A'

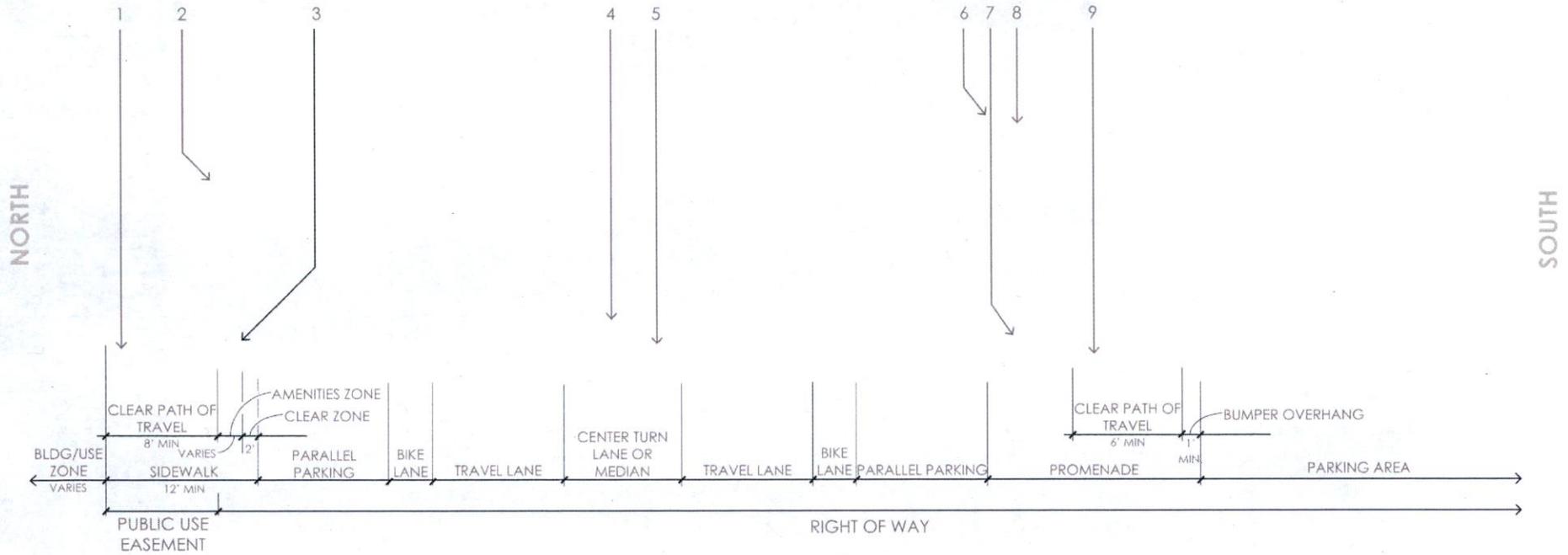
#### KEY NOTES

1. Unit pavers, typ.
2. Large street tree
3. Promenade street light, typ.

# DONNER PASS ROAD EXTENSION WEST SIDE OF BALLOON TRACK

## ENLARGEMENT PLAN



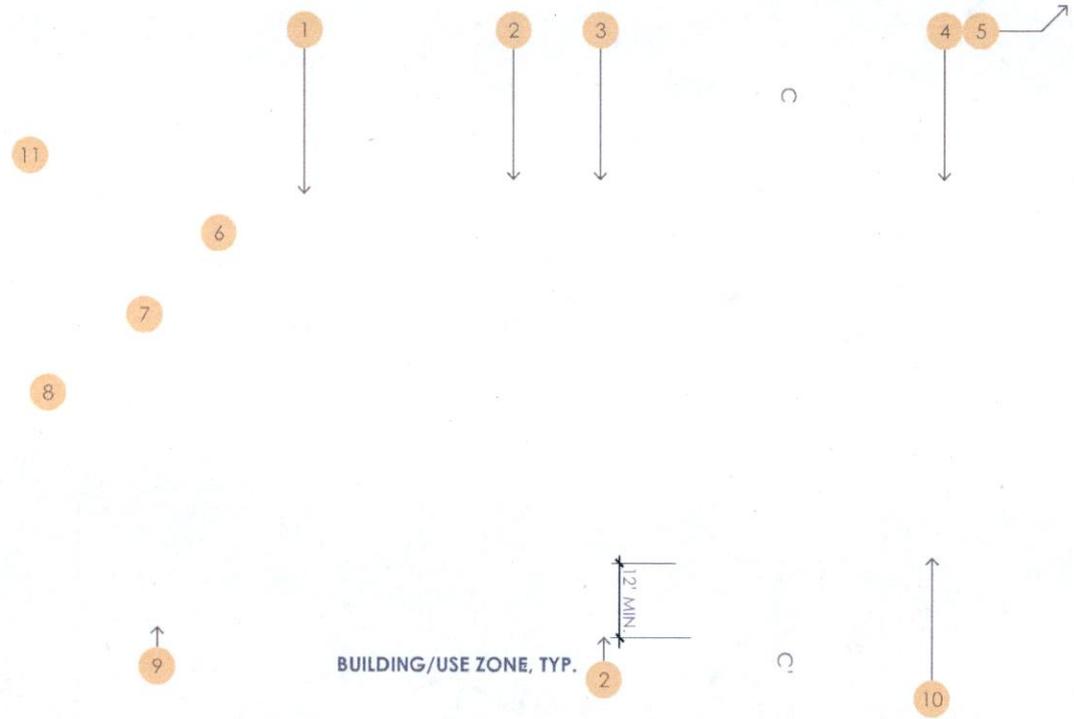
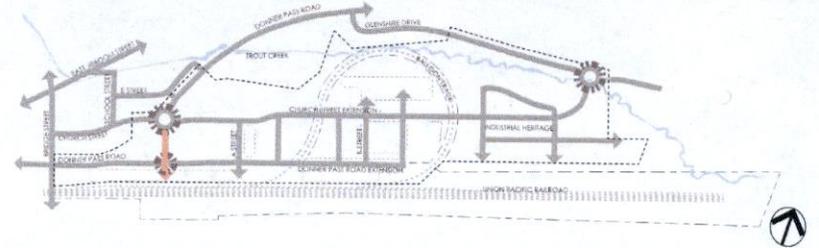


## SECTION B-B'

### KEY NOTES

- |                                |  |  |
|--------------------------------|--|--|
| 1. Unit pavers, typ.           | 5. Median plantings                      | 9. Standard concrete pavement with unit paver banding at trees, typ. |
| 2. Standard street light, typ. | 6. Large shade tree w/tree grate         |  |
| 3. Raised planter              | 7. Bench                                 |  |
| 4. Decorative boulder          | 8. Promenade street light, 60' o.c. typ. |  |

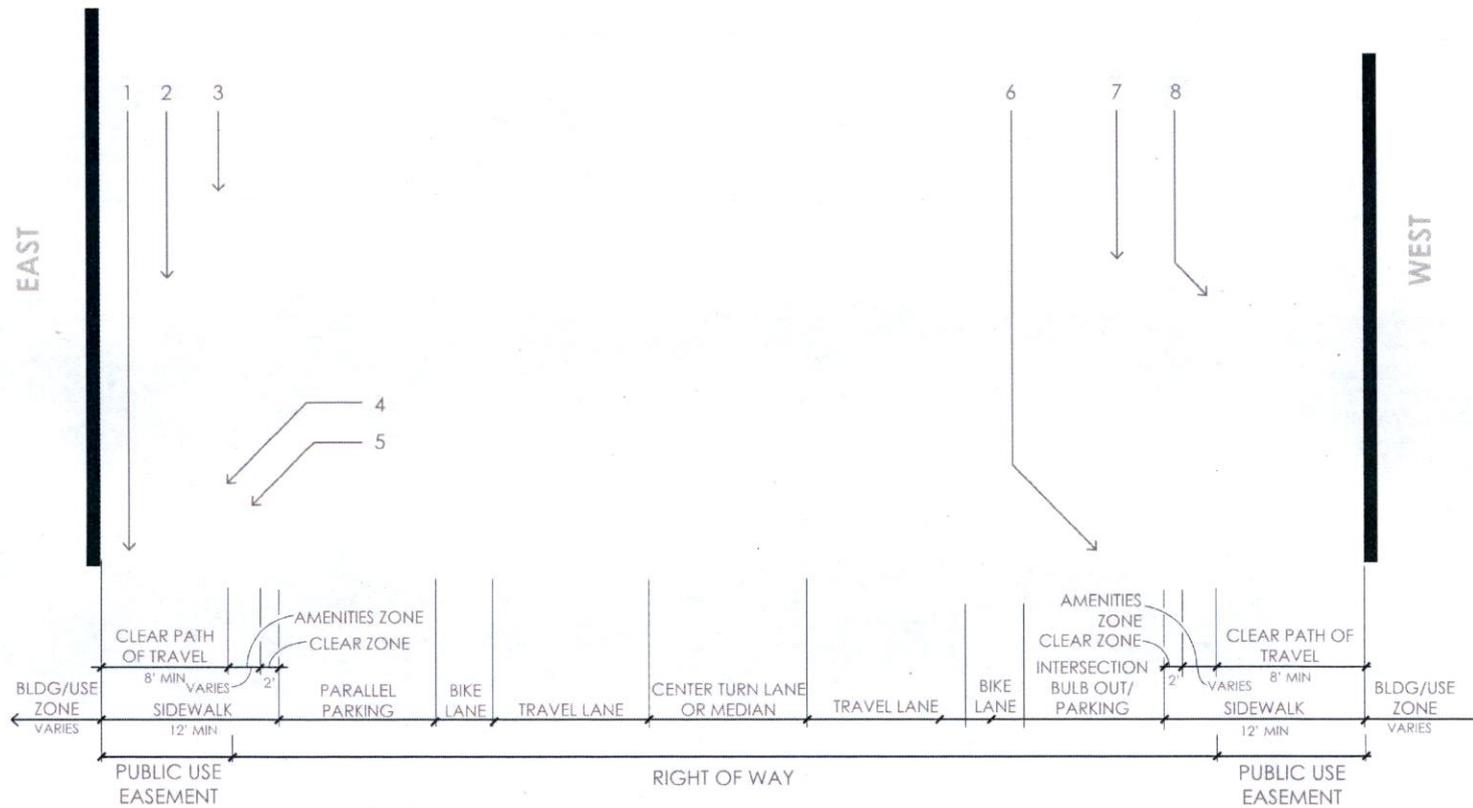
# DONNER PASS ROAD REALIGNMENT SOUTH OF CHURCH STREET



## KEY NOTES

1. Standard street light, typ.
2. Tree grate, typ.
3. Parking meter, typ.
4. Information kiosk
5. Boulder seating
6. Pedestrian zone unit pavers, typ.
7. Vehicular zone unit pavers, typ.
8. Stamped concrete, typ.
9. Opportunity for activation in building zone
10. Public art opportunity
11. Decorative/Protective Boulders, typ.

## ENLARGEMENT PLAN



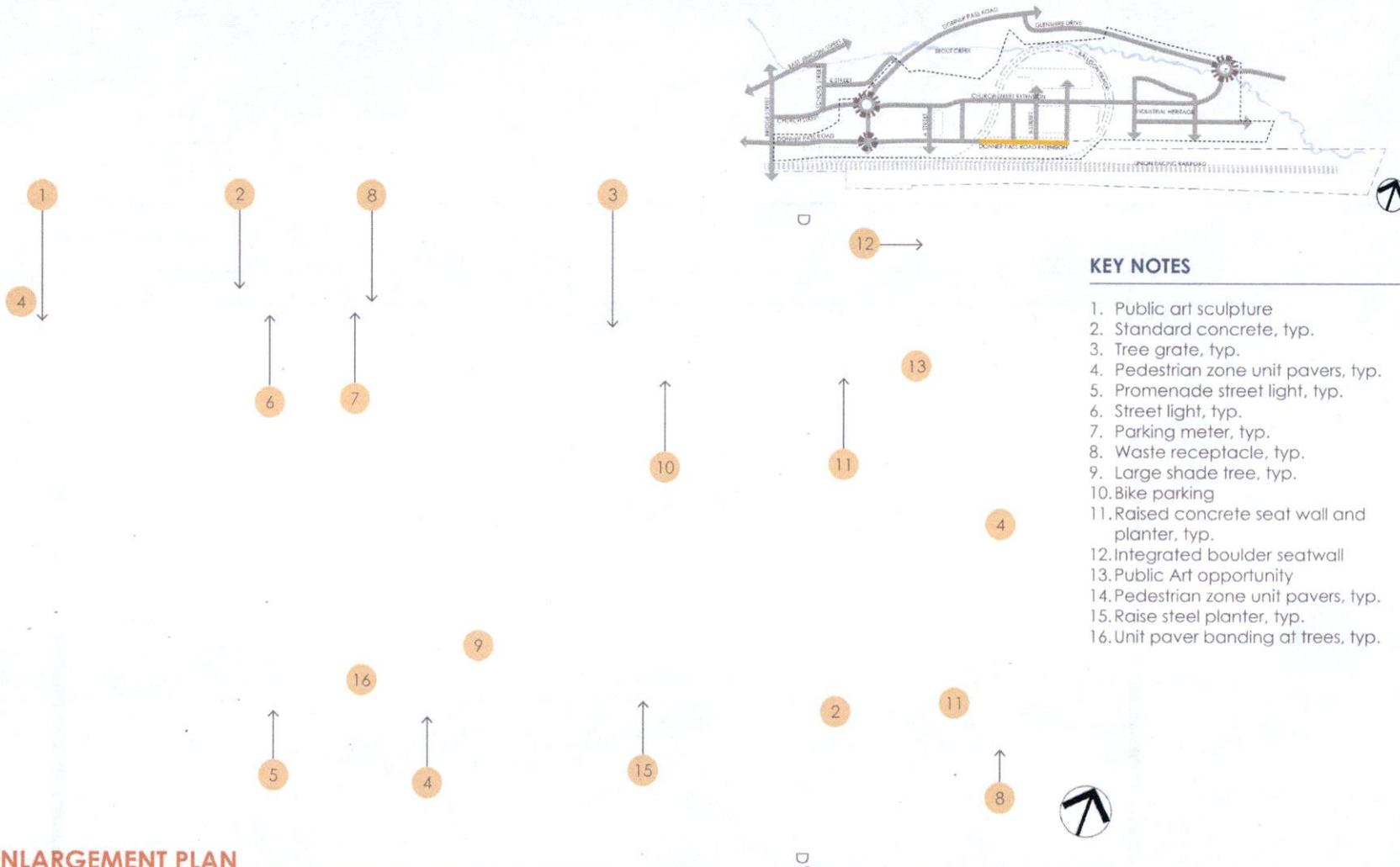
## SECTION C-C'

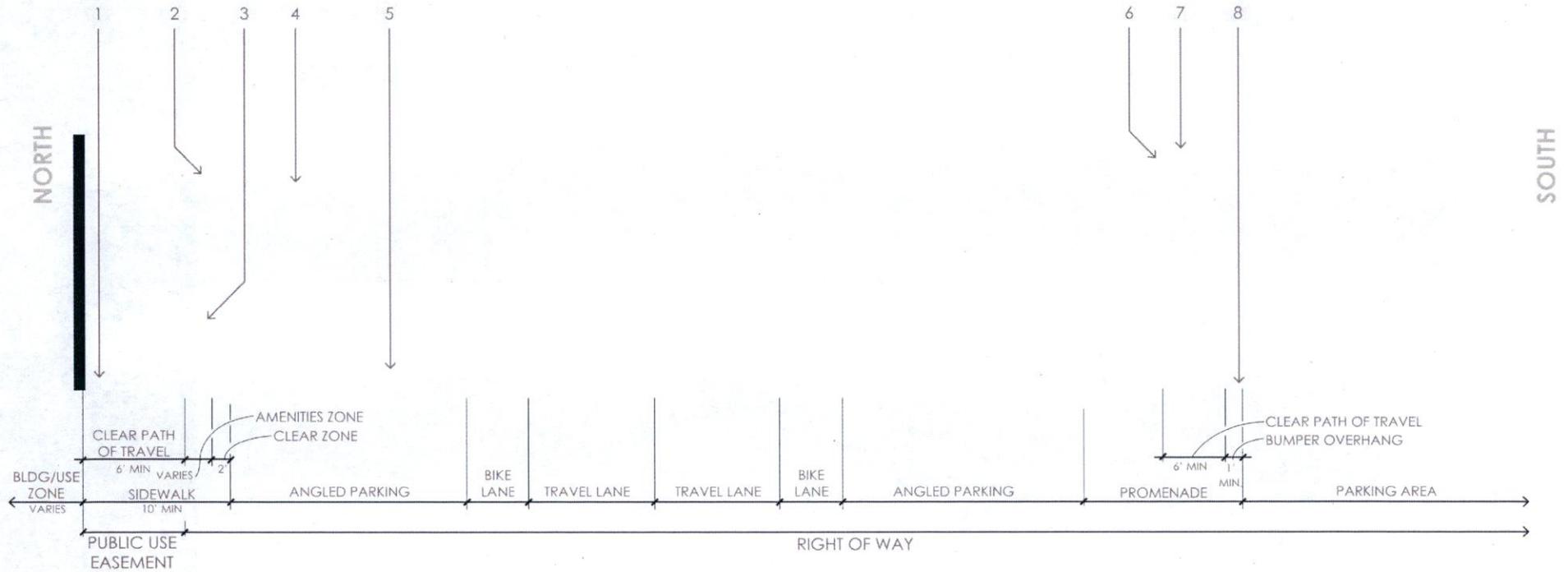
### KEY NOTES

1. Unit pavers, typ.
2. Building overhang
3. Large street tree
4. Awning column (where occurs)
5. Parking meter, typ.
6. Tree grate, typ.
7. Small ornamental street tree
8. Standard street light, typ.

# DONNER PASS ROAD EXTENSION INSIDE BALLOON TRACK

## ENLARGEMENT PLAN



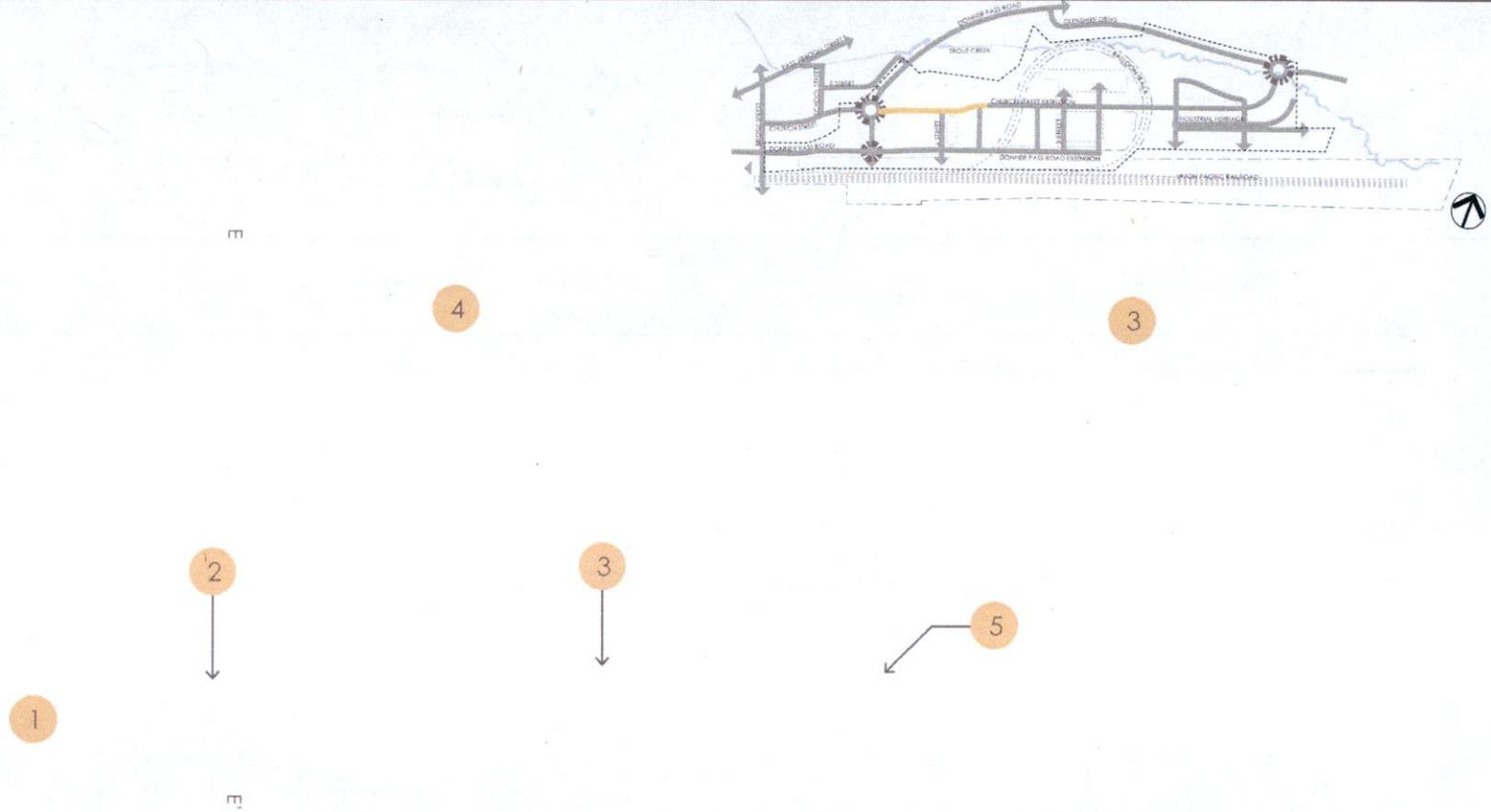


### SECTION D-D'

#### KEY NOTES

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1. Standard concrete pavement, typ.</li> <li>2. Standard street light, typ.</li> <li>3. Parking meter, typ.</li> <li>4. Small ornamental street tree (beyond)</li> </ul> | <ul style="list-style-type: none"> <li>5. Raised concrete planter/seatwall with board form finis (beyond), typ.</li> <li>6. Promenade street light, typ.</li> <li>7. Large street tree with tree grate</li> <li>8. Standard concrete pavement with unit paver banding at trees, typ.</li> </ul> |
|---|---|

# CHURCH STREET WEST OF BALLOON TRACK

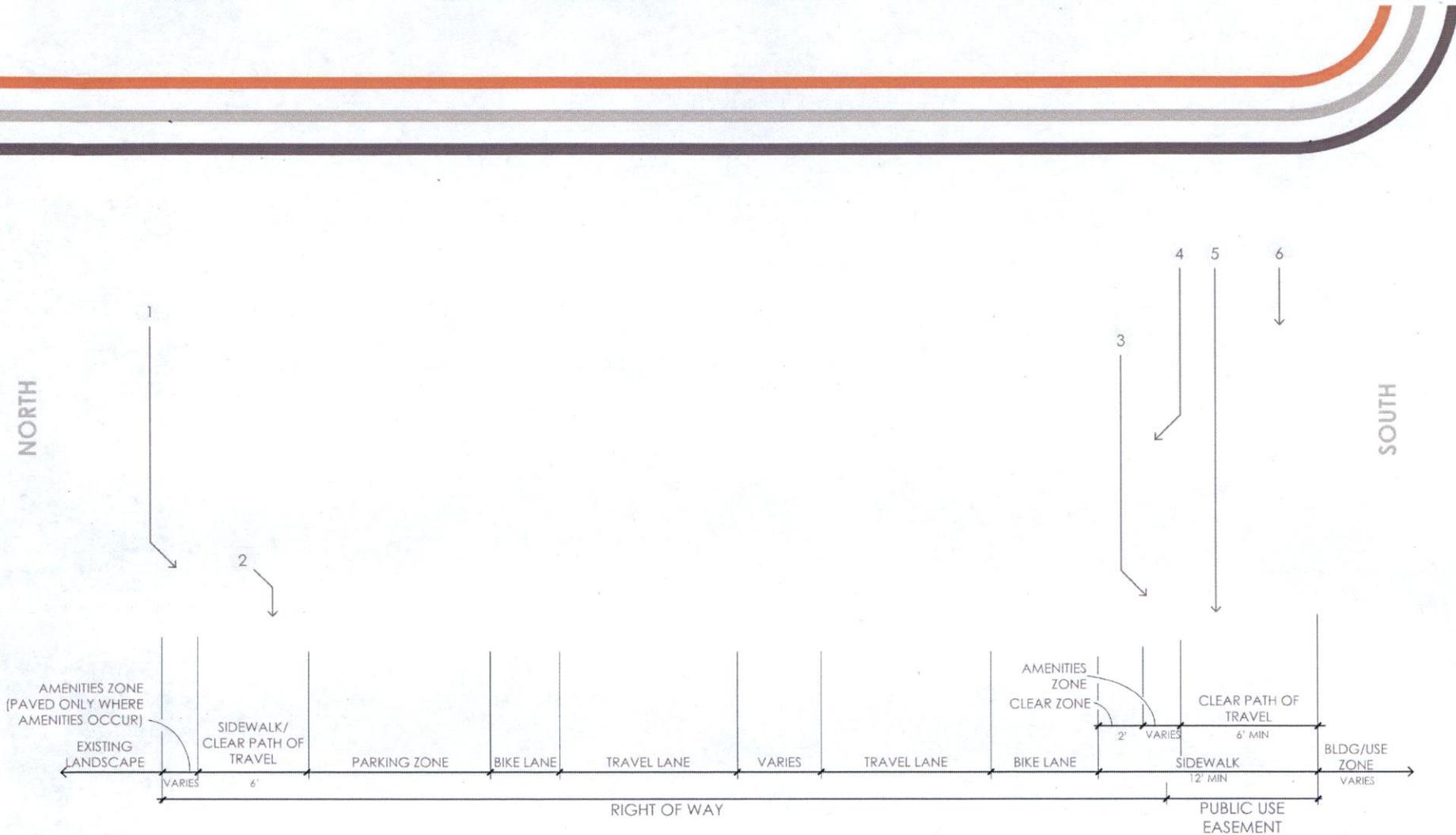


## ENLARGEMENT PLAN

### KEY NOTES

1. Pedestrian zone unit pavers, typ.
2. Raised metal planters, typ.
3. Landscape area (Existing or replaced)

4. Standard concrete pavement, typ.
5. Concrete driveways (where occurs)

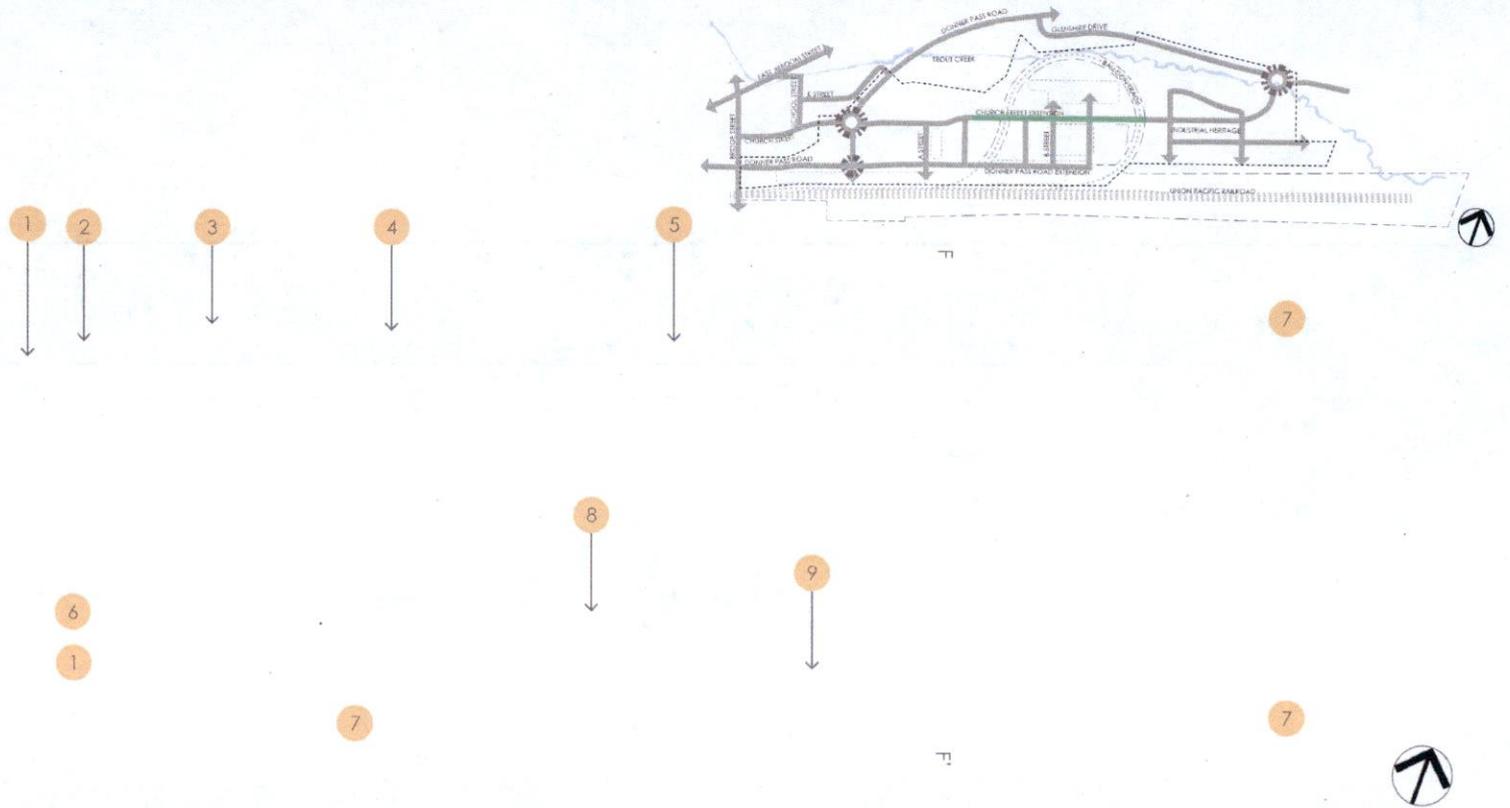


## SECTION E-E'

### KEY NOTES

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| 1. Parking meter, typ.              | 5. Pedestrian zone unit pavers, typ. |
| 2. Standard concrete pavement, typ. | 6. Building overhang (where occurs)  |
| 3. Raised Planter                   |                                      |
| 4. Street light, typ.               |                                      |

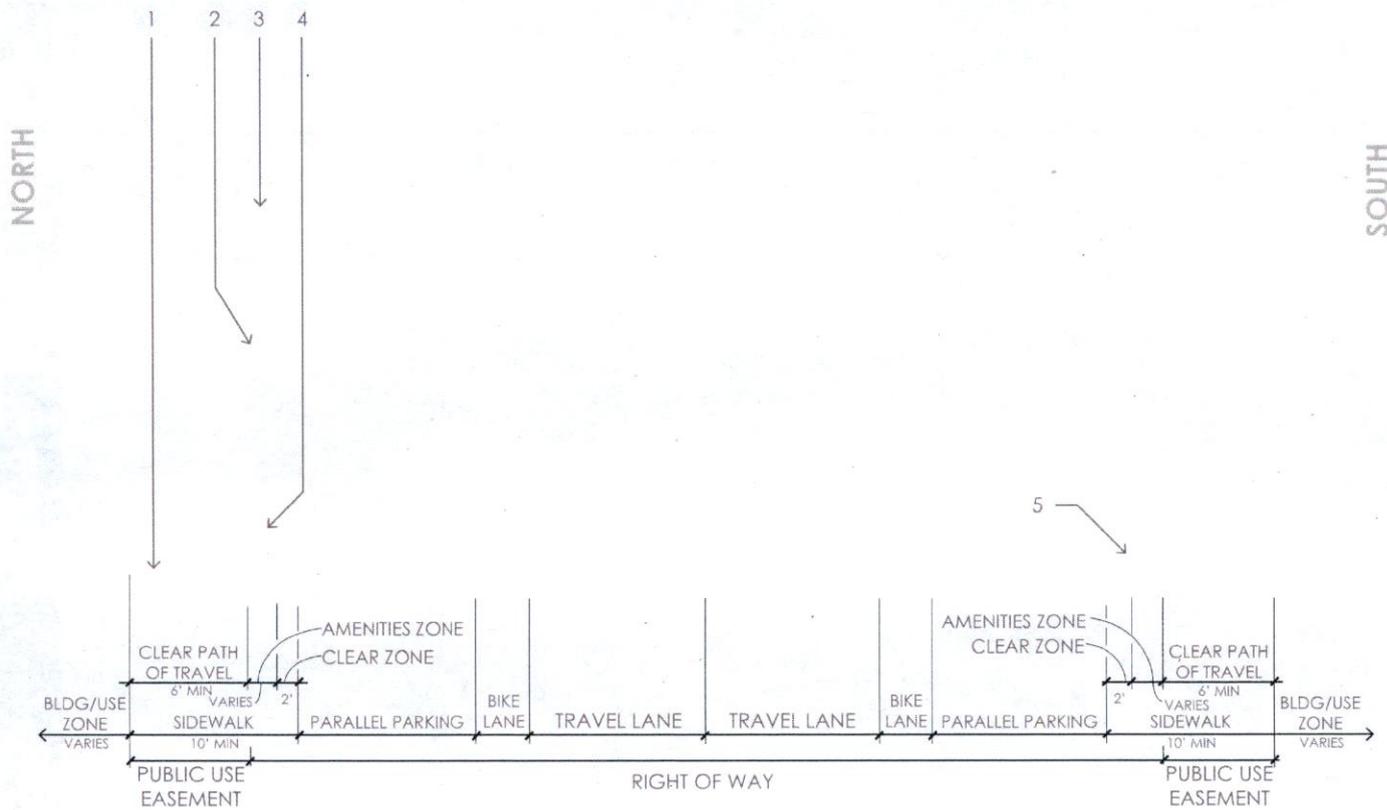
# CHURCH STREET INSIDE BALLOON TRACK



## ENLARGEMENT PLAN

### KEY NOTES

- |                                     |                                       |                |
|-------------------------------------|---------------------------------------|----------------|
| 1. Standard concrete pavement, typ. | 5. Parking meter, typ.                | 9. Bench, typ. |
| 2. Tree grates, typ.                | 6. Concrete driveways (where occurs)  |                |
| 3. Street lights, typ.              | 7. Pedestrian zone unit pavers, typ.  |                |
| 4. Street tree, typ.                | 8. Potential bus (TART) stop location |                |

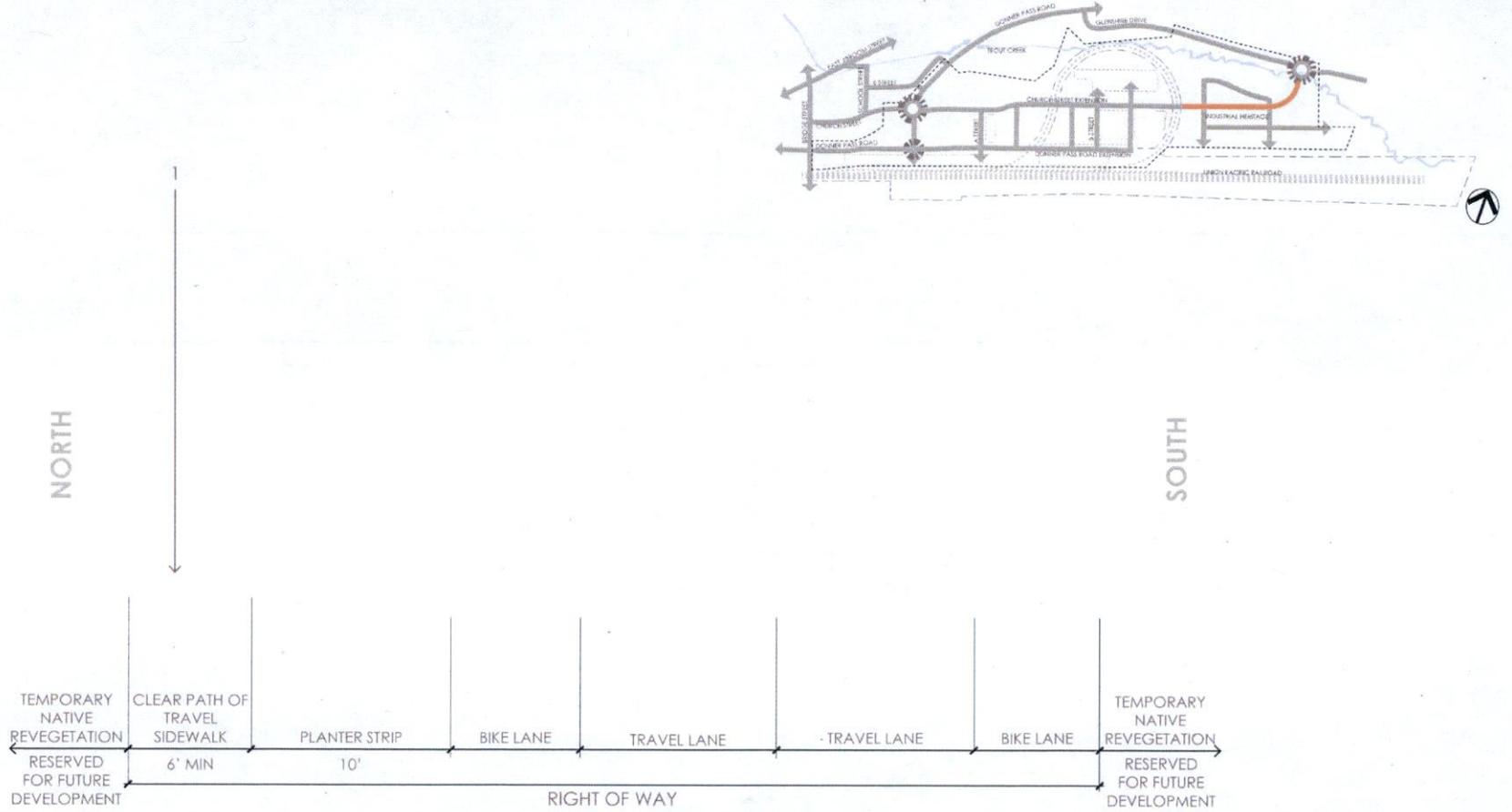


## SECTION F-F'

### KEY NOTES

1. Standard concrete pavement, typ.
2. Standard street light, typ.
3. Large shade tree, typ
4. Parking meter
5. Raised planter

# CHURCH STREET EAST OF BALLOON TRACK



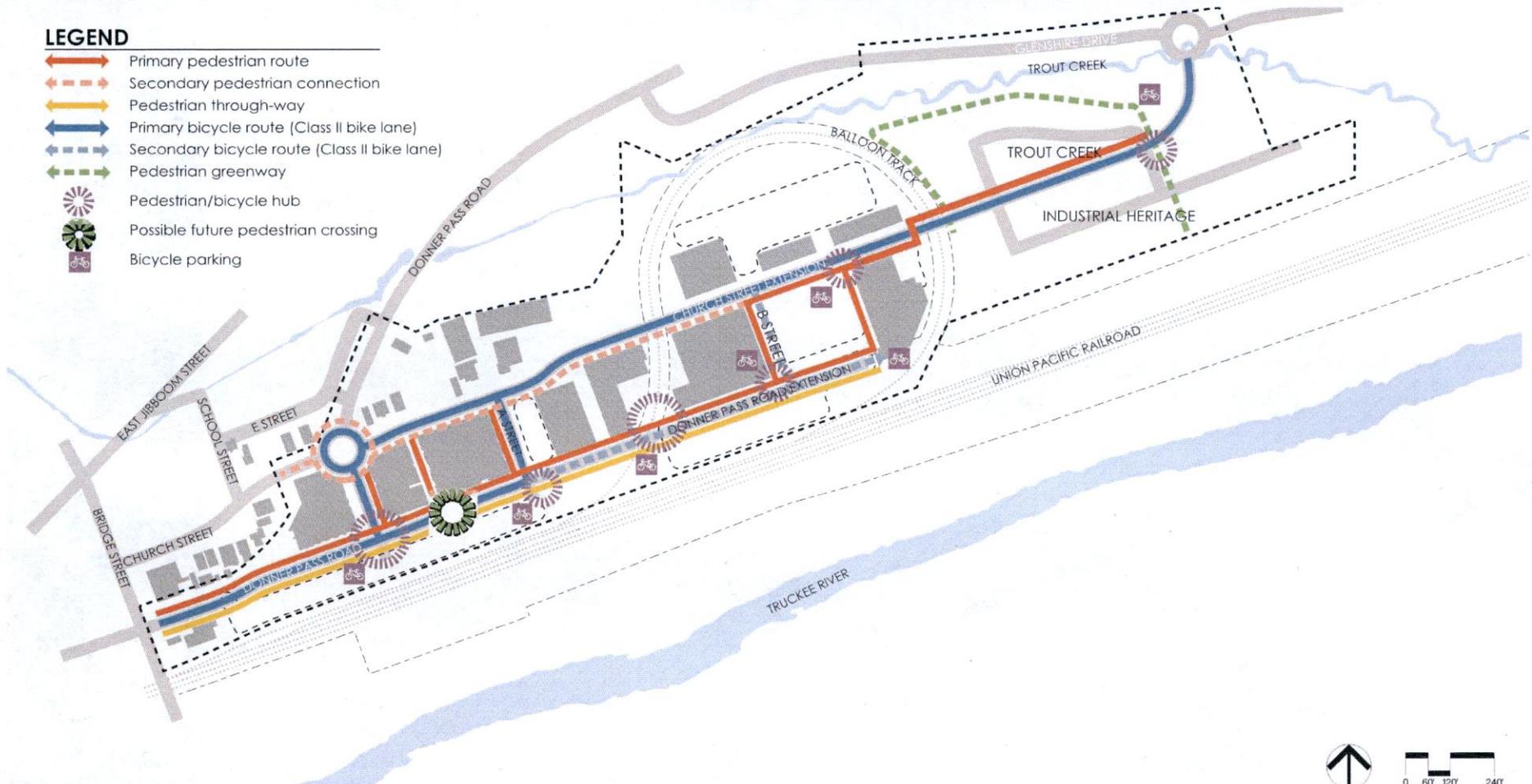
## SECTION G-G'

### KEY NOTES

- 1. Standard concrete, typ.

## LEGEND

-  Primary pedestrian route
-  Secondary pedestrian connection
-  Pedestrian through-way
-  Primary bicycle route (Class II bike lane)
-  Secondary bicycle route (Class II bike lane)
-  Pedestrian greenway
-  Pedestrian/bicycle hub
-  Possible future pedestrian crossing
-  Bicycle parking



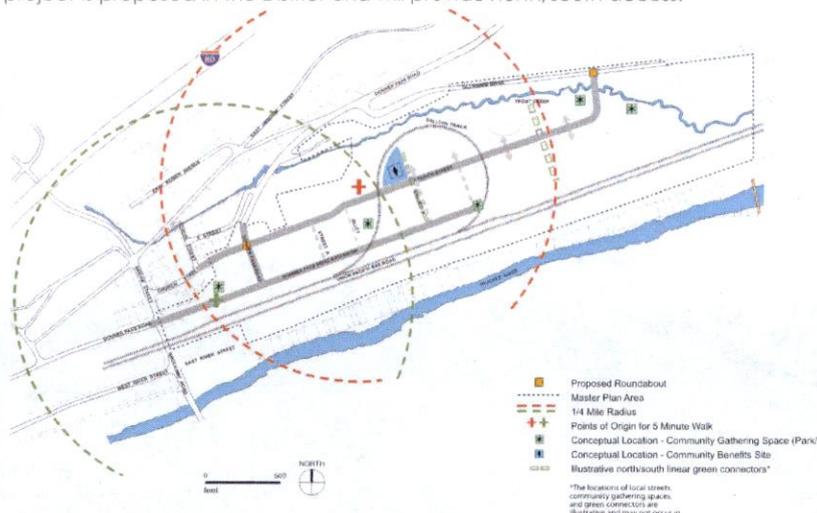
## PEDESTRIAN CIRCULATION

## INDUSTRIAL HERITAGE (IH) 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. Sidewalks will be separated by planter strips and should be limited to the North side of the roads to maximize solar exposure. Sidewalks will only be on one side of the street and will be 6'-0" wide concrete. Planter strips can also be used as LID for these areas.

## TROUT CREEK (TC) 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.



**PEDESTRIAN CIRCULATION PLAN FROM RAILYARD MASTER PLAN,  
NOVEMBER 2016**

## PEDESTRIAN CIRCULATION AND NODES

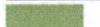
### High quality pedestrian and bicycle environment.

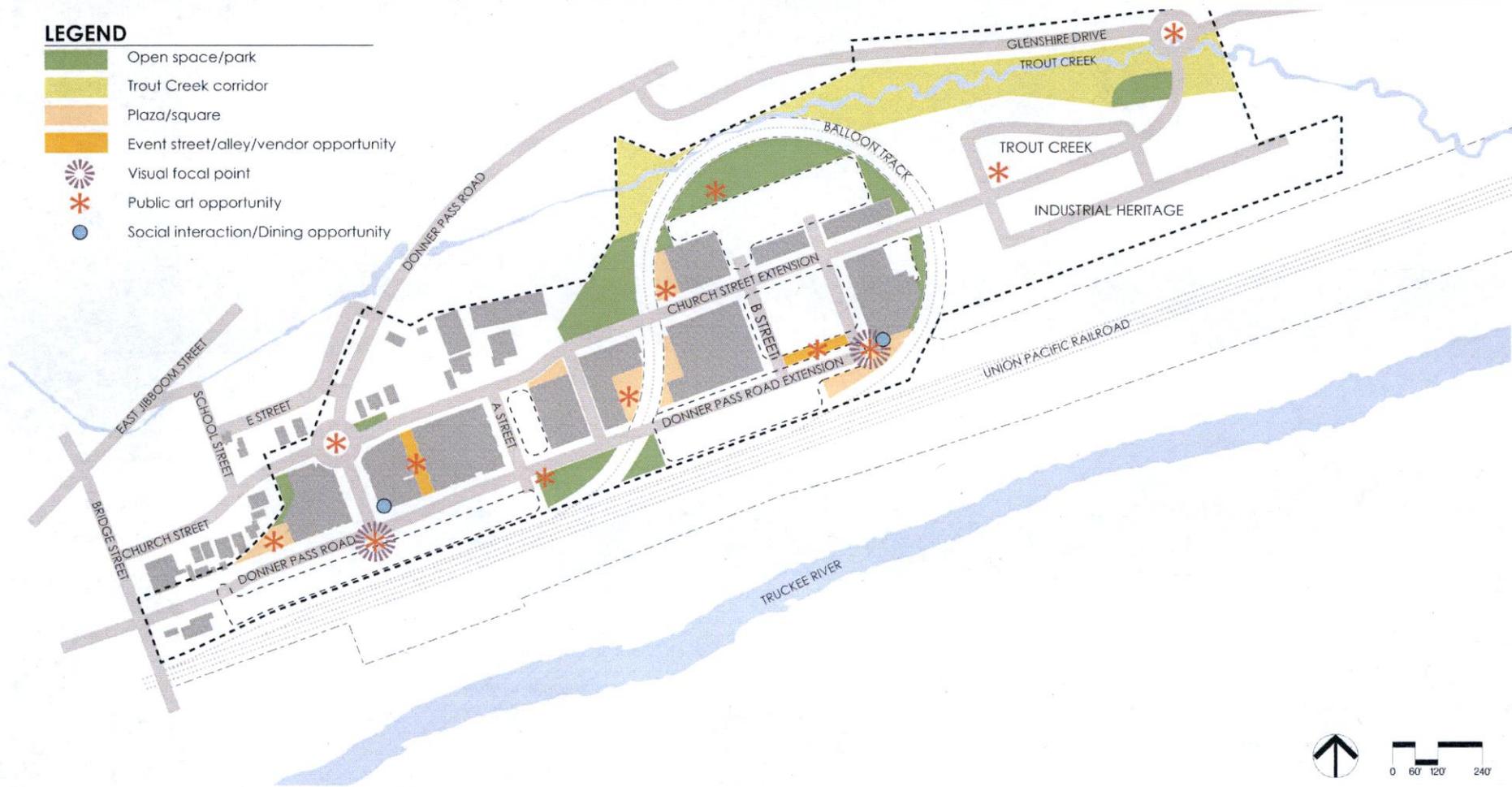
**Pedestrian/Bike Circulation** – The framework diagram focuses on primary pedestrian paths and includes the relationships to the primary and secondary streets and identifies all key pedestrian connections and primary paths of travel.

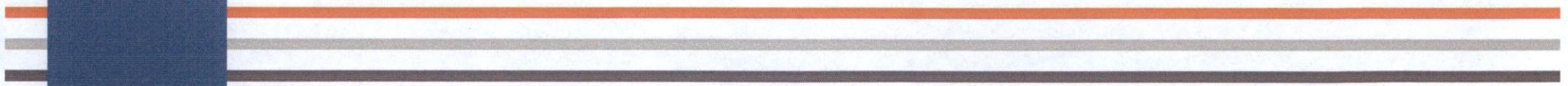
- **Pedestrian/Bicycle Hub:** Strategically placed at locations where pedestrians are transitioning from bikes to walking or from cars to walking. These locations will include information signage, bike racks, bike lockers, kiosks, benches, lighting and other amenities to reinforce these transitional spaces.
- **Connections to Creek Trail Plan:** The Pedestrian Circulation Exhibit (pg. 25) highlights the connections through the project area and to the surrounding bicycle network. There is an opportunity to put a smaller multi-use path along the creek corridor behind the Trout Creek area that can tie to the larger Truckee network of bikeways and bike trails. The proposed park, identified in the Community Activity Centers Exhibit (pg. 27), will act as a resting spot and transitional space from the street to the trail. Bike racks and other amenities should be placed at the park.

## COMMUNITY ACTIVITY CENTERS

### LEGEND

-  Open space/park
-  Trout Creek corridor
-  Plaza/square
-  Event street/alley/vendor opportunity
-  Visual focal point
-  Public art opportunity
-  Social interaction/Dining opportunity





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## TOWN SQUARE

Spaces within and immediately to the west of the balloon track, provide opportunity sites for community gathering sufficient in size for planned and spontaneous events for both residents and visitors. These spaces should include accommodations for seating, staged events, and community information posting.

## PARKS

Small parks and open spaces shall accommodate a range of public functions including gathering, public recreation, stormwater management and snow storage. These spaces shall include a variety of amenities such as; benches, picnic or cafe table seating, lighting, trash receptacles, bicycle racks, open plaza surfaces, overlooks to adjacent natural resources or railroad features.

Where appropriate, park spaces shall be located adjacent to housing and live-work units to create attractive and inviting areas for residents and visitors. A park at the eastern portion of the Trout Creek corridor and a stormwater infiltration area between Church Street and Trout Creek, west of the balloon track provides opportunities for visual access to Trout Creek.

**SMALL TOWN SQUARE**



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## TROUT CREEK CORRIDOR

A portion of Trout Creek has been restored and additional work in the remaining reaches will be completed by the Town pending funding. This restoration work will provide additional public open space within the RMP. Possible future improvements in this area include an informal public trail with creek access, picnic tables, site furnishings and interpretive exhibits.

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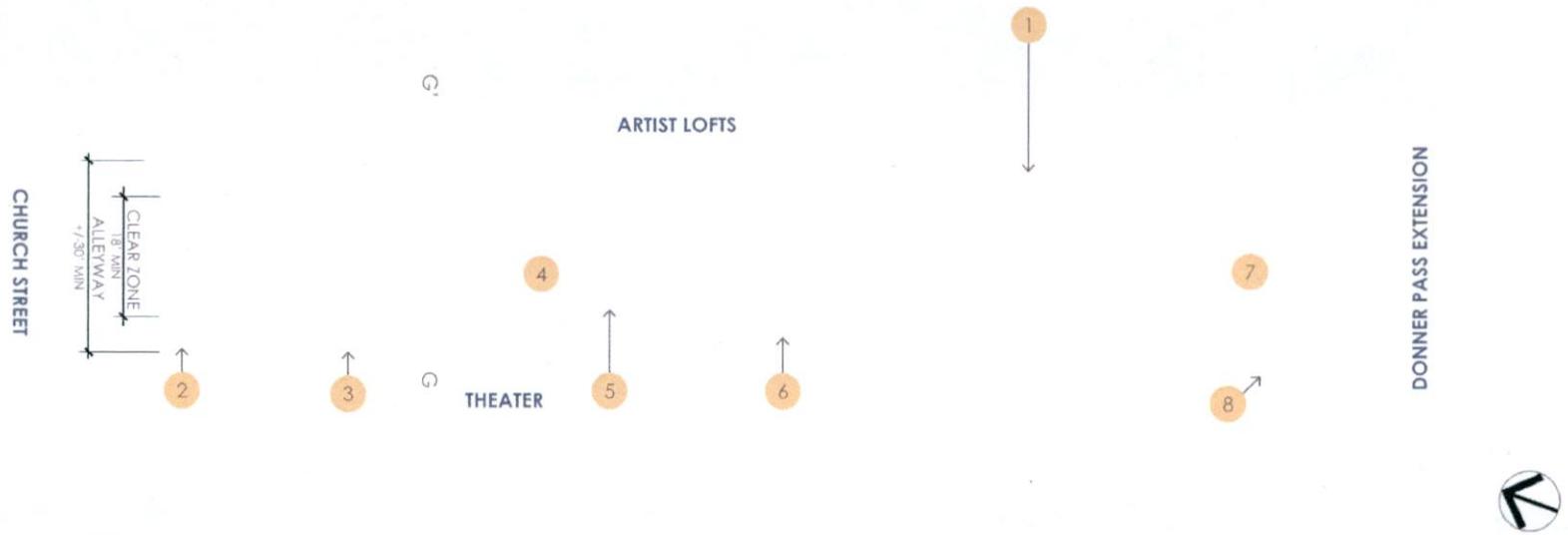
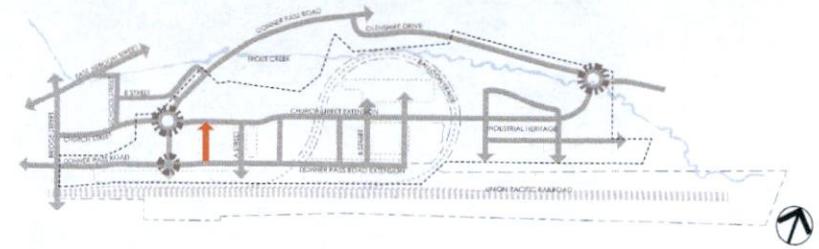
## PLAZAS

Several opportunities exist for small urban plazas along the Donner Pass and Church Street extensions. These spaces, which may be located on public or private property, will provide small gathering areas adjacent to retail shop frontages.

These spaces shall take advantage of southern solar exposure and provide a variety of amenities including landscaping, lighting and a variety of permanent and movable seating options.

**EVENT STREETS/ALLEYS**

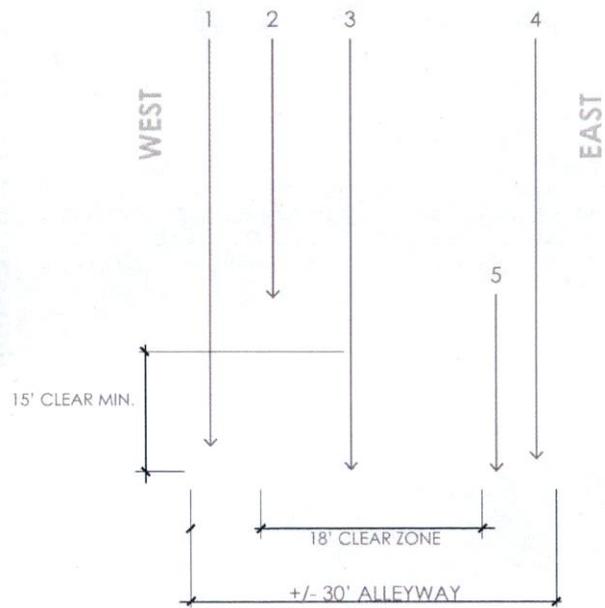
The Pedestrian Alley presents an opportunity for activation through the use of furnishings and public art. Colorful pavement treatments, tall murals, and catenary lighting draw pedestrians into the space inciting a sense of discovery and exploration. Movable furnishings allow for flexibility within the alley and permit informal gatherings. Through the use of creative programming the alleyway can function as a temporary shut down area providing spaces for pop-up shops, street vendors or farmer's markets.



**ENLARGEMENT PLAN**

**KEY NOTES**

- 1. Movable steel planters, typ.
- 2. Entry planters with larger specimen planting, typ.
- 3. Vertical art opportunity (i.e. murals), typ.
- 4. Horizontal art opportunity (i.e. pavement treatment)
- 5. Catenary lights (opportunity)
- 6. Movable rustic wood and metal bench, typ.
- 7. Unit pavers, typ.
- 8. Opportunity for Corner architecture articulation to open up alley



ALLEY AT NIGHT

## SECTION G-G'

### KEY NOTES

1. Movable raised planter
2. Catenary lights (opportunity)
3. Pedestrian zone unit pavers in clear zone, typ.
4. Movable bench seating
5. Standard concrete pavement outside clear zone

---

## STREET CLOSURES AND PUBLIC EVENTS

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The north/south oriented Local Streets and Alleys provide opportunity for expanded gathering and event space, when needed, through the implementation of periodic street closures. When activated, these corridors serve to connect Donner Pass Road and Church Street as well as adjacent streetscape plazas and open spaces.

These spaces can serve to accommodate street vendors, pop-up/mini retail, street fairs, street entertainment, outdoor seating and dining or other public events.

## PARKING

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Parking through the Downtown Extension District is served primarily through two linear surface lots located along the UPRR Right of Way one west of and the other within the Balloon Track. A tree lined pedestrian promenade extends to connect both these lots to the rest of the District and the existing Downtown. In addition to serving as a direct pedestrian "through-way", this promenade is also a buffer between the railroad and main parking area and the rest of the Downtown Extension Development.

Additional Parking needs are served through on-street parallel and angled parking along the north and south sides of Donner Pass Road, the north side of Church Street and both sides of the north/south oriented Local Streets, where space allows.

Surface parking lots are also proposed within the Balloon Track.

## PUBLIC ART

---

Incorporate public art opportunities at both the street level and at key building locations. See Community Activity Centers exhibit on page 27 showing proposed locations for public art installations. Art is subject to Town review consistent with adopted Town Policy.

- Art will play a major role in providing color. Art should be integrated into the paving, wall murals, kiosks, bike racks etc.
- Art installations to highlight unique Truckee features.
- Inspired by the concept of "Truckee funk", color and form-follows function concepts are encouraged to set the area apart from the existing downtown.
- Public alleys to include paving patterns or murals.
- Streetscapes to include artistic bike racks, tree grates or other usable unusual streetscape amenities.
- Larger standalone art installations will be considered for on-site terminated view vista's or as part of on-site developments in the balloon track area.

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## BUILDING INTERFACE

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### BUILDING ENTRIES

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Placement and design of entries should directly relate to the sidewalk and street experience and entice pedestrians into the space. Restaurants are encouraged to provide a visual through-view connection to exterior seating areas. Each retail establishment shall have clearly defined, highly visible and distinctive custom entrances. Use of the following features are encouraged:

- Canopies or portico's
- Awnings
- Overhangs
- Recesses/projections
- Arcades
- Raised parapets over the door
- Gable roof forms
- Outdoor patios
- Display windows
- Regionally-appropriate architectural details integrated into the building structure and design
- Integral planters or wing walls that incorporate landscaped areas and/or seating
- Unique entry door

Additional consideration should be given for outdoor display and seating areas as a way to enhance the pedestrian experience.

### COVERED WALKWAYS/ARCADES

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Covered walkways/arcades provide a sense of entry, the dynamic of shadow, and functional protection from weather. Covered walkways/arcades are encouraged to be incorporated along the building frontage to provide shelter for pedestrians. These walkways/arcades should be designed to appropriate depth to allow pedestrian circulation under them. Walkways/arcades may be fully or partially covered (e.g., roof or trellis) as appropriate for the building design.

### OUTDOOR DINING

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Buildings are encouraged to incorporate south-facing dining plazas, rooftop and/or nook dining for alfresco dining. Plazas may be incorporated as a recess within the building footprint (i.e. nook dining) and may extend within the public way provided that a minimum of clear path of travel remains for pedestrian circulation.

When dining plazas are incorporated, a fence up to 42" in height may be used to define the plaza space.

### PUBLIC/PRIVATE SPACES ALONG THE STREETScape

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As indicated on the cross section exhibits, the proposed public/private line, or the proposed right of way line, is proposed to be at the back of the amenity zone. Behind that line minimum clear paths of travel must be maintained but the proposed buildings are allowed to articulate to create spaces that respond to the building use. As indicated in the RMP, the review authority may approve up to a 25' setback for outdoor dining, small plazas, courtyards or similar features and associated improvements. As indicated above, fences, paving material changes, landscaping planters, etc. can be used to indicate these spaces. Unlike the existing downtown, the same paver type will be used passed the right of way line to the edge of the clear path of travel, which in most cases will be the general face of building.

### PUBLIC/PRIVATE DELINEATION

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Public and private areas can be delineated in various ways. Where private buildings front pedestrian areas building buffers can be used and indicated by a change in pavement material or color. In some instances a restaurant fronting a sidewalk may choose to utilize a low fence to create an outdoor seating area.

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## PEDESTRIAN SCALE

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The pedestrian experience should be considered in all aspects of the design, planning, and implementation of the public way. Building design, walkways, street furniture, and lighting should all consider the pedestrian scale and incorporate design elements to create a comfortable and welcoming pedestrian experience. View corridors should be considered through the thoughtful placement and design of interesting streetscape elements to create visual interest with a layering approach to materials and textures. Pedestrian scale can be considered through:

- Signage scale and height
- Lighting scale, height, and orientation
- Landscape placement and scale (e.g., potted plants, planters, street trees, etc.)
- Street furniture (e.g., benches, seat walls, planters, bicycle racks, wayfinding signage, etc.)
- Building entry design (e.g., overhangs, recessed entries, windows, color)
- Pedestrian weather protection (e.g., awnings, arcades, covered walkways)
- Public art
- Decorative paving to clearly delineate path of travel and the pedestrian way

## TRASH

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Trash receptacles are a unique opportunity to provide a thoughtful solution to a typically unattractive basic necessity. Trash receptacles will be provided as freestanding trash cans along the streetscape, as well as larger dumpsters for building trash. Both types of receptacles are encouraged to be artistic statements, though design, color, and form. Dumpsters should be incorporated into building footprints and, when incorporated into activated alleyways, are encouraged to be painted with murals or interesting materials to provide an unexpected element of surprise. All trash receptacles must incorporate bear-proofing measures.

## VENDOR OPPORTUNITIES

---

Kiosks and other pop-up vendor spaces are an innovative solution to draw people in to public plazas or large pedestrian walkways. Kiosks can provide visitors with a variety of services and information. Maps, ATMs, and vendors are among the many uses for kiosks.

When present, kiosks should be designed as individual unique and distinctive freestanding structures. Each kiosk should have its own unique characteristics to delineate it from others and allow its use as a landmark in assisting pedestrian travel. Kiosks can either invite pedestrians to shop from the exterior, or, in some cases, it may be appropriate to have a larger scale kiosk that invites pedestrians inside.

Food trucks present another unique vendor opportunity. The Truckee Railyard is encouraged to consider accommodations for food trucks through multi-use plazas that can accommodate vehicular circulation (provide ample space and be constructed of durable materials) and provide the necessary services (e.g., water and electrical, if needed).

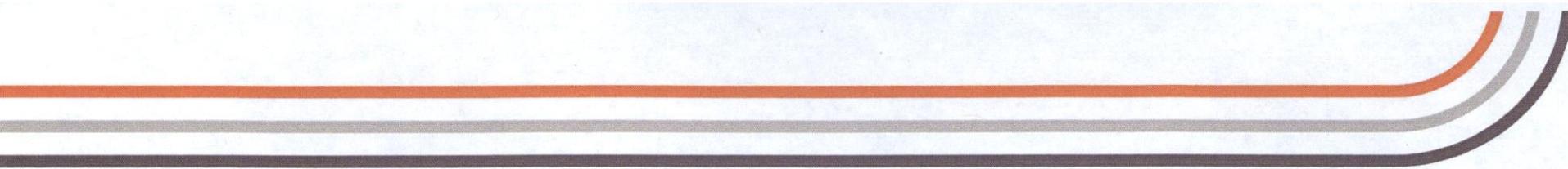
Nook Retail integrates pop-up vendor spaces into the footprint of a larger space and may be used for bicycle rentals, flower sales, food vendors, artisans, or other small-scale retail functions. Nook Retail may be an inset corner or a nestled recess into a storefront. Nook Retail should be able to be closed off when not in use through roll-up doors, barn doors, or other sturdy and weatherproof solutions. It should provide necessary utility services to function for the intended use.

## VIEW CORRIDORS

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Pedestrian routes should be clearly identifiable, predictable, and destination areas should not be hidden or obfuscated. Pedestrian routes and gathering areas should be well lit, and areas not intended for pedestrian traffic should avoid excessive lighting or be physically separated from walkways.

Where feasible building architecture should be pulled back from the sidewalk to allow for enhanced sight lines for pedestrians as well as motorists. For example pulling back building corners at the Alleyway entrance opens up the space and creates improved sight lines both out and into the corridor.



## STREETScape STANDARDS

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### SNOW REMOVAL/STORAGE

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Consideration of winter snow removal, handling and storage are essential. Efficient snow removal in the Downtown area is important to: maintain passable routes for emergency equipment, school buses, and essential government services; provide local access to local commerce centers when interstate highways are closed; provide safe-haven to visitors during large storm events that may limit travel; and minimize impact to downtown businesses offices and residents during peak storm events.

Snow removal in the Downtown Extension District will likely involve plowing the snow from public road into on-street parking areas for temporary snow storage. Sidewalks are usually plowed, blown or shoveled into the parking areas as well. At night, Town crews remove snow from the temporary snow storage areas, load into trucks and haul to a designated snow storage area.

During snow plowing, snow is piled onto and behind the curb and gutter adjacent to the street. Vegetation directly adjacent to the travel lane should be avoided. Vegetation adjacent to the curb can be damaged by plows, the weight of snow, and roadway sand and deicing chemicals.

### CURB/CURB AND GUTTER

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The Town standard is a Rotated Type E Curb with a 26" width. The curb is 12" wide with a rolled face and the pan is 14" wide with the flow line 7" below the top back of curb. Where a curb is required, a 12" wide rolled curb similar to the rolled curb portion of the Rotated Type E Curb is used. The rolled curb holds up better during snow removal activities than a vertical curb.

### LIGHTING

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Street lighting through the transition areas from the Downtown Commercial Core and the Downtown Extension will continue use of the fixture used in the Commercial Core. This same fixture or a similar complimentary fixture may be used beyond the Balloon Track and into the Trout Creek and Industrial Heritage Districts.

It is anticipated that building mounted lighting will serve sidewalk areas on the south side of Church Street and north side of Donner Pass Road west of A Street

### PARKING METERS

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Parking meters are installed in parking areas maintained by the Town. On-street parking and public parking lots will be maintained by the Town through a parking district. To generate funds to maintain the parking area, parking fees are collected through parking meters. This is a ticket system where visitors park, go to the meter, pay, and receive a ticket to put on the dash. The Town typically provides meters so that a visitor can park no more than six parking-spaces away from the meter. The meters are solar powered and will be placed for optimum sun exposure.



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## INFRASTRUCTURE

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Utility and roadway/streetscape infrastructure currently only serves a small portion of the Railyard Project. Existing roadway infrastructure consists of a short segment of Church Street. The Railyard Project will improve existing roadways; and build new roadways, pedestrian corridors, bike lanes, at-grade railroad crossings, on-street parking and off-street parking to create a vibrant downtown area. Donner Pass Road will be realigned into a "T" intersection with Donner Pass Road Extension and a roundabout will be installed at the Donner Pass Road and Church Street intersection. Additional information on infrastructure can be found in the RMP.

The existing utilities that are present are of insufficient capacity to meet the utility demands anticipated for the project. However, the existing utility systems surrounding the property area generally of adequate size, condition and proximity to be extended to and serve the Railyard project without extensive off-site improvements or modifications.

## LOW IMPACT DEVELOPMENT

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Low Impact Development (LID) is a stormwater management approach with a basic principle to manage rainfall at the source. The goal is to mimic a site's predevelopment hydrology using design techniques that infiltrate, filter, store, evaporate and detain runoff close to its source. Instead of conveying, managing and treating stormwater in large costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small cost-effective landscape features.

LID techniques include providing stream setbacks and buffers, tree planting and preservation, bioretention, green roofs, permeable pavers/ porous pavement, rain barrels and cisterns, underground infiltration galleries, tree box filters, and vegetated swales. Many of these techniques break-up large impervious areas, such as roofs, streets and parking areas, and allow flow to infiltrate at the source (permeable pavers/ porous pavement, green roofs); convey flow to storage areas to be reused for watering gardens or infiltrated (rain barrels and cistern, underground infiltration galleries); or direct flow to vegetated areas to infiltrate and treat stormwater (tree box filters, vegetated swales, and bioretention.)



## HARDSCAPE STANDARDS

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### PAVERS

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Existing Downtown Truckee utilizes unit pavers in pedestrian zones, and the Railyard development area should not be an exception. Sidewalks within the phase one development area should consist of unit pavers in pedestrian zones in congruence with the existing Downtown Truckee paving patterns and colors. The main exception is the promenade that spans the length of Donner Pass Road and Donner Pass Road Extension.

The promenade should be a mix of concrete and paver banding to designate it as a main pedestrian through-way. East of the Balloon Track sidewalks should take on a similar mix of paver banding and concrete. Paver banding should be used to highlight amenity zones at the back of curbs where planters and other site furnishings are located.

### SIDEWALKS

---

Sidewalks along North-South Connector streets should contain pedestrian furnishings while accommodating snow removal/maintenance vehicles.

Sidewalks along Donner Pass Road and Donner Pass Road Extension should accommodate higher flows of pedestrian traffic with benches, planters and seatwalls. Bulb-outs allow space for bicycle parking, public art, and pop-up street vendors.

Along Church Street existing private businesses and residences will partially front new sidewalks. Given the this context sidewalks along Church Street should be more utilitarian acting as secondary circulation routes funneling pedestrians toward Donner Pass Road and the Downtown Commercial Core.

### CROSSWALKS

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To maintain continuity with the existing Downtown Commercial Core, crosswalks will consist of pedestrian zone unit pavers, concrete banding and tactile warning bumps.

Increase pedestrian safety by reducing crosswalk distance where feasible through the use of sidewalk bulb-outs.

Visibility should also be enhanced through use of indicators and strategic street lighting where site conditions allow.

### MEDIANS

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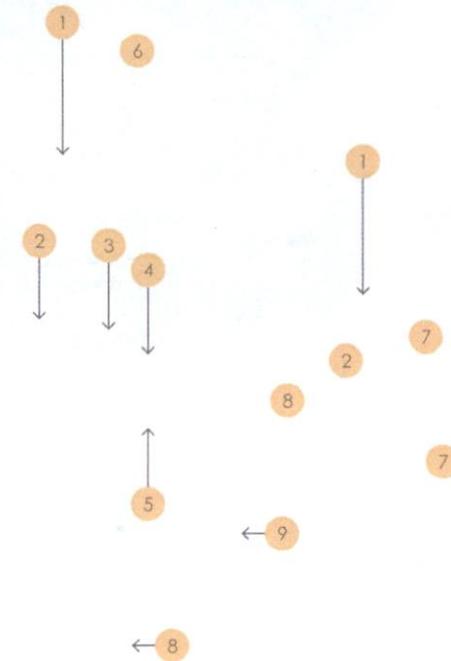
**Planted Roadway Medians** occur along Donner Pass Road Extension. Planting should consist of low-maintenance and low growing shrubs and grasses tolerant of local environmental conditions.

**Stamped Concrete Medians** occur at roundabout intersections and should match existing Truckee roundabout median color and textures.

## ROUNDAABOUTS

Roundabouts should accommodate for specimen shrub and tree planting. Space also allows for the exploration of decorative boulder placement and public art to function as a gateway feature as drivers enter Truckee.

Adjacent medians consist of stamped concrete that should match existing medians within Truckee with respect to color and texture.

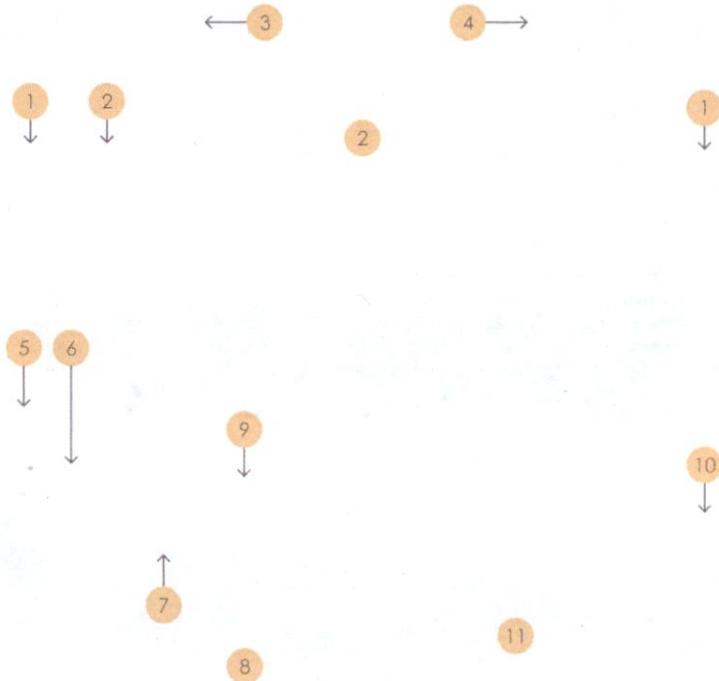


## DONNER PASS ROUNDAABOUT PLAN

### KEY NOTES

- |  |   |
|--|---|
| 1. LID improvements                                  | 5. Roundabout planting                  |
| 2. Vehicular zone unit pavers                        | 6. Screening trees                      |
| 3. Entry art installation / Truckee monument signage | 7. Pedestrian zone unit pavers          |
| 4. Decorative boulders, typ.                         | 8. Stamped concrete, typ.               |
|  | 9. Decorative/Protective Boulders, typ. |

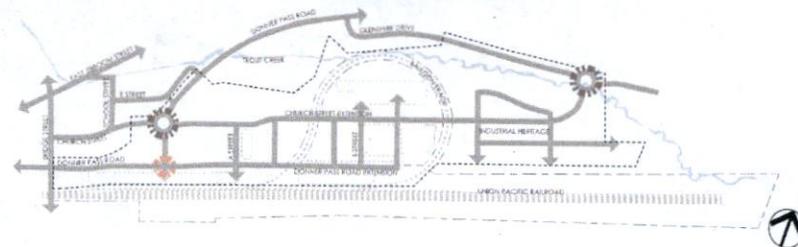
# DONNER PASS ROAD REALIGNMENT - GATEWAY



## DPR REALIGNMENT - GATEWAY ENLARGEMENT

### KEY NOTES

- |                                      |                          |                                      |
|--------------------------------------|--------------------------|--------------------------------------|
| 1. Boulder seating, typ.             | 5. Accent tree, typ.     | 9. Gateway entry feature, typ.       |
| 2. Pedestrian zone unit pavers, typ. | 6. Tree grate, typ.      | 10. Promenade street light, typ.     |
| 3. Public art opportunity            | 7. Parking meter, typ.   | 11. Standard concrete pavement, typ. |
| 4. Information kiosk                 | 8. Bicycle parking, typ. |                                      |



### INTERSECTIONS

Bulb-outs and reduced crosswalk widths create additional pedestrian space that can be utilized for additional amenities such as boulder seatwalls, bicycle parking, public art, and space for pop-up vendors. The two intersections occurring on Donner Pass Extension can be treated with special paving or colored concrete design.

Where one transitions from one district to the next, gateway entry features at intersections help create a sense of arrival into new space and add vibrancy to the streetscape.

SITE FURNISHINGS

BENCHES

- Transition from Donner Pass Road to Donner Pass Road Extension with raised seatwall planters.
- Contemporary lumber and steel benches used within north-south connector streets and DPR Extension match Truckee's existing character while working with proposed Railyard aesthetic
- Benches can also be integrated with planters and boulders

BICYCLE RACKS/PARKING

- Encourage use of bicycles within Railyard Area utilizing existing bollard post bike racks in the transition area
- Reflect aesthetic of newer development by utilizing warm-colored steel bike racks with minimalistic design

BOULDERS

- Decorative boulders create interest along the streetscape and a unifying identity that matches Truckee's aesthetic
- Locating boulders at street corners can create welcome rest areas
- Integration with seatwalls to provide interest and gathering spaces

TRASH RECEPTACLES

- Utilize existing trash receptacles as on Donner Pass Road with cut out metal and city logo
- Match color to proposed street lighting

PEDESTRIAN LIGHTING

- Use existing Era Bell type fixtures and poles for street lighting with metal extension arms for flag attachment
- Utilize recessed downlights for overhangs projecting into pedestrian zones
- Utilize a heavy duty vintage stringers for catenary lighting



## SITE FURNISHINGS

### TREE WELLS

- Steel tree grates can increase ground-plane interest along pedestrian zones while protecting tree root zones and not obstructing maintenance vehicles
- Sub-surface modular pavement suspension systems can improve street tree health further in tight planting areas

### PLANTERS

- Boardform planters are a contemporary supplement the existing planter seatwalls along Donner Pass Road
- Rectilinear steel planters can accommodate larger accent planting and help create entryways
- Smaller planters can be integrated into seat walls adding spots of color to break up repetition along the right-of-way

### FENCING

- Building frontage can be enhanced by enclosing spaces with a wood/wood-texture split-rail fencing
- This style of fence is also suited for enclosing infiltration basins along walkways

### UNIQUE TRUCKEE

- Existing features such as railroad tracks and ties relate to site context and history
- Integrating natural features like boulders where appropriate enhance Truckee's sense of place
- Public art is prolific within the Truckee right-of-way and The Railyard provide ample opportunity for additional works
- Micro-retail and pop-up vending add to the vibrancy of the streetscape allowing for unique shopping experiences and stopping points for pedestrians traveling along Donner Pass Road Extension

## STREET TREE + LANDSCAPE STANDARDS

### EXISTING SOILS

Due to the classification of existing soils, a barrier will be placed and 3 feet of clean fill will be imported. All landscaping work shall be accomplished in this 3 foot zone. All landscaping will meet the requirements of the Truckee Development Code Chapter 18.40. Subdrains will be required in planters and tree areas to allow drainage under all planting and LID areas incorporated throughout the Railyard Area.

### TREE GRATES

Can be used for trees within the streetscape areas. Use larger grates that are safe for pedestrian travel and are ADA accessible. Rustic materials are encouraged to blend with the proposed aesthetics of the Railyard Area.

### PLANTERS

Due to the constrained locations found in the amenity zones at many of the pedestrian areas, use of thick concrete planter walls are discouraged. Use steel walled planters adjacent to concrete seat walls as shown in the diagrams and photos to maximize the planter area while still providing an aesthetic that blends with the existing downtown area.

### INFILTRATION ZONES

The Railyard Area includes many LID and snow storage areas that will require storm water infiltration. Use of permeable soils and native hydroseed will be used in these areas.

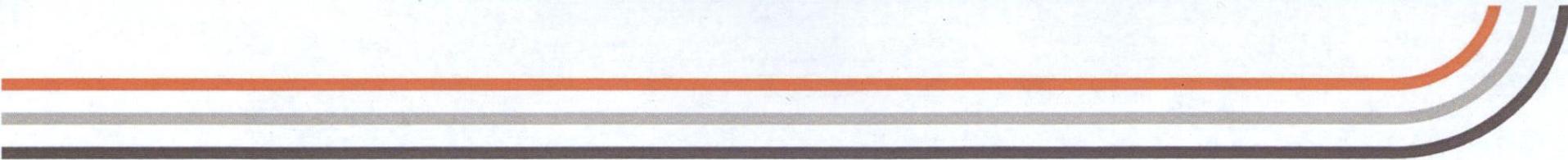
### LOW WATER USE DESIGN PRINCIPLES

All planting must meet the new MWELo guidelines as dictated by the state of California. Use of native plant materials are encouraged throughout the design and especially at the edges that blend into the surrounding habitats. In the streetscape planters and more urban spaces, non-native species can be used to enhance the themes and architecture of the spaces.

- No invasive species will be allowed
- Mix of evergreen and perennial to encourage year-round interest
- Native meadow hydroseed mixes to be used in the snow storage areas.
- Careful attention to be given for snow removal and Truckee's unique micro-climate in the irrigation designs for the site.

### VIEWS

Use trees, proposed open spaces and landscaping to enhance public vistas out into the surrounding open spaces and mountains. Place accent trees adjacent to art installations and public gathering spaces to guide users along the view corridors to the terminated vistas on the site.



## PLANTING APPROACH

### PLANTING PRINCIPLES

Planting design should adhere to the following principles:

- Context sensitive species (e.g. lower growing shrubs in medians and ornamental plantings at focal areas)
- Integrate a mix of deciduous and evergreen species for year-round planting interest
- Choose plants that are acclimated to Truckee's microclimate
- Plants are low water use per Low Water Use Design Principles

For good examples of suitable planting palettes please reference the Tahoe Regional Planting Agencies approved species planting list and approved planting lists for the Truckee Commercial Row and Brickletown developments.

All proposed planting palettes shall be approved by the Town during their respective planning submittal review process

### EXAMPLES OF COMPATIBLE PLANT SPECIES

*Populus tremuloides* /  
Quaking Aspen

*Festuca glauca* /  
Blue Fescue

*Syringa vulgaris* /  
Common Lilac

*Mahonia aquifolium* /  
Oregon Grape

## STREET TREES

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The Street Tree Plan should be used as a guide when determining street tree types and forms. The trees selected are suitable to Truckee's climate, limited planting areas, and help create a hierarchy of pedestrian circulation throughout the Railyard development area. The selected species have been used in similar Truckee streetscape situations with success and are low water use. The street tree palette is not exclusive and final approval on trees not listed is dependent upon Town approval.

Street tree concept generally consists of compact evergreen trees in odd groupings along the building sides of the streets and larger shade trees along parking areas. Use accent trees to highlight gateways, pedestrian spaces, nodes and public gathering spaces. Minimal trees are planted on Church Street along the south side of the street due to narrow spaces and shade cast by the proposed adjacent buildings. Street trees should be used along major pedestrian corridors to maximize southern solar exposure.

- Place between proposed lights.
- Place centers of trunks at least 4 feet from backs of proposed curbs. Install tree bubblers.
- Install electrical outlets for use in stringing lights in the street trees.
- Install root barriers at least 18" deep.
- Based on soil conditions, if trees are planted in confined spaces against building foundations, use subsurface structures such as "Silva Cells" to encourage root growth and health of trees.
- Place trees out of sight lines at intersections for both cars and pedestrians.

**LEGEND**

- Large shade tree
- Large street tree
- Columnar street tree
- Accent tree, deciduous
- Accent tree, coniferous



**STREET TREE PLAN**

# Railyard Parcel Map



Legend  
NULL



1000 ft

80

89

Google earth  
© 2016 Google

Estates Dr

Riverview Dr

Truckee River Trail

E River St

Clanshire Dr

Trout Creek Rd

Church St

Kaiser Ave

Stevens Ln  
Stockrest Springs Rd

Stonridge Dr

Bike Path

SE River St

Bridge St

D St

Stonice St

# Truckee Railyard Particulate Matter 10 Emissions Study

Prepared by Sierra Business Council

March 2017

## Introduction

The Truckee Railyard is a vibrant downtown extension plan that has been 10 years in the making. The Truckee Railyard Master Plan details the general scale and character of the anticipated development including the Maximum Allowable Development within the Master Plan Area. The full buildout of the Truckee Railyard, will generate substantial particulate matter 10 (PM 10) emissions associated with the operations of residents and businesses. Truckee Development Associates contracted Sierra Business Council to prepare a Particulate Matter Emissions Study utilizing the current methods to estimate PM 10 emissions developed by U.S. Environmental Protection Agency (EPA), as per the upcoming development agreement. The methods were reviewed by Town staff and approved for use with local factors to better estimate PM 10 emissions. The purpose of this study is to identify and quantify the potential particulate matter emissions associated with the full build out of the Truckee Railyard and document the measures taken to mitigate these emissions. As agreed in the Railyard Master Plan EIR, all unmitigated PM 10 emissions will be offset at \$7,366 per ton of PM 10 emissions that may be generated by the project as required by Town Council Resolution No. 2003-52. The full buildout of the Truckee Railyard is estimated to generate approximately 12.48 Tons of PM 10 resulting in a mitigation fee of \$91,947.58.

### *Why An Emissions Study is Needed*

Town Council Resolution No. 2003-52 requires 100% of PM 10 emissions generated by large projects from solid fuel burning devices, vehicle emissions from vehicle trips generated by the project, and re-entrained road dust from vehicle trips generated by the project to be mitigated and offset. Since the adoption of the Town's Particulate Matter Air Quality Management Plan and Town Council Resolution No. 2003-52, improved methods to calculate PM 10 emissions from re-entrained road dust were developed by U.S. EPA and approved by the California Air Resources Board (ARB). This emissions study documents the methods used to calculate PM 10 emissions associated with the full buildout of the Truckee Railyard.

## Particulate Matter Emissions

The Town's 1999 Air Quality Management Plan defines Particulate matter as "a generic term for a broad class of chemically and physically diverse substances that exist as discrete particles in the air (microscopic solid particles or minute liquid droplets) over a wide range of sizes. Particles are produced from a wide variety of sources, both natural and human-caused, and may be classified by several characteristics: mode of generation; size; composition; and source...Examples include soil blown by the wind into the air and woodsmoke emitted by woodheaters." The emissions quantified in this study include PM 10 emissions generated from

solid fuel burning devices, vehicle emissions from vehicle trips generated by the project, and re-entrained road dust from vehicle trips generated by the project.

### *Operation Related Emissions*

Operation related emissions were calculated based on the current standard methods recommend by U. S. EPA and California ARB. The methods used to calculate emissions are explained below with supporting documentation found in the Appendices.

#### Solid Fuel Burning Devices

The PM 10 emissions from solid fuel burning devices were not calculated because the Railyard Master Plan includes a mitigation measure to equip all residences with a non-wood burning source of heat and prohibit the use of woodstoves within the Plan Area. If any wood burning devices are installed, a separate mitigation fee will be required for each wood burning device.

#### Vehicle Emissions from Vehicle Trips

The PM 10 emissions from vehicles include tailpipe emissions and brake and tire wear emissions. These emissions are calculated using the total Vehicle-Miles of Travel (VMT) associated with the full buildout of the Truckee Railyard prepared by LSC Transportation Consultants (detailed in Appendix A) and the PM 10 emissions factors reported for 2025 for Nevada County by the California ARB Emissions Factor (EMFAC) 2014 database (detailed in Appendix B). PM 10 emissions were calculated by multiplying the total VMT by the per mile PM 10 emissions factors derived from the EMFAC 2014 database for Nevada County in 2025.

#### Re-entrained Road Dust from Vehicle Trips

The PM 10 emissions from re-entrained road dust are calculated using the VMT associated with the full buildout of the Truckee Railyard and the paved road emission formula found in Section 12.2.1.3 of the 2006 U.S. EPA AP 42 report. Equation 2 was used to calculate emissions:

$$E_{\text{ext}} = [ k (sL)^{0.91} \times (W)^{1.02} ] (1 - P/4N)$$

Where:  $E_{\text{ext}}$  = annual or other long-term average emission factor in the same units as k,  
k = particle size multiplier for particle size range and units of interest (see below),  
sL = road surface silt loading (grams per square meter) ( $\text{g}/\text{m}^2$ ), and  
W = average weight (tons) of the vehicles traveling the road.  
P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and  
N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

To calculate PM 10 emissions, the recommended Particulate Size Multiplier k for PM 10 of 1.00 g / VMT was used. Local factors for sL, W, and P were also used. Table 13.2.1-2 of the 2006 U.S. EPA AP 42 report recommends default silt loadings for normal baseline conditions, wintertime baseline conditions, initial peak additive contribution of antiskid abrasives, and the days to return to baseline conditions by four average daily traffic (ADT) categories: <500, 500-5,000, 5,000-10,000, and >10,000. The weighted annual average silt loading factors by ADT

categories for Truckee were calculated using the average of 72 applications of road sanding for the past six winters combined with the hourly linear decay rate to return to baseline conditions for each ADT category (detailed in Appendix C), the normal baseline conditions, and wintertime baseline conditions. The average weight of 2.4 tons (W) and average number of wet days of 80 (P) were used based on recommendations by the California ARB for Nevada County used in EMFAC 2014.

## Mitigation Measures Incorporated into the Project

The Truckee Railyard Master Plan details mitigation measures that will be implemented and have the potential to reduce PM 10 emissions. The reduction in PM 10 emissions from these mitigation measures have not been quantified independently since the Town's traffic model used to estimate VMT already accounts for the portion of travel completed by non-auto modes. The mitigation measures include:

- 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.
- 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.
- 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.
- The project shall provide for pedestrian access between bus service and major transportation points within the project where feasible.
- 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.

## Unavoidable Particulate Matter Emissions

The mitigation measures were incorporated into the local traffic model used by LSC Transportation Consultants to estimate total VMT from buildout of the Truckee Railyard. After taking the mitigation measures into consideration the full build out of the Truckee Railyard is expected to generate operational PM 10 emissions of approximately 12.48 Tons. At the offset rate of \$7,366 per Ton, the PM 10 mitigation fee associated with the full buildout of the Truckee Railyard is \$91,947.58.

### *Mitigation Fee Allocation by Land Use Type*

The mitigation fee was broken out by Land Use Type for allocation purposes based on the percent of total VMT calculated by LSC Transportation Consultants and number of units to calculate a mitigation fee per unit.

<b>Truckee Railyard PM 10 Mitigation Fee Allocation</b>						
<b>Land Use</b>	<b>Daily VMT</b>	<b>Percent of Total</b>	<b>Units</b>		<b>Mitigation Fee Allocation</b>	<b>Mitigation Fee Per Unit</b>
Office	449	1.30%	15	KSF	\$1,195.32	\$79.69
Condo/Hotel	2,900	8.30%	60	Rooms	\$7,631.65	\$127.19
Retail	9,763	27.80%	90	KSF	\$25,561.43	\$284.02
Restaurant	3,238	9.20%	15	KSF	\$8,459.18	\$563.95
Cinema	4,610	13.10%	750	Seats	\$12,045.13	\$16.06
Residential	10,472	29.80%	570	Units	\$27,400.38	\$48.07
Conference/Event	1,195	3.40%	4.5	KSF	\$3,126.22	\$694.72
Civic	2,476	7.10%	25	KSF	\$6,528.28	\$261.13
<b>Total</b>	<b>35,102</b>	<b>100.00%</b>			<b>\$91,947.58</b>	

## Appendix A. LSC Transportation Consultant Memorandum



**TRANSPORTATION PLANNING  
& TRAFFIC ENGINEERING CONSULTANTS**

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P.O. Box 5875  
Tahoe City, California 96145  
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EMAIL: [info@lsctahoe.com](mailto:info@lsctahoe.com)  
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**MEMORANDUM**

DATE: January 30, 2017  
TO: Paul Ahern, Sierra Business Council  
FROM: Gordon Shaw, PE, AICP, LSC  
SUBJECT: Truckee Railyard Vehicle-Miles of Travel Analysis

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The purpose of this memorandum is to present an analysis of the Vehicle-Miles of Travel (VMT) associated with the buildout of the Truckee Railyard project, within the Truckee Air Basin. This analysis is based on the current land use plan for buildout. It focuses on the VMT generated within the Truckee Air Basin, as defined in the *Town of Truckee Particulate Matter Air Quality Management Plan* (see map, attached). Per previous traffic analyses, this analysis is based on a summer weekday, when trip generation (and thus VMT) is expected to be highest. As air emission rates vary between Interstate and non-Interstate roadways, VMT on these two roadway classifications are provided. In addition, the VMT associated with the various land use types within the Railyard are identified.

**VMT Analysis**

Total daily buildout trip generation was analyzed in previous analyses. Table A presents the results of this analysis, identifying that at buildout the Truckee Railyard would generate 8,205 one-way vehicle-trips over a summer day.

A distribution pattern of Railyard trips to the various other portions of the Truckee Air Basin was based on the distribution defined in the previous traffic analysis. As the traffic study area did not encompass all of the air basin, it was necessary to disaggregate the original distribution to define the proportion of trips to some areas within the basin but beyond the extent of the traffic study. This was accomplished by analyzing the buildout origin/destination trip table from the Truckee/Martis Valley TransCAD model to identify the appropriate factors. The resulting distribution is shown in the left side of Table B.

The drive distance to each trip end area (including external highway points) was identified using commercial mapping software. The portion of the total drive distance on the following roadway types was next determined:

- Interstate highways
- Non-Interstate roadways with Average Daily Traffic (ADT) volume exceeding 10,000
- Non-Interstate roadways with ADT between 5,000 and 10,000
- Non-Interstate roadways with ADT between 500 and 5,000
- Non-Interstate roadways with ADT less than 500.

Multiplying the total daily vehicle-trips by the proportion to each trip end area and the mileage by roadway type yields the VMT generated by travel to/from each area, by roadway type. Summing over all trip end areas, the total VMT generated by the Railyard land uses at buildout is estimated to be 35,102. Of this, 11,022 (or 31 percent) would be on I-80, and 24,080 on local streets and other state highways.

### **VMT by Land Use Type**

To allocate air quality fees to individual projects, it is useful to identify the VMT generated by the individual land use types. The trip distribution pattern for the individual land use types was reviewed and adjusted as needed. In particular, the condo/hotel land use type will have a higher proportion of trips entering/exiting the region than will other more local-serving land use types. The condo/hotel distribution was adjusted to reflect a greater distribution to I-80, SR 89 and SR 267 points external to the air basin, and a corresponding lesser distribution to local destinations. Applying the distributions to the daily trip generation by land use type (from Table A) yields the allocation of VMT by land use type as shown in Table C. As shown, the greatest proportions of VMT are generated by residential land uses (29.8 percent) and retail land uses (27.8 percent). Finally, the VMT by land use type can be divided by the total land use quantity by type to yield the VMT per unit of development by land use type.

**TABLE A: Weekday Trip Generation -- Buildout of Truckee Railyard 2015 Proposal**  
 Master Plan Amendment Application Dated October 2, 2015

Location	Description	Quantity	Unit <sup>2</sup>	Trip Generation Rates <sup>1</sup>			Total Project Generated Base Trips			Adjustment Factors			Project Generated Trips on Adjacent Streets						
				PM Peak Hour			PM Peak Hour			Internal Trips: Inbound	Internal Trips: Outbound	Non-Auto Trips: External to Site	Pass-By Trips	PM Peak Hour					
				Daily	In	Out	Daily	In	Out					Daily	In	Out	Total		
Downtown Extension District	Movie-Theater	750	Seats	2.08	0.03	0.04	0.07	1,560	20	33	53	11%	38%	5%	0%	1,119	17	19	36
	Condo/Hotel	60	Rooms	8.92	0.34	0.36	0.70	535	21	21	42	17%	32%	4%	0%	388	17	16	33
	Restaurant	4.5	KSF	127.15	7.19	6.13	13.32	572	32	28	60	47%	70%	5%	43%	129	9	5	14
	Cafe/Coffee Shop	4.5	KSF	89.95	5.02	2.47	7.49	405	23	11	34	47%	70%	5%	44%	89	6	2	8
	Lounge	3.0	KSF	716.00	13.34	12.81	26.15	2,148	40	38	78	47%	70%	5%	49%	432	10	6	16
	Conference/Event	3.0	KSF	205.36	7.48	3.86	11.34	616	22	12	34	47%	70%	5%	44%	136	6	2	8
	Multifamily Residential	4.5	KSF	90.00	20.00	2.00	22.00	405	90	9	99	11%	38%	5%	0%	290	76	5	81
	Work/Live Units	235	DU	17.68	0.66	1.45	2.11	1,548	96	51	147	58%	46%	5%	0%	706	38	26	64
	Office	50	Units	17.68	0.66	1.45	2.11	894	33	73	106	17%	32%	4%	0%	641	26	48	74
	Retail	10.0	KSF	44.32	2.81	2.21	5.02	228	15	75	90	95%	25%	4%	0%	88	1	54	55
Subtotal - Block	Grocery Store	35.0	KSF	102.24	Regression Equation	2.21	5.02	3,578	183	175	358	28%	44%	5%	36%	1,392	80	60	140
	Civic	25	KSF	42.00	2.45	3.34	5.80	1,050	61	84	145	11%	38%	4%	21%	601	41	40	81
	Subtotal							15,745	777	720	1,497					6,900	391	321	712
	Industrial Heritage*																		
Trout Creek*	Live/Work Units	125	Units	17.68	0.66	1.45	2.11	881	56	30	86	58%	46%	5%	0%	402	22	16	38
	Single Family Live/Work Units	75	Units	17.68	0.66	1.45	2.11	1,326	49	109	158	95%	25%	4%	0%	509	2	79	81
	Subtotal	5	KSF	44.32	2.81	2.21	5.02	222	14	11	25	28%	44%	5%	34%	89	6	4	10
TOTAL: BUILDOUT	UPRR Office	5	KSF	11.03	0.25	1.24	1.49	55	1	6	7	95%	25%	4%	0%	21	0	4	4
	Subtotal							2,484	120	156	276					1,021	30	103	133
	Subtotal At Buildout by Land Use Type							18,851	936	898	1,835					8,205	436	436	872
Office	15	KSF	283	16	81	97	109	1	58	59					109	1	58	59	
Condo/Hotel	60	Rooms	535	21	21	42	388	17	16	33					388	17	16	33	
Retail	90	KSF	6,016	338	296	634	2,370	150	102	252					2,370	150	102	252	
Restaurant	15	KSF	3,741	117	89	206	786	31	15	46					786	31	15	46	
Cinema	750	Seats	1,560	20	33	53	1,119	17	19	36					1,119	17	19	36	
Residential	570	Units	5,261	273	285	559	2,542	103	181	284					2,542	103	181	284	
Conference/Event	5	KSF	405	90	9	99	290	76	5	81					290	76	5	81	
Civic	25	KSF	1,050	61	84	145	601	41	40	81					601	41	40	81	

Note 1 - Trip generation rates are estimated using the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition.  
 Note 2 - KSF = 1,000 square feet gross floor area.  
 Note 3 - Based on Urban Land Institute parking demand of 30 vehicles per ksf, assumes 2/3 entering in PM peak hour, 10% drop/offloading, and 1 Note 4: Land use scenario evaluated in the 2008 EIR.  
 Source: LSC Transportation Consultants, Inc.

**TABLE B: Rallyard VMT Analysis**

Total Summer Day at Buildout, in Truckee Air Basin

Trip End	Percent of Total Trips	Distance by Roadway Type (Miles)						Daily VMT					
		Non- Interstate by ADT						Non- Interstate by ADT					
		< 500	500-5,000	5,000-10,000	>10,000	Interstate	Total	< 500	500-5,000	5,000-10,000	>10,000	Interstate	Total
I-80 at Donner Summit	5.30%	0.0	0.0	0.7	0.0	10.1	10.8	0	0	305	0	4,395	4,700
Donner Lake	1.49%	0.4	1.8	1.4	0.4	3.0	7.1	50	226	176	50	368	870
Coldstream	2.25%	0.1	0.6	0.0	0.2	3.0	3.9	17	116	0	33	554	720
Along Donner Pass Road West of SR 89 S	5.23%	0.0	0.0	0.0	1.9	0.0	1.9	0	0	0	815	0	815
Along SR 89 S Near Deerfield Drive	4.47%	0.0	0.0	0.2	1.8	0.0	2.0	0	0	73	661	0	734
SR 89 S South of West River Street	4.89%	0.0	0.0	1.5	0.4	0.0	1.9	0	0	610	152	0	762
Galeway Area	5.32%	0.0	0.0	0.0	1.3	0.0	1.3	0	0	0	567	0	567
Along W. River St Between McIver Crossing and SR 89S	2.23%	0.0	0.0	1.1	0.2	0.0	1.3	0	0	201	37	0	237
Along W. River St Between McIver Crossing and Brockway	0.25%	0.0	0.0	0.2	0.2	0.0	0.4	0	0	4	4	0	8
Southern Tahoe Donner	4.22%	0.3	1.0	0.8	2.2	0.0	4.3	104	346	277	762	0	1,489
Northern Tahoe Donner	1.12%	0.3	4.3	3.0	0.0	0.0	7.6	27	394	275	0	0	696
Along Donner Pass Road Between Central I-80 and Spring St	0.38%	0.0	0.0	0.0	0.5	0.0	0.5	0	0	0	16	0	16
Commercial Row	1.50%	0.0	0.0	0.0	0.2	0.0	0.2	0	0	0	25	0	25
Along Jibboom Street	0.76%	0.0	0.0	0.1	0.2	0.0	0.3	0	2	8	9	0	19
On Donner Pass Road between Glenshire Drive and I-80	1.41%	0.0	0.0	0.6	0.0	0.0	0.6	0	0	69	0	0	69
East and South River Streets	0.51%	0.0	0.1	0.0	0.3	0.0	0.4	0	5	0	12	0	17
Western Ponderosa Palsades	1.90%	0.4	0.3	0.3	0.4	0.0	1.3	61	41	41	61	0	203
Eastern Ponderosa Palsades	3.00%	0.2	0.5	0.0	1.3	0.0	2.0	49	123	0	320	0	492
Brockway Road Between Palisades Drive and Martis Valley Road	2.30%	0.2	0.0	0.0	1.0	0.0	1.2	38	0	0	189	0	226
Olympic Heights	1.07%	0.2	0.0	1.7	0.0	0.0	1.9	17	0	150	0	0	167
Glenshire	8.30%	0.3	0.8	4.6	0.0	0.0	5.7	204	645	3,134	0	0	3,883
I-80 East of Boca	7.73%	0.0	0.0	1.3	0.0	9.0	10.3	0	0	824	0	5,705	6,529
Alder Dr	1.38%	0.4	0.3	1.2	0.0	0.0	1.9	45	34	136	0	0	215
Prosser Lakeview	2.94%	0.2	0.2	2.5	0.0	0.0	2.9	48	48	604	0	0	700
SR 89 To Sierraville	1.22%	0.0	2.7	3.2	0.0	0.0	5.9	0	270	320	0	0	591
Pioneer Commerce Center	5.73%	0.0	0.5	0.9	0.0	0.0	1.4	0	217	441	0	0	658
Grays Crossing	2.18%	0.2	1.0	1.2	0.0	0.0	2.4	36	179	215	0	0	429
Internal to Project Site	2.00%	0.0	0.1	0.0	0.0	0.0	0.1	3	13	0	0	0	18
PC3 Area (SR 287 / Brockway Road)	5.68%	0.0	0.3	1.2	1.5	0.0	3.0	0	139	557	696	0	1,392
Airport Area	2.68%	0.0	0.7	1.2	1.5	0.0	3.4	0	154	264	330	0	747
Schaffer Mill Road Area	1.32%	0.3	1.4	1.2	2.0	0.0	4.9	33	152	130	217	0	531
Martis Creek Reservoir	0.86%	1.8	0.0	1.2	1.4	0.0	4.4	124	0	85	102	0	310
Northstar	4.63%	0.2	1.3	1.2	5.7	0.0	8.4	76	494	456	2,165	0	3,190
Martis Valley West	0.04%	0.4	0.0	1.2	8.1	0.0	9.7	1	0	4	26	0	31
SR 287 at Brockway Summit	3.75%	0.0	0.0	1.2	8.7	0.0	9.9	0	0	369	2,679	0	3,048
TOTAL	100.00%	5.9	17.9	35.0	41.3	25.1	125.2	933	3,498	9,728	9,928	11,022	35,102

**TABLE C: Allocation of Railyard VMT by Land Use Category**

Land Use	Daily VMT			Percent of Total	Units	VMT Per Unit		
	Non- Interstate	Interstate	Total			Non- Interstate	Interstate	Total
Office	324	125	449	1.3%	15 KSF	21.6	8.3	29.9
Condo/Hotel	819	2,081	2,900	8.3%	60 Rooms	13.7	34.7	48.3
Retail	7,052	2,711	9,763	27.8%	90 KSF	78.4	30.1	108.5
Restaurant	2,339	899	3,238	9.2%	15 KSF	155.9	59.9	215.9
Cinema	3,330	1,280	4,610	13.1%	750 Seats	4.4	1.7	6.1
Residential	7,564	2,907	10,472	29.8%	570 Units	13.3	5.1	18.4
Conference/Event	863	332	1,195	3.4%	5 KSF	191.8	73.7	265.5
Civic	1,788	687	2,476	7.1%	25 KSF	71.5	27.5	99.0
<b>TOTAL</b>	<b>24,080</b>	<b>11,022</b>	<b>35,102</b>	<b>100.0%</b>				

Appendix B. California Air Resources Board EMFAC 2014

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	Fuel	miles/day VMT	tons/day PM10_RUNEX	tons/day PM10_IDLEX	tons/day PM10_STREX	tons/day PM10_TOTEX	tons/day PM10_PMTW	tons/day PM10_PMBW	tons/day PM10_TOTAL
Nevada		2025 HHDT	GAS	625.3306957	6.22079E-07	0	1.57912E-07	7.79991E-07	1.37862E-05	4.25579E-05	5.71241E-05
Nevada		2025 HHDT	DSL	236056.4858	0.001887123	3.27059E-05	0	0.001919829	0.009258909	0.01587903	0.027057768
Nevada		2025 LDA	GAS	1448979.413	0.00271849	0	0.000680237	0.003398727	0.012777811	0.05869807	0.074874609
Nevada		2025 LDA	DSL	20043.85537	0.000211776	0	0	0.000211776	0.000176757	0.000811975	0.001200508
Nevada		2025 LDA	ELEC	122664.4795	0	0	0	0	0.001081716	0.004969131	0.006050846
Nevada		2025 LDT1	GAS	125856.0205	0.000251888	0	6.66376E-05	0.000318525	0.00110986	0.00509842	0.006526805
Nevada		2025 LDT1	DSL	175.8882848	1.64397E-05	0	0	1.64397E-05	1.55107E-06	7.12522E-06	2.5116E-05
Nevada		2025 LDT1	ELEC	53.71098724	0	0	0	0	4.7365E-07	2.17583E-06	2.64948E-06
Nevada		2025 LDT2	GAS	826616.9158	0.001562268	0	0.000398413	0.001960681	0.007289513	0.033486202	0.042736396
Nevada		2025 LDT2	DSL	1488.037833	1.12906E-05	0	0	1.12906E-05	1.31222E-05	6.02803E-05	8.46931E-05
Nevada		2025 LHDT1	GAS	39656.87291	0.000145166	0	5.457E-05	0.000199736	0.000349714	0.003341515	0.003890965
Nevada		2025 LHDT1	DSL	52876.87584	0.002792631	5.86485E-05	0	0.002851279	0.000699441	0.004455441	0.008006162
Nevada		2025 LHDT2	GAS	3914.368838	8.34615E-06	0	1.95085E-06	1.0297E-05	3.45188E-05	0.000384799	0.000429614
Nevada		2025 LHDT2	DSL	13227.04244	0.000434685	1.06317E-05	0	0.000445317	0.000174964	0.001300273	0.001920553
Nevada		2025 MCY	GAS	18248.47875	3.86137E-05	0	3.34665E-05	7.20801E-05	8.0462E-05	0.000236558	0.0003891
Nevada		2025 MDV	GAS	455465.0024	0.00090079	0	0.000278191	0.001178982	0.004016514	0.01845086	0.023646356
Nevada		2025 MDV	DSL	9817.577199	8.51011E-05	0	0	8.51011E-05	8.65762E-05	0.000397709	0.000569387
Nevada		2025 MH	GAS	2916.255879	6.86906E-06	0	6.07755E-08	6.92983E-06	3.85755E-05	0.000418994	0.000464499
Nevada		2025 MH	DSL	1111.267606	0.000218891	0	0	0.000218891	1.95994E-05	0.000159662	0.000398152
Nevada		2025 MHDT	GAS	4995.636581	7.14815E-06	0	4.15294E-06	1.13011E-05	6.6081E-05	0.000717749	0.000795131
Nevada		2025 MHDT	DSL	45908.9296	0.000305486	1.89737E-06	0	0.000307384	0.000607271	0.006595977	0.007510632
Nevada		2025 OBUS	GAS	2042.174234	2.74198E-06	0	9.47832E-07	3.68981E-06	2.70133E-05	0.00029341	0.000324113
Nevada		2025 OBUS	DSL	4284.820353	1.90968E-05	2.82374E-08	0	1.9125E-05	5.66785E-05	0.000615623	0.000691426
Nevada		2025 SBUS	GAS	349.1640062	7.52559E-07	0	8.85676E-08	8.41127E-07	3.0791E-06	0.000286664	0.000290584
Nevada		2025 SBUS	DSL	1634.829982	4.89666E-05	1.40182E-06	0	5.03684E-05	2.16251E-05	0.001342198	0.001414191
Nevada		2025 UBUS	GAS	1337.767313	3.71416E-06	0	1.37345E-07	3.85151E-06	1.76956E-05	0.000192204	0.000213751
Nevada		2025 UBUS	DSL	1267.803494	9.94081E-05	0	0	9.94081E-05	1.67702E-05	0.001176455	0.001292634

Calculated PM 10 Emissions Factors (g/mile)						
PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_TOTEX	PM10_PMTW	PM10_PMBW	PM10_TOTAL
0.003104677	2.77599E-05	0.0004004	0.003532837	0.010027091	0.042022246	0.055582175

Daily VMT	Annual PM 10 Emissions (Tons)	Mitigation Fee (\$7,366/Ton)
35,102	0.79	\$5,786.20

## Appendix C. Weighted Average Silt Loading Calculations

2006 AP-42 calculations and local factors using weighted average silt loading based on hourly rate of decay

Road Categories (ADT)	Formula	k (#/m <sup>2</sup> )	u (#/m <sup>2</sup> )	W (tons)	P (days)	N (days)	Result (#/m <sup>2</sup> )	Daily VMT	Annual Tons	Mitigation Fee (\$/366/Ton)
<500	$E=k(u/0.91*(W/1.02*(1-P/AN)))$	1	2.89	2.4	80	365	6.1	933	2.3	\$16,773.95
500 - 5,000	$E=k(u/0.91*(W/1.02*(1-P/AN)))$	1	1.00	2.4	80	365	2.3	3,498	3.3	\$23,949.01
5,000 - 10,000	$E=k(u/0.91*(W/1.02*(1-P/AN)))$	1	0.30	2.4	80	365	0.8	9,728	3.0	\$21,961.96
> 10,000	$E=k(u/0.91*(W/1.02*(1-P/AN)))$	1	0.14	2.4	80	365	0.4	20,950	3.2	\$23,476.46
										<b>\$86,161.38</b>

Winter Baseline Adjustments

Road Categories (ADT)	Ubiquitous Baseline Silt Loading (#/m <sup>2</sup> )	Ubiquitous Winter Baseline Silt Loading (#/m <sup>2</sup> )	Peak Application Rate (#/m <sup>2</sup> )	Days to Return to Baseline	Hourly Rate of Decay (Linear Decay)	Weighted Average Silt Loading (#/m <sup>2</sup> )	Sand Applications:
< 500	0.6	2.4	2	7	0.011504762	2.89	72
500 - 5,000	0.2	0.6	2	2	0.027777778	1.00	
5,000 - 10,000	0.06	0.12	2	1	0.083333333	0.30	
> 10,000	0.03	0.03	2	2	0.166666667	0.14	

Hourly S.F. Factors

Hours	<500 ADT	500-5,000 ADT	5,000-10,000 ADT	>10,000 ADT	Days	Count
0	4.4	2.6	2.12	2.03 Application 1	Days	1
1	4.388095238	2.572222222	2.036666667	1.863333333		
2	4.376190476	2.544444444	1.953333333	1.696666667		
3	4.364285714	2.516666667	1.87	1.53		
4	4.352380952	2.488888889	1.786666667	1.363333333		
5	4.34047619	2.461111111	1.703333333	1.196666667		
6	4.328571429	2.433333333	1.62	1.03		
7	4.316666667	2.405555556	1.536666667	0.863333333		
8	4.304761905	2.377777778	1.453333333	0.696666667		
9	4.292857143	2.35	1.37	0.53		
10	4.280952381	2.322222222	1.286666667	0.363333333		
11	4.269047619	2.294444444	1.203333333	0.196666667		
12	4.257142857	2.266666667	1.12	0.03		
13	4.245238095	2.238888889	1.036666667	0.03		
14	4.233333333	2.211111111	0.953333333	0.03		
15	4.221428571	2.183333333	0.87	0.03		
16	4.20952381	2.155555556	0.786666667	0.03		
17	4.197619048	2.127777778	0.703333333	0.03		
18	4.185714286	2.1	0.62	0.03		
19	4.173809524	2.072222222	0.536666667	0.03		
20	4.161904762	2.044444444	0.453333333	0.03		
21	4.15	2.016666667	0.37	0.03		
22	4.138095238	1.988888889	0.286666667	0.03		
23	4.126190476	1.961111111	0.203333333	0.03		
24	6.114285714	3.933333333	2.12	2.03 Application 2	Days	1
25	6.09047619	3.877777778	2.036666667	1.863333333		
26	6.066666667	3.822222222	1.953333333	1.696666667		
27	6.042857143	3.766666667	1.87	1.53		
28	6.019047619	3.711111111	1.786666667	1.363333333		
29	5.995238095	3.655555556	1.703333333	1.196666667		
30	5.971428571	3.6	1.62	1.03		
31	5.947619048	3.544444444	1.536666667	0.863333333		
32	5.923809524	3.488888889	1.453333333	0.696666667		
33	5.9	3.433333333	1.37	0.53		
34	5.876190476	3.377777778	1.286666667	0.363333333		
35	5.852380952	3.322222222	1.203333333	0.196666667		
36	5.828571429	3.266666667	1.12	0.03		
37	5.804761905	3.211111111	1.036666667	0.03		
38	5.780952381	3.155555556	0.953333333	0.03		
39	5.757142857	3.1	0.87	0.03		
40	5.733333333	3.044444444	0.786666667	0.03		
41	5.70952381	2.988888889	0.703333333	0.03		
42	5.685714286	2.933333333	0.62	0.03		
43	5.661904762	2.877777778	0.536666667	0.03		
44	5.638095238	2.822222222	0.453333333	0.03		
45	5.614285714	2.766666667	0.37	0.03		
46	5.59047619	2.711111111	0.286666667	0.03		
47	5.566666667	2.655555556	0.203333333	0.03		
48	7.542857143	4.6	2.12	2.03 Application 3	Days	1
49	7.507142857	4.516666667	2.036666667	1.863333333		
50	7.471428571	4.433333333	1.953333333	1.696666667		
51	7.435714286	4.35	1.87	1.53		
52	7.4	4.266666667	1.786666667	1.363333333		
53	7.364285714	4.183333333	1.703333333	1.196666667		
54	7.328571429	4.1	1.62	1.03		
55	7.292857143	4.016666667	1.536666667	0.863333333		
56	7.257142857	3.933333333	1.453333333	0.696666667		
57	7.221428571	3.85	1.37	0.53		
58	7.185714286	3.766666667	1.286666667	0.363333333		
59	7.15	3.683333333	1.203333333	0.196666667		
60	7.114285714	3.6	1.12	0.03		
61	7.078571429	3.516666667	1.036666667	0.03		
62	7.042857143	3.433333333	0.953333333	0.03		
63	7.007142857	3.35	0.87	0.03		
64	6.971428571	3.266666667	0.786666667	0.03		
65	6.935714286	3.183333333	0.703333333	0.03		
66	6.9	3.1	0.62	0.03		
67	6.864285714	3.016666667	0.536666667	0.03		
68	6.828571429	2.933333333	0.453333333	0.03		
69	6.792857143	2.85	0.37	0.03		
70	6.757142857	2.766666667	0.286666667	0.03		
71	6.721428571	2.683333333	0.203333333	0.03		
72	8.685714286	4.6	2.12	2.03 Application 4	Days	1
73	8.638095238	4.516666667	2.036666667	1.863333333		

74	8.59047619	4.43333333	1.93333333	1.69666667
75	8.54285714	4.26666667	1.78666667	1.53
76	8.495238095	4.26666667	1.78666667	1.53
77	8.447619048	4.18333333	1.70333333	1.19666667
78	8.4	4.1	1.62	1.03
79	8.35280952	4.01666667	1.53666667	0.96666667
80	8.304761905	3.93333333	1.45333333	0.9
81	8.29742857	3.85	1.37	0.83
82	8.20952381	3.76666667	1.28666667	0.86333333
83	8.161904762	3.68333333	1.20333333	0.19666667
84	8.114285714	3.6	1.12	0.03
85	8.066666667	3.51666667	1.03666667	0.03
86	8.019047619	3.43333333	0.95333333	0.03
87	7.97142857	3.35	0.87	0.03
88	7.92380952	3.26666667	0.78666667	0.03
89	7.876190476	3.18333333	0.70333333	0.03
90	7.828571429	3.1	0.62	0.03
91	7.780952381	3.01666667	0.53666667	0.03
92	7.73333333	2.93333333	0.45333333	0.03
93	7.685714286	2.85	0.37	0.03
94	7.638095238	2.76666667	0.28666667	0.03
95	7.59047619	2.68333333	0.20333333	0.03
96	7.542857143	2.6	2.12	2.03 Application 5
97	7.495238095	2.51666667	2.03666667	1.86333333
98	7.447619048	2.43333333	1.95333333	1.69666667
99	7.4	2.35	1.87	1.53
100	7.35280952	2.26666667	1.78666667	1.36333333
101	7.304761905	2.18333333	1.70333333	1.19666667
102	7.25714286	2.1	1.62	1.03
103	7.20952381	2.01666667	1.53666667	0.86333333
104	7.16190476	1.93333333	1.45333333	0.69666667
105	7.114285714	1.85	1.37	0.53
106	7.066666667	1.76666667	1.28666667	0.36333333
107	7.019047619	1.68333333	1.20333333	0.19666667
108	6.97142857	1.6	1.12	0.03
109	6.92380952	1.51666667	1.03666667	0.03
110	6.876190476	1.43333333	0.95333333	0.03
111	6.828571429	1.35	0.87	0.03
112	6.780952381	1.26666667	0.78666667	0.03
113	6.73333333	1.18333333	0.70333333	0.03
114	6.685714286	1.1	0.62	0.03
115	6.638095238	1.01666667	0.53666667	0.03
116	6.59047619	0.93333333	0.45333333	0.03
117	6.542857143	0.85	0.37	0.03
118	6.495238095	0.76666667	0.28666667	0.03
119	6.447619048	0.68333333	0.20333333	0.03
120	6.4	0.6	2.12	2.03 Application 6
121	6.35280952	0.51666667	2.03666667	1.86333333
122	6.304761905	0.43333333	1.95333333	1.69666667
123	6.25714286	0.35	1.87	1.53
124	6.20952381	0.26666667	1.78666667	1.36333333
125	6.161904762	0.18333333	1.70333333	1.19666667
126	6.114285714	0.1	1.62	1.03
127	6.066666667	0.01666667	1.53666667	0.86333333
128	6.019047619	0.03333333	1.45333333	0.69666667
129	5.971428571	0.05	1.37	0.53
130	5.92380952	0.01666667	1.28666667	0.36333333
131	5.876190476	0.03333333	1.20333333	0.19666667
132	5.828571429	0.05	1.12	0.03
133	5.780952381	0.01666667	1.03666667	0.03
134	5.73333333	0.03333333	0.95333333	0.03
135	5.685714286	0.05	0.87	0.03
136	5.638095238	0.01666667	0.78666667	0.03
137	5.59047619	0.03333333	0.70333333	0.03
138	5.542857143	0.05	0.62	0.03
139	5.495238095	0.01666667	0.53666667	0.03
140	5.447619048	0.03333333	0.45333333	0.03
141	5.4	0.05	0.37	0.03
142	5.35280952	0.01666667	0.28666667	0.03
143	5.304761905	0.03333333	0.20333333	0.03
144	5.25714286	0.05	2.12	2.03 Application 7-72
145	5.20952381	0.01666667	2.03666667	1.86333333
146	5.161904762	0.03333333	1.95333333	1.69666667
147	5.114285714	0.05	1.87	1.53
148	5.066666667	0.01666667	1.78666667	1.36333333
149	5.019047619	0.03333333	1.70333333	1.19666667
150	4.97142857	0.05	1.62	1.03
151	4.92380952	0.01666667	1.53666667	0.86333333
152	4.876190476	0.03333333	1.45333333	0.69666667
153	4.828571429	0.05	1.37	0.53
154	4.780952381	0.01666667	1.28666667	0.36333333
155	4.73333333	0.03333333	1.20333333	0.19666667
156	4.685714286	0.05	1.12	0.03
157	4.638095238	0.01666667	1.03666667	0.03
158	4.59047619	0.03333333	0.95333333	0.03
159	4.542857143	0.05	0.87	0.03
160	4.495238095	0.01666667	0.78666667	0.03
161	4.447619048	0.03333333	0.70333333	0.03
162	4.4	0.05	0.62	0.03
163	4.35280952	0.01666667	0.53666667	0.03
164	4.304761905	0.03333333	0.45333333	0.03
165	4.25714286	0.05	0.37	0.03
166	4.20952381	0.01666667	0.28666667	0.03
167	4.161904762	0.03333333	0.20333333	0.03
168	4.114285714	0.05	2.12	2.03 Application 8
169	4.066666667	0.01666667	2.03666667	1.86333333

66 Applications

170	8.257142857	2.488888889	0.12	0.03
171	8.185714286	2.433333333	0.12	0.03
172	8.114285714	2.377777778	0.12	0.03
173	8.042857143	2.322222222	0.12	0.03
174	7.971428571	2.266666667	0.12	0.03
175	7.9	2.211111111	0.12	0.03
176	7.828571429	2.155555556	0.12	0.03
177	7.757142857	2.1	0.12	0.03
178	7.685714286	2.044444444	0.12	0.03
179	7.614285714	1.988888889	0.12	0.03
180	7.542857143	1.933333333	0.12	0.03
181	7.471428571	1.877777778	0.12	0.03
182	7.4	1.822222222	0.12	0.03
183	7.328571429	1.766666667	0.12	0.03
184	7.257142857	1.711111111	0.12	0.03
185	7.185714286	1.655555556	0.12	0.03
186	7.114285714	1.6	0.12	0.03
187	7.042857143	1.544444444	0.12	0.03
188	6.971428571	1.488888889	0.12	0.03
189	6.9	1.433333333	0.12	0.03
190	6.828571429	1.377777778	0.12	0.03
191	6.757142857	1.322222222	0.12	0.03
192	6.685714286	1.266666667	0.12	0.03 Day 74
193	6.626190476	1.238888889	0.12	0.03
194	6.566666667	1.211111111	0.12	0.03
195	6.507142857	1.183333333	0.12	0.03
196	6.447619048	1.155555556	0.12	0.03
197	6.388095238	1.127777778	0.12	0.03
198	6.328571429	1.1	0.12	0.03
199	6.269047619	1.072222222	0.12	0.03
200	6.20952381	1.044444444	0.12	0.03
201	6.15	1.016666667	0.12	0.03
202	6.09047619	0.988888889	0.12	0.03
203	6.030952381	0.961111111	0.12	0.03
204	5.971428571	0.933333333	0.12	0.03
205	5.911904762	0.905555556	0.12	0.03
206	5.852380952	0.877777778	0.12	0.03
207	5.792857143	0.85	0.12	0.03
208	5.733333333	0.822222222	0.12	0.03
209	5.673809524	0.794444444	0.12	0.03
210	5.614285714	0.766666667	0.12	0.03
211	5.554761905	0.738888889	0.12	0.03
212	5.495238095	0.711111111	0.12	0.03
213	5.435714286	0.683333333	0.12	0.03
214	5.376190476	0.655555556	0.12	0.03
215	5.316666667	0.627777778	0.12	0.03
216	5.257142857	0.6	0.12	0.03 Day 75
217	5.20952381	0.6	0.12	0.03
218	5.161904762	0.6	0.12	0.03
219	5.114285714	0.6	0.12	0.03
220	5.066666667	0.6	0.12	0.03
221	5.019047619	0.6	0.12	0.03
222	4.971428571	0.6	0.12	0.03
223	4.923809524	0.6	0.12	0.03
224	4.876190476	0.6	0.12	0.03
225	4.828571429	0.6	0.12	0.03
226	4.780952381	0.6	0.12	0.03
227	4.733333333	0.6	0.12	0.03
228	4.685714286	0.6	0.12	0.03
229	4.638095238	0.6	0.12	0.03
230	4.59047619	0.6	0.12	0.03
231	4.542857143	0.6	0.12	0.03
232	4.495238095	0.6	0.12	0.03
233	4.447619048	0.6	0.12	0.03
234	4.4	0.6	0.12	0.03
235	4.352380952	0.6	0.12	0.03
236	4.304761905	0.6	0.12	0.03
237	4.257142857	0.6	0.12	0.03
238	4.20952381	0.6	0.12	0.03
239	4.161904762	0.6	0.12	0.03
240	4.114285714	0.6	0.12	0.03 Day 76
241	4.078571429	0.6	0.12	0.03
242	4.042857143	0.6	0.12	0.03
243	4.007142857	0.6	0.12	0.03
244	3.971428571	0.6	0.12	0.03
245	3.935714286	0.6	0.12	0.03
246	3.9	0.6	0.12	0.03
247	3.864285714	0.6	0.12	0.03
248	3.828571429	0.6	0.12	0.03
249	3.792857143	0.6	0.12	0.03
250	3.757142857	0.6	0.12	0.03
251	3.721428571	0.6	0.12	0.03
252	3.685714286	0.6	0.12	0.03
253	3.65	0.6	0.12	0.03
254	3.614285714	0.6	0.12	0.03
255	3.578571429	0.6	0.12	0.03
256	3.542857143	0.6	0.12	0.03
257	3.507142857	0.6	0.12	0.03
258	3.471428571	0.6	0.12	0.03
259	3.435714286	0.6	0.12	0.03
260	3.4	0.6	0.12	0.03
261	3.364285714	0.6	0.12	0.03
262	3.328571429	0.6	0.12	0.03
263	3.292857143	0.6	0.12	0.03
264	3.257142857	0.6	0.12	0.03 Day 77
265	3.233333333	0.6	0.12	0.03

266	3.20952381	0.6	0.12	0.03	
267	3.185714286	0.6	0.12	0.03	
268	3.161904762	0.6	0.12	0.03	
269	3.138095238	0.6	0.12	0.03	
270	3.114285714	0.6	0.12	0.03	
271	3.09047619	0.6	0.12	0.03	
272	3.066666667	0.6	0.12	0.03	
273	3.042857143	0.6	0.12	0.03	
274	3.019047619	0.6	0.12	0.03	
275	2.995238095	0.6	0.12	0.03	
276	2.971428571	0.6	0.12	0.03	
277	2.947619048	0.6	0.12	0.03	
278	2.923809524	0.6	0.12	0.03	
279	2.9	0.6	0.12	0.03	
280	2.876190476	0.6	0.12	0.03	
281	2.852380952	0.6	0.12	0.03	
282	2.828571429	0.6	0.12	0.03	
283	2.804761905	0.6	0.12	0.03	
284	2.780952381	0.6	0.12	0.03	
285	2.757142857	0.6	0.12	0.03	
286	2.733333333	0.6	0.12	0.03	
287	2.70952381	0.6	0.12	0.03	
288	2.685714286	0.6	0.12	0.03	Day 76
289	2.673809524	0.6	0.12	0.03	
290	2.661904762	0.6	0.12	0.03	
291	2.65	0.6	0.12	0.03	
292	2.638095238	0.6	0.12	0.03	
293	2.626190476	0.6	0.12	0.03	
294	2.614285714	0.6	0.12	0.03	
295	2.602380952	0.6	0.12	0.03	
296	2.59047619	0.6	0.12	0.03	
297	2.578571429	0.6	0.12	0.03	
298	2.566666667	0.6	0.12	0.03	
299	2.554761905	0.6	0.12	0.03	
300	2.542857143	0.6	0.12	0.03	
301	2.530952381	0.6	0.12	0.03	
302	2.519047619	0.6	0.12	0.03	
303	2.507142857	0.6	0.12	0.03	
304	2.495238095	0.6	0.12	0.03	
305	2.483333333	0.6	0.12	0.03	
306	2.471428571	0.6	0.12	0.03	
307	2.45952381	0.6	0.12	0.03	
308	2.447619048	0.6	0.12	0.03	
309	2.435714286	0.6	0.12	0.03	
310	2.423809524	0.6	0.12	0.03	
311	2.411904762	0.6	0.12	0.03	Day 79-182
312	2.4	0.6	0.12	0.03	104.5