

# 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 developed 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 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 health.

### GOAL 1

#### **Encourage vibrant and economically sustainable 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 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 toward the Downtown Core and the railroad tracks (western and southern portions of the Railyard Master Plan Area) and lower intensity development and open space toward Trout Creek (northern and eastern portions of the Railyard).
- 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.

## **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 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 allow for shared use of parking facilities to maximize the use of facilities during all hours of the day and support the “park once” concept.
- 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 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 a town gathering place or town square 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 health.**

- Policy 4.a. Utilize land efficiently by building compact, well-planned high density development; thereby preventing sprawl, preserving open space, and reducing emissions 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. Restore Trout Creek, enhance the quality of its fisheries habitat, and develop a greenway along the creek as a prominent natural and recreational feature available to the public.\*
- Policy 4.f. Restore 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.\*

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

### 4.2 RELATIONSHIP TO REGULATORY DOCUMENTS

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

#### a. Town of Truckee 2025 General Plan

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

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

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

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

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

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

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

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

### b. Downtown Truckee Specific Plan

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



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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.

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 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 development should be seamless. General guidelines for building density and intensity are contained in Table 2.1 under the Mill Site Category. (*Mill Site Policy 1*)
- A Master Plan shall be prepared prior to any development in the Mill Site 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 as a hotel site, mixed-use commercial areas, a park area, high density residential if appropriate, and a community Building/auditorium. The master plan should include the following features:
  - Accommodate housing where appropriate.
  - Site Design shall take maximum advantage of southern exposure, mountain views, and orientation to the balloon track.
  - Incorporate a public park which has an outdoor ice skating rink serving as a pond in the summer.
  - Ensure that the Mill Site remains a year-round activity center by accommodating local-serving uses

including a post office, local government facilities, community center or auditorium, theater, and possibly a community college branch and library.

- o An under crossing of the railroad tracks located to the east of the balloon track shall be constructed when necessitated by Mill Site development. 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.
- 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 through operation of: a trolley, preferably running on a rail spur connecting to the Commercial Core area. (*Mill Site Policy 4*)
- Accommodate an outdoor rail museum at the southeast corner of the Bridge Street and Commercial Row intersection adjacent to the railroad tracks. (*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 Cardlock 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, 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 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

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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. (*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.

The westerly portion of the Railyard Master Plan Area is within the Historic Preservation Overlay District. Properties within the District are subject to the Historic Preservation Overlay District Design Guidelines (Volume 3 of the Downtown Specific Plan), which establishes criteria for reviewing proposed projects within the nine character areas of the District and will assist property owners in achieving the Town's goals for high quality development sensitive to and compatible with the historic character of the Downtown area. The Church Street and Railroad Character Areas (areas five and seven, respectively) include portions of the Railyard Master Plan Area, but the majority of the Railyard Master Plan area is not located in a historic character area. The policies for the Church Street and Railroad Character Areas are incorporated, where applicable, into this Master Plan. However, the design guidelines for the Railyard Master Plan Area provided in this Master Plan supersede guidelines from Volume 3 of the Downtown Specific Plan.

### **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. The system is intended to link the historic downtown, residential, commercial, recreational and educational areas, natural and historic resources and regional public lands and trails. Many of the plan's policies are pertinent to the development of multi-modal trails and bikeways in the Railyard. Trails proposed in the vicinity of the Railyard Master Plan Area and integration of these trails with proposed trails in the Railyard are discussed in Chapter 7, Transportation and Circulation. The Railyard Master Plan addresses the key concepts from the Trails and Bikeways Master Plan including: pedestrian and bicycle networks for multiple users; establish links between land use types and various locations in Town; minimize conflicts and provide safe recreation opportunities; and provide access to natural and historic resources.

### **e. Truckee Tahoe Airport Land Use Compatibility Plan**

The Truckee Tahoe Airport Land Use Compatibility Plan was updated in 2004. The purpose of the Airport Land Use Compatibility 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 Airport Land Use Compatibility Plan area. The eastern one-third 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). During the planning process, it became clear that relocating the balloon track under the more restrictive Zone C would make sense from a safety perspective and also allow for the highest and best use of the western portion of the Railyard Master Plan Area.

### **f. Truckee Redevelopment Plan**

The 1998 Truckee Redevelopment Plan is intended to eliminate blight in the Redevelopment Project Area, which includes the Railyard Master Plan area. The Redevelopment Plan establishes the framework for the redevelopment agency actions relating to development, permitted uses, and project financing. The Redevelopment Agency participation in the Railyard project may include providing financial support for the construction of public infrastructure, parks, affordable housing, and/or other community-benefiting uses.

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**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.