

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. A building designed specifically for a civic function.

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.

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 Brickeltown, Commercial District, Bruckhault, River, Church Street, McGlashan, Railroad, South River and Hilltop.

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

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

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

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

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

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

Holiday Development, LLC. Holiday 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.

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.

