

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.

Table B-1: Relationship of Master Plan to Relevant Plans and Policies

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|---|
| Town of Truckee 2025 General Plan, Land Use Element | | |
| Guiding Principles 1 | Manage projected growth within the planning period (2005 to 2025). Provide sufficient land identified for development to account for unbuildable residential lots and to ensure competition and flexibility in Commercial and Industrial land uses. | Implementation of the Draft Master Plan would locate new expanded downtown uses adjacent to the existing Downtown Truckee area and locates new home sites near existing houses, thus preserving the existing land use patterns and locations. |
| Guiding Principles 2 | Preserve the important qualities of Truckee’s community character through appropriate land use patterns and locations. | Within the Draft Master Plan building designs are required to be consistent with the historic architectural styles while not being inauthentic copies of the traditional buildings. |
| Guiding Principles 3 | Locate significant new development around existing developed areas. | Implementation of the Draft Master Plan would locate new expanded downtown uses adjacent to the existing Downtown Truckee area and locates new home sites near existing houses. |
| Guiding Principles 4 | Locate the highest density and intensity of development on infill sites within existing developed areas. | The Master Plan area site is immediately adjacent to existing Downtown development and operates as an underutilized railyard. The proposed project would develop much of the underutilized area with infill development. |
| Guiding Principles 5 | Designate an adequate amount of land for commercial and industrial uses to accommodate projected demand and fulfill economic diversification goals. Continue to locate freeway oriented commercial development only at the existing developed interchanges with Interstate 80 at Donner Pass Road/Cold Stream Road and at State Route 89 South. Ensure high quality design for freeway oriented commercial development in those areas. | The Draft Master Plan provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses that would fulfill economic diversification goals. |
| Guiding Principles 6 | Prevent “commercial sprawl” in Truckee. | The Draft Master Plan prevents commercial sprawl by locating new commercial uses adjacent to the existing downtown in infill parcels, rather than developing away from existing uses. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Guiding Principles 7 | Improve the character and visual quality of development in the Gateway area, along the Brockway Road corridor, and along the Truckee River in the Downtown Study Area. | The Draft Master Plan encourages high quality design and provides specific building types appropriate to each zone within the Master Plan Area to ensure improved visual quality of the area. |
| Guiding Principles 8 | Prevent the negative visual impact of mass parking lots and large single building forms. | An eclectic streetwall frontage is required by the Draft Master Plan to encourage variety in the building forms along the street. Buildings are also required near the street edge in the Downtown Extension district to reduce the visual impact of large parking lots. The Draft Master Plan also requires that surface parking be shielded by buildings and that lots should be accessed from alleys rather than the main street. |
| Guiding Principles 9 | Promote mixed-use development in Commercial areas. The mix can include office, residential, service and/or retail uses. | Mixed use development is encouraged in the Downtown Extension district and the Industrial Heritage district, where retail sales, offices, and residential units are all allowed. |
| DSA-P1 | Preserve and enhance the historic mountain character of the Downtown area. | Contemporary designs that draw on the fundamental designs of the historic structures are encouraged without creating exact copies of the historic buildings, thus preserving the existing character while enhancing the area with newer structures. |
| DSA-P2 | Identify and develop a town square. | A Town Square is proposed at the corner of Donner Pass Road Extension and Street A within the Master Plan Area to create a flexible public gathering space. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| DSA-P3 | Identify mechanisms for creating a park/recreational open space area with a trail along the Truckee River. | The Draft Master Plan encourages new pedestrian and bicycle connections to and new neighborhoods parks adjacent to the Trout Creek Greenway. A linear park will be developed along the restored creek that will eventually connect the Downtown to the Truckee River. Guidelines within the Master Plan call for providing bicycle and pedestrian links that will facilitate future connections from the Railyard area to the Truckee river and the regional park via the pedestrian bridge. |
| DSA-P4 | Increase opportunities for pedestrian circulation, including improved access across the railroad tracks, and improved access between parking areas and businesses. | The Draft Master Plan provides for many improvements to the pedestrian realm along the streetscape. Encouraging pedestrian access through new and enhanced sidewalks and walkways is an important element of the Master plan. The Master Plan requires 12-foot wide sidewalks along all street frontages in the Downtown Extension district to promote pedestrian activity and link the area to the Downtown Core. |
| DSA-P5 | Address parking problems in the Downtown area. | The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |
| DSA-P6 | Encourage residential uses mixed with office and commercial uses. | The Draft Master Plan encourages mixed uses in both the Downtown Extension and Industrial Heritage districts, where retail and office uses are encouraged along with a variety of housing types including live-work units. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| DSA-P7 | Enhance the desirability of the Downtown area as a “destination attraction.” | Redevelopment of the Master Plan Area will help to create a civic presence Downtown by providing a prominent location for a new civic building, a centrally located Town Square, and publicly accessible neighborhood parks. |
| DSA-P8 | 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. | The purpose of the Master Plan is to redevelop the Railyard site as a mixed-use area with spaces for retail and office uses, a variety of housing opportunities, and artisan industry locations that will attract both locals and tourists. |
| DSA-P9 | Improve roadside landscaping. Work with Union Pacific to improve portions of the “no man’s land” around the railway. | Streetscape improvements are proposed in all districts of the Master Plan that will create attractive and safe paths of travel along the streets of the Master Plan Area. Improved landscape areas are encouraged to provide both aesthetic and environmental benefits. |
| DSA-P10 | Identify funding mechanisms for downtown improvements, including a Business Improvement District. | The Draft Master Plan identifies financing of infrastructure improvements to be formalized within a Development Agreement between the Town and the project developer. |
| DSA-P13 | Ensure that all critical sites in the Downtown with potential for soil contamination are appropriately studied prior to development, and that adequate measures are taken to address identified problems. | The Master Plan Area has areas of known and potential, but as yet uncharacterized, or only partly characterized, soil and groundwater contamination associated with historic site uses. Potential sources of the contamination include former commercial and industrial uses that have occupied the Master Plan Area. The chemicals in the soil and groundwater are hazardous and exposure to the chemicals via direct contact, inhalation or other means may present a risk to future site occupants. Implementation of Mitigation Measure HAZ-1 would reduce the contaminated soil impact to a less-than-significant level. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| DSA-P14 | Improve and enhance the Truckee Riverfront in the Downtown area. | The master plan area is not directly linked to the Truckee River; however, the plan does not discourage future connections. |
| P1.1 | All new development shall meet important community goals for design quality, open space preservation, and promotion of a livable, sustainable community. Development that does not fulfill these goals shall not be allowed. | New development is encouraged to be high quality, with specific design guideline instruction given for each area of the Master Plan in the Development Standards and Guidelines chapter of the document. Open space preservation and enhancement is encouraged, especially in the Trout Creek area. Numerous pedestrian improvements are recommended in the Master Plan and a healthy mix of land uses is provided to create a livable community. |
| P1.2 | Projects that exceed minimum requirements and mandated levels for provision of affordable and workforce housing shall be given a higher priority for development approval. Such projects may be considered for application of less stringent development standards in order to facilitate their development. | The Master Plan details affordable housing as an implementation measure. Housing options within the Master Plan should include a mixture of housing types to serve a variety of housing needs and a program for providing affordable housing within the plan area should be created concurrent with the adoption of the Master Plan. |
| P2.1 | Ensure adequate supplies of residential, commercial and industrial land, located appropriately, to manage projected growth. | The Master Plan provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P2.2 | Ensure that the primary use of Industrial designated land is for industrial, rather than general commercial uses. | General Plan and Downtown Specific Plan designate the master plan area for mixed use development including commercial, housing, open space and civic uses. |
| P2.3 | Ensure that new residential development meets minimum density standards, based on those described in Section C of the Land Use Element. | The General Plan and Downtown Specific Plan do not specify specific residential densities for development in the master plan area. At 570 maximum residential units (including work/live), the master plan area would be built out at approximately 16 dwelling units per acre. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P2.4 | Approve amendments to the Land Use Map which intensify the land use types, intensities, and/or densities of a property only if it is found such amendment will benefit the community. | The Draft Master Plan provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P3.1 | In order to prevent new linear commercial sprawl along major transportation corridors, locate new freeway oriented commercial development outside of the Downtown Specific Plan Area exclusively at the existing developed interchanges of Interstate 80 at Donner Pass Road/Cold Stream Road and Highway 89 South. New freeway oriented development may be appropriate within the Downtown, as determined through the Downtown Specific Plan. | The Draft Master Plan provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P3.2 | Discourage future subdivision of estate type parcels (2.5 to 10 acres in size) within the Town boundaries outside of existing rural subdivisions. | The Draft Master Plan does not include estate type subdivisions. |
| P3.3 | To provide for projected population growth in an efficient manner, accommodate development at the highest densities in infill areas, consistent with goals for environmental protection and land use compatibility. | The higher density areas of the Master Plan are in the Downtown Extension District closest to the existing Downtown area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P4.3 | <p>Approve rezoning and development permits only when adequate services are available, or when a program to provide services has been approved by the applicable District and the Town of Truckee. Standards of services for new development applicable to this policy are shown in Table LU-6.</p> <p>Require that sewer be provided for all new residential subdivisions creating more than four lots, and all new commercial and industrial uses. Existing legal lots and new subdivisions of four or fewer lots in areas currently without sewer may be developed with residential uses using septic systems with the approval of the appropriate health and environmental agencies. Such lots may be required to establish connections to the sewer system if they are located in close proximity to existing or future sewer lines.</p> | <p>The Master Plan contains an assessment of all infrastructure facilities for the Master Plan Area and provides recommendations for improvements to meet the needs of the area. It is noted that the Truckee Fire Protection District may not have the service capacity available to adequately serve the Master Plan Area and is exploring funding options and financial mechanisms to provide necessary personnel.</p> <p>A new sewer collection system must be developed for the Master Plan Area.</p> |
| P4.4 | <p>Review all development proposals to ensure that demand generated for police services can be adequately met; periodically evaluate current funding mechanisms for police services to determine if they are adequate, and consider revisions as necessary.</p> | <p>Implementation of the Draft Master Plan would not generate the need for additional police services. See Section IV.L, Public Services.</p> |
| P4.5 | <p>Require new infrastructure and development to be designed and built to manage stormwater runoff and to minimize or eliminate harmful impacts to property prone to flooding, water quality, and riparian, wetland, and meadow habitats. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.</p> | <p>The Master Plan contains an assessment of stormwater facilities for the Master Plan Area and provides recommendations for improvements to meet the needs of the area.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P5.1 | Strongly encourage mixed use development in appropriate locations, including the Downtown, Gateway area and Donner Lake. | The proposed project provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P5.2 | Allow transitional uses such as office/professional in areas where existing commercial uses directly abut single-family residential uses and adequate buffers are not available, and permit neighborhood serving commercial uses in residential land use designations. These uses can be found consistent with the residential land use designation when they are applied based upon these circumstances and when it is found that adequate roads and other infrastructure are available to serve all uses. | The proposed project provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P5.4 | Discourage new “strip” commercial development and encourage site design for new commercial projects that provides for pedestrian/bicycle access and proper building scale and proportion relative to the pedestrian realm. | The Master Plan encourages traditional Main Street-type development rather than strip development with large parking areas in the front. The Master Plan also incorporates improved streetscape features that encourage pedestrian access and activity. Pedestrian and bicycle links are also incorporated into the Master Plan. |
| P5.6 | Require that the feasibility of residential uses, including affordable housing, be considered as part of any new mixed use development proposal for the Downtown, and to the extent feasible, be incorporated into final project design. | The Master Plan proposes both mixed-use and traditional residential uses. A variety of housing types are encouraged to provide a range of housing opportunities, including affordable housing. |
| P5.7 | Require buffering, screening, setbacks, and other measures for new and expanded industrial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts. | Hours of operation for some industrial uses are restricted and site planning guidelines and incorporated to encourage compatibility of industrial uses with adjacent residential uses. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P6.1 | The maximum size limit for a single retail commercial use building shall be 40,000 square feet. | The Draft Master Plan includes standards and guidelines that would limit the size of retail uses (i.e., block length, lot area, site coverage, solar exposure, and maximum building frontage for any individual tenant space) |
| P6.2 | <p>Maintain and enhance Downtown as the heart of Truckee and as the Town’s premier tourist destination through the following methods, and through Action A6.2:</p> <ul style="list-style-type: none"> • Aggressively facilitate pedestrian-oriented development in the Downtown through implementation of the Downtown Specific Plan. • Give some priority in the expenditure of capital improvement funds to projects that will enhance appropriate uses Downtown and facilitate new development, thereby implementing the Downtown Specific Plan. • Allocate staff resources to implement the Downtown Specific Plan. • Actively encourage the relocation of industrial uses from the Downtown area to other more appropriate locations in Town, such as the Pioneer Trail industrial area, or the Airport industrial zone. | The Draft Master Plan locates the most intense development adjacent to existing Downtown Truckee. The Master Plan incorporates numerous pedestrian streetscape improvements to encourage pedestrian access and activity in the downtown. |
| P6.3 | Improve the quality and character of development along Donner Pass Road in the Gateway Area, including improvements that encourage a pedestrian-oriented environment and that facilitate walking and bicycle use. | Development within the Master Plan Area will be required to have a strong pedestrian orientation. Sidewalks and walkways will be improved, as will pedestrian and bicycle connections throughout the area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P6.4 | Require buildings to be located closer to the street, where appropriate, and for off-street parking areas to be located to the rear of commercial buildings, where feasible. Ultimate building locations must accommodate snow removal and snow storage, and should maximize solar orientation. | Building setbacks in the Downtown Extension and Industrial Heritage district are minimal to encourage the location of the buildings at the street edge with parking in structures or behind. Site planning guidelines encourage building orientations that maximize solar access. Snow removal and snow storage are addressed in detail in the infrastructure section of the Master Plan. |
| A6.3 | Complete studies of Downtown sites with potential for hazardous materials contamination, and develop recommendations for needed actions, prior to site development, to address any identified problems. | The Master Plan Area has areas of known and potential, but as yet uncharacterized, or only partly characterized, soil and groundwater contamination associated with historic site uses. Potential sources of the contamination include former commercial and industrial uses that have occupied the Master Plan Area. The chemicals in the soil and groundwater are hazardous and exposure to the chemicals via direct contact, inhalation or other means may present a risk to future site occupants. Implementation of Mitigation Measure HAZ-1 would reduce the contaminated soil impact to a less-than-significant level. |
| A6.4 | 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. | The Master Plan is developed for the Railyard area and provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area to serve both local residents and tourists. The Master Plan proposes realignment of Glenshire Drive and provides for potential construction of a railroad undercrossing to accommodate future traffic flow. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P7.1 | <p>For all residential developments, require clustering where appropriate. Clustered development as defined in this General Plan includes the following considerations:</p> <ul style="list-style-type: none"> • Clustering of residential development will allow flexibility of site design in responding to the natural features and resources of an individual site. • Clustering means that structures will be located on a site so that larger areas are left as undeveloped open space. • Undeveloped areas may either be preserved in private or public open space, or may be a portion of an individual lot, with deed restrictions prohibiting construction in that portion. | <p>Higher density development is proposed in some portions of the Master Plan Area while other sites are set aside for parks and open space.</p> |
| P7.2 | <p>Residential development shall be clustered to avoid areas of significant natural resources, including wildlife habitat and migration corridors and visual resources.</p> | <p>Higher density development is proposed in some portions of the Master Plan Area while other sites are set aside for parks and open space.</p> |
| P7.3 | <p>Clustered development types shall be applied within the Town according to the location and character of the development site. Clustered development types and their corresponding recommended locations are summarized in General Plan 2025 Table LU-7.</p> | <p>Neighborhood or Infill clusters are recommended at infill sites in and adjacent to the Town core. The land use pattern that would result from implementation of the Draft Master Plan would locate residential and commercial “cluster” development adjacent to Downtown development, and roadway, transit links in furtherance of this policy.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|--|
| P7.4 | <p>Clustered development shall incorporate preservation of open space areas as an integral and primary consideration in the overall development plan for a site. Considerations in preserving open space through clustering shall include the following:</p> <ul style="list-style-type: none"> • Maximizing preservation of open space types that reflect the Town’s priorities as stated in the Conservation and Open Space Element. • Maintaining an appropriate relationship of the site to the character and context of adjacent neighborhood areas and nearby and adjoining open space areas. • Respecting individual site features and characteristics, including topography, natural features, natural hazards and constraints, and the presence of sensitive biological resources. | <p>Higher density residential dwellings are encouraged in some portions of the Master Plan Area while other areas are set aside for single family uses, parks and open space uses. The Master Plan gives special attention to creating connections to open space areas for pedestrians and bicyclists. The area within the Trout Creek district contains lower density uses than the other portions of the Master Plan Area in order to be more compatible with the adjacent Trout Creek and Greenway areas.</p> |
| P7.5 | <p>Preserve the portions of parcels not developed with clustered residential used as undeveloped open space. Preservation and management options for open space include:</p> <ul style="list-style-type: none"> • Dedication to a homeowners association. • Dedication to a public agency such as the Parks District, or to a land trust or other non-profit agency. • Use of building envelopes in conjunction with conservation easements or deed restrictions. | <p>Portions of the master plan area that are not developed are set aside for parks and trail uses, as well as relocation of the balloon track to the eastern most half of the site.</p> |
| Town of Truckee 2025 General Plan , Community Character Element | | |
| Guiding Principals 1 | <p>Maintain Truckee’s unique qualities and sense of place to preserve the town’s established historic and scenic mountain town character.</p> | <p>The Draft Master Plan intends to create an attractive mixed-use center that seamlessly integrates with Downtown Truckee and reflects the historic character and industrial heritage of the area. The mountain and industrial heritage of the area is preserved through Goal 3 of the Master and its supporting policies.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Principals 2 | Conserve and protect the natural beauty, scenic landscapes and open space resources of the Town, including the Truckee river, Donner Lake, ridges and hillsides, scenic corridors and vistas, and views of the night sky. | Policy 3.c. of the Draft Master Plan requires preserving and enhancing public vistas of the mountains, Trout Creek, and the Truckee River. |
| Guiding Principals 3 | Emphasize and enhance the visual and physical connection between the town’s natural environment and the community’s quality of life. | Several guidelines in the Master Plan include preservation of and providing connections to natural environment available in the area. |
| Guiding Principals 4 | Promote the highest possible standards of town design, planning and architecture in Truckee. | The Draft Master Plan builds on LEED-ND principles that encourage sustainable development in neighborhood design. Guidelines throughout the plan encourage high quality architecture that complements the existing style within Downtown Truckee. |
| Guiding Principals 5 | Strengthen Truckee’s town centers as vibrant, mixed use hubs of community life. | The Draft Master Plan is developed for the Railyard area and provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area to serve both local residents and tourists. A new Town Square and civic sites to be developed within the Master Plan Area will create a central gathering space for the community. |
| Guiding Principals 6 | Create a diverse, complementary hierarchy of mixed use and neighborhood centers to strengthen Truckee’s economic base and provide focal points for the town and its neighborhoods. | The Draft Master Plan is developed for the Railyard area and provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area to serve both local residents and tourists. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Principals 7 | Improve and strengthen connections between the town’s neighborhoods and centers. | The new development proposed within the Master Plan Area is located adjacent to the existing development within the community, thus linking the newer infill parcels with the existing Downtown. Pedestrian and bicycle connections within the Master Plan Area and to parts of the town outside the Master Plan Area are also a significant goal of the proposed project. |
| Guiding Principals 8 | Reinforce the unique qualities of Truckee’s neighborhoods. | The Draft Master Plan identifies three new development districts: Downtown Extension District, designed as a physical extension of commercial row; Industrial Heritage District designed to reflect historic uses on site including the mill and railyard operations; and the Trout Creek District designed to create a cluster of single- and multi-family housing with connections to the Trout Creek greenway. |
| Guiding Principals 9 | Enhance Truckee’s important corridors and community gateways. | Streetscape enhancements are an important element of the Master Plan. Enhancements are recommended for sidewalks and landscaping, especially along the major roadways. |
| Guiding Principals 10 | Protect Truckee’s historic and cultural resources. | Implementation of the Draft Master Plan requires removal of the railyard operations building, and potentially the residential structure located at 10144 Church Street. These structures are significant cultural resources under CEQA. |
| P1.1 | Utilize the mechanisms and strategies identified in the Conservation and Open Space Element of the General Plan as a tool to actively protect open space in Truckee, including that containing or contributing to the town’s scenic mountain qualities. | The Master Plan area is located in Downtown Truckee in the lowlands and would not disrupt protected open space. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P1.2 | Ensure that all new development, occurring at all scales and densities, maximizes the provision of all types of open space, including scenic open space that contributes to and enhances the town's community character. | The Draft Master Plan includes provisions for neighborhood park is and a Town Square. Also, open space areas around the Trout Creek Greenway are protected and enhanced by the Master Plan. |
| P1.3 | Cluster new development so as to preserve the maximum amount of desired types of open space, as identified in the Conservation and Open Space Element. | The Draft Master Plan is developed for the Railyard area and provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P1.4 | Create a connected network of open spaces in Truckee that is accessible to the community for outdoor recreation and other use and enjoyment, as a key aspect of local community character. | Pedestrian and bicycle connections are provided throughout the Master Plan Area to link the site to surrounding outdoor recreation areas. |
| P2.1 | Protect views of hillsides, prominent slope exposures, and ridge and bluff lines through a clustering requirement for residential development that concentrates development on the most level and least visible portions of hillside sites. | The Master Plan area is located in Downtown Truckee in the lowlands and would not disrupt views of hillsides, prominent slopes or ridge and bluff lines. |
| P2.4 | Ensure that new development in Truckee's lowland areas, including its forested areas and meadowlands, and the Truckee River Valley, contributes to and enhances the scenic quality and visual harmony of the built environment that comprises the Truckee townscape. | The Draft Master Plan includes standards and guidelines to ensure development within the project contributes the scenic quality (i.e., block length, streetwall height, building height, streetwall articulation, setbacks, building frontages, and building form and massing guidelines). |
| P2.5 | Preserve the scenic qualities of the Truckee River and other natural waterways through setback standards, as identified in the Conservation and Open Space Element, and by ensuring that new development respects and enhances the aesthetic qualities and natural environment of these river corridors and waterways. | Relocation of the existing balloon track to the east of the site will allow the creek to be widened to handle increased flows during a 100-year flood and will allow the creek to maintain a more natural course through the Railyard. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P2.7 | Require electric, telecommunications and cable television facilities serving new development to be installed underground wherever possible. Where undergrounding is impractical, above ground antennae and telephone and high voltage transmission lines shall be located out of significant scenic vistas. | The Draft Master Plan notes the existing overhead lines in the project area and that the Development Code will require these lines to be placed underground upon redevelopment of the area. |
| P2.8 | Coordinate opportunities for undergrounding existing above-ground utilities with trenching for other utility maintenance and installation, and street improvements. | The Draft Master Plan recommends that prior to any land use approval or building permit issuance detailed infrastructure improvement plans shall be created. |
| P2.9 | Encourage the planting and maintenance of roadside landscaping and the use of landscaping elements where appropriate along major public thoroughfares. | The Draft Master Plan notes that landscape areas on the roadway area can provide aesthetic, safety, and environmental benefits. Street trees are encouraged to buffer pedestrians from vehicle traffic. |
| P2.10 | Encourage the preservation of trees and native vegetation, including specimen trees, in development projects. | Landscape placement and species selection for trees shall be reviewed for feasibility and survivability. |
| P4.1 | Recognize and preserve views of the night sky as an important natural and scenic resource in Truckee. | Implementation and build out of the Master Plan Area would result in sources of light and glare. The Development Code includes standards for exterior lighting; however, the Draft Master Plan does not incorporate these standards. Mitigation Measure VIS-1 requires the Town Development Code standards for exterior lighting (Section 18.30.060) to be incorporated in the Draft Master Plan prior to adoption of the Master Plan. |
| P4.2 | Require light fixtures to be designed and sited so as to minimize light pollution, glare, and light trespass into adjoining properties. | As stated above, Mitigation Measure VIS-1 requires the Town Development Code standards for exterior lighting (Section 18.30.060) to be incorporated in the Draft Master Plan prior to adoption of the Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P5.1 | <p>Ensure that planning and development decisions are oriented towards the maintenance of Truckee’s unique character, reflecting the following considerations:</p> <ul style="list-style-type: none"> • Identification of specific types of centers, residential neighborhoods, employment districts, corridors and gateways. • Respect for the quality, character and context of existing development within these different areas of the town. • Ensuring that new development enhances the desired character of each of these areas. • Discouraging new architecture that directly mimics or is derivative of the buildings of the historic downtown. • Encouraging the retrofit or rehabilitation of existing buildings to more closely comply with Town policies, standards and guidelines for high quality architecture and design. • Consideration of the relationship of the built environment to the qualities and context of the landscape and natural environment in which it is situated. | <p>The proposed project includes the following guidelines concerning the maintenance of Truckee’s unique character: The design of individual building facades should support an interesting and varied streetwall reflective of historic Commercial Row. (DE-G13) New buildings that replicate historic buildings are strongly discouraged. (DE-G18)</p> <p>The intent of the Master Plan is for the new development in the Downtown Extension district to blend seamlessly with the existing Downtown core.</p> <p>The Master Plan also encourages lower densities in the Trout Creek district that is located adjacent to the sensitive natural area of Trout Creek.</p> |
| P5.2 | <p>Require all new development to incorporate high quality site design, architecture, and planning so as to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment.</p> | <p>The Draft Master Plan intends to create an attractive mixed-use center that seamlessly integrates with Downtown Truckee and reflects the historic character and industrial heritage of the area.</p> |
| P5.3 | <p>Prohibit franchise and corporate architecture in commercial buildings, except in special situations.</p> | <p>The Draft Master Plan includes design guidelines for architecture of new buildings in the plan area. Compliance with the public realm and building guidelines would ensure compliance with this policy.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P5.5 | Enhance physical connections between adjacent uses and between different parts of Truckee. | New sidewalks are recommended between the existing Downtown core and the new development of the Master Plan to encourage pedestrian activity in the area. Numerous pedestrian and bicycle connections are recommended in the Master Plan to link all parts of the community. A new undercrossing of the railroad track is also recommended in the Master Plan. |
| P5.6 | Regulate the size, quantity, location and design of signs to maintain and enhance the visual appearance of the town. | The Draft Master Plan requires that a new sign program be prepared for each district prior to the issuance of building permits for the first phase of development. Temporary signs shall follow the existing sign code. |
| P5.8 | For all new development in Truckee, consider how the integration of trees and native landscaping can contribute to the overall quality of development-specific design and the town's unique character. | The Draft Master Plan requires that a streetscape plan be prepared for each district prior to the issuance of building permits for the first phase of development. |
| P5.9 | Examine and pursue opportunities for planting trees and native landscaping in public spaces to help enhance and preserve the Town's unique character. | Landscape placement and species selection for trees shall be reviewed for feasibility and survivability. |
| P6.1 | Focus community investment and resources in the redevelopment of the Downtown as Truckee's primary town center. | The Draft Master Plan concentrates new development in Truckee adjacent to the existing Downtown and creates a new community gathering space through the clustering of a new Town Square and civic facilities. |
| P6.2 | Preserve Downtown's rich legacy of historic buildings and sites, and ensure that new development respects the character and context of those resources. | New development is required to be compatible with the historic character of the area but must directly replicate existing historic buildings. |
| P6.3 | Enhance Downtown as a community focal point by creating a diverse array of reasons shopping, services, community events, entertainment, and recreation for people to come to the Downtown area. | The proposed project provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P6.4 | Encourage the location and retention of public buildings and civic and community-serving uses in the Downtown that provide opportunities for community interaction. These might be public uses like parks or a town square, or privately-operated uses such as children’s arcades, play areas incorporated into retail stores or restaurants, mini-golf courses, and commercial uses like coffee houses and restaurants. | The Draft Master Plan proposes a civic presence in the Downtown Extension district of the Master Plan Area by providing a prominent location for a new civic building, a centrally-located Town Square, public spaces on the main street, and publicly accessible Neighborhood Parks. |
| P6.5 | Promote new mixed use and infill development in the Downtown, including at the Railyard and Hilltop sites. | The Draft Master Plan provides for a mixture of commercial, mixed-use, housing, live-work units, and artisan industry uses located adjacent to the existing Downtown Truckee area. |
| P6.6 | Improve amenities for Downtown residents, such as pocket parks, in the Downtown area. | The Draft Master Plan provides a Town Square, neighborhood parks, small urban plazas, and multiple pedestrian and bicycle connections in the Master Plan Area. |
| P6.7 | Support the development of local-oriented services in the Downtown area to balance out seasonal fluctuations in trade associated with the retail sector. | The Draft Master Plan proposes a mixed-use environment that would include the development of local-oriented services. |
| P6.8 | Discourage ground-floor office uses in buildings in the Downtown core. | The Draft Master Plan encourages ground floor uses that attract pedestrian activity in the Downtown Extension district. |
| P6.9 | Provide open spaces and gathering areas in Downtown to encourage public activities. Provide an integrated pedestrian and bicycle network that links these open spaces and other destination points within the Downtown. | The Draft Master Plan provides a Town Square, neighborhood parks, small urban plazas, and multiple pedestrian and bicycle connections in the Master Plan Area. |
| P6.10 | 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 area. | The Draft Master Plan provides numerous pedestrian and bicycle connections both within the Master Plan Area and from the Master Plan Area to other areas of activity in the community. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P6.11 | Enhance pedestrian and bicycle connections between the Downtown and to adjacent neighborhoods, the Hilltop area, and the Cemetery area, and enhance the important physical and visual connection to the Truckee River. | The Draft Master Plan provides numerous pedestrian and bicycle connections both within the Master Plan Area and from the Master Plan Area to other areas of activity in the community, including facilitating future connections to the Truckee River. |
| P6.12 | Preserve existing housing and encourage new housing in the Downtown, including through incorporation of housing in projects within the Mixed Use district. | The Draft Master Plan supports the preservation of existing housing and encourages a variety of new housing types, including mixed-use neighborhoods, live-work units, and affordable housing. |
| P7.1 | Redevelop the Railyard site as an extension of the Downtown that complements and enhances the entire Downtown area. | The purpose of the Master Plan is to redevelop the Railyard site as an extension of the Downtown that complements and enhances the entire Downtown area. The Master Plan locates the highest concentration of development in the Downtown Extension district adjacent to the existing Downtown core. Guidelines shape new development in the Master Plan Area to complement the existing development of the community. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| A7.1 | <p>Develop and implement a Master Plan for the Railyard that addresses the following components:</p> <ul style="list-style-type: none"> • 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 and improvements that enhance Trout Creek as a valuable asset for Downtown and for Truckee as a whole. | <p>The Draft Master Plan includes the following guidelines concerning the maintenance of Truckee’s unique character: The design of individual buidng facades should support an interesting and varied streetwall reflective of historic Commercial Row. (DE-G13) New buildings that replicate historic buildings are strongly discouraged. (DE-G18) The intent of the Master Plan is for the new development in the Downtown Extension district to blend seamlessly with the existing Downtown core. The Master Plan also recommends numerous pedestrian and bicycle connections throughout the area, incorporates a new civic presence through new civic buildings and a Town Square, and provides a variety of housing types. Standards, guidelines, and policies governing the Downtown Extension district create an extension of the Downtown Main Street with eclectic buildings placed close to the street with parking behind. Trout Creek enhancements are proposed; the balloon track is to be relocated to allow for a more natural flow to the creek and to enhance the creek as an asset for the entire community. Lower density development is concentrated around Trout Creek to be sensitive to this natural community boundary.</p> |
| P8.1 | <p>Encourage the redevelopment of the Gateway Area from an auto-oriented, strip-commercial dominated corridor, to a place that invites pedestrian activity and provides gathering places and opportunities for interaction.</p> | <p>The Draft Master Plan incorporates numerous streetscape and sidewalk improvements to enhance the pedestrian nature of the area. The new Town Square an small urban plazas will also provide downtown gathering spaces for the community.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P8.2 | Reinforce the commercial and mixed use qualities that contribute to the “town” orientation of the Gateway corridor. | The Draft Master Plan incorporates a variety of retail, office, housing, and artisan industry uses to create a mixed-use environment in the Downtown. |
| P8.3 | Avoid future strip commercial development in the area, and encourage the rehabilitation of existing strip commercial development to improve pedestrian access and activity, and visual appearance. | The Draft Master Plan encourages traditional Main Street-type development rather than strip development with large parking areas in the front. The Master Plan also incorporates improved streetscape features that encourage pedestrian access and activity. |
| P8.4 | Improve the pedestrian and bicycle-friendliness of the corridor through sidewalk and streetscape improvement that address issues such as sidewalk continuity, paving materials and signage, links between adjoining properties, and connections to the town’s network of trails and bikeways. | Numerous pedestrian and bicycle links are recommended by the Draft Master Plan. A detailed Streetscape Plan will be developed as part of the implementation of the Master Plan. The Streetscape Plan will include specific guidance for landscaping and paving materials, street furniture, and lighting. |
| P8.5 | <p>Encourage design oriented to the pedestrian realm through the following measures:</p> <ul style="list-style-type: none"> • Building design along Donner Pass Road that is proportionate to the width of the street that it fronts, is oriented to the street, and minimizes setbacks from the public right-of-way. • Appropriate design and siting of parking facilities to minimize their visual impact and break up their massing. • Design of facades and building frontages that provide pedestrian-scale detail and a high level of visual interest along the street frontage, including storefront display windows, articulated massing, and fine-grain architectural detail. | <p>The Draft Master Plan promotes building design that is proportionate to the width of the street and includes minimal primary street setbacks.</p> <p>Parking facilities are not allowed to face a primary street and structures must be wrapped with active uses on the ground floor. Both parking lots and structures should be accessed from alleys rather than the main street.</p> <p>An eclectic mix of buildings is encouraged in the pedestrian-oriented Downtown Extension and Industrial Heritage districts. Guidelines exist for creating interest at the street level including storefront displays, variety in architectural styles, and building details.</p> |
| P8.6 | Create new public spaces along the Donner Pass Road corridor. | The Draft Master Plan proposes a new Town Square on Donner Pass Road Extension as well as small urban plazas along this main street. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P8.8 | Encourage new mixed use development in the Gateway Area, particularly projects that incorporate both a residential and commercial component. Uses that support and provide opportunities for community interaction should be encouraged, such as coffee houses, restaurants, and places for children and families. | The Draft Master Plan incorporates a variety of retail, office, housing, and artisan industry uses to create a mixed-use environment in the Downtown. The Master Plan also proposes small urban plazas along the main street to provide gathering spaces adjacent to shop frontages. |
| P8.9 | Utilize needed street and intersection improvements as an opportunity to incorporate streetscape enhancements and improvements for pedestrians and cyclists, as well as automobiles. Roadway improvements shall be implemented with consideration of the need to balance the need for efficient traffic movement with the other broad goals for the corridor. | The street designs in the Draft Master Plan are intended to provide a variety of options for residents in Downtown Truckee. Improvements to the pedestrian and bicycle network are incorporated into the plan. |
| P9.1 | Promote redevelopment and infill of existing auto-oriented commercial centers and corridors with pedestrian-friendly mixed use development. | The Draft Master Plan incorporates a variety of retail, office, housing, and artisan industry uses to create a mixed-use environment in the Downtown. Building design and location requirements will also work to create a pedestrian-friendly environment along with sidewalk and other streetscape improvements. |
| P9.2 | Encourage all existing and new mixed use centers to create a “park once environment” that provides a variety of uses within walking distance. | The Draft Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P9.3 | Require new mixed use centers to provide housing of a variety of types and affordability, including employee housing, unless determined to be incompatible. | Housing options within the Draft Master Plan should include a mixture of housing types to serve a variety of housing needs and a program for providing affordable housing within the plan area should be created concurrent with the adoption of the Master Plan. |
| P9.4 | Enhance pedestrian connections from nearby residential areas to local shopping centers so as to enhance the mixed use quality of Truckee’s commercial centers and their surrounding residential areas; reduce the need to drive to access daily needed goods and services; and provide safe and convenient pedestrian connections. | Enhanced pedestrian connections, through improved sidewalks and trails and new links to public places, parks, event streets, open spaces, and parking areas, are an important part of the Master Plan. |
| P9.5 | Require new mixed use centers to incorporate site planning and design that reflects walkability and opportunities for indoor and outdoor social interaction, including clustered buildings, parking dispersed in smaller lots, as well as pedestrian-scale design features. | The Draft Master Plan incorporates mixed-use development with pedestrian connections and small urban plazas to create public gathering spaces. Parking is located behind buildings and in structures rather than along the street front and storefront enhancements that relate to pedestrian activity are encouraged. |
| P10.2 | Create new neighborhood centers or focal points in neighborhoods where they do not currently exist. Such centers may include small commercial convenience centers like those found in Glenshire and Tahoe Donner, or may be focused around non-commercial community-serving uses such as those described in the sidebar opposite. | The Draft Master Plan proposes the creation of a new Town Square in the Downtown Extension district as a new public gathering space. Neighborhood parks are also encouraged in the Master Plan Area. |
| P10.3 | Seek opportunities to add or incorporate non-commercial community-serving facilities within existing neighborhood centers. | There are no existing neighborhood centers within the project area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P10.4 | Improve pedestrian connections and ensure that facilities such as bike racks are provided at all neighborhood centers. | Improved pedestrian and bicycle connections are a major focus of the Draft Master Plan. Bicycle parking is as required by the current development code and bicycle racks or other methods of securing bicycles are required by the Master Plan. |
| P11.1 | Encourage new residential developments adjacent in appropriate locations (e.g. planned community areas) and with appropriate site conditions to include the use of neo-traditional site design and architectural elements. These encompass elements such as a grid, or modified grid street layout, narrower streets, street trees, detached sidewalks, and neo-traditional house designs in keeping with Truckee architecture and design. | New development within the Master Plan Area is located adjacent to existing development in the Downtown core. LEED-Neighborhood Design principles are supported in the design of the Master Plan. |
| P11.2 | Discourage architectural monotony between individual units within a suburban subdivision or residential development project. | The Draft Master Plan encourages eclectic building designs. Building designs are encouraged to contrast with other buildings and uniformity amongst buildings is discouraged. |
| P11.3 | Regulate the design of new development in residential neighborhoods in the Downtown area to ensure compatibility between the new development and the existing residential areas. | The Draft Master Plan encourages new interpretations of traditional buildings styles to maintain compatibility while distinguishing the old from the new. Homes in the Trout Creek district will be developed with design, form, and styles that are complementary to the eclectic mix of homes already existing in the Downtown. |
| P11.5 | Create a clearly defined transition or edge between the “town” and “country” in all Truckee’s town residential neighborhoods. | The residential areas of the Trout Creek District form a clearly defined edge against Trout Creek. Trout Creek serves as a transition between the town and country areas of Truckee. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P11.6 | Encourage preservation and creation of open space areas within town residential neighborhoods, particularly in the form of small neighborhood parks, pocket parks, trails, and greenways. | The Draft Master Plan promotes the creation of neighborhood parks, small urban plazas, and a new Town Square. Pedestrian and bicycle connections and trails are also an important part of the Plan. The Plan also supports connections to the Trout Creek Greenway. |
| P13.1 | Sustain high design standards for new commercial development in employment districts, particularly where development is visible from along major arterial and roadways. | The Draft Master Plan promotes high quality design through a number of guidelines for building shape, siting, and form. The greatest attention is paid to buildings along primary streets. |
| P13.2 | Ensure that new development within Truckee’s light industrial areas and employment districts is designed in a way that is sensitive to adjacent residential development. | Siting of new artisan industry facilities is regulated by the Master Plan to be sensitive to adjacent residential development. |
| P13.3 | Create live-work opportunities, as appropriate, within employment districts. | The Draft Master Plan promotes live-work opportunities in all Districts. |
| P17.1 | Design gateway design treatments for key entryways into the Town that incorporate landscaping, signage, public art, and/or structural elements that communicate a sense of arrival in Truckee. Gateways for which such treatments should be applied include: <ul style="list-style-type: none"> • Donner Pass Road where it enters Downtown Truckee, near the Highway 89 North intersection. • At the Brockway Road/Highway 267 intersection, as described in Action A14.3, above. • Along West River Street. • Along Highway 267 South, near the Mousehole. • At the western Donner Pass Road freeway interchange. | The Draft Master Plan would create a new gateway to Downtown with the realignment of Donner Pass Road to a T-intersection adjacent to the railroad tracks. |
| P18.1 | Require evaluation of impacts to historic resources for projects which involve substantial site disturbance, or demolition or alteration of known historic buildings. | Section IV.I, Cultural and Paleontological Resources, of this EIR provides an evaluation of historic resources. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P18.2 | Encourage appropriate reuse of historic structures for housing, including affordable housing, public recreation and commercial uses that do not compromise their historic character. | The Draft Master Plan does not include reuse of historic structures. |
| P18.3 | Encourage and cooperate with the private sector in the implementation of innovative strategies to preserve all of Truckee's identified historic buildings and sites, including Native American and ethnic group sites. Preservation strategies could include by gift, establishment of private conservancies, and easements. | Implementation of the Draft Master Plan requires removal of the railyard operations building, and potentially the residential structure located at 10144 Church Street. These structures are significant cultural resources under CEQA. |
| P18.4 | Provide incentives and technical assistance to property owners to apply for federal, State, local and private grants, loans and tax credits to preserve and rehabilitate historic buildings. | Implementation of the Draft Master Plan requires removal of the railyard operations building, and potentially the residential structure located at 10144 Church Street. These structures are significant cultural resources under CEQA. |
| P18.6 | Support all efforts to document and preserve Truckee's rich historic legacy, including its Native American and ethnic history, and to educate residents and visitors about the town's historic buildings and sites. | Implementation of the Draft Master Plan would not preclude efforts to document and preserve Truckee's rich historic legacy, including its Native American and ethnic history. |
| P18.7 | Encourage adaptive reuse of historic structures in accordance with federal, State and local guidelines. | The Draft Master Plan does not include reuse of historic structures. |
| P19.1 | As part of the development review process, require proper archaeological or paleontological surveying, testing, research, documentation, monitoring and safe retrieval of archaeological and cultural resources. | Section IV.I, Cultural and Paleontological Resources, of this EIR provides an evaluation of known archaeological or paleontological and recommends additional surveying prior to commencing construction. |
| P19.2 | Require an archaeological survey by a qualified professional whenever there is evidence of an archaeological or paleontological site within a proposed project area, is determined to be a high likelihood for occurrence of such sites, or where a project involves substantial site disturbance. | Section IV.I, Cultural and Paleontological Resources, of this EIR provides an evaluation of known archaeological or paleontological and recommends additional surveying prior to commencing construction. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|---|---|
| P19.3 | Consult with representatives of the Native American community whenever necessary to ensure the respectful treatment of Native American sacred places. | Section IV.I, Cultural and Paleontological Resources, of this EIR provides a summary of the consultation with representatives of the Native American community. |
| P20.1 | Involve all members of the community in the public decision-making process through concerted outreach efforts that target a variety of groups, including those for whom English is not a first language. | 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 over the course of 3 years. |
| P20.2 | Encourage opportunities for social interaction and community activity through the creation of well-designed, accessible public spaces located throughout the town, and by encouraging commercial uses that support community interaction, such as cafes and restaurants, performance and arts spaces, and child activity centers. | The Master Plan promotes the creation of a new Town Square, neighborhood parks, and small urban plazas. The urban plazas are especially encouraged in conjunction with retail businesses that support community interaction. |
| P21.2 | Consider including, where appropriate, public art in Town capital improvement and redevelopment projects. | The Master Plan encourages unique public art to enhance public spaces and to celebrate Truckee’s historic character and cultural diversity. Public art shall be incorporated into the design of the Town Square. |
| P21.3 | Support and facilitate art exhibits and performances on Town-controlled property. | The Master Plan proposes a Town Square that shall include a plazas to allow for community gatherings and staged events. |
| P21.5 | Encourage the inclusion of public art or publicly-accessible display space in private development. | The Master Plan encourages unique public art to enhance public spaces and to celebrate Truckee’s historic character and cultural diversity. |
| Town of Truckee 2025 General Plan , Circulation Element | | |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Guiding Principals 1 | Coordinate land use and transportation planning in Truckee to provide for the long-range development of the Town’s roadway system consistent with the existing and future land use patterns described in the Land Use Element. | Implementation of the Draft Master Plan would provide mixed use development including commercial, housing, open space and civic uses. The master plan area is located in Downtown Truckee and extension of existing roadways is required to implement the master plan. |
| Guiding Principals 2 | Maintain acceptable traffic operations on the Town’s roads through application of Level of Service thresholds, and by conditioning new development on the ability of local roads and intersections to accommodate projected traffic impacts. | Level of Service and other traffic impacts are addressed in section IV.C. of this EIR and mitigation measures are recommended as appropriate. |
| Guiding Principals 3 | Minimize the negative impacts of transportation infrastructure upon Truckee’s community character, local neighborhoods, and the environment. | The Master Plan promotes streetscape improvements along with improvements to the roadway system. The Plan also recommends the development of a Streetscape Master Plan prior to development of the project site. |
| Guiding Principals 4 | Ensure that new development minimizes impacts on the roadway network, is integrated into the existing transportation system and provides opportunities for use of alternate modes. | The existing transportation network is built upon with the extension of Donner Pass Road. Additional development will also be oriented in rectangular blocks parallel to the existing railroad tracks. The creation of pedestrian and bicycle connections is a significant element of the Master Plan. |
| Guiding Principals 5 | Reduce automobile travel demand to reduce impacts on the Town’s roadway system, lessen the need for new or expanded road facilities to accommodate increased demand, and decrease pollutants emissions from automobiles. | The Master Plan reduces automobile travel demand through a “park once” philosophy that enables and encourages users to park their vehicles and use other modes of transportation to visit a range of nearby uses. The mixed-use nature of the Master Plan contributes to the feasibility of this idea. |
| Guiding Principals 6 | Provide a safe, comprehensive, and integrated system of trails and bikeways as a key component of the circulation system. | The Master Plan provides recommendations to increasing the pedestrian and bicycle trails system to create a viable alternative transportation system for the Town. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Guiding Principals 7 | Promote a safe and efficient transit system, including both bus and rail, to reduce congestion, improve the environment, and provide viable alternatives to the automobile. | The Master Plan encourages the development of an intermodal transit station within the Master Plan Area. The plan also considers a downtown trolley to connect the Master Plan Area with the existing Downtown. Transit services, including precise locations for bus stops within the Master Plan Area, will be finalized during the implementation phase of the Master Plan. |
| Guiding Principals 8 | Provide for the safe and efficient movement of commercial goods through Truckee by road and rail. | New/expanded roadways within the plan area would provide for safe and efficient movements. While the ten-foot travel lane width proposed for some of the roadway segments is less than Town standards, there is no significant increase in traffic hazard associated with ten-foot travel lanes in this plan area because of the flat topography. Aside from relocation of the balloon track, no alterations are proposed to rail lines. |
| P1.1 | Maintain a hierarchy of arterial, collector and local roadways in Truckee by planning, designing, and regulating roadways in accordance with the functional classification system described in this Element. | Implementation of the Draft Master Plan would include continuation and creation of arterials, collectors, local streets and alley ways. |
| P1.3 | Ensure that right-of-way for cumulatively needed future roadway improvements is reserved or acquired as part of relevant project approvals. | The Master Plan contains detailed street cross sections for roadways within the Master Plan Area. |
| P1.4 | Improve existing roadways in Truckee to meet current Town engineering standards. | Implementation of the Draft Master Plan would require contribution and construction of roadway improvements as outlined in Section IV.C, Transportation, Circulation and Parking. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P1.5 | Ensure that existing and future roadway, sidewalk and bikeway standards, and the implementation of such standards, take Truckee’s climatic conditions into account. | Special street standards and solar exposure standards are incorporated into the Master Plan to account for the winter snow conditions in Truckee. |
| P1.6 | Ensure that the design and functionality of the Town roadway network in keeping with the goals and policies of this General Plan concerning community character. Examples of such policies include those listed under Goal CC-3, as well as policies for the Gateway Area, Brockway Road and West River Street in the Community Character Element. | Special street sections have been designed for the existing and new streets within the Master Plan Area. These designs were created to maximize the functionality of the Town roadway network. |
| P1.7 | Improve existing roadways and add new roadways to reduce delays from train traffic and to improve safety at railroad crossings. | The Master Plan provides street improvements for existing and new planned roadways within the Master Plan area. |
| P2.1 | 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. | The Town’s established level of service standards are used in the analysis of transportation impacts included in Section IV.C of this EIR. As discussed in that section, implementation of the Draft Master Plan would contribute to unacceptable LOS at two intersections and one roadway segment. However, as also discussed in that section, these impacts would occur with or without implementation of the Draft Master Plan. |
| P2.2 | In addition to the standards described in Policy 2.1, the criteria and thresholds shown in Table CIR-6 shall be applied to future development projects to determine the need for a traffic impact analysis to be conducted and to determine if a project’s traffic impact is found to be significant. | Traffic impact analysis and mitigation measures are included in Section IV. C, Transportation Circulation and Parking. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P2.3 | <p>Allow flexibility and exceptions to the LOS standards described in Policy P2.1 for the following intersections:</p> <ul style="list-style-type: none"> • Bridge Street/Donner Pass Road • Bridge Street/River Street • Glenshire Drive/Donner Pass Road <p>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.</p> <p>Exceptions should only be allowed after all feasible resources and options to implement needed improvements have been explored and exhausted.</p> | <p>The traffic analysis included in Section IV.C concludes the intersections of Bridge Street/Donner Pass Road and Bridge Street/West Rivers Street would operate at a deficient level of service in the 2025 No Project condition; and that implementation of the Master Plan would contribute to deficient level of service operations at both intersections.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P2.4 | <p>Improve connectivity throughout the Town’s roadway network, through roadway improvements, while minimizing environmental, circulation, and residential neighborhood impacts. This should include:</p> <ul style="list-style-type: none"> • New and improved links between roadways of the same classification. • New and/or improved links between higher and lower capacity roadways where such connections would not negatively impact the lower capacity roadway’s operations or local neighborhood character, would be consistent with community character and environmental goals described elsewhere in the General Plan, and would not result in redesignation of a lower classification roadway to a higher classification, unless shown as such on the Circulation Plan. • Discouraging the use of local and residential neighborhood roadways as through routes, particularly for commercial and industrial traffic. • Requiring that new development maximizes connectivity of local streets within the development itself, and makes connections to the adjacent street network and neighborhood areas. | <p>The Master Plan provides specially designed roadway sections for both new and proposed streets within the Master Plan Area. The Master Plan provides several new streets and reconfigures a T-intersection at Donner Pass Road and Glenshire Drive to create smooth traffic flow. The traffic analysis for the Master Plan also includes analysis of an undercrossing of the railroad tracks on the east end of the site to provide more connections across the tracks.</p> |
| P3.1 | <p>Require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects that may result in significant traffic impacts, as specified in Table CIR-6. In these analyses, Level of Service shall be computed according to the planning methodology documented in Special Report 209: Highway Capacity Manual, published by the Transportation Research Board in 2000, or as amended in subsequent updates. Cumulative impacts shall be modeled buildout of the General Plan.</p> | <p>Traffic impact analysis and mitigation measures are included in Section IV.C, Transportation Circulation and Parking.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P3.2 | Require the assessment of construction-related project impacts in traffic impact analyses that assesses and adequately mitigates the effect of construction traffic on the roadway network, as well as any potential disruption to or rerouting of traffic that might be needed during project construction. | Construction-related project impacts are discussed in Section IV.C, Transportation Circulation and Parking. No mitigation measures are recommended as this impact would be less-than-significant. |
| P3.3 | Require all new development projects to adequately mitigate identified impacts through construction of improvements and/or payment of traffic impact mitigation fees. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and traffic impact mitigation fee program. | Traffic impact analysis and mitigation measures are included in Section IV.C, Transportation Circulation and Parking. |
| P3.4 | Ensure that new streets and roads are dedicated and constructed according to roadway design and access standards adopted by the Town. | The Master Plan proposes some changes to the existing town standards to best serve the needs of the Master Plan Area in order to build upon the existing streetscape character, provide passive traffic calming, allow space for pedestrian corridors, and to maximize the amount of land available for development of buildings and other private improvements. |
| P4.1 | Require transportation systems planned and constructed in conjunction with significant development projects, including roads, trails, bikeways, and other improvements, to provide links to the existing transportation network. | The Master Plan requires a Streetscape Master Plan to be created prior to development of each portion of the site. |
| P4.2 | Require planning for land use and transportation systems in new growth areas that provides opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling or using transit. | The Master Plan provides numerous pedestrian and bicycle connections throughout the Master Plan Area and to areas outside of the Master Plan Area. The Master Plan also addresses transit service within the Downtown. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P5.1 | <p>Charge a traffic impact fee that is set in direct proportion to the level of impact identified in a traffic impact analysis, so as to ensure that the actual cost of improvements demanded individually or cumulatively by a project can be met. Such fees shall be applied to improvements needed to increase the capacity of the roadway network including:</p> <ul style="list-style-type: none"> • Improvements listed in Table CIR-5. • State Transportation Improvement Projects (STIP) projects identified in Caltrans' Regional Transportation Plan. • Improvements such as widening of travel lanes to meet Town engineering standards, and to add Class II and III bike facilities. • Other improvements identified by the Town needed to increase the capacity of the roadway system, including those determined to be needed through development of the Downtown Traffic Study, and to reduce delays and improve safety at railroad crossings. | <p>Traffic impact analysis and mitigation measures, including payment of traffic impact fees, are included in Section IV.C, Transportation Circulation and Parking.</p> |
| P5.2 | <p>Pursue all appropriate federal, State, and local funding sources for street and highway improvements. Strive to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted Level of Service standards.</p> | <p>The project applicant and the Town are pursuing funding sources for infrastructure improvements, including Proposition IC, Transit Oriented Development Infrastructure Bond.</p> |
| P5.3 | <p>Require projects to undertake needed roadway improvements on public streets fronting or adjoining the development site as part of the project, and to make available right-of-way needed for future public improvements.</p> | <p>The Master Plan requires a Streetscape Master Plan to be created prior to development of each portion of the site. The Streetscape Master Plan will be the responsibility of the site developer.</p> |
| P6.1 | <p>Locate, construct and maintain new roads and roadway improvements so as to prevent adverse impacts to water quality and significant biological, scenic and historic resources.</p> | <p>Impacts to water quality and significant biological, scenic, and historic resources are addressed in the EIR and mitigation measures are provided where necessary.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P6.2 | Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the intersection or roadway in question. Such improvements could include sidewalk installations, landscaping, medians, improved street lighting or pavement treatments. | The Master Plan requires a Streetscape Master Plan to be created prior to development of each portion of the site. The Streetscape Master Plan will address improvements such as sidewalk installations, landscaping, medians, improved street lighting, and pavement treatments. |
| P6.3 | Maintain Donner Pass Road at a three-lane cross-section (two lanes of traffic with a left-turn lane). New projects that could add significant traffic to Donner Pass Road must demonstrate that cumulative traffic impacts will not result in the need to widen Donner Pass Road. | The Master Plan maintains Donner Pass Road at a three lane cross section with two lanes of traffic plus a center left turn lane. |
| P6.5 | Maintain roadways in Truckee at a maximum of two travel lanes. Exceptions to this policy include Interstate 80, Highway 89 South, Highway 267 from Truckee Airport Road/Shaffer Mill Road to Brockway Road/Soaring Way, and Coldstream Road. | All proposed roadways within the Master Plan Area have a maximum of two travel lanes. |
| P6.6 | Avoid intersection improvements that would include dual left turn lanes. | The Master Plan does not propose intersection improvements that include dual left turn lanes. |
| P6.7 | Install new road lighting, and replace existing lighting with fixtures that minimize light pollution without compromising traffic safety. | The Master Plan requires a Streetscape Master Plan to be created prior to development of each portion of the site; improved street lighting will be part of the Streetscape Master Plan. |
| P6.8 | Ensure that adequate parking is provided for commercial, residential and other land uses in Truckee, while, at the same time, limiting excess off-street parking. | Parking within the Master Plan Area will be managed and assessed on an area-wide or district level and policies and guidelines within the Master Plan encourage walking and biking with a shared parking “park once” concept rather than encouraging large off-street parking areas. The Master Plan also directs parking away from the primary street wall to behind structures. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P7.1 | Strive to replace existing traffic signals with roundabouts as a means of intersection control, including traffic signals on State Highways. | The Draft Master Plan does not include replacement of existing signals with roundabouts. |
| P7.2 | Install roundabouts instead of new traffic signals or capacity-enhancing improvements to existing signalized intersections, when roundabouts will achieve the same or better Level of Service as a traffic signal, where it is physically feasible to do so, and when installation of the roundabout will not be substantially costlier than a signal. | The Draft Master Plan does not include roundabouts. |
| P7.3 | When traffic calming is desirable at unsignalized intersections, encourage roundabouts instead of multi-lane stop controlled intersections, or the addition of extra turn lanes when the round-about will achieve the same or better level of service, where it is feasible to do so, and when installation of the roundabout will not be substantially costlier. | The Draft Master Plan does not include roundabouts. |
| P9.1 | <p>Promote the use of transportation control measures (TCMs) that divert automobile trips to transit, walking, and bicycling. TCMs may include the following:</p> <ul style="list-style-type: none"> • Passenger rail. • Employer-based trip reduction programs. • Alternate work schedules. • Telecommuting. • Ride-share programs. • Park-and-ride lots. • Bicycling programs. • Local and regional transit. | The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P9.2 | Promote land use and transportation strategies that will reduce automobile trips, particularly implementation of compact, pedestrian-oriented development, mixed uses, live-work projects, neighborhood-serving commercial and mixed use centers, and clustered and infill development. | The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. The Master Plan also encourages mixed-use development that will reduce the need for multiple trips to different locations within the area. |
| P10.1 | In planning the Town’s transportation system, strive for a more balanced system that provides alternatives to the automobile while still meeting the Level of Service standards expressed in this Element. | Traffic impacts are assessed in section IV.C. of the EIR and mitigation measures are provided. |
| P10.3 | Identify and implement new pedestrian facilities beyond those identified in the Trails and Bikeways Master Plan and Downtown Streetscape Plan. These facilities may include, but not be limited to, pedestrian facilities along Donner Pass Road between Cold Stream Road and South Shore Drive, along Highway 89 South, and along West River Street. | The Master Plan provides recommendations to increasing the pedestrian and bicycle trails system to create a viable alternative transportation system for the Town. Pedestrian connections to the Master Plan Area will be provided from Commercial Row at Bridge Street and at Church Street. The majority of roads through the Railyard will be bike-friendly with either Class II or Class III facilities. A Class I bike path will be provided along Donner Pass Road Extension and will connect along Street C to a Class I bike path along the Trout Creek Greenway. |
| P10.4 | Ensure that streetscape and urban design plans for the Gateway corridor and Brockway Road include pedestrian connections to the Downtown’s pedestrian network. | The Master Plan provides recommendations to increasing the pedestrian and bicycle trails system to create a viable alternative transportation system for the Town. Pedestrian connections to the Master Plan Area will be provided from Commercial Row at Bridge Street and at Church Street. The Master Plan also requires a Streetscape Master Plan to be created prior to development of each portion of the site. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P10.5 | Link new trails and bikeways with other bikeways, parks and open space areas to provide safe and continuous routes. | Enhanced pedestrian connections, through improved sidewalks and trails and new links to new and existing public places, parks, event streets, open spaces, and parking areas, are an important part of the Master Plan. |
| P10.6 | Use road and intersection improvements as an opportunity to improve bicycle and pedestrian facilities. | The street designs in the Master Plan incorporate improvements to the pedestrian and bicycle network of the town. |
| P10.10 | Require major development projects to include pedestrian facilities and bikeways. | Enhanced pedestrian and bicycle connections are incorporated as a significant part of the Master Plan. |
| P10.11 | Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install pedestrian walkways, equestrian trails and multi-use trails in new development, as appropriate and necessary to address circulation needs. Consider and work towards a mean by which the requirements of the Trails and Bikeways Master Plan can be met by affordable housing projects. | The street designs in the Master Plan incorporate improvements to the pedestrian and bicycle network of the town. The Master Plan also requires a Streetscape Master Plan to be created prior to development of each portion of the site. The Streetscape Master Plan will be the responsibility of the site developer. |
| P10.12 | Provide facilities that separate bicycle and pedestrian traffic from vehicular traffic whenever it is feasible to do so. | The Master Plan incorporates a Class I bike path will be provided along Donner Pass Road Extension and will connect along Street C to a Class I bike path along the Trout Creek Greenway. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P11.1 | Require new development to incorporate features that encourage transit use, including shelters and safe routes to transit stops, and ensure that right-of-way for future transit access is reserved in plans for new growth areas. | The Master Plan examines existing transit service in the area notes that the town is exploring opportunities to enhance transit service in the Downtown and extend transit service in the Master Plan Area. In the future, if transit becomes more important than auto parking, the planned surface parking could be reduced in favor of an intermodal transit station. The Master Plan provides an intermodal station concept. Transit services, including precise locations for bus stops within the Master Plan Area will be finalized during the implementation phase of the Master Plan. |
| P11.2 | Pursue all available sources of funding for capital and operating costs of transit services, including consideration of funding through major developers. | The project applicant and the Town are pursuing funding sources for infrastructure improvements, including Proposition IC, Transit Oriented Development Infrastructure Bond. |
| P11.4 | Consider the transit needs of senior, disabled, low-income and transit-dependent persons in making decisions regarding transit services and compliance with the Americans with Disabilities Act. | Transit services, including precise locations for bus stops within the Master Plan Area will be finalized during the implementation phase of the Master Plan. |
| P11.5 | Encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to rail and intercity bus service. | The Master Plan provides an intermodal transit station concept along Donner Pass Road Extension within the Master Plan Area. Transit services, including precise locations for bus stops within the Master Plan Area will be finalized during the implementation phase of the Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|---|---|---|
| P12.2 | Support continued freight service on the Union Pacific rail lines, and work with UPRR to address community issues associated with railroad operations. Such issues include: Minimizing traffic disruptions at the Bridge Street crossing; providing safe pedestrian crossings of the rail line; reducing noise from train whistles in populated areas; and minimizing future safety and noise impacts associated with increased train operations. | Implementation of the Draft Master Plan would affect continued freight service. |
| Town of Truckee 2025 General Plan, Housing Element | | |
| Policy H-1.1 | Provide adequate sites for the production of new residential units to meet the needs of existing and future residents. | The Master Plan provides for additional stand alone single family, multi-family, and mixed-use residential development in all parts of the Master Plan Area. The plan promotes a variety of housing options, including affordable housing. |
| Policy H-1.2 | Provide for a sufficient amount of higher density residential land, distributed throughout the Town, to accommodate the Town's share of the regional housing need for affordable housing. | The Downtown Extension and Industrial Heritage districts provide for higher density residential uses. |
| Program H-1.2.1 | Require development of affordable units on scattered sites to avoid over-concentration of such units in any one community area. | The Master Plan provides for the inclusion of affordable housing units. The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan concurrently with the adoption of the Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Policy H-1.2.2 | Require residential projects to achieve a minimum density of at least 50 percent of the maximum allowed density. Minimum inclusionary housing standards, which exceed the 15 percent ordinarily required (see Program H-1.3.2), shall be required for any project built below 90 percent of the maximum allowed density, according to a “sliding scale” standard. Exceptions to this policy may be made only in the circumstance that the site is constrained by other government requirements that prevent the builder from constructing above the minimum required density. | The General Plan and Downtown Specific Plan do not specify specific residential densities for development in the master plan area. At 570 maximum residential units (including work/live), the master plan area would be built out at approximately 16 dwelling units per acre. The Master Plan provides for the inclusion of affordable housing units. The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan concurrently with the adoption of the Master Plan. |
| Program H-1.2.3 | Encourage the use of the Town’s Density Bonus Program to eligible proposed developments so as to disperse affordable housing through the Town. | The Master Plan provides for the inclusion of affordable housing units. The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan concurrently with the adoption of the Master Plan. |
| Policy H-1.3 | Encourage the private sector to build affordable housing. | The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. The affordable housing program should be created concurrently with the adoption of the Master Plan and is the responsibility of both the developer and the town. |
| Program H-1.3.2 | Require new residential development to allocate at least 15 percent of the units to be affordable to very low, low and moderate-income households. | The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Program H-1.3.4 | <p>Require commercial, industrial, institutional, recreational and residential resort projects that create jobs to provide affordable housing for at least 50 percent of their projected very low, low and moderate-income workforce. Guidelines shall be developed for implementation of this requirement that address the following:</p> <ul style="list-style-type: none"> • Housing shall be provided within the project’s development area whenever possible; payment of in lieu fees or construction of the required housing offsite shall be allowed only where strictly necessary. • The guidelines shall address the application of the requirement to smaller projects and shall consider exemptions or reductions of requirements for smaller projects. | <p>The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. The Master Plan supports a mixture of housing types to serve the needs of a variety of users.</p> |
| Policy H-1.4 | <p>Ensure a variety of safe, decent and sound housing.</p> | <p>The Master Plan supports a mixture of housing types to serve the needs of a variety of users.</p> |
| Program H-1.4.1 | <p>Permit various types of housing, including congregate, community trust, and co-housing in areas designated for residential development, provided density requirements of the zoning code are met.</p> | <p>The Master Plan supports a mixture of housing types to serve the needs of a variety of users.</p> |
| Program H-1.4.3 | <p>Ensure that affordable housing for very low, low and moderate-income households reflects a variety and balance of unit types and affordability, including both multi-family units and single-family housing, rental and for-sale units, a variety of unit sizes to accommodate both small and large households, and a range of affordability covering all moderate and below moderate income categories.</p> | <p>The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. The Master Plan supports a mixture of housing types to serve the needs of a variety of users.</p> |
| Program H-1.4.4 | <p>Facilitate the provision of appropriate housing for the seasonal workforce and any farmworkers, such as dormitory-style accommodations.</p> | <p>The Master Plan supports a mixture of housing types to serve the needs of a variety of users.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| Program H-1.4.5 | Encourage mixed use development by developing a program to provide incentives for the construction of residential units in conjunction with commercial development. | The Draft Master Plan standards support mixed-use development. |
| Program H-2.1.4 | Through the Downtown Specific Plan and Historic Preservation Plan, encourage the preservation and adaptive reuse of older structures within the Downtown area for housing and mixed use development. | Implementation of the Draft Master Plan does not anticipate reuse of existing buildings. |
| Program H-3.1.3 | Continue efforts to streamline and improve the development review process, and to eliminate any unnecessary delays in the processing of development applications. | The Draft Master Plan outlines procedures for project approvals within the plan area. For the most part, these procedures are consistent with the Town Development Code; however, some provisions differ from the Town Development Code to further the goal of streamlining projects. |
| Program H-3.1.4 | Give priority to processing of applications for affordable housing projects. The priority will extend to building inspections during the construction process. | The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. |
| Program H-3.1.5 | When feasible, consider assuming all or a portion of the cost of Town development fees for projects, which provide housing committed to very low-, low and moderate-income households, above and beyond that required by Programs H-1.3.2 and H-5.1.3. | The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan. |
| Program H-3.1.7 | Allow shared parking in commercial and residential mixed-use projects, where it can be demonstrated that the uses do not have competing peak parking demands. | Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Program H-3.1.10 | Eliminate minimum lot size requirements for residential zones and instead use setback, parking, open space, density regulations, and other site development standards to determine appropriate lot sizes. | The Draft Master Plan includes minimum lot area standards for the Downtown Extension and Trout Creek Districts in addition to guidelines and standards for setbacks, open space and other site development standards. The Draft Master Plan does not include lot area standards for the Industrial Heritage District. |
| Policy H-4.1 | Encourage residential design that promotes energy efficiency and sustainable building practices. | The Master Plan integrates LEED for Neighborhood Development policies, which promote sustainable building practices. |
| Program H-4.1.1 | Continue the solar access ordinance that establishes development standards to ensure solar access for all new residential development. | Master Plan guidelines encourage site layouts that take advantage of solar exposure opportunities and the Plan requires that a Sun/Shade Analysis be conducted prior to and land use approval or building permit issuance. |
| Program H-4.1.3 | Promote the incorporation of energy efficient features in new and existing construction by making available information on programs and resources for energy efficient building materials and techniques. | The Master Plan integrates LEED for Neighborhood Development policies, which promote sustainable building practices. |
| Policy H-4.2 | Encourage clustered residential development that reduces infrastructure and other development costs, preserves and enhance important environmental resources, and maintains important areas as open space. | Higher density development is proposed in some portions of the Master Plan Area while other sites are set aside for parks and open space. |
| Program H-4.2.1 | Encourage residential cluster areas and mechanisms for the long-term protection and maintenance of the open space areas. Policies relating to residential cluster uses are found in the Land Use, Conservation and Open Space, and Safety Elements. | Higher density development is proposed in some portions of the Master Plan Area while other sites are set aside for parks and open space. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|---|
| Program H-4.2.2 | Continue to coordinate with other providers of public facilities and services in the review of residential development projects to ensure services and facilities will be available, consistent with the providers' level of service standards. Standards for services availability and timing are provided in the Land Use Element. | Public facilities and services are evaluated in the infrastructure section of the Master Plan and appropriate recommendations are made to support the development proposed by the Master Plan. |
| Program H-5.1.10 | Require a long-term commitment of affordability for affordable housing which is mandated by the Housing Element and for affordable housing which is provided in order to receive density bonuses, incentives, and/or concessions. | The implementation section of the Master Plan requires a preparation of an affordable housing program within the Master Plan Area to be created in compliance with the General Plan. |
| Town of Truckee 2025 General Plan, Economic Development Element | | |
| Guiding Principles 1 | Build upon the Town's existing assets to diversify and strengthen the local economy in ways that are appropriate and responsive to Truckee's context and natural environment. | The Master Plan Area acts as an extension of existing Downtown Truckee. The plan's goals include encouraging vibrant and economically sustainable redevelopment and creating enjoyable public spaces that complements Truckee's unique mountain town character. |
| Guiding Principles 2 | Develop high-wage jobs in Truckee that enable the local workforce to both live and work in the Town. | Implementation of the commercial and work/live uses anticipated in the Draft Master Plan would contribute to various job types and wages in Truckee. |
| Guiding Principles 3 | Focus business attraction, retention, and expansion efforts on key economic sectors that have the greatest likelihood of success in Truckee. | The Master Plan encourages a mix of different types of uses to cater to both local residents and tourists. |
| Guiding Principles 4 | Maintain and enhance community quality of life as a key competitive advantage. | Maintaining the existing unique character of Truckee is consistently reinforced by the standards and guidelines of the Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| Guiding Principles 5 | Promote and enhance the Town’s role as a year-round tourist destination. | The Draft Master Plan encourages a mix of different types of uses to cater to tourists and encourages the opportunities to improve and expand passenger rail service to enhance the Downtown as year-round destination attraction. |
| P1.3 | In reviewing development projects, consider a project’s ability to fulfill economic development guiding principles and goals for the Town, such as fostering desired industries, providing living wage jobs, and upholding Truckee’s small-town, mountain character as a key competitive advantage. | The Draft Master Plan encourages a mix of different types of uses to cater to locals and tourists while maintaining the existing unique character of Truckee. |
| P2.1 | Provide sufficient business park and light industrial space to allow for the attraction and expansion of quality employers within Truckee. | The Industrial Heritage district of the Master Plan allows artisan industry uses. |
| P2.2 | Encourage uses consistent with high wage and high density employment in business parks and light industrial areas, as opposed to services or low employment density uses such as warehouse space. | The Draft Master Plan does not include business park development. |
| P2.3 | Ensure that land designated Industrial is used primarily for industrial, rather than general commercial/retail uses. | General Plan and Downtown Specific Plan designate the master plan area for mixed use development including commercial, housing, open space and civic uses. |
| P3.1 | Support the creation of new office space that is well-designed and offers amenities and telecommunications infrastructure attractive to new economy business enterprises. | The Draft Master Plan allows new office space in the Master Plan Area. |
| P3.2 | Encourage the expansion of telecommunications infrastructure throughout Truckee, including adoption of new technologies as they are developed in the future. | Telecommunication infrastructure would be extended into the plan area throughout implementation of the plan. |
| P3.3 | Encourage and support office and professional home-based micro-enterprises. | The Draft Master Plan encourages a mix of different types of uses, including offices, artisan industry uses, and live-work units. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P5.2 | Continue to build on Truckee’s historic and natural assets to expand Truckee’s appeal as a tourist destination, focusing on Downtown and riverfront revitalization as a priority. | Maintaining the existing unique character of Truckee is consistently reinforced by the standards and guidelines of the Master Plan. The Master Plan also encourages supports the sustainable development of Trout Creek and incorporates pedestrian connections to the Truckee River. |
| P5.3 | Support new visitor-oriented restaurants, lodging, and services to meet tourist needs and capture expenditures locally. | The Draft Master Plan encourages a mix of different types of uses to cater to locals and tourists while maintaining the existing unique character of Truckee. |
| P5.5 | Support the development of a conference center, educational institute, or other similar facility in Truckee, particularly one with an environmental or ecological focus. | The Draft Master Plan includes 25,000 square feet of civic use space within the Downtown Extension District. |
| P6.2 | Support the inclusion of cultural facilities as a component of new mixed-use developments proposed within the Town as an amenity that makes Truckee attractive to a vibrant, innovative business community. | The Draft Master Plan proposes providing a prominent location for a new civic building and a centrally located Town Square. The Town Square should be designed to host planned and spontaneous community gatherings and staged events. The Town Square is proposed to be located in the heart of the new mixed-use area of the Master Plan site. |
| P7.2 | Continue the improvement and redevelopment of the Riverfront that promotes public access and activity near Downtown Truckee while enhancing the natural features of the Truckee River. | The Draft Master Plan promotes pedestrian and other connections to the Truckee River. |
| P7.3 | Support the establishment of businesses and industries that draw upon Truckee’s natural assets and environment. | Maintaining the existing unique character of Truckee is consistently reinforced by the standards and guidelines of the Draft Master Plan. |
| P8.1 | Encourage new retail to locate in the Downtown. | The Draft Master Plan allows retail uses in the extension of the Downtown area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|--|
| P8.2 | Continue redevelopment and improvement efforts in Downtown Truckee, including programs to preserve the unique historic character of the Downtown, to expand upon the downtown’s vibrant mixed-use character, and to develop projects that differentiate Downtown Truckee from other commercial areas within the Town and the surrounding trade area. | The Draft Master Plan encourages a mix of different types of uses to cater to locals and tourists while maintaining the existing unique character of Truckee. |
| P8.3 | Support public activities and community events in Downtown Truckee. | The Draft Master Plan proposes providing a prominent location for a new civic building and a centrally located Town Square. The Town Square should be designed to host planned and spontaneous community gatherings and staged events. The Town Square is proposed to be located in the heart of the new mixed-use area of the Master Plan site. |
| P8.4 | Provide opportunities for industrial uses currently located along the Truckee River in the Downtown to relocate to other, more suitable locations. | The Industrial Heritage district of the Master Plan allows artisan industry uses. |
| P8.5 | 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. | The Draft Master Plan encourages a mix of different types of uses to cater to locals and tourists while maintaining the existing unique character of Truckee. |
| Town of Truckee 2025 General Plan , Conservation and Open Space Element | | |
| Guiding Principles 1 | Increase the amount of permanently protected, connected, and publicly accessible open space in and around Truckee for the use and enjoyment of all Truckee residents. | The Draft Master Plan promotes pedestrian and bicycle connections throughout the town and especially along the Trout Creek Greenway. |
| Guiding Principles 2 | Preserve the Truckee River corridor, its tributary drainages, and associated riparian habitat to enhance their role as critical open space and as a biological and scenic resource. | The Draft Master Plan will promote restoration of Trout Creek by relocating the existing balloon track and allowing the creek to follow a more natural course. This design will also widen the creek and increase the 100-year floodplain. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Guiding Principles 3 | Increase public access to the Truckee River. | The Draft Master Plan promotes a variety of pedestrian and bicycle connections in the Master Plan Area. A new undercrossing of the railroad tracks is also planned on the eastern end of the Master Plan Area to link the site to the Truckee River area. |
| Guiding Principles 4 | Protect biologically important areas as open space to maintain Truckee’s special biodiversity. | Implementation of the Draft Master Plan would have less-than-significant on biologically sensitive open space areas. |
| Guiding Principles 5 | Protect sensitive biological resources, specifically special status plants and wildlife, streams and wetlands, and significant wildlife movement corridors. | Implementation of the Draft Master Plan would have less-than-significant on special status plants and wildlife, streams and wetlands, and significant wildlife movement corridors. |
| Guiding Principles 6 | Safeguard important and sensitive visual resources associated with Truckee’s open space resources. | Visual impacts that may result from implementation of the Draft Master Plan are discussed in Section IV.M, Visual Resources. The Draft Master Plan would not significantly impacts sensitive visual resources associated with open space. |
| Guiding Principles 7 | Improve Truckee’s parks and recreation facilities and ensure the availability of a diverse range of recreational opportunities for Truckee’s existing and future population. | The Master Plan sets standards for new public spaces, including a new Town Square and several neighborhood parks. The Master Plan requires a minimum of 2.5 acres of park per 1,000 population of the Master Plan Area with a maximum of 570 units at 2.68 persons per household. |
| Guiding Principles 8 | Maintain and improve air quality in the Truckee region to ensure a healthful environment for all. | Air quality impacts are addressed in section IV.D. of the EIR and necessary mitigation measures are provided. Implementation of the Draft Master Plan would result long Term Regional Emissions that would exceed the Northern Sierra Air Quality Management District Significance Criteria. |
| Guiding Principles 9 | Make Truckee a leader in environmental conservation and sustainability, and strive to reduce the Town’s impact on the local and global environment. | The Master Plan incorporates LEED for Neighborhood Development policies to create a sustainable area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| Guiding Principles 10 | Put into action “low impact development” planning and design practices and technologies to simultaneously reduce infrastructure costs, conserve and protect natural resource systems, and reduce potential environmental impacts. | The Master Plan requires site design to incorporate Low Impact Development (LID) principles, including stormwater infiltration, retention and treatment onsite, consistent with NPDES stormwater standards. |
| P1.1 | <p>Acquire and preserve open space lands in Truckee, and purchase development rights for the purpose of open space preservation, with priority given to the following open space types:</p> <ul style="list-style-type: none"> • Regional parks • Neighborhood parks • Pristine open space and large blocks of undeveloped open space • Open space corridors that provide connections between different open space areas • Lands with a high level of scenic value | The Master Plan requires a minimum of 2.5 acres of park per 1,000 population of the Master Plan Area with a maximum of 570 units at 2.68 persons per household for neighborhood parks, which includes the proposed Town Square and trails. |
| P1.4 | Cluster new development where appropriate in order to maximize preservation of land in open space. Clustering shall conform to the guidelines established in Policies and Actions listed under Goal LU-7 in the Land Use Element. | Higher density development is proposed in some portions of the Master Plan Area while other sites are set aside for parks and open space. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P1.5 | <p>Adhere to the following criteria for open space preserved through direct actions of the Town, through open space and clustered development requirements and incentives, and through the development review process:</p> <ul style="list-style-type: none"> • Provide the maximum possible degree of community benefit, as expressed through the Vision for Truckee and the guiding principles, goals and policies of the General Plan. • Preserve open space that, to the greatest possible extent, occurs in large blocks and is contiguous and connected. • Provide the greatest possible level of public access while respecting private property rights, sensitive habitat values, and safety concerns. • Provide maximum benefit in terms of habitat preservation. • Enhance the overall character of Truckee as a scenic, mountain community. | <p>The Master Plan encourages enhancement of the Trout Creek Greenway and promotes the redirection of Trout Creek to a more natural course. The plan promotes pedestrian connections along the creek as well.</p> |
| P4.1 | <p>Provide for the integrity and continuity of biological resources open space, habitat and wildlife movement corridors and support the permanent protection and restoration of these areas, particularly those identified as sensitive resources.</p> | <p>Implementation of the Draft Master Plan would have less-than-significant on special status plants and wildlife, streams and wetlands, and significant wildlife movement corridors.</p> |
| P4.5 | <p>Development shall be prohibited within established setback areas for streams and waterways other than the Truckee River, except as otherwise allowed in the Development Code; such setbacks shall be between 20 and 50 feet on parcels less than 175 feet deep (depending on parcel depth), and 50 feet on parcels 175 feet deep or more.</p> | <p>The Draft Master Plan includes setback standards for development adjacent to Trout Creek. The standard requires a 20-foot minimum setback from the edge of the trail or 20 feet minimum setback from the 100-year flood plain, whichever is greater.</p> |
| P5.1 | <p>Require biological resource assessments for all development in areas where special status species may be present.</p> | <p>A biological resources assessment for the Master Plan Area was conducted and is summarized in Section IV.H of this EIR.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| P5.2 | Protect native plant species in undisturbed portions of a development site and encourage planting and regeneration of native plant species wherever possible in undisturbed portions of the project site. | Implementation of the Draft Master Plan would have less-than-significant on native plant species. |
| P5.3 | Protect to the extent possible federal or State-designated endangered, threatened, special status or candidate species. | Implementation of the Draft Master Plan would have less-than-significant on State-designated endangered, threatened, special status or candidate species |
| P6.2 | Restrict permitted uses on lands mapped as important Mineral Resource Areas within the RC/OS land use designation to those compatible with mineral resource extraction activities. | The Master Plan area is not mapped as an important mineral resource area. |
| P8.1 | Require land or in lieu fees for parks to be provided by new development at a minimum ratio of five acres per thousand population, to conform with standards established by the Town in accordance with the Quimby Act. | The Master Plan requires a minimum of 2.5 acres of park per 1,000 population of the Master Plan Area with a maximum of 570 units at 2.68 persons per household for neighborhood parks, which includes the proposed Town Square and trails. |
| P8.2 | Support efforts to create a new regional park, neighborhood parks in new neighborhoods, and at least an additional two new neighborhood parks for existing neighborhoods in Truckee. | The Master Plan requires a minimum of 2.5 acres of park per 1,000 population of the Master Plan Area with a maximum of 570 units at 2.68 persons per household for neighborhood parks, which includes the proposed Town Square and trails. |
| P9.1 | Provide for links between open space areas, both within Truckee and beyond the Town limits, to create contiguous habitat areas and enhance public access through greater connectivity. | The Master Plan promotes pedestrian and bicycle connections throughout the town and especially along the Trout Creek Greenway. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P9.2 | Support the development and construction of a town-wide system of trails and bikeways, including, as priorities, the development of the Donner Lake/Truckee River parkway (see Goal COS-10), and the establishment of trails linking the Downtown with the Gateway Area and surrounding developed areas. | The Master Plan provides recommendations to increasing the pedestrian and bicycle trails system to create a viable alternative transportation system for the Town. Enhanced pedestrian connections, through improved sidewalks and trails and new links to new and existing public places, parks, event streets, open spaces, and parking areas, are an important part of the Master Plan. |
| P9.3 | Require new development to incorporate trail corridors identified in the <i>Trails and Bikeways Master Plan</i> into the overall project site plan. | While Master Plan development was not planned at the time of the Trails and Bikeways Master Plan, the Master plan proposes bike lanes and paths to connect to the Trails and Bikeways Master Plan 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. |
| P9.4 | Preserve existing open space corridors, and connections to adjacent open space areas, and integrate publicly accessible trails and open space corridors into new development to the extent feasible. | The Master Plan promotes pedestrian and bicycle connections throughout the town and especially along the Trout Creek Greenway. |
| P11.1 | Minimize excessive paving that negatively impacts surface water runoff and groundwater recharge rates. | Hydrology and storm drainage impacts are addressed in section IV.G. of this EIR and mitigation measures are provided. The Master Plan also promotes minimized parking areas for future development. |
| P11.2 | Protect surface and groundwater resources from contamination from runoff containing pollutants and sediment, through implementation of the Regional Water Quality Control Board's (RWQCB) Lahontan Region's, Best Management Practices. | Development in the Master Plan area is subject to Town and Lahontan Regional Water Quality Control Board standards. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P11.3 | Cooperate with State and local agencies in efforts to identify and eliminate all sources of existing and potential point and non-point sources of pollution to ground and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and logging and mining operations. | Hydrology and storm drainage impacts are addressed in section IV.G. of this EIR and mitigation measures are provided. |
| P11.4 | Enforce guidelines set forth by the Regional Water Quality Control Board Lahontan Region (RWQCB) regarding waste discharge associated with domestic wastewater facilities such as septic tank leachfield systems. | Development in the Master Plan area is subject to Town and Lahontan Regional Water Quality Control Board standards. |
| P11.5 | Require new development projects that have the potential to impact local water quality through increased stormwater runoff or erosion to include analysis of water quality impacts as a component of project review, and to integrate mitigation measures that would reduce identified impacts to an acceptable level. | An analysis of water quality impacts is included in Section IV.G, Hydrology and Storm Drainage. Water quality impacts would be less than significant. |
| P11.6 | Utilize Low Impact Development and Best Management Practices established in the Regional Water Quality Control Board's Truckee River Hydrologic Unit Project Guidelines for Erosion Control, and the State of California Stormwater Best Management Practices Handbooks, and other resources such as the Practice of Low Impact Development (US Department of Housing and Urban Development) and Water Quality Model Code and Guidebook (State of Oregon, Department of Land Conservation and Development) as guidelines for water quality and erosion control measures required by the Town. | The Master Plan requires site design to incorporate Low Impact Development (LID) principles, including stormwater infiltration, retention and treatment onsite, consistent with NPDES stormwater standards. Hydrology and storm drainage impacts are addressed in section IV.G. of this EIR and mitigation measures are provided. |
| P11.7 | Ensure that all proposed developments can be adequately served by available water supplies. | The Truckee Donner Public Utility District prepared a Water Supply Assessment concluding that there is adequate water supply for implementation of the Draft Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P11.9 | Recognize the importance of stormwater management in protecting all water resources in Truckee, for example, flood control, surface and ground water quality, and river, stream and lake health. | The Draft Master Plan recognizes the importance of the stormwater management and will comply applicable regulations and best management practices. |
| P12.2 | Require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conforms with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control Best Management Practices. | The project proponent shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality throughout the construction period of the project. |
| P13.1 | Require multi-family residential, commercial, industrial, subdivisions and other discretionary development to maintain consistency with the goals, policies and control strategies of the Town's <i>Particulate Matter Air Quality Management Plan</i> . | Implementation of the Master Plan would result in an increase in Long Term Regional Emissions that would exceed the Northern Sierra Air Quality Management District Significance Criteria. |
| P14.1 | Minimize potential impacts created by unpleasant odors, as well as other airborne pollutants from industrial and commercial developments. | Heavy-duty equipment in the project area during construction would emit odors. However, the construction activity would be short-term and would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project and no mitigation measures are required. |
| P14.2 | Prohibit sensitive receptors such as residential uses, schools and hospitals, from locating in the vicinity of industrial and commercial uses known to emit toxic, hazardous or odoriferous air pollutants, and prohibit the establishment of such uses in the vicinity of sensitive receptors. | As part of the Air Quality Analysis for this EIR, a Health Risk Assessment was prepared to potential health risks resulting from implementation of the Draft Master Plan. As discussed in Section IV.D, Air Quality, implementation of the Draft Master Plan would not result in exceeding established thresholds for toxic air contaminants. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|---|
| P14.3 | Reduce automobile dependence, thereby reducing greenhouse gas emissions, by encouraging mixed land use patterns that locate services such as banks, child care facilities, schools, neighborhood shopping centers and restaurants in close proximity to employment centers and residential neighborhoods. | The Master Plan reduces automobile travel demand through a “park once” philosophy that enables and encourages users to park their vehicles and use other modes of transportation to visit a range of nearby uses. The mixed-use nature of the Master Plan contributes to the feasibility of this idea. |
| P14.4 | Review all discretionary development applications to determine the need for pedestrian/bike paths connecting to adjacent development and services, in order to provide alternatives to automobile transportation. | The Master Plan supports the incorporation of many pedestrian and bicycle connections throughout the project area to utilize these modes of travel as alternatives means of transportation. |
| P14.8 | Require developers of projects that would locate sensitive receptors such as residences within the California Air Resource Board’s recommended buffer of 500 feet of I-80 and the railway to prepare a health risk assessment to determine the significance of the impact, and to incorporate project-specific mitigations to minimize or avoid this risk. | As part of the Air Quality Analysis for this EIR, a Health Risk Assessment was prepared to potential health risks resulting from implementation of the Draft Master Plan. As discussed in Section IV.D, Air Quality, implementation of the Draft Master Plan would not result in exceeding established thresholds for toxic air contaminants. |
| P15.1 | Support recycling programs town-wide, including the curbside recycling and business waste reduction programs. | Implementation of the Draft Master Plan would not impede the Town’s recycling program goals. Businesses and organizations within the plan area would expand the pool of potential contributors to these efforts. |
| P15.2 | Support and expand innovative programs such as the “Keep Truckee Green” Community Awards that recognize local businesses’, agencies’ and organizations’ efforts to reduce waste. | Implementation of the Draft Master Plan would not impede the “Keep Truckee Green” awards. Businesses and organizations within the plan area would expand the pool of potential contributors to this effort. |
| P15.5 | Encourage new private and public development to maximize opportunities for use of passive or natural heating and cooling and encourage sites with solar opportunities to be designed with natural heating and cooling principles. | Master Plan policies encourage site layouts that take advantage of solar exposure opportunities and the Plan requires that a Sun/Shade Analysis be conducted prior to and land use approval or building permit issuance. |
| Town of Truckee 2025 General Plan , Noise Element | | |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Principles 1 | Preserve Truckee’s peaceful mountain environment by minimizing community exposure to noise. | Implementation of the Draft Master Plan would expose residents within the plan area to excessive noise related to railroad operations. See Section IV.E, Noise and Vibration, for a discussion of operational noise. |
| Guiding Principles 2 | Maintain consistency with the noise criteria and policies of the Truckee Tahoe Airport Land Use Compatibility Plan as they apply in the airport environs. | Aircraft related noise would be audible and would affect noise sensitive land use development within the Plan area; however, due to the distance from and the flight path orientation to the airport, aircraft related noise impacts would be considered a less-than-significant. |
| P1.2 | Require new development to mitigate exterior noise to “normally acceptable” levels in outdoor areas where quiet is a benefit, such as in the backyards of single-family homes. | Implementation of the Draft Master Plan would expose residents within the plan area to excessive noise related to railroad operations. See Section IV.E, Noise and Vibration, for a discussion of operational noise. |
| P1.3 | Enforce the California Noise Insulation Standards for interior noise levels attributable to exterior sources for all proposed new single and multi-family residences. | Mitigation Measures within Section IV. E, Noise and Vibration would require specific insulation standards for development within the master plan area. |
| P1.7 | Reduce potential impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g., residences) are sited at least 100-feet from the centerline of the railroad tracks whenever feasible and that development of vibration-sensitive buildings within 100-feet from the centerline of the railroad tracks require a study demonstrating that groundborne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques). | Implementation of the Draft Master Plan would include development of residential, commercial and open space uses within 100 feet of the railroad right-of-way. |
| P2.1 | Require mitigation of all significant noise impacts as a condition of project approval. | Noise impacts are addressed in section IV.E. of the EIR and mitigation measures are provided. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| P2.3 | Require preparation of a noise analysis/acoustical study, which is to include recommendations for mitigation, for all proposed development within noise-impacted areas that may be exposed to levels greater than “normally acceptable.” | Mitigation Measure NOI-2e requires development projects within the Master Plan area to submit documentation detailing the design features that would be incorporated into the project to reduce train-related noise impacts prior to issuance of building permits. |
| P2.5 | Require the application of the provisions in the California Building Code Appendix Chapter II, Sections 1208A.8: Exterior Sound Transmission Control, to apply to all new single-family residences. | Implementation of the Draft Master Plan would be subject to the California Building Code, as directed by the Town’s Building and Safety Division. |
| P3.1 | Enforce provisions of the Municipal Noise Ordinance, which limits maximum permitted noise levels that cross property lines and impact adjacent land uses. | Implementation of the Draft Master Plan would be subject to the Town’s Noise Ordinance. |
| P3.2 | Regulate noise from non-emergency construction activities through the Municipal Noise Ordinance. | Mitigation Measure NOI-1a and 1b requires construction activities to comply with the Town’s noise ordinance throughout development of the Draft Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|---|---|
| P3.13 | <p>Require the following standard construction noise control measures to be included as requirements at construction sites in order to minimize construction noise impacts.</p> <ul style="list-style-type: none"> • Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. • Utilize “quiet” air compressors and other stationary noise-generating equipment where appropriate technology exists. • The project sponsor shall designate a “disturbance coordinator” who would 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 project site. Additionally, the project sponsor shall send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints. | <p>Mitigation Measure NOI-1 requires compliance with the Town’s construction noise controls.</p> |
| Town of Truckee 2025 General Plan, Safety Element | | |
| Guiding Principles 1 | Minimize the potential risk to life and property from natural and induced hazards in the Town of Truckee. | Impacts from hazards and public safety issues are addressed in section IV.J. of this EIR. |
| P1.1 | Group and locate new residential development in such a way as to avoid areas of hazard including steep slopes and areas of unstable soils. | The master plan area is not located in an area of steep slopes. Mitigation Measures included in Section IV.J., Hazards and Public Safety, would reduce impacts related to contaminated soils. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| P1.2 | Encourage retrofitting of structures, particularly older buildings, to withstand earthquake shaking and landslides. Ensure that new development incorporates design and engineering that minimizes the risk of damage from seismic events and land sliding. | New development within the master plan area would be subject to engineering standards to minimize risks of damages. |
| P1.3 | Require soils reports for new development in areas where geologic risks are known to exist. Such reports should include recommendations for appropriate engineering and other measures to address identified risks. | New development within the master plan area would be subject to engineering recommendations from soils reports completed for parcels within the project area. |
| P2.3 | Incorporate stormwater drainage systems in development projects to effectively control the rate and amount of runoff, so as to prevent increases in downstream flooding potential. | Impacts from hazards and public safety issues are addressed in section IV.G. of the EIR and mitigation measures are provided. |
| P2.4 | Discourage development within the Truckee River floodplain and adjacent to other waterways to minimize risks associated with flooding. | The Draft Master Plan requires a minimum 20-foot setback for development beyond the mapped 100-year floodplain. As a result, the project does not propose to place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, nor place within a 100-year flood hazard area structures which would impede or redirect flood flows. |
| P4.2 | Continue to cooperate with the Fire Protection District to implement fire safety ordinances to minimize wildland fire hazards, including incorporation of fire resistant building and roofing materials, and attainment and maintenance of "defensible space." Defensible space may include revegetation with less flammable species, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil. | Although all of Truckee is in a high hazard severity zone for fire, the Master Plan Area lacks several site characteristics, such as dense vegetation or steep slopes that increase the risk and/or intensity of fires. New development would include fire protection systems and adequate roads to allow access by emergency vehicles. Further, development would conform to the requirements of the Nevada County Fire Plan and the Truckee Fire Protection District. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| P4.4 | Require new development to incorporate adequate emergency water flow, emergency vehicle access and evacuation routes. | Implementation of the Draft Master Plan would incorporate adequate water flow, emergency vehicle access and evacuation routes. The master plan would not hinder accessibility to the Town’s evacuation routes. |
| P4.5 | Continue to support the mitigation fee program for the Fire Protection District, to ensure that the District is able to meet the future fire protection needs of the community as it grows. | Implementation of the Draft Master Plan would be subject to the mitigation fee for the Fire Protection District. |
| P4.7 | Ensure that the development review process addresses wildland fire risk, including assessment of both construction and project related fire risks particularly in areas of the Town most susceptible to fire hazards. Cooperate with the TFFPD in reviewing fire safety plans and provisions in new development, including aspects such as emergency access, site design for maintenance of defensible space, and use of non-combustible materials. | Although all of Truckee is in a high hazard severity zone for fire, the Master Plan Area lacks several site characteristics, such as dense vegetation or steep slopes that increase the risk and/or intensity of fires. New development would include fire protection systems and adequate roads to allow access by emergency vehicles. Further, development would conform to the requirements of the Nevada County Fire Plan and the Truckee Fire Protection District. |
| P5.3 | Support efforts to identify and remediate soils and groundwater contaminated with toxic materials, and to identify and eliminate sources contributing to such contamination. | The Master Plan Area has areas of known and potential, but as yet uncharacterized, or only partly characterized, soil and groundwater contamination associated with historic site uses. Potential sources of the contamination include former commercial and industrial uses that have occupied the Master Plan Area. The chemicals in the soil and groundwater are hazardous and exposure to the chemicals via direct contact, inhalation or other means may present a risk to future site occupants. Implementation of Mitigation Measure HAZ-1 would reduce the contaminated soil impact to a less-than-significant level. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|---|--|--|
| P6.1 | Maintain land use and development patterns in the vicinity of the Truckee-Tahoe Airport that are consistent with the adopted Comprehensive Airport Land Use Plan, including setbacks and height requirements. | The size, scale, and density of buildings proposed for the Master Plan Area would conform to the requirements set forth in the airport's land use plan. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Land Use Policies | | |
| Guiding Policy 1 | Encourage a mix of residential, office, and commercial uses to enhance the pedestrian orientation of downtown, reduce traffic, and provide an environment that fosters street level activity and social interaction. | Development within the Master Plan Area is designed in accordance with the requirements of the Airport Land Use Compatibility Plan. |
| Guiding Policy 2 | Enhance the desirability of downtown as a destination attraction for locals and tourists by creating a variety of reasons for people to come downtown. | The purpose of the Master Plan is to redevelop the Railyard site as a mixed-use area with spaces for retail and office uses, a variety of housing opportunities, and artisan industry locations that will attract both locals and tourists. |
| Guiding Policy 3 | Phase out industrial land uses located along the Truckee River corridor, and ensure that new river front development protects the scenic and environmental quality of the River through development of strict design standards. Provide industrially zoned lands within appropriate locations in the DSA which could accommodate those industrial uses relocating off the river. | The Master Plan encourages artisan industry uses to be located in the Industrial Heritage district of the Master Plan Area. |
| Guiding Policy 5 | Accommodate additional residential development, including affordable housing, in the DSA. | The Master Plan promotes a mixture of housing types to serve a variety of housing needs. The implementation section of the Master Plan calls for a program for affordable housing within the Master Plan Area to be created in compliance with the General Plan concurrently with the adoption of the Master Plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Policy 6 | Provide open spaces to accommodate a Town Square, outdoor pond/ice skating rink, public access to the Truckee River, protection of the historic “ice palace” site, and protection of the historic Hilltop Ski Hill. Provide an integrated pedestrian and bicycle network that links these open spaces and other destination points within the DSA. | Redevelopment of the Master Plan Area will help to create a civic presence Downtown by providing a prominent location for a new civic building, a centrally located Town Square, and publicly accessible neighborhood parks. The Master Plan also incorporates numerous pedestrian and bicycle connections throughout the Master Plan Area and to other adjacent areas. |
| Guiding Policy 7 | 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 Brickelltown. | The Master Plan promotes pedestrian connections improvements throughout the Master Plan Area, including sidewalk improvements and trails. |
| Guiding Policy 8 | Encourage the establishment of additional office space downtown to balance out the seasonal fluctuations created by retail uses. | The Master Plan allows office uses as part of the mixed-use downtown environment that the plan creates. |
| Guiding Policy 11 | Encourage additional lodging in the DSA, and accommodate bed and breakfast uses where appropriate in DSA residential areas. The Town may work with potential lodging developers to evaluate incentives for construction of lodging in the above listed subareas of the DSA. | The MAD for the Downtown Extension District anticipates development of a 60-room hotel. Bed and breakfast uses are allowed in the Industrial Heritage and Trout Creek districts of the Master Plan Area. |
| Guiding Policy 12 | The projected growth identified in Table 2.1 (see page 2-15) shall serve as a general guideline for development density in the DSA subareas. The density in the Master Plan Areas may be higher or lower depending on the more detailed studies done during the Master Plan preparation, and on unforeseeable economic factors. The development density and intensity in individual zone districts outside of Master Plan Areas shall be established through the DSA zoning standards. The projected growth identified in Table 2.1 shall be used as a general guideline for establishing density and intensity standards in individual zoning districts. | The Master Plan promotes higher density in the Downtown Extension and Industrial Heritage districts and lower densities in the Trout Creek district. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|-----------------------------------|--|---|
| Guiding Policy 14 | 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. | Redevelopment of the Master Plan Area will help to create a civic presence Downtown by providing a prominent location for a new civic building, a centrally located Town Square, and publicly accessible neighborhood parks. |
| Guiding Policy 15 | Establish a program to eliminate billboards in the DSA. | No billboards are proposed in connection with the Draft Master Plan. |
| Guiding Policy 16 | Address land use compatibility issues in the DSA through the conditional use permit process. | The Master Plan provides a table of allowed land uses that designates which uses are permitted and which uses require a use permit or are not permitted in different districts of the Master Plan Area. |
| Downtown Commercial Core Policy 2 | 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. | Development within the Master Plan Area will be required to have a strong pedestrian orientation. The Master Plan incorporates numerous pedestrian streetscape improvements to encourage pedestrian access and activity in the downtown. Sidewalks and walkways will be improved, as will pedestrian and bicycle connections throughout the area. A Streetscape Master Plan addressing various streetscape improvements will be required prior to development. An undercrossing of the railroad tracks is also provided on the eastern end of the project site. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Mill Site Policy 1 | 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. | The purpose of the Master Plan is to redevelop the Railyard/Mill Site as a mixed-use area with spaces for retail and office uses, a variety of housing opportunities, and artisan industry locations that will attract both locals and tourists. The proposed Master Plan intends to create an attractive mixed-use center that seamlessly integrates with Downtown Truckee and reflects the historic character and industrial heritage of the area. The Master Plan sets standards and guidelines for the development of the Railyard/Mill Site. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Mill Site Policy 2 | <p>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:</p> <ul style="list-style-type: none"> • 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. • 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. <p>Pedestrian access from the Mill Site to the Downtown Core and Truckee River Parks shall be accommodated.</p> | <p>The purpose of the Master Plan is to redevelop the Railyard as a mixed-use area with spaces for retail and office uses, a variety of housing opportunities, and artisan industry locations that will attract both locals and tourists. The proposed Master Plan intends to create an attractive mixed-use center that seamlessly integrates with Downtown Truckee and reflects the historic character and industrial heritage of the area. The Master Plan shifts the balloon track to the east for the best development of the site and for restoration to Trout Creek. Site design guidelines require attention to solar exposure. The Master Plan recommends the creation of a Town Square and neighborhood parks on the project site. The Master Plan also recommends the creation of a railroad undercrossing on the east end of the project site. Pedestrian and bicycle connections are also an important focus of the Master Plan.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| Mill Site Policy 3 | 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. | The proposed Master Plan intends to create an attractive mixed-use center that seamlessly integrates with Downtown Truckee and reflects the historic character and industrial heritage of the area. The mountain and industrial heritage of the area is preserved through Goal 3 of the Master and its supporting policies. |
| Mill Site Policy 4 | 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. | The Master Plan promotes the opportunity for a trolley connecting the Master Plan Area with the existing Downtown. |
| Mill Site Policy 5 | Accommodate an outdoor rail museum at the southeast corner of the Bridge Street and Commercial Row intersection adjacent to the railroad tracks. | The Draft Master Plan includes 25,000 square feet for civic uses. Potential uses for the proposed civic site within the Master Plan Area include a rail museum. Selection of the civic use will depend upon community priorities and available funding. |
| Mill Site Policy 6 | 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. | Implementation of the Draft Master Plan does not include a major parking on the eastern portion of the site, rather the balloon track would be relocated to the eastern most portion of the site. |
| Mill Site Policy 7 | 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. | The Draft Master Plan allows development of services station in the Industrial Heritage District. A Use Permit is required to establish this land use. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|---|---|
| Mill Site Policy 8 | 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. | The Master Plan recommends relocating the balloon track to the eastern end of the project site. Relocation of the track will allow for a greater optimization of the land use and development capacity of the site. The relocation will also allow Trout Creek to be restored to a more natural course and widened to handle increased flows during a 100-year floor. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Circulation and Parking Policies | | |
| Guiding Circulation Policy 1 | Downtown roadway improvements shall provide for adequate circulation and traffic safety while preserving the historic and scenic qualities of the area. Four-lane roadways and double left turn lanes in the DSA shall be avoided. Signals installed Downtown should have a historic character. | The street designs in the Master Plan are intended to provide a variety of options for residents in Downtown Truckee. Improvements to the pedestrian and bicycle network are incorporated into the plan. The Master Plan does not recommend streets with more than two travel lanes except for Donner Pass Road which has two travel lanes and one center left turn lane. |
| Guiding Circulation Policy 5 | Traffic circles should be considered where they provide a feasible, acceptable, and safe alternative to signalization. | Traffic circles are not included in the Draft Master Plan. |
| Guiding Parking Policy 1 | Provide adequate parking to accommodate the existing parking shortfall in addition to parking demand generated by future growth. | Parking surveys completed after the implementation of a parking management program in 2005 show a surplus of parking spaces in the Commercial Core. The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Parking Policy 3 | Public parking lots should be located in proximity to the businesses being served. | The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. Public parking is encouraged to be located behind buildings and in structures. |
| Guiding Parking Policy 4 | Provide for safe, well lit pedestrian access to and from parking areas. | Pedestrian connections are encouraged throughout the Master Plan. |
| Guiding Parking Policy 5 | Provide signage to direct tourists unfamiliar with Truckee to off-street parking areas. | A public sign program will direct individuals around the Downtown areas. |
| Guiding Parking Policy 6 | Provide locations for employee parking in and near the Downtown Commercial Core which do not compete with tourist or shopper parking. | Parking surveys completed after the implementation of a parking management program in 2005 show a surplus of parking spaces in the Commercial Core. The Master Plan implements a “park once” concept for the areas within the Downtown Extension district of the Master Plan, which allows for shared parking between various land uses that have different peaks in parking demand. The strategy will reduce the total amount of parking required to serve the area and will encourage walking and biking in the Master Plan Area. |
| Guiding Parking Policy 7 | More on-street parking with time restrictions as a component of the streetscape design in the Downtown Commercial Core. | On-street parking time restrictions are not addressed in the Master Plan. The Master Plan requires completion of a Streetscape Master Plan prior to development of each District. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|---|--|--|
| Guiding Parking Policy 8 | Design standards established for the DSA shall require new on-site private surface parking areas to be shielded from public streets by locating parking behind or to the side of new or existing buildings. Such standards are necessary in order to create an appealing edge to buildings along the street and to avoid the appearance of “strip” commercial centers. | The Draft Master Plan requires new on-site parking to be shielded from the street by structures. |
| Guiding Parking Policy 11 | 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. | The Draft Master Plan states that standards for off-street parking and loading areas are to be provided in accordance with the standards detailed in Chapter 18.48, Parking and Loading, of the Development Code. However, a parking study is being prepared and alternative/lower parking and loading standards may be recommended for incorporation into the Master Plan during the public review process and or/prior to adoption of the Master Plan. The study will evaluate shared parking opportunities within the Master Plan Area. |
| Guiding Parking Policy 12 | Accommodate locations for tour bus parking near the Downtown Commercial Core. | The Draft Master Plan includes an intermodal facility concept to accommodate bus parking if such a facility is determined to be feasible in the future if transit becomes more important than auto parking. |
| Guiding Parking Policy 13 | Make parking areas attractive, safe, and well-landscaped. | The Draft Master Plan requires completion of a Streetscape Master Plan prior to development within each District. |
| Guiding Parking Policy 14 | Design parking lots to maximize solar orientation for melting of ice and snow. | Parking lots within the Master Plan Area are to be designed conscious of the need for storage of snow and ice. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Pedestrian and Bicycle Circulation Policies | | |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| Guiding Policy 1 | Establish an integrated pedestrian and bicycle network which provides connections between all public parks, destination points, and all public parking areas. | The Draft Master Plan promotes pedestrian and bicycle connections throughout the town and especially along the Trout Creek Greenway, to public parks, and to public parking areas. |
| Guiding Policy 6 | Implement current ADA standards regarding accessibility for the handicapped and mobility impaired for sidewalk and trail projects. | Development within the master plan area would be subject to applicable ADA standards. |
| Guiding Policy 7 | Develop street amenities to moderate climatic effects for pedestrian and bicycles. Include concepts for wind sheltering, shade and snow protection (see Chapter 5). | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities for each portion of the Master Plan Area. |
| Guiding Policy 8 | Clearly identify the pedestrian/bicycle path system with a uniform signage program (see Chapter 5). | Pedestrian and bicycle connections in the Master Plan Area will be designated by signs. |
| Guiding Policy 10 | Provide adequate lighting for pedestrian and bicycle circulation within the Downtown Commercial Core, particularly at important sign locations and key intersections. | Adequate lighting will be provided along the pedestrian and bicycle connections in the Master Plan Area. |
| Guiding Policy 12 | Avoid significant impacts to environmentally sensitive areas when constructing path ways. | Impacts to environmentally sensitive areas are addressed in the EIR and mitigation measures are provided. |
| Guiding Policy 14 | <p>To reduce the real and perceived threat to pedestrians and bicyclists from vehicles, traffic calming methods are proposed throughout the DSA where feasible and appropriate. Implementation of the following measures is described in more detail in Chapter 5.</p> <ul style="list-style-type: none"> • Change the paving material or elevation of the pathway, or provide clear markings and signage to signify to vehicles they have entered a pedestrian and bicycle area. • Delineated pedestrian road crossings with traffic control where necessary. • A traffic circle. | <p>Traffic calming measures are incorporated into the Transportation and Circulation section of the Master Plan to protect pedestrians and bicyclists.</p> <p>Pedestrian and bicycle connections in the Master Plan Area will be designated by signs.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|---------------------------------|---|--|
| Pedestrian Circulation Policy 2 | 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 connections are provided throughout the Master Plan Area, including along Church Street. Pedestrian and bicycle connections in the Master Plan Area will be designated by signs. |
| Pedestrian Circulation Policy 4 | Sidewalks within the Downtown Commercial Core shall be constructed of paving material with a non-slip finish. Wood and other smooth or slippery surfaces shall be avoided. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities for each portion of the Master Plan Area. |
| Pedestrian Circulation Policy 5 | Sidewalk widths may range from 4 feet minimum to 8 feet maximum depending on site conditions. Wider sidewalks shall be constructed in areas with a high volume of pedestrian traffic. | 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 a minimum of 12 feet wide. IN the Trout Creek residential area, sidewalks are typically 5 feet wide. |
| Pedestrian Circulation Policy 6 | In highly congested commercial areas parkway strips shall be made of decorative pavers. Trees in grates, planters, seatwalls, sidewalk lights, benches and trash receptacles shall be maintained within this 4 to 8 foot wide linear strip. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including the composition of the parkway strip, for each portion of the Master Plan Area. |
| Pedestrian Circulation Policy 7 | The Zoning Ordinance shall establish requirements for pedestrian access in new development within the DSA, including the Master Plan Areas. | The Draft Master Plan includes standards for sidewalks with each District. 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 a minimum of 12 feet wide. IN the Trout Creek residential area, sidewalks are typically 5 feet wide. |
| Bicycle Circulation Policy 5 | Keep Class II and III Bike Lanes free of speed bumps, and align drainage grates perpendicular to the direction of traffic flow. | The Draft Master Plan includes a Class II and Class III bike lanes. Speed bumps are not envisioned along this route, and drainage grates will conform to established standards. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|---|--|
| Bicycle Circulation Policy 6 | Ensure that all new commercial development has access to adequate bike storage facilities. | Locations of bicycle racks are not included in the Draft Master Plan, as this level of detail has not yet been determined. |
| Bicycle Circulation Policy 7 | Install bike racks at key destination points such as parking areas and transit stop. | Locations of bicycle racks are not included in the Draft Master Plan, as this level of detail has not yet been determined. |
| Bicycle Circulation Policy 12 | Establish requirements for bicycle access in new development within the DSA in the Zoning Ordinance, including the Master Plan Areas. | The Draft Master Plan includes a bicycle circulation plan to demonstrate designated bicycle access within the plan area. |
| Bicycle Circulation Policy 13 | 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. | The Draft Master Plan does not include a Class I bike lane within the railroad right-of-way. A Class I bike lane is proposed along Donner Pass Road Extension, adjacent to the railroad right-of-way. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Streetscape Design | | |
| Guiding Policy 1 | Provide coordinated designs for decorative paving, lighting, landscaping, and furnishings, while maintaining the eclectic character that makes Truckee unique. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including decorative paving, lighting, landscaping, and furnishings, for each portion of the Master Plan Area. |
| Guiding Policy 2 | Accommodate outdoor seating for restaurants in order to create street level activity. | Small urban plazas are encouraged along Donner Pass Road Extension; these plazas may include outdoor seating for restaurants. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Guiding Policy 3 | Use decorative paving to identify pedestrian areas. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including decorative paving, lighting, landscaping, and furnishings, for each portion of the Master Plan Area. |
| Guiding Policy 4 | Enhance all sidewalks with amenities that will improve the pedestrian experience. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including decorative paving, lighting, landscaping, and furnishings, for each portion of the Master Plan Area. |
| Guiding Policy 5 | Coordinate the streetscape elements in other DSA sub-districts and Master Plan Areas with improvements in the Downtown Commercial Core. | The Draft Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including decorative paving, lighting, landscaping, and furnishings, for each portion of the Master Plan Area. |
| Guiding Policy 6 | Implement zoning standards which require development to be oriented to the pedestrian environment. | The standards contained within the Draft Master Plan encourage buildings located at the street edge with parking behind to facilitate a more pedestrian-friendly atmosphere along the street. |
| Guiding Policy 7 | Establish a funding and maintenance program for streetscape improvements. Consolidate and screen trash dumpsters and recycling bins to improve their appearance. | The Draft Master Plan requires establishment of a Maintenance District. |
| Curb and Gutter Policy 1 | Curbs shall be constructed along roadways designated for streetscape improvements. | Most roadways within the Master Plan Area will incorporate curb and gutter systems. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| Curb and Gutter Policy 2 | Curbs shall provide 3 inches to 6 inches change in elevation between the roadway and parkway, depending on site conditions. | The Draft Master Plan requires approval of an Infrastructure Plans. Curb and gutter sizes shall be included in this plan. |
| Curb and Gutter Policy 3 | Rolled concrete curb and gutter should be the standard for the DSA to facilitate snow removal and for durability, however vertical curb should be retained in the Commercial Row area to provide historical consistency | The Draft Master Plan requires approval of an Infrastructure Plans. Curb and gutter types and standards shall be included in this plan. |
| Curb and Gutter Policy 4 | Those areas which cannot accommodate a curb due to drainage constraints shall have a gutter and a change of pavement surfacing between vehicular zones, pedestrian and bicycle zones, and landscape zone. | While most roadways within the Master Plan Area will incorporate curb and gutter systems, some roadways may have a shoulder with landscaped area. |
| Curb and Gutter Policy 5 | All newly constructed curbs shall have holes to accommodate winter stakes. | The Draft Master Plan requires approval of an Infrastructure Plans. Curb and gutter details shall be included in this plan. |
| Public Sign Policy 1 | Coordinate public signs in an organized layout plan. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Public signs would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 2 | Locate signs in clearly visible decision locations for vehicles, bikes, and pedestrians. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Location of signs would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 3 | Signs posted in parkway locations adjacent to diagonal parking should be set a sufficient distance from the curb (typically 24"). | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Location of signs would be addressed in the master sign programs prepared for each district. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| Public Sign Policy 4 | Consider pedestrian safety in sign placement and design. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Location of signs and how location relates to public safety would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 5 | Public signs should be illuminated by direct light sources only. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Illumination of signs would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 6 | Customized graphics should be developed for Downtown signs. Develop a uniform graphic “frame” into which individual sign messages can be placed. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. |
| Public Sign Policy 7 | The customized sign system should conform to public sign regulations put forth by the State and other regulating authorities. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Signs within the plan would be subject to State and other regulating authorities. |
| Public Sign Policy 8 | Utilize international symbols where practical. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Use of symbols on signs would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 9 | Sign corners, if exposed, should be rounded to an appropriate radius. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Size and shape of signs would be addressed in the master sign programs prepared for each district. |
| Public Sign Policy 10 | Sign colors should be earth tones complementing the natural mountain setting. | The Draft Master Plan requires preparation of a Master Sign Program for each District within the plan area. Sign color would be addressed in the master sign programs prepared for each district. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|---|
| Public Sign Policy 11 | The trail system signage described in Chapter 4 should be coordinated with the signage program described above. These signs should have consistent frames, graphics, symbols and color schemes. | Pedestrian and bicycle connections in the Master Plan Area will be designated by signs. Master Sign Programs will be created for each district prior to any development occurring. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Public Services and Facilities | | |
| Snow Removal Policy 5 | The design of pedestrian sidewalks, paths and gathering places should consider the placement of obstacles such as light poles, street furniture, fire hydrants, and signage as they relate to snow removal and storage operations. | The Master Plan requires the development of a Streetscape Master Plan prior to development of the project site. The Streetscape Master Plan will detail street amenities, including decorative paving, lighting, landscaping, and furnishings, for each portion of the Master Plan Area. |
| Snow Removal Policy 6 | Sidewalks and the Spring Street pedestrian crossing should be consistently cleared of snow to encourage pedestrian traffic throughout winter months. Public parking areas should be cleared of snow on a regular basis to accommodate visitor parking. | The Draft Master Plan requires establishment of 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. The snow removal program shall be developed in combination with the parking plan. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| Snow Removal Policy 8 | 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. | The Master Plan details snow storage areas for plan area. Four types of areas will facilitate snow storage in the Railyard Master Plan Area: (1) track buffer storage will occur along the railroad tracks and buffer parking areas along Donner Pass Road Extension; (2) linear storage will occur along streets within adjacent landscape areas; (3) T-intersections provide snow storage areas along park or landscaped areas; and (4) stockpile and off-haul sites will serve as the transfer point for removal of snow from the area. Identification of the ultimate snow storage locations will be required when off-hauling is proposed and the snow removal program is more fully developed. Snow storage standards and guidelines are also provided. |
| Snow Removal Policy 9 | Site and landscaping design for new development should consider the impacts of shading and the benefits of solar exposure and wind clearing for on and off-street parking areas, roadways, pedestrian paths and public places. | Master Plan policies encourage site layouts that take advantage of solar exposure opportunities and the Plan requires that a Sun/Shade Analysis be conducted prior to and land use approval or building permit issuance. |
| Snow Removal Policy 11 | New development located outside the Downtown Commercial Core will be required to comply with on-site snow storage requirements established in the Zoning Ordinance. | The Draft Master Plan includes snow storage standards and design guidelines. |
| Public Restroom Policy 1 | Public restroom facilities should include adequate signage consistent with the sign design standards contained within Chapter 5, Design Standards, and state and federal handicap signage requirements. | Development within the Master Plan would comply with Downtown Specific Plan Public Restrooms guidelines. |
| Public Restroom Policy 2 | Public restroom facilities should adequately accommodate a range of needs, including diaper changing facilities and handicapped access. | The Draft Master Plan does not include this level of detail for public restroom design. Development within the Master Plan would comply with Downtown Specific Plan Public Restrooms guidelines. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|---|--|
| Public Restroom Policy 3 | Provide public restroom facilities in well lit locations less susceptible to vandalism and transient use. | The Draft Master Plan does not include this level of detail for public restroom design. Development within the Master Plan would comply with Downtown Specific Plan Public Restrooms guidelines. |
| Public Restroom Policy 4 | Internal and external public restroom design should conform to local, state, and federal requirements for handicapped accessibility as determined by the Chief Building Official | The Draft Master Plan does not include this level of detail for public restroom design. Public restrooms within the plan area would comply with local, state and federal requirements for handicapped accessibility. |
| Public Restroom Policy 5 | Public restroom facilities should conform to the Downtown Specific Plan Design Standards | Development within the Master Plan would comply with Downtown Specific Plan Public Restrooms guidelines. |
| Public Restroom Policy 7 | 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. | The Draft Master Plan recognizes that public restrooms are an important component of the public infrastructure. Public restrooms would be incorporated into public parks and the civic uses within the plan area. |
| Water, Power, and Sewer Service Policy 2 | New development should be required to underground all secondary service lines providing electrical service to the development. Incentives should be developed by the District to encourage the undergrounding of primary overhead lines associated with new development | New development within the plan area would underground all secondary service line. |
| Water, Power, and Sewer Service Policy 8 | Require new development, including the Old Mill Site and Hilltop Master Plan Areas to utilize natural gas if available. | Natural gas will be distributed to the Master Plan Area through an on-site pipe system designed by Southwest Gas. |
| Water, Power, and Sewer Service Policy 9 | Coordinate installation of natural gas lines with capital improvement projects and special district projects. | Natural gas will be distributed to the Master Plan Area through an on-site pipe system designed by Southwest Gas. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|--|
| DSA Drainage Policy 3 | 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. | Development in the Master Plan area is subject to Town and Lahontan Regional Water Quality Control Board standards. Town standards require on-site retention of runoff. |
| DSA Drainage Policy 4 | Improvements should be made to the existing concrete channel portion of Trout Creek to visually blend with the surrounding environment and create the appearance and function of a natural stream channel. Design of the creek should include the use of natural channel and bank materials, consider the high velocities and established flood elevations, and include a bridge/culvert design to manage the impact of floating debris. | The Town of Truckee is currently working on a restoration project for Trout Creek to a more stable and natural creek channel corridor. Portions of the Town’s restoration project are within the Draft Master Plan Area and the Draft Master Plan would be consistent with and complimentary to the Town’s restoration effort. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Environmental Conservation | | |
| Biological Resource Protection Policy 1 | The Zoning Standards shall establish setbacks from the Truckee River in the DSA providing protection of riparian vegetation, river and stream ecology, and scenic resource values. Appropriate setbacks from the channelized portion of Trout Creek will be determined. | The Draft Master Plan includes setback standards for development adjacent to Trout Creek. The standard requires a 20-foot minimum setback from the edge of the trail or 20 feet minimum setback from the 100-year flood plain, whichever is greater. |
| Biological Resource Protection Policy 7 | The Mill Site Master Plan shall identify the portion of Trout Creek within its boundaries to be protected and restored to a more natural condition. | The Town of Truckee is currently working on a restoration project for Trout Creek to a more stable and natural creek channel corridor. Portions of the Town’s restoration project are within the Draft Master Plan Area and the Draft Master Plan would be consistent with and complimentary to the Town’s restoration effort. |
| Water Quality Protection Policy 1 | New private and public development, including new parking areas, shall comply with the Lahontan Erosion Control Guidelines and BMPs. | Development in the Master Plan area is subject to Town and Lahontan Regional Water Quality Control Board standards. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|-------------------------------------|--|--|
| Noise Policy 1 | Mixed-use projects in areas involving a residential component, which currently exceed “conditionally acceptable” noise levels for residential uses, may be approved if interior noise levels in residential units do not exceed 45 dB CNEL. | Implementation of the Draft Master Plan would expose residents within the plan area to excessive noise related to railroad operations. See Section IV.E, Noise and Vibration, for a discussion of operational noise. |
| Noise Policy 2 | Within the DSA, new discretionary multi-family projects and single family subdivisions may be approved if exterior noise levels are mitigated to “conditionally acceptable” levels in outdoor activity areas. Outdoor activity areas are: patios, decks, and other outdoor areas designed for extended use, as opposed to intermittent short-term use such as entry decks and driveways. Interior noise levels shall be mitigated to 45 dB CNEL. | Implementation of the Draft Master Plan would expose residents within the plan area to excessive noise related to railroad operations. See Section IV.E, Noise and Vibration, for a discussion of operational noise. |
| Noise Policy 3 | Design of retail and commercial facilities adjacent to residential uses shall locate truck loading areas, garbage dumpsters, and loudspeaker systems and other noise generating uses to avoid adverse noise impacts to adjacent residential uses. | The Master Plan policies encourage sensitivity to neighboring uses in mixed-use developments. |
| Erosion and Natural Hazard Policy 1 | New development shall be clustered away from slopes in excess of 25%. New development on all slopes in excess of 15% shall have a site specific review of soil type, vegetation, drainage, slope, and building placement to determine proper site design. | The Master Plan area is located in Downtown Truckee in the lowlands, and sensitivity to slope development is not a concern. |
| Erosion and Natural Hazard Policy 2 | Prior to any development on APN 19-30- 12, or APN 19-30-05, an avalanche hazard study shall be completed by a qualified expert to determine potential hazard to life and property. | APN 19-30-12 and 19-30-05 are not located in the Master Plan area. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|---|
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Historic Resources | | |
| Guiding Policy 1 | Promote the preservation, rehabilitation, and renovation of historic buildings. | There are 7 historical resource buildings in the plan area. Implementation of the Draft Master Plan requires removal of 2 of these buildings: the railyard operations building, and potentially the residential structure located at 10144 Church Street. These structures are significant cultural resources under CEQA. |
| Guiding Policy 3 | Safeguard historic buildings from unnecessary removal and demolition. | Implementation of the Draft Master Plan requires removal of the railyard operations building, and potentially the residential structure located at 10144 Church Street. These structures are significant cultural resources under CEQA. |
| Guiding Policy 4 | Ensure new structures and development are congruous with their historic surroundings and do not detract from or harm, but complement the historic and architectural character of historic neighborhoods or surrounding historic buildings. | The Master Plan includes standards and guidelines for new development to ensure new structures compliment historic surroundings. |
| Guiding Policy 5 | Provide mechanisms to identify and mitigate impacts to subsurface cultural and historic resources. | Section IV.I, Cultural and Paleontological Resources, includes mitigations to address the potential of subsurface resources. |
| Guiding Policy 8 | 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. | The Draft Master Plan does not include specific strategies to maintain historic resources in the plan area. |
| Historic Preservation Commission Policy 12 | A master design plan will be required as part of the master site plan for the Old Mill site. This design plan should be reviewed by HPAC for consistency with Specific Plan policies and compatibility of design with the Historic District. | The Draft Master Plan includes design guidelines and standards for new development within the plan area. The Draft Plan has been reviewed by HPAC. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|--|--|--|
| Historic Preservation Commission Policy 16 | Because building uses and characteristics vary substantially between building types, separate guidelines will be developed for single family residences, multi-family residences structures, commercial structures, industrial structures, institutional structures, and utility structures. | The Draft Master Plan includes separate standards and guidelines for single family residences, multi-family residences structures, commercial structures, and industrial structures based on the character of the three Districts established for the plan area. No institutional or utility uses are anticipated. |
| Historic Preservation Commission Policy 17 | The design of new buildings and structures will be based on historic architectural types appropriate for the neighborhood. Buildings and structures which cannot emulate historic architecture dl be discouraged. | The Master Plan builds on LEED-ND principles that encourage sustainable development in neighborhood design. Guidelines throughout the plan encourage high quality architecture that complements the existing style within Downtown Truckee but that does not directly duplicate historic structures. |
| Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Parks and Gateways | | |
| Guiding Policy 2 | 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 in areas such as the Mill Site. | The Master Plan sets standards for new public spaces, including a new Town Square and several neighborhood parks. The Master Plan requires a minimum of 2.5 acres of park per 1,000 population of the Master Plan Area with a maximum of 570 units at 2.68 persons per household. |
| Guiding Policy 3 | Parks should be named after important figures, locations, or events in Truckee’s History. | The Draft Master Plan includes a standard requiring the Town Square to be named after an important figure, location or event in Truckee history. |
| Downtown Truckee Specific Plan, Volume 3: Historic Design Guidelines, The Church Street Character Area Policies | | |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|---|
| 1. Building Setbacks | <p>A. Maintain the alignment of building fronts along the street.</p> <ol style="list-style-type: none"> 1) Setbacks should fall within the established range of setbacks in the block. 2) For additions to existing buildings, set them back from the front of the structure such that they do not alter the perceived character of the front. 3) Landscaping and fences that help define the yard's front edge are encouraged. | <p>The Draft Master Plan includes standards and guidelines for building setbacks in the Downtown Extension District to maintain the alignment of buildings fronting along the street.</p> |
| 2. Mass and Scale | <p>A. New construction should appear similar in mass and size to historic structures found in the Church Street Character Area.</p> <ol style="list-style-type: none"> 1) Residences in the Character Area range from one to two stories, but are typically one and one-half story. 2) The tradition of one- to two-story street facades should be continued. | <p>The Draft Master Plan includes standards and guidelines for building mass and scale to encourage new interpretation of traditional building styles.</p> |
| | <p>B. A facade should appear similar in dimension to those seen historically in the Character Area.</p> <ol style="list-style-type: none"> 1) Break up the massing of larger buildings into components that reflect the traditional size. | <p>The Draft Master Plan includes standards and guidelines for streetwall articulation to encourage break up of massing for new buildings.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| 3. Building and Roof Form | <p>A. Use building forms similar to those found traditionally.</p> <ol style="list-style-type: none"> 1) Vertically-oriented rectangular shapes are typical and are encouraged. 2) One simple form should be the dominant element in a building design. 3) Building forms that step down in size to the rear of the lot are encouraged. 4) Smaller, secondary buildings should be simple rectangular shapes, as well. | <p>The Draft Master Plan includes standards and guidelines for building mass and scale to encourage new interpretation of traditional building styles. Each of these building form and roof items are included in the text of these guidelines.</p> |
| | <p>B. Use traditional roof forms.</p> <ol style="list-style-type: none"> 1) Sloping roof forms, such as gabled, hip and shed, should be the dominant roof shapes. Avoid flat roofs. 2) Traditional roofs are simple and steeply pitched and most have hip or gabled ends facing the street. Most primary roofs have pitches of 9:12, although some are as low as 7:12. Shed roofs, on additions, have a wider range of pitches from 4:12 to 12:12. 3) Non-traditional roof forms are inappropriate. 4) Orient primary ridge lines perpendicular to the street. | <p>The Draft Master Plan includes standards and guidelines for building mass and scale to encourage new interpretation of traditional building styles. Each of these building form and roof items are included in the text of these guidelines.</p> |
| | <p>C. The number and size of dormers should be limited on a roof, such that the primary remains prominent.</p> <ol style="list-style-type: none"> 1) Dormers should be used with restraint, in keeping with the simple character of buildings in Truckee. 2) The top of a dormer roof should be located below the ridge line of the primary roof and set back from the eave. | <p>The Draft Master Plan encourages a dominant roof shape, but the plan does not specifically limit the amount of dormers.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| | <p>D. Roofs should be similar in size to those used historically on comparable buildings.</p> <p>1) The length of a roof ridge should not exceed those seen historically on comparable buildings. Historically, in residential contexts, the maximum ridge length was 35 to 40 feet.</p> | <p>The Draft Master Plan encourages a historically comparable roof sizes, but the plan does not specifically limit the length of the ridge.</p> |
| 4. Porches | <p>A. The use of a porch is strongly encouraged and they should appear similar to those seen traditionally.</p> <p>1) The porch floor and roof height shall appear similar to those seen traditionally on the block.</p> <p>2) Use similar building design elements and materials as those seen traditionally.</p> | <p>The Draft Master Plan encourages traditionally designed porches in the Downtown Extension and Trout Creek Districts.</p> |
| | <p>B. The front porch shall be “functional,” in that it is used as a means of access to the entry.</p> | <p>The Draft Master Plan encourages traditionally designed porches in the Downtown Extension and Trout Creek Districts.</p> |
| 5. Garages | <p>A. A garage should not dominate the street scene.</p> <p>1) A garage should be subordinate to the primary structure on the site.</p> | <p>The Draft Master Plan includes standards and design guidelines regarding placement and design of garages. These standards apply to all three districts.</p> |
| | <p>B. A detached garage is preferred.</p> <p>1) In order to minimize the impact of a garage on the street scene, locate it to the rear of the building. Setting a garage back substantially from the primary building front, may also be considered.</p> <p>2) This will help reduce the perceived mass of the overall development.</p> <p>3) The material and detailing of a detached garage should be utilitarian, to be compatible with other historic accessory structures.</p> | <p>The Draft Master Plan encourages detached garages in the Trout Creek District.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|---|---|---|
| Downtown Truckee Specific Plan, Volume 3: Historic Design Guidelines, The Railroad Character Area Policies | | |
| 1. Street Layout | A. Planning for the Railroad Character Area should extend adjacent streets without mimicking them. | The Draft Master Plan includes several standards and guidelines prohibiting designs that mimick traditional buildings, and requiring unique interpretations of traditional building shapes. |
| 2. Positive Open Space | A. Locate open space on the site so it is visible from the street. 1) If multiple structures are proposed, the spaces between the buildings should contribute to the over all positive open space on the site, and be of a size adequate enough to provide a distinct separation between building forms. 2) Courtyards should have solar exposure when feasible. 3) Courtyards that are totally closed from public view and access are discouraged. | The Draft Master Plan includes conceptual park locations, all of which would be visible from the street. |
| | B. The Railroad area should incorporate an open space system that provides a focus for the district. | The Draft Master Plan includes conceptual locations for neighborhood parks and a Town Square. |
| 3. Building Orientation | A. Large rectangular buildings should orient the long side of the building parallel with the railroad track. | The Draft Master Plan includes design guidelines to have buildings along Donner Pass Road in the Industrial Heritage District be larger in scale and orient parallel to the railroad track. |
| 4. Building Setbacks | A. Buildings setbacks may vary. 1) Varied setbacks are encouraged as appropriate to accommodate positive open space and clustering of buildings. | The Draft Master Plan encourages varied setback for new development, except on Donner Pass Road within the Downtown Extension District where zero setback is encouraged. |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|--|--|
| 5. Mass and Scale | <p>A. New buildings should reflect the range of sizes that appeared historically in the area.</p> <p>1) Structures may be larger than those seen historically if they are designed to appear to be a collection of smaller masses. See the techniques described below.</p> | <p>The Draft Master Plan includes standards and guidelines related to massing of new buildings in the plan area to reflect historical buildings.</p> |
| | <p>B. The maximum width of a primary facade shall be 75 feet.</p> <p>1) Primary facades that exceed 75 feet should be differentiated by a significant setback in the wall plane, creating positive open space in these setbacks such that they will enhance the streetscape.</p> <p>2) Variations in facade treatment should be continued through the structure, including its roof line and front and rear facades, such that the composition appears to be a collection of smaller buildings.</p> | <p>The Draft Master Plan includes a guideline limiting the facade lengths in the Downtown Extension District to 50 feet; and where a building must exceed 50 feet, a change in design features to suggest the traditional building width should be incorporated.</p> |
| | <p>C. Create variety in wall planes to minimize the apparent scale.</p> <p>1) Extensive repetition of similar forms on large monolithic surfaces that would lead to the perception of a large building mass is inappropriate.</p> <p>2) Consider varying the setbacks of walls facing the street on large projects that occupy several parcels.</p> <p>3) Also consider varying materials and textures to reduce the perception of large expanses of wall surface.</p> | <p>The Draft Master Plan includes guidelines and standards related to building scale and streetwalls. Each of these wall plane items is included in the text of these guidelines.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------------|--|---|
| | <p>D. Create variety in wall planes to minimize the apparent scale.</p> <p>1) This is the preferred method of reducing perceived scale and primarily applies to large projects where several parcels have been combined, and the potential for a large-scale building is greater.</p> <p>2) Although freestanding buildings are preferred, several primary building forms may be linked by “connectors,” which should be designed such that they are clearly perceived as separate elements that are subordinate to and smaller than the structures they are linking.</p> | <p>The Draft Master Plan includes guidelines and standards related to building scale and streetwalls. Each of these wall plane items is included in the text of these guidelines.</p> |
| <p>6. Building and Roof Form</p> | <p>A. Use building forms that reflect the simple utilitarian forms of railroad buildings and structures seen in that area traditionally.</p> <p>1) One simple form should be the dominant element in a building design.</p> <p>2) Smaller, secondary buildings should be simple rectangular shapes, as well.</p> | <p>The Draft Master Plan includes these building and roof forms as guidelines for development in the Industrial Heritage District.</p> |
| | <p>B. Gabled and shed roofs are encouraged and should have a pitch that is similar to that seen historically.</p> | <p>The Draft Master Plan includes these building and roof forms as guidelines for development in the Industrial Heritage District.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|---|
| 7. Pedestrian Systems | <p>A. Develop the ground floor level of all projects to encourage pedestrian activity.</p> <p>1) Provide variety in setback, height, color, texture of materials and building size and form to enhance the pedestrian experience.</p> <p>2) For a project in which a commercial storefront is to be developed, include elements such as display windows, kick plates, transoms and midbelt cornices.</p> <p>3) Storefront display windows provide visual interest along the street and are encouraged.</p> | <p>The Draft Master Plan includes these ground floor use guidelines for development in the Downtown Extension District.</p> |
| | <p>B. Consider developing paths within the parcel that encourage pedestrian access.</p> <p>1) Paths to interior courts and terraces are encouraged.</p> <p>2) When developing multiple buildings on a site, it is especially important to provide paths through the site.</p> | <p>The Draft Master Plan requires mid block connections in the Downtown Extension District.</p> |
| 8. Warehouse Character | <p>A. Window dimensions that are similar to those used traditionally are encouraged.</p> | <p>The Draft Master Plan includes this window guideline for development in the Industrial Heritage District.</p> |
| | <p>B. Upper story windows with a vertical emphasis are encouraged.</p> | <p>The Draft Master Plan includes this window guideline for development in the Industrial Heritage District.</p> |
| | <p>C. New construction should incorporate loading docks similar to those seen traditionally.</p> <p>1) Many older warehouses are introducing pedestrian related uses and are incorporating such elements as outdoor seating on the loading docks.</p> | <p>The Draft Master Plan includes this guideline for development in the Industrial Heritage District.</p> |

Table B-1: Relationship of Master Plan to Relevant Plans and Policies (continued)

| 2025 General Plan Policy # | Policy | Relationship |
|----------------------------|---|--|
| | <p>D. Openings similar in size and depth to loading dock doors should be incorporated in to new construction.</p> <p>1) Contemporary interpretations of loading dock doors, which are similar in scale and overall character to those seen historically, are encouraged.</p> | <p>The Draft Master Plan includes this window guideline for development in the Industrial Heritage District.</p> |

Sources: Truckee, Town of, 2006. *General Plan 2025*. November 16;
 Truckee, Town of, 1997. *Downtown Truckee Specific Plan, Volume 2: Policies and Programs, Final Plan*. November; and
 Truckee, Town of, 2003. *Truckee Downtown Specific Plan, Volume 3: Historic Design Guidelines*. August 4