

**TOWN OF TRUCKEE**  
**California**

**PLANNING COMMISSION RESOLUTION 2026-03**

**A RESOLUTION OF THE PLANNING COMMISSION**  
**APPROVING APPLICATION 2024-0000086**  
**(TRUCKEE RAILYARD HOTEL)**

**WHEREAS**, the Town Council adopted the Railyard Master Plan and certified an Environmental Impact Report (SCH#2007122092) on July 2, 2009 establishing goals, policies, development standards and guidelines on growth and development in the Railyard Master Plan Area; and

**WHEREAS**, the Town adopted the amendments to the Railyard Master Plan and changed the name of the plan to the Truckee Railyard Mixed-Use Development Master Plan (Master Plan or Railyard Master Plan) in November 2016; and

**WHEREAS**, the Master Plan creates an easterly extension of the existing Downtown that complements the historic character of the Downtown and the industrial heritage of the Railyard and Mill Site at a higher density/intensity; and

**WHEREAS**, the Master Plan goals and policies support the creation of a strong connection between the Railyard and the historic core, developing the Railyard Master Plan Area holistically as a mixed-use development that supports a greater diversity and intensity of activities, including retail, restaurant, local services, and entertainment uses; and

**WHEREAS**, the Town of Truckee received an application for the Truckee Railyard Hotel located at 10108 Truckee Way (APN 019-421-001), which includes 60 hotel units, 15 for-sale multifamily residential units with “transient rental, multifamily dwellings” as an allowed use, 5,216 s.f. of restaurant and bar space with outdoor dining, 2,449 s.f. of dedicated meeting space and event space on the ground floor, 2,292 s.f. of fitness/wellness facilities, a rooftop pool, spa, terrace, and outdoor event area, 17 onsite parking spaces, and an outdoor plaza; and

**WHEREAS**, the Planning Commission held a public hearing on the matter at its regularly scheduled Planning Commission meeting beginning and ending on January 20, 2026, and considered all information and public comment related thereto and continued the hearing to a date and time uncertain requesting additional information and modifications to the project; and

**WHEREAS**, the applicant revised the Railyard Hotel project, located at 10108 Truckee Way (APN 019-421-001) to include 60 hotel units, 17 for-sale multifamily residential units with “transient rental, multifamily dwellings” as an allowed use, 3,488 s.f. of ground floor restaurant space, 1,684 s.f. of rooftop bar, 2,195 s.f. of dedicated meeting space, 1,474 s.f. for a wellness center; 639 s.f. for a fitness center, and 1,267 s.f. of ground floor retail space (455 s.f. along Donner Pass Road and 812 s.f. on Truckee Way), 19 onsite covered parking spaces, and an outdoor plaza; and

**WHEREAS**, The Town certified the Railyard Master Plan Final Environmental Impact Report (SCH #2007122092) in July 2009 based on a finding that the Railyard Master Plan will not result in significant environmental impacts with the incorporation of mitigation measures with the exception of Impact TRAF-7, Impact TRAF-11, Impact TRAF-15, Impact AIR-2, Impact NOI-1,

and Impact CULT-1 for which the impacts are identified as significant and unavoidable and overriding considerations were adopted; and

**WHEREAS**, an Environmental Impact Report (EIR) Addendum was prepared in conjunction with the Truckee Artist Lofts application (2016-00000132) and accepted into the Railyard permanent record on May 10, 2015; and

**WHEREAS**, the Planning Commission is the designated review authority for Development Permits, Tentative Maps with greater than four parcels, and any concurrently processed land use applications including Minor Exceptions and Zoning Clearances; and

**WHEREAS**, a 10-day public review period was provided to allow Federal, State, and local agencies, interested persons and organizations, and other members of the public to review and comment on the project; and

**WHEREAS**, public notice was published in the *Sierra Sun* and mailed to property owners within 500 feet of the project site informing the public of the date, time, and location of the public hearing for consideration of the approval or denial of the Development Permit, Tentative Map, Minor Exception, and Zoning Clearances; and

**THEREFORE BE IT RESOLVED**, the Planning Commission hereby takes the following actions on Application 2024-00000086 (Truckee Railyard Hotel):

- 1) Determines the Railyard Master Plan Amendments are exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Sections 15183 and Public Resources Code 21166; and
- 2) Approves a Development Permit to allow construction of a project with over 15,000 s.f. or more of gross floor area. The Truckee Railyard Hotel is proposing 81,408 s.f. of gross floor area and additional outdoor space, as shown on Exhibit "D" (Truckee Railyard Hotel – Approved Plan Set, including Approved Tentative Map), subject to the conditions of approval set forth in Exhibit "B" (Conditions of Approval) attached hereto and incorporated herein; and
- 3) Approves the Tentative Map to create one hotel lot and one residential lot, 17 separate residential condominium units, and one common area condominium space as shown on Exhibit "D" (Truckee Railyard Hotel – Approved Plan Set, including Approved Tentative Map), subject to the conditions of approval set forth in Exhibit "B" (Conditions of Approval) attached hereto and incorporated herein; and
- 4) Approves a Minor Exception to give permission to vary from the 50-foot maximum height standard in Section 5.5.1 (Development Standards) of the Railyard Master Plan, as described in Exhibit "A" (Approved Minor Exception) and as shown on Exhibit "D" (Truckee Railyard Hotel – Approved Plan Set, including Approved Tentative Map), subject to the conditions of approval set forth in Exhibit "B" (Conditions of Approval) attached hereto and incorporated herein; and
- 5) Approves Zoning Clearances to establish the "hotel" and "multifamily residential use, individual ownership" with "transient rentals, multifamily residential" uses, as shown on Exhibit "D" (Truckee Railyard Hotel – Approved Plan Set, including Approved Tentative Map), subject to the conditions of approval set forth in Exhibit "B" (Conditions of Approval) attached hereto and incorporated herein.

**BE IT FURTHER RESOLVED**, the Planning Commission adopts the findings set forth in Exhibit "C" (Findings), in support of approval of these actions.

The foregoing Resolution was introduced by Commission member \_\_\_\_\_ and seconded by Commission member \_\_\_\_\_ at a Regular Meeting of the Truckee Planning Commission held on the 19<sup>th</sup> day of May 2026 and adopted by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Jason Toups, Chair

ATTEST:

\_\_\_\_\_  
Kayley Metroka, Secretary

**Attachments**

- Exhibit A: Approved Minor Exception
- Exhibit B: Conditions of Approval
- Exhibit C: Findings
- Exhibit D: Truckee Railyard Hotel – Approved Plan Set, including Approved Tentative Map

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APPROVING APPLICATION 2024-00000086  
(TRUCKEE RAILYARD HOTEL)**

**EXHIBIT "A"**

**APPROVED MINOR EXCEPTION**

The following Minor Exception request has been approved by the Planning Commission:

A Minor Exception to the Railyard Master Plan Height Limit (S13 of Table 5-2: Railyard Master Plan General Development Standards) for the Downtown Extension (DE) District is approved for the Truckee Railyard Hotel, located at 10108 Truckee Way (APN 019-421-001). A five-foot height increase (up to 55 feet) for two mechanical appurtenances (elevator overruns) is approved as shown in Exhibit "D" (Truckee Railyard Hotel Approved Plan Set) of this resolution.

**PLANNING COMMISSION RESOLUTION 2026-03**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING APPLICATION 2024-00000086  
(TRUCKEE RAILYARD HOTEL)**

**EXHIBIT “B”**

**CONDITIONS OF APPROVAL**

**General Conditions of Approval**

1. A Development Permit, Tentative Map, Minor Exception, and Zoning Clearances for the Truckee Railyard Hotel, a 60-unit hotel, 17 for-sale multifamily residential units with “transient rental, multifamily dwellings”, 3,488 s.f. of ground floor restaurant (50% or 1,744 s.f. allocated to public use), 1,684 s.f. of rooftop bar (50% or 842 s.f. allocated to public use), 2,195 s.f. of meeting space (25% or 549 s.f. allocated to public use), 1,474 s.f. of wellness use (25% or 369 s.f. allocated to public use), 639 s.f. of fitness use (25% or 160 s.f. allocated to public use), and 812 s.f. of Truckee Way retail or restaurant (50% or 406 s.f. allocated to public use), 19 onsite covered parking spaces, and an outdoor plaza,, located at 10108 Truckee Way (APN 019-421-001), is hereby approved as described in the January 20, 2026 and May 19, 2026 Planning Commission staff reports as shown on the plans approved by the Planning Commission and on file in the Community Development Department except as modified by these conditions of approval. Upon building permit issuance, the Railyard Master Plan Maximum Allowed Development Tracking Sheet will be updated to include the 60-unit hotel, 17 multifamily residential units, and public allocation of the restaurant and bar uses (50%), meeting and event spaces (25%), and health and fitness spaces (25%). ***(Planning Division Recommendation)***
2. The applicant is responsible for complying with all conditions of approval and providing evidence to the Community Development Director of compliance with the conditions. A meeting with the Planning and Engineering Divisions is required prior to submittal of a grading or building permit application to review the conditions of approval and identify any changes in the project from the approved plan set. The applicant shall pay the hourly rate of staff time for this meeting and review of any proposed changes. An Administrative Review fee based on three hours of staff time (1.5 hours for the Planning Division and 1.5 hours for the Engineering Division; currently \$195 for the Planning Division and \$211 for the Engineering Division) shall be submitted as an initial deposit prior to scheduling the meeting. The staff time rates shall be based on the current Town of Truckee fee schedule in effect at the time the meeting is scheduled. ***(Planning Division)***
3. An itemized matrix or letter shall be submitted as part of the building permit application indicating how each condition has been met. Review of building permits will not commence until an itemized list of conditions of approval and status is provided. As part of the matrix or letter, the applicant shall identify any changes made to the approved design. ***(Planning Division)***
4. The effective date of approval shall be June 1, 2026 unless the approval is appealed to the Town Council by 5:00 PM on Friday, May 29, 2026. In accordance with Section 18.84.050 of the Development Code, the land use permits shall be exercised within two (2) years of the effective date of approval, and the project shall be completed within four (4) years after the effective date of approval. Otherwise the approval shall become null and void unless an

extension of time is granted by the Planning Commission, in compliance with Section 18.84.055 (Time Extensions). **(Planning Division)**

5. The applicant shall submit a Final Map/Condominium Plan to the Planning Division for review and approval, prepared by a licensed land surveyor or engineer, in accordance with the Subdivision Map Act and Town Subdivision Ordinance. The Final Map/Condominium Plan shall be recorded within two years of the date of approval (by June 1, 2028); otherwise, the approval of the Tentative Map shall become null and void, unless an application for a Time Extension is filed and approved per Section 18.96.150 (Extensions of Time for Tentative Maps). **(Planning Division)**
6. The Community Development Director may authorize minor alterations to the approved land use permits in accordance with Section 18.84.070(B)(1) of the Development Code, including a reduction in the size of the project. Major changes and alterations to the approved plans and conditions of approval shall be reviewed and approved by the Planning Commission in accordance with Section 18.84.070(B)(2) of the Development Code. **(Planning Division)**
7. Except as modified by these conditions of approval, the project shall comply with all applicable provisions and standards of the Truckee Railyard Mixed-Use Development Master Plan (November 2016) and applicable sections of the Development Code (effective date November 16, 2016 as required by the Development Agreement). **(Planning Division)**
8. Any fees due to the Town of Truckee for processing this project shall be paid to the Town within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted by this action. No permits or other actions authorized by this determination shall be permitted, authorized, or commenced until all outstanding fees are paid to the Town. **(Planning Division)**
9. The applicant shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town to attack, set aside, void, or annul the approval of the Town Council, which action is brought within the time period provided for by State law. **(Planning Division, Town Attorney)**
10. Plans submitted as part of the building permit application shall be separated based on discipline (e.g., architectural, structural, civil, mechanical, electrical, plumbing) and each sheet shall be flattened into one layer. This requirement is to ensure the documents are smaller and more easily navigable, which will make reviews more efficient. **(Planning Division)**
11. Prior to issuance of any grading or building permits for the project, the applicant shall provide performance guarantees with sufficient legal commitments and financial sureties to guarantee the faithful performance of any and all conditions of approval and completion of the phase or to guarantee the restoration of the site if the phase is not completed. The form, manner, and amount of the guarantee shall comply with the requirements of the Town Attorney and shall be reviewed and approved by the Community Development Director prior to issuance of permits. **(Development Code Section 18.84.040)**
12. Prior to commencement of any work on the site, the applicant shall obtain building permit(s) for all work on the building(s) and site. Complete building plans and engineering in accordance with the current Town Building Code will be required for all structures. The building plans shall include details and elevations for all State of California, Title 24,

and accessibility regulations. Please contact the Building Division at (530) 582-7821 to determine what permits are required. **(Building Division)**

13. Prior to building permit issuance, the applicant shall demonstrate compliance with all conditions and requirements of the following agencies, including, but not limited to:
  - Town of Truckee Engineering Division
  - Town of Truckee Building Division
  - Truckee Donner Public Utility District
  - Truckee Sanitary District
  - Truckee Fire Protection District
  - Nevada County Department of Environmental Health
  - Tahoe Truckee Sierra Disposal Company
  - Southwest Gas **(Planning Division)**
14. Prior to the issuance of grading or building permits or improvement plans, the applicant shall submit payment for a construction monitoring fee. The fee amount is established by the Town Fee Schedule in effect at the time of building permit submittal. **(Planning Division)**
15. *Construction Hours:* Hours of operation of construction activities shall be limited to Monday through Saturday 7:00 AM to 9:00 PM and Sunday and any federally designated holidays 9:00 AM to 6:00 PM, unless the Community Development Director authorizes an extension of the time limitations based on the finding that the noise levels from the construction activities will not negatively affect the residential uses in the surrounding area. If a noise complaint is received after the construction time limits are extended, the Community Development Director has the ability to render the extended time limits null and void and the applicant shall revert to the aforementioned hours of operation time limitations. Interior construction activities may occur after these hours if such activities will not result in exterior noise audible at property lines. Improvement, grading, and building plans shall note these limited hours of construction. Notice of the hours of construction shall be on the plan set prior to building permit issuance. See Mitigation Measures for additional restrictions to construction hours. **(Planning Division)**

### **Engineering Conditions**

16. Prior to building (grading) permit issuance, the project proponents shall submit improvement plans stamped by a licensed civil engineer to the satisfaction of the Town Engineer for all work both in and out of the proposed public right-of way, easements and private roadways.

The plans shall be prepared in accordance with the Town of Truckee Public Improvement and Engineering Standards dated May 2003; shall comply with the design standards identified in Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, such as hydro-modification requirements, or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit; and shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. The plans at a minimum shall incorporate proposed grades, drainage, driveway design and erosion control; and incorporate cost estimates for all work to be performed.

Said improvement plans shall be accompanied by appropriate plan check fees to be calculated by the Town Engineer at the time of plan approval. Public improvement plan check fees and inspection fees are calculated using the estimated construction costs. The

plan check fee is equal to the following formula based upon the estimated construction costs:

- 5% of valuation from \$0 to \$50,000
- 3% of valuation from \$50,000 to \$250,000
- 1% of valuation above \$250,000

The inspection fee, due prior to start of construction, is equal to the following formula based upon the estimated construction costs:

- 6% of valuation from \$0 to \$50,000
  - 4% of valuation from \$50,000 to \$250,000
  - 1.5% of valuation above \$250,000
- (Engineering Division Requirement)***

17. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the project proponents shall provide identification of all existing drainage on the property and adjacent properties, which may affect this project. This identification shall show discharge points on all downstream properties as well as drainage courses before and after the proposed development for the 10-year and 100-year flows. ***(Engineering Division Requirement)***
18. Prior to building (grading) permit issuance, the applicant shall provide an erosion control plan and stormwater quality plan, per the requirements of the Town of Truckee for review and approval that shows temporary construction BMPs and permanent on-site treatment of the 85th percentile, 24-hour storm. The plan shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. ***(Engineering Division Requirement)***
19. Prior to building (grading) permit issuance, the applicant shall submit a Best Management Practice (BMP) operation and maintenance plan to the Town Engineer for review and approval. Recordation of the operation and maintenance plan for permanent structural treatment control BMPs installed by the project may be required depending on the type of permanent BMP proposed. The property owner shall submit yearly BMP operation and maintenance certifications to the Engineering Division according to the Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit. ***(Engineering Division Requirement)***
20. Prior to building (grading) (grading) permit issuance, the applicant shall pay traffic impact fees applicable at the time of building permit issuance. As of September 16, 2025, based on 60 hotel rooms (including accessory "Event Space" of 2,449 SF and "Fitness/Wellness Space" of 2,292 SF), 25,824 SF of Multi-Family Residential, and 5,216 SF of Restaurant-Quality, the estimated traffic impact fees for the proposed project are **\$616,838.56**. The actual traffic impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. See Resolution No. 2023-07 for more information on the Town's AB1600 Fee Program. ***(Engineering Division Requirement)***
21. Prior to building (grading) permit issuance, the applicant shall pay facilities impact fees applicable at the time of building permit issuance. As of September 16, 2025, based on 60 hotel rooms (including accessory "Event Space" of 2,449 SF and "Fitness/Wellness Space" of 2,292 SF), 25,824 SF of Multi-Family Residential, and 5,216 SF of Restaurant-Quality, the estimated facilities impact fees for the proposed project are **\$67,554.08**. The actual

facilities impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. **(Engineering Division Requirement)**

22. Prior to building (grading) permit issuance, structures shall be designed such that snow will not shed into pedestrian areas, onto parked vehicles, into drive aisles, or onto adjacent properties/rights-of-way. **(Engineering Division Requirement)**
23. Prior to building (grading) permit issuance, provide a snow removal/storage plan for approval by Town Engineer that shows snow storage calculations (50% of impervious area), locations, and how snow will be put in those locations. Snow storage locations should be easily accessible (i.e. no curbs) and should be designed and located to limit night-time noise impacts to nearby residential areas. Provide snow storage as close to the source as possible with a means of containment (typically an earthen berm) to prevent contaminants from leaving the project site (if applicable based on topography/proximity to sensitive areas). Alternatively, hydronic heating within the driving surfaces may be approved by the Town Engineer for the required snow storage on-site. Snow storage is not permissible within or above stormwater conveyance and treatment facilities. The proposed project is located in proximity to municipal snow removal disposal locations, as a result, residential structures on the project site shall be designed to mitigate nighttime operational noise impacts (i.e. noise barriers, increased wall thicknesses, window types, etc.) from the nighttime snow removal operations' noise. **(Engineering Division Requirement)**
24. Frontage improvements will be required for the project that are consistent with the *Truckee Railyard Streetscape Plan* dated May 10, 2017. On-street parking, sidewalks, Clear Paths of Travel on sidewalks, and amenity zones will be required along the Donner Pass Road, Truckee Way, and Church Street frontages. A pedestrian connection between the proposed buildings and the public way (sidewalk) will be required. The limits of the proposed improvements will be reviewed and approved by the Town Engineer as a part of the improvement plan review prior to building (grading) permit issuance. **(Engineering Division Requirement)**
25. Prior to building (grading) permit issuance, the applicant will be required to enter into a Hold Harmless and Maintenance Agreement for any and all frontage improvements. There is a fee associated with the development of the Hold Harmless Maintenance Agreement. **(Engineering Division Requirement)**
26. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the applicant is required to offer for dedication to the Town an easement for any portions of the frontage improvements that are outside of the Donner Pass Road, Truckee Way, and Church Street rights-of-way. **(Engineering Division Requirement)**
27. The Property is part of the established Railyard Community Facilities District (CFD) for sidewalk maintenance and regional Transit operations. Property owner will be responsible for paying annual assessments in perpetuity, as determined by the CFD. **(Engineering Division Requirement, modified)**
28. Prior to Parcel Map Recordation, Lot Line Adjustment, Final Map Recordation, or certificate of occupancy, all roadway, drainage, frontage and utility improvements shall be constructed and approved by the respective responsible agencies or a financial surety in the following amounts consistent with section 18.108 of the Development Code and to the satisfaction of the Town Engineer:

- If provided as a cash deposit, 125% of the costs of the remaining improvements.
- If provided as a bond or letter of credit, a guarantee for Faithful Performance equal to 100% of the costs of the remaining improvements and a guarantee for Materials and Labor equal to 100% of the costs of the remaining improvements.

“Cost of remaining improvements” includes construction management costs. The limits of the remaining improvements will be reviewed and approved by the Town Engineer. **(Engineering Division Requirement)**

29. Prior to building (grading) permit issuance, approvals from individual utility providers impacted by the development shall be obtained and copies of approvals shall be provided to the Town Engineer to ensure there are no objections by affected utilities and that the project proponents are coordinating improvements. **(Engineering Division Requirement)**
30. Prior to building (grading) permit issuance or certificate of occupancy (whichever is specified), the applicant shall conform to all Engineering mitigation measures that are outlined in the adopted Railyard Master Plan Environmental Impact Report – and Mitigation Monitoring and Reporting Program. **(Engineering Division Requirement)**
31. Prior to Certificate of Occupancy, the applicant shall provide to the Town As-Builts for all public improvements required by the project, including, but not limited to: sidewalks, trails, transit shelters, drainage facilities, etc. The as-built drawings shall be completed by the Contractor, and submitted to the Engineer in electronic format upon completion of construction and prior to the acceptance of the improvements by the Town Engineer. As-built drawings shall include all changes made during construction and shall be signed by the engineer of record and the contractor. In addition, a digital copy of the plans and survey control shall be submitted for the Town's use.

Electronic files shall be submitted to the Town of Truckee in PDF format and in one or more of the following formats:

- AutoCAD 2025 (or older) format \*.dwg CAD files to generate all final drawings and maps, with any associated images as geo-referenced 8-bit PC format TIFF files, with coordinate system defined.
  - ArcGIS-compatible shapefiles or coverages, with images as geo-referenced 8-bit PC format TIFF files, and any raster data in ESRI GRID format, with coordinate system defined.
32. The CAD or GIS system must have a defined coordinate system. The Town prefers that all submitted data be in Lambert Conformal Conic NAD 1983 CA State Plane II FIPS project, to match the existing Town of Truckee GIS data. **(Engineering Division Requirement)**

**Other Conditions of Approval**

33. Parking Requirements: Parking requirements for the project are calculated per the Railyard Master Plan Parking Management Plan:

Use	Units/Square Feet	Parking requirement	Parking Demand
Residential 1 BR	2 units	1 space per 1BR	2
Residential 2 BR	12 units	1.5 spaces per 2BR	18
Residential 3 BR	3 units	2 spaces per 3BR	6
Hotel	60 units	1 spaces per hotel unit	60.0

Restaurant/bar (public portion)	2,586	3.0 spaces per 1,000 square feet of development	7.8
Fitness/meeting rooms (public portion)	1,077		3.2
Retail on Truckee Way (public portion)	406		1.2
Outdoor dining areas (public portion)	1,327.3		8.5
Outdoor plaza (public portion)	717.5	1 per 50 sf (per Development Code)	14.4
<b>Total</b>			121

A total of 121 parking spaces is required. With the 19 parking spaces onsite, 102 parking spaces shall be accommodated through the Parking District Railyard parking bank. One parking space is being removed on Truckee Way, at the Truckee Way driveway entrance. One parking space will be removed from the Parking District Railyard parking bank. Prior to building permit issuance, the Town of Truckee Railyard Tracking Sheet shall be updated to deduct the 102 parking spaces from the pool of parking. No parking in the Parking District shall be specifically dedicated to this project. ***(Railyard Development Agreement Railyard Mixed-Use Development Parking Management Plan II.B.4)***

34. **Parking Requirements:** The parking and circulation dimensions shall be in compliance with Development Code Chapter 18.48 (Parking and Loading Standards). All parking spaces and walkways shall be kept clear of snow so they are useable year-round. Snow must be kept on the confines of the property as approved, and may not be moved onto or stored on the Town maintained right-of-way or Town snow storage easements, unless specifically approved by the Town Engineer. A “Please Turn Right” sign shall be installed in the onsite parking lot to encourage users to turn right onto Church Street when exiting the site. ***(Development Code Chapter 18.48)***
  
35. **Residential Parking:** Seventeen onsite spaces shall be allocated to the residential units. Each residential unit shall be allocated one on-site parking space, unless a resident specifically provides written acknowledgement that they are choosing not to use the onsite parking. Parking spaces shall be clearly marked and monitored by the property manager. This information shall be identified in the required CC&Rs and property management agreement. Residential tenants using the Parking District for additional parking shall be subject to the Residential Parking Permit requirements of the Parking District. ***(Railyard Development Agreement Railyard Mixed-Use Development Parking Management Plan II.B.4)***
  
36. **Parking Management:**
  - a. **Offsite Parking Requirement:** Prior to grading or building permit submittal, the applicant shall identify a site, obtain property owner permission, and secure appropriate land use entitlements, including any applicable environmental review, for an offsite private overnight and overflow parking site. The following minimum criteria shall be required for the future offsite parking area:
    - The property owner shall be the designated applicant and signer for the Planning application and shall be responsible for the conditions of approval. The agreement

between the offsite parking area property owner and the Railyard Hotel property owner shall be included in the initial application for the request.

- The offsite parking area shall not be approved as a standalone surface parking area. If a vacant site is identified as the offsite parking area, a new use and structure will be required to be proposed as part of the land use entitlement. The new structure and use shall be consistent with the intent of the Railyard Master Plan design guidelines and shall have building frontage that fully shields the offsite parking area from the public right-of-way. Timelines for construction of the new use and structure shall be identified and shall ensure operation prior to occupancy of the hotel.
- The offsite parking lot shall be improved or constructed consistent with the approved land use entitlements prior to occupancy of the Railyard Hotel.
- The offsite parking site shall have a dedicated area to accommodate a minimum number of parking spaces equal to the difference between the parking spaces required by the hotel component of the Railyard Hotel project and the number of parking passes that may be utilized by the Town's Parking District by a future Town Valet Permit Program. (For example, if 60 parking spaces are required for the hotel use and 40 valet parking permits are available in the Parking District for use by a hotel in the Railyard Master Plan Area, 20 parking spaces will be required to be provided offsite). If the difference is zero or there are more valet permits available than required for the hotel, the offsite parking spaces are not required; however, an offsite parking area may be voluntarily pursued consistent with this condition, except for the minimum number of spaces. The parking spaces shall be consistent with the parking and circulation dimension standards of the Development Code.
- The property owner of the offsite parking area shall acknowledge that they are waiving the use of the Assembly Bill 2097 (2022) which prohibits local jurisdictions from imposing minimum parking requirements for most uses within a half-mile of a major transit stop. Since this bill does not apply to hotel uses, the offsite parking area property will be associated with the hotel use in perpetuity unless an alternative offsite parking area is identified through a new land use entitlement.
- A parking demand analysis for the designated offsite parking project site shall be required for the offsite parking site. If an existing use is established on the site, the parking demand analysis shall determine the actual use of the parking area at different times during the year, during expected hours of operation of the hotel valet parking. As part of the land use entitlements, the impacts on the existing or primary use will be analyzed.
- A parking management plan shall be required to be reviewed and approved by the Public Works Director prior to grading or building permit issuance of the offsite parking area or prior to grading or building permit issuance for the hotel, if no grading or building permit is required for the offsite parking area. The parking management plan shall include, but is not limited to, how and when the use of the parking spaces will be triggered, hours of use, the proposed parking configuration, circulation, how the parking will be reserved and secured, prioritization of parking areas and the Parking District, when the parking will be moved offsite, etc. The parking management shall be reviewed in conjunction with the parking management plan for the Railyard Hotel and annual review shall be required at the expense of the applicant. Methods to reduce the impact on the primary use(s) and reduce vehicle trips (both by guests and valet attendants) shall be included unless adequately addressed in the Railyard Hotel parking management plan. Tandem parking within private lots to accommodate additional vehicles beyond the minimum parking spaces in the same designated area may be approved as part of the parking management plan.

- The application shall include a description of anticipated snow removal operations for the offsite parking area.
- b. Parking Management Plan: Prior to grading or building permit issuance, an initial Parking Management Plan, including a valet service plan, parking management plan, and alternative transportation incentive program shall be submitted to the Public Works Director for review and approval. The plan is required to provide a detailed valet service and parking management plan that addresses the Town's April 28, 2026 comments to the March 27, 2026 Draft Parking Management Plan presented by LSC for the Common Pine Hotel, including specifics to the following questions:

Valet-Specific Questions:

- How many valet service employees will be on staff at any point?
- Where will the valet service be conducted (drop off location with adequate space for queuing)?
- Will a follow car be used? If so, where will it be parked?
- How will the locations of the valet vehicles be tracked?
- How will the paid parking be tracked and paid?
- How will parking be managed during peak events such as Truckee Thursdays?
- What are the potential solutions if there is no parking available off-site within the parking district?
- How will the hotel track when to move vehicles due to time limits and snow removal operations?
- How will the hotel address the potential impacts to guests and residents in the event vehicles are towed?
- How will ADA compliance be maintained for drop off services and who is the point of contact to ensure compliance?
- How will the valet program be updated or revised in the event of failure?

Alternative Transportation Incentive Plan

- How will alternative transportation be incentivized for employees, guests, and residents? Include anticipated transportation and parking demand reduction generated by each incentive and method for evaluation and reporting effectiveness.
- If a shuttle is proposed, identify how it will be utilized, where it will park, and method for evaluation and reporting effectiveness.
- Clearly identify what programs and financial incentives will be provided by the property management.

Parking Management Plan

- What are the notification procedures for off-site residential parking permits (in the case vehicles need to be relocated for snow removal or other parking lot maintenance)?
- What are the enforcement mechanisms? Will there be penalties for noncompliance?
- How will neighbor complaints be received, monitored, and resolved?
- Develop a monitoring plan that includes on-site parking lot utilization by season; number of off-site residential and valet parking permits acquired; peak demand by time of day, length of stay, average turnaround times, average wait and retrieval times, and number of employees by season, time of day, and day of week for valet services; public and private parking areas/locations used and how often; complaints received; fines incurred; any instances of towing; participation in and effectiveness alternative transportation incentives; and parking unbundling program. Monitoring Plan should identify areas of improvement and propose adaptive management

measures. Monitoring Plan and reporting periods shall be presented in a quarterly manner (e.g., Quarter 1: July-September, Quarter 2: October-December, Quarter 3: January-March, Quarter 4: April-June).

Use of the public right-of-way to transfer vehicles to valet service is prohibited. A final PMP addressing the items identified above shall be submitted prior to building permit final. Annual submittal of the Parking Management Plan shall be required for review and approval by the Engineering Division. The annual review shall include a report on the past year's operations of the Parking Management Plan, including the monitoring items identified above and with reporting presented in a quarterly manner (e.g., Quarter 1: July-September, Quarter 2: October-December, Quarter 3: January-March, Quarter 4: April-June). Modifications may be required based on updates to the Town's Parking District management policies and any ongoing operational challenges or complaints. The property owner shall be responsible for paying the fee for Planning and/or Engineering staff time for the review based on the hourly staff time amount established by the Town Fee Schedule at the time of the review. ***(Planning and Engineering Divisions Recommendation)***

37. Unbundled Parking: Unbundled parking for multi-family residential buildings is required in the DE District. Unbundled parking separates housing and parking costs. Traditionally, the cost of an apartment or condo unit includes one or more parking spaces, regardless of whether the tenant/owner is using them or not. Unbundling allows residents to choose the number of parking spaces they use and pay for accordingly. Management of unbundled parking shall be included in the property management agreement and parking management plan. ***(Railyard Development Agreement Railyard Mixed-Use Development Parking Management Plan II.D.2)***
38. Loading Spaces: The loading spaces shall be managed to minimize conflict with commercial unloading/loading and valet services and residential users. Loading areas shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained by the property owner/tenant in a clear and visible manner at all times. Loading and unloading shall occur wholly out of the public right-of-way and shall be confined to the private onsite parking area of the project. Signage, reviewed and approved by the Community Development Director, shall be applied to the dumpster enclosures to indicate dates and times the area is required to remain clear for trash service. Deliveries and pick-ups shall be scheduled to avoid conflict with trash service and neighbors. ***(Development Code Section 18.48.100, modified)***
39. Bicycle Parking Quantity: The number of bicycle parking spaces shall comply with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). Based on the parking demand calculations of the Railyard Master Plan Parking Management Plan, a minimum of 14 short-term and eight long-term bicycle parking spaces is required. Long-term bicycle parking shall be allocated to the residential units and shall be located at ground level and covered from the elements and may be located in a locked enclosure or secure area internal to a building. Prior to building permit issuance, the Planning Division shall verify that the project provides the required number of secure bicycle parking spaces or storage prior to building permit issuance. The dimensions, location, and design of the bicycle parking shall be in compliance with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). ***(Railyard Development Agreement Railyard Mixed-Use Development Parking Management Plan II.B.4)***
40. Bicycle Parking Installation: Prior to building permit final, the short-term and long-term bicycle parking spaces shall be installed. Each bicycle parking space shall include a

stationary parking device, mounted to the ground to adequately support the bicycle. Each bicycle space shall be a minimum of two feet in width and six feet in length and have a minimum of seven feet of overhead clearance; shall be conveniently located and generally within proximity to the main entrance of a structure; and be separated from motor vehicle parking spaces or aisles by a fence, wall or curb, or by at least five feet of open area, marked to prohibit motor vehicle parking. **(Development Code Section 18.48.090)**

41. Property Management: The nonresidential and residential uses shall be required to share a property management company under one comprehensive property management agreement. The property management agreement is required to be submitted to the Community Development Director for review and approval prior to building permit final. The property management agreement shall include information on how the following will be managed, maintained, and used: nonresidential uses and residential uses, building exterior/interior and common areas, snow removal and storage, landscaping solid waste and recycling, loading/unloading, and the onsite vehicle and bicycle parking. The agreement shall include a requirement that 15 parking spaces on site shall be designated for the residential units and a description of how the spaces would be managed and monitored. The agreement shall also include how the unbundled residential parking will be managed and monitored. **(Planning Division Recommendation)**
  
42. Parking Disclosure: Prior to building permit final, the property owner is required to record a disclosure with the Nevada County Recorder's office, providing information regarding the Town having a Downtown Parking District, which restricts parking overnight and is not guaranteed to be available for long-term residential or hotel parking. The notification shall also be provided in perpetuity in the CC&Rs and to each new tenant as part of any lease agreement. This notification shall disclose that off-site parking will be subject to current Town Municipal Code and California Vehicle Code fines, fees, and enforcement, Downtown Parking Policies, and that there is no guarantee that the Downtown Parking District has capacity for residential or hotel parking. A draft of the disclosure shall be submitted for review and approval by the Community Development Director and Public Works Director prior to building permit issuance, and a copy of the recordation shall be provided to the Town prior to issuance of certificate of occupancy.

Additionally, the property owner is required to provide notification to all guests and residents on a regular basis regarding parking restrictions within the Town's Parking District, including nighttime snow removal operations, Truckee Thursdays events, roadway/parking closures, and other restrictions currently or in the future implemented by the Town that may affect users of the project.

**(Engineering Division, Transportation and Parking Division, and Planning Division)**

43. Future Uses: Uses within the individual tenant spaces are not established as part of this approval. Appropriate land use permit applications shall be submitted to establish the restaurant/bar, health/fitness, and outdoor plaza uses. Any permitted use may be approved through a Zoning Clearance, which would be reviewed and approved by the Community Development Director. Future changes of use of a tenant space shall also require approval of a Zoning Clearance or Use Permit. **(Planning Division)**
  
44. Short-Term Rentals (STR): Prior to the short-term rental (transient rental) of any of the multifamily residential dwellings, the property owner of each such unit shall obtain a transient occupancy registration certificate. The owner and/or operator of such unit shall pay transient occupancy tax in compliance with Chapter 3.24 of the Truckee Municipal Code. Each dwelling operated as a short-term rental shall comply with Town of Truckee Municipal Code Sections 5.02.040 and 5.02.050.B–F, as may be amended, and the owners and

operators of such dwellings shall comply with all other legally applicable provisions of Chapter 5.02 of the Truckee Municipal Code, if any. Nothing in this condition is intended to, nor shall it be construed to, require the developer or any owner of a multifamily residential unit within the project to waive, concede, or impair any vested right or any other rights, claims, or defenses they may possess. **(Planning Division, Short-Term Rental Division, Town Attorney)**

45. Affordable Housing Requirements:

*Inclusionary Housing:* 17 dwelling units x 15% = 2.6 inclusionary housing units are required.

*Workforce Housing:*

Commercial: 10,291 s.f. /500 s.f. = 20.6 FTEE

Hotel: 60 units x 0.33 = 19.8 FTEE (assuming 0.33 FTEE per hotel unit)

Total: 40.4 FTEE

For projects that generate 40 or more FTEE, the project is divided by 7 FTEE.

5.8 workforce housing units are required (40.4/7).

Combined, a total of 8.4 affordable housing units is required. The applicant may elect one of the following two options to fulfill the affordable housing requirements for this project:

- a. Nine affordable housing credits shall be allocated to the project from the Artist Lofts development. Prior to building permit issuance, the Town of Truckee Railyard Tracking Sheet shall be updated to deduct the six affordable housing credits from the Artist Lofts development.

OR

- b. Eight affordable housing credits shall be allocated to the project from the Artist Lofts development and payment of 40% of an affordable housing in-lieu fee shall be required. Prior to building permit issuance, the Town of Truckee Railyard Tracking Sheet shall be updated to deduct the five affordable housing credits from the Artist Lofts development and payment of the required affordable housing in-lieu fee and administrative fee shall be paid.

***(Planning Division Recommendation; based on the Railyard Development Agreement Truckee Railyard Mixed-Use Development Master Plan Affordable Housing Plan)***

46. Screening: Any mechanical equipment, including utility meters and individual air conditioning units, shall be screened from public view and designed to complement the adjacent building design. Screening shall be compatible in color and materials of adjacent buildings. All flashing, vents, gutters, and bear boxes shall be painted in a color to blend with adjacent building colors. Prior to building permit final, all screening will be inspected to ensure compliance with this condition. ***(Development Code Section 18.30.110)***
47. Equipment: Prior to building permit issuance, any/all roof-mounted and ground-mounted equipment shall be shown on the plans for review and approval. Roof-mounted equipment shall comply with the height requirements of the applicable zoning district. Prior to final occupancy, any/all roof-mounted and ground-mounted equipment shall be screened with an

architectural compatible design, in accordance with Development Code Section 18.30.110.D. (**Development Code Section 18.30.110**)

48. Solid Waste and Recycling: Prior to building permit issuance, a final solid waste plan shall be approved by the Solid Waste and Recycling Division to verify that the project is in compliance with Development Code Section 18.30.150 (Solid Waste/Recyclable Material Storage), including but not limited to minimum solid waste and recyclable material storage area requirements in compliance with State of California requirements for food waste. The applicant shall provide a copy of a "will-serve" letter or equivalent from Tahoe Truckee Sierra Disposal (TTSD) to ensure that the final solid waste and recycling collection plan will be serviced by TTSD. The applicant shall ensure that TTSD has reviewed the locations and vertical clearance proposed for the project to ensure adequate service can be provided. The proposed storage areas are required to be located within 250 feet of an access doorway to the commercial spaces and residential units which they are intended to serve and should accommodate storage of all mixed waste, recyclables and cardboard. The storage areas shall be properly screened and resistant to wildlife. Storage areas are required to be compatible with the project and surrounding structures and land uses and screened from the public right-of-way. The proposed eight-foot-tall enclosure shall be reduced to six-foot tall enclosure. The solid waste and recycling receptacle area(s) shall be designed to divert drainage from adjoining roofs and pavement around the receptacle. The solid waste and recycling receptacle(s) shall also be covered when not in use or during storm events. The applicant shall pay to have the project site serviced as frequently as necessary to ensure there is no stockpiling of food byproducts, garbage, packaging materials, etc. and to reduce potential impacts on adjacent properties in terms of odors, wildlife nuisances, etc. The solid waste and recyclables storage areas shall be kept tidy and free from loose debris at all times. (**Planning Division, Development Code Section 18.30.150**)
49. All building materials and colors shall be consistent with the approved plan set, and as described in the May 19, 2026 Planning Commission staff report. No reflective materials shall be allowed. The use of cultured stone, vinyl, and white stucco shall be prohibited. Natural stone and/or natural stone veneer may be used. (**Planning Division Recommendation**)
50. Public Art: Any public art installed on the exterior of the project shall require submittal of a separate Zoning Clearance application, which would be reviewed and approved by the Planning Commission. (**Planning Division Recommendation**)
51. Exterior Lighting: Prior to building permit issuance, a lighting plan identifying locations, types, and lumens for all lights on site, including building and site lighting shall be submitted. All lights are required to be fully shielded and shall not trespass onto adjacent properties. The fixture design(s) shall be reviewed and approved by the Community Development Director for compliance with the Development Code and compatibility with the architecture. A photometric plan and/or a light output plan may be required if there appears to be lights close to property lines or if the Community Development Director determines that there is a potential excess of lighting. If the photometric study shows that light will trespass onto adjacent properties or the light output from the light fixtures overlap, the lighting plan shall be modified and/or light fixtures shall be removed. Timers and sensors are required to be used to ensure that excessive lighting is avoided. The lighting for the project, shall not exceed 95,000 lumens (100,000 x 0.95 acres) and shall be limited to the minimum necessary to address building code or safety concerns as identified by the Chief Building Official or lighting specialist. Lights shall be color corrected with warm color temperatures, 3,000K or less. (**Development Code Section 18.30.060**)

52. Utilities: All new utilities to serve the subject property shall be undergrounded in accordance with the requirements of the Development Code and the Public Works Director. The entirety of this work shall be completed in conjunction with the grading plans for the development and shall be included in the engineered improvement plans prepared for this project. **(Development Code Section 18.30.160)**
53. Fences: All fences shall be a maximum height of four feet and shall consist of wood, wrought iron, or masonry material for all areas. **(Railyard Master Plan 5.5.A.8).**
54. Final Landscaping Plan: The project shall provide landscaping in accordance with Chapters 18.40 and 18.42 and Section 18.30.155 of the Development Code, and as follows:
- Prior to building permit issuance, the applicants shall submit a final landscaping plan for review and approval by the Community Development Director. All plants shall be appropriate for the Truckee climate. Native, adapted, and drought tolerant plants are preferred. The size and quantity of landscaping shall be in compliance with the Town's Landscape Ordinance. The final landscape plan shall include the irrigation design plan. Projects requiring Commission approval due to their size or use shall require plans be prepared by a licensed landscape architect or licensed contractor contracted to complete the installation.
  - Prior to building permit issuance, the applicant shall submit documentation of compliance with Development Code Section 18.40.060 (Water Efficient Landscape Ordinance), including all required Water Efficient Landscape Worksheets including Worksheet A (Maximum Allowed Water Allowance) for review and approval by the Community Development Director.
  - Prior to issuance of a temporary or final certificate of occupancy, the applicant shall submit to the Planning Division Worksheet B (Certificate of Completion) of the Water Efficient Landscape Ordinance and a complete maintenance plan and contract, ensuring proper maintenance of all landscaping and irrigation, to be approved by the Community Development Director. The property owner shall be responsible for maintaining all plantings and irrigation, and in any case where required plantings have not survived, the property owner shall be responsible for replacement with equal or better plant materials.
  - At least one week prior to issuance of a temporary or final certificate of occupancy, the applicant shall request an on-site inspection from the Planning Division for all landscaping and irrigation, and the applicant shall submit a landscape inspection fee in the amount established by the Town Fee Schedule at the time of the request (currently \$321). All landscaping shall be installed in accordance with the final landscape plan and these landscape conditions prior to issuance of a temporary certificate of occupancy OR installation of the landscaping shall be guaranteed by a performance guarantee or other acceptable security prior to issuance of a temporary certificate of occupancy and installation shall be completed prior to issuance of a final certificate of occupancy.
  - Maintenance of all plantings and irrigation is required. In any case where required plantings have not survived, the property owner shall be responsible for replacement with equal or better plant materials **(Development Code Section 18.40.030)**
55. Impact Fees: The applicant shall pay all required impact fees as required by each respective District, including fire, school and recreation fees. Enforcement and clarification to any of these agency/district requirements and the necessary timing for satisfying these requirements is at the discretion of the respective agency/district. **(Planning Division)**

56. Dust Suppression Plan: Prior to building permit issuance, the applicant shall provide a dust suppression plan, in compliance with Development Code Section 18.30.030 (Air Emissions). See the Mitigation Measures for additional requirements related to dust suppression. **(Development Code Section 18.30.030)**
57. Air Quality – Erosion: All graded areas shall be protected from wind and water erosion. Interim erosion control plans shall be required, certified by the project engineer, and reviewed and approved by the Public Works Director prior to building permit issuance. Permanent erosion control measures in accordance with Best Management Practices of the “Project Guidelines for Erosion Control for the Truckee River Hydrologic Unit” as adopted by the Lahontan Regional Water Quality Control Board shall be reviewed by the Public Works Director prior to building permit issuance. Prior to building permit final, the permanent erosion control shall be reviewed and approved by the Building Division. See the Mitigation Measures for additional requirements related to dust suppression. **(Development Code Sections 18.30.030 and 18.30.050)**
58. Air Quality: No wood-burning appliances are proposed or approved as part of this project. **(Planning Division)**
59. Survey: Prior to building permit issuance, a survey shall be submitted that shows topography, all existing improvements, and easements on the property. The survey is required to be stamped and signed by a licensed surveyor. **(Planning Division)**
60. Easements: No structures, including overhangs and signs, shall be located in easements. For temporary features that may require heavy equipment to remove the encroachment, acknowledgement and approval from all easement holders is required prior to installation. **(Planning Division)**
61. Signs: No signs are proposed or approved as part of this approval. A Sign Plan application, consistent with the Development Code requirements for signs, shall be submitted for review and approval by the Planning Division prior to installation of any signage. The required Sign Plan review fee will be based on the Town of Truckee fee schedule in effect at the time the Sign Plan application is submitted. **(Planning Division)**
62. Temporary Signs: No temporary signage is approved with this project. Any future temporary signage shall be required to apply for a Temporary Sign Permit for review and approval. **(Planning Division)**
63. Noise: The project shall comply with the Town’s Noise Ordinances (Chapters 9.20 and 18.44 of the Municipal Code). To ensure compliance with the Noise Ordinances, the use of the outdoor plaza area, outdoor seating areas, and outdoor pool area shall be prohibited before 7:00 AM and after 10:00 PM and outdoor amplified noise shall be prohibited at all times. Outdoor amplified noise includes noise generated from the interior of the building that can be heard outside. Nonamplified noise shall require compliance with the Noise Ordinances. If ongoing verifiable complaints are received related to noise, then a noise study will be required to identify the maximum volumes and decibels allowed to ensure compliance with the noise standards. The noise study shall be conducted by an acoustical expert and shall test the indoor sound systems to determine the appropriate levels and configurations to comply with the Town's Noise Ordinance. The analysis should include review of the noise at or around the nearest residences under varying conditions such as with the windows/doors opened and closed, varying levels of volume and bass, etc. The acoustical expert shall create a report and recommendation list (including, but not limited to

window/door openings, volume levels, orientation/modification of speakers) to ensure compliance with the Noise Ordinance to be reviewed by the Community Development Director. The Community Development Director may require implementation of all or a portion of the recommendations to ensure compatibility with the neighborhood. ***(Development Code Chapter 18.44)***

64. Outdoor Dining: The outdoor seating areas shall be located wholly on private property in designated outdoor dining areas. The outdoor seating areas shall be maintained by the tenant and/or property owner and shall only be used as an accessory to the primary “restaurant” or the primary “bar” use. The outdoor seating areas shall not be rented separately from the primary uses. ***(Planning Division)***
65. No outdoor storage or display is approved as part of this project. ***(Planning Division)***
66. The project shall comply with all requirements of the California Department of Alcohol and Beverage Control, including requirements for fencing and licensing. ***(Planning Division)***

### **Tentative Map Conditions of Approval**

67. The applicant shall submit Final Map/Condominium check prints, all required information, and applicable fees to the Planning Division for review and approval with the Final Map application. The Final Map shall be prepared by a licensed land surveyor or engineer in accordance with the Subdivision Map Act and Town Subdivision Ordinance (Chapter 18.92 - Subdivision Design and Improvement Requirements and Chapter 18.108 - Subdivision Improvement Plans and Agreements). ***(Development Code Section 18.98.040)***
68. The condominium plan for the residential units shall be filed and recorded concurrently with the recordation of the Final Map creating the hotel lot and future condo units. The plan shall include, but not be limited to, provisions for common maintenance of all shared spaces between the nonresidential and residential uses, parking, landscaping, balconies, and buildings. The plan shall comply with all applicable requirements of the Development Permit and Zoning Clearances and shall be reviewed and approved by the Community Development Director prior to recordation of the Final Map/Condominium Plan. The condominium plan for the residential units may be filed and recorded subsequent to the recordation of the Final Map subject to the following requirements:
  - a. The number of approved units is noted on the Final Map, and the total number of units described in the condominium plan does not increase above the number noted in the Final Map.
  - b. The three-dimensional portions of the property are described in the condominium plan, as defined in subdivision (e) of Section 1351 of the California Civil Code.
  - c. An agreement with sufficient legal commitments and/or financial sureties is executed between the Town and the applicant, including successors-in-interest, to ensure filing and recordation of the condominium plan for the residential units within two years of the date of the recordation of the Final Map/Condominium Plan for the hotel unit and condominium units. The agreement shall contain provisions requiring the recordation of a reversion to acreage final map for the property if the condominium plan is not recorded within the required timelines. The agreement shall be prepared by the applicant in accordance with the requirements of the Community Development Director and Town Attorney and shall be reviewed and approved by the Community Development Director and Town Attorney.

69. The Final Map shall be in substantial conformance with the approved Tentative Map except as modified by these conditions of approval. **(Planning Division)**
70. The applicant shall submit a certified copy of the tax certificate executed by the Nevada County Tax Collector prior to Parcel Map recordation. **(Nevada County Tax Collector's Office)**
71. The CC&Rs shall be submitted to the Community Development Director for review and approval prior to recordation of the Final Map. The CC&Rs shall be filed and recorded concurrently with the recording of the Parcel Map. The CC&Rs shall include information consistent with the property management agreement on how the property will be maintained and used, including, but not limited to: nonresidential uses and residential uses, building exterior/interior and common areas, snow removal and storage, landscaping, solid waste and recycling, loading/unloading, and the onsite vehicle and bicycle parking. **(Planning Division Recommendation)**
72. Wood-burning devices shall be prohibited within the subdivision by placing a deed restriction on the title and the Parcel Map. **(Planning Division)**
73. Prior to recordation of a tentative map or parcel map, the applicant shall pay all Quimby Act Fees for all approved residential units as required by the Truckee-Donner Recreation and Park District.

The fees shall be based upon the most recent fee or fee schedule that was adopted by the Town Council, and which is in effect at the time payment is received. **(Truckee Donner Recreation and Park District)**

74. A note shall be placed on the Parcel Map stating that future residential subdivisions and/or creation of additional residential units shall require payment of additional Quimby fees based on the latest fee that was adopted by Town Council resolution at the time of payment. **(Truckee Donner Recreation and Park District)**
75. As noted in Condition of Approval No.60, an easement will be required for the new water pipe across the proposed patio/paver area. The Final Map should be modified to show this easement, or a separate easement document will be required. **(TDPUD Water)**

#### **Other Agencies**

76. The project shall comply with all requirements of the Truckee Sanitary District, including, but not limited to the following:
  - The Truckee Sanitary District requires a properly sized grease interceptor to serve the proposed kitchen facilities in accordance with District Code Ordinance 1-2022. **(TSD)**
77. Prior to building permit issuance, the proposed commercial Food Facility, including any Bar(s), Pool(s), and Spa(s) will require an annual permit from NCDEH. **(NCDEH)**
78. Prior to building issuance, a Major Food Facility plan review and Major Pool plan review must be submitted and applicable fees paid. The plan review submittals must contain digital copies of the design plans for the construction (If submitted in paper form please include 2), along with equipment specifications, any proposed retail area, storage areas, janitorial areas, restrooms, plumbing, electrical, etc. This plan check submittal must be approved before any construction of the food facility or pool/spas can begin. **(NCDEH)**

79. Prior to occupancy of the building, the facility shall pass a final construction inspection with Environmental Health, apply for an annual Certificate of Operation for a Restaurant/Bar/Pool/Spa, and pay applicable fees prior to opening. **(NCDEH)**
80. The applicant shall comply with all requirements of the Truckee Donner Public Utility District Electric Department including, but not limited to, the following:
- The Owner/Developer will be required to comply with Truckee Donner Public Utility District rules and regulations for the proposed project. An agreement for the modification of facilities will be necessary. The detailed scope of work and the associated costs will be determined based on the District's review of the completed development application and supporting documentation. **(TDPUD Electric)**
81. The applicant shall comply with all requirements of the Truckee Donner Public Utility District Water Department including, but not limited to, the following:
- a. Each of the 17 for-sale units shall be equipped with a separate water meter. It is recommended that the owner/developer schedule a meeting with the Truckee Donner Public Utility District to discuss this requirement further. (Section 6.52.040.1 Number of Meters – Residential)
  - b. The proposed project is subject to the requirements of AB 1881 and installation of a separate dedicated irrigation meter will be required if the project has 5,000 square feet or more of irrigated landscape. It should be noted that the submitted Conceptual Landscape Plan lists the irrigated landscape area as 3,124 square feet.
  - c. On the south side of Church Street to the east of the existing fire hydrant is an existing 8-inch lateral intended to provide service to this parcel. This is not an existing meter box and installation of appropriate water metering facilities will be required. The exact location and configuration of the water metering facilities shall be determined during the development agreement plan review process.
  - d. There is an existing water pipeline along the northwesterly property line in the southwestern portion of the property. This pipe feeds water meter boxes that are located in this area providing service to properties on Church Street. The PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN (Drawing 4) shows a water pipe that connects from this existing pipe to the existing pipe in Donner Pass Road across the proposed patio/paver area. Such a pipe does not exist at this time. The District will require that this pipe interconnection be constructed as part of the project and that an appropriate easement be dedicated to the District. A callout and notes indicating this work should be added to Drawing 4.
  - e. As noted above, an easement will be required for the new water pipe across the proposed patio/paver area. The proposed Tentative Map should be modified to show this easement, or a separate easement document will be required.
  - f. There is an existing 8-inch water main located along the southern property line of the project site. The Conceptual Landscape Plan and the Updated Exterior Renderings show a row of trees to be planted in essentially this same location. The District objects to the intentional planting of large trees (or trees that will grow to be large) directly above a water pipeline. Further discussions with the owner/developer regarding this issue are required. **(TDPUD Water)**

82. Prior to issuance of any grading or building permit, the applicant shall pay all AB1600 Impact Fees for all approved residential dwelling square footage as required by the Truckee-Donner Recreation and Park District. The fees shall be based upon the most recent fee or fee schedule that was adopted by the Town Council, and which is in effect at the time payment is received. (Truckee Donner Recreation and Park District). **(TDRPD)**
83. The applicant shall comply with all requirements of the Truckee Fire Protection District including, but not limited to, the following:
  - a. The Fire District routinely adopts and amends the California Fire Code. New developments are required to comply with the locally adopted and amended Fire Code that is in effect at the time the project is permitted. Complete plans must be submitted to the Fire District for review and approval (<https://www.truckeefire.org/plan-review>). The developer will be responsible for plan review fees for both in house plan reviews as well as third party plan reviews conducted to ensure compliance with the locally adopted fire code. The developer is required to comply with the Fire District's interpretation of the Fire Code as the authority having jurisdiction. Some typical interpretations include: providing Knox key box access for building control rooms and gates, providing markers, snow removal, and vehicle impact protection for fire hydrants, providing and maintaining pre-fire safety plans for Fire District use and, limiting vertical combustible construction prior to completion of an emergency water supply.
  - b. The Fire District has adopted a capital facilities mitigation program that applies to new developments. The developer will be required to pay fire mitigation fees at the appropriate rate when the project is permitted.
  - c. The developer is required to comply with the Fire District's currently adopted defensible space ordinance, PRC 4291, Government Code section 51183, and Title 14 of the Board of Forestry Fire Safe Regulations throughout the life of the project. The Zone 0 "ignition resistant zone" will be in effect after January 1st 2023 for new construction and January 1st 2024 for existing construction. A vegetation management plan that addresses the creation and continued maintenance of defensible space around the project area will be required. Any new landscaping will need to comply with defensible space laws as outlined in PRC 4291 and local ordinance. Truckee Fire is not responsible for marking vegetation for removal or reviewing your landscape architecture plan to meet these requirements. This is the responsibility of the developer.
  - d. Inspections can be scheduled at <https://www.truckeefire.org/inspections-2>
  - e. Sprinkler plans can be submitted as a deferred submittal to EFS Engineered Fire Systems, Inc. (<https://engineeredfiresystems.com/>) **(TFPD)**
84. The applicant shall make all reasonable efforts to contract with and hire a Washoe Tribal Monitor to be on site during ground disturbance activities. The intent of this condition is to only require reasonable monitoring fees and timelines that are consistent with other similar monitoring services. Prior to building permit issuance, documentation of execution of this contract with the Washoe Tribe shall be provided to the Planning Division. **(Planning Division Recommendation)**

**Applicable Mitigation Measures from the Railyard Master Plan EIR**

The applicant shall comply with the adopted Railyard Master Plan Mitigation Monitoring and Reporting Program. A matrix or letter identifying how all requirements have been or will be met is required as part of any grading or building permit application (See Condition of Approval No. 3). Review of building permits will not commence until an itemized list of the mitigation measures and status is provided.

1. The project applicant shall submit a grading plan for the project which includes the following conditions:
  - Open burning is prohibited. Alternatives to open burning of vegetative material will be used. Among suitable alternatives are chipping, mulching or conversion to biomass fuel.
  - The applicant shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
  - Temporary traffic control shall be provided during all phases of construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.
  - Construction activities should be scheduled to direct traffic flow to off-peak hours as much as practicable.
  - All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of ambient air standard during the dry season. Watering should occur at least twice daily, with complete site coverage during the dry season.
  - All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.
  - All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
  - All land clearing, grading, earth moving, or excavation activities on a Plan Area shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
  - All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply County-approved non-toxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.
  - All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
  - Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary to remove excessive or visibly raised accumulations of silt and/or mud which may have resulted from activities at the Plan Area.
  - Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip if necessary.
  - Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.  
***(Mitigation Measure AIR-1)***
  
2. The project applicant shall implement the following mitigation measures:

- The project shall provide for on-site bus turnouts, passenger benches, and shelters as demand and service routes warrant, subject to review and approval by the Town Engineer.
  - The proposed project shall contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, easements, etc. The Town Engineer shall be consulted for specific needs.
  - All inactive portions of the development site (previously graded areas which remain inactive for 96 hours) shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply Town-approved non-toxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas in accordance with the local grading ordinance.
  - Prior to issuance of any temporary or final certificates of occupancy for the permit, the applicant shall pay an air quality mitigation fee to the Air Quality Mitigation fund to offset PM10 emissions from vehicle tail pipes and re-entrained road dust. The amount of the mitigation fee shall be \$7,366 per ton of emissions generated by development authorized by the permit or allowed upon recordation of the final map or the fee established by Town Council resolution and in effect at the time of building permit issuance or final map recordation. Based on the "Truckee Railyard Particulate Matter Emissions Study" prepared by the Sierra Business Council march 2017, the PM 10 mitigation fee associated with full buildout of the Truckee Railyard is \$91,947.58. Proof of payment of this fee by Truckee Development Associates shall satisfy this portion of Mitigation Measure AIR-2. (**Mitigation Measure AIR-2**)
3. The project applicant shall implement mitigation measures HAZ-1, HAZ-2a, and HAZ-2b. (**Mitigation Measure AIR-3**)
4. In accordance with Town standards, the following multi-part mitigation measure shall be implemented to reduce construction related noise impacts to a less-than-significant level. The Town shall condition approval of new development within the Railyard Master Plan Area as follows:
- A. During all construction, the project sponsor shall comply with all of the standard construction noise control measures of the Town's General Plan Policy P3.13, outlined as follows (and noted on construction documents):
- 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 area;
  - Utilize "quiet" air compressors and other stationary equipment where appropriate technology exists; and
  - The project sponsor shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the construction Plan Area. Additionally, the project sponsor shall send a notice to neighbors in

the project vicinity with information of the construction schedule and the telephone number for noise complaints.

- B. The construction contractor shall ensure that all noise producing construction related activities are restricted to the hours of 7:00 a.m. to 6:00 p.m. on any day except Sunday, and from 9:00 a.m. to 6:00 p.m. on Sunday. Noise producing construction activities include any activity (using mechanical equipment or otherwise) that would produce noise levels in excess of the Exterior Noise Standards of Section 18.44.040 of the Town's Municipal Code. This measure will apply to all development associated with buildout of the Railyard Master Plan. **(Mitigation Measure NOI-1)**
5. To reduce railroad-related noise impacts on proposed noise sensitive developments within the Plan Area, the following measures shall be implemented:
- a. All residential outdoor active use areas shall comply with a minimum 200-foot setback from the centerline of the railroad main line; and any such uses that would be located within 355 feet of the railroad centerline of the railroad main line shall, to the extent feasible, be shielded from direct exposure to the railroad main line by strategically locating them so that the line of sight to the railroad line is blocked by intervening buildings to achieve an exterior noise level of 65dBA;
  - b. Any portions of residential units that would be constructed within 200 feet of the railroad centerline shall incorporate upgraded window and wall assemblies with a minimum sound transmission class rating of STC-34. Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed as required to meet an interior noise level of 45dBA;
  - c. All residential units constructed within 200 and 355 feet of the railroad centerline or anywhere in the Plan Area having a direct line of sight to the railroad shall incorporate an alternative form of ventilation to ensure that windows can remain closed for a prolonged period of time;
  - d. All residential façades constructed within 355 feet of the railroad centerline with a direct line of sight to the railroad shall incorporate upgraded window and wall assemblies with a minimum sound transmission class of STC-30; and
  - e. All noise sensitive development projects within the Master Plan Area must submit documentation to the Town's Planners prior to issuance of building permits which details the design features that would be incorporated into the project to reduce train-related noise impacts. **(Mitigation Measure NOI-2)**
6. Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared by a licensed professional and submitted to the Town of Truckee Building and Safety Division for review and confirmation that the proposed development fully complies with the California Building Code of 2007 or latest version in effect. Compliance with the 2007 California Building Code (CBC) requires that (with very limited exceptions) structures for human occupancy be designed and constructed to resist the effects of earthquake motions. The Seismic Design Category for a structure is determined in accordance with either; CBC Section 1613 - Earthquake Loads or American Society of Civil Engineers (ASCE) Standard No. 7-05, Minimum Design Loads for Buildings and Other Structures. In brief, based on the engineering properties and soil-type of soils at a proposed site, the site is assigned a Site Class ranging from A to F. The Site Class is then combined with Spectral Response (ground acceleration

induced by earthquake) information for the location to arrive at a Seismic Design Category ranging from A to D; D being the most severe conditions. The classification of the site and related calculations must be determined by a qualified person and are site-specific. The report shall describe the Plan Area's geotechnical conditions and address potential seismic hazards, such as seismically-induced shaking. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the *Guidelines for Evaluating Seismic Hazards in California*.

All mitigation measures, design criteria, and specifications set forth in the geotechnical and any required soils reports shall be followed. Compliance with the investigation, design and engineering requirements as set forth by the Town of Truckee and the latest version of the CBC will serve to minimize the hazards presented by seismic shaking at the Plan Area. Exposure to seismic hazards is a generally accepted part of living in California and therefore the mitigation measure described above reduces the potential hazards associated with seismic activity to a less-than-significant level. **(Mitigation Measure GEO-1)**

7. In locations underlain by non-engineered fill, the designers of building foundations and other improvements (including the sidewalks, roads, and underground utilities) shall consider these conditions. The design-level geotechnical investigation and soils investigation, to be prepared by licensed professionals and approved by the Town of Truckee Division of Building and Safety, shall include measures to ensure potential damages related to non-uniformly compacted fill are minimized. Mitigation options may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill to design and construction of improvements to withstand the forces exerted during the expected winter weather cycles and settlements. Additionally, site conditions shall be evaluated for frost heave potential and site-specific recommendations formulated to minimize impacts due to freezing and thawing cycles.

All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed to reduce impacts associated with settlement and differential settlement to a less-than significant level. **(Mitigation Measure GEO-2)**

8. The project proponent shall prepare erosion control and drainage plans designed to reduce potential impacts to surface water quality throughout the construction period of the project. The erosion control and drainage plans must be maintained on-site and made available to Town inspectors and/or Water Board staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The erosion control and drainage plans shall specify properly designed centralized storage areas that keep these materials out of the rain. In addition, if appropriate based on the anticipated seasons for development activities, the erosion control and drainage plans shall include detailed to snow handling procedures, snow storage sites and winter-time BMPs designed to minimize water quality impacts, and effectively manage spring runoff from snow storage to ensure that impacts Trout Creek and the Truckee River are minimized.

An important component of the stormwater quality protection effort is the knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of

the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention.

BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of fiber rolls, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control; that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydro-seeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated as necessary to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.

The Town of Truckee Department of Engineering shall review and approve the plans prior to approval of the grading plan. Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level. (***Mitigation Measure HYD-1***)

9. Project proponents shall prepare an erosion control and drainage report demonstrating consistency with the Town's adopted storm water management plan (SWMP), and related Town Engineering ordinances and standards. The erosion control plan and drainage report shall demonstrate, through detailed hydraulic analysis, that implementation of proposed drainage plans would result in treatment of the runoff from the site (in compliance with the Town NPDES permit). The qualified professionals preparing the design-level erosion control plan and drainage report shall consider additional measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. In general, passive, low-maintenance Best Management Practices (BMPs) (e.g., grassy swales, porous pavements) are preferred by the Water Board. The Town shall ensure that the project design includes features and operational BMPs to reduce potential impacts to surface water quality associated with operation of the project to the maximum extent practicable. These features shall be included in the final development drawings.

In addition, a Water Monitoring Plan shall be established for the Master Plan area. The WMP shall be consistent with the Truckee River Water Quality Management Plan. The WMP shall ensure that the long-term water quality monitoring. The WMP shall be subject to review and approval by the Town Engineering Department and Lahontan Regional Water Quality Control Board.

The Town's SWMP includes by reference Attachment 4 of WQO 2003-0005-DWQ (CAS000004), which provide specific design standards applicable to the project based on the size and nature of the proposed project. As specified by the MS4 General Permit, all new development projects, regardless of size, should incorporate appropriate source control and site design measures that minimize stormwater pollutant discharges to the maximum extent practicable. The proposed project would be required to comply with the terms of the SWMP and WQO Attachment 4, including (but not limited to):

- Numeric Sizing Criteria for Pollutant Removal Treatment Systems. The project must include source controls, design measures, and treatment controls to minimize stormwater pollutant discharges. Treatment controls must be sized to

treat a specific amount – about 85 percent – of average annual runoff.

- Operation and Maintenance of Treatment Measures. Treatment controls often do not work unless adequately maintained. The permit requires an operations and maintenance (O&M) program, which includes: 1) identifying the properties with treatment controls; 2) developing agreements with private entities to maintain the controls, and 3) periodic inspection, maintenance (as needed), and reporting.
  - Limitation on Increase of Peak Stormwater Runoff Discharge Rates. Urbanization creates impervious surfaces that reduce the landscape's natural ability to absorb water and release it slowly to creeks. These impervious surfaces increase peak flows in creeks and can cause erosion. Projects must evaluate the potential for this to occur and provide mitigation as necessary.
  - As per Water Board Basin Plan implementation guidance regarding salt and traction sand use for road and walkway maintenance, salt or traction sand shall be applied in a careful, well-planned manner, by competent, trained crews. Should even the "proper" application of salt be shown to cause adverse water quality impacts, the Water Board would require that it no longer be used in environmentally sensitive areas. Should an alternate deicer be shown to be effective, environmentally safe, and economically feasible, its use shall be encouraged in lieu of salt. The design and implementation of BMPs for the project shall integrate, as feasible, features that will minimize the impact of deicing compounds and sedimentation impacts related to sanding or other ice control methods, including considering impacts related to accumulated pollutants in seasonal snow storage and the relatively sudden release of the accumulated materials during periods of thaw and rain. BMPs shall be sized appropriately and operations and maintenance schedules shall account for these seasonal differences.
  - The design team for the development project shall review and incorporate as many concepts as practicable from Start at the Source, Design Guidance Manual for Stormwater Quality Protection and the California Stormwater Quality Association's Stormwater Best Management Practice Handbook, New Development and Redevelopment. Any enclosed parking areas shall not be drained to the stormwater conveyance system. The garages should be dry-swept or, if washdown water is used the effluent should be discharged to the sanitary sewer system under permit from the Town of Truckee.
  - The Town of Truckee Department of Engineering shall review and approve the erosion control and drainage plans prior to approval of the grading plan.  
***(Mitigation Measure HYD-2)***
10. The SWPPP shall include provisions for the proper management of construction-period dewatering activities. At minimum, all dewatering shall be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary to ensure that only sediment-free water is discharged to the storm or sanitary sewer system, as appropriate. In areas of suspected groundwater contamination (i.e., near sites where chemical releases are known or suspected to have occurred), the groundwater shall be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the project proponent shall acquire the appropriate permit(s) prior to discharge of the dewatering effluent. Discharge of the dewatering effluent may require a

permit from the Water Board (for discharge to the storm sewer system) and/or the Town of Truckee (for discharge to the sanitary sewer system). **(Mitigation Measure HYD-3)**

11. The project shall implement Low Impact Development (LID) design standards and participate in the Leadership in Energy Environmental Design Neighborhood Development (LEED-ND) Pilot Program, including advanced stormwater management techniques, as feasible. Should the LEED-ND Pilot Program not become a certified LEED program, the project shall still be required to incorporate relevant energy and environmental design measures from the LEED-ND Pilot Program into the development of the project.

As a condition of approval of the final grading and drainage plans for the project, the project proponent shall demonstrate through the preparation of a detailed hydrologic analysis, to be prepared by a licensed professional, that implementation of the proposed drainage plans would not increase total off-site peak flow rates, or exceed the capacities of local system components or if redirected drainage would exceed the capacity of downstream components, that the project would construct improvements and/or increase the conveyance capacity of these undersized components. The analysis shall respect the determination and mapping of the 100-year floodplain completed as part of the Trout Creek Restoration project for the floodplain located within the Master Plan boundary. Development (e.g., new home construction) within 20 feet of the 100-year floodplain is prohibited. The project must use drainage components that are designed in compliance with Town of Truckee standards. The grading and drainage plans shall be reviewed for compliance with these requirements by the Town of Truckee Planning, Building, and Engineering Departments. Any improvements deemed necessary by the Town will be part of the conditions of approval. Development associated with the Master Plan will also be subject to Lahontan Regional Water Quality Control Board discharge prohibitions. As noted in the Lahontan Basin Plan, the discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials including soil, silt, clay, sand, and other organic and earthen materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River is prohibited. (Exemptions to this prohibition may be granted by the Regional Board or its Executive Officer for certain projects subject to specific requirements for exemptions in the Basin Plan). The proponent will fully implement the recommendations of the hydrologic analysis consultant and the recommendations of the Town of Truckee in compliance with the conditions of approval. **(Mitigation Measure HYD-4)**

12. During the Railyard Draft Master Plan development process, any existing water supply well within the proposed Plan Area shall either be:
  - a. Inspected by a qualified professional to determine whether the well is properly sealed at the surface to prevent infiltration of water-borne pollutants into the well casing or surrounding gravel pack. The California Well Standards require an annular (ring-shaped) surface seal of at least 20 feet. If the wells are found not to comply with this requirement, the project sponsor shall retain a qualified well driller to install the required seal. Documentation of the inspections and seal installations, if any, shall be provided to the Town prior to final approval of any future grading plans; or
  - b. Properly abandoned in compliance with the California Department of Water Resources, California Well Standards, and Nevada County Community Development Agency, Environmental Health Department prior to final approval of the grading plan. **(Mitigation Measure HYD-5)**

13. The following measures shall be implemented to mitigate for potential impacts to nesting

birds:

- A. If possible, all trees, brush and other potential nesting habitat that will be impacted by project construction shall be removed during the non-nesting season (September 1 through February 28).
- B. If suitable nesting habitat cannot be removed during the non-nesting season and project construction is to begin during the nesting season (March 1 through August 31), all suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys shall be conducted no more than 14 days prior to the start of work. If an active nest is discovered, a 100-foot buffer shall be established in the Master Plan Area around the nest and delineated using orange construction fence or equivalent. The buffer shall be maintained in place until the end of the nesting season or until the young have fledged, as determined by a qualified biologist.

If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season shall not be subject to these measures.

- C. Alternatively, CDFG may be consulted to determine if it is appropriate to decrease the specified buffers with or without implementation of other avoidance and minimization measures (e.g., having a qualified biologist on-site during construction activities during the nesting season to monitor nesting activity). (**Mitigation Measure BIO-1**)

14. CULT 2A: Prior to commencement of groundbreaking activities in the Plan Area, a qualified archaeologist shall develop a monitoring plan in consultation with the Town. The purpose of the monitoring plan will be to ensure that significant archaeological deposits discovered during construction are identified, evaluated, and appropriately treated. A Native American cultural monitor shall be present if the monitoring plan indicates that Native American archaeological deposits may be discovered. The Town, in consultation with the project archaeologist, shall determine which project activities and/or which portions of the Plan Area will be archaeologically monitored. This information will be included in the monitoring plan. A qualified archaeologist shall monitor the project activities and/or portions of the Plan Area identified in the monitoring plan. In most cases, all soil disturbing activities in sensitive portions of the Plan Area —such as demolition, foundation removal, excavation, grading, utilities installation, and foundation work—will require archaeological monitoring. If it is necessary to suspend construction for more than one working day, the project archaeologist shall consult with the Town to assess the appropriate course of action.

Should an archaeological deposit be encountered by project activities, the monitor shall be empowered to halt construction in the vicinity of the find. Construction activities shall be redirected and a qualified archaeologist shall implement relevant portions of the monitoring plan to: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does not meet the CEQA definition of a historical or unique archaeological resource, then no further study or protection of the deposit is necessary. If the deposit does meet the CEQA definition of a historical or archaeological resource, then it shall be avoided by Project activities. If avoidance is not feasible, then effects to the deposit shall be mitigated through a data recovery strategy developed by the evaluating archaeologist. Mitigation of impacts to significant archaeological deposits through data recovery will recover scientifically-valuable information.

This mitigation may include, but is not limited to, a thorough recording of the resource on DPR Form 523 records, or archaeological excavation. If archaeological excavation is the only feasible method of data recovery, then such excavation shall conform to the provisions of CEQA Guidelines §15126.4(b)(3)(C). Any archaeological investigation shall address the possibility of encountering Native American human remains. The investigation shall also address the disposition of prehistoric archaeological materials resulting from the investigations in consultation with a culturally affiliated Native American tribal organization. Additionally, if historical or unique archaeological resources associated with significant historical patterns or events in Truckee are identified, the City shall consult with representatives of the Truckee-Donner Historical Society and the Historic Preservation Advisory Committee regarding the potential use of the archaeological findings for interpretive purposes.

Upon completion of such archaeological monitoring, evaluation, or data recovery mitigation, the archaeologist should prepare a report documenting the methods, results, and recommendations of the investigation, and submit this report to the NWIC.

CULT-2b: If deposits of prehistoric and/or historical archaeological materials are discovered during project activities that are not monitored or not identified in the monitoring plan, all work within 25 feet of the discovery shall be redirected to protect the find. A professional archaeologist shall evaluate the significance of the find within two working days and make recommendations to the Town and applicant. Recommendations may include, but are not limited to, test excavations to determine the extent and significance of the find; additional documentation of the find; or data recovery excavation. If the find is not significant (i.e., if it is not eligible for the California Register), then work may proceed and no additional study or protection of the find is necessary. If the find is significant, the Town shall require the applicant to implement the recommendations of the evaluating archaeologist for the mitigation of impacts to the find. Upon completion of the evaluation and/or data recovery, the archaeologist shall prepare a report documenting methods, results, and interpretations. The report shall be submitted to the applicant, the Town, and the NCIC. **(Mitigation Measure CULT-2)**

15. If paleontological resources are encountered during project subsurface construction, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall evaluate the finds and make recommendations. If the exposed geological formation is found to contain significant paleontological resources, such resources shall be avoided by project activities if feasible. If project activities cannot avoid the paleontological resources, the resources shall be evaluated for their significance. If the resources are found to be significant, adverse effects shall be mitigated. Mitigation may include, but is not limited to, recording the locality, monitoring, data recovery and analysis, public outreach, and accessioning of all fossil material to a paleontological repository. A final report documenting the methods, findings, and recommendations of the paleontologist shall be prepared and submitted to the paleontological repository. **(Mitigation Measure CULT-3)**
16. If human remains are discovered during ground-disturbing activities in the Plan Area, any such remains shall be treated in accordance with the requirements of CCR Title 14(3) §15064.5(e), which has particular procedures that apply to the discovery of remains of Native American origin. These procedures are provided below.
  - A. There shall be no further excavation or disturbance of the site or any nearby are reasonably suspected to overlie adjacent human remains until:

- a. The coroner of the County must be contacted to determine that no investigation of the cause of death is required, and
  - b. If the coroner determines the remains to be Native American:
    - i. The coroner shall contact the Native American Heritage Commission within 24 hours.
    - ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
    - iii. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or
- B. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;
  - b. The descendent identified fails to make a recommendation; or
  - c. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

If, following the fulfillment of the notification requirements described above, human remains are discovered that are determined to not be of Native American origin, then the City shall consult with the appropriate descendent community regarding means for treating or disposing of the human remains, and any associated items, with appropriate dignity. Implementing Mitigation Measure CULT-4 would reduce potential impacts to human remains to a less-than-significant level. This reduction would be achieved by ensuring that any remains are treated appropriately according to State of California guidelines, as well as in a manner that takes into account the proper treatment of human remains in accordance with the wishes of the descendant community. ***(Mitigation Measure CULT-4)***

17. Existing contamination shall be remediated, or engineering controls (engineered caps, vapor barriers, or other appropriate technologies) and administrative controls (land use restrictions) shall be implemented, to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards. The parties responsible for implementing site clean-up actions may include the historical owners/operators of properties within the Master Plan Area, current owners of properties within the Master Plan Area, future developers of the properties within the Master Plan Area, or the Town of Truckee. Acceptable health standards for the purpose of site clean-up shall mean an incremental lifetime cancer risk within the U.S. EPA's risk management range of one-in-a-million to one-in-ten-thousand ( $10^{-6}$  to  $10^{-4}$ ) or less and a non-cancer health hazard index of less than one based on the results of site-specific multimedia human health risk assessment(s). Groundwater health standards shall meet Cal/EPA requirements for the designated beneficial use(s) of groundwater in the Master Plan Area. Lahontan RWQCB and the Town shall certify that these requirements have been met before the Town issues a Certificate of Occupancy for buildings constructed as part of redevelopment projects within the Master Plan Area. The nature and extent of

contamination within some portions of the site is not fully characterized. In accordance with the requirements of the Lahontan RWQCB's Preliminary Endangerment Assessment process or other acceptable U.S. EPA or Cal/EPA regulatory guidance for site investigations, soil and groundwater samples shall be collected and analyzed in areas with inadequate historical information to determine whether chemicals in the soil and groundwater are present at concentrations that exceed acceptable health standards. To ensure that future site occupants are not exposed to site-related contamination that exceeds acceptable health standards, the following activities shall be conducted:

The nature and extent of chemicals in soil and groundwater shall be investigated and described for each parcel or group of parcels to be redeveloped, with oversight by the Water Board prior to the City's issuance of a grading permit for the potentially affected areas. The environmental data collected as part of the site investigation shall be used as input for human health risk assessment(s) to determine whether any chemicals in soil or groundwater will present an unacceptable risk to site occupants (i.e., exceed acceptable health standards as described above) given the site uses proposed in the Draft Master Plan and any subsequent redevelopment plans proposed for the parcel(s).

- The results of the human health risk assessment shall be used to determine whether no further action is required prior to redevelopment or that remediation of contamination or implementation of engineering or administrative controls is required to ensure that potential future occupants of the Master Plan Area are not exposed to site-related contamination that exceeds acceptable health standards.

If remediation, engineering controls, or administrative controls are required to ensure that human health risk does not exceed acceptable health standards, these actions shall be completed before the site is occupied.

Monitoring and compliance shall consist of the following:

- Before the Town issues building permits for a site within the Master Plan Area, it shall confirm that the overseeing regulatory agency has provided clearance for the site with regard to site contamination, or that a Remedial Action Plan or equivalent and a site health and safety plan are complete and incorporated as part of the redevelopment construction plans for the site.
- Before the Town issues a certificate of occupancy for buildings within the Master Plan Area, it shall confirm that no further action is required by the regulatory agency overseeing the site cleanup, that engineering controls are in place and functioning, and/or that land use covenants are in place for the property that will ensure future occupants of the site are not exposed to contamination that exceeds acceptable health standards. **(Mitigation Measure HAZ-1)**

18. The following two-part mitigation measure shall be implemented:

HAZ-2a: If soil, groundwater or other environmental media with suspected contamination (e.g., identified by odor or visual staining) is encountered unexpectedly during construction activities for individual development projects or if any USTs, abandoned drums or other hazardous materials or wastes are encountered, the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the appropriate regulatory agency and

implementing actions to determine the nature and extent of any observed contamination. An environmental professional shall oversee the subsequent assessment of the site (including the collection, analysis and interpretation of any samples of soil, groundwater or other environmental media) in accordance with local, State and federal hazardous materials and hazardous waste laws and regulations. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications. General construction work shall not resume in the area(s) affected until the recommendations have been implemented under the oversight of the regulatory agency, as appropriate.

HAZ-2b: The contractor involved in site grading and site development activities for an individual development project shall ensure that underground pipelines or other underground or aboveground utilities within the Plan Area are identified and clearly marked prior to earthworking activities to avoid unexpected contact with these utilities. Emergency procedures shall be developed by the contractor that can be implemented in the event utilities are ruptured; these procedures shall be reviewed and approved by the Town of Truckee, prior to the issuance of a grading or building permit. On-site workers shall be trained in how to implement these procedures. ***(Mitigation Measure HAZ-2)***

**PLANNING COMMISSION RESOLUTION 2026-03**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING APPLICATION 2024-00000086  
(TRUCKEE RAILYARD HOTEL)**

**EXHIBIT “C”**

**FINDINGS**

**Railyard Master Plan Development Permit, Tentative Map, Zoning Clearance, and Minor Exception Findings**

1. The proposed development is:
  - a. Allowed by Chapter 5 (Development Standards and Guidelines) within the applicable District with the approval of a Minor Exception; complies with all applicable provisions of this Master Plan, the Development Code, the Municipal Code, and the Public Improvement and Engineering Standards (except as modified by this Master Plan).

*The hotel use and residential uses are allowed uses within the Railyard Master Plan. The future restaurant, bar, meeting room, and health and fitness facilities are allowed uses. Future land use approvals are required for these land uses when specific operations are identified. The requested Minor Exception to allow an additional five feet to the maximum height limit for two elevator overruns is determined to not be detrimental to the design of the building and is not in conflict with the intent of the design guidelines. Mechanical appurtenances are a common component of a commercial building and the elevator overruns are set back from the front of the building façades to minimize the visual impact. With the incorporation of the conditions of approval, the project is consistent with the Master Plan, Development Code, Municipal Code, and the Public Improvement and Engineering Standards. This finding is further supported by the “Discussion/Analysis” section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports.*

- b. Within the Maximum Allowed Development area defined in Chapter 5.

*The 60 hotel units and 17 multifamily residential units are consistent with the Maximum Allowed Development (MAD) in Chapter 5. The Railyard Master Plan MAD allows for up to 60 condo hotel rooms and 285 residential units in the Downtown Extension (DE) District. No hotel units and only 77 residential units have been constructed at this time. Further, only 3,735 s.f. of commercial use has been approved to-date, where up to 75,000 s.f. of retail/service uses are allowed in the DE District under the lowest commercial square footage MAD alternative. Future approval of the restaurant/bar, meeting room, and health/fitness facility will not exceed the MAD. This finding is further supported by the “Discussion/Analysis” section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports.*

- c. Consistent with the goals and policies of this Master Plan, the General Plan, the Downtown Specific Plan, the Trails and Bikeways Master Plan, and the Particulate Matter Air Quality Management Plan.

*With the incorporation of the conditions of approval, the proposed project is consistent with the goals and policies of the Master Plan, General Plan, and Downtown Specific Plan. No new trails are required for the use. With the required incorporation of the Railyard*

*Master Plan Environmental Impact Report Mitigation Measures, which outlines requirements for PM<sub>10</sub> fee mitigation and construction dust management, the project is consistent with the Particulate Matter Air Quality Management Plan. This finding is further supported by the "Discussion/Analysis" section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports.*

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

*The project is subject to Chapter 5 of the Railyard Master Plan (Development Standards and Guidelines), including Section 5.5.2, which provides design guidelines for the Downtown Extension District. The Master Plan states that buildings in the DE District are intended to be designed to complement the existing main street mixed commercial character with additional emphasis on vertical mixed use. The Master Plan supports development of larger scale buildings with greater density that extend the scale and character of Commercial Row into the Railyard. Buildings in the DE District are expected to provide a contemporary interpretation of commercial buildings found in Commercial Row and Truckee's unique mountain town character. The required streetwall articulation and setbacks for the fourth floor help reduce the overall scale of the building and the façade breaks help create a sense of rhythm. Additionally, the use of an outdoor plaza and outdoor dining area on the west side of the south elevation, creates a visual break from the historic downtown and helps denote that a new neighborhood or area of Truckee begins. The use of wood siding, mass timber framing, and metal are consistent with the Railyard Master Plan design guidelines. Although the project does not meet all of the design guidelines, the overall design has addresses components identified in the design guidelines such as the outdoor spaces, wood materials, and rectangular shapes. This finding is further supported by the "Discussion/Analysis" section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports and meeting minutes.*

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

*The Town certified the Railyard Master Plan Final Environmental Impact Report (SCH #2007122092) in July 2009 and an Environmental Impact Report (EIR) Addendum was prepared in conjunction with the Truckee Artist Lofts application (2016-00000132) and accepted into the Railyard permanent record on May 10, 2015. The project is consistent with the Maximum Allowed Development allowed under the Railyard Master Plan. Further, a hotel use at this location was discussed during the Railyard Master Plan visioning process. Staff recommends that no further environmental review is required pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), and Public Resources Code Section 21166.*

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

*The project is served by Donner Pass Road, Church Street, and Truckee Way, all public roads with adequate emergency vehicle access. The site will be served by public water and sewer. All utility agencies, the Truckee Fire Protection District, and the Engineering Division reviewed the project and no objections were filed and all conditions of approval have been incorporated. Vertical clearance to allow solid waste and recycling service to the parking area may be required by Tahoe Truckee Sierra Disposal and will be required to be incorporated into the project, which has been identified as a condition of approval. The original developer for the Railyard Master Plan area installed infrastructure to serve the future development of the Railyard, including roads, sidewalks and streetscape improvements, parking, and public utilities (e.g., sewer, water, electric, natural gas). Payment of all impact fees and Quimby fees will be required prior to occupancy of the building.*

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

*No hazardous materials are anticipated as part of this project.*

### **Unique Development Permit Finding**

6. The subject site is adequate is:
  - a. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this Master Plan.

*The project is part of the larger Railyard Master Plan area, which includes a shared parking pool. The required onsite parking for the residential units is accommodated on the project site. With incorporation of the conditions of approval that include provisions for the parking management plan, valet service, and loading area, the project is adequate in size and shape to accommodate the project. This finding is further supported by the "Discussion/Analysis" section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports.*

- b. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development, or that such streets will be in service prior to occupancy of the proposed development.

*The project is served by Donner Pass Road, Church Street, and Truckee Way, all public roads. Public infrastructure improvements, including construction of public roads, were completed as part of the Phase 1 Final Map for the Railyard to accommodate the anticipated development of the Railyard Master Plan, as analyzed in the Railyard Master Environmental Impact Report.*

### **Unique Minor Exception Finding**

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

*The requested Minor Exception to allow an additional five feet to the maximum height limit for two elevator overruns is not detrimental to the design of the building and is not in conflict with*

*the intent of the design guidelines. Mechanical appurtenances are a common component of a commercial building and the elevator overruns are set back from the front of the building façades to minimize the visual impact.*

### **Unique Tentative Map Findings**

8. The proposed subdivision, together with the provisions for its design and improvement, is consistent with all applicable provisions of the Subdivision Map Act, the General Plan, any applicable Specific Plan and/or Master Plan, the Development Code, the Trails Master Plan, the Particulate Matter Air Quality Management Plan, and the Public Improvements and Engineering Standards.

*The proposed subdivision is a condominium plan to create separate air spaces for the nonresidential and residential spaces, including separate ownership opportunities for each of the 17 residential units. Final subdivision of these spaces will be reviewed in compliance with the Subdivision Map Act. The development of the project as a whole is consistent with the applicable regulatory documents as discussed in Finding 1a.*

9. The site is physically suitable for the type and density/intensity of development being proposed,

*The project is part of the larger Railyard Master Plan area, which includes a shared parking pool. The required onsite parking for the residential units is accommodated on the project site. A 60-unit hotel at this location was discussed during the Railyard Master Plan visioning process. With incorporation of the conditions of approval that include provisions for the parking management plan, valet service, and loading area, the project is adequate in size and shape to accommodate the project. This finding is further supported by the "Discussion/Analysis" section of the January 20, 2026 and May 19, 2026 Planning Commission staff reports and meeting minutes.*

10. There are adequate provisions for public and emergency vehicle access, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to the public health and safety. Adequate provisions shall mean there is available capacity in community sewer and/or water systems serving the subdivision or the subdivision will be served by on-site septic systems and/or private wells that comply with Nevada County Environmental Health Department regulations; distribution and collection facilities for sewer and water and other infrastructure are installed to lot boundaries; and recreation development fees are paid prior to map recordation.

*The project is served by Donner Pass Road, Church Street, and Truckee Way, all public roads with adequate emergency vehicle access. The site will be served by public water and sewer. All utility agencies, the Truckee Fire Protection District, and the Engineering Division reviewed the project and no objections were filed and all conditions of approval have been incorporated. Vertical clearance to allow solid waste and recycling service to the parking area may be required by Tahoe Truckee Sierra Disposal and will be required to be incorporated into the project, which has been identified as a condition of approval. The original developer for the Railyard Master Plan area installed infrastructure to serve the future development of the Railyard, including roads, sidewalks and streetscape improvements, parking, and public utilities (e.g., sewer, water, electric, natural gas). Infrastructure that serves the building's users will be completed as part of the development of the building. Payment of all impact fees and Quimby fees is included in the conditions of approval and will be required prior to occupancy of the building.*

11. The subdivision will not be detrimental to the public health, safety, or welfare of the Town, or injurious to the property or improvements in the vicinity in which the property is located.

*The proposed subdivision is a condominium plan to create separate air spaces for the nonresidential and residential spaces, including separate ownership opportunities for each of the 17 residential units. The project would not physically impact the Town or the vicinity in which the property is located.*

12. The proposed subdivision, together with the provisions for its design and improvement, will not conflict with easements, acquired by the public at large for access through or use of, property within the proposed subdivision unless alternate easements for access or use will be provided and the alternate easements will be substantially equivalent to ones previously acquired by the public.

*With incorporation of the conditions of approval, no permanent structural improvements, including overhangs or signs, are allowed within an easement.*

13. The discharge of sewage from the proposed subdivision into the community sewer system will comply with the requirements prescribed by the Lahontan Regional Water Quality Control Board.

*The project will use public sewer. The project was routed to the Truckee Sanitary District and no concerns have been filed.*

**PLANNING COMMISSION RESOLUTION 2026-03**

**A RESOLUTION OF THE PLANNING COMMISSION  
APPROVING APPLICATION 2024-00000086  
(TRUCKEE RAILYARD HOTEL)**

**EXHIBIT "D"**

**TRUCKEE RAILYARD HOTEL APPROVED PLAN SET, INCLUDING TENTATIVE MAP**