

Truckee Community Development - Planning Division
10183 Truckee Airport Road
Truckee, CA 96161

Attn: Adam Petersen

Re: Project Description and Justification

The Residences at Jibboom
Mixed-Use development project
10002 – 10090 Jibboom Street, Truckee
APN: 019-102-011-000 – 019-102-048-000

Executive Summary

This project is a response to the need for both commercial space and housing in Truckee, as outlined in the 2040 General Plan, Downtown Plan, and the Town of Truckee Development Code. It also addresses the need to develop a site that is currently blighted into something useful and attractive to residents and visitors alike, and that will be a compliment to the surrounding neighborhood.

We feel that this project will be a great amenity to Truckee, and an opportunity to provide both commercial and much-needed residential units. Due to the very unique site constraints, we hope that you will take into consideration the many areas of the Development Code, 2040 General Plan, and Downtown Plan that we are in compliance with, as well as those areas that we are requesting waivers to codes that would ultimately make the development infeasible at the allowable density. .

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Introduction

The proposed mixed-use project consists of three buildings containing 62 residential units and approximately 3,200 square feet of ground floor commercial space with on-site ground floor parking behind, off Jibboom Street. The intention is to provide desperately needed housing right in the heart of historic downtown Truckee, and to replace a blighted lot with a vibrant pedestrian-oriented streetscape as well as to obscure the retaining wall and rip-rap slope.

This application is being submitted within 180 days of a preliminary application filed on August 7, 2023, under the Housing Crisis Act of 2019, also known as SB-330, which amended the Housing Accountability Act, Permit Streamlining Act, and added new sections to the housing laws. The Town of Truckee provided a response letter deeming the pre-application complete and vesting ordinances, policies and standards, including fees, in effect at the time of filing. This also limits the required number of hearings to five.

Project Background

- Developer was encouraged to propose a modern style dense multi-family residential project by the previous Town manager, Jeff Loux. However, this initial design was deemed out of touch and inappropriate for the neighborhood, historical district, and community character.
- Pre-Design Neighborhood Outreach - COMPLETE
- Phase 1 (Building D) Planning Application - SUBMITTED, INCOMPLETE
- TOT Engineering Phase 1 Pre-Review (Building D) - COMPLETE
- Preliminary Parking Study (Building D) - COMPLETE
- SB-2 Application for Rezone - According to Program H-1.3 of the Housing Element section of the previous Downtown Plan, this site was studied and slated to be re-zoned no later than January 2022, well in advance of the adoption of the 2040 General Plan. Due to the identified need, the applicant was encouraged to participate in this program to expedite the rezoning and the project faster than the General Plan.

Program H-1.3 Analyze rezoning additional land for workforce or affordable housing beyond the Regional Housing Needs Allocation requirements prior to the adoption of the 2040 General Plan, including the following possible candidate sites:

- The Residences at Jibboom (APNs 019-102-011, -012, -013, -014, -015, and -017);

Objective:	An adequate supply of land to meet community needs.
Responsible Party:	Community Development Department
Funding Source:	General Fund/SB2 Planning Grant
Implementation Time Frame:	Analyze the sites by December 2020. Rezone appropriate sites by January 2022, or sooner, if possible.

- The SB-2 process was delayed and exhausted its budget. This incomplete process failed for various reasons, none of which were due to the applicant. Ultimately, the Town advised our client to simply wait for the General Plan Update.
- 2040 General Plan and Downtown Plan Adopted- entire property was zoned Downtown Mixed Use (DMU) @ 24 units per acre
- SB-330 Preliminary Application filed August 7, 2023 - submitted to vest ordinances, policies, standards, and fees as of August 7, 2023:
 - 2040 General Plan
 - 2040 Downtown Plan
 - Truckee Development Code (06/22/2023)
- August 29, 2023 TOT acknowledged complete SB-330 preliminary application
- September 25, 2023 Applicant team met with Town of Truckee manager and Planning staff with detailed presentation and questions. Applicant team had several critical pre-design questions for Engineering staff but none were present. Town staff advised applicant to file a pre-app prior to obtaining any substantial feedback from Town staff, such that it could be properly billed. Staff requested detailed and specific questions be included in the pre-app and indicated that feedback would likely be turned around in 4-6 weeks.
- 2 weeks later on October 9, 2023 applicant filed "second" TOT Pre-App.
- 4 weeks after submittal on November 6, 2023, Applicant team was allowed to meet with DPW and planning staff. At this meeting, it was discussed that Engineering had changed their position and was no longer open to a land swap to rectify property lines with historic/existing conditions. Additionally, they indicated that development of on-street parking would be required in front of building D (which had never previously been discussed) and significant street widening to push the existing edge of pavement back. Furthermore, they presented a new requirement of a 4' amenity zone that is not explicitly stated in any code or published standard. The project had been designed to minimize hillside disturbance, stay well under the height limit, and maintain historic building placements and existing edge of pavement. Considering the unique constraints of the

property, the applicant team requested that DPW and Planning work together to provide guidance toward a possible alternative solution.

- Over 10 weeks after filing the second pre-app on December 21, 2023, TOT provided a written response to the Pre-App. In this response, no flexibility was offered for the new engineering requirements, and Planning provided a reference of hillside development standards. No consideration for the unique constraints of the property nor coordination between departments to reach a logical compromise was apparent. This prompted a major redesign of building D with only 6 weeks left (including the holidays) until the full application was due.

Current Status & Process

- Pre-Design Neighborhood Outreach -COMPLETE
- Schematic Design (All Phases) -COMPLETE
- Phase 1 (Building D) Planning Application - SUBMITTED, INCOMPLETE
- TOT Engineering Phase 1 Pre-Review (Building D) - COMPLETE
- Preliminary Parking Study (Building D) -COMPLETE
- SB-2 Application for Rezone
- General Plan Update for Rezone - COMPLETE, ZONING IN EFFECT
- SB-330 Preliminary Application -SUBMITTED
- Pre-Application - SUBMITTED
- Meeting with Dept. of Public Works-COMplete
- Development Permit Application - SUBMITTED HEREWITH
 - (NO LATER THAN FEB. 3, 2024 (180 days from Aug 7, 2023))
 - Zoning Clearance
 - Use Permit
 - Tentative Map
 - Historic Design Review
 - Sign Plan
- CEQA Exempt
- Town Council hearing to reclassify historic resource per consultant recommendation
- HPAC Review
- Planning Commission
- Anticipate Appeal Hearing
- 5 hearing maximum

Alignment with 2040 General Plan and Downtown Truckee Plan

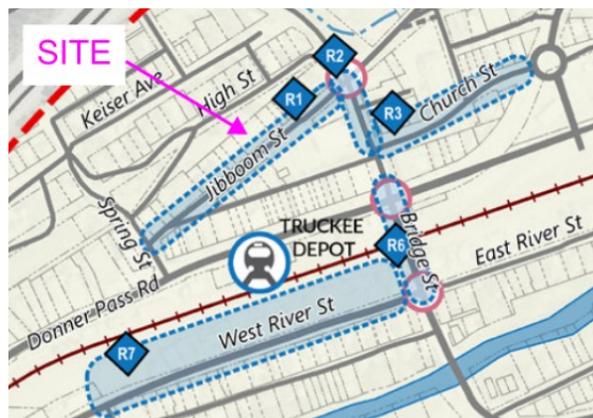
Downtown Truckee Plan - 4.2 Guiding Policies - Public Realm and Streetscape Design

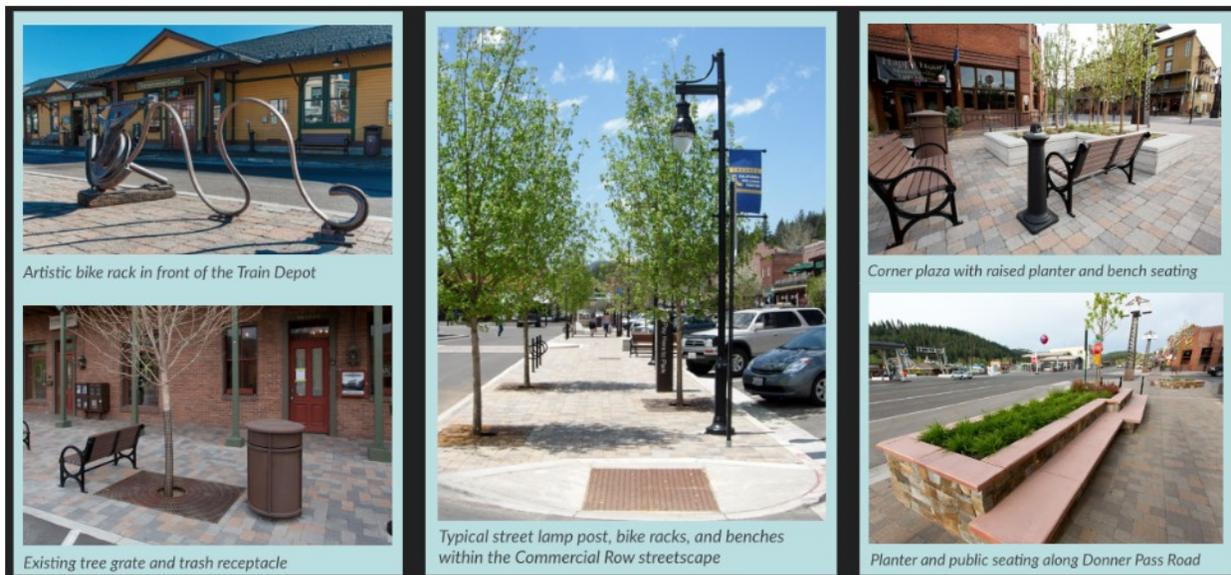
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|--|--|
| <p>PR-1 Provide decorative paving, lighting, landscaping, and furnishings that matches or coordinates with existing Downtown improvements, while maintaining an eclectic character that makes Truckee unique. Focus decorative paving and special streetscape treatment on primary commercial-oriented streets in the Downtown Commercial Core, Railyard, and River Street Mixed-Use subareas, including Donner Pass Road, Church Street, Jibboom Street, Bridge Street, and West River Street.</p> | <p>PR-2 Use decorative paving to identify pedestrian areas.</p> |
| <p>PR-4 Implement zoning standards that support an enhanced pedestrian experience (outdoor dining subject to limitations, retail display, and public art).</p> | <p>PR-5 Consolidate and screen trash dumpsters and recycling bins to improve their appearance.</p> |

Downtown Truckee Plan - 4.3 Streetscape Design Improvements

The streetscape concepts illustrate the character of proposed improvements, including the location of sidewalks and landscape planters or tree wells, crosswalks, on-street and off-street parking, and bike facilities, where provided. Other planned streetscape improvements in the Downtown area are identified in Figure 4-1 and include:

- ▶ **Jibboom Street**, between Spring Street and Bridge Street;
- ▶ Church Street, between Bridge Street and Truckee Way; and
- ▶ Bridge Street, between Jibboom Street and Truckee Way.





- Public Seating
- Waste Receptacles
- Tree Grates
- Bike Racks
- Bollards
- Planters
- Kiosks
- Sidewalk Lights

Project alignment with other goals and policies

- Safe and enhanced pedestrian routes
- Housing in Downtown Core
- Mixed-Use commercial spaces

2040 General Plan

Housing

- Provide an adequate number of sites for the development of housing to meet Truckee’s fair share of the regional housing need.
- Encourage a variety of types of housing, distributed throughout the community.
- Provide housing to meet the needs of its residents, particularly those who work in Truckee, while maintaining the Town’s character.

LU-1.3

Infill Development

Encourage infill development within existing developed areas, including commercial centers and corridors, to promote sustainability, environmental protection, and equitable development patterns.

LU-2.3

Minimum Residential Densities

Require new residential development to meet minimum density standards and encourage residential development to build at densities as close to the maximum density standard as feasible. If minimum density cannot be met, density should be transferred to other suitable parcels.

LU-3.1

Mixed-Use Development

Strongly encourage mixed-use development to support compact pedestrian-friendly districts in appropriate locations, including the Downtown, the West River District, and the Gateway District.

LU-3.2

Pedestrian-Oriented Commercial

Discourage new "strip" commercial development and require new commercial projects to provide for pedestrian/bicycle access and proper building scale and proportion relative to the pedestrian realm.

LU-3.3

Complete Neighborhoods

Encourage complete neighborhoods that incorporate a mix of housing densities, local commercial uses, and public facilities/services, strategically located along major transportation corridors to support transit, bicycle, and pedestrian use while reducing vehicle miles traveled.

Proposed Density and Density Bonus Calculations

Density Bonus CA Government Code Sections 65915 - 65918

By providing 24% of the project units to be deed restricted for Low Income (80% AMI) residents, the project shall receive a 50% density bonus. 62 units are allowed to be developed on the property.

Lot Size	1.67	acres	
Density per zoning	24	units / acre (DMU)	
	40.08		
	41	rounded up to nearest whole number	
	50%	increase for including 24% low income units	
	20.5		
	21	rounded up to nearest whole number	
Total units allowed	62	units	
Low Income (80% AMI)			
	40	base units	
	0.24	low income percent	
	9.6	units	
	10	rounded up	

The project will include 10 units that are deed restricted for Low Income (80% AMI) residents. 10 of the 15 units in building A will be designated for this restriction. Voluntarily, the developer may provide additional units designated for the local workforce.

Site Design & Proposed Areas

The property consists of 1.67 acres of land spanning between Jibboom Street and High Street, to the west of Bridge Street. There is a significant change in elevation between Jibboom and High Street, and a building pad has been partially created along Jibboom Street with a retaining wall and rock retaining slope behind. The proposed buildings utilize this existing pad and extend the concept to the east.

- Building A, furthest to the west is smaller in scale at 2.5 stories, following the pattern from the west. It has 15 units (studios and one-bedrooms, 10 of which will be deed-restricted for low income residents). There is no commercial space proposed for building A.
- Building B-C is one building, also 2.5 stories, but is meant to appear like two architecturally unique buildings connected by a central access point. It has 32 units, ranging from studios to three-bedrooms. 2,230 SF of commercial space is designed along the frontage of Jibboom Street.
- Building D, 3.5 stories, is largest in height, but the top floor is stepped back so that the full height is not perceived from Jibboom Street. It has 15 units, ranging from one- to three-bedrooms. 1,109 SF of commercial space is designed along the frontage of Jibboom Street. This location was chosen for the additional story in height in order to least impact the High Street neighbors' views.

The following is a breakdown of the areas for each building that was submitted in the SB-330 preliminary application:

Residences at Jibboom Floor Areas (as measured from interior face of exterior walls)						
Building A		Building B-C		Building D		
Conditioned		Conditioned		Conditioned		
1st Floor Res	455	1st Floor Commercial	2,173	1st Floor Commercial	1,051	Total Commercial 3,224
2nd Floor Res	2,671	2nd Floor Residential	9,866	2nd Floor Residential	6,436	
3rd Floor Res	2,631	3rd Floor Residential	9,842	3rd Floor Residential	7,712	
				4th Floor Residential	4,203	
Interior Common Area	1,882	Interior Common Area	5,039	Interior Common Area	1,634	Total Residential/Common Conditioned 52,371
Building A Conditioned	7,639	Building B-C Conditioned	26,920	Building D Conditioned	21,036	Total Conditioned 55,595
Unconditioned Covered		Unconditioned Covered		Unconditioned Covered		
Balconies Covered	591	Balconies Covered	3,081	Balconies Covered	2,391	Total Covered Balconies/Walkway/Exterior Stair 11,276
Covered Walkway	168	Covered Walkway	1,256	Covered Walkway	3,433	
				Exterior Stair Covered	356	
Garage	2,380	Garage	11,204	Garage	6,312	Total Garage/Storage/Mechanical 20,911
Storage/Mechanical	57	Storage/Mechanical	202	Storage/Mechanical	756	
Building A Covered Uncond.	3,196	Building B-C Covered Uncond.	15,743	Building D Covered Uncond.	13,248	Total Unconditioned 32,187
Building A Floor Area	10,835	Building B-C Floor Area	42,663	Building D Floor Area	34,284	Total Floor Area 87,782

The following is the updated breakdown submitted with this application:

Residences at Jibboom Floor Areas (as measured from interior face of exterior walls) updated 1.31.24						
Building A		Building B-C		Building D		
Conditioned		Conditioned		Conditioned		
1st Floor Res	402	1st Floor Commercial	2,230	1st Floor Commercial	1,109	Total Commercial 3,339
2nd Floor Res	2,577	2nd Floor Residential	9,820	2nd Floor Residential	6,436	
3rd Floor Res	2,535	3rd Floor Residential	9,820	3rd Floor Residential	7,572	
				4th Floor Residential	4,875	
Interior Common Area	1,820	Interior Common Area	5,228	Interior Common Area	1,809	Total Residential/Common Conditioned 52,894
Building A Conditioned	7,334	Building B-C Conditioned	27,098	Building D Conditioned	21,801	Total Conditioned 56,233
Unconditioned Covered		Unconditioned Covered		Unconditioned Covered		
Balconies Covered	803	Balconies Covered	3,235	Balconies Covered	1,926	Total Covered Balconies/Walkway/Exterior Stair 10,869
Covered Walkway	225	Covered Walkway	971	Covered Walkway	3,197	
				Exterior Stair Covered	512	
Garage	2,322	Garage	11,136	Garage	6,368	Total Garage/Storage/Mechanical 22,210
Storage/Mechanical	1,402	Storage/Mechanical	279	Storage/Mechanical	703	
Building A Covered Uncond.	4,752	Building B-C Covered Uncond.	15,621	Building D Covered Uncond.	12,706	Total Unconditioned 33,079
Building A Floor Area	12,086	Building B-C Floor Area	42,719	Building D Floor Area	34,507	Total Floor Area 89,312

The total change in square footage has changed by 1.7%, and was limited to less than 20%.

Zoning Clearance Application for Commercial Uses

As future commercial tenants are presently unknown, this application includes a request for pre-approval for the commercial land use designation of “**Retail, general merchandise**” as permitted in the DMU zone, with a zoning clearance for tenant improvement projects with less than 5,000 sq. ft. of floor area and less than 26,000 sq. ft. of site disturbance. If a future tenant has a different land use other than “Retail, general merchandise”, the applicant understands they may utilize a Streamlined Zoning Verification if the new use is permitted in the DMU zone and meets the criteria under Development Code Section 18.72.020.B (Streamlined Zoning Verification).

Waiver Request 1: Downtown Plan Policy LU-CC-4 Commercial Depth and Frontage

A new policy of note was implemented in the updated 2040 Downtown Plan:

- LU-CC-4 Parcels in the Downtown Mixed-Use designation with frontages on Donner Pass Road, **Jibboom Street**, and West River Street shall be required to have commercial uses on the ground floor.
- For projects with a property frontage of 100 linear feet or greater, a minimum of **75% of the property frontage is required to have commercial uses on the ground floor.**
 - For projects with a property frontage of less than 100 linear feet, a minimum of 50% of the property frontage is required to have commercial uses on the ground floor.
 - The **minimum depth of the commercial uses, measured from the building frontage, shall be 30 feet.**
 - Corner parcels shall be required to locate **commercial uses at the corner**, with a customer entrance within 20 feet of the corner.

The proposed design does not comply with the minimum commercial frontage requirement of 75% nor the minimum commercial depth requirement of 30 feet. The proposal does comply with locating commercial uses at the corner.

The proposal provides commercial use along 52% of frontage. It allows for driveways, public plazas, seating areas, and an enhanced pedestrian experience.

13'-18' deep commercial spaces are proposed and will be adequate for certain types of businesses that require a smaller space. We have studied various commercial layouts of the shallow spaces for viability. Please see the zoning clearance application.

Compliance with these development standards would physically preclude the project at the density permitted, after incentives are granted, because the unique site constraints include a limited building area, a steep hillside, and requirements to widen Jibboom street. Furthermore, the applicant has gone to great efforts to obtain community feedback and design a respectful project that is well under the height limit.

Although the proposed project does not objectively comply, we feel the intent is met. We are requesting a waiver or reduction of development standards as part of the density bonus, as the proposed design strikes the best possible balance of providing an engaging pedestrian experience, adequate parking, and minimal disturbance of the hillside behind.

Although it is not a required development standard, a revision has been made for this application providing an increase in commercial glazing along the frontage such that there may be an increased perception of commercial use as well as increased pedestrian engagement along the frontage.

We understand that the Town sponsored a public workshop, open for public comment and voting, regarding this site among others. Two options were presented- option A, which was a previous design proposal by another architect, and option B, that was presumably created and proposed by the Town. Our current design was not included in this workshop, although some elements were similar.

We mention this to illustrate that the Town's own concept did not meet the commercial frontage or depth standards, because they simply can't fit on the site. When the plan is scaled, the commercial spaces appear to be closer to 20' deep rather than 30', and they account for approximately 58% of the length of the front property line, rather than 75%.

Furthermore, if 75% of the 465' frontage had 30' deep commercial spaces, it would result in 10,462 SF of commercial area, when only 3,200 SF was noted with the Town's option. Lastly, given the requirements for standard parking spaces and drive aisles, realistic parking could not be provided behind these commercial spaces without massive disturbance of the already steep hillside that has been retained and stabilized at great expense.



We have shown a black dashed line where a 30’ depth would land on the Town’s Option B exhibit.

If the proposed project was forced to provide 30’ of commercial depth, it would reduce parking significantly, and result in both physical and economic infeasibility. We request consideration of the unique site constraints with limited space between the right of way and the hillside. There is insufficient overall depth to incorporate both 30 feet of commercial space and efficient parking for the project .

Again, the applicant team proposes to strike the best possible balance of all factors while aligning with the more important goals and policies of the General and Downtown Plan, such as:

- Safe and enhanced pedestrian routes
- Housing in Downtown Core
- Mixed-use commercial spaces

Waiver Request 2: Common Open Space requirements per Truckee Development Code Section 18.58.180.A.1 (250 sf per unit, min. dimensions, pavement limitation)

Regarding “useable” common open space, the project technically requires 250 sf/unit of common open space. The Mixed-Use Development Incentive applies, which waives the requirement for second floor dwelling units that are above commercial space (Dev. Code 18.58.140). This reduces the requirement by 16 units in building B-C and 5 units in building D, bringing the total unit count from 62 to 41. 41 units x 250 sf/unit = **10,250 sf**.

The project provides a safe pedestrian walkway, an outdoor plaza between buildings B&C, a wall dedicated for public art and another outdoor plaza at building D, communal decks for each building, and a new soft surface nature trail with a community garden connecting all the buildings and terminating at a vista point behind building D (see also Amenities). These areas add up to approximately **8,150 sf**.

We request a reduction of this standard to that which we have provided. Compliance with this development standard would physically preclude the project at the density permitted, after incentives are granted, because of the unique site constraints of relatively small building area and a steep slope located in a dense, urban setting. In order to provide the full amount of outdoor area, it would considerably reduce the building footprints, thereby precluding the allowable number of units.

The nature trail located on the 30% plus slope provides a “useable” component to the preserved open space that would otherwise not be as readily available to residents and users of the project. The trail and trailside community garden along the trail are suggested uses per the development code and can be easily provided with minimal impact to this area. Residents with north-facing units may particularly enjoy the solar access this shared trail provides.

Waiver Request 3: Private Exterior Space Requirements per Truckee Development Code Section 18.58.180.A.2 (balconies, decks, and patios)

Regarding private exterior space, development standards require each unit to have access to a private exterior balcony of 60 sf, deck of 90 sf, or patio of 90 sf, with a minimum dimension of not less than 6 feet.

The proposal meets or exceeds this standard for 53 of the 62 units.

Building A

Since the pre-app, balconies have been added to the third floor of building A. Some of these units with balconies are designated as low income units, and some are market rate. Driveway aisle clearances preclude the addition of second floor balconies on building A, and there remain only (7) units that do not have private exterior space, but do have access to a shared deck on the rear of building A (see also Amenities). Some of these units are market rate, and some are designated for low income residents.

Building B-C

The hillside conflict with balcony dimensions on the rear of building B-C has been resolved to the best extent possible given the constraint of not disturbing the existing hillside. All units in building B-C have private exterior space meeting or exceeding the standard except for (2) units whose balconies are 38 SF with a minimum dimension of 4'-6".

Building D

Building D fully complies with this standard.

Evaluating the project as a whole, a total of 3,720 SF of private balconies would be required (60 SF x 62 units). The proposal as a whole provides a total of 7,960 sf of private balconies, patios and decks.

Compliance with this development standard would physically preclude the project at the density permitted, after incentives are granted, because of the limitations of the existing hillside and because of the clearances required for driveways.

The project design complies with this development standard to the best extent possible, and strict conformance is physically impossible to fit on this site. Additionally, the site being an urban infill lot is a unique circumstance- the intent of the code as we understand it is to provide ample outdoor activity area, especially for projects in an isolated and rural setting. In contrast, this urban infill project provides these features simply due to its surroundings in a vibrant downtown community with easy access to outdoor recreational activities within a short distance.

Waiver Request 4: Bike Parking per Truckee Development Code Section 18.48.090

Bicycle parking for this project is required and proposed as follows:

Long-term (one space per residential unit):

- Building A - 15 residential units = **15 long-term bike parking spaces required. 15 spaces are provided:** 8 locked enclosures on common deck at rear grade, 6 inside secure entry hallway, and 1 locked enclosure at the patio of the first floor accessible unit.
- Buildings B-C: 32 residential units = **32 long-term bike parking spaces required. 32 spaces are provided** within the secured, fully enclosed parking garage. The 32 assigned parking spaces will provide for a wall mounted lift system that accepts a bike rack. Although we understand staff's interpretation that the code only applies to individual residential garages, the code simply stipulates "a secure area internal to a building". Presumably, a bike storage room, as suggested by staff, would be shared by tenants of the building, as would the garage. However, the applicant team is prepared to provide alternative means of "security" by providing dedicated power to each space for an individual security camera observing the parking space and bicycle (or other equipment stored on the lift, as it is versatile).
- Building D: 15 residential units = **15 long-term bike parking spaces required. 15 spaces are provided** within the garage at each assigned parking space with the same lift system and security camera option as described for building B-C. In addition, 15 individual storage rooms are provided throughout the building, with ample space for bicycles.

Short-term: one space per 10 residential units + 15% of commercial vehicular parking (3 min):

- Project: 62 residential units = 6 bike parking spaces required.
- Commercial parking spaces required: $14 \times 15\% = 2$ (but no less than 3) bike parking spaces required.
- **9 total short-term bike parking spaces required for the project. 10 spaces have been provided:** 7 in the public plaza between buildings B&C, and 3 in the public plaza at building D.

The proposal meets or exceeds the required objective quantities, and the applicant seeks a waiver for alternative methods. Compliance with this development standard would physically preclude the project at the density permitted, after incentives are granted, because of site constraints especially on the first floor. Every square foot is absolutely maxed out for all the required driveway widths, egress walkways, waste storage, utility meters, commercial, parking, and residential access stairs and elevators.

Bicycle parking may not require a waiver if the security concern is considered to be adequately addressed with the proposed solution, since the full number of long term and short term required spaces is being provided.

Waiver Request 5: Landscaping Requirements per Truckee Development Code Section 18.40.040.C:

Per section 18.40.040.C, a minimum 5-foot-wide landscape strip shall be provided along all street frontages. One tree shall be provided in every 20 linear feet of frontage, and one shrub for every 5 linear feet. Plants shall be tolerant of snow loads, salts and sand, and shall not impair sight distance.

The project site is bordered by High Street (on 3 sides) and Jibboom Street to the South. As these streets have very different relationships to the project and surrounding neighborhoods, the following descriptions are provided for both of these conditions.

Jibboom Street

- Planning Response to Preliminary Application, Town Engineering Division comments dated 11/06/23. Engineering conditions for Frontage Improvements/Right-of-Way, E12: along Jibboom Street between the street and the proposed buildings there shall be on-street parking, curb/gutter, a 4-ft wide amenity zone, and a 6-ft sidewalk.
 - The 5-ft landscape buffer is not mentioned in relation to these Engineering requirements.
- Downtown Truckee Plan:
 - Section 4.2, PR-1: new Development, including on Jibboom Street, shall provide "landscaping...that **matches or coordinates with existing** Downtown improvements..." The following image is provided as an example in the Downtown Truckee Plan. It shows intermittent planters between the sidewalk and street/parking. The planters appear to share the same zone as the 4' amenity zone, with parking kiosks, rubbish bins, streetlights, and newspaper stands.



- Section 4.3 notes the use of **landscape planters and tree wells**, specifically mentioning Jibboom Street.
- Section 4.4.2, #3 and #6 state that projects should consider the use of **tree grates** "in locations with heavy pedestrian activity" or **raised planters** "located as parkway strips" that should "**not inhibit access** for pedestrians..." This implies that a continuous landscaping strip would inhibit access, and that tree grates within a sidewalk or amenity zone would actually be preferred, as shown in the example photo provided in the Downtown Plan:



- Landscaping Design Policies: "landscape parkway strips, between the curb and sidewalk, serve as a buffer between the road and the pedestrian sidewalk."
- PR-L-1 refers to "planting areas" within the landscaped strips, thus implying that the **landscaped strips do not have to be fully planted.**
- Historic Preservation Design Guidelines:
 - Section 3. A. 2 states that "in a commercial area, the **sidewalk should be attached to the curb,**" and section 6. A. states that "planters should be placed randomly."

Along Jibboom Street, the proposed project includes landscaped areas framing each driveway and defining the parallel parking areas. Per revised sheets 1.4 and 1.5, there are also flush tree wells within the 4' amenity zone between the parallel parking and sidewalk and in the public plaza areas. More trees have been added in front of building B-C, at a rate of roughly one per 20 linear feet of frontage, and are located such that they are least likely to inhibit pedestrian flow or access to vehicles in parallel parking spaces, thus complying with the code.

Correspondence with Laura Dabe dated March 18, 2024 indicated that the Engineering Division is agreeable to coordinating and allowing landscaping within the amenity zone along Jibboom

Street as long as it meets accessibility requirements, maintains clear access to the parking meters, etc.

The planter areas have been reconfigured to provide as much vegetation as possible without impeding pedestrian flow. The pedestrian ramp on the southeast corner of the project is framed by landscaping areas. This complies with Town standards by not inhibiting pedestrian traffic, connecting the sidewalk to the curb, and following the existing Downtown patterns featured in the Downtown Plan. The requirement to provide shrubs at a rate of 1 for every 5 feet of street frontage has not been provided and is impractical to do so without inhibiting pedestrian flow. The applicant team requests a waiver for the number of shrubs along Jibboom Street, and understands per correspondence with Ms. Dabe that Town staff is supportive of this proposal.

High Street

- Development Code section 18.30.110 C:
 - A screening and buffer between multi-family and single-family residential uses are required where those uses are **"not separated by a street."**
 - Screening/buffer requirements may be waived if "the **characteristics of the site**...would make the required **screening and buffer unnecessary**..." and "other screening and buffer methods...achieve the same effect..."
- Planning Response to Pre-App, Item 10 (Hillside development):
 - H. (page 14): "open space may be preserved by **reducing the width of street improvements**..."
 - And further in this section the letter notes the importance of **retaining scenic vistas**.
- 2040 General Plan:
 - COS-1.3 encourages "development patterns that **maximize preservation of land in open space**."
 - COS-3.4 notes that natural areas shall be protected by "no-disturbance buffers."
- Downtown Truckee Plan, section 1.1.4 notes the importance of preserving natural site forms and features, including hilltop sites.

Along High Street, the single family residential areas are all separated by a street from the project site. To the north of the buildings, native plant retention rather than formal landscaping is proposed along the steep areas of the site not only to help stabilize the existing steep slopes, but also to preserve views and the hillside between the proposed buildings and High Street as natural open land.

The current proposal along High Street as shown on sheets 1.4 and 1.5 meets the intent of the code:

- To provide screening and buffer - there is significant space (well over the required 5-ft) between High Street and the proposed structures, existing trees, and proposed plantings near the buildings.
- To preserve open space by reducing street improvements
- To retain scenic vistas by not planting trees at the top of hill, which would actually block the views for existing residences across High St.
- To protect natural areas.

To the east of Building D along High Street, plentiful shrubs and trees are proposed in an area larger than 5 feet, fully meeting Town landscaping standards.

Ms. Dabe's correspondence indicated that the Engineering Division may be requiring frontage improvements along High Street, although specifics have not been provided. It is understood from Ms. Dabe that the Town is willing to coordinate with the project team on incorporating practical landscaping into the design of those frontage improvements with plants that would be consistent with the Engineering standards, primarily shrubs or groundcover that won't block views. The applicants appreciate the Town's stated support of waivers of landscaping standards along this frontage.

Transformer in Right of Way

It is understood that typical practice discourages the location of transformers in the right of way, although the existing padmount switch on the east end of the property has been located in the right of way for over 40 years. The project proposes to locate two anticipated transformers in the right of way on the west end of building B and the east end of building C. The existing padmount switch will need to be slightly relocated within the right of way to accommodate accessible pedestrian connection to the street. The applicant team determined these locations to be the best for existing TDPUD infrastructure and to provide electrical service to the buildings.

Because there is not a specific development standard prohibiting this condition, the applicant does not request a waiver.

The applicant team has been in communication with Keith Renshaw, Electric Engineering Manager at TDPUD, and has provided preliminary plans for comment; TDPUD has indicated that equipment in the right of way is acceptable, so long as it is protected with bollards. The preference from TDPUD would be to locate the transformers on Jibboom rather than High Street.

Parking / Compact Spaces / On-Street Parking (updated 8.29.2024)

The state density bonus provides the following parking ratio, due to the proximity of the site to the train station:

Rental/for sale projects with at least 11% very low income or 20% lower income units, within 1/2 mile of accessible major transit stop	0.5 spaces per unit
--	---------------------

The following is an updated breakdown of the unit count and commercial area, and total parking requirements:

Required				Proposed							
Residential				Onsite parking provided			Regular	Regular Access.	Compact		
	Total Units	Parking spaces per unit	Total spaces required	Building A	9 spaces*		8	1		11.1%	Percent accessible of proposed spaces per building
	62	0.5	31	Building B-C	33 spaces		12	1	20	3.0%	Percent accessible of proposed spaces per building
				Building D	16 spaces		9	1	6	6.3%	Percent accessible of proposed spaces per building
Commercial				New onstreet parking spaces developed on Jibboom Street	factor applied to project						
	Total Area (SF)	Assumed factor for retail: 1 space per 250 SF		11	75%		8 spaces*	8			
	3,339	250	13								
Total			44	Total parking provided	66 spaces		40		26		
							61%		39%		Percent of proposed spaces
				Accessible parking overall	3 spaces					4.5%	Percent accessible of proposed spaces project wide
				*available to commercial	17 spaces						
ratio of regular sized spaces to compacts = 75% / 25%				Required parking provided							
75%	33	minimum regular spaces (R)		regular	33 spaces					75%	Percent of required spaces
25%	11	maximum compact spaces (C)		compact	11 spaces					25%	Percent of required spaces
				Additional parking provided (voluntary)							
				regular	7 spaces						
				compact	15 spaces						

44 spaces are required for the project, 13 of which are for anticipated commercial uses, 75% of which (33 spaces) must be full sized spaces.

The project proposes providing 66 spaces, 17 of which are available to commercial users. 33 regular spaces and 11 compact spaces are provided as required, and voluntarily, the project proposes an additional 22 spaces (7 regular and 15 compact). Each building has one accessible parking space.

Accessible parking percentages are provided and in all breakdowns (per building and project wide) are greater than the required 2%.

The applicant feels that there is a practical balance required between minimizing parking as allowed versus the realistic required number of spaces to serve the tenants and visitors without negatively impacting downtown parking. We feel we have met that balance.

Additional parking was studied for High Street, however, we received very vocal opposition from the High Street neighbors requesting that the status quo remain. We wish to respect our neighbors and therefore are proposing to touch High Street as little as possible.

High Street Frontage Improvements

The applicant team understands that the Town desires to bring roadway and frontage improvements, such as curb/gutter and sidewalks, as close as possible to Town standards.

However, after several meetings with the community, High Street neighbors, and DPW, it became apparent that High Street is a unique and historic existing condition that does not currently meet the Town standards, and that the community and neighbors do not want to see any change. They feel improved parking will invite more negative impacts.

DPW has said that meeting Town standards would create unwanted impacts to the south-side of High Street including significant retaining walls over the slope to accommodate a sidewalk. This would then require a pedestrian guardrail that would hamper snow removal. After further study by our civil engineer, it has become apparent that even if High Street is improved in the future, deviations from engineering standards will be necessary due to existing topographic and alignment constraints.

Considering the above and since the project is in compliance with parking standards without further development on High Street, and understanding the applicant does not wish any encroachment on High Street, the applicant team has backed off of proposing parking and other improvements on High Street. Instead, the team proposes to limit improvements to the east end of High Street as it meets Jibboom Street, with the exception of providing stormwater management measures per civil plans.

Please also see civil plans showing property areas along High Street that will be dedicated to the Town of Truckee.

Open Space Preservation per section 18.46.050.A.2 /18.46.010

The following conditions do not apply to this site:

- 100 year flood plains
- environmentally sensitive areas
- lakes and ponds

Regarding slopes in excess of 30%, almost half of the project site is proposed to be preserved in its natural state as Open Space. This large, contiguous open space area is mainly sloped in

excess of 30%. There is a small portion of the hillside that is proposed for development and complies with required findings. (see Hillside Development)

Common Recreational Amenities

Common recreational amenities are required at a rate of one per 24 dwelling units. At this rate, 62 dwelling units will require a minimum of three amenities (Dev. Code 18.58.180). This project proposes the following four Common Recreation Amenities:

- Three BBQ decks, one at each building
- Three fire features, one at each building
- A soft surface nature trail available to and connecting all buildings, with benches and natural landscaping to take advantage of the hillside.
- A community garden planted on the uphill side of the nature trail (available to all buildings).

Snow Storage

Snow Storage is proposed to be addressed by installing hydronic snow melt systems as shown on civil plans.

Site Drainage

Please refer to civil plans and preliminary drainage report for site drainage design and calculations.

Public Art

The applicant would like to designate an area for the display of public art. Along the frontage of building D, there is a 2 foot recessed area adjacent to the sidewalk (but not encroaching) that is ideal for a large art installation. The area is about 36 feet long, and would incorporate a bench (or benches) to encourage the pedestrian flow to slow down and appreciate the art.

We reached out to the Public Art Commission, but understand that because the location is on private property, PACT would not be involved. Rather, the art would be reviewed by HPAC and the Planning Commission as part of the project.

The included proposal, "Unity of Opposites", was designed by Arteclettica, Daniela Garofalo and Dominic Panziera. It is a mixed media piece that spans the entire wall with a bench running

across the lower third of the piece as a clean simple line. Mountain Forge will likely help build the installation and possibly make the bench. The following is the artists' statement:

It's called the Unity of Opposites because it represents the natural world through the natural stone/painted/steel elements and the human component of that world through the black and white tile work. The natural world is our local environment of blues (Lakes like Donner, Stampede, etc and expansive sky), our alpine glow (warm hues), our mountains and meadows (purples and greens). It's our gorgeous setting that fills us with pride and joy as we live and work in our small mountain community. The people that will inhabit the building, the tourists that visit downtown, the shoppers and restaurant-goers, and the shopkeepers and local service staff alike, are all represented by the movement, the strength and hard work of the black and white straight lines. We are unified in this world, through interdependence but also stand in stark contrast to one another. We are a community, but we are also individuals. We share a symbiotic relationship that creates something beautiful from our opposing chaos. We are beautiful together.

Address Signage

The project proposes two street address markers for building D. One facing south directly toward Jibboom Street, and one facing east that can be seen if approaching from the east on Jibboom Street. Although it is understood the town standard is to provide one address marker per building, the applicant feels that in this case, two markers are a superior solution and appropriate for wayfinding given the prominent location on the corner of a gateway intersection.

Summary

We are excited about the opportunity to design and develop this project. This mixed-use development will bring in much needed housing as well as more commercial spaces to downtown Truckee. We feel that these high quality, attractive buildings, along with the proposed outdoor public spaces, are right in-line with the historical context and “funk” already found throughout the downtown area. As such, this project will be a wonderful compliment to the surrounding neighborhood, and help promote tourism at the same time as providing for the residential aspect that will be required for the new commercial spaces and that is lacking for much of the existing commercial development in Truckee.

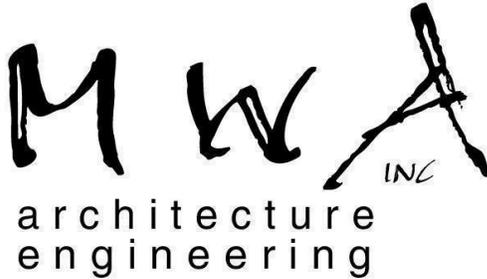
Thank you in advance for your time and thoughtful consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kurt Reinkens', with a long horizontal flourish extending to the right.

Kurt Reinkens
Principal Architect

Cc: Client
File



Truckee Community Development - Planning Division
10183 Truckee Airport Road
Truckee, CA 96161

Attn: Laura Dabe

Re: The Residences at Jibboom
Mixed-Use development project
10002 – 10090 Jibboom Street, Truckee
APN: 019-102-011-000 – 019-102-048-000

Historic Design Review

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DESIGN INTENT

The design team approached this design from a fresh perspective, gathering inspirational ideas of vibrant downtown spaces and elements appropriate for this specific location.



Figure x: Tin Garage Project, Jibboom Street, Truckee, MWA Architecture (possible materials for Building D)



Figure x: Charles Smith Wines Tasting Room & World Headquarters, Walla Walla, Washington, Olson Kundig. Source: <https://olsonkundig.com/projects/charles-smith-wines-tasting-room-world-headquarters/> (inspiration for Building C storefront)



Figure x: Comedor Restaurant, Austin TX, Olson Kundig.
Source: <https://www.pinterest.com/pin/611645193122550158/>
(inspiration for “courtyard” between Buildings B and C.)



Figure x: The Junction Salon & Bar, Raleigh, NC. Source:
<https://www.eventective.com/raleigh-nc/the-junction-salon-bar-574793.html>
(inspiration for Building B streetscape / storefronts)

Careful consideration was given to the feedback and criticism that was gathered from the previous submittal and neighborhood workshops; the following goals were kept at the forefront of decision-making during design:

- Honor Patterns of Development and Historical Context
- Individual Buildings with Different Identities
- Reduce Mass
- Step Massing with Sensitivity into the Existing Fabric
- Reduce Density
- Reduce Parking Impacts
- Include People Places
- Celebrate Pedestrian Experience / Covered Walkway
- Bicycle-friendly
- Truckee Identity / Funk
- Sensitivity to High Street Neighbors

The current proposal is significantly reduced in scale from the previous design, pays special attention to the pedestrian experience, utilizes stepped back massing, and blends into the existing neighborhood fabric.

In particular, the strategy to prevent the appearance of a uniform or master-planned development was to assign a different designer to conceive of each unique building. The result is an eclectic mix of architectural styles that appear to have arisen spontaneously in context and over time. These different designs were then coordinated to ensure a cohesive streetscape and pedestrian experience.

There is an intentional progression from west to east in which the patterns of development gradually morph. The western-most building A has a similar two-and-a-half story residential scale and expression as the neighboring professional building. The width is also similar. The gabled roof features a streetside hip that reduces perceived mass and facilitates views from High Street.

Building B increases in scale to three stories and is a nod to the historic Truckee Railroad Hotel that was at one time relocated to what is now the post office. Design elements such as low pitch gable roof forms, divided lights, colors, knee braces and continuous vertical trim pay homage to historical Truckee without attempting to copy. The second and third floors are set back from the ground floor such that massing perceived from the street is reduced. The ground floor pedestrian frontage pays homage to the classic commercial loading dock with deep overhangs.

Building C responds to the flat-roofed masonry facade block architecture dominant on Commercial Row and highly encouraged in Chapter 15 of the Downtown Truckee Plan Historic Design Guidelines, the Commercial District Character Area. The building does not compete with Commercial Row; rather, it follows a pattern of development to have secondary mixed-use buildings one block off of the main street.

Historically, there was an auto repair garage on this street. The street level element with board-formed concrete and large openings may be imagined as such a former industrial use, repurposed for commercial / retail use. The upper two levels have varied stepped-back massing and wall heights resulting in smaller visual forms and vertical proportions. The different brick colors further emphasize this pattern. Brick cornice detailing is consistent with historical style without copying. Wrought iron deck railings are reminiscent of historical residential balconies and fire escapes.

Finally, building D is the largest in scale and the most progressive in architectural expression. It celebrates the best of “Truckee Funk” with a mix of reclaimed corrugated metal siding, flat rusted corten panels, heavy timber, reclaimed wood gap boards, and exposed steel structure. Again, massing is varied and breaks down into smaller elements with rectangular vertical proportions. Divided light windows are reminiscent of industrial repurposed lofts. It is intended to be a truly unique building of Truckee-only unique identity in a purposeful contrast to the formulaic housing projects appearing around town.

HISTORIC CONTEXT

In studying historic patterns of development in the historic core as well as in other historic towns in the Sierra, we see that there is more formal and ornate architecture on the front streets with informal, rustic, industrial, or supportive use architecture one block off. This site may have been the location of residence-scale buildings and/or houses of ill repute. We have weighed this pattern with the current community need for density and the prior decision found in the Downtown Truckee Plan for a massive multi-story parking garage with retail ground floor and possible housing or offices above.

Upon study, it becomes apparent that such a parking garage program cannot physically fit within the dimensions of the buildable area of the site. It is acknowledged that the post office site dimensions are far better suited for a subsidized parking garage surrounded and hidden by perimeter uses as has been studied by the Town. The proposal described in this application is closer in alignment with the Downtown Truckee Plan, and Building A will be more like the historic residential pattern. We feel that the overall result will be an even more appropriate solution than originally envisioned, weaving commercial and residential patterns together in concordance with the intent of the Downtown Truckee Plan.

Historic photos of the region show many different uses and buildings of varying scale. We also see this pattern on Commercial Row. The previous submittal showed a massive scaled project with no historic reference, no identity that could be linked to Truckee, and was disrespectful to the High Street neighborhood. We have chosen a vastly different approach after hearing from the neighbors, HPAC, and others. The overall project is purposely intended to not look master-planned. It is intended to include different buildings of varying architectural styles, materials, and detailing. This is the Truckee historic pattern. Building D

is designed to reference a repurposed industrial building. It is intended to reference the award-winning Tin Garage that houses Coffee Bar at the far end of the block. As Truckee gentrifies, it is intended to pay homage to the gritty industrial past. We would prefer to clad much of the corrugated steel portion with reclaimed material if HPAC can support that decision. Alternatively, we are prepared to use a new painted product of the same pattern for a more subtle and less funky reference.

Each building has been designed to have layers of mass, shadow, and thoughtful detailing. Building D is sporting industrial massing and materials and details such as additive shade visors, gap board and wire mesh railings, warehouse style lights, steel and timber, and board-formed concrete. It is intended to feel that form and material follow function rather than contrived ornamentation. It has been designed to weather and age with grace rather than require a lot of maintenance. It is designed to be understated to help ease the transition to density.

We support the priority to create a functional pedestrian loop in the historic core. Part of the successful historic pattern in Truckee is covered sidewalks facing south. These have been incorporated into the project with each building having a different methodology to achieve this goal. We have also included pedestrian interest points to enhance the journey. Building A is minimally engaging as a residential scale building similar to the next two existing buildings to the west; buildings B and C will be heavily engaging with retail as well as seating areas and a sunny mid-block alley-like plaza.

Building D is limited in the north-south dimension but still provides engagement with commercial storefronts, and encourages pedestrian flow. The street-level corners are glazed to highlight anticipated commercial uses. The south-facing walkway is designed to be protective and engaging for the pedestrian experience. Mid-building we have placed a break in the roof to allow a featured location for public art. Benches offer seating and trees are proposed to frame the pedestrian way. See the Landscape Plan for the plant selection along this strip. We propose a colorful expression of chokecherry trees and historic downtown perennial plants such as Hollyhocks, Black-eyed Susans, Echinacea, etc.

At the east end, we have included a small plaza. The building has been pulled away to offer vehicle sight lines especially to cars sliding down High Street in snow-on-ice conditions. Included is a curved kiva-style sitting area set into the slope. Rather than a fire ring in the center, we have placed a deciduous shade tree in an urban-style flush grate. The shape is designed to encourage conversation and connection. The walls and raised planter to the east are designed to offer protection from wind and vehicles. It is our intent to complete the fourth corner of this busy intersection.

The design includes a varying low roofline to maintain views from the High Street homes. The sloped main roof is pitched to hide roof-top equipment, including potential solar panels. The materials are dark so as to not create glare and thus reduce visual impact in the

foreground of the long views to the south. It is our goal to take this very degraded wounded site and stitch the historical district together in a conscious, respectful, and timeless manner.

COMMUNITY INVOLVEMENT

The importance of building community consensus has prompted multiple meetings to listen to and honor feedback from neighboring residents, business owners, town officials, and other leaders prior to design. The design team correspondingly shifted design strategy from the prior submittal, and that has resulted in a community sensitivity-based solution that has been very well received.

The initial comments have focused on various concerns, but the impacts of parking, building heights, architectural style, and noise were clear priorities especially for neighboring residents on High Street. Views and existing frontage conditions from this perspective were carefully considered.

PARKS & GATEWAYS

Building D is located across High and Bridge Streets from the Trout Creek Pocket Park. The plaza on the southeast corner of the property is intended to flank the gateway to the residential neighborhood above as well as preserve adequate vehicular sight lines.

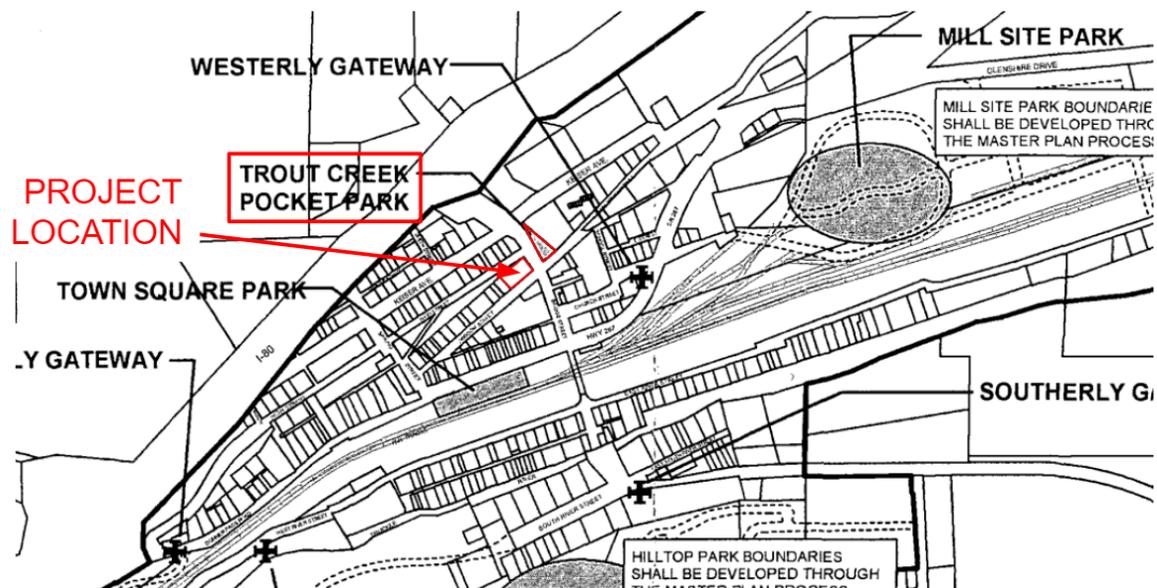


Figure x: Excerpt from Truckee Downtown Truckee Plan, Parks & Gateways Map, Figure 9.1

ARCHEOLOGICAL & HISTORIC RESOURCES

The project site is located within Truckee's Historic Preservation Overlay District and was identified in Truckee's Historic Resource Inventory as the location of a Category B ("Contributory") historic resource constructed in the 1940s, described as the Truckee Motel: a single story vernacular, strip plan, commercial building, roughly built and largely undetailed. It was associated with two ancillary buildings of wood frame construction (identified in the inventory as garages). The six-room motel was noted as architecturally "undistinguished"; the primary reason it was designated as a historic resource was that it followed the emerging 'motor court' design reflecting the increasing role the automobile played in America's recreational activities in the 1940's-50's.

Due to its deterioration over the years, it posed an immediate danger to the health, safety and welfare of the general public, and on June 9, 2015, Town Council approved the Community Development Director's action to authorize demolition of the motel building and adjacent ancillary building fronting Jibboom Street. The demolition approval did not include the garage building located behind the motel building, although no reason was provided. Presumably, its condition did not pose an immediate threat to public safety at the time. However, there is no mention of any historical significance of the garage other than its association with the motel. The remaining garage is presently in deteriorating condition, with peeling layers of asphalt composition shingles; after weathering the intervening years, it may reasonably be deemed a public safety hazard.

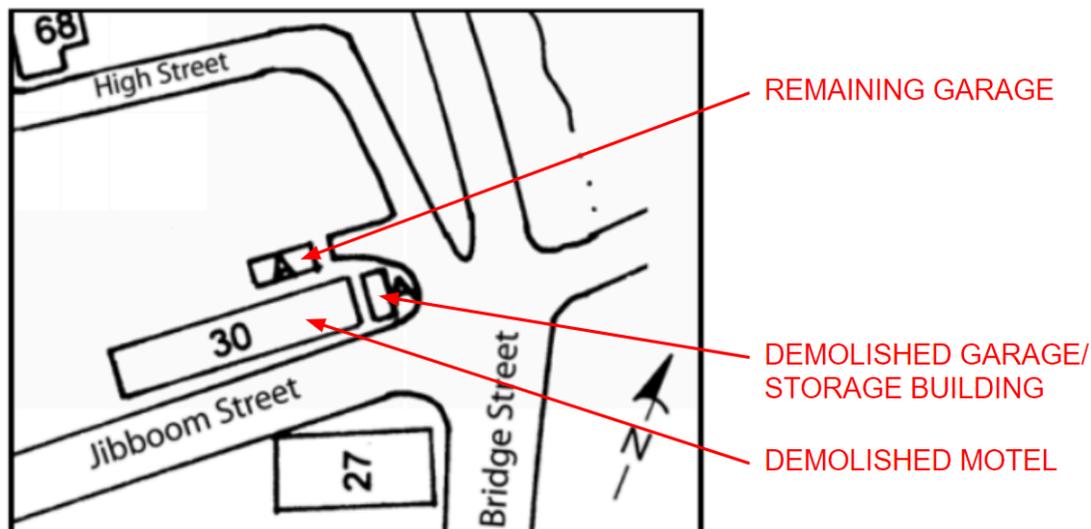


Figure x: Notated image from California Resources Agency Record THRI - 30

The motel and one ancillary structure on Jibboom Street were demolished in 2015; the second ancillary structure remains. A re-evaluation of the property completed by Kautz Environmental Consultants on July 25, 2019, found that the remaining structure on the property no longer retains the integrity to convey historical significance and

recommended that the inventory record should be updated to a Category D ("Nonessential") rating.

This application includes a request for Council action to reclassify the remaining ancillary structure to a Category D ("Nonessential") rating in accordance with the aforementioned consultant's evaluation. The applicant understands this reclassification would allow removal of the structure without going through the Demolition Review process, and requests any other required authorization for demolition.

Please see the Historic Resource documentation provided with this application.

SIGNAGE

Minimal signage is proposed for this project. Other than address markers, the primary signage visible from the street will be individually-proposed signs for each leasable commercial space. There is no intention to propose a monument sign or building branding.

FINDINGS SUMMARY (new section)

1. *The project, including its **character, scale and quality of design**, are consistent with the purpose of this Chapter and all applicable development standards and historic design guidelines.*
 - Please see the "Design Intent" section of this document.
2. *With regard to a designated **historic resource**, the proposed work will neither adversely affect the significant architectural features of the designated historic resource nor adversely affect the character of historical, architectural, or aesthetic interest or value of the designated resource and its site.*
 - Please see the "Archeological & Historic Resources" section of this document.
3. *With regard to any property located within the District, the proposed work conforms to the historic design guidelines for the district and does not adversely affect the **character of the district**.*
 - Please see the "Historic Context", "Community Involvement", "Parks & Gateways", and "Signage" sections of this document.
4. *In case of construction of a **new improvement, addition, building, or structure upon a designated historic resource site**, the exterior of such improvements will not adversely affect and will be compatible with the use and exterior of existing designated historic resources, improvements, buildings, natural features and structures on said site.*

- Although the project is located on a historic resource site, the remaining ancillary building no longer retains its historical significance as described in the “Archeological & Historic Resources” section of this document. Assuming the historic resource is reclassified as recommended by third party evaluation, and approved for demolition, impact to the existing historic resource is not applicable. There are no other buildings on the property and the proposed development will not adversely affect this otherwise blighted lot. On the contrary, the presence of a mixed use building on this infill property will be a substantial aesthetic improvement to this previously disturbed site. Regarding natural features, the hillside has already been disturbed with the existing rockery and retaining wall; however, there are some significant trees remaining on the hillside above the rockery that are proposed to be preserved.

5. *The proposed project is **consistent with the General Plan, the Downtown Truckee Plan and any applicable master plan.***

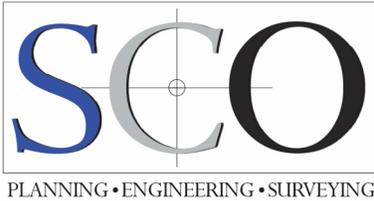
- Please see pages 6-8 of the Project Description and Justification letter.

Sincerely,



Kurt Reinkens
Principal Architect

Cc: Client
File



Findings – Tentative Map

- 1. 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 project proposal consists partially of land having zoning for commercial development and approved public access to Jibboom Street; therefore pursuant to California Subdivision Map Act 66426 (c) a Tentative Parcel Map is being proposed to re-subdivide and reconfigure the existing (4) legal parcels A(into

separate parcels for Buildings A, B, C & D (Lots 1, 2 and 3) along with Common Area Lettered Lots A, B, C & D. Additionally lettered Lots E and F are “offers for dedication” for High Street Right of Way. A condominium plan is also proposed to create 47 residential units and 3 commercial units and define common area(s) air space within Lots 2 & 3 pursuant to California Subdivision Map Act 66427(e)1, 2 & 3. Easements necessary for the project will also be granted/created as necessary to serve the project all of which are consistent with the requirements of the Subdivision Map Act. The project is likely to be constructed in one (1) phase, but up to three (3) phases are proposed for this project as follows:

Phase 1:

- Recordation of the Final Parcel Map with Lots 1, 2 & 3 and Common Area Lettered Lots A-D including creation of all easements and offer for dedications Lots E & F to the Town of Truckee.
- Construction of Jibboom Street frontage improvements and improvements within Lot A to service Building A
- Construction of Building A

Phase 2:

- Construction of Buildings B-C and portions within Lot A and Lot B
- Recordation of a Condominium Plan for Units and Common Air Spaces within Buildings B-C

Phase 3:

- Construction of Building D and portions within Lot B and Lot C

Jibboom Street Residences – Letter of Justification

March 20, 2024

- Recordation of a Condominium Plan for Units and Common Air Spaces within Building D.

The lot configurations reflect a mixed-use development plan of both residential and commercial uses and has been designed under the specific goals and objectives set forth in the Downtown Truckee Plan (Downtown Commercial Core Subarea) land use designation of the 2040 General Plan. Development Code and Public Engineering Standards have been the basis for the overall design and roadway improvements. Pedestrian streetscape along Jibboom Street is also integral to the design although no formal “trail” is identified in the Trails Master Plan. The project will comply with the Town adopted Air Quality Management Plan, including required Air Quality Impact fees that will be collected during the final map process.

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

The proposed mixed-use development incorporates identified uses desired for downtown per the 2040 General Plan, creates a pedestrian oriented streetscape and has building forms of size, shape and height that are consistent with many areas of the downtown. The design of the structures utilizes stepped foundations and layered techniques with different levels to integrate the design into the existing slope in the northern portion of the parcel. As proposed, the design would not create an adverse impact on the environment and the site is physically suitable for the density and intensity being proposed.

3. 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:

- 1. 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 Department of Environmental Health regulations;***
- 2. Distribution and collection facilities for sewer and water and other infrastructure are installed to the project boundary;***
- 3. Recreation development fees are paid, as required or if required, prior to map recordation.***

The project is within an area served by the Truckee Sanitary District and the Truckee Donner Public utility District (water and electric) and both wastewater and domestic water capacity is available for construction and build-out of the site with the existing

Jibboom Street Residences – Letter of Justification

March 20, 2024

infrastructure and proposed improvements shown. Collection facilities for both sewer and water are within the right of way of Jibboom Street. Prior to final map recordation recreation development fees will be paid.

- 4. The proposed development would not be detrimental to the public health, safety, or welfare of the Town, or injurious to the property or improvements in the vicinity and zoning district in which the property is located;**

The project as proposed will conform to Town policies, requirements and State Building Codes and Americans for Disability Act requirements and would not be detrimental to the public health safety or welfare of the Town.

- 5. The tentative map 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, including fish, wildlife, and their habitat, that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted:**

The proposed project is likely exempt from CEQA under provisions of California Public Resource Code Section 21155.1 (transit priority projects). The proposed project is greater than 50% residential use and within ½ mile of a major transit stop. In addition the site has been previously developed with both structures and substantial grading with installation of retaining walls. Existing trees in the northeasterly corner are being retained and protected and the site as previously developed does not contain sensitive wildlife habitat. To summarize, the site is in compliance with the requirements of CEQA and no significant impacts will result from the project.

- 6. 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:**

The proposed subdivision does not conflict with any public easements or access through the property. As part of the project additional right of way will be dedicated to the Town of Truckee and Public Utilities and Pedestrian Access easements will be dedicated as part of the project.

Jibboom Street Residences – Letter of Justification

March 20, 2024

7. 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.

Sewer laterals from the proposed buildings will connect to existing downstream sewer mains operated and Maintained by the Truckee Sanitary District, consistent with Lahontan Regional Water Quality Control Board requirements.

Findings – Development Permit

1. The proposed development is:

- A. Allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of a Use Permit, and complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards; and***
- B. Consistent with the Town of Truckee General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.***

The proposed Tentative Parcel Map is for the purpose of creating separate parcels for Buildings A, B, C & D along with Common Area Lettered Lots A, B, C & D. Additionally lettered Lots E and F are “offers for dedication” for High Street Right of Way. A condominium plan is also proposed to create 47 residential units and 3 commercial units and define air space within Lots 2 & 3. Easements necessary for the project will also be granted/created as necessary to serve the project all of which are consistent with the requirements of the Subdivision Map Act. The lot configurations reflect a mixed-use development plan of both residential and commercial uses and has been designed under the specific goals and objectives set forth in the Downtown Truckee Plan (Downtown Commercial Core Subarea) land use designation of the 2040 General Plan. Development Code and Public Engineering Standards have been the basis for the overall design and roadway improvements. Pedestrian streetscape along Jibboom Street is also integral to the design although no formal “trail” is identified in the Trails Master Plan. The project will comply with the Town adopted Air Quality Management Plan, including required Air Quality Impact fees that will be collected during the final map process.

Jibboom Street Residences – Letter of Justification

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2. The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity of the surrounding neighborhood.

The proposed project, consistent with the Downtown Truckee Plan, incorporates streetscape design improvements which will include (public seating, waste receptacles, tree grates, bike racks, planters, kiosks and sidewalk lighting. This infill project draws from high quality natural building materials and craftsmanship examples from the various areas of downtown and therefore consistent with the Downtown Truckee Plan. Town goals and policies will be achieved with safe and enhanced pedestrian routes, housing in the downtown core, mixed-use commercial spaces and continuation of our Mountain Town Character.

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

The proposed project is likely exempt from CEQA under provisions of California Public Resource Code Section 21155.1 (transit priority projects). The proposed project is greater than 50% residential use and within ½ mile of a major transit stop. In addition the site has been previously developed with both structures and substantial grading with installation of retaining walls. Existing trees in the northeasterly corner are being retained and protected and the site as previously developed does not contain sensitive wildlife habitat. To summarize, the site is in compliance with the requirements of CEQA and no significant impacts will result from the project.

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

The project is located in downtown Truckee and fronts along Jibboom Street. As part of the project frontage streetscape improvement to Jibboom will occur. Streets to and from the site meet Town requirements for appropriate public and emergency service traffic. The site is served by the Truckee Sanitary District (sewer) and the Truckee Donner Public utility District (water and electric) and both wastewater and domestic water

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capacity is available for construction and build-out of the site with the existing infrastructure and proposed improvements proposed. Collection facilities for both sewer and water are within the right of way of Jibboom Street. Development fees will be paid to the respective agencies serving the project prior to certificate of occupancy.

5. The Subject Site is:

- A. Physically suitable for the type and density/intensity of development being proposed;**
- B. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code; and**
- C. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.**

The Subject property is consistent and with the Downtown Truckee Plan and Downtown Mixed-Use designation incorporating commercial and residential uses proposed. Residential densities are also consistent at 24 units per acre with the provisions for a 50% density bonus as indicated by State requirements for providing low income units. The types and sizes of buildings are physically suitable and consistent with the expectation to achieve the densities identified. The majority of the existing site retaining wall is utilized in the proposed project. Additionally walls are thoughtfully integrated in the project conforming with the existing site topography and minimizing the amount of grading that will be needed. The site is designed with effective access, on-street and covered parking, landscaping, public spaces consistent with the Development Code and the streets serving the greater downtown and most specifically Jibboom Street fronting the project is adequate in width to serve the traffic generated by this project.

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

The project will comply with any requirements of the Nevada County Department of Environmental Health and the Truckee Fire Protection District. No transportation, or disposal of hazardous materials is proposed as part of this mixed-use project.

March 20, 2024

Findings – Use Permit (Disturbance of Slopes 20% or greater)

1. *The proposed development is:*

- A. *Allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of a Use Permit, and complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards; and***
- B. *Consistent with the Town of Truckee General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.***

The project proposed reflects a mixed-use development plan of both residential and commercial uses and has been designed under the specific goals and objectives set forth in the Downtown Truckee Plan (Downtown Commercial Core Subarea) land use designation of the 2040 General Plan. These land uses and densities were established with the 2040 General Plan update which further evaluated the Truckee Tahoe Airport Land Use Compatibility Plan and found it to be consistent. Development Code and Public Engineering Standards have been the basis for the overall design and roadway improvements. Pedestrian streetscape along Jibboom Street is also integral to the design although no formal “trail” is identified in the Trails Master Plan at the site. The project will comply with the Town adopted Air Quality Management Plan, including required Air Quality Impact fees that will be collected during the final map process.

2. *The design, location, size and operating characteristics of the proposed development would be compatible with the existing and future land uses in the vicinity;*

The project proposed is consistent with the 2040 General Plan and Downtown Truckee Plan mixed used expectations and design elements including streetscape and pedestrian friendly access. This type of project was anticipated and reviewed as part of the General Plan update and is compatible with existing and adjacent land uses and will not detract from those uses that may develop in the future.

3. *The proposed development would not be detrimental to the public health, safety or welfare of the Town, or injurious to the property or improvements in the vicinity and zoning district in which the property is located.*

The project proposed is consistent with the 2040 General Plan and Downtown Truckee Plan mixed used expectations and design elements including vehicular access, streetscape and pedestrian friendly improvements will not be detrimental to public health

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and safety but improve interactions between motorists and pedestrians in this portion of the downtown fronting Jibboom Street and therefor the neighborhood in general.

4. *The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity of the surrounding neighborhood.*

The proposed project, consistent with the Downtown Truckee Plan, incorporates streetscape design improvements which will include (public seating, waste receptacles, tree grates, bike racks, planters, kiosks and sidewalk lighting. This infill project draws from high quality natural building materials and craftsmanship examples from the various areas of downtown and therefore consistent with the Downtown Truckee Plan. Town goals and policies will be achieved with safe and enhanced pedestrian routes, housing in the downtown core, mixed-use commercial spaces and continuation of our Mountain Town Character. The proposed project will enhance the neighboring properties.

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

The proposed project is likely exempt from CEQA under provisions of California Public Resource Code Section 21155.1 (transit priority projects). The proposed project is greater than 50% residential use and within ½ mile of a major transit stop. In addition the site has been previously developed with both structures and substantial grading and installation of retaining walls. Existing trees in the northeasterly corner are being retained and protected and the site as previously developed does not contain sensitive wildlife habitat. To summarize, the site is in compliance with the requirements of CEQA and no significant impacts will result from the project.

6. *The site for the proposed use is:*

- A. *Physically suitable for the type and density/intensity of development being proposed;***
- B. *Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code; and***
- C. *Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.***

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The Subject property is consistent and with the Downtown Truckee Plan and Downtown Mixed-Use designation incorporating both commercial and residential uses. Residential densities are also consistent at 24 units per acre with the provisions for a 50% density bonus as indicated by State requirements for providing low income units. The types and sizes of buildings are physically suitable and consistent with the expectation to achieve the densities identified. The majority of the existing site retaining wall is utilized in the proposed project. Additionally, retaining walls are thoughtfully integrated in the project conforming with the existing site topography and minimizing the amount of grading that will be needed. The site is designed with effective access, on-street and covered parking, landscaping, public spaces consistent with the Development Code and the streets serving the greater downtown and most specifically Jibboom Street fronting the project is adequate in width to serve the traffic generated by this project.

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

The project is located in downtown Truckee and fronts along Jibboom Street. As part of the project frontage streetscape improvement to Jibboom will occur. Streets to and from the site meet Town requirements for appropriate public and emergency service traffic. The site is served by the Truckee Sanitary District (sewer) and the Truckee Donner Public utility District (water and electric) and both wastewater and domestic water capacity is available for construction and build-out of the site with the existing infrastructure and proposed improvements proposed. Collection facilities for both sewer and water are within the right of way of Jibboom Street. Development fees will be paid to the respective agencies serving the project prior to certificate of occupancy.

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

The project will comply with any requirements of the Nevada County Department of Environmental Health and the Truckee Fire Protection District. No transportation, or disposal of hazardous materials is proposed as part of this mixed-use project.

March 20, 2024

Findings – Minor Use Permit (For On-street Parking in R/W)

1. *The proposed development is:*

- A. Allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of a Use Permit, and complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards; and***
- B. Consistent with the Town of Truckee General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.***

The project proposed reflects a mixed-use development plan of both residential and commercial uses and has been designed under the specific goals and objectives set forth in the Downtown Truckee Plan (Downtown Commercial Core Subarea) land use designation of the 2040 General Plan. These land uses and densities were established with the 2040 General Plan update which further evaluated the Truckee Tahoe Airport Land Use Compatibility Plan and found it to be consistent. Development Code and Public Engineering Standards have been the basis for the overall design and roadway improvements. Pedestrian streetscape along Jibboom Street is also integral to the design although no formal “trail” is identified in the Trails Master Plan at the site. The project will comply with the Town adopted Air Quality Management Plan, including required Air Quality Impact fees that will be collected during the final map process.

2. *The design, location, size and operating characteristics of the proposed development would be compatible with the existing and future land uses in the vicinity;*

The project proposed is consistent with the 2040 General Plan and Downtown Truckee Plan mixed used expectations and design elements including streetscape and pedestrian friendly access. On-street parking is already located in portions fronting the project and will be enhanced with formalized curb and landscape buffers to formalize this use as part of the overall streetscape. This type of project was anticipated and reviewed as part of the General Plan update and is compatible with existing and adjacent land uses and will not detract from those uses that may develop in the future.

3. *The proposed development would not be detrimental to the public health, safety or welfare of the Town, or injurious to the property or improvements in the vicinity and zoning district in which the property is located.*

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The project proposed is consistent with the 2040 General Plan and Downtown Truckee Plan mixed used expectations and design elements including vehicular access, streetscape and pedestrian friendly improvements will not be detrimental to public health and safety but improve interactions between motorists and pedestrians in this portion of the downtown fronting Jibboom Street and therefor the neighborhood in general. Safety will improve with the addition of curb and natural traffic calming of the improvement to existing and the additional on-street parking.

4. *The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity of the surrounding neighborhood.*

The proposed project, consistent with the Downtown Truckee Plan, incorporates streetscape design improvements which will include (public seating, waste receptacles, tree grates, bike racks, planters, kiosks and sidewalk lighting. This infill project draws from high quality natural building materials and craftsmanship examples from the various areas of downtown and therefore consistent with the Downtown Truckee Plan. Town goals and policies will be achieved with safe and enhanced pedestrian routes, housing in the downtown core, mixed-use commercial spaces and continuation of our Mountain Town Character. The proposed project will enhance the neighboring properties. On-street parking to be improved, or added is proposed is consistent with the Town of Truckee Development Code and will be a positive addition to all uses around the proposed project.

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

The proposed project is likely exempt from CEQA under provisions of California Public Resource Code Section 21155.1 (transit priority projects). The proposed project is greater than 50% residential use and within ½ mile of a major transit stop. In addition the site has been previously developed with both structures and substantial grading and installation of retaining walls. Existing trees in the northeasterly corner are being retained and protected and the site as previously developed does not contain sensitive wildlife habitat. To summarize, the site is in compliance with the requirements of CEQA and no significant impacts will result from the project.

Jibboom Street Residences – Letter of Justification

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6. *The site for the proposed use is:*

- A. Physically suitable for the type and density/intensity of development being proposed;***
- B. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code; and***
- C. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.***

The Subject property is consistent and with the Downtown Truckee Plan and Downtown Mixed-Use designation incorporating both commercial and residential uses. Residential densities are also consistent at 24 units per acre with the provisions for a 50% density bonus as indicated by State requirements for providing low income units. The types and sizes of buildings are physically suitable and consistent with the expectation to achieve the densities identified. The majority of the existing site retaining wall is utilized in the proposed project. Additionally, retaining walls are thoughtfully integrated in the project conforming with the existing site topography and minimizing the amount of grading that will be needed. The site is designed with effective access, on-street and covered parking, landscaping, public spaces consistent with the Development Code and the streets serving the greater downtown and most specifically Jibboom Street fronting the project is adequate in width to serve the traffic generated by this project.

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

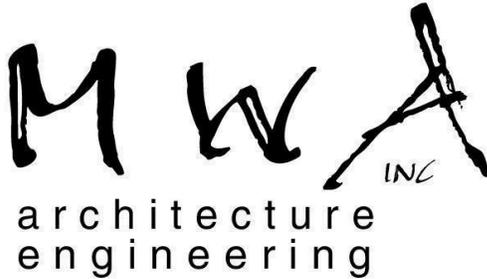
The project is located in downtown Truckee and fronts along Jibboom Street. As part of the project frontage streetscape improvement to Jibboom will occur. Streets to and from the site meet Town requirements for appropriate public and emergency service traffic. The site is served by the Truckee Sanitary District (sewer) and the Truckee Donner Public utility District (water and electric) and both wastewater and domestic water capacity is available for construction and build-out of the site with the existing infrastructure and proposed improvements proposed. Collection facilities for both sewer and water are within the right of way of Jibboom Street. Development fees will be paid to the respective agencies serving the project prior to certificate of occupancy.

Jibboom Street Residences – Letter of Justification

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

The project will comply with any requirements of the Nevada County Department of Environmental Health and the Truckee Fire Protection District. No transportation, or disposal of hazardous materials is proposed as part of this mixed-use project.



Truckee Community Development - Planning Division
10183 Truckee Airport Road
Truckee, CA 96161

Attn: Laura Dabe

Re: Use Permit- Hillside Development on Slopes of 20% or greater

The Residences at Jibboom
Mixed-Use development project
10002 – 10090 Jibboom Street, Truckee
APN: 019-102-011-000 – 019-102-048-000

Hillside Development on Slopes Greater than 30%

Given the new requirements to widen Jibboom Street in front of building D, we have re-designed the building to minimally impact the existing (previously disturbed) hillside. Please also refer to the updated geotechnical report provided. The project complies with the following requirements:

- A. *Natural topographic features and appearances are preserved by means of landform grading so as to blend constructed slopes into the natural topography and through restrictions on successive padding and terracing of building sites;*

The proposed building utilizes stepped pads and blends with the existing topography.

- B. *Major natural topographic features as identified in General Plan Community Character Element Figure CC-1 "Scenic Resources," including prominent slopes, ridgelines, bluffs, drainage courses, intermittent water courses or swales, watershed areas, vernal pools, view corridors and scenic vistas are retained;*

The features listed are not applicable. Scenic views above the existing buildings of downtown Truckee are substantially preserved. Existing trees already obscure views where the tallest structure is proposed. All buildings are well under height limits.

- C. Prominent landmark features - significant rock outcroppings, prominent trees and woodlands, and other areas of special natural beauty are preserved and enhanced;*

There exists one prominent tree on the hillside behind building D, and the project proposes to preserve it.

- D. The use of varying setbacks, building heights, foundation designs and compatible building forms, materials and colors serve to blend buildings into the terrain;*

The project proposes varied setbacks, building heights, stepped foundations and outdoor terraces, modest building forms, and compatible materials and colors.

- E. Sites and buildings are clustered on more gently sloping terrain so as to reduce grading alterations on steeper slopes;*

All buildings proposed are clustered on the lowest slope areas of the site.

- F. Buildings are designed, located and arranged to avoid a continuous intrusive skyline effect and which afford view privacy and protection;*

The buildings are broken up and utilize varied architectural styles and roof designs. There is no skyline effect, and special consideration was taken to preserve views.

- G. Vegetation is preserved and planted to protect slopes from soil erosion and slippage and minimize the visual effects of grading and construction of hillside areas;*

There exists minimal vegetation, but the one significant tree toward the top of the slope shall be preserved. A landscape plan provides natural slope stabilization.

- H. Streets and improvements are designed to minimize grading alterations and harmonize with the natural contours and character of the hillsides;*

Streets are to remain as existing, except for the widening of Jibboom Street as required by Truckee Dept. of Public Works. The building foundation has been stepped appropriately as to avoid unsightly boulder rip-rap or massive retaining walls.

- I. The project is designed to address safety issues by reducing the risk of injury, loss of life and property damage from earthquakes, landslides and other geologic hazards associated with construction near steep slopes, cliff edges and escarpments.*

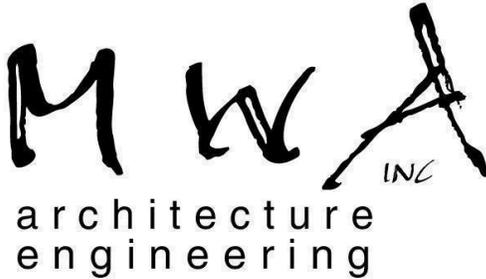
The existing conditions of a steep rocky slope and exposed retaining walls will only be improved by this project in terms of public safety. Safe structures for residents to easily access the hillside will create safer conditions. Updated recommendations from the geotechnical study and current codes for seismic stability will be employed. Please note that the methods used on Building D are far superior and less impact than what was previously provided for the areas west of Building D. The applicant feels that the methods incorporated with Building D set a fine example of how to responsibly develop on a 30% slope.

Sincerely,



Kurt Reinkens
Principal Architect

Cc: Client
File



Truckee Community Development - Planning Division
10183 Truckee Airport Road
Truckee, CA 96161

Attn: Laura Dabe

Re: The Residences at Jibboom
Mixed-Use development project
10002 – 10090 Jibboom Street, Truckee
APN: 019-102-011-000 – 019-102-048-000

Solid Waste and Recycling Plan

The December 21, 2023 Town of Truckee response letter to this project's pre-application provided the following waste storage requirements:

- (2) mixed waste dumpsters
- (1) cardboard dumpster
- (18) recycling carts

Please see the site plan accommodating these requirements.

- (1) mixed waste dumpster and (9) recycling carts are located between buildings A and B, enclosed in a concrete enclosure providing (2) spaces of 10' wide x 9'-6" deep clear interior dimensions by 8' tall.
- (1) mixed waste dumpster, (1) cardboard dumpster, and (9) recycling carts are located between buildings C and D. The two dumpsters have an enclosure providing (2) spaces of 10' wide x 9'-6" deep clear interior dimensions by 8' tall. The recycling carts are located under building D in a space approximately 6' by 15'-5" clear, with ample room for (9) carts.

The enclosures are provided with reinforced concrete aprons in front to support trash/recycling vehicle loading. The proposed enclosures are constructed of durable materials including concrete walls with metal lockable gates which would be considered

fully screened. They are strategically positioned at the northerly ends of the drive aisle for ease of both pedestrian (including ADA) and vehicular use.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kurt Reinkens', with a long horizontal flourish extending to the right.

Kurt Reinkens
Principal Architect

Cc: Client
File

Development Standard Consistency Matrix

Development Standard	Required	Proposed	Consistent?
Setbacks	Front - Edge of existing or future sidewalk; Sides- none required; Rear- none required	Existing buildings	Yes
Floor Area Ratio	No maximum	0.237	Yes
Site Coverage	No maximum	50.00%	Yes
Mixed Use Component	none	n/a	Yes
Open Space	20% or slopes in excess of 30% whichever is greater	± 50%	Yes
Height limit	50' or 3.5 Stories	<50'	Yes
Snow Storage	50%	115%	Yes
Parking	Multi Family dwellings (0.5 spaces per unit) Density bonus reduction	31	Yes
	Commercial retail, general merchandise Density bonus reduction	13	Yes
Bicycle Parking	1 space per unit plus 1 space for every 10 units (2 min)(62 Long term, and 7 short term)	65	*No
Solid Waste	1/3 of a yard per unit (14 cy)	14 cy	Yes

* See
Concession
Requests

Worksheet C – Water Efficient Landscape Ordinance

Prescriptive Compliance Option Worksheet

(For landscape areas greater than 500 square feet but less than 2,500 square feet.
The plant area must be 75% low water use plants. If this requirement cannot be met, please
use Worksheet A of the Water Efficient Landscape Ordinance).

Applicant Information:

Name: SEAN WHELAN & JIBBOOM STREET, LLC

Phone: (415) 990-4852

Address: PO BOX 5638, TAHOE CITY, CA 96145

Email: seanwhelan@mac.com

Project

Site Address: 10002 - 10090 JIBBOOM STREET, TRUCKEE, CA 96161

APN: 019-102-011-000 - 019-102-018-000

Project Type (*new dwelling, commercial, or rehab*): MULTIFAMILY RESIDENTIAL

- This project incorporates landscaping greater than 500 square feet or less than 2,500 square feet and will be using this form to identify prescriptive requirements which will be included as part of the landscape project. (*Please provide the information below specific to the landscape area and identify the location on the plans each design measure can be found using the Water Efficient Landscape Ordinance Worksheet C Checklist on page two*):

Total Landscape Area (sq. ft.): 2,064 SF Turf Area (sq. ft.): _____

Non-Turf Plant Area (sq. ft.): 2,064 SF Special Landscape Area (sq. ft.): _____

Water Type (*potable, recycled, well*): Potable

Name of water purveyor (*If not served by private well*): TDPUD

Signature

I certify the above information is correct and agree to comply with the requirements of the Water Efficient Landscape Ordinance (Development Code Section 18.040.060).

Sean Whelan

Signature of property owner or authorized representative
(authorization letter required)

1.30.2024
Date

Sean Whelan

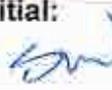
Print Name

WATER EFFICIENT LANDSCAPE ORDINANCE

Worksheet C Checklist

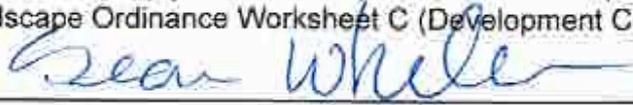
(Can only be used when aggregate landscape areas are 2,500 square feet or less and the plant area uses 75% low water use plants)

Landscape Parameter	Design Measures	
Compost	Incorporate compost at a rate of at least four (4) cubic yards per 1,000 sq. ft. to a depth of 6 inches into landscape area (unless contra-indicated by a soil test).	Initial: <i>SW</i>
Plant Water Use	<p><u>Residential:</u> Install climate adapted plants that require occasional, little or no summer water (average WUCOLS plant factor 0.3) for 75% of the plant area excluding edibles and areas using recycled water.</p> <p><u>Non-residential:</u> Install climate adapted plants that require occasional, little or no summer water (average WUCOLS plant factor 0.3) for 100% of the plant area excluding edibles and areas using recycled water.</p>	Initial: <i>SW</i>
Mulch	<p>Add the following note to plans: "A minimum 3-inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated." "For landscape installations, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil. Soils with greater than 6% organic matter in the top 6 inches of soil are exempt from adding compost and tilling" "Organic mulch materials made from recycled or post-consumer material shall take precedence over inorganic materials or virgin forest products, unless prohibited by local Fuel Modification Plan Guidelines."</p>	<p>Location on Plans:</p> <p>SHEET 1.4 LANDSCAPE AND TREE PROTECTION PLAN</p>
Turf	<p>Total turf area shall not exceed 25% of the landscape area. Turf is not allowed in non-residential projects.</p> <p>Turf (if utilized) is limited to slopes not exceeding 25% and is not used in parkways less than 10 feet in width.</p>	Initial: <i>SW</i>
Irrigation System	<p>Irrigation controllers use evapotranspiration or soil moisture data and utilize a rain sensor.</p> <p>Pressure regulators shall be installed on the irrigation system to ensure dynamic pressure of the system is within the manufacturer's recommended pressure range.</p> <p>Manual-shut-off valves shall be installed as close as possible to the point of connection of the water supply.</p> <p>Areas less than 10-feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.</p> <p>Irrigation controller programming data will not be lost due to an interruption in the primary power source.</p> <p>Areas less than 10 feet in any direction utilize sub-surface irrigation or other technology that prevents overspray or runoff.</p> <p>A private landscape submeter is installed at non-residential landscape areas of 1,000 sq. ft. or more.</p>	Initial: <i>SW</i>

	Add note to plans: "At the time of final inspection, the permit applicant must provide the owner of the property with a certificate of completion, certificate of installation, irrigation schedule of landscape and irrigation maintenance."	Location on Plans: SHEET 1.4 LANDSCAPE & TREE PROTECTION PLAN
	Add note to plans: "Unless contradicted by a soils test, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil."	Location on Plans: SHEET 1.4 LANDSCAPE & TREE PROTECTION PLAN
	For <u>non-residential projects</u> with landscape areas of 1,000 sq. ft. or more, private sub-meter(s) to measure landscape water use shall be installed.	Initial: 

Signature

I agree to comply with the requirements of the prescriptive compliance option of the Water Efficient Landscape Ordinance Worksheet C (Development Code Section 18.040.060).



Signature of property owner or authorized representative

1.30.2024

Date

Note

For the purposes of this worksheet, landscape area includes all the planting areas, turf areas, and water features in a landscape design plan subject to the Maximum Applied Water Allowance calculation. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or non-pervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open spaces and existing native vegetation).