

PLANNING COMMISSION RESOLUTION 2024-12

EXHIBIT B

A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION APPROVING APPLICATION 2024-00000014/DP-UP-MUP-ZC-TM-HDR-SP (RESIDENCES AT JIBBOOM)

STATE DENSITY BONUS

Pursuant to State Density Bonus Law (SDBL), the following modifications to the Development Code are granted for the Residences at Jibboom Project:

1. Density Bonus: Twenty-one (21) additional units are approved beyond the maximum allowable gross residential density on site, for a total of 62 units.

[For reference: The allowable density for the project site is 41 units. The applicant is deed-restricting 10 units to affordable rents. Under SBDL, this qualifies the project for a 50% increase in density, or 21 additional units. The applicant is choosing to construct 21 additional units.]

2. Reduction: Downtown Plan Commercial Frontage and Depth: The applicant is requesting a reduction in both the commercial frontage requirement of 75% of the project along Jibboom Street to 52% and the commercial depth requirement of 30 feet to 12 feet as required by the Downtown Plan.

[For reference: Downtown Plan Policy LUC-CC-4 requires parcels in the DMU designation along Jibboom Street to provide 75% of the frontage for commercial uses on the ground floor with a minimum depth of 30 feet.]

3. Reduction: Common Open Space: The applicant is requesting a waiver to the Common Open Space Requirement. The requirement is 10,250 sf. of common open space (41 units x 250 sf.). The project provides 8,150 sf. of common open space, which is 2,100 sf. less than what is required.

[For reference: Development Code Section 18.58.180.A.1 (Standards for Specific Land Uses – Multi-Family Residential Projects) requires projects to provide 250 sf. of common open space per unit. The Mixed-Use Development Incentive applies, which waives the requirement for second floor dwelling units that are above commercial space pursuant to Development Code Section 18.58.140 (Standards for Specific Land Uses – Mixed-Use Development). This reduces the requirement by 16 units in Buildings B-C and five units in Building D. The resulting requirement is 10,250 sf. of common open space.]

4. Waiver / Reduction: Private Exterior Space: The applicant is requesting a waiver to the private exterior space for seven units in Building A and a reduction in the private exterior space for two units in Buildings B-C to reduce the private exterior space requirement and dimensions from 60 ft. to 38 ft. and a minimum dimension of six feet (6') to four-feet, six-inches (4'-6").

[For reference: Pursuant to Development Code Section 18.58.180.A.2 (Standards for Specific Land Uses – Multi-Family Residential Projects) residential projects are required to provide private exterior open space for each unit, having access to a private exterior balcony of 60 sf, a deck of 90 sf, or patio of 90 sf, with a minimum dimension of not less

than six feet (6').]

5. Waiver: Long-Term Bicycle Parking Dimension Requirements: The project provides covered long-term bicycle parking in the parking garages of the structures in mechanical lift systems above parking spaces and on the rear deck on Building A. However, the applicant is requesting a waiver to the location, access, and dimensional development standard requirements for long-bicycle parking.

[For reference: Development Code Section 18.48.090.A.1 (Parking and Loading Standards – Bicycle Parking and Support Facilities, Number of spaces required) requires that long-term bicycle parking shall be covered from the elements, may be in a locked enclosure or secure area internal to a building, and shall be located at ground level. Development Code Section 18.48.090.D.2 provides the bicycle parking design and device requirements. These standards prescribe that long-term bicycle parking be accessed by five-foot (5') wide aisles, long-term bicycle parking spaces be a minimum of two-feet (2') wide, and six-feet (6') in length and have overhead clearance of seven-feet (7'), be located near a building entrance, be 18-inches from a wall, and be separated from car parking by at least five-feet (5').]

6. Waiver: Perimeter Landscaping: The project provides less than the required amount of the five-foot (5') wide landscape strip along street frontages, nor does it provide street tree and shrub plantings along the project frontages of High Street.

[For reference: Pursuant to Development Code Section 18.40.040.C (Landscape Standards – Site Landscaping Requirements), a minimum five-foot (5') 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.]

7. Parking Requirements. The project provides 58 off-street parking spaces and three (3) on-street parallel parking spaces.

[For reference: Development Code Chapter 18.58.140.D.2 (Standards for Specific Land Uses – Mixed-Use Projects) requires mixed-use projects to provide one parking space per residential unit, guest parking of 25% of the required residential parking spaces, and a commercial parking requirement of one space for every 250 sf. of commercial space. The resulting parking demand would be: $62 + (0.25 \times 62) + (3,339 \text{ sf} / 250 \text{ sf}) = 91$ spaces

SDBL limits the amount of parking the Town can require for a density bonus housing project. The Town cannot require more than 46 parking spaces, none of which must be covered. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on a residential, commercial, or other development project located within one-half mile of a major transit stop.]

Use	No. Units	Required Parking Ratio Pursuant to Density Bonus Provisions	Spaces Required
Studio	15	0.5 space/unit	8
1 Bed Units	23	0.5 space/unit	12
2 Bed Units	13	0.5 space/unit	7
3 Bed Units	11	0.5 space/unit	6
Guest Parking		*Inclusive of parking requirement for residential units pursuant to California Government Code Section 65915(p)(2)(A)	0
Commercial	3,339 sf.	1 space/250 sf.	13

Total Required Parking Spaces			46 spaces
On Site Provided			58 spaces
On-Street Parking Provided		<i>4 spaces x 0.75 spaces per unit pursuant to Development Code Section 18.48.110.D.5 (Parking and Loading Standards – Downtown Parking)</i>	3 spaces
Total Parking Surplus			12 spaces