

<b>2040 General Plan</b>	
Goal / Policy	Evaluation
<p><b>Goal LU – 1:</b> Create efficient land use patterns to provide adequate land designated for residential, commercial, industrial, and open space/ recreational uses while reducing environmental impacts, minimizing residential and commercial sprawl, increasing access to opportunity, and mitigating threats to public safety.</p>	<p><b>Consistent:</b> The proposed project supports efficient land use patterns and a balance of uses by providing a mixed-use project with 62 dwelling units and approximately 3,200 sf. of ground floor commercial space. The project site is in Downtown Truckee, encompassed by existing developed land use patterns of residential and commercial uses to the north, south, and west, with an urban park to the east. Accordingly, the project supports development in a developed area.</p>
<p>Policy LU – 1.1: Balance of Uses Ensure a healthy balance of residential, commercial, industrial, and open space land to adequately serve all Truckee residents, the local workforce, and visitors.</p>	
<p>Policy 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.</p>	
<p><b>Goal LU – 2:</b> Provide an adequate amount of land designated for residential uses to accommodate affordable and workforce housing needs, prevent sprawl, and minimize daily commutes.</p>	<p><b>Consistent:</b> The proposed project exceeds minimum residential density by employing density bonus provisions afforded under California Density Bonus Law. The DMU zone prescribes a minimum density of 24 dwelling units per acre, which would result in approximately 41 units on the project site. The project would provide 10 deed restricted units for rent to low-income households, affording a density bonus of 21 units.</p> <p>The proposed project is being processed under SB 330 (HAA) which affords streamlining provisions by limiting the number of public hearings for a project.</p> <p>Further, the project provides a range of housing sizes, with units ranging in size from 265 sf. studio apartments to 1,500 sf. townhomes.</p>
<p>Policy 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.</p>	
<p>Policy LU – 2.4: Streamline Affordable Housing Development Use regulatory and voluntary tools to streamline affordable housing development along existing and planned transit routes and near services and jobs.</p>	
<p>Policy LU – 2.7: Appropriate Home Sizes Prevent the construction of oversized homes that impede visual corridors, including Donner Lake and the Truckee River, and/or are disproportionate to the scale and character of surrounding development and the size of their lots.</p>	
<p><b>Goal LU – 3:</b> Create vibrant mixed-use corridors, support commercial centers, and provide neighborhood services to reduce traffic and greenhouse gas emissions while minimizing land use conflicts.</p>	
<p>Policy 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.</p>	<p><b>Consistent:</b> The project is a mixed-use development comprised of 62 residential units and approximately 2,300 sf. of commercial space, with sidewalk and street frontage improvements along Jibboom Street in Downtown Truckee. The project affords pedestrian access from sidewalks along Jibboom Street to the commercial uses fronting the sidewalk. Therefore, the proposed project is oriented to the street. The project provides off-street parking for residents with on-street parking proposed as part of the application. The project includes hydroponic heated driveways and access aisles alleviating the need for snow removal. Residences and commercial spaces are oriented to the south to maximize solar radiation.</p>
<p>Policy 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.</p>	
<p>Policy LU – 3.5: Building Orientation Require new buildings in mixed-use and commercial areas to be oriented toward the street and for off-street parking areas to be located to the rear or side of commercial buildings. Ultimate building locations must accommodate snow removal and snow storage, stormwater treatment, and should maximize solar orientation.</p>	
<p><b>Goal LU – 5:</b> Ensure the timely provision of public services and infrastructure that supports anticipated development in suitable locations.</p>	
<p>Policy LU – 5.1 Coordination with Special Districts</p>	<p><b>Consistent:</b> The proposed project has been routed for review to all special districts, and special districts have identified an ability to provide services</p>

<b>2040 General Plan</b>	
Work with all special districts to ensure coordination of development and provision of services in the town.	to the project. The project will connect to sewer service line in Jibboom Street. The project includes storm drain connections to the existing storm drain line in Jibboom Street
<b>Policy LU – 5.4 Provision of Sewer Services</b> Require that sewer service be provided for all new residential subdivisions creating more than four parcels and for all new nonresidential uses, including on parcels where a change of use is proposed. Existing legal parcels and new subdivisions of four or fewer parcels in areas currently without sewer may be developed with residential uses using septic systems with the approval of the appropriate health and environmental agencies. Such parcels may be required to establish connections to the sewer system if they are located in close proximity to existing or future sewer lines.	
<b>Policy LU – 5.5 Police Services</b> Review all development proposals to ensure that demand generated for police services can be adequately met. Periodically evaluate current funding mechanisms for police services to determine if they are adequate, and consider revisions as necessary.	
<b>Policy LU – 5.7 Stormwater Infrastructure and Management</b> Require new infrastructure and development to be designed to manage stormwater runoff and minimize or eliminate harmful impacts to water quality; riparian, wetland, and meadow habitats; and properties prone to flooding. When infrastructure is replaced or retrofitted, require the upgrading of stormwater management systems to minimize or eliminate these impacts.	
<b>Goal LU – 6:</b> Preserve and enhance the historic mountain character of the Downtown and support a vibrant district through infill growth, a mix of uses, and public spaces.	<b>Consistent:</b> The proposed project is consistent with the Downtown Goal and Policies of the General Plan. It proposes a mixed-use development comprised of 62 units, and approximately 3,200 sf. of ground floor commercial space on an in-fill parcel in Downtown Truckee. Housing ranges from studio to three-bedroom units and ranges in size as well from 265 sf. to 1,500 sf. townhome units. Street level activity and social interaction is fostered through the provision of ground floor commercial space with sidewalk improvements along Jibboom Street. Proposed uses would be retail/commercial in these units, thereby prohibiting office uses. The project includes 10 units of affordable housing to low income (80% adjusted median income) and provides space for public art on walls of the structure.
<b>Policy LU – 6.1: Mix of Uses</b> Encourage a mix of uses that help to complete the Downtown by: <ul style="list-style-type: none"> <li>• increasing opportunities for a variety of infill housing,</li> <li>• enhancing the pedestrian-orientation and activity in the Downtown,</li> <li>• improving river access, and</li> <li>• providing an environment that fosters street-level activity and social interaction.</li> </ul>	
<b>Policy LU – 6.5: Active Ground Floor Uses</b> Encourage active ground floor uses and discourage ground floor office uses in buildings in the Downtown core.	
<b>Policy LU – 6.7: Affordable Residential Development</b> Accommodate additional residential development in the Downtown, including affordable workforce housing.	
<b>Policy LU – 6.8: Public Spaces and Art</b> Continue to promote the creation of new small public spaces and art installation to activate Downtown streets.	
<b>Goal CC – 2:</b> Protect views of the night sky as an important natural and scenic resource in Truckee and minimize the effects of light pollution.	
<b>Policy CC – 2.1: Night Sky Preservation</b> Preserve views of the night sky as an important natural and scenic resource in Truckee.	
<b>Policy CC – 2.2: Exterior Lighting</b> Implement outdoor lighting standards to minimize light pollution, glare, and light trespass into adjoining properties.	
<b>Goal CC – 3:</b> Maintain a high standard of design to preserve Truckee’s community character.	<b>Consistent:</b> The project will be conditioned to comply with Truckee Development Code Section 18.30.060, which regulates shielding and illumination. Proposed light fixtures on the exterior of the building that would contribute to light pollution, are proposed to be shielded.
<b>Policy CC – 3.1 High-Quality Design</b> Require all new development to incorporate high-quality site design, architecture, and planning to enhance the overall quality of the built	
	<b>Consistent:</b> The project includes high quality site design, architecture, and planning which enhances the overall quality of the built environment. The project includes natural materials like

**2040 General Plan**

<p>environment in Truckee and create a visually interesting and aesthetically pleasing town environment.</p>	<p>wood fascia windows, wood siding, wood timbers, cedar fascia and trims, flat steel shingles, brick, and metal clad windows. Site design is high quality by obscuring trash enclosures, locating parking under the buildings obscured from public view, and incorporating shielded lighting. Further, high-quality design is achieved through four distinct architectural designs and the use of natural materials and variety of earth tone colors that reflect the mountain landscape. Colors include hedgerow greens, red brick, grey slate, train station yellow, and bark mulch brown.</p>
<p>Policy CC – 3.2 Design Considerations Ensure that planning and development decisions are oriented toward the maintenance of Truckee’s character, reflecting the following considerations:</p> <ul style="list-style-type: none"> <li>• identify specific types of centers, residential neighborhoods, employment districts, corridors, and gateways.</li> <li>• respect the quality, character, and context of existing development in different areas of the town to ensure that new development enhances the desired character of each of these areas.</li> <li>• discourage new architecture that directly mimics or is derivative of the buildings of the historic Downtown.</li> <li>• encourage the creation of new leasable retail spaces Downtown that are less than 5,000 sf to support the small business and walkable development pattern of Downtown.</li> <li>• encourage the retrofit or rehabilitation of existing buildings to more closely comply with Town policies, standards, and guidelines for high-quality architecture and design.</li> </ul>	<p>The proposed design draws from historic design trends but does not mimic existing buildings in the historic Downtown. Further, the inclusion of four unique designs ensures the project does not employ a monotonous design. The project includes leasable commercial space of 3,200 sf.</p>
<p>Policy CC – 3.4: Pedestrian-Oriented Design Encourage pedestrian-oriented design through the following measures:</p> <ul style="list-style-type: none"> <li>• consideration of the relationship of the built environment to the qualities and context of the landscape and natural environment in which it is situated.</li> <li>• building design that is proportionate to the width of the street that it fronts, is oriented to the street, and provides sufficient space for an anticipated increase in pedestrian use.</li> <li>• appropriate design and siting of parking facilities to minimize their visual impact and break up their massing.</li> <li>• design of facades and building frontages with pedestrian-scale detail and a high level of visual interest along the street frontage, including storefront display windows, articulated massing, and fine-grain architectural detail.</li> <li>• walkable residential neighborhoods with elements such as grid or modified grid street layouts, landscaping, sidewalks, vehicle access in the rear, and porches.</li> </ul>	<p>The project includes pedestrian-oriented design features by locating commercial spaces on the street level, along improved sidewalks and pedestrian walkways on Jibboom Street. The building design is proportionate to the width of the street because the commercial spaces extend along most of the streetscape. Facades and building frontages are designed at the human scale by provided a ground floor street height of 14 ft.</p>
<p>Policy CC – 3.5: Spaces to Encourage Social Interaction Encourage opportunities for social interaction and community activity through the creation of well-designed, accessible public spaces located throughout the town and by encouraging commercial uses that support community interaction, such as cafes and restaurants, performance and arts spaces, and child activity centers.</p>	<p>The project encourages social interaction by providing provides a safe pedestrian walkway, an outdoor plaza between buildings B&amp;C, a wall dedicated for public art, and another outdoor plaza at building D, near the intersection of Jibboom Street and High Street.</p>
<p>Policy CC – 3.6: Architectural Monotony Discourage architectural monotony between individual units in a residential subdivision or development project.</p>	<p>Signage is regulated through the application of Development Code Chapter 18.54.</p>
<p>Policy CC – 3.7: Building Material Standards Require new development projects to incorporate materials, color schemes, and architectural styles that complement the landscape and the rural and mountain environment, while also withstanding the climate challenges of the mountains. The use of rustic and natural materials such as stone and wood, as well as color palettes that reflect the natural environment, should be encouraged.</p>	
<p>Policy CC – 3.9: Sign Regulation Continue to regulate the size, quantity, location, material, and design of signs and sign lighting to maintain and enhance the visual appearance of the town.</p>	

<b>2040 General Plan</b>	
<p><b>Goal CC – 4:</b> Protect and restore historic, tribal cultural, archaeological, and paleontological resources that enrich a sense of history and respect for our environment.</p> <p>Policy CC – 4.1: Cultural Resource Preservation            Require development that includes ground disturbance be assessed by a qualified professional for potential archaeological, tribal cultural, and paleontological resources or sites and be designed to avoid impacts to these resources to the maximum extent feasible. Where there is evidence of an archaeological, tribal cultural, or paleontological resources in a proposed project area or there is determined to be a high likelihood for the occurrence of such sites, require monitoring by a qualified professional. As related to tribal cultural resources, a “qualified professional” consists of the geographically and culturally affiliated tribe. Tribal cultural resources may include sites designated as archaeological, historical resources, areas of oral history, sacred lands, ecological resources, water ways, heritage trees, and cultural landscapes.</p>	<p><b>Consistent.</b> The subject property containing the existing garage structure was previously listed on the Town of Truckee’s Historic Resources Inventory as a Category B (Contributing) resource. However, the Town of Truckee Town Council redesignated the site as a Category D (“Nonessential”) resource at the August 13, 2024 hearing documented in Resolution No. 2024-053. Therefore, the project would not impact historic resources.</p> <p>The project will be conditioned to provide a qualified archaeologist present on-site during all excavation activities, including preliminary soil investigations and trenching for foundations, utilities, and grading. If items of historic or archaeological value are uncovered, work in the discovery shall be halted for a time reasonable for the Town and archaeologist to analyze and assess the significance of the items. If necessary, a mitigation plan to preserve or recover them shall be prepared by the archaeologist. The archaeologist shall submit a report to the Community Development Department describing the findings.</p>
<p>Policy CC – 4.2: Historic Resources            As part of the development review process for projects involving modification to existing buildings and structures, require all affected buildings and structures over 45 years of age to be evaluated for historical significance. If a significant historic building or structure is proposed for major alteration or renovation, or to be demolished, the Town shall ensure that a qualified architectural historian thoroughly documents the building and associated landscaping and setting. Documentation shall be to the applicable level (short form, Level 1, Level II, or Level III) of Historic American Building Survey or Historic American Engineering Record documentation. A copy of the record shall be deposited with the Town, Truckee-Donner Historical Society, and the North Central Information Center, at minimum. The record shall be accompanied by a report containing site-specific history and appropriate contextual information.</p>	<p><b>Consistent:</b> The application has included a memorandum from Kautz Environmental Consulting entitled “Re-evaluation of 10002 Jibboom Street for National Register and Local Historic District Eligibility and Assessment of Proposed Project Effects” dated July 25, 2019. The memo concluded that the garage at 10002 Jibboom Street does not contain the integrity or significance to be eligible for listing on the National Register of Historic Places, nor does it contribute to TNRHD. The diminished integrity of the subject property suggests that the property qualifies as a Category D (nonessential) resource.</p>
<p>Policy CC – 4.8: Tribal Consultation            Coordinate with the Washoe Tribe of Nevada and California and other culturally affiliated tribes through Assembly Bill 52 and Senate Bill 18, as applicable, and encourage applicants to contact tribes when preparing development proposals to encourage the preservation of, protection of, monitoring of, and mitigation for impacts to tribal cultural sites.</p>	<p><b>Consistent:</b> The proposed project is exempt from CEQA, and therefore AB 52 and tribal consultant is not required.</p>
<p><b>Goal CC – 5:</b> Support and enhance the arts to express Truckee’s identity.</p> <p>Policy CC – 5.1: Public Art            Promote high-quality, innovative, and diverse public art that enhances the community and contributes to the town’s unique character. Support creative expression in public spaces through a</p>	<p><b>Consistent:</b> The project includes public art along Jibboom Street in the form of a mixed media three-dimension mural proposal.</p>

<b>2040 General Plan</b>	
variety of artistic disciplines, including visual, music and performance. Prioritize projects with a local context and local artists.	
Policy CC – 5.6: Art in Development Projects Encourage the inclusion of public art, publicly accessible display spaces, and/or cultural facilities as part of new development projects and with land use applications for major modifications to existing non-residential and multi-family projects.	
<b>Goal CC – 7:</b> Maintain Downtown as the preeminent town center, with a vibrant mix of uses, rich legacy of historic buildings, and eclectic architectural character.	<b>Consistent:</b> The project maintains the Downtown as the preeminent Town center. The project locates development on an undeveloped urban infill parcel, would add housing and therefore people to the Downtown area enhancing businesses and vibrancy. The location and proposed design preserves Downtown’s legacy of historic buildings and sites because historic buildings would not be altered due to the project, pending Town Council action on the shed structure. The project respects the character of historic downtown by incorporating historic design themes in the buildings.
Policy CC – 7.1: Respect for Historic Development and Patterns Preserve Downtown’s rich legacy of historic buildings and sites by ensuring that new development respects the character and context of those resources.	
Policy CC – 7.2: Preserve Historic Character of Downtown Truckee Continue efforts to preserve the unique historic character of Downtown Truckee, including programs to encourage the preservation of historic resources and to facilitate adaptive reuse of historic buildings.	
<b>Goal M-1:</b> Reduce automobile dependency to reduce impacts on the town's roadway system, lessen the need for new or expanded road facilities, and decrease vehicle emissions.	<b>Consistent:</b> The project employs compact, higher-density development (62 units where 41 units would normally be permitted). The project is pedestrian oriented development because it locates people and proposed businesses in the Downtown, near services and amenities and includes sidewalk improvements and pedestrian oriented retail uses. The project is located approximately one-quarter mile from the Truckee train station.
Policy M – 1.1: Integration of Land Use and Climate Action Planning and Decisions During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.	
Policy M – 1.3: Vehicle Miles Traveled Standards Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.	The project is in the Town of Truckee’s VMT exemption zone.
<b>Goal M – 2:</b> Provide a safe, comprehensive, and integrated system of trails, sidewalks, bike lanes, and multi-use paths as a key component of the transportation system. Integrate this system with planned and available transit opportunities and with higher-density, mixed-use development.	<b>Consistent with Density Bonus Law Waivers:</b> The proposed project includes and is required to design improvements consistent with ADA accessible curb cuts and access to buildings and along street frontages. The project includes the installation of a sidewalk walk ramp at the intersection of Jibboom Street and High Street that will be required to be ADA accessible.  The project includes short term and long-term bicycle parking. Long term bicycle parking is proposed in Buildings B-C and D. Assigned parking spaces will provide for a wall mounted lift system that accepts a bike rack. This conflicts with code requirements for a secure area internal to the building. However, the applicant requests a waiver for alternative
Policy M – 7: Pedestrian and Bicycle Access Standards Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install Americans with Disabilities Act (ADA) accessible pedestrian walkways and multi-use trails in new development, as appropriate and necessary to address circulation needs.	
Policy M – 2.13: Bike Parking Requirements for New Development Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.	

<b>2040 General Plan</b>	
	compliance with this requirement pursuant to State Density Bonus Law.
<b>Goal M – 4:</b> Provide a safe, efficient, and well-designed roadway network and maintain acceptable traffic operations through application of vehicle miles traveled and level of service thresholds and by conditioning new development to make necessary improvements, including those for emergency access, and develop programs to address projected traffic levels.	<b>Consistent:</b> The project is required to construct street frontage improvements along Jibboom Street and along the north-south portion of High Street along the project frontage. These improvements will provide for a safe, efficient, and well-designed roadway network.
Policy M – 4.9: Street Improvements for Development Projects Require projects to undertake needed roadway, transit, pedestrian, and bicycle facility improvements on public streets fronting or adjoining the development site as part of the project and to make available right-of-way needed for future cumulatively required roadway improvements.	
<b>Goal M – 5:</b> Minimize the negative impacts of transportation and parking infrastructure on Truckee’s community character, local neighborhoods, and the cultural and natural environment.	<b>Consistent.</b> The project minimizes the impacts of parking infrastructure by complying with a reduced parking requirement afforded through California State Density Bonus Law. The project is within one-half (0.5) miles of the Truckee Train Depot and provides 20% of its housing to the “low-income” AMI category. Therefore, it is afforded a parking requirement of 0.5 spaces per unit. This reduced parking requirement reduces the negative impacts of parking infrastructure on Truckee’s community character.
<b>Goal M – 6:</b> Provide adequate funding for construction, improvement, and maintenance of existing and new roadways, transit capital and operations bikeways and pedestrian facilities, bridges, and various forms of transportation.	<b>Consistent.</b> The project is subject to Transportation Impact Fee in direct proportion to the level of impact, as determined by the Town of Truckee Engineering Division. Payment of TIF will ensure adequate funding for construction, improvement, and maintenance of existing and new roadways and other forms of transportation.
Policy M – 6.1: <b>Transportation Impact Fee</b> Charge a transportation impact fee that is set in direct proportion to the level of impact identified in a circulation (including traffic and safety) impact analysis, so as to ensure that the actual cost of improvements demanded individually or cumulatively by a project can be met. Such fees shall be applied to improvements needed to increase the capacity of the transportation system including: <ul style="list-style-type: none"> <li>• improvements listed in Table M-2;</li> <li>• State Transportation Improvement Projects (STIP) projects identified in Caltrans’ and the Nevada County Transportation Commission’s Regional Transportation Plans;</li> <li>• improvements such as widening of travel lanes to improve safety, meet Town engineering standards and to add local and regional transit facilities, Class II and III bike facilities, sidewalks, or other bike or pedestrian improvements; and</li> <li>• other improvements identified by the Town needed to reduce delays and improve safety at railroad crossings and to increase the capacity of the transportation system, including those determined to be needed through updates to the Traffic Impact Fee Program and development of the Downtown Traffic Study.</li> </ul>	
<b>Goal ED – 4:</b> Foster a local environment that attracts and develops a skilled workforce through life-long educational training opportunities, cultural facilities, reliable healthcare, industrial and commercial services, and availability of affordable workforce housing.	<b>Consistent.</b> The project includes 10 units of low-income housing, and the applicant is pursuing an additional 20 units of workforce housing. Further, units range in size from studio units to
Policy: ED – 4.6: Expansion of Local Housing Supply	

<b>2040 General Plan</b>	
Expand the local housing supply with a variety of housing types to give people across all income levels who work in the community the opportunity to live in the community.	three-bedroom units and are apartments and for-sale units. These features will expand the local housing supply and foster an environment that attracts and develops a skilled workforce.
<b>Goal ED – 5:</b> Continue to enhance the long-term economic vitality of Truckee’s unique historic Downtown.	<b>Consistent.</b> The project incorporates a variety of design themes from historic architectural themes in Buildings A, B, and C, to more of a mountain modern design in Building D. This preserves the eclectic character of Downtown Truckee. The project is a mixed-use project in Downtown, thereby expanding upon the Downtown’s vibrant mixed-use character. The project enhances economic viability by introducing residents to Downtown Truckee, enhances walkability by install covered sidewalks along Jibboom Street, and is a new mixed-use development that includes housing, and the commercial space provides employment opportunities in the Downtown core.
Policy ED – 5.1: Eclectic Character of Downtown Truckee Preserve the eclectic nature and “Truckee Funk” of the historic Downtown core as a unique shopping destination for locals and visitors.	
Policy ED – 5.2: Downtown Redevelopment Efforts Continue redevelopment and improvement efforts in Downtown Truckee, including programs to expand upon the Downtown’s vibrant mixed-use character, and to develop projects that differentiate Downtown Truckee from other commercial areas in the town and the surrounding trade area.	
Policy ED – 5.4: New Downtown Mixed-Use Development Enhance the economic viability, walkability, and sustainable nature of Downtown Truckee by encouraging new mixed-use development that includes housing, employment, and services in the Downtown core.	
<b>Goal COS – 1:</b> Preserve existing open space in Truckee and increase the amount of open space under permanent protection.	<b>Consistent.</b> The proposed project is located on an infill parcel in Downtown Truckee. It is substantially encompassed by urban development on a site that was previously developed with a motel. Therefore, the location of the project preserves open space elsewhere in Truckee.
Policy COS – 1.3: Preservation of Open Space Encourage development patterns that maximize preservation of land in open space.	
<b>Goal COS – 5:</b> Protect the town's soil resources from erosion.	<b>Pending.</b> The policy provides some flexibility with respect to development on slopes more than 20% as it seeks to avoid those slopes only if there are more suitable areas for development with slopes less than 20%. The project has located development on slopes less than 20%. Buildings A through C would be located on slopes 20% grade or less, preserving the hillside adjacent to High Street. Further, the project as conditioned, would remove a trail on the parcel fronting High Street, thereby alleviating grading on slopes exceeding 20% grade. However, approximately the rear half of Building D would involve cutting and grading on slopes exceeding 20% grade as shown in the project plans. The policy appears to permit this proposal as the project site does not afford a more suitable location with slopes less than 20 percent for Building D. Alternatively, the project could eliminate or substantially reduce the size of Building D to avoid all development on slopes exceeding 20% grade
Policy COS – 5.1: Preservation of Steep Slopes Continue to preserve slopes of 30 percent or greater as open space and avoid slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent.	

<b>2040 General Plan</b>	
<p><b>Goal COS – 8:</b> Improve and maintain a high level of air quality to protect public health, safety, and welfare.</p>	<p><b>Consistent.</b> The applicant prepared, and Planning Division staff peer reviewed, an Air Quality Assessment for the proposed residences at Jibboom project. In summary, the Air Quality Assessment demonstrated conformance with both policies. Health risk exposure from diesel PM and PM2.5 concentrations associated with the nearby railroad were modeled at the proposed project site and found to be below all applicable health-based thresholds. The project site would not be exposed to substantial pollutant concentrations from the nearby railroad. Project-generated construction emissions were modeled and evaluated against Northern Sierra Air Quality Management District thresholds of significance and found not to exceed Level B or Level C thresholds; thus, would not result in a significant air quality impact requiring further environmental review nor mitigation.</p>
<p>Policy COS – 8.1: Consistency with Particulate Matter Air Quality Management Plan Require multi-family residential, commercial, industrial, subdivisions, and other discretionary development to maintain consistency with the goals, policies, and control strategies of the Town’s Particulate Matter Air Quality Management Plan to meet state and federal ambient air quality standards.</p>	
<p>Policy COS – 8.3: Dust Control Measures Require all construction projects to implement dust control measures to reduce particulate matter emissions due to disturbance of exposed topsoil. Such measures include watering of active areas where disturbance occurs, covering haul loads, maintaining clean access roads, and cleaning the wheels of construction vehicles accessing disturbed areas of the site.</p>	
<p>Policy COS – 8.7: Health Risk Assessments for Siting New Receptors Require developers of projects that would locate sensitive receptors (e.g., residences, schools, healthcare facilities) within 500 feet of Interstate 80 and 1,000 feet of the railway, consistent with the California Air Resources Board’s buffer recommendations, to prepare a health risk assessment to determine the significance of the impact, and to incorporate project-specific mitigations to minimize or avoid this risk.</p>	
<p>Policy COS – 8.10: Emission Standards for Diesel-Powered Off-Road Equipment Require any discretionary development project that would generate construction-related emissions at a level that exceeds NSAQMD thresholds to use off-road construction equipment that meets EPA Tier 4 emission standards (as defined in 40 CFR 1039) and to comply with the appropriate test procedures and provisions as contained in 40 CFR Parts 1065 and 1068. Tier 3 models can be used if a Tier 4 version of the equipment type is not yet produced by manufacturers or is demonstrated to the satisfaction of the Town to be otherwise unavailable. Alternatively, battery-electric off-road equipment may be used as it becomes available. Project applicants must submit a report or project improvement plan to the Town outlining a plan to fulfill this requirement prior to the use of any off-road, diesel-powered construction equipment.</p>	
<p><b>Goal SN – 5:</b> Reduce the risk of injury, loss of life, and property damage from earthquakes, landslides, and other geologic hazards.</p>	<p><b>Consistent as conditioned.</b> The project submitted a geotechnical report dated January 22, 2024 prepared by NV5. The report includes recommendations for construction and building related to geologic hazards. Staff proposes a condition of approval that the applicant submit a design level geotechnical report, implementing the recommendations from the January 2024 geotechnical report prior to issuance of grading permit.</p> <p>The project generally avoids steep slopes. However, some development on slopes exceeding 30% is proposed and approval of the project on such slopes is subject to the Planning Commission.</p>
<p>Policy SN – 5.1: Avoidance of Steep Slopes and Unstable Soils Require new development be located in such a way as to avoid hazardous areas, including steep slopes and areas of unstable soils.</p>	

**2040 General Plan**

<p><b>Goal SN – 8:</b> Minimize community exposure to excessive noise and maintain Truckee’s peaceful mountain environment by ensuring that land uses are compatible with surrounding noise sources and levels.</p> <p>Policy SN – 8.1: Noise Compatibility Standards Require new development to ensure the noise compatibility standards shown in Table SN-1 are met, using existing noise data (e.g., roadway noise contour map, available documentation) or a project-specific noise analysis/acoustical study. Require all feasible noise reduction measures identified by the study to be incorporated into the project.</p>	<p><b>Consistent:</b></p> <p>The proposed project is compatible with the noise standards in Table SN-1. The project is in a Normally Acceptable noise limit for residential projects</p>
<p>Policy SN – 8.3 Location of Noise-Sensitive Receptors Discourage location of noise-sensitive uses (such as senior living, hospitals, churches, daycare centers, residences) in locations with noise exposure exceeding “normally acceptable” levels. If relocation is infeasible, require all feasible noise reduction measures identified by a noise analysis/acoustical study.</p>	<p>As noted, the project is in a location where the noise exposure is Normally Acceptable for the proposed land use</p>
<p>Policy SN – 8.5: Insulation Standards for Interior Noise Enforce the California Title 24 Noise Insulation Standards for interior noise levels attributable to exterior sources for all new residential uses to ensure interior noise levels for residential uses do not exceed a community noise equivalent level of 45 decibels.</p>	<p>The project has submitted a Noise Assessment which demonstrates that with standard building practices, the internal noise level meets the requirements of Title 24.</p>
<p>Policy SN – 8.13: Construction Hours Continue to restrict construction hours in Truckee to reduce impacts to adjacent existing noise-sensitive uses.</p>	<p>The project will be conditioned to limit construction hours to Monday through Friday from 7 AM to 5 PM and Saturday and Sunday from 8 AM to 4 PM.</p>
<p>Policy SN – 8.14: Require the following standard construction noise control measures to be included as requirements at construction sites in order to minimize construction noise impacts:</p> <ul style="list-style-type: none"> <li>• equip all internal combustion engine–driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment;</li> <li>• locate stationary noise generating equipment as far as possible from noise-sensitive uses when noise-sensitive uses adjoin or are near a construction project area;</li> <li>• use “quiet” air compressors and other stationary noise-generating equipment where appropriate technology exists; and</li> <li>• require the project sponsor to designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will require that reasonable measures warranted to correct the problem be implemented. The project sponsor shall also post a telephone number for excessive noise complaints in conspicuous locations in the vicinity of the project site and send a notice to neighbors in the project vicinity with information on the construction schedule and the telephone number for noise complaints.</li> </ul>	<p>Policy SN – 8.14 will be incorporated as a condition of approval.</p>
<p>Policy SN – 8.16 Airport Land Use Compatibility (ALUCP): When considering new development proposals in the vicinity of Truckee Tahoe Airport, enforce the noise compatibility criteria and policies set forth in the adopted Tahoe Airport Land Use Compatibility Plan.</p>	<p>The proposed project is consistent with the ALUCP. Interior noise levels would not conflict with the plan as demonstrated in the Noise Assessment for the project.</p>
<p>Policy SN – 8.19: Additional Construction Noise Control Measures Require the following additional construction noise control measures at construction sites where construction activity, excluding single-family construction, would take place outside of the timeframes</p>	<p>The project would not be subject to the additional noise control measures identified in the General Plan.</p>

**2040 General Plan**

<p>exempt from the noise standards established in the Town Development Code and is anticipated to generate exterior noise levels at sensitive receptors that exceed the applicable nighttime noise standards of 50 Leq or 70 Lmax.</p> <ul style="list-style-type: none"> <li>• Temporary noise barriers, such as curtains, piled snow, or hay bales.</li> <li>• Noise-reducing enclosures and techniques around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors) to break the line of sight between the noise source and receiver.</li> <li>• Operation of heavy-duty construction equipment at the lowest operating power possible.</li> </ul>	<p>Construction would occur during standard daytime hours.</p>
<p><b>Goal CAP – 5:</b> Reduce reliance on vehicles by encouraging higher-density housing near businesses and amenities (e.g., trails, community gathering spaces) that serve the daily needs of residents.</p> <p><b>Policy M – 1.1:</b> Integration of Land Use and Climate Action Planning and Decisions</p> <p>During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.</p>	<p><b>Consistent.</b> The proposed project utilizes a reduced parking standard and is in a developed, urban, portion of the Town of Truckee. These features reduce single occupant vehicle trips. The project is a higher-density, compact, pedestrian oriented project. The project provides retail space that could be occupied by neighborhood-serving commercial uses. Further, the project is an infill project in Downtown Truckee, is approximately one-quarter mile, unobstructed, from transit, and provides 77 long-term bicycle parking spaces. The higher density project, near businesses in Downtown Truckee would reduce reliance on vehicles.</p>