



PLANNING COMMISSION STAFF REPORT

Meeting Date: June 17, 2025

To: Town of Truckee Planning Commission

From: Laura Dabe, Senior Planner

RE: Planning Application 2025-00000016/DP AMD-PD AMD-ZC (Soaring Ranch Phase 2 Development Permit Amendment, Planned Development Amendment and Zoning Clearance); 10501 Soaring Way (APN 019-620-066)

Approved by: Denyelle Nishimori, Community Development Director

Recommended Action: That the Planning Commission adopt Resolution 2025-07, taking the following actions:

- 1) Determining the project consistent with the adopted Joerger Ranch Specific Plan and thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur); and
- 2) Approving a Development Permit Amendment, Planned Development Amendment and Zoning Clearance, and granting three density bonus incentives/concessions and four waivers of development standards for the project pursuant to State density bonus law, based on the recommended findings and subject to the recommended conditions of approval.

Project Summary: The applicant is requesting approval of land use entitlements for Soaring Ranch Phase 2, a proposed mixed-use commercial and residential development with two buildings and 108,502 square feet of floor area located at 10501 Soaring Way (APN 019-620-066), a 4.72-acre site within the CR (Regional Commercial) zoning district of the Joerger Ranch Specific Plan Area. Building D is proposed as a single-story commercial building with 23,635 square feet of commercial floor area and nine tenant spaces (retail, office and restaurant). Building E is proposed as a four-story building with 84,867 square feet of residential floor area and 86 multifamily residential units. A total of 272 parking spaces are proposed. The applicant requests approval of the following land use entitlements for the project:

- 1) **Development Permit Amendment** to revise the previously approved Soaring Ranch Development Permit to reduce the amount of retail space and replace the commercial floor area with multifamily residential units;
- 2) **Planned Development Amendment** to revise the previously approved site plan, allowing a mixed-use development with two buildings; and
- 3) **Zoning Clearance** to permit multifamily dwellings in a commercial/industrial project and commercial uses (retail, restaurant and office), as required by the Joerger Ranch Specific Plan amended on June 8, 2021.

In addition to the above land use entitlements, the applicant is requesting approval of a 50 percent density bonus to increase the allowed number of residential units from 57 to 86 units (including 14 affordable units

deed restricted to low-income households, 17 unrestricted market-rate units, and 55 market-rate units deed restricted for rent to local workers within the TTUSD school district boundary).

As part of the density bonus, three incentives/concessions are requested to waive Development Code requirements for providing private exterior space for multifamily residential units, the requirement in the Joerger Ranch Specific Plan for at least 50 percent of the floor area in a mixed-use project to be commercial, and the Town's maximum floor area ratio (FAR) requirements as calculated pursuant to the 2040 General Plan. Additionally, four waivers of development standards are requested to modify the parking lot interior and perimeter landscaping requirements, waive the requirement to provide 40 square feet of storage per residential unit, and reduce the required amount of common outdoor area. Reductions in the amount of required parking for the project are also requested.

The Planning Commission approved a previous version of the Soaring Ranch Phase 2 project on February 16, 2021 (Town of Truckee Application #2021-00000178, Commission Resolution 2020-24) and granted a Time Extension/Project Amendment for the project on May 17, 2023 (Town of Truckee Application #2022-00000154, Commission Resolution 2023-08). The expiration date for these approvals was May 29, 2025; however, the expiration was extended to May 29, 2026 under Assembly Bill 2729 (legislation which extended the land use entitlements for certain housing developments by 18 months). Although the previous entitlements are still valid, the applicant has submitted a new application for the Soaring Ranch Phase 2 project to request land use approvals for a new project on the site that features two buildings (one multifamily residential building and one commercial building).

The Soaring Ranch project is part of the Joerger Ranch Specific Plan, which was adopted in March 2015. Soaring Ranch Phase I was approved in March 2018 to allow development of a 119,704-square-foot retail center on a 16.3-acre parcel located in the southeast quadrant of the Joerger Ranch Specific Plan Area in the Regional Commercial zone district. An Environmental Impact Report (EIR) was certified at time of Specific Plan approval and includes a series of mitigation measures and infrastructure phasing requirements which are required to be implemented as part of buildout of the Specific Plan. The Specific Plan was amended and an EIR Addendum was adopted on June 8, 2021.

As noted in the "Discussion/Analysis" section below, a complete Preliminary Housing Development Application was submitted for the Soaring Ranch Phase 2 project on March 3, 2025. Pursuant to State law, the preliminary application locks in the development standards in place at the time a complete submittal is received for future land use entitlements. Therefore, the project is subject to the requirements of the 2021 Joerger Ranch Specific Plan, 2040 General Plan, and Development Code dated December 10, 2024.

Major Discussion Topics: Staff has identified the following major discussion topics to help guide the Planning Commission's discussion:

- Is the proposed project consistent with the objective standards of the 2021 Joerger Ranch Specific Plan, 2040 General Plan, and December 10, 2024 Development Code?
- Have all potential compatibility issues for the proposed uses been addressed through the draft conditions of approval?

Under State law, review of housing development projects is limited to objective standards. The Commission has the discretion to modify, add or delete recommended conditions of approval as a way to make the required findings.

Planning Commission's Role: As the review authority for the proposed project, the Planning Commission's role is to review the proposed development for compliance with the Town's objective standards, including the Joerger Ranch Specific Plan, General Plan and Development Code.

Location/Setting: The project site is located in the northeast corner of the 16.3-acre Soaring Ranch project area, southeast of the Highway 267/Soaring Way/Brockway Road intersection (10501 Soaring Way; APN 019-620-066). The 4.72-acre parcel is identified as Parcel 2 on the recorded Soaring Ranch Parcel Map, which subdivided the 16.3-acre parcel into three parcels. The site is located within the Regional Commercial (CR) zoning district of the Joerger Ranch Specific Plan area. The Phase 2 project site is located east of the Phase 1 development (anchored by Raley's and Mountain Hardware), north of the future Phase 3 development (approved by the Planning Commission in October 2022), west of the Truckee Tahoe Lumber Company property, and south of Soaring Way, as shown below in Figure 1:

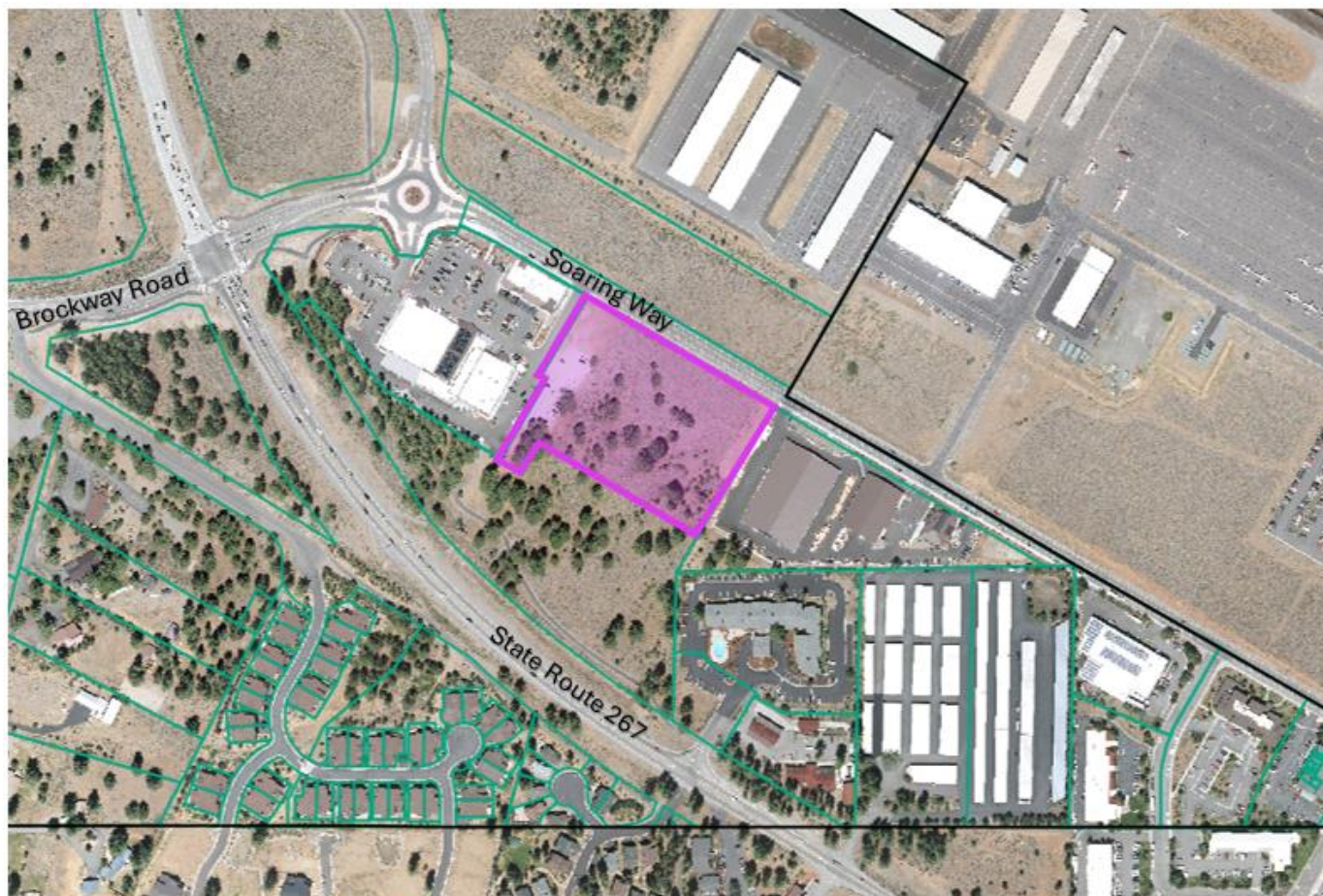


Figure 1: Soaring Ranch Phase 2 Project Location

Project Site Information:

General Plan Designation:	Planned Community
Regulatory Document:	Joerger Ranch Specific Plan (June 2021)
Zoning District:	Regional Commercial (CR)
Parcel Size:	4.72 acres
Utilities:	Public sewer and water

Discussion/Analysis:

Background

The Joerger Ranch Specific Plan was adopted by the Town in March 2015. The Specific Plan area consists of approximately 67 acres at the southern entrance to Truckee along Highway 267. The Specific Plan area has a long history of development planning and buildout conceptualization over the course of nearly 20 years. Key concepts in the Specific Plan include economic diversification, regional business clustering and

open space protection. Buildout of the Plan Area is envisioned to bridge the gap between the small specialty restaurant and retail uses in Downtown Truckee and the large big-box anchored supercenter that would provide new sources of property tax and sales tax but would fundamentally conflict with Truckee's small mountain town character. The Specific Plan established areas zoned for a number of different uses, including Regional Commercial (CR), Lifestyle Commercial (CL), Business Innovation (BIZ), Manufacturing (M1), Open Space (OS-P), and Workforce Housing (RMW-20), as shown in Figure 2 below:

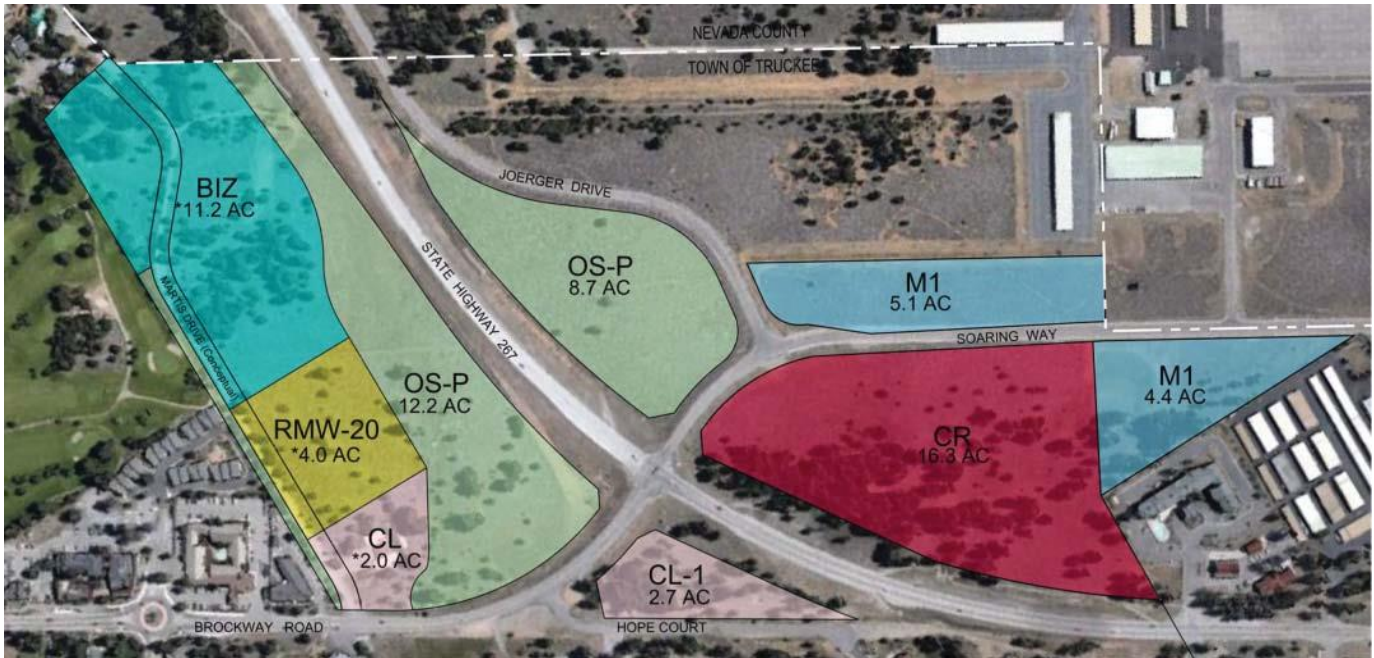


Figure 2: Joerger Ranch Specific Plan Area

The project site is part of the Regional Economic Cluster in the Specific Plan. The term “economic cluster” is defined as groupings of related businesses, suppliers and associated land uses within a set area. Each economic cluster is intended to draw businesses with similar and/or compatible land uses, operations, customers, etc. with the idea being that vision and innovation are often developed when there is open communication within an industry sector. This cluster encompasses the land located along Soaring Way and creates land use opportunities for businesses with region-serving products and services. The Regional Commercial (CR) zone district was designed to fulfill the Regional Economic Cluster vision and is specifically focused on large floor plate commercial and office uses that serve both local and regional markets and are not easily accommodated in other established commercially zoned areas. The intent is to encourage locally operated businesses and land uses that can enhance Truckee's unique small town mountain atmosphere. The Specific Plan allows development of the plan area to occur over time and in no specific order, as well as to utilize existing services to provide flexibility to meet changing market and community demands.

A unique aspect of the Specific Plan is the concept of “targeted land uses.” These are land uses that were identified in the Specific Plan economic study to diversify Truckee's economy and capture tax leakage/industry growth dollars. Although the plan does not limit projects to those with targeted uses, the notion is that these are preferred over other uses to further plan goals. The targeted uses for the CR zone district include grocery and/or specialty food markets and large floor plate commercial, office and retail businesses with indoor floor layouts consisting of 5,000 square feet or larger. National retail chains are discouraged unless it can be demonstrated through an economic analysis that such a use will benefit the Town as a whole and avoid or minimize economic impacts to the downtown. The zone district's development standards are a mix of the general CG (General Commercial) standards and specific standards for commercial zones within the Specific Plan.

The Specific Plan also specifies the infrastructure necessary to support development of the Plan Area. The common infrastructure improvements benefit all properties within the Plan Area and the Plan identifies the phasing required of each quadrant of the Plan Area. The first property owner to develop and/or subdivide within Parcel 1 (which includes the CR zone district) was required to construct improvements related to road infrastructure, paved trails and utilities. The full text of the Specific Plan, including all policies, development standards and infrastructure requirements applicable to the project, is included in this staff report as Attachment #10 and is available online at: <https://www.townoftruckee.gov/318/Joerger-RanchPlanned-Community-3-Specifi>.

Soaring Ranch Project Approvals

Following adoption of the Specific Plan in 2015, the Soaring Ranch project was approved by the Town Council in March 2018 to allow development of a 119,704-square-foot retail center with three phases of development on the 16.3-acre parcel located at the intersections of Soaring Way, Joerger Drive and State Route 267 (Town of Truckee Application #2017-00000078; Council Resolution 2018-01). The project was proposed to develop in three phases:

- **Phase 1:** 5.5 acres including a 35,704 sq. ft. Raley's grocery store with an attached 12,000 sq. ft. co-anchor and 7,000 sq. ft. freestanding commercial building.
- **Phase 2:** 5.4 acres including 65,000 square feet of retail space within four retail buildings.
- **Phase 3:** 5.4 acres. No uses were proposed.

To develop the project, the applicant requested the following land use approvals:

- **Development Permit** to allow construction of the 35,704-square-foot grocery store and 19,000 square feet of retail space within Phase 1;
- **Planned Development** to approve the overall site plan for the 16.3-acre parcel and to allow minor deviations to the Town's sign regulations;
- **Tentative Map** to subdivide the property into a 5.5-acre parcel for retail uses, a 5.4-acre parcel for retail uses, and a 5.4-acre parcel for future undesignated uses; and
- **Phased infrastructure Plan** to allow construction of a portion of the offsite infrastructure improvements within later development phases of Parcel 1.

Development Standard CR-3 of the Joerger Ranch Specific Plan required approval of a Planned Development in conjunction with or prior to subdivision of any property within the CR zone. The purpose of this requirement was to ensure that development of the entire zone was considered comprehensively. This type of Planned Development differs from one needed to modify development standards. In submitting both a Tentative Map request and site plan for the entire CR zone district, the applicant team complied with the Specific Plan's requirements, and the site was planned and designed in a comprehensive manner. The approved overall site plan is shown below in Figure 3:

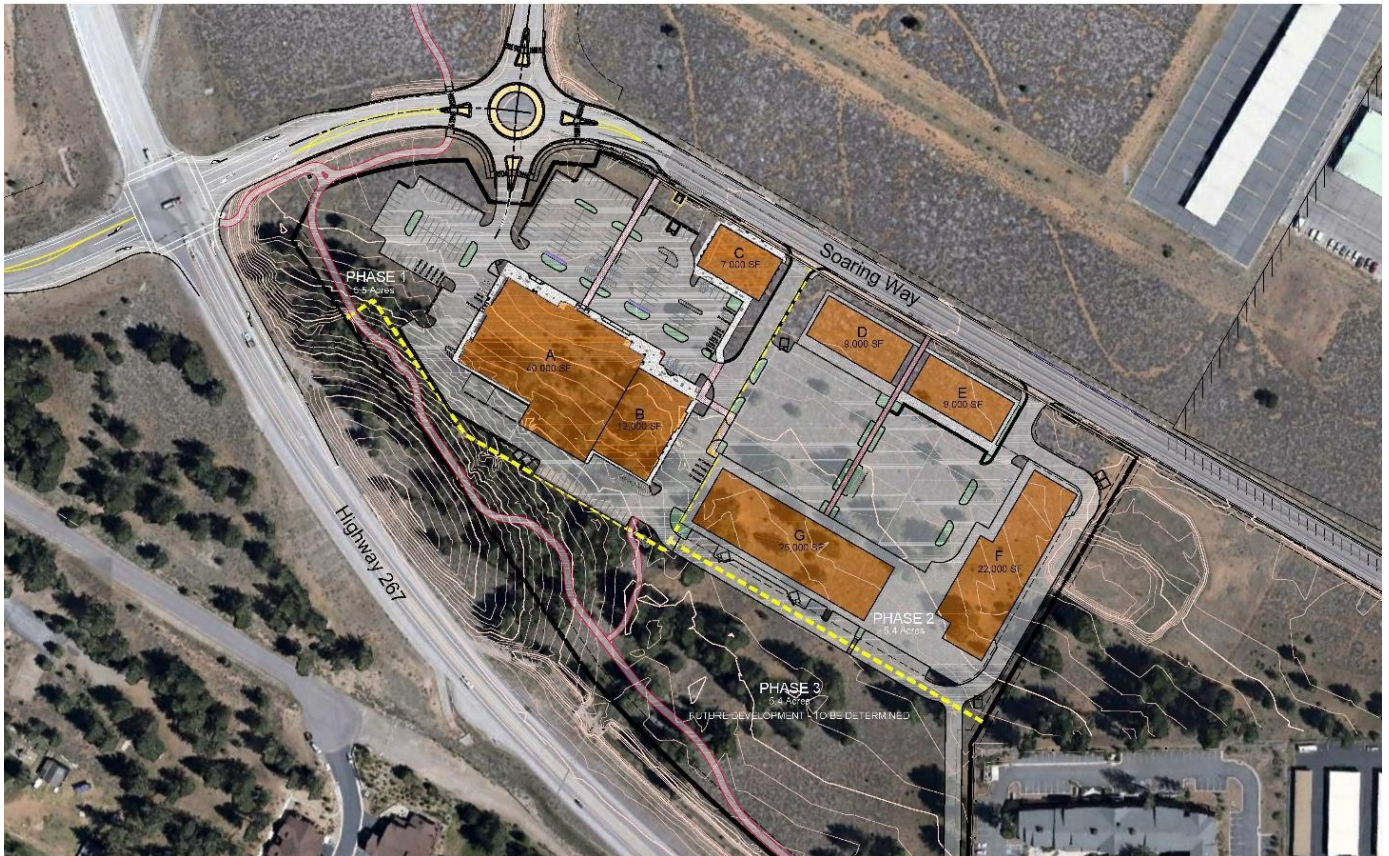


Figure 3: Approved 2018 Soaring Ranch Site Plan/Planned Development

As part of the Soaring Ranch project, a series of on-site improvements were proposed, including a total of 224 parking spaces within Phase 1 and 237 parking spaces within Phase 2, landscaping, stormwater infrastructure, underground utility infrastructure, pedestrian walkways, and signage. Eighteen parking spaces within each phase were proposed to be dedicated to electric vehicle parking, including 12 which would be electric vehicle charging stations.

During the Planning Commission review, staff noted that the site would serve as the only Regional Commercial project in Truckee, and that the site had been designed to complement Truckee's mountain town character while accommodating a range of larger, targeted uses intended to fulfill an important community priority. Based on its review of both project phases, staff determined that the project achieved the Specific Plan's objectives for site design and would provide a much-needed and desired regional shopping center.

Construction of the Raley's grocery store (35,478 sq. ft.) and Mountain Hardware co-anchor (12,000 sq. ft.) was completed in the summer of 2020, and construction of the freestanding multi-tenant commercial building (9,294 sq. ft.) was completed in summer of 2021.

Two additional projects have subsequently been approved within the Soaring Ranch project area:

- **Soaring Ranch Phase 2:** A mixed-use project with four buildings and a total of 31,523 square feet of commercial floor area (15,984 sq. ft. of retail space, 6,339 sq. ft. of office space and 9,200 sq. ft. of restaurant space) and 69 rental multifamily residential units (61 unrestricted market-rate units and 8 deed-restricted affordable housing units) was approved on February 16, 2021 (Town of

Truckee Application #2019-000000178; Commission Resolution 2020-24). The four buildings ranged in height from two to four stories, with commercial space on the ground floor of each building and multi-family residential units on the floors above. A 26 percent density bonus was approved to increase the number of residential units from 55 to 69 units, with eight low-income affordable units, along with density bonus concessions related to parking. A building permit application was submitted in February 2022 and the permit was ready to issue in December 2022 pending outside agency approvals and payment of fees.

- **Soaring Ranch Phase 3:** A mixed-use project in four buildings with a total of 7,834 square feet of retail floor area and 109 multifamily residential units (91 unrestricted market-rate units and 18 deed-restricted affordable units) located at 10701 Soaring Way (APN 019-620-067) was approved on October 18, 2022 (Town of Truckee Application #2019-00000178, Resolution 2022-10). All four proposed buildings were four stories in height. A 50 percent density bonus was approved to increase the number of residential units from 73 to 109, with 18 “lower income” affordable housing units, along with density bonus concessions to modify the parking, private exterior space, and infrastructure requirements.

The Soaring Ranch Parcel Map was recorded on June 17, 2021 (Town of Truckee Application #2020-00000096), which completed the subdivision of the 16.3-acre Soaring Ranch project site into three parcels: Parcel 1 (5.52 acres), Parcel 2 (4.72 acres) and Parcel 3 (6.06 acres).

A complete SB 330 Preliminary Housing Development Application was submitted for the current Soaring Ranch Phase 2 project on March 3, 2025 (Town of Truckee Application #2025-00000017). Once a complete Preliminary Application is submitted, the zoning, design, subdivision and fee requirements in effect as of that date will remain applicable to the project for the duration of the review and entitlement process. After submitting a Preliminary Application to the local agency, an applicant has 180 days to submit a full application or the Preliminary Application will expire. Staff reviewed the formal application submittal and confirmed that it was submitted within 180 days of the Preliminary Application, as required, and that no changes to the project described in the Preliminary Housing Development application were proposed. Therefore, the Town of Truckee requirements that apply to the formal application are those that were in place at the time of Preliminary Application submittal on March 3, 2025, including the Joerger Ranch Specific Plan amended on June 8, 2021, the 2040 General Plan adopted on May 9, 2023, and the Truckee Development Code in effect as of December 10, 2024.

Specific Plan Amendments

During the review of the first projects within the Specific Plan area, a number of questions were raised about Specific Plan implementation versus community buildout expectations. In February 2021, the Town Council discussed potential amendments to the Joerger Ranch Specific Plan and directed staff to approach the amendments with a two-phased approach. The first phase was intended to address immediate questions about the Plan’s housing requirements and to address inconsistencies within the original Plan. These amendments were intended to be processed on an expedited timeframe. The second phase would address the bigger picture questions about the Specific Plan goals and vision. The Planning Commission reviewed the Phase 1 amendments on March 1, 2021 and forwarded a recommendation to the Town Council, which took action to approve the amendments and adopt an EIR Addendum on June 8, 2021 (Town of Truckee Application #2021-00000012; Council Resolution 2021-14).

Topics addressed in the 2021 amendments included the following:

- Allowing housing as a permitted use in the CR, CL, M1 and BIZ zoning districts as part of a mixed-use project (including multifamily dwellings, co-housing and senior housing) as well as live/work and work/live units, and prohibiting standalone multifamily projects in these zoning districts;

- Adding a requirement for commercial and/or industrial uses to be the primary components of a mixed-use project, and not allowing residential floor area within a mixed-use project to exceed 50 percent of the floor area of the project;
- Requiring future projects to comply with the Town's inclusionary housing and workforce housing requirements;
- Requiring construction of workforce housing units on the project site or on a comparable off-site location within the Town limits and prohibiting payment of in-lieu fees or approval of an alternate equivalent proposal to meet a project's workforce housing requirements; and
- Requiring mixed-use projects and standalone residential projects to comply with the Development Code standards for multifamily residential projects and with the RMW-20 design standards.

The current Phase 2 project was submitted after adoption of the Specific Plan amendments in June 2021 and is therefore subject to compliance with the current Specific Plan requirements.

Project Description

An application for the Soaring Ranch Phase 2 project was submitted on February 12, 2025 and deemed complete for processing on April 1, 2025. The application proposes to construct a mixed-use commercial and residential project with two buildings and 108,502 square feet of floor area. Building D is proposed as a single-story commercial building with nine tenant spaces (retail, office and restaurant) and 23,635 square feet of commercial floor area. Building E is proposed as a four-story building with 86 multifamily residential units and 84,867 square feet of residential floor area. A total of 272 parking spaces are proposed. The application requests approval of the following land use entitlements:

- **Development Permit Amendment** – To revise the approved Soaring Ranch Development Permit to reduce the amount of retail space and add multi-family residential units (mixed use);
- **Planned Development Amendment** – To revise the overall site plan, allowing a mixed-use development in two buildings; and
- **Zoning Clearance** – To permit multifamily dwellings in a commercial/industrial project, as required by the Joerger Ranch Specific Plan amended on June 8, 2021.

Additionally, the application requests approval of a 50 percent density bonus to increase the allowed number of residential units from 57 units (4.72 acres x 12 dwelling units per acre) to 86 units (including 14 affordable units deed restricted to low-income households, 17 market-rate units with no restrictions, and 55 market-rate units deed restricted for rent to local workers within the TTUSD school district boundary).

As part of the density bonus, three incentives/concessions are requested (to waive the Development Code requirements for providing private exterior space for multifamily residential units, the requirement in the Joerger Ranch Specific Plan for 50 percent of the floor area in a mixed use project to be commercial, and the maximum FAR requirements as calculated pursuant to the 2040 General Plan) and four waivers of development standards are requested (to modify the parking lot interior and perimeter landscaping requirements, waive the requirement to provide 40 square feet of storage per residential unit, and reduce the required amount of common outdoor area). A reduction in parking is also requested to reduce the required amount of residential parking from 190 spaces (as required by the Development Code) to 109 spaces (based on the State density bonus parking allowances).

The proposed site plan for the Phase 2 project is shown in Figure 4 below:

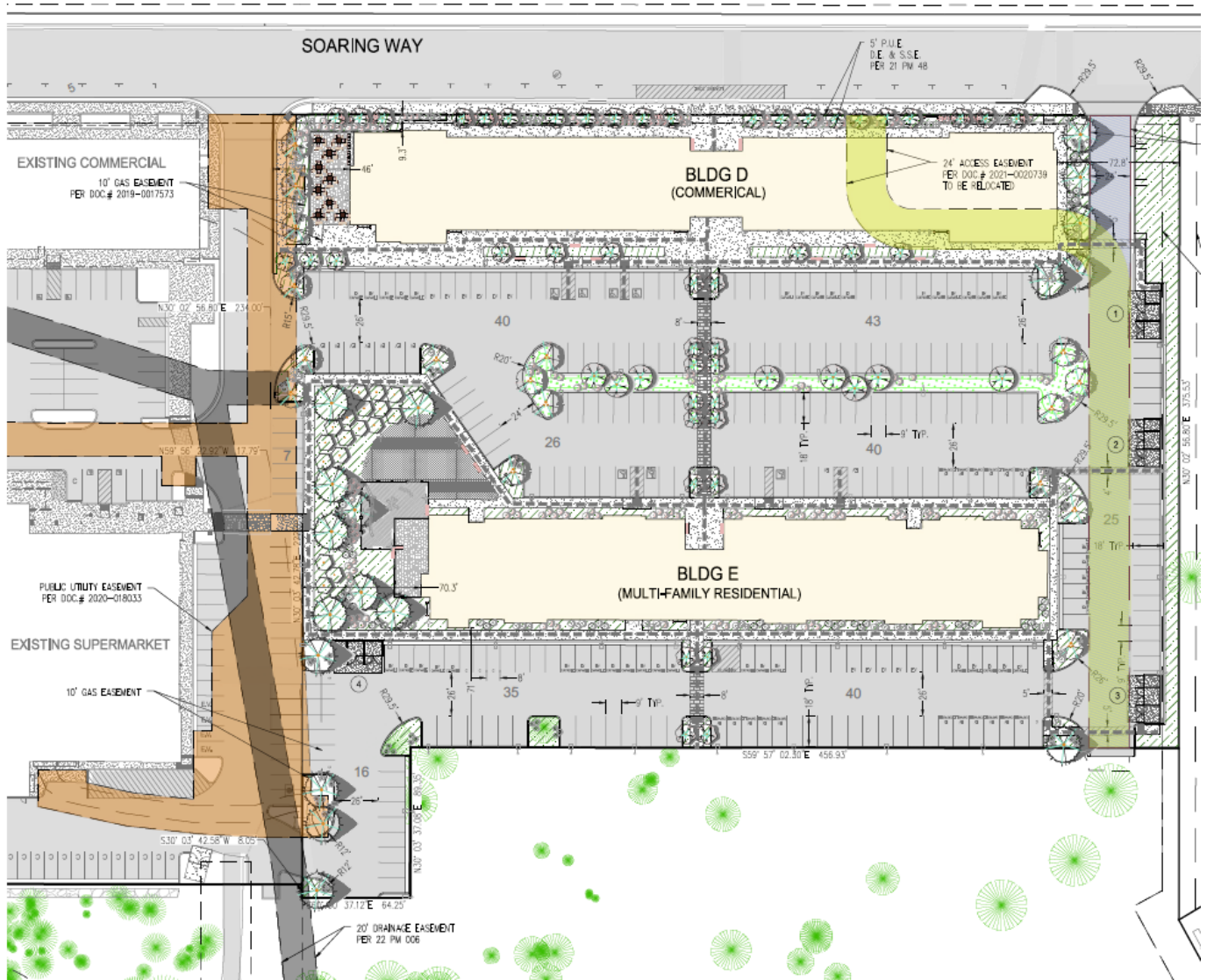


Figure 4: Proposed Site Plan

Land Use Approvals

The applicant is requesting approval of the following land use entitlements for the proposed project:

Development Permit Amendment

The applicant is requesting an amendment to the Development Permit that was approved for the Soaring Ranch project in 2018. Development Permit approval is required for projects with projects with 7,500 square feet or more of floor area and/or 26,000 square feet or more of cumulative site disturbance. In reviewing Development Permit applications, the focus is on site layout and site/building design to ensure the best utilization of a site as well as compatibility with surrounding properties. The Planning Commission acts as the review authority for consideration of Development Permits and approval of this type of request is discretionary.

Planned Development Amendment

The applicant is requesting an amendment to the previously approved Planned Development for Soaring Ranch, which included an overall site plan for the project. Development Standard CR-3 of the Specific Plan required approval of a Planned Development in conjunction with or prior to subdivision of any property

within the CR zone for the purpose of ensuring that development of the entire zone was considered comprehensively. On the approved overall site plan, the Phase 2 project site was shown as four buildings with 65,000 square feet of commercial floor area. Development Code Chapter 18.78 (Planned Developments) encourages innovation in site planning and other aspects of project design and more effective design responses to the site features, land uses on adjoining properties and environmental impacts than the development standards would normally produce. Planned Developments are encouraged and expected to produce a comprehensive development of greater quality including more effective and attractive pedestrian orientation, environmental sensitivity, energy efficiency, and the more efficient use of resources than would result from the more traditional development review process, while protecting the public health, safety, welfare, integrity and character of the Town and ensuring consistency with the General Plan and any applicable Specific Plan. In order to approve a Planned Development, the Commission must make a specific set of findings in support of the approval.

Zoning Clearance

The applicant is requesting Zoning Clearance approval to permit multifamily dwellings in a mixed-use project in Building E and commercial uses (retail, restaurant and office) in the nine commercial tenant spaces within Building D. All of these are permitted uses in the CR zoning with approval of a Zoning Clearance. The Zoning Clearance review process begins with the recognition that the proposed use/construction is allowed in the zoning district and focuses on issues related to site layout and design in order to arrive at the best utilization of the subject site and compatibility of design with surrounding properties. A summary of the proposed commercial uses is provided below (note that the square footages shown on the floor plans on Sheet A.10 of the plan set are based on leasable area rather than gross floor area; therefore these numbers differ slightly from the commercial square footage calculations on the cover page of the architectural plan set and from the numbers used in the parking calculations, which are based on gross floor area):

Unit 1	Restaurant, Table Service	3,441 square feet (2,065 square feet of patron area and 1,376 square feet of service area) plus 1,302 square feet of outdoor dining area
Unit 2	Retail	1,589 square feet
Unit 3	Retail	1,589 square feet
Unit 4	Retail	2,527 square feet
Unit 5	Restaurant, Coffee Shop	2,000 square feet
Unit 6	Office, Professional	2,600 square feet
Unit 7	Retail	2,359 square feet
Unit 8	Retail	1,589 square feet
Unit 9	Restaurant, Table Service	3,989 square feet (2,394 square feet of patron area and 1,595 square feet of service area)

Density Bonus

As part of the above entitlements, the applicant is also requesting approval of a density bonus for the project. A developer may choose to propose affordability restrictions in order to qualify for a density bonus, consistent with State density bonus law and Development Code Chapter 18.212 (Density Bonuses). The allowed density for multifamily housing in the CR zoning district is 12 dwelling units per acre, which would allow a total of 57 units on the project site ($12 \text{ du/acre} \times 4.72 \text{ acres} = 56.64 \text{ units}$, rounded up to the next whole number per Development Code Section 18.212.020.B). The applicant is requesting approval of a 50 percent density bonus to increase the number of units to 86 units ($57 \times 0.5 = 28.5$, rounded up to 29 units per Section 18.212.020.B). This would require the developer to restrict 14 of the 57 base units (24%) for rent to low-income residents.

A project which qualifies for a density bonus under Development Code Section 18.212.070 (Bonus,

Concession and/or Incentives for Lower Income Residential Project) may request up to three incentives/concessions if the project includes at least 24 percent of the dwelling units for lower income households. The project may also request parking reductions and waivers/modifications of development standards under Section 18.212.040 (Concessions for Physical Development). The developer is requesting a reduction in the required amount of residential parking, the approval of three condensation/incentives, and the approval of four development standard waivers/modifications to modify the Town's development standards and Specific Plan requirements. The specifics of these requests as discussed further below in the analysis section of this staff report.

Under Development Code Section 18.212.030 (Concessions and Incentives for Cost Reduction), a developer may request waivers, reductions or modifications of development standards as part of a density bonus. This includes a reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceeds the minimum building standards (including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces) that would otherwise be required and results in identifiable, financially sufficient, and actual cost reductions to provide for affordable housing costs or rents, and other regulatory incentives or concessions proposed by the developer or the Town that result in identifiable, financially sufficient, and actual cost reductions. In reviewing a density bonus incentive/concession request, the review authority is required to grant the request unless the review authority makes one or more of the following findings based on substantial evidence:

1. The concession or incentive is not consistent with the applicable provisions of Section 65915 of the Government Code (Density Bonuses and Other Incentives);
2. The concession or incentive does not result in identifiable, financially sufficient, and/or actual cost reductions;
3. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units;
4. The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households;
5. The concession or incentive would have an adverse impact on any real property that is listed in the California Register of Historical Resources;
6. The concession or incentive would be contrary to state or federal law.

To deny a requested density bonus concession, the burden of proof is on the review authority to provide substantial evidence that one or more of the above findings apply to the project. Staff does not believe that these findings could be made, and believes that the applicant team has provided the required "reasonable documentation" in support of the density bonus concession/incentive requests in compliance with State law. The applicant has submitted a memo in support of the requested density bonus concessions/incentives to address the required findings above (see Attachment #4), as well as addressing the concession/incentive requests in the Letter of Justification (see Attachment #2).

Additionally, under Development Code Section 18.212.040 (Concessions and Incentives for Physical Development), a developer may request a parking reduction concession or a development standard waiver/modification when the development standard will have the effect of physically precluding the construction of the proposed residential project at the allowed densities and when the waiver/modification of the development standard is necessary to make the housing units physically feasible. A development standard includes a site or construction condition including, but not limited to, a height limitation, setback

requirement, floor area ratio, on-site open space requirement, or parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. A proposal for the waiver or reduction of development standards pursuant to this section shall neither reduce nor increase the number of concessions or incentives to which the applicant is entitled pursuant to Section 18.212.030 (Concessions and Incentives). The review authority shall grant the requested waiver or modification to the development standard unless the review authority makes one of the following findings:

1. The waiver or modification of the development standard is not consistent with the applicable provisions of Section 65915 of the Government Code;
2. The application of the development standard will not have the effect of physically precluding the construction of the proposed residential project at the densities or with the concessions or incentives permitted by Chapter 18.212;
3. The waiver or modification of the development standard would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households;
4. The waiver or modification of the development standard would have an adverse impact on any real property that is listed in the California Register of Historical Resources;
5. The waiver or modification of the development standard would be contrary to State or Federal law.

The applicant has provided information to support the requested parking reductions and development standard waivers/modifications in the Letter of Justification (see Attachment #2).

The requested density bonus concessions/incentives, parking reductions, and development standard waivers/modifications are discussed in further detail below in the “Site Design and Architecture,” “Specific Plan Consistency,” “General Plan Consistency,” and “Development Code Consistency” sections of this staff report.

Site Design

The applicant has requested modifications to the overall site plan that was approved for Soaring Ranch Phases 1, 2 and 3 through the 2018 Planned Development. This includes reducing the number of buildings in Phase 2 from four to two buildings; modifying the size and location of the building footprints; increasing the amount of parking from 234 spaces to 272 spaces; and adding outdoor areas for outdoor dining and residential amenities.

The approved overall site plan for Soaring Ranch clustered two smaller commercial buildings along the Soaring Way street frontage, with two larger buildings located at the rear of the parcel and along the eastern property line. On the Phase 2 parcel, the parking was located in the middle of the project site, screened by buildings to the north, south and east, with a connection to the Phase 1 development to the west.

The revised site plan proposes a longer single-story commercial building along the street frontage and a larger four-story residential building toward the rear of the parcel, with parking to the rear of Building D and to the front, sides and rear of Building E. Side by side images of the approved 2018 site plan and proposed 2025 site plan are provided below in Figure 5:

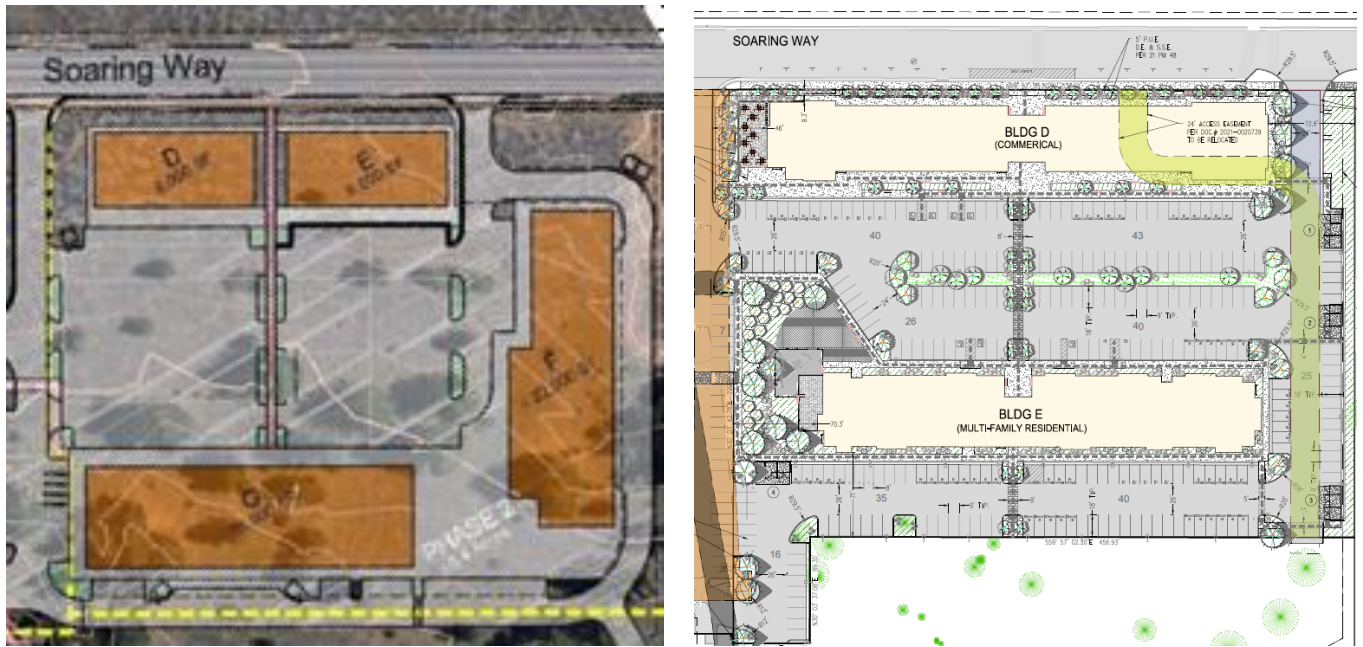


Figure 5: Previously Approved 2018 Site Plan (left); Proposed 2025 Site Plan (right)

As shown in the above diagrams, the proposed location of Building D is similar to the previous locations of Buildings D and E; however, combining these buildings into a single building creates a larger single mass for the commercial building along the street frontage. Eliminating Building F and increasing the size of Building E results in a larger building to the rear of the site, oriented toward Soaring Way. While the commercial building may provide screening of the parking area behind Building D, it is unlikely that the single-story building would provide significant screening of the four-story residential building due to the relative mass and scale of the two buildings.

The table below provides a comparison of the site statistics from the approved 2018 site plan and the proposed 2025 site plan:

	Approved 2018		Proposed 2025	
	Sq. Ft.	% of Site	Sq. Ft.	% of Site
Building Footprint	65,000	30%	45,558	22%
Asphalt/Concrete	116,233	53%	114,160	56%
Landscape/OS	32,211	17%	45,896	22%
Parking	234		272	

As noted in the table, the proposed amount of building footprint area is reduced, the amount of landscaping/open space is increased, the amount of asphalt/concrete is similar, and additional parking is proposed.

Architecture

While site design was envisioned for Phase 2 as part of the 2018 Soaring Ranch approval, architectural design for Phase 2 was not considered at that time. The proposed design has been reviewed for consistency with the Town's current objective design and development standards, as discussed below.

The Specific Plan includes a number of objective development and design standards intended to ensure that the Plan Area builds out in accordance with Truckee's expectations for high-quality architecture, design and building materials. These standards provide direction on building size and height, articulation and orientation, materials and colors, and fenestration. With respect to preferred architectural styles, the plan states that "imaginative use of traditional or contemporary styles shall be used to suggest a style from Truckee's past without directly copying a style."

Additionally, the Town has objective design standards that apply to multifamily residential projects, which are defined as projects with two or more residential uses only, or a mix of multifamily residential and non-residential uses with at least two-thirds of the gross square footage of the development designated for residential use. The current project proposes 78 percent of the floor area to be residential space, more than the two-thirds required to be considered a multifamily residential project.

As noted above, the proposed design includes a single-story commercial building along the street frontage and a four-story residential building to the rear of the site. The submitted building elevations are provided below in Figure 6 and project renderings are provided in Figure 7 (for a full set of elevations and renderings, please see the full plan set in Attachment #1, Exhibit B of Draft Resolution 2025-07):



Figure 6: Proposed Elevations—Building D (top), Building E (bottom)



Figure 7: Project Renderings—Top: Building D (Commercial); Bottom: Building E (Residential)

In reviewing the proposed project for consistency with the Town's objective design and development standards, staff requested additional information from the applicant team on a number of standards to verify compliance. A matrix summarizing these standards and the applicant team's responses is included in this staff report as Attachment #6 for reference, and an analysis of the project's consistency with the objective standards is provided in the "Joerger Ranch Specific Plan Consistency," "General Plan Consistency," and "Development Code Consistency" sections below.

Joerger Ranch Specific Plan Consistency

The current Soaring Ranch Phase 2 project was submitted under the 2021 Joerger Ranch Specific Plan. When the Specific Plan is silent, the requirements of the General Plan and Development Code apply. Staff reviewed the application for consistency with the current Specific Plan standards, as discussed below.

Proposed Uses

The Specific Plan identifies land uses that are allowed within each zoning district. These include targeted uses (those that are considered "preferred" or "highly desirable", which in the CR zoning district include large floor plate commercial and office uses that serve both local and regional markets and which will accommodate those larger size businesses that typically would not physically fit elsewhere within Truckee); conditionally allowed uses (those which may be appropriate within a zoning district but whose and compatible with adjacent land uses but whose effects on a site and surroundings cannot be determined before being proposed for a particular location); and permitted uses (land use activities which are allowed in a zoning district with approval of a Zoning Clearance). All of the uses proposed as part of the current Phase 2 project are "permitted" uses under the 2021 Specific Plan.

The original Soaring Ranch project approval included 65,000 square feet of commercial floor area within four buildings for the Phase 2 project. The currently proposed mix of uses represents a reduction in the amount of commercial floor area in Phase 2, as shown in the table below:

	Approved 2018	Proposed 2025	Difference
Building D	9,000	23,635	+14,635
Building E	9,000	0	-9,000
Building F	22,000	0	-22,000
Building G	25,000	0	-25,000
Total	65,000	23,635	-41,365

With the increased commercial floor area in Building D, the conversion of Building E to a standalone multifamily residential building, and the removal of Buildings F and G from the project, the proposed changes to the Phase 2 project would result in an overall net reduction in commercial floor area by 41,365 square feet (64%).

The commercial floor area reduction described above represents a substantial decrease in commercial floor area for the Phase 2 project. The 84,867 square feet of residential floor area currently proposed in Phase 2 would result in a mixed-use project that is primarily focused on residential development. While the Specific Plan vision for the CR zoning district was to provide a regional commercial center, and the loss of commercial floor space could impact the implementation of that vision, the construction of additional housing (in particular, units that are permanently deed restricted for affordability to the local workforce) is also a Town priority. When the Specific Plan was amended in 2021, the Commission and Council determined that it was appropriate to make housing within a mixed-use project ("Multifamily dwellings in a commercial/industrial project") a permitted use in the CR zoning district. Other mechanisms were put in place at that time in an effort to ensure that mixed-use projects would be primarily commercial, as discussed in greater detail below, to address concerns about the potential loss of commercial floor space. However, because multifamily housing within a mixed-use project was identified as a permitted use in the CR zoning district, there is less discretion by the review authority in determining whether the use itself is appropriate than when multifamily housing was a conditionally allowed use.

General Development Standards

The Commercial Zoning District General Development Standards were amended with adoption of the June 2021 Specific Plan. Staff has determined that the project is consistent with these standards, except as discussed below:

- **General Development Standard CG-9:** Commercial and/or industrial uses shall be the primary components of a mixed-use project. Residential floor area shall not exceed 50 percent of the total floor area of the mixed-use project. For example, a project with 5,000 square feet of industrial warehouse space may have up to 5,000 square feet of residential floor area. The commercial and manufacturing/industrial uses within a mixed-use project be open to the general public, rather than being restricted to tenants of the project. Services such as a laundromat, childcare center or playground that are primarily restricted to serving the building residents must be identified and included as part of that residential project).

The original Soaring Ranch project was approved with 65,000 square feet of commercial floor area in Phase 2 (a 100% commercial project). The current project proposes 108,502 square feet of floor area, of which 23,635 square feet is proposed to be commercial (22%) and 84,867 square feet is proposed to be residential (78%). The amount of commercial floor area does not comply with the Specific Plan requirement for at least 50 percent of the floor area in the project to be commercial.

- **Concession #1:** The applicant is requesting a density bonus concession/incentive to waive the minimum 50 percent commercial requirement under California’s Density Bonus Law (Government Code § 65915). The Letter of Justification states the following:

The Town requires a 50-50 split between commercial and residential floor area in the CR zoning district, limiting residential units. Waiving this results in identifiable cost reductions (building more commercial space would significantly increase costs) and enable rents for the targeted units to be affordable while maintaining commercial uses that support economic vitality, aligning with State Density Bonus Law.

- **Bicycle Parking (Joerger Ranch Specific Plan General Development Standard CG-13):** The minimum number of bicycle parking spaces shall equal 25 percent of the parking demand for the project. At least 45 percent of the required bicycle parking shall be provided as enclosed bicycle parking spaces, such as bicycle lockers. Based on a Development Code parking demand of 346 parking spaces (as discussed below in the “Development Code Consistency” section), the required bicycle parking is 87 spaces (346×0.25), with at least 48 short-term bicycle parking spaces and at least 39 enclosed parking spaces (87×0.45).
 - The project proposes to provide a total of 88 bicycle parking spaces for the project, including 50 short-term bicycle parking spaces and 38 long-term bicycle parking spaces. Staff included a condition of approval in Draft Resolution 2025-07 to require compliance with the Specific Plan bicycle parking requirements, including providing at least 48 short-term bicycle parking spaces and at least 39 enclosed parking spaces.

As noted in the “Land Use Entitlements” section above, density bonus concessions and waivers must be granted by the review authority unless specific findings to deny the request can be made. Staff does not believe that these findings could be made, and believes that the applicant team has provided the required “reasonable documentation” in support of the density bonus concession/incentive request in compliance with State law, as documented in the memo provided by the applicant (see Attachment #4) and Letter of Justification (Attachment #2).

Workforce Housing

The 2021 Specific Plan requires all future projects to comply with the requirements of Development Code Chapter 18.216 (Workforce Housing). Construction of workforce housing units is required on the project site or at an off-site location within the Truckee town limits with comparable transportation access. Payment of in-lieu fees or approval of an alternate equivalent proposal to address a project’s workforce housing demand is not allowed. If Truckee Tahoe Airport Land Use Compatibility Zone restrictions limit the ability of a developer to construct all of the required workforce housing units on-site, the developer may request approval to construct the units off-site.

Chapter 18.216 requires all commercial, industrial, and other non-residential projects to provide workforce housing based on the size of the project and number of full-time equivalent employees (FTEE) generated. For commercial projects, the FTEE generation is 1 FTEE per 500 square feet of floor area, and the workforce housing requirement for large projects is 14% of the FTEE. Based on the amount of commercial floor area identified in the building permit for the project, the following calculations apply:

- 1 FTEE per 500 sf commercial floor area: $23,635 / 500 = 47.27$ FTEE
- 14% of FTEE: $47.27 \times 0.14 = 6.6$
- **6.6 workforce housing units required**

Under Development Code Section 18.212.020.C (Inclusionary housing), inclusionary and workforce housing units required under Chapters 18.214 (Inclusionary Housing) and 18.216 (Workforce Housing) shall be included in the count for eligibility for a density bonus if the units meet the affordability criteria

outlined in this section. Chapter 18.216 requires workforce housing units to be deed restricted to meet two components: Component 1 (Employee Preference) requires that employees of the nonresidential business for which the workforce housing units are required shall have first right of refusal; Component 2 requires that if employees of the nonresidential business do not rent the workforce housing units, then affordability restrictions apply (100% of the units shall be affordable to low-income households, or one third-third of the units shall be affordable to very low income households, one-third shall be affordable to low income households, and one-third shall be affordable to moderate income households). With either component, workforce housing units deed restrictions also required to prohibit short-term rentals, require the unit to be a primary residence, require a six-month initial lease, and require annual monitoring.

As discussed above, the applicant proposes to deed restrict 14 units within the Phase 2 project to low-income households in order to qualify for a 50% density bonus. The Workforce and Inclusionary Housing Plan submitted by the applicant (see Attachment #5) proposes to count seven of the 14 deed-restricted units as workforce housing units. This means that those seven units would be restricted for rent to low-income households, as required for the density bonus, and would also have the additional workforce housing requirements included in the deed restrictions (prohibiting short-term rentals and requiring primary occupancy, a six-month initial lease and annual monitoring).

Staff included condition of approval language in Draft Resolution 2025-07 to address the workforce housing requirements for the project and ensure compliance with Development Chapter 18.216.

Inclusionary Housing

Under the 2021 Specific Plan, all future projects are required to comply with the requirements of Development Code Chapter 18.214 (Inclusionary Housing), which requires that 15 percent of new residential units in a project must be deed restricted for affordability. Chapter 18.212.020.C (Inclusionary housing) states that units approved by a density bonus shall not be subject to the inclusionary housing requirements of Chapter 18.214. This means that the inclusionary housing calculation is based on the base density for the project of 57 units (12 du/acre x 4.72 acres). Based on these requirements, the following calculations apply:

- $57 \times 0.15 = 8.6$
- **8.6 units inclusionary housing units required**

As noted above, under Development Code Section 18.212.020.C (Inclusionary housing), inclusionary and workforce housing units required under Chapters 18.214 (Inclusionary Housing) and 18.216 (Workforce Housing) shall be included in the count for eligibility for a density bonus if the units meet the affordability criteria outlined in this section. As discussed above, the applicant proposes to deed restrict 14 units within the Phase 2 project to low-income households in order to qualify for a 50% density bonus, and to count seven of those units as workforce housing units.

As discussed in the Workforce and Inclusionary Housing Plan submitted by the applicant (see Attachment #5), the applicant proposes to count the remaining seven deed restricted units as inclusionary housing units, as these units are already restricted for rent to low-income households. This leaves a remaining inclusionary housing requirement of 1.6 units to be addressed.

Under the 2021 Specific Plan, approval of alternate equivalent proposal or payment of an in-lieu fee may be requested by an applicant to satisfy a project's inclusionary housing requirements. As discussed in the Workforce and Inclusionary Housing Plan, the applicant has requested approval of an Alternate Equivalent Proposal to meet the project's inclusionary housing requirements. Rather than deed restricting two additional units for rent to low-income households, the applicant is proposing to deed restrict 55 units for rent to local workers within the TTUSD school district boundary. The applicant identifies that this would

result in deed restrictions for local workers at a ration of 27:1 as compared to two additional inclusionary housing units, which the applicant believes will greatly further affordable housing opportunities in the Truckee region to an equal or greater extent than compliance with the express requirements of Section 18.214.040.B (Inclusionary Housing Requirements).

Staff included condition of approval language in Draft Resolution 2025-07 to document the inclusionary housing requirements, including the local's deed restriction on the 55 units if the alternate equivalent proposal is approved by the Commission, to ensure compliance with Development Code Chapter 18.214.

RMW Parcel Construction

The 2021 Specific Plan requires that foundations be installed for a minimum 72-unit workforce housing project within the RMW-20 zone prior to buildout of 40% of the Specific Plan (139,828 square feet of residential and non-residential floor area), and to require that adequate performance guarantees be provided to ensure completion of the workforce housing construction in compliance with Development Code Chapter 18.84 (Performance Guarantees).

Based on the constructed square footages in the Soaring Ranch Phase 1 and Truckee Tahoe Lumber projects, the proposed square footages in the current Soaring Ranch Phase 2 land use application, and the approved square footages for the Soaring Ranch Phase 3 and Joerger Ranch Phase 2 project approvals, the current anticipated buildout of the Joerger Ranch is summarized below:

Joerger Ranch Anticipated Buildout - 2025		
	Non-Residential SF	Residential SF
Soaring Ranch Phase 1	56,772	
Truckee Tahoe Lumber	44,063	
Soaring Ranch Phase 2 (proposed)	23,635	84,867
Soaring Ranch Phase 3	7,834	141,841
Joerger Ranch Parcel 2	50,051	16,354
Subtotal	182,355	243,062
Total Proposed/Approved	425,417	
Total Constructed	100,835	

Based on the above calculations, the total square footage that has been constructed to date within Joerger Ranch (including the Soaring Ranch Phase 1 and Truckee Tahoe Lumber projects) is 100,835 square feet. If the Soaring Ranch Phase 2, Soaring Ranch Phase 3 or Joerger Ranch Phase 2 project is also constructed, that would bring the total constructed residential and non-residential square footage within the Plan Area to more than 139,828 square feet, which would prohibit the issuance of building permits for future projects within Joerger Ranch unless foundations were installed on the RMW-20 parcel pursuant to Specific Plan Policies P8.6 and P8.7. However, staff notes that the prohibition is based on constructed square footage, rather than entitled or permitted square footage. This means that if building permits were issued for the Soaring Ranch Phase 2 project prior to construction of Soaring Ranch Phase 3 or Joerger Ranch Parcel 2, the project could move forward in the construction process without being subject to the prohibition. Staff included condition of approval language in Draft Resolution 2025-07 to document the RMW-20 parcel construction requirements.

With approval of the requested density bonus concession/incentive and inclusionary/workforce housing proposals (including the requested alternative equivalent proposal) as discussed above, and incorporation

of the recommended conditions of approval in Draft Resolution 2025-07, it is staff's opinion that the proposed project is consistent with the 2021 Joerger Ranch Specific Plan.

General Plan Consistency

The Joerger Ranch Specific Plan was adopted in 2015 and amended in 2021 under the 2025 General Plan. Since that time, the 2040 General Plan was adopted on May 9, 2023. The current Phase 2 project was submitted in February 2025 and has been reviewed for compliance with the 2040 General Plan.

The land use designation for Joerger Ranch is "Plan Area." This designation applies to several planned communities in the Town that have established specific or master plans to guide land use development. These areas have unique development and site conditions necessitating additional review and guidance for development. Development proposed in these areas must be consistent with the adopted policies and development standards of the applicable plan. The General Plan notes that the Joerger Ranch Specific Plan includes policy guidance, development standards, and guidelines for the development of commercial, manufacturing, workforce housing, and open space.

The Land Use Element contains specific goals, policies and action items related to Joerger Ranch. Goal LU-7 (Joerger Ranch) states that the vision for the plan area is to foster high-quality development to create a commercial and industrial center that supports a diverse economy while providing housing and high quality of life. Six policies are included:

- **Policy LU-7.1 (Range of Uses and Services):** Allow a range of commercial, industrial, and residential uses to be developed in the Joerger Ranch Specific Plan area. Services for employees, such as daycare facilities and food sales, shall be encouraged.
- **Policy LU-7.2 (Land Use Compatibility):** Ensure compatibility of the residential and nonresidential uses in the Joerger Ranch Specific Plan.
- **Policy LU-7.3 (Design Standards):** Ensure that the Joerger Ranch Specific Plan design standards are clear, concise, and create high-quality design that addresses community expectations.
- **Policy LU-7.4 (Workforce Housing):** Ensure the supply of on-site housing for 50 percent of the very low-, low-, and moderate-income workforce associated with development of the Joerger Ranch Specific Plan area. If land use or noise compatibility requirements of the Airport Land Use Compatibility Plan preclude or reduce the total amount of housing that can be developed on-site, required workforce housing may be permitted to be located off-site.
- **Policy LU-7.5 (Access to State Route 267):** Ensure the consideration of appropriate access to State Route 267, via Brockway Road and Soaring Way, and minimization of visual impacts from the SR 267 corridor during site design.
- **Policy LU-7.6 (Impacts to State Route 267):** Ensure that the mix of land uses in the Joerger Ranch Specific Plan will generate an amount of traffic that, in addition to buildout of the General Plan (considering all planned circulation improvements), would not result in the need for four lanes on State Route 267 between Interstate 80 and the Brockway Road/Soaring Way intersection.

Staff believes that the proposed project is generally consistent with the above policies. As discussed in the "Specific Plan Consistency" section above, while the original vision for the CR zoning district was to create a regional commercial center, and Phase 2 was envisioned in 2018 as a commercial project, the construction of additional housing in Truckee has also been identified as a Town goal. The policies above support both non-residential and residential uses within the Plan Area, and mixed-use projects that incorporate residential and commercial uses have been identified as desirable within the Town and appropriate in the CR zoning district.

In addition to the specific Joerger Ranch policies identified above, other standards in the General Plan apply to the proposed project. Staff believes that the project is consistent with the General Plan standards, except as described below:

- **Land Use Element Development Density and Intensity (Floor Area Ratio):** The “Development Density and Intensity” section of the Land Use Element provide standards for the calculation of floor area ratio (FAR). Prior to adoption of the 2040 General Plan, the Town’s standard for FAR calculations excluded residential floor area. Under the new General Plan standard, both residential and commercial floor area in a mixed-use project count toward a project’s FAR. Under this new standard, the FAR for the proposed project does not comply with the maximum 0.25 FAR that is allowed for projects in the CR zoning district. With a parcel size of 4.72 acres (205,603 square feet) and a total project floor area of 108,502 square feet, the FAR calculation for the proposed project is 0.53 FAR.
 - **Concession #2:** The applicant is requesting a concession/incentive to waive the maximum FAR requirement under California’s Density Bonus Law (Government Code § 65915). The Letter of Justification states the following:

The Town’s 0.25 FAR limit for combined residential and non-residential uses restricts the project’s ability to include extra residential units allowed by the Density Bonus. Waiving this limit results in cost reductions due to efficiencies of scale and enables rents for the targeted units to be affordable, supporting the project’s affordability goals.

As noted in the “Land Use Entitlements” section above, density bonus concessions and waivers must be granted by the review authority unless specific findings to deny the request can be made. Staff does not believe that these findings could be made, and believes that the applicant team has provided the required “reasonable documentation” in support of the density bonus concession/incentive request in compliance with State law, as documented in the memo provided by the applicant (see Attachment #4) and Letter of Justification (Attachment #2).

It is staff’s opinion that with approval of the requested density bonus concession/incentive described above, and with incorporation of the recommended conditions of approval in Draft Resolution 2025-07, the finding that the project is consistent with the General Plan can be made.

Development Code Consistency

The project is subject to the requirements of the December 10, 2024 Development Code. As noted above, when the Specific Plan is silent, the requirements of the Development Code apply. Staff has determined that the project is consistent with the Development Code standards except as discussed below:

Objective Design Standards

With the additional information provided by the applicant team as documented in the objective design standards consistency matrix (see Attachment #6), staff has determined that the project is generally consistent with the Town’s objective design standards, with the following exceptions:

- **Multi-Family Architectural Elements: Balconies, porches, decks and patios (18.25.090.B):** All residential units shall have one private balcony, patio, or deck that is a minimum of 48 square feet with no dimension less than six feet. The private outdoor space shall be accessible to only one dwelling unit. Private exterior space shall be private and immediately accessible to the dwelling unit it is designed to serve. Balconies shall be unenclosed on at least one-third of its perimeter, except for required railings.

- **Concession #3:** The applicant is requesting a density bonus concession under California's Density Bonus Law (Government Code § 65915) to waive this requirement. The Letter of Justification states the following:

The Town of Truckee's Development Code requires private outdoor spaces for multi-family residential units, increasing construction costs due to additional materials, structural engineering, and design. Waiving this reduces per-unit costs, enabling rents for the targeted units to be affordable. This is necessary for project feasibility.

- **Multifamily Site Design: Parking lots (18.25.050.C.3.b):** Every ten parking spaces shall be separated from additional parking spaces by a landscaped bulb not less than ten feet wide. Architectural elements (e.g., roof overhangs, trellises, porches, or stairways) may extend into the landscaped bulb by up to 18 inches.

- **Waiver #1:** The applicant is requesting a development standard waiver under California's Density Bonus Law (Government Code § 65915) to waive this requirement. The Letter of Justification states the following:

This Code Section requires a landscape island for every ten parking spaces, but the project proposes a larger 5,628 sf central island instead. This design provides more landscaping, maintains parking, and improves functionality. Adding more islands would reduce parking and physically preclude construction of an affordable housing project at the densities permitted by law.

- **Multifamily Site Design: Common outdoor area requirements (18.58.050.D.2):** Common outdoor areas shall be defined as usable outdoor space that is designed and/or programmed for recreation, leisure, and pleasure. All multi-family residential developments with five or more dwelling units shall incorporate the following: 1) The project shall be designed to provide the equivalent of a minimum of 250 square feet of common outdoor area for each dwelling unit; 2) Each common outdoor area shall maintain a minimum dimension of twenty feet, shall be no smaller than 250 square feet and shall not include rights-of-way, vehicle access, parking areas, or landscaping associated with a parking area; 3) Rear setbacks that meet the definition of common outdoor area are credited as usable Common Outdoor Areas up to a maximum of 50% when they are at least 20 feet in all dimensions; 4) Up to 50% of Common Outdoor Areas may be included as part of a project's Open Space calculations, as defined in Chapter 18.46 (Open Space/Cluster Requirements). The uses identified in Sections 18.46.050.G.1 shall be allowed in the Common Outdoor Areas; and 5) Up to 25% of any required Common Outdoor Area may be paved or hard surface if the surfaces are to be used exclusively for recreational purposes (e.g., basketball court, swimming pool). These areas shall not be counted toward the Open Space calculations, as defined in Chapter 18.46 (Open Space/Cluster Requirements).

- **Waiver #2:** For the proposed project, this standard would require 21,500 square feet of common outdoor area (86 units x 250 sf). The applicant is requesting a development standard modification under California's Density Bonus Law (Government Code § 65915) to allow a reduced amount of common outdoor area (11,000 square feet). The Letter of Justification states the following:

The requirement to provide the equivalent of 250 square feet of common outdoor area per residential unit cannot be achieved on-site without reducing the number of affordable residential housing project at densities permitted by law. The project offers an overall outdoor area of over 11,000 square feet plus pedestrian pathways/sidewalks that connect to a public Class I trail system. Waiving this requirement for additional Common Outdoor Area than what is already being proposed avoids reducing the building size (which would

result in a reduction to workforce and affordable units) or parking, supporting the full density permitted by law.

- **Multi-Family Architectural Elements: Storage (18.25.090.C.6):** At least 40 square feet of storage shall be provided for each residential unit, not including closets within bedrooms. The length and width shall be a minimum of two feet and the height a minimum of five feet six inches. Storage areas may be located in each unit, as a separate private storage space, or as a combination of both.

- **Waiver #3:** The applicant is requesting a development standard waiver under California's Density Bonus Law (Government Code § 65915) to waive this requirement. The Letter of Justification states the following:

The requirement for 40 square feet of storage per unit (beyond bedroom closets) would force fewer residential units, including affordable and workforce housing units. That is, adding 40 square feet of storage per unit would physically preclude construction of an affordable housing project at the densities permitted by law. Waiving this prevents unit reductions, ensuring the project meets the permitted density.

- **Landscaping: Parking lot perimeter landscaping (18.40.040.B.3):** Parking areas shall provide a perimeter landscaped strip at least six feet wide (inside dimension) where the facility adjoins a side or rear property line unless the parking lot is jointly used with the adjacent parcel. The perimeter landscaped strip may include a yard or buffer otherwise required. Trees shall be provided at the rate of one for every 20 linear feet of landscaped area or fraction thereof. Shrubs shall be provided at the rate of one for every five linear feet of landscaped area or fraction thereof.

- **Waiver #4:** The applicant is requesting a density bonus development standard waiver/modification under California's Density Bonus Law (Government Code § 65915) to modify the perimeter landscaping requirements along the southeastern property line, which conflicts with the existing drainage easement in that location. The Letter of Justification states the following:

The requirement to provide landscaping between the parking and CMU block wall along the southeastern property line cannot be achieved because of an existing 10-foot-wide Drainage Easement. Required landscaping within an easement is prohibited by the Development Code unless all entities with an interest in the easement provide written consent. In speaking with staff, the Drainage Easement shall remain unencumbered to convey water from Parcel 3 to Soaring Way and landscaping could impede the drainage flow. Waiving this requirement allows drainage to remain functional while avoiding a costly project redesign that would reduce the number of affordable residential housing units.

As noted in the "Land Use Entitlements" section above, density bonus concessions/incentives and development standard waivers/modifications must be granted by the review authority unless specific findings to deny the request can be made. Staff does not believe that the findings could be made, and believes that the applicant team has provided the required "reasonable documentation" in support of the density bonus concession requests in compliance with State law, as documented in the memo provided by the applicant (see Attachment #4) and Letter of Justification (Attachment #2). Parking reductions, as requested by the applicant, are allowed for projects that qualify for a density bonus.

Development Standards

After reviewing the project for consistency with the Town's objective development standards, staff has determined that the project is generally consistent with the Development Code standards, with the following exceptions:

- Parking Requirements by Land Use (Section 18.48.040):** The Development Code provides parking demand calculations for different types of uses, including commercial and residential uses. Under these calculations, the residential parking demand for the project would be 190 spaces. However, parking reductions are allowed for density bonus projects which reduce the required amount of parking for residential units to 1 space per unit for studio and one-bedroom units and 1.5 space per unit for two- and three-bedroom units, with no guest parking required and no requirement for garage parking. This reduces the residential parking demand for the project to 109 spaces, as shown in the calculations below:

	Parking Demand (Development Code)	Units	Required
Studio	1.5 per unit, 1 in fully enclosed garage	12	18
1 bedroom	1.5 per unit, 1 in fully enclosed garage	28	42
2 bedroom	2 per unit, 1 in fully enclosed garage	42	84
3 bedroom	2 per unit, 1 in fully enclosed garage	4	8
Subtotal			152
Guest Parking	25% of total spaces		38
Total Residential Parking			190

	Parking Demand (Density Bonus)	Units	Required
Studio	1 per unit	12	12
1 bedroom	1 per unit	28	28
2 bedroom	1.5 per unit	42	63
3 bedroom	1.5 per unit	4	6
Total Residential Parking		86	109

The applicant is proposing a total of 272 spaces for the project (163 commercial spaces and 109 residential spaces), compared to the Development Code parking demand of 346 spaces (156 commercial spaces and 190 residential spaces). Seven additional commercial parking spaces are proposed, as shown in the table below; however, this does not result in excess parking due to the fact that the additional commercial parking is offset by the density bonus parking reductions:

	Parking Demand	SF	Required	Proposed	Difference
Retail	1 per 250 sf + 1 per 600 sf storage + 1 per company vehicle	9,991	40	47	7
Office	1 per 250 sf for first 5,000 sf	2,684	11	11	0
Restaurant, Coffee Shop	1 space per 100 sf of gross floor area	2,072	21	21	0
Restaurant, Table Service	1 per 75 sf of patron area	4,607	61	61	0
	1 space per 300 sf service area	3,055	10	10	0
Outdoor Dining	1 per 100 sf	1,298	13	13	0
Total Commerical Parking			156	163	7
	Parking Demand (Density Bonus)	Units	Required	Proposed	Difference
Studio	1 per unit	12	12	12	-
1 bedroom	1 per unit	28	28	28	-
2 bedroom	1.5 per unit	42	63	63	-
3 bedroom	1.5 per unit	4	6	6	-
Total Residential Parking		86	109	109	-
Total Parking Required			265	272	7

- **Parking Reduction:** The applicant is requesting a density bonus parking reduction as allowed under California's Density Bonus Law (Government Code § 65915) to reduce the required amount of residential parking to 109 spaces. The applicant is also proposing seven additional commercial parking spaces beyond what the Development Code requires, resulting in a total of 272 spaces. Due to the density bonus parking reductions, the proposed amount of parking for the overall project is less than the Development Code requirements, and therefore does not result in excess parking.
- **Exterior Lighting and Night Sky (Section 18.30.060):** All exterior lighting shall be designed, located and lamped in order to prevent or minimize over lighting, energy waste, glare, light trespass and sky glow. All non-essential exterior commercial, recreational and residential lighting shall be turned off after business hours and/or when not in use; lights on a timer are encouraged. Lighting intensity shall be the minimum required to serve the tasks for which the fixtures are intended. If a light from a project casts a shadow at the property line, the light is considered to be trespassing. Lighting shall be kept within the project boundaries. Color-corrected lamps of appropriate intensity should be used in exterior lighting. All light fixtures are required to be fully shielded. All light fixtures, including security lighting, shall be aimed and shielded so that the direct illumination shall be confined to the property boundaries of the source. The total outdoor light output shall not exceed 100,000 lumens per net acre for all non-residential and multifamily uses. This cap is not intended to be achieved in all cases or as a design goal. Instead, design goals should be the lowest level of lumens necessary to meet the lighting requirements of the site.
 - The submitted photometric study for the project identifies that light trespass would occur beyond the parcel boundaries (between the Phase 1 and Phase 2 projects and along the public sidewalk adjacent to Soaring Way). Staff included a condition of approval in Draft Resolution 2025-07 requiring approval of a final exterior lighting plan that complies with all requirements of Development Code Section 18.30.060 (Exterior Lighting and Night Sky) prior to building permit issuance.
- **Easements (Section 18.30.056):** Required parking, required landscaping, and required site improvements shall be prohibited within easements unless either: (i) the easement is amended,

with the consent of all entities with an interest in the easement, to clarify that the parking, landscaping, and/or other improvements can remain in place in perpetuity notwithstanding any other provision of the easement; or (ii) all entities with an interest in the easement provide written consent for the parking, landscaping and/or other improvements to remain in place in perpetuity, which such consent is absolute, irrevocable, permanent, supersedes the easement to the extent it is inconsistent with the easement, and is recorded in the official records of Nevada County.

- Landscaping is proposed along the street frontage on Soaring Way, which is considered a required site feature. There is an existing drainage and snow storage easement in this location. After reviewing the proposed landscaping, the Town's Engineering Division determined that it would be appropriate to allow landscaping in this area due to the fact that the drainage easement is not necessary for the proposed project, as long as landscaping designed to withstand snow storage is utilized (such as at-grade planters rather than street trees). A condition of approval has been included in Draft Resolution 2025-07 identifying that the Town will agree to allow the landscaping in this location in perpetuity. This approval will be documented in the hold harmless agreement that will be recorded with Nevada County Recorder's Office prior to issuance of grading or building permits.
- **Snow Storage (Section 18.30.130):** The snow load for the project site is 183 pounds per square foot (PSF). In areas with snow loads less than 200 PSF, the required snow storage area shall equal at least 50 percent of the total parking and driveway area, and at least half of the required snow storage area must be provided onsite. The review authority may reduce or waive the required snow storage area if it finds that the size and configuration of snow storage area(s) allow ramping or other removal and storage methods which reduce the amount of area necessary to store snow or a long-term snow hauling plan (for up to 50 percent of the required snow storage) is adopted as part of the land use permit, with temporary storage areas identified on the site.
 - On-site snow storage is not proposed as part of the Soaring Ranch Phase 2 project in compliance with the Development Code standards. Based on 91,374 square feet of parking and driveway area, a total of 45,687 square feet of snow storage is required, half of which (22,843 square feet) is required to be provided onsite. The onsite snow storage area shown on the plans is 2,554 square feet. As part of the Soaring Map Parcel Map recordation, a snow storage area on the Phase 3 parcel was identified as a future snow storage location to temporarily store snow from Phases 1 and 2, and a snow off-haul plan was approved for the Phase 1 project identifying that at the time when Parcel 3 develops, the snow will be removed to an approved off-site location. The proposed snow storage area on the Phase 3 parcel is 25,609 square feet, with ramping proposed (resulting in an equivalent snow storage area of 51,218 square feet). The area is located away from the street frontage, contiguous with the Phase 2 parking lot, no more than 50 feet from a paved surface, and in an area substantially clear of obstacles, consistent with the requirements of Section 18.30.130. The Engineering Division addressed the snow storage requirements in the conditions of approval in Draft Resolution 2025-07 to ensure compliance with Town standards.
- **Noise (Chapter 18.44):** Development Code Section 18.44.050.A (Interior noise standard) requires that whenever a new single-family or multifamily dwelling unit is proposed on a parcel where the existing exterior ambient noise level may exceed 60 dB(A) CNEL, the land use permit application shall include an acoustical analysis showing the dwelling unit has been designed to limit intruding noise to an interior CNEL of 45 dB, in compliance with California Code of Regulations Title 24, Part 2. The applicant team provided noise study dated June 3, 2025 (see Attachment #7) which analyzed the existing noise levels at the site, including long-term noise measurements of traffic in the area and short-term measurements to analyze noise from large trucks passing the site and small aircraft

at the nearby airport. The report identified a measured 64 dBA CNEL along the north façade of the project site along Soaring Way and a predicted 67 dBA CNEL. Based on this data, the consultant recommended mitigation measures to meet the required 45dBA CNEL in the residential units, including recommendations for windows, sliding glass doors and exterior doors; exterior walls; and ventilation. With incorporation of these mitigation measures, the consultant determined that the noise levels inside the residential units will be within the design criteria of CNEL 45 dBA

- Staff has included a condition of approval in Draft Resolution 2025-07 to address the recommended mitigation measures and ensure that the project complies with the Town’s noise standards. Verification of compliance will be required prior to building permit issuance.

With approval of the density bonus parking reductions and development standard concessions/incentives and waivers/modifications identified above, and with incorporation of the recommended conditions of approval in Draft Resolution 2025-07, it is staff’s opinion that finding can be made that the proposed project is consistent with the Development Code.

Utility Infrastructure

One of the required findings to approve a Development Permit is that 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” 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. Typically, staff verifies compliance with these requirements by requiring an applicant to provide copies of “will serve” letters from the Truckee Donner Public Utility District (TDPUD) and Truckee Sanitary District (TSD) at the time of application submittal. As part of the current application, letters from TDPUD’s water and electric divisions were provided, dated November 2019, which stated that water and electric service would be provided once the District’s conditions had been met. In May 2025, TDPUD provided a comment letter stating that the District does not have a “will serve” agreement in place for the project, and that water and electric service will not be provided until such time as the project known as the “Soaring Ranch off-sites” has been completed. In conversations with TDPUD staff, it was noted that there are off-site infrastructure improvements which are required to be completed by the developer. A Development Agreement is required prior to issuance of grading or building permits, and TDPUD has stated that no water or electric service (including temporary power) will be provided to the project until the off-site infrastructure requirements have been completed. A condition of approval has been included in Draft Resolution 2025-07 to address these requirements and ensure that service will be provided prior to issuance of any certificate of occupancy (temporary or final) for the project.

Required Infrastructure and Phasing

The Specific Plan includes a range of both on-site and off-site infrastructure improvements which are required of the project. These requirements were developed to both provide the necessary infrastructure to serve the Plan Area and to provide community benefits associated with the remaining Planned Communities in Truckee. The Specific Plan has common infrastructure improvements that benefit all properties within the Plan Area. These improvements are required to be constructed as major portions of the Plan Area develop. Generally speaking, these improvements are required to mitigate impacts associated with additional traffic volumes and to maintain the Town’s required intersection levels of service and roadway capacities. A number of infrastructure improvements were required as part of the Phase 1 project.

As noted in the staff report for the 2018 Soaring Ranch approval, it is important to understand that the Specific Plan did not distinguish between different phases of development within Parcel 1. In other words, all infrastructure was required to be installed with buildout of Parcel 1. Due to the fact that the applicant proposed buildout within three phases (two of which included proposed uses), staff recommended

conditions of approval based on a phased approach. The applicant fulfilled all Parcel 1 requirements with buildout of Phase 1, with the exception of a request to defer construction of the Class II bike lanes to Hope Court and the trail connection to the Martis Valley Trail system, which was constructed by the Town. The bike lanes were required as part of Phase 2 buildout. The required utility infrastructure gives latitude to each utility provider to determine the appropriate timing of utility installation, therefore, those improvements will be installed as required by each provider within each phase. The Specific Plan and EIR require construction of a dual-lane roundabout at the Highway 267/Brockway Road/Soaring Way intersection; however, they allow intersection widening to occur in advance of construction of the roundabout. The applicant proposed intersection widening with development of Phase 1. Consistent with the requirements of the Specific Plan and EIR, Town staff recommended additional traffic analysis to determine when construction of the roundabout would be warranted with subsequent phases of Parcel 1 buildout. Construction of a roundabout at the Soaring Way/Joerger Drive intersection was proposed as part of the Phase I development.

Draft Resolution 2025-07 includes recommended conditions of approval for the Specific Plan's infrastructure requirements based on the Engineering Division's review of the conditions of approval for the Soaring Ranch project and determination on which conditions are applicable to the Phase 2 project. All applicable infrastructure requirements were incorporated into the draft conditions of approval.

Traffic Impact Analysis

The traffic impact analysis that was prepared for the 2018 Soaring Ranch project identified that the only intersection that was forecast to exceed LOS standards under the existing plus project conditions was the Highway 267/Brockway Road/Soaring Way intersection. All other intersections operated well within the LOS standards under existing plus project conditions. The project was required to improve the SR 267/Brockway Road/Soaring Way intersection by adding turn lanes or building a roundabout. While a roundabout will eventually be required with buildout of Joerger Ranch, the Phase 1 project was allowed to proceed with construction of widening improvements rather than a dual-lane roundabout. It was noted that future buildout within Soaring Ranch (either Phase 2 or Phase 3) would need to demonstrate through the completion of a traffic analysis that the widened intersection has the capacity to absorb additional traffic and still meet LOS standards. If those volumes trigger unacceptable LOS, construction of a roundabout will be required.

As part of the Town's review of the previous Phase 2 project, LSC Transportation Consultants prepared an intersection evaluation in 2020 (see Attachment #8). This analysis was conducted to understand the impacts associated with the project. The analysis included describing the "existing conditions" traffic volumes (including Raley's and Truckee Tahoe Lumber Company); estimating the site-generated traffic volumes and comparing the trip generation of the current proposal compared to that of Phases 1 and 2 from the 2016 Raley's traffic study; and evaluating traffic operational impacts for the State Route 267/Brockway Road/Soaring Way, Brockway Road/Hope Court and Soaring Way/Joerger Drive intersections, as well as identifying and assessing potential mitigation measures. Following is a summary of conclusions from the LSC analysis:

- The proposed Phase 2 project would result in a net increase of approximately 1,299 daily one-way vehicle trips on the surrounding roadway network, with approximately 131 occurring during the PM peak hour. However, the current proposal generates substantially less traffic than the 2016 proposal.
- With implementation of the proposed project, all study intersections would operate at an acceptable Level of Service.
- The eastbound traffic queues on Brockway Road approaching the signalized intersection with SR 267 currently may interfere with turns to/from Hope Court during peak periods.

- Implementation of the proposed Phase 2 project would minimally increase the potential for the queues to interfere with the Hope Court intersection.
- The 95th-percentile westbound traffic queues on Soaring Way approaching SR 267 currently interfere with the adjacent Soaring Way/Joerger Drive roundabout during peak periods. Implementation of the proposed Phase 2 project could increase the extent that the westbound traffic queues on Soaring Way interfere with the adjacent roundabout. Furthermore, with the project, the average (50th-percentile) westbound queues could also potentially interfere with the roundabout during peak periods. Provision of permitted/overlap phasing for the westbound right-turn movement onto SR 267 would minimize the potential for westbound traffic queues to interfere with the adjacent roundabout.
- No new turn lanes are warranted along Soaring Way under existing year conditions, with or without the proposed Phase 2 project.

In reviewing the currently proposed Phase 2 project, the Town's Engineering Division determined that preparation of a new study was not required. This determination was based on the proposed reduction in commercial square footage in the current project versus the prior approved Phase 2 project (a reduction of approximately 8,000 square feet) and the fact that commercial uses are a much higher traffic generator than residential uses; the fact that traffic quantities have been fairly consistent since the analysis in 2020; and the conclusions of the other traffic analysis were that there are no impacts.

Airport Land Use Compatibility Plan Consistency

The proposed project is located within the influence area of the Truckee-Tahoe Airport and is subject to the land use regulations of the Airport Land Use Compatibility Plan (ALUCP). The Soaring Ranch project is located in Compatibility Zone D. Moderate noise impacts are identified in Zone D, which the plan states are more of a concern with respect to individual loud events than with cumulative noise contours. Portions of the peak season, average day 55-CNEL contour extend into the Zone D zone. Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels (a density greater than five dwelling units per acres is required). Maximum allowed densities/intensities for other uses are 150 people per acre and 600 people per a single acre. The types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. Hazards to flight and highly noise-sensitive uses are prohibited, and children's schools, hospitals and nursing homes are discouraged. Airspace review is required for objects over 100 feet tall and an overflight easement is required. The Specific Plan conditions of approval required that prior to subdivision of the Phase I Parcel Map, the property owner was required to grant an aircraft overflight easement to the Truckee Tahoe Airport District. The required language was added to the Phase I Parcel Map, which was recorded on April 25, 2017.

Special Districts and Utilities

All applicable special districts, utility companies, and Town departments with an interest in this application have been notified. No objections were filed and all requested conditions of approval have been incorporated into Draft Resolution 2025-07. The project will be required to be in compliance with all utility and special agency requirements. Copies of all agency comment letters are included as Attachment #9.

Environmental Review: Staff recommends that the Planning Commission find the Development Permit Amendment, Planned Development Amendment and Zoning Clearance consistent with the adopted Joerger Ranch Specific Plan and thereby precluding any further environmental review consistent with CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require

subsequent reports for a certified project unless specific events occur). Concurrent with adoption of the Joerger Ranch Specific Plan, the Town certified an Environmental Impact Report (EIR) in March 2015. The EIR identified the range of environmental impacts associated with buildout of the Specific Plan and required implementation of mitigation measures to address and minimize these impacts. An addendum to the EIR was adopted as part of the Specific Plan amendments in June 2021, at which time the impacts of allowing housing as a permitted use were analyzed. Buildout of the CR zone district was included in the Specific Plan and the current proposal is consistent with both the intensity and density of land uses envisioned within the Specific Plan. Additional density requested by an applicant pursuant to State density bonus law is exempt from CEQA, and density bonus parking reductions, concessions/incentives, and development standard waivers/modifications are requested by the applicant to address areas where the project is inconsistent with current Town standards. With approval of the requested density bonus and associated parking reductions, concessions/incentives and development standard waivers/modifications, it is staff's opinion that the findings can be made by the review authority to determine the project consistent with the Joerger Ranch Specific Plan, thereby precluding any further environmental review.

Public Communication: The public hearing notice was published in the *Sierra Sun* on June 6, 2025, and mailed on to all affected property owners within 500 feet of the project site as shown on the latest current tax roll of Nevada County. The applicant posted an onsite sign indicating a notice of application, and information was posted about the date and time of the public hearing. As of the date of publication of this staff report, no public comment has been received on the application

Staff Summary and Recommendation: Staff supports development of the Soaring Ranch Phase 2 project site with a high-quality mixed-use development that is consistent with the objective standards of the Joerger Ranch Specific Plan, General Plan and Development Code. The balance of uses within Phase 2 would ideally prioritize the targeted uses that were identified in the Specific Plan for the Regional Commercial (CR) zoning district, ensuring that the Specific Plan goals are achieved in terms of creating a regional commercial center that can accommodate commercial businesses that struggle to find space to lease elsewhere in Truckee. However, the construction of additional housing in Truckee (in particular, deed restricted housing that is affordable to the local workforce) is also a Town priority. While the proposed project is primarily residential and therefore differs from the original Specific Plan vision of creating a regional commercial center in the CR zoning district, the proposed uses are permitted under the requirements of the 2021 Specific Plan and consistent with State law.

When reviewing housing projects, a local jurisdiction is limited to considering objective standards under current State law. Additionally, State density bonus law allows a developer to request a 50 percent density bonus, as requested for the proposed project, and provides opportunities for a developer to request parking reductions, concessions/incentives, and development standard waivers/modifications for density bonus projects while limiting the ability of a local jurisdiction to deny such requests. In the case of the current project, three concessions/incentives, four development standard waivers/modifications, and density bonus parking reductions are requested to waive or modify Town standards and address areas where the project is inconsistent with current Town standards. In reviewing density bonus requests, the review authority is required to make specific findings in order to deny requests for concessions/incentives and waivers/modifications. A local jurisdiction has limited discretion under State law to deny a housing project, even if it results in a project that does not achieve the original Specific Plan vision for creating a regional commercial center.

With incorporation of the recommended conditions of approval of the requested density bonus and associated concessions/incentives, parking reductions, and development standard waivers/modifications, staff believes that the findings can be made that the proposed project is consistent with the objective standards of the 2021 Joerger Ranch Specific Plan, 2040 General Plan, and December 10, 2024 Development Code. Staff recommends approval of the Soaring Ranch Phase 2 project, based on the

recommended findings and the requirements of State law, with incorporation of all recommended conditions of approval in Draft Resolution 2025-07.

Alternative Actions: Other actions that the Planning Commission may take as an alternative to the recommended action include:

1. Continue the public hearing to a date and time certain. The Planning Commission may request additional information from the applicant and/or staff. (If new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted.)
2. Find that the project is not consistent with the adopted Joerger Ranch Specific Plan and thereby is not precluded from further environmental review pursuant to CEQA Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and Public Resources Code Section 21166 and CEQA Guidelines Section 15162 (Lead agency prohibition to require subsequent reports for a certified project unless specific events occur), and require the preparation of an Initial Study in accordance with CEQA.
3. Land Use Permits
 - a. Approve the Development Permit Amendment, Planned Development Amendment and Zoning Clearance subject to adding, modifying, or eliminating any provision or condition of approval of the project.
 - b. Deny the Development Permit Amendment, Planned Development Amendment and Zoning Clearance on the basis that one or more of the required findings cannot be made.

Attachments:

Attachment 1 – Draft Resolution 2025-07

- Exhibit A: Conditions of Approval
- Exhibit B: Proposed Plan Set
- Exhibit C: Findings

Attachment 2 – Applicant Letter of Justification

Attachment 3 – Affordable Housing Plan

Attachment 4 – Density Bonus Memo

Attachment 5 – Workforce and Inclusionary Housing Plan

Attachment 6 – Objective Design Standard Consistency Matrix

Attachment 7 – Noise Study

Attachment 8 – 2020 Intersection Analysis

Attachment 9 – Agency Comment Letters

Attachment 10 – Link to 2021 Joerger Ranch Specific Plan:

<https://www.townoftruckee.gov/318/Joerger-RanchPlanned-Community-3-Specifi>