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December 10, 2025

Town of Truckee Community Development Department

Project: 10383 High Street Single-Family Residence and Accessory Dwelling Unit  
Address: 10383 High Street, Truckee CA 96161  
APN 019-080-015

Subject: Design Review Application Letter of Justification and Summary of Changes

Dear Town of Truckee Planning Department:

Please find below the Letter of Justification regarding the Design Review Application for a new single-family residence and Accessory Dwelling Unit (ADU) at 10383 High Street. This letter also includes a summary of the changes made to the design following the Historic Preservation Advisory Commission hearing on October 22, 2025.

A. Proposed Use:

The proposed project includes a new three-story, 4,070 sf single-family residence, a 999 sf attached two-bedroom ADU, and a 533 sf attached two-car garage on an 8,513 sf (.195 acre) site. As there is currently no sidewalk in front of the property, the project will also include a new sidewalk and gutter that connects the existing sidewalks on each side of the property.

B. Proposed Changes Following October 22, 2025 HPAC Hearing:

The following summarizes the changes made to the design following the October 22, 2025 HPAC hearing. These changes were made so that the project would:

- **not** need a variance for a retaining wall and would therefore comply with all Development Standards;
  - adhere to comments provided by the Engineering Department;
  - address some of HPAC's comments so that the project would be seen as a product of its own time, yet compatible with the historic district.
1. The allowed height of the project is determined by 18.30.090.C whereby for the purpose of measuring height, the building is divided into three distinct attached segments, equidistant in width, perpendicular to the elevation facing the front

property line. In the previous design, the height of the middle segment of the building stepped up above the front segment, which was seen to be inconsistent with the desire for the massing to appear to step down the hillside. In the new design, the roof and massing has been revised so that the middle segment portion of the building is at the same height as the front segment with the rear segment still stepping down below the middle segment. The new design lowers the overall height of the building and provides a simplified roof and overall massing in which the gable roofs that begin at the front facade extend through the front and middle segments.

2. Related to the change described in Item 1 above, the north/street elevation was modified so that the long roof on the east side was changed to a gable roof and the entry to the ADU was raised so that the previously proposed 14'-7" retaining wall, which would have required a variance, was removed. Also, the previous design had 19 steps from the sidewalk down to the door of the ADU and the new design has only 5 steps, making access to the ADU much easier and safer in the winter snow. The ADU was moved from the mid level to the top level and the Primary Bedroom and Bathroom of the residence was moved from the top level to the mid level with the residence Foyer and Garage remaining on the top level.
3. Related to the change described in Item 1 above, the south/rear elevation of the top level was revised from a very low sloped single gable roof to three steeper gable roofs, which extend from the front/street elevation. The center gable replicates the detailing of the exposed beams and king post truss found at the north/street elevation over the residence entry.
4. With the relocation of the interior spaces as described in Item 2 above, windows have been relocated. In addition, windows have been revised to have a more vertical proportion.
5. The pad and roof for the generator and AC condenser on the west side of the residence were removed. The generator and AC condenser are now located in an alcove under the Garage, well screened from the street and neighboring property while simplifying the west elevation.
6. The long low sloped shed roof over the rear balcony was replaced with three dormer gable roofs with steeper slopes, making the south/rear elevation consistent with the many gable roofs of the neighboring buildings that face the downtown below. These gable roofs replicate the detailing of the exposed beams and king post truss found at the north/street elevation over the residence entry.
7. The stone wall at the front porch and entry was revised from a modern, smooth, monochromatic stone to a more traditional, textured, multi-colored stone.
8. As requested by the Engineering Department, the landscape islands in the parking area along the street were removed.
9. As requested by the Engineering Department, the area for Stormwater Treatment was added at the rear of the property along with a LID Calculation.
10. At the lowest level, the Crawl Space on the east side of the floor was converted to a Bunk Room. While this results in more floor area, there is no change in the site coverage and massing of the building. In fact, the site coverage and site disturbance percentages were reduced as shown below.
11. The revisions described above resulted in the following changes:



	Original Design	Changed Design
Minimum Front Setback	18'-9 7/8"	19-0 1/4" Residence
Minimum Side Setback	5'-0 1/4"	5'-6 1/4"
Minimum Rear Setback	23'-5 /12" Balcony Roof	22'-7 3/8" Balcony Roof
Site Coverage	46%	44%
Open Space	64%	66%
Site Disturbance	58%	57%
Height	Middle Segment: 34'-11 5/16" Rear Segment: 32'-10 3/16"	Middle Segment: 33'-8 11/16" Rear Segment: 31'-10 3/16"
Floor Area	House: 3,793 sf ADU: 998 sf Garage: 532 sf	House: 4,070 sf ADU: 999 sf Garage: 533 sf

C. Findings for the Project:

With the project comprised of multiple residential units - a single-family residential unit and an accessory dwelling unit - the project is a housing development project and pursuant to California State law the entitlement request is subject to provisions afforded by the Housing Accountability Act (HAA). The HAA provides the project legal protections; namely, it requires approval of Zoning and General Plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. The HAA's protections apply and the Town may not reject the project except based on health and safety standards. Furthermore, if the Town rejects the project or impairs its feasibility, it must conduct "a thorough analysis of the economic, social and environmental effects of the action."

Given that the Town intends to have the project go before the Historic Preservation Advisory Commission (HPAC) and that the Town, in a recent email, has stated, "Nothing in the Development Code or California Government exempts a project from having to comply with the required [Historic Design Review] findings for approval," it is worth reiterating that the Town may only use objective standards when evaluating the project. The HAA defines "objective" as "involving no personal or subjective judgement by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official."

As HPAC reviews projects based on the Historic Design Guidelines and as the Historic Guidelines, unlike Development Standards, are non-objective, HPAC review is only relevant for non-HAA eligible projects. Since the proposed project is HAA eligible, only objective standards can be applied and the project cannot be denied without making health and safety findings, which is an extremely high bar. To disapprove a HAA eligible project without making adequate health and safety findings pursuant to HAA, then the HAA will have been violated and the project will have been illegally disapproved.



It should also be noted that, after the application was deemed complete in July 2025, the following was stated in the Town's August 27, 2025 project analysis letter:

*"While this correspondence includes an analysis of the project related to subjective guidelines, the HAA includes provisions that the project only be subject to objective standards in applicable Town plans as afforded to a housing development project."*

In essence, the letter indicated that the Town was evaluating the project based on subjective guidelines, which is not allowed by the HAA, but then properly acknowledged that the Town must comply with the HAA and therefore evaluate the project based on only objective standards.

The requirement to adhere to the HAA was also communicated to the HPAC members at the October 22, 2025 hearing and a lengthy conversation between HPAC and the Planning Staff ensued as the HPAC members were unclear of their role with respect to an HAA protected project. Eventually, HPAC reviewed the project and relied on subjectivity when offering their opinions about the project.

While the normal Historic Design Review process is only appropriate for non-HAA protected projects, the Town is still committed to getting HPAC's review, which is hard to understand given that HPAC's review and recommendation is based on the subjective Historic Design Guidelines. Since the Town has acknowledged in its project analysis letter "that the project be only subject to objective standards..." and has told the HPAC that the project cannot be denied based on subjective standards, then why is the Historic Design Review process still being sought by the Town? It seems like extra, unnecessary energy, time and money are being expended on a non-objective process that is a violation of the HAA if it leads to a disapproval based on the normal findings required by HPAC for non-HAA projects.

As the project can only be evaluated based on objective standards, below is the Development Standards Consistency Matrix, which shows that the project complies with all objective Development Standards.

**Development Standards Consistency Matrix**

<b>Development Standard</b>	<b>DRM Requirement</b>	<b>Proposed Project</b>	<b>Complies?</b>
Minimum Lot Area	None	8,513 sf (Existing)	Yes
Minimum Lot Width	40 feet	86.69 feet	Yes
Front Setback (1)	15 feet, See Note (1) below for garages	Residence: 19'-0 1/4" Garage: 5'-7 3/8"	Yes
Side Setback	5 feet for Residence 4 feet for ADU	Residence: 5'-6 1/4" min. ADU: 6'-5 1/2" min.	Yes



Rear Setback	20 feet, 4 feet for ADU, 5 feet encroachment for balconies/decks/roof overhangs	Residence: 36'-6 3/4" Balcony Roof : 22'-7 3/8"	Yes
Site Coverage	70%	44%	Yes
Open Space	30%	66%	Yes
Site Disturbance	Reviewed as part of Land Use Permit	57%	Yes
Height Limit - Primary Residence	35 feet or 3 stories whichever is less, see 18.30.090	Structure is below the height limit for single- family residences on slopes greater than 10%	Yes
Height Limit - ADU	20 feet provided roof pitch is aligned with primary residence	ADU is attached to the primary residence and is on the top level of the structure	Yes
Parking - Primary Residence	2 spaces	2 spaces	Yes
Parking - ADU	0 spaces when attached to primary residence and within ½ mile of public transit	0 spaces	Yes
Site Access	Number of Driveways / Curb Cuts: One	Number of Driveways / Curb Cuts: One	Yes

(1) Garages may be allowed within front and street-side setbacks, not to exceed one story or 20 feet above driveway grade. May not include second floor storage, habitable space, attics, etc. Storage and habitable space may be allowed below road and driveway grade. See 18.58.220 for garage setback exception.

The following is related to the findings needed to receive a Certificate of Appropriateness for non-HAA eligible projects. While the basis for determining whether such findings are satisfied is non-objective and therefore not permitted by the HAA, I have nonetheless provided a summary of how the design satisfies the requested subjective findings.

Finding 1: The project, including its character, scale and quality of design are consistent with the purpose of this Chapter and all applicable Development Standards and Historic Design Guidelines.

See Development Standards Consistency Matrix above for compliance with Development Standards. See responses to Findings 3, 4 and 5 below regarding the Historic Design Guidelines.



Finding 2: With Regard to a designated historic resource, the proposed work will neither adversely affect the significant architectural features of the designated historic resource nor adversely affect the character of historical, architectural, or aesthetic interest or value of the designated resource and its site.

As the project is new construction and does not therefore affect an existing building / "designated historic resource," please refer to Finding 4 below.

Finding 3: With regard to any property located within the District, the proposed work conforms to the historic design guidelines for the district and does not adversely affect the character of the district.

AND

Finding 4: In case of construction of new improvement, addition, building, or structure upon a designated historic resource site, the exterior of such improvement will not adversely affect and will be compatible with the use and exterior of existing designated historic resources, improvements, buildings, natural features, and structures on said site.

The following outlines how the proposed design satisfies Findings 3 and 4.

As the project consists of new construction, it has a Category D: Nonessential designation within the Historic Preservation Overlay District. As such, the guidelines for new construction apply and there is no preservation aspect to the project.

The design is composed of simple forms that are in scale with the surrounding buildings. As a result of the single-family residential use of our property, which has a lower height limit and different means of measuring and restricting height in comparison to the commercial use buildings of the neighboring properties, the street façade has a one-story massing, which is consistent with most houses in the McGlashan Character Area and lower than the two-story neighboring properties. The street façade massing is broken up by various changes in the building plane and a few gable roofs with the entry to the main residence accented by exposed wood posts and a king post truss, inspired by the Craftsman Style.

In order to comply with the height limit established by Development Code section 18.30.090.C for single-family residential dwellings on sites with slopes 10% or greater, the overall massing steps down the site and is broken into two height components with the front portion defined by the street facing gable roofs running north-south and the rear section defined by a single gable roof running east-west; and three dormer gable roofs over the rear balcony.

The design is intended to be compatible with its existing context by drawing upon the design features of the neighborhood while not trying to imitate historic styles so that the project is representative of its own time. Consistent with most of the buildings in the historic district, the design is characterized by the predominant use of traditional gable roof forms; minor variations in roof pitch; the one-story form at the street façade; modest, unadorned



architectural detailing; and a porch at the front façade. It draws upon the key architectural massing and features of the neighborhood but remains unique and current in its own architecture so that it fits into the diverse, eclectic mixture of the surrounding buildings. Following the Historic Design Guidelines, the project does not copy architectural styles or specific historic buildings, which is seen as inappropriate by the Basic Principles for New Construction. Instead, we are proposing a contemporary interpretation of historic styles so that the building is not made to look older than it is.

The two neighboring properties that have a commercial use and therefore utilize the DMU Zoning regulations are allowed a front setback at the edge of the sidewalk. Our single-family residential project, on the other hand, needs to follow the DRM Zoning regulations and therefore has a front setback of 15 feet for the residence, with the garage allowed within the front setback. To maintain the setbacks and alignments of buildings in the surrounding context, we have pushed the building as close to the street as possible, while maintaining compliance with the setback requirements. In addition, the building is oriented toward the street in the same manner as the neighboring buildings with a clearly defined primary entrance, adjacent porch, and the gable ends of the structure facing the street.

Consistent with the nearby existing single-family residences, the garage is accessed from High Street. To minimize the visual impacts of the garage, the garage doors have the same horizontal wood siding material and are flush with the surrounding walls, so that they do not draw attention to them, leaving the garage façade simple and subordinate to the more detailed architecture that leads to the front door of the house. Two smaller garage doors for the two garage spaces, as opposed to one larger door, are provided to minimize the apparent width of the opening. The driveway leading to the garage doors will be concrete to better blend in with the adjacent sidewalk along the street, thus minimizing the impact of the driveway on the streetscape.

As with most of the buildings in the historic district, wood siding – horizontal and board-and-batten – are the predominant materials used on the project, with the minor use of stone to accent the entry and porch walls and corrugated metal, with a similar pattern as the board-and-batten wood siding, at the bottom of the side elevations to provide long term durability against snow build up at the base of the building. Also consistent with the Historic Design Guidelines, one muted color – black stained board-and-batten wood siding – is used at most exterior walls as a background on upper and lower floors, which unifies the composition, and the brown horizontal wood siding is used as an accent to help reduce the apparent size of the structure at exposed posts and beams, recessed walls, roof eave ceilings, and a few individual massing elements. Black standing seam metal roofing with a matte finish is used to best address snowfall in the long term and is similar to the roofing at the project next door at 10403 High Street. The dark tones of the roof and exterior walls also help minimize the visual impacts of the building on the hillside.

The landscaping for the project is relatively minimal with the side and rear yards to remain in their current natural condition while new landscaping is reserved for the front of the property along High Street with a landscaping scheme that is simple and subdued. Proposed plants are suitable for the Truckee climate and are used near the residence entry and front porch



and between the ADU patio and neighboring property to help provide some separation and privacy.

Proposed exterior lighting is simple and unnoticeable as it consists of downlights recessed into the roof overhangs, ensuring night-sky compliance and minimal visual impact.

The gas meter at the front of the property is in a recessed alcove with roof above and the electrical meter is in an alcove with a door to minimize the visual impacts of such equipment. Additionally, the generator and HVAC condenser unit are located down the hill at the midpoint of the building with a roof above, ensuring they are hidden from view.

The required solar panels are located on the rear roof, will not block any views, and will be virtually unnoticeable from surrounding properties.

The roof has been designed to minimize snow shedding on adjacent properties and pedestrian ways. On the side yards where the roofs slope toward the side property lines, there are no roof overhangs beyond the exterior walls, which minimizes snow shedding on the adjacent properties. At the rear of the property, there is over 22 feet from the edge of the roof to the rear property, ensuring snow will not shed onto the property below. The front entry doors to both the main residence and the ADU have extended gable roofs and the rear balcony is completely covered by a roof so that snow shedding does not affect these usable areas.

As called for in the General Guidelines for New Buildings in the Historic Preservation District Overlay and the Design Guidelines for the McGlashan Addition Character Area, the building foundation and overall form steps down with the natural topography of the site while satisfying the maximum height allowed for single-family residences on sites with a slope 10% or greater. The building cuts into the slope and steps down the hillside to minimize the perceived mass, size and height of the structure.

Finding 5: The proposed project is consistent with the General Plan, the Downtown Specific Plan, and any applicable master plan per the following:

The Town of Truckee General Plan designates the land use as "Plan Area" with the project in the Downtown Truckee Plan. Per page 2-5 of the General Plan, the Land Use Element establishes development density and intensity standards for each land use designation. Residential development is regulated by a residential density standard based on gross acres. 10383 High Street has a Downtown Mixed Use (DMU) Zoning designation, which permits by right a single-family residence. When a stand-alone residential project is proposed for the site, it must comply with the residential development standards of Downtown Medium Density Residential (DRM) Zoning. Per DMU Zoning, the site allows 24 units per acre, which means the site is allowed to develop 4 units. There is no maximum Floor Area Ratio required for the site. See pages 4 and 5 above for the Development Standards Consistency Matrix for the DRM Zoning, which shows project compliance.



The following demonstrates the ways in which the proposed project satisfies the many General Plan Policies that are relevant to the site location and project type. Please note, that such Policies are non-objective and cannot be used to evaluate and deny the project as stipulated by the HAA.

LU-1.3 Infill Development: Encourage infill development within existing developed area, including commercial center and corridor, to promote sustainability, environmental protection, and equitable development patterns.

As the project site is surrounded by built properties in the downtown, it represents an infill opportunity that brings additional density to the downtown, which is the more ideal section of the Town to do so.

LU-2.1 Sufficient Residential Land to House Local Workforce: Maintain sufficient land designated for a variety of housing types to house the local workforce, support a strong local economy, and reduce regional traffic impacts.

In addition to the single-family residence for our family, the project provides a two-bedroom ADU, which is intended to be rented on a long-term basis to someone living and working in Truckee.

LU-2.2 Infill Housing in Single-Family Neighborhoods: Increase infill housing opportunities in single-family neighborhoods with adequate infrastructure and limited environmental constraints by encouraging accessory dwelling units, duplexes, subdivision of existing single-family parcels, and a greater variety of housing types.

In addition to the single-family residence for our family, the project provides a two-bedroom ADU, which is intended to be rented on a long-term basis to someone living and working in Truckee.

LU-2.7 Appropriate Home Sizes: Prevent construction of oversized homes that impede visual corridors, including Donner Lake and the Truckee River, and/or are disproportionate to the scale and character of surrounding development and the size of their lots.

The neighboring sites (10363, 10343 and 10402 High Street) on each side of the project site are commercial uses that have structures that have far higher site coverage percentage than our proposed project. Our project site allows 70% site coverage, and we are only using 44%, which equates to using only 63% of the total allowed coverage. The neighboring properties, which are commercial developments and therefore are allowed to use the DRM Development Standards, have no maximum Floor Area Ratio and no maximum Site Coverage, and so most of their site area is covered by their buildings. In addition, the neighboring properties have no setbacks requirements, have a 50 feet, 3.5 story height limit, and therefore have been able to build larger and taller buildings in relation to their site area as compared to what we are able to build on our site. With the unique height restriction for a single-family residence on a site with a slope greater than 10%, our proposed project is essentially a single-story structure when seen from High Street, while the neighboring structures are much taller. Per Zoning, our

property allows up to 4 residential units to be built, but we are only building a house with an ADU; there is no limit on the allowed Floor Area Ratio for our site; and we could by right build another 2,198 sf of Site Coverage, which is another 26% of the total site area. Also, if you take the four prosperities on High Street that are closest to our property (10403 and 10393 to the west and 10363 and 10343 to the east), their average site area is 4,704 sf, while our property is 8,513 sf, which is 181% larger than their average. This significant difference in site areas would naturally lead to our property having a larger floor area than the neighboring properties. 10403 High Street, which is completing construction soon, is a three-story, 3,322 sf structure on a 4,331 sf lot. The floor area is 77% of the lot area. We are proposing to build a single-family residence and ADU totaling 5,069 sf on a 8,513 sf lot. Our floor area is 60% of the lot area. Our development size in proportion to our site area is much smaller than the surrounding High Street properties. In addition, the Basic Principles for New Construction found in the Historic Design Guidelines, states, "A new building should be in proportion with the overall size of its lot. Generally, smaller homes are built on smaller lots, and larger homes are reserved for larger lots." Given all the above, we believe our proposed project is appropriately sized for the surrounding neighborhood, the needs of our family, and (with the ADU) the density appropriate to the downtown area.

LU-3.1 Mixed-Use Development: Strongly encourage mixed-use development to support compact pedestrian friendly districts in appropriate locations, including the Downtown, the West River District, and the Gateway District.

The properties directly adjacent to our property are all commercial uses and with our proposed residential development, we are expanding on the mixed-use, pedestrian nature of the downtown, which is one of the primary reasons we chose this site for our permanent residence.

LU-3.3 Complete Neighborhoods: Encourage complete neighborhoods that incorporate a mix of housing densities, local commercial uses, and public facilities / services, strategically located along major transportation corridors to support transit, bicycle, and pedestrian use while reducing vehicle miles traveled.

The properties directly adjacent to our property are all commercial use buildings and with our proposed residential development, we are expanding on the mixed-use, pedestrian nature of the downtown, which is one of the primary reasons we chose this site for our permanent residence.

LU-3.5 Building Orientation: Require new buildings in mixed-use and commercial areas to be oriented toward the street and for off street parking areas to be located to the rear or side of commercial buildings. Ultimate building locations must accommodate snow removal and snow storage, stormwater treatment, and should maximize solar orientation.

The proposed project meets all of the requirements of this policy.

LU-6.1 Mix of Uses: Encourage a mix of uses that help to complete the Downtown by 1) increasing opportunities for a variety of infill housing; 2) enhancing the pedestrian-oriented



and activity in the Downtown; 3) improving river access; and 4) providing an environment that fosters street-level activity and social interaction.

The properties directly adjacent to our property are all commercial use buildings and with our proposed residential development, we are expanding on the mixed-use, pedestrian nature of the neighborhood while increasing infill housing and pedestrian-oriented activity in the Downtown.

LU-6.2 Support the Central Community Hub: Continue to support the desirability of the Downtown as a central community hub with a strong four-season economy serving locals and tourists.

Our new permanent residence with an attached long-term lease ADU will increase the consistent use of the Downtown restaurants, stores, and attractions.

LU-6.7 Affordable Residential Development: Accommodate additional residential development in the Downtown including affordable workforce housing.

In addition to the single-family residence for our family, the project provides a two-bedroom ADU, which is intended to be rented on a long-term basis to someone living and working in Truckee.

LU-12.1 Prevention of Uncontrolled Growth: Maintain a Sphere of Influence, and actively work to modify the sphere as needed, to prevent uncontrolled growth outside of town limits and to protect areas with significant natural resources and open space from development.

Very little does more to prevent uncontrolled growth outside town limits and to protect areas with significant natural resources and open space than to concentrate development within the Downtown. Our project does exactly that as it infills a vacant site between already developed mixed-use properties.

CC-2.1 Night Sky Preservation: Preserve views of the night sky as an important natural and scenic resource in Truckee.

All exterior lighting shall be Dark Sky compliant and engineered to minimize light glare upward into the night sky.

CC-2.2 Exterior Lighting: Implement outdoor lighting standards to minimize light pollution, glare and light trespass into adjoining properties.

All exterior lighting shall be Dark Sky compliant and engineered to minimize light glare upward into the night sky, and located to minimize light trespass into adjoining properties.

CC-3.1 High-Quality Design: Require all new development to incorporate high-quality site design, architecture, and planning to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment.



After all the time and energy my wife and I have put into the design of the project with consideration of the surrounding context, the topography of the site, the winter weather, the views to and from the house, the opportunities for natural light, the selection of quality, fire-resistant, durable materials, and the adherence to the Development Standards, we believe that our new house will offer a high-quality design that enhances the downtown neighborhood.

CC-3.2 Design Considerations: Ensure that planning and development decisions are oriented toward the maintenance of Truckee's character, reflecting the following - discourage new architecture that directly mimics or is derivative of the buildings of the historic Downtown.

With our project located in the Historic Preservation District of the Downtown, we have sought to provide a design that is compatible with the existing downtown infrastructure and respects the historic design character, setbacks, building alignment, scale and lot patterns. Consistent with both the General Plan CC-3.2 Policy and the Historic General Guidelines for New Buildings, our design does not try to look older than it is and does not try to create an exact duplication of architectural styles or specific historic buildings. Instead, we have taken inspiration from the building forms and massing of the nearby properties to provide a contemporary interpretation of the architectural styles of the McGlashan Addition area. See response to Item 3 above for additional information.

CC-7.1 Respect for Historic Development and Patterns: Preserve Downtown's rich legacy of historic buildings and sites by ensuring that new development respects the character and context of those resources.

See responses to Findings 3 and 4 and CC-3.2 Design Considerations Policy above.

CC-7.2 Preserve Historic Character of Downtown Truckee

See responses to Findings 3 and 4 and CC-3.2 Design Considerations Policy above.

M-4.1 Complete Streets: Improve connectivity throughout the town's roadway and bike/pedestrian network by implementing Complete Streets concepts on roadway and streetscape improvements that promote equity among modes and meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, while minimizing environmental, historic/cultural, and residential neighborhood impacts.

Currently, there is no sidewalk in front of our property. As part of our project, we will install a sidewalk so that the two sidewalks in front of the adjacent properties will be connected. In addition, three public parking spaces will be provided in front of our property, which will be consistent with the parking provided in front of the two adjacent properties.

M-4.2 Consideration of Climatic Conditions: Ensure that existing and future roadway, sidewalk, and bikeway standards, and the implementation of such standards, take Truckee's



climatic and geographic conditions and resiliency (such as heavy snow fall and steep and varied terrain) into account as well as all users, including children, persons with disabilities, and seniors.

The new curbs / gutters, sidewalk, and parking spaces that will be installed in front of our property as part of the project will comply with the Town of Truckee's standards.

M-4.8 Improvements to Existing Roadways: Improve existing roadways in Truckee to meet current Town design and engineering standards.

See responses to M-4.1 and M-4.2.

M-4.9 Street Improvements for Development Projects: Require projects to undertake needed roadway, transit, pedestrian, and bicycle facility improvements on public streets fronting or adjoining the development site as part of the project and to make available right-of-way needed for future cumulatively required roadway improvements.

See responses to M-4.1 and M-4.2.

M-4.10 Curb Cuts: Require that new development minimize the number of access points (driveway openings or other curb cuts) along arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location. See opportunities to provide shared ingress/egress and consolidation of access points.

Only one curb cut on High Street will be provided to access the two-car garage on our property.

M-5.2 Streetscape Quality Improvements: Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the area and create a "gateway experience." Such improvements could include sidewalk installations, landscaping (including street trees), art installations, wayfinding, medians, improved street lighting, colors for street lighting and signal poles that are appropriate to the surrounding site, roundabouts, or pavement treatments.

See responses to M-4.1 and M-4.2.

M-5.4 Parking Standards: To limit impact to existing neighborhoods and business, ensure that adequate parking is provided for commercial, office, residential, and other land uses in Truckee, while at the same time limiting excess off-street parking. Use shared parking solutions and adopt reduced parking standards when new land uses can justify it to discourage automobile use.

The project will include two garaged spaces (to serve the new single-family residence) and three public parking spaces on High Street.



ED-4.6 Expansion of Local Housing Supply: Expand the local housing supply with a variety of housing types to give people across all income levels who work in the community the opportunity to live in the community.

In addition to the single-family residence for our family, the project provides a two-bedroom ADU, which is intended to be rented on a long-term basis to someone living and working in Truckee.

COS-1.3 Preservation of Open Space: Encourage development patterns that maximize preservation of land in open space.

Per DRM Zoning, a minimum of 30% Open Space is required on the site. We are proposing 66% Open space, which is more than double the required amount.

COS-5.2 Minimization of Erosion and Sedimentation: Continue to require projects that require earthwork and grading, including cuts and fills for roads, to incorporate measures to minimize erosion and sedimentation. Typical measures include project design that conform with natural contours and site topography, maximizing retention of natural vegetation, and implementing erosion control best management practices.

The project has been designed so that the building steps down the sloped site and therefore conforms with the natural contours and topography of the site, which will primarily remain as-is where the building meets the existing ground. Natural existing vegetation will be maintained around the sides and below the new building, and when the project is built, it will adhere to the Town's erosion control Best Management Practices requirements.

COS-7.4 thru 7.11

The project will be designed and constructed to adhere to the Town's standards and codes related to erosion control, stormwater runoff, waste discharge, water conservation, and snow removal.

COS-8.2 Paving of Roads to Offset Emissions: Require new developments, including subdivisions, to pave existing nonpaved roads to serve the new development to the extent necessary and feasible to offset dust, PM, and other emissions generated by traffic from the development. New nonpaved roads shall not be allowed for new development and subdivisions. New paving shall take into consideration the policies under Goal COS 7 concerning minimization of impacts to water quality and groundwater recharge that may result from increases in paved area.

The project will include a new sidewalk, curb gutters, and paved driveway and parking, which will all replace the unpaved dirt area that currently exists in front of the property.

COS-8.3 Dust Control Measures: Require all construction projects to implement dust control measures to reduce particulate matter emissions due to disturbance of exposed topsoil. Such measures include watering of active areas where disturbance occurs, covering haul loads,



maintaining clean access roads, and cleaning the wheels of construction vehicles accessing disturbed areas of the site.

During construction, the project will adhere to the requirements of the Town's dust control measures.

COS-10.4 Passive Heating and Cooling Opportunities: Encourage new private and public development to maximize opportunities for use of passive or natural heating and cooling. Encourage sites with solar opportunities to be designed with natural heating and cooling principles.

The project proposes to include photovoltaic solar panels on the roof in order minimize the use of electricity from the grid. The long side of the rear balcony faces south-east, which will have access to the sun for most of the day. The balcony has a roof above its entire footprint to provide protection from the snow. The balcony and the roof over the balcony will provide shade for the rooms on the first and second levels, helping to minimize heat gain and the use of air conditioning in the warmer months.

SN-2.1 Defensible Space Implementation: Assist the Truckee Fire Protection District with implementation of defensible space requirements, including supporting inspections and enforcement to achieve defensible space and promote vegetation management to reduce fuel loads and ignition sources near existing development.

The project will comply with all State and Truckee Fire Protection District defensible space requirements.

SN-2.2 Fire Safe Regulations for New Development: Require new development in State Responsibility Areas and/or Very High Fire Hazard Severity Zones to comply with Fire Safe Regulations; demonstrate adequate ingress and egress for circulation and evacuation; ensure adequate signing and building numbering, building siting, setbacks, and fuel modification including vegetation clearance maintenance on public and private roads; identify the location of anticipated water supply; and demonstrate adequate water flow for the fire suppression needs. Adequate compliance with these requirements shall be determined by either the Truckee Fire Protection District or the County Fire Marshall as appropriate.

The project will comply with all State and Truckee Fire Protection District codes related to fire safety.

SN-2.5 Fire-Resistant Landscaping: Require new development to include fire-resistant species in landscaping.

The project will comply with all State and Truckee Fire Protection District defensible space requirements.

SN-3.6 Stormwater Drainage Systems and SN-3.8 Climate-Informed Stormwater Management



The project will be designed and constructed to adhere to State and Town of Truckee standards and codes related to stormwater management.

SN-5.3 Soils Report: Require soils reports for new development in areas where geologic risks are known to exist, as required by the Town Building Code. Such reports should be prepared by a qualified geologist or engineer and include recommendations for appropriate engineering and other measures to address identified risks.

A soils report will be provided as part of the future Building Permit Application.

SN-8.5 Insulation Standards for Interior Noise: Enforce the California Title 24 Noise Insulation Standards for interior noise levels attributable to exterior sources for all new residential uses to ensure interior noise levels for residential uses do not exceed a community noise equivalent level of 45 decibels.

The project will be designed and constructed to comply California Title 24 Noise Insulation Standards.

SN-8.13 Construction Hours and SN-8.14 Construction Noise Control Measures

Construction of the project will occur only during those days and hours allowed by the Town of Truckee regulations and the Town's construction noise control measures will be adhered to.

The following demonstrates the ways in which the proposed project satisfies the many Downtown Truckee Plan Policies that are relevant to the site location and project type. Please note, that many of the Policies are non-objective and cannot be used to evaluate and deny the project as stipulated by the HAA.

LU-5 Incorporate historic design standards for residential and mixed-use projects in the Historic Preservation Overlay District and/or update the Downtown Historic Design Guidelines, to ensure compatibility with historic properties.

See response to Findings 3 and 4 above.

LU-R-1 New residential and mixed-use development shall be compatible with historic development as guided by the Downtown Historic Design Guidelines and Development Code Historic Preservation Overlay district.

See response to Findings 3 and 4 above.

LU-R-2 Residential garages and driveways shall be accessed from the rear by alleys wherever possible; or where garages face the street, driveway widths shall be limited to 24 feet.

Access to the proposed two-car garage is provided from High Street with a driveway that is 24 feet wide.



M-1 Facilitate efficient and safe movement of vehicles while enhancing the pedestrian-oriented environment, emphasizing people over cars and use public transit.

The project is providing a two-car garage with a standard driveway meeting the Town's regulations on High Street as is typical for the other single-family residences in the neighborhood.

P-1 New development in Downtown Truckee must address its required parking demand on-site or participate in the Downtown Parking District. Benefiting properties in the Parking District may be required to pay for additional public parking to accommodate existing private parking shortfall, as needed to manage the public parking supply.

The project will provide its required two parking spaces in an enclosed garage. Additionally, three public parking spaces will be provided on High Street along the sidewalk in front of our property.

HR-4 Ensure new structures and development are compatible with their historic surroundings and do not detract from or harm but complement the historic and architectural character of historic neighborhoods or surrounding historic buildings.

See responses to Findings 3 and 4 above.

If you should have any questions, please do not hesitate to contact me. I look forward to hearing from you and taking the next steps in processing our application.

Sincerely,



Paul Ferro  
Owner and Architect  
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