



Ascend Architecture

paul@ascend-arch.com

415-215-8904

10680 Carson Range Road, Truckee CA 96161

www.ascend-arch.com

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

Attn: Adam Peterson

Re: Project Description and Justification
Residences at Jibboom
Mixed-Use Development Project
10002 - 10090 Jibboom Street
APN: 019-102-011-000 - 019-102-048-000

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

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

In addition to this Justification Letter, please also find attached the letter from SCO outlining the findings regarding the Tentative Map, Development Permit, Use Permit, Minor Use Permit, and Zoning Clearance applications.

Introduction:

The proposed mixed-use project on Jibboom Street consists of three buildings containing 62 residential units and approximately 3,670 square feet of ground floor commercial space with on-site ground floor parking behind. The intention is to provide desperately needed housing right in the heart of historic downtown Truckee, and to replace a blighted vacant lot with a vibrant pedestrian-oriented streetscape as well as to obscure the existing retaining wall and rip-rap slope above. This application is

an Amendment to the project that received Planning approvals in 2024. As the project was submitted as an SB-330 Application, the Town of Truckee Development Code and project fees at the time the SB-330 Preliminary Application was submitted (August 7, 2023) are still vested and will be used in the review and approval of the Amendment, and therefore, any revisions to the Development Code since the SB-330 Preliminary Application was filed cannot be applied to the project. SB-330 also limits the required number of hearings to five.

Project Background

- Developer was encouraged to propose a modern style dense multi-family residential project by the previous Town manager, Jeff Loux. However, this initial design was deemed out of touch and inappropriate for the neighborhood, historical district, and community character.
- Pre-Design Neighborhood Outreach - COMPLETE
- Phase 1 (Building D) Planning Application - SUBMITTED, INCOMPLETE
- TOT Engineering Phase 1 Pre-Review (Building D) - COMPLETE
- Preliminary Parking Study (Building D) - COMPLETE
- SB-2 Application for Rezone - According to Program H-1.3 of the Housing Element section of the previous Downtown Plan, this site was studied and slated to be re-zoned no later than January 2022, well in advance of the adoption of the 2040 General Plan. Due to the identified need, the applicant was encouraged to participate in this program to expedite the rezoning and the project faster than the General Plan.
 - Program H-1.3: Analyze rezone additional land for workforce or affordable housing beyond the Regional Housing Needs Allocation requirements prior to the adoption of the 2040 General Plan, including the following possible candidate sites: The Residences at Jibboom (APNs 019-102-011, -012, -013, -014, -015, and -017);

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

- The SB-2 process was delayed and exhausted its budget. This incomplete process failed for various reasons, none of which were due to the applicant. Ultimately, the Town advised our client to simply wait for the General Plan Update.
- 2040 General Plan and Downtown Plan Adopted - entire property was zoned Downtown Mixed Use (DMU) @ 24 units per acre
- SB-330 Preliminary Application filed August 7, 2023 - submitted to vest ordinances, policies, standards, and fees as of August 7, 2023:
 - 2040 General Plan
 - 2040 Downtown Plan
 - Truckee Development Code (06/22/2023)
- August 29, 2023 - TOT acknowledged complete SB-330 preliminary application



- September 25, 2023 - Applicant team met with Town of Truckee manager and Planning staff with detailed presentation and questions. Applicant team had several critical pre-design questions for Engineering staff but none were present. Town staff advised applicant to file a pre-app prior to obtaining any substantial feedback from Town staff, such that it could be properly billed. Staff requested detailed and specific questions be included in the pre-app and indicated that feedback would likely be turned around in 4-6 weeks.
- 2 weeks later on October 9, 2023 applicant filed "second" TOT Pre-App.
- 4 weeks after submittal on November 6, 2023, Applicant team was allowed to meet with DPW and planning staff. At this meeting, it was discussed that Engineering had changed their position and was no longer open to a land swap to rectify property lines with historic/existing conditions. Additionally, they indicated that development of on-street parking would be required in front of building D (which had never previously been discussed) and significant street widening to push the existing edge of pavement back. Furthermore, they presented a new requirement of a 4' amenity zone that is not explicitly stated in any code or published standard. The project had been designed to minimize hillside disturbance, stay well under the height limit, and maintain historic building placements and existing edge of pavement. Considering the unique constraints of the property, the applicant team requested that DPW and Planning work together to provide guidance toward a possible alternative solution.
- Over 10 weeks after filing the second pre-app on December 21, 2023, TOT provided a written response to the Pre-App. In this response, no flexibility was offered for the new engineering requirements, and Planning provided a reference of hillside development standards. No consideration for the unique constraints of the property nor coordination between departments to reach a logical compromise was apparent. This prompted a major redesign of building D with only 6 weeks left (including the holidays) until the full application was due.
- Development Permit, Zoning Clearance, Use Permit, Environmental, and Tentative Map applications were submitted and deemed complete.
- Project was determined to be CEQA exempt.
- Town Council hearing determined to reclassify the site as a Historic Resource per consultant recommendation
- HPAC review complete
- Planning Commission Hearing
- Project received Entitlement Approval
- With this letter, project Amendment Application has been submitted along with updated Development Permit, Zoning Clearance, Use Permit, Environmental, and Tentative Map applications

Proposed Amendments

The following summarizes the proposed changes as part of the Project Amendment Application:

In order to improve the layout of the residential units - to ensure spaces within the units are more functional, properly sized for their use, and compliant with accessibility code requirements - the following changes are proposed:

1. Floor plans of individual residential units were revised, resulting in the following changes to the unit mix:



	Originally Entitled Project	Amended Project
Unit Mix		
Studios	15	12
1 Bedrooms	23	27
2 Bedrooms	13	11
3 Bedrooms	11	12
Total Units	62	62
Total Bedrooms	97	97

2. Other floor plan changes to address residential unit plan changes, improve functionality, ensure egress and accessibility code compliance, and to incorporate required utility rooms / spaces at the right size, including the following:
 - A. Building A:
 - II. At the ground floor, revised to provide Bike Room separate from Lobby; re-configured stairs; relocated Fire Riser room from front of building to rear; relocated and increased size of Electrical Room; closed off west side of building with a wall so that access to parking is only from the east drive aisle (an easement on the neighboring property will no longer be needed to access parking on the site); changed the Studio to a 1-Bedroom; and reduced parking from 9 to 7 spaces.
 - III. At upper floors, revised residential unit plans, laundry room, and orientation of the south stair.
 - IV. Added an Attic within the roof massing to house mechanical and solar equipment.
 - B. Building B-C:
 - I. At the ground floor, added the required accessible parking spaces in the garage; revised the west wing of the commercial space to have two entry points instead of three; expanded the Lobby across the garage so that the Lobby is now directly accessible from the sidewalk instead of having to walk through the garage drive aisle to get to the lobby and elevator and there is room for mail slots and packages; and added an appropriately sized Electrical Room.
 - II. At upper floors, revised the residential unit plans and removed central stair to help improve the size of the various rooms within the units.
 - C. Building D:
 - IV. At the ground floor, added the required accessible parking spaces in the garage; added a bike storage area off the Lobby; reconfigured the Lobby, stair and elevator, which reduces the massing as viewed from above from High Street added a needed Electrical Room and Fire Riser Room.
 - V. At the upper floors, revised the residential unit plans and reconfigured the elevator and stair.



3. Building B-C's length increased by approximately 13 feet to the east and Building D's length was reduced by 13 feet. The curb cut and drive aisle between the two buildings was shift to the east so that they remain between the two buildings as originally approved.
4. Commercial space on the ground floor increased 335 sf from 3,339 sf to 3,674 sf (10% increase) and the linear frontage of the commercial spaces along the street has been increased from 52% to 53.33%
5. Overall project area (conditioned and un-conditioned area combined) changed as follows:

	Originally Entitled Project Area (sf)	Amended Project Area (sf)	Increase in Area (sf)	Percent Increase
Building A	12,086	13,075	989	8.2%
Building B-C	42,719	46,003	3,284	7.7%
Building D	34,507	36,172	1,665	4.8%
Total	89,312	95,250	5,938	6.6%

6. Tentative Map and lot lines are revised to address the changes in the building floor plans and footprints as described above.
7. Exterior massing / elevations are revised to address the changes in the building floor plans while keeping the overall look-and-feel of the project (exterior materials have not changed). The following summarizes specific exterior changes:
 - A. Building A:
 - II. The main roof is now a gable roof across the entire building with the hip roof at the street facade removed, which eliminates the asymmetry between the front and back of the building and prevents snow from dangerously shedding off the high main roof onto the sidewalk below.
 - III. The massing at the street facade has changed based on the unit floor plan changes with the pop out moved from the south-east corner to the south-west corner with the tower element removed and the south-west pot out integrated under the main roof.
 - IV. The guardrails at the balconies have changed from solid walls to horizontal wood rails.
 - V. Window and door locations / patterns have changed based on the unit floor plan changes.
 - VI. At the west elevations, the opening to the garage has been walled in so that access to the parking is only from the east side and an easement on the neighboring property will no longer be needed to access parking on the site.
 - VII. At street elevation, an additional entrance to the separate bike storage room has been added, improving street facade activation.
 - B. Building B-C:
 - I. The massing has changed based on the unit floor plan changes and overall increase of the building length toward the east.



- II. Entrances to the commercial spaces on the ground floor have been adjusted to match owner's programming of the spaces with entrances aligned with upper floor massing and roof features above.
- III. Window and door locations / patterns have changed on the upper floors based on the unit floor plan changes.
- IV. Fenestration ratio at the east wing has been slightly increased to provide appropriately sized windows for better natural light into deep kitchen / dining / living room spaces.
- C. Building D:
 - I. The massing has changed based on the unit floor plan changes and overall reduction of the building length.
 - II. Window and door locations / patterns have changed based on the floor plan changes.
 - III. The stepback of level four has been retained by slightly reduced. The roof line of level four can barely be seen even when viewed from the opposite side of Jibboom Street.
- 8. The placement and amount of landscaping was revised to address the following overall site changes:
 - A. Changes in the building lengths of Buildings B-C and D and the relocation of the drive aisle between them
 - B. Changes in the reconfiguration of the plaza leading to the lobby of Building D
 - C. As required by the original Conditions of Approval, the originally proposed 11 trees along the street edge of Jibboom Street were removed
 - D. Due to the nature of the development (with its lack of available planting area, especially with the existing boulders at the rear steep slope) and fire restrictions regarding the allowed proximity of trees to structures, the number of proposed trees was further reduced by 11 (plus 11 mentioned in item C above) so that the new number of proposed trees is 11.
- 9. See attached Development Standards Consistency Matrix which shows the proposed changes for the various Development Standards.

Alignment with 2040 General Plan and Downtown Truckee Plan

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

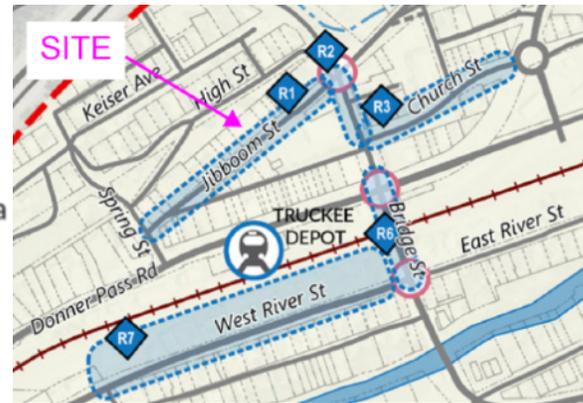
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| <p>PR-1 Provide decorative paving, lighting, landscaping, and furnishings that matches or coordinates with existing Downtown improvements, while maintaining an eclectic character that makes Truckee unique. Focus decorative paving and special streetscape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



Downtown Truckee Plan - 4.3 Streetscape Design Improvements

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

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



Artistic bike rack in front of the Train Depot



Existing tree grate and trash receptacle



Typical street lamp post, bike racks, and benches within the Commercial Row streetscape



Corner plaza with raised planter and bench seating



Planter and public seating along Donner Pass Road

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

Project alignment with other goals and policies

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



2040 General Plan

Housing

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

LU-1.3

Infill Development

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

LU-2.3

Minimum Residential Densities

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

LU-3.1

Mixed-Use Development

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

LU-3.2

Pedestrian-Oriented Commercial

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

LU-3.3

Complete Neighborhoods

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



Proposed Density and Density Bonus Calculations

Density Bonus CA Government Code Sections 65915 - 65918:
By providing 24% of the project units to be deed restricted for Low Income (80% AMI) residents, the project shall receive a 50% density bonus. 62 units are allowed to be developed on the property.

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

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

Site Design and Proposed Areas

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

- Building A, furthest to the west is smaller in scale at 3 stories, following the pattern from the west. It has 15 units (studios and one-bedrooms, 10 of which will be deed-restricted for low income residents). There is no commercial space proposed for building A.
- Building B-C is one building, also 3 stories, but is meant to appear like two architecturally unique buildings connected by a central access point. It has 32 units, ranging from studios to three-bedrooms. 2,652 SF of commercial space is designed along the frontage of Jibboom Street.
- Building D with 4 stories is largest in height, but the top floor is stepped back so that the full height is not perceived from Jibboom Street. It has 15 units, ranging from one- to three bedrooms. 1,022 SF of commercial space is designed along the frontage of



Jibboom Street. This location was chosen for the additional story in height in order to have the least impact on the High Street neighbors' views from above the project.

- The drawings provided as part of the Amendment include a detailed breakdown of the areas of each building.

Zoning Clearance Application for Commercial Uses

The originally Entitled project was given approval for the commercial land use designation of "Retail, general merchandise" as permitted in the DMU zone, with a zoning clearance for tenant improvement projects with less than 5,000 sq. ft. of floor area and less than 26,000 sq. ft. of site disturbance. If a future tenant has a different land use other than "Retail, general merchandise", the applicant understands they may utilize a Streamlined Zoning Verification if the new use is permitted in the DMU zone and meets the criteria under Development Code Section 18.72.020.B (Streamlined Zoning Verification) as existed at the time of the original SB-330 Preliminary Application back in August of 2023.

State Density Bonus Law Waiver Requests

Waiver Request #1: LU-CC-4 Commercial Depth and Frontage

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

LU-CC-4 Parcels in the Downtown Mixed-Use designation with frontages on Donner Pass Road, **Jibboom Street**, and West River Street shall be required to have commercial uses on the ground floor.

- For projects with a property frontage of 100 linear feet or greater, a minimum of **75% of the property frontage is required to have commercial uses on the ground floor.**
- For projects with a property frontage of less than 100 linear feet, a minimum of 50% of the property frontage is required to have commercial uses on the ground floor.
- The **minimum depth of the commercial uses, measured from the building frontage, shall be 30 feet.**
- Corner parcels shall be required to locate **commercial uses at the corner**, with a customer entrance within 20 feet of the corner.



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

The proposal provides commercial use along 53.33% of frontage. It allows for driveways, public plazas, seating areas, and an enhanced pedestrian experience.

Approximately 11 feet to 18.33 feet deep commercial spaces are proposed and will be adequate for certain types of businesses that require a smaller space. Various commercial layouts of the shallow spaces have been studied for viability. Please see the zoning clearance application.

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

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

Although it is not a required development standard, the project provides an increase in commercial glazing along the frontage such that there may be an increased perception of commercial use as well as increased pedestrian engagement along the frontage.

We understand that the Town sponsored a public workshop, open for public comment and voting, regarding this site among others. Two options were presented - option A, which was a previous design proposal by another architect, and option B that was presumably created and proposed by the Town. The current design was not included in this workshop, although some elements were similar. We mention this to illustrate that the Town's own concept did not meet the commercial frontage or depth standards, because they simply cannot fit on the site. When the plan is scaled, the commercial spaces appear to be closer to 20' deep rather than 30', and they account for approximately 58% of the length of the front property line, rather than 75%.

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





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

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

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

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

Waiver Request #2: Building Height

The height limit per the Development Code at the time of the SB-330 Preliminary Application was 50 feet (measured from average grade) or 3.5 stories, whichever is less. The maximum height of the project is four stories, so a waiver is requested to accommodate the additional 1/2 story needed to provide the allowable number of units.



Waiver Request #3: Usable Open Space Requirements per 18.58.180A

Includes:

- Common open space (250 sf per unit, minimum dimensions, pavement limitation)
- Private exterior space (balconies, decks and patios)

Common Open Space

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

The project provides a safe pedestrian walkway along Jibboom Street, outdoor plazas at the entries to Buildings B-C and D, a wall dedicated for public art, and communal decks at Buildings A and B-C totaling 840 sf, the minimum size and dimensions of the common outdoor space cannot be provided, and therefore we request a Waiver for a reduction in the common outdoor space. Compliance with this development standard would physically preclude the project at the density permitted, after incentives are granted, because of the unique site constraints of relatively small building area and a steep slope located in a dense, urban setting. In order to provide the full amount of outdoor area, it would considerably reduce the building footprints, thereby precluding the allowable number of units.

Private Exterior Space

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

The proposal meets or exceeds this standard for 51 of the 62 units.

Building A

Driveway aisle clearances preclude the addition of second floor balconies on building A, so that there are seven units that do not have private exterior space, but do have access to a shared deck on the rear of Building A (see also Amenities).

Building B-C

The hillside conflict with balcony dimensions on the rear of building B-C has been resolved to the best extent possible given the constraint of not disturbing the existing hillside. All units in building B-C have private exterior space meeting or exceeding the standard except for four units whose balconies are 32 SF with a minimum dimension of 3 feet.

Building D



Building D fully complies with this standard.

Evaluating the project as a whole, a total of 3,720 SF of private balconies would be required (60 SF x 62 units). The proposal as a whole provides a total of 6,718 sf of private balconies, patios and decks.

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

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

Waiver Request #3: Bike Parking

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

- Long-term (one space per residential unit):
 - Building A - 15 residential units = 15 long-term bike parking spaces required. 15 spaces are provided: 13 in a secure bike room and 2 locked locked enclosures at the west side of the lobby.
 - Buildings B-C: 32 residential units = 32 long-term bike parking spaces required. 32 spaces are provided: 24 spaces using wall mounted bike racks within the secured, fully enclosed parking garage with a security camera option, and 8 locked enclosures next to lobby entry.
 - Building D: 15 residential units = 15 long-term bike parking spaces required. 15 spaces using wall mounted racks are provided within the secured, fully enclosed garage with a security camera option. In addition, 15 individual storage rooms are provided throughout the building, with ample space for bicycles.
- Short-term: one space per 10 residential units + 15% of commercial vehicular parking spaces (3 minimum):
 - Project: 62 residential units = 6 bike parking spaces required.
 - Commercial parking spaces required: $14 \times 15\% = 2$ (but no less than 3) bike parking spaces required.
 - Total short-term bike parking spaces required for project = 9 short-term required. 10 spaces have been provided: 7 in the public plaza between buildings B&C, and 3 in the public plaza at building D.

The proposal meets or exceeds the required objective quantities, and the applicant seeks a waiver for alternative methods. Compliance with this development standard would physically



preclude the project at the density permitted, after incentives are granted, because of site constraints especially on the first floor. Every square foot is absolutely maxed out for all the required driveway widths, egress walkways, waste storage, utility meters, commercial, parking, and residential access stairs and elevators.

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

Waiver Request #4: Transformer in Right of Way

It is understood that Town standards typically prohibit the location of transformers in the right of way, although the existing transformer on the east end of the property has been located in the right of way for over 40 years. Compliance with this development standard would physically preclude the project at the density permitted, after incentives are granted, because of the extremely limited area as described above. The project proposes to locate one of two anticipated transformers in the right of way on the west end of building B. The applicant team determined this to be the best location for existing TDPUD infrastructure and to provide electrical service to the buildings.

Waiver Request #5: Landscaping

Perimeter Landscaping

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

Planting of Disturbed Areas

Per Town of Truckee, within disturbed areas not intended for a specific use, trees and shrubs shall be provided at a rate of one tree and four shrubs for every 100 square feet of landscape area or fraction thereof. 55 trees are required, but due to the nature of the development (with its lack of available planting area, especially with the existing boulders at the rear steep slope) and fire restrictions regarding the allowed proximity of trees to structures, there is not a feasible way to accommodate the required number of trees. The project seeks a waiver to plant 11 trees with 5 along Jibboom Street and 6 at the rear behind Building D.

Waiver Request #6: Light Trespass Beyond Property Line

The photometric analysis for the Jibboom Street Residences indicates a minimal amount of light extending beyond the property line into the adjacent public right-of-way and neighboring commercial property. This condition is directly related to required life-safety and building code provisions, which mandate that exit discharge areas be illuminated to a minimum of 1 foot-candle under normal power conditions.

The project has been designed in accordance with Truckee Dark Sky standards. All exterior fixtures are full-cutoff, dark-sky compliant, and aimed downward with no uplight. Lumen outputs have been carefully selected to meet code requirements without excess illumination. The design team worked closely with lighting professionals to minimize light spill to the



greatest extent possible while ensuring life-safety, accessibility, and wayfinding objectives are met.

Due to the close proximity of the buildings to the property boundaries, and because exit discharge areas lead directly into the public way which is beyond the property line, eliminating all light trespass is not feasible while maintaining safe and code-compliant egress lighting. Compliance with this Development Standard would physically preclude the project at the density permitted because of the unique site constraints with a relatively small building area and a steep slope located in a dense, urban setting. In order to provide the permitted density of units and satisfy life-safety and building code lighting requirements, we request a Waiver to allow the light trespass beyond the property line.

Parking / Compact Spaces / On-Street Parking

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

Rental/for sale projects with at least 11% very low income or 20% lower income units, within 1/2 mile of accessible major transit stop	0.5 spaces per unit
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45 parking spaces are required for the project - 14 for the commercial uses at 1/250 sf, 31 for the residences , 75% (34 spaces) full size, and 25% (11 spaces) for the compact.

The project exceeds the required total number of parking spaces by providing 60 spaces - 52 within the garage and 8 on the street. 35 regular spaces and 13 compact spaces are provided.

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

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

High Street Frontage Improvements

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

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

DPW has said that meeting Town standards would create unwanted impacts to the south-side of High Street, including significant retaining walls over the slope to accommodate a sidewalk. This would then require a pedestrian guardrail that would



hamper snow removal. After further study by our civil engineer, it has become apparent that even if High Street is improved in the future, deviations from engineering standards will be necessary due to existing topographic and alignment constraints.

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

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

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

The following conditions do not apply to this site:

- 100 year flood plains
- Environmentally sensitive areas
- Lakes and ponds

Regarding slopes in excess of 30%, almost half of the project site is proposed to be preserved in its natural state as Open Space. This large, contiguous open space area is mainly sloped in excess of 30%. There is a small portion of the hillside that is proposed for development and complies with required findings. (see Hillside Development).

Common Recreational Amenities

Common recreational amenities are required at a rate of one per 25 dwelling units. At this rate, 62 dwelling units will require a minimum of three amenities (Dev. Code 18.25.050.D.3).

This project proposes the following Common Recreation Amenities:

- BBQs at two common decks
- Fire features at two common decks
- Plaza near Building D entry / corner of Jibboom Street and High Street

Snow Storage

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

Site Drainage

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

Public Art

The applicant is donating an area for the display of public art. Along the frontage of building D, there is a 2 foot recessed area adjacent to the sidewalk (but not encroaching) that is ideal for a large art installation. The drawings include the proposed mixed-media 3-dimensional mural. It is visible from the sidewalk and the street.



Solid Waste and Recycling Plan

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

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

Please see the site plan accommodating these requirements with the following:

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

The enclosures are provided with reinforced concrete aprons in front to support trash/recycling vehicle loading. The proposed enclosures are constructed of durable materials including concrete walls with metal lockable gates which would be considered fully screened. They are strategically positioned at the northerly ends of the drive aisle for ease of both pedestrian (including ADA) and vehicular use.

Historic Design Review Findings

With the project comprised of multiple residential units, 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), 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.

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, we have nonetheless provided a summary of how the design satisfies the requested subjective findings.

DESIGN INTENT

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



Figure A: Tin Garage Project, Jibboom Street, Truckee (possible Materials for Building D)





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

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





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

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

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

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

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



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

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

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

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

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

HISTORIC CONTEXT

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



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

Historic photos of the region show many different uses and buildings of varying scale. We also see this pattern on Commercial Row. The previous submittal showed a massive scaled project with no historic reference, no identity that could be linked to Truckee, and was disrespectful to the High Street neighborhood. We have chosen a vastly different approach after hearing from the neighbors, HPAC, and others. The overall project is purposely intended to not look master-planned. It is intended to include different buildings of varying architectural styles, materials, and detailing. This is the Truckee historic pattern. Building D is designed to reference a repurposed industrial building. It is intended to reference the award-winning Tin Garage that houses Coffee Bar at the far end of the block. As Truckee gentrifies, it is intended to pay homage to the gritty industrial past.

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

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

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



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

The design includes a varying low roofline to maintain views from the High Street homes. The sloped main roof is pitched to hide roof-top equipment, including potential solar panels. The materials are dark so as to not create glare and thus reduce visual impact in the foreground of the long views to the south. It is our goal to take this very degraded wounded site and stitch the historical district together in a conscious, respectful, and timeless manner.

COMMUNITY INVOLVEMENT

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

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

PARKS & GATEWAYS

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

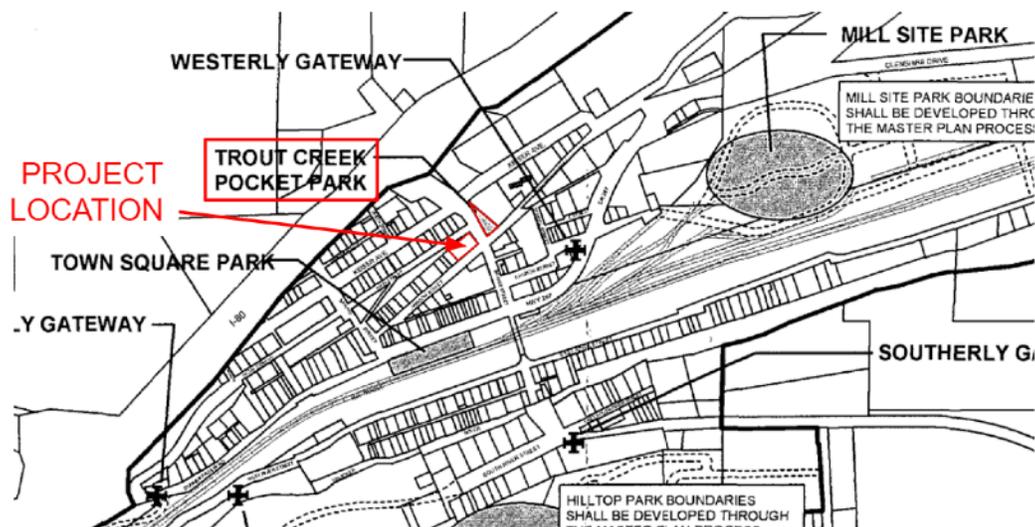


Figure E: Excerpt from Truckee Downtown Specific Plan, Parks & Gateways Map, Figure 9.1

ARCHEOLOGICAL & HISTORIC RESOURCES

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

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

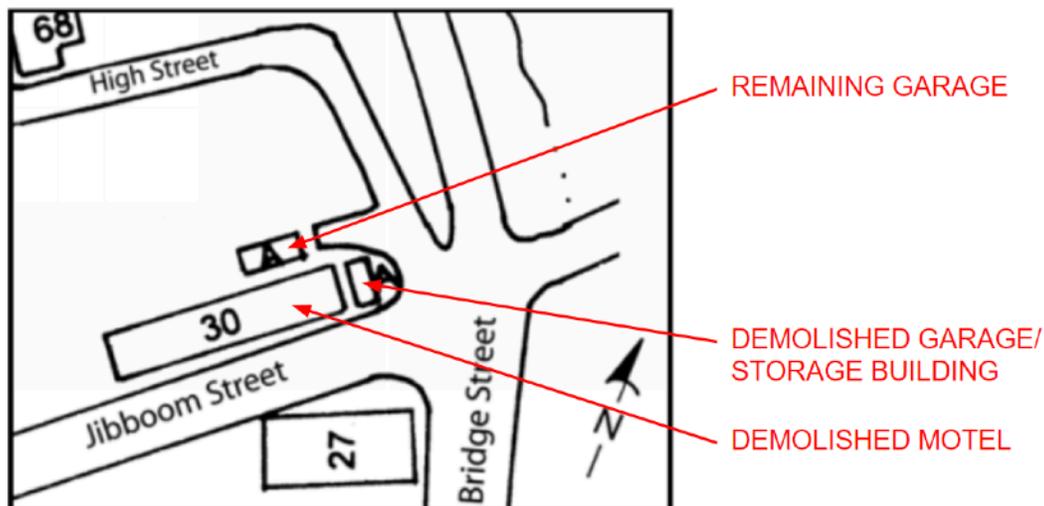


Figure F: Notated image from California Resources Agency Record THRI - 30

The motel and one ancillary structure on Jibboom Street were demolished in 2015; the second ancillary structure remains. A re-evaluation of the property completed by Kautz Environmental Consultants on July 25, 2019, found that the remaining structure on the property no longer retains the integrity to convey historical significance and recommended that the inventory record should be updated to a Category D ("Nonessential") rating.



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

Please see the Historic Resource documentation (2 files) provided with this application.

SIGNAGE

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

Summary

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

Thank you in advance for your time and thoughtful consideration.

Sincerely,
Ascend Architecture

A handwritten signature in black ink, appearing to read 'Paul Ferro', written over a light blue circular stamp or watermark.

Paul Ferro
Architect, C28809
President

