



**HISTORIC PRESERVATION ADVISORY COMMISSION
MEMORANDUM**

Meeting Date: March 11, 2026

To: Historic Preservation Advisory Commission

From: Adam Petersen, Senior Planner

RE: Planning Application 2025-0000147/DPA-UPA-MUPA-ZCA-TM-HDRA-SPA (Residences at Jibboom Project Amendment: Development Permit Amendment, Use Permit Amendment, Minor Use Permit Amendment, Zoning Clearance Amendment, Tentative Map, Historic Design Review Amendment, and Sign Plan Amendment); 10012 Jibboom Street (APN 019-102-016), 10090 Jibboom Street (APNs 019-102-011, -012, -013, -014, -015 and -17) and Unknown Address (APN 019-102-018); Owner/Applicant: Sean Whelan; Agent: Paul Ferro, Ascend Architecture

Requested Action:

That the Historic Preservation Advisory Commission (HPAC) review the proposed “Residences at Jibboom Project Amendment” project for consistency with the Downtown Truckee Plan, including the Historic Design Guidelines, and forward a recommendation to the Planning Commission on whether to grant a Certificate of Appropriateness and approve the requested amendments to the previously approved project.

Project Description

The application requests an amendment to the approved Residences at Jibboom project (Town of Truckee Application 2024-00000014), which was reviewed by the HPAC on July 10, 2024 and approved by the Planning Commission on September 17, 2024 pursuant to Resolution No. 2024-12. (Planning Commission Resolution No. 2024-12, along with the approved Residences at Jibboom project plans are available in Attachment 5, linked at the end of this staff memo.)

The Project Amendment includes multiple changes to the approved project, as shown in Attachment 1, including but not limited to the following:

- Revisions to the architecture and massing across the four proposed buildings, including but not limited to changes in the front façade and roofline of Building A; changes to the exterior commercial entries and Jibboom Street façade of Building B-C; changes to the elevations of Building D.
- Shifting the location of Building B-C approximately 13 ft. to the east and moving the western edge of Building D approximately 13 ft. east.
- Approval of a new tentative map for subdividing the site
- Expansion of the square footage from an approved project comprised of 89,412 square feet to 95,207 square feet
- Expansion of Building D into slopes with a grade of 20 percent or greater.
- Increasing the amount of street level commercial space from 3,339 square feet to 3,674 square feet.
- Increasing the percent of commercial street frontage from 52 percent to approximately 53.3 percent of the length of the project site.

- Reducing the commercial store front depths from a minimum of approximately 11 feet to 10 feet.
- Reducing the number of studio units from 15 to 12
- Increasing the number of one-bedroom units from 23 to 27
- Reducing the number of two-bedroom units from 13 to 11
- Increasing the number of three-bedroom units from 11 to 12
- Removal of a second driveway accessing Building A Parking on the west side of the site.
- Changes to approved signage.
- Changes to the size of units:
 - Approved studio units are a minimum of 265 square feet, one-bedroom units are a minimum of 384 square feet, two-bedroom units are minimum of 614 square feet, and three-bedroom units are minimum of approximately 1,487 square feet
 - Proposed studio units are a minimum of 254 square feet, one-bedroom units are minimum of 406 square feet, two-bedroom units are a minimum of 994 square feet, and three-bedroom units are a minimum of 1,483 square feet.

Location and Setting:

The proposed project is in the south-central area of the Town of Truckee, in the Downtown area along Jibboom Street. The 1.67-acre project site includes a total of eight existing parcels, including one parcel that is currently developed with an declassified historic resource (10012 Jibboom Street, APN 019-102-016) and seven vacant parcels (10090 Jibboom Street, APNs 019-102-011, -012, -013, -014, -015 and -17, and a parcel with no assigned address, APN 019-102-018). The project site is in the DMU (Downtown Mixed Use) zoning district and the Downtown Truckee Plan land use designation of the 2040 General Plan. The site is identified in Figure 1.

Figure 1 – Project Location

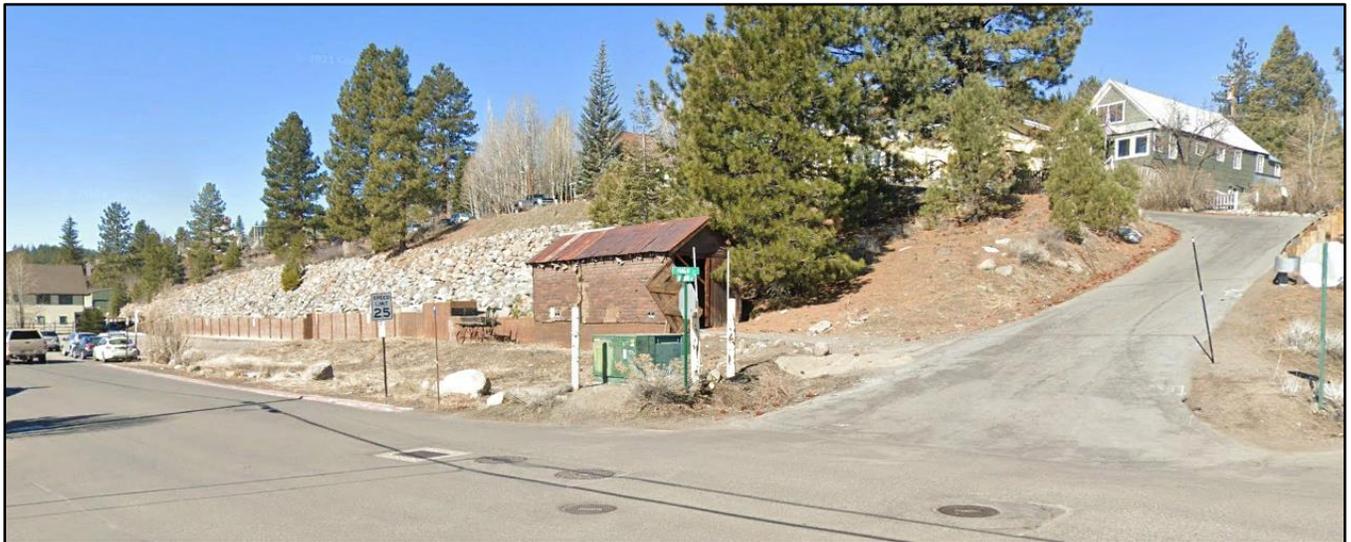


The project site is generally encompassed by urban uses, with residential uses to the north, a park to the east, and commercial uses to the south and west. The project site is a mixture of level property along Jibboom Street, with a retaining wall separating the level portion of the project site from areas on the north side of the project where slopes exceed 30 degrees. Rock protection is placed on this portion of the site with the slopes exceeding 30 degrees. The residential uses to the north are located above the project on a hillside on High Street. Table 1 summarizes the existing and surrounding land uses, 2040 General Plan Downtown land use designations, and Downtown Truckee Plan, and Figure 2 shows the existing site conditions.

Table 1 – Project Site and Surrounding Setting

	Existing Uses	2040 General Plan Designation – Downtown	Downtown Truckee Plan
Project Site	Historic Garage, Undeveloped, Hillside	Mixed-Use	Downtown Commercial Core
North	Single Family Homes	Medium Density Residential	North Neighborhood Gateway
South	Commercial and Office uses	Mixed-Use	Downtown Commercial Core
East	Trout Creek Park and commercial uses	Open Space and High Density Residential	Downtown Commercial Core and North Downtown Residential
West	Commercial Uses	Mixed-Use	Downtown Commercial Core

Figure 2 – Existing Site Conditions



The project site is in the Commercial District Character Area. The Commercial District Character Area constitutes the business core of the historic downtown, which roughly stretches between Bridge Street and Spring Street. A portion of Jibboom Street lies in this Character Area. The Historic Design Guidelines identify the intersection of Bridge Street and Front Street was the main corner in downtown Truckee. Development was most dense at this intersection, and a solid wall of buildings stretched between Bridge and Spring Streets. These buildings, however, were only on one side of Front Street. Storefronts aligned at the sidewalk edge and faced south to the railroad tracks and many hotels and depots located in that extensive right-of-way.

Front Street has a high concentration of historic buildings. Twenty-one of the twenty-two buildings located here are officially designated as historic structures. The vast majority of the structures seen along the street are two-story. However, four are three-story, three are one-story, and one (Sierra Tavern) is four stories tall. Ground-level floors orient to pedestrian views with large display windows and recessed entries highlighting the goods and services offered inside. Upper-story windows are vertically oriented, usually rectangular, and appear as smaller openings in a predominantly solid wall. A horizontal band of molding separates the ground floor from upper portions of the facade, and the entire building is capped with a parapet or decorative cornice. All of these elements combine to establish a linear emphasis on the street.

The Historic Design Guidelines for the Commercial District Character Area identify that Jibboom Street was not as densely developed as Front Street. Along Jibboom Street, many residential building types

could be seen, especially along the eastern two-thirds of the street. These residences were widely spaced along the street, and more than likely had gable roof forms and front porches.

Project Overview:

The applicant is requesting approval of a Project Amendment to amend the previously approved Residences at Jibboom project. The project proposes a mixed-use development comprised of 62 multi-family residential units (10 affordable for-rent units and 52 market rate for-sale units) and approximately 3,674 square feet of ground floor commercial space at the corner of Jibboom Street and High Steet in Downtown Truckee. These components of the project remain unchanged from the approved project.

The following provides an overview of the project amendment, while the background section of this memo identifies specific differences proposed by the project amendment.

The project is comprised of a four-building design, described as Building A, Building B-C, and Building D, each of which has distinct architectural styles. The total floor area of the project is 95,207 square feet, of which 3,674 square feet is dedicated to commercial uses that front Jibboom Street. Parking is located on the street level, behind lobbies and commercial spaces, with residential uses located above the street level parking. The project includes 60 parking spaces, 11 of which are parallel parking spaces on Jibboom Street. The project would not reduce the number of parallel parking spaces currently existing on Jibboom Street and proposes landscaping in bulb-outs separating parallel parking spaces and along the eastern project frontage. The project includes dedicated long-term bicycle parking for 62 spaces in each building. The following is a description of the buildings.

Building A is a four-story structure, containing 15 units, six of which are studio units reserved for low-income households, one one-bedroom unit for low-income households, and five one-bedroom units. Unit sizes range from 254 square feet to 459 square feet. A 455 square foot deck is located at the rear of the third floor. The first floor contains one accessible unit, a lobby, bicycle parking, vehicle parking, and electrical room. Laundry facilities are located on the second and third floor. Third floor units have 61 square foot balconies. On the fourth floor is a mechanical attic. Building A is defined by its peaked roof, with a wood finish trim, asphalt shingle roof in pewter color. Brick veneer defines the base of the building, with wood shingles above it in a semi-solid stain hedgegrew color. Windows are aluminum clad, with a bronze color, and decking is comprised of trex decking with wood railings.

Building B-C is a three-story building, containing 32 units, 2,652 square feet of commercial space, parking behind the commercial space, and comprise two architectural styles. The project includes studio units and three-bedroom units that range in size from approximately 342 square feet to 1,116 square feet. Balconies are provided for each unit, which range in size from 22 square feet to 91 square feet. Access to the residential units is achieved from the eastern and western sides of the site, with a common lobby and elevator in the middle of the two buildings. Parking is achieved from the east and west side of the buildings via shared driveways. One driveway, shared by Building A and Building B provides access through a steel garage door on the west side of Building B. One driveway shared by Building C and Building D provides access to parking at the east side of Building C through a steel garage door.

Building B is symmetrical in style with defined peak roof features at the western and eastern side of the building, with sloped roofs between these two features, and gables over the commercial entrances. The applicant proposes brick veneer as a base, with horizontal wood siding painted yellow in color. Cedar wood trim, in a bark mulch color, is used to define units and building features. Windows are aluminum clad and balconies are framed with wood railings. The roof is asphalt shingles with a country grey color. Roof slopes range from 5.5/1 to 3/1.

Building C is comprised of more rectangular forms with a flat, parapet roof. The commercial entry on Jibboom Street is defined by horizontal board formed concrete while the residential units above use brick veneer in a metallic black color with vertical score lines. The eastern and western pillars of the structure

are comprised of brick veneer in a simon blend color, which is reddish in color. Balconies are enclosed with two-and-a-half-inch flat steel bar posts.

Building D is comprised of eclectic architectural forms, contains 1,015 square feet of commercial space at the ground level, a lobby and elevator at the east end of the building, and 15 units. The architecture is primarily rectangular, with recesses and projections across the elevations. The roof is a flat roof at the fourth level and sloped roof above the fourth story. There are two one-bedroom lofts, one two-bedroom loft, four two-bedroom units, and eight three-bedroom units. Unit sizes range from 917 square feet to 1,516 square feet. All units have balconies which range in size from 60 square feet to 352 square feet. Building materials vary from corrugated metal, perforated metal panels, aluminum storefronts, tongue and groove cedar siding measure one by six inches, with wood soffits. Decking is comprised of timbertech with wood railings. Windows are proposed by aluminum clad.

The following is a detailed description of entitlements requested for the project:

- **Development Permit Amendment** for projects with 11 or more multi-family residential units, 5,000 square feet or more of floor area in the Downtown zoning districts, and/or 26,000 square feet or more of site disturbance;
- **Use Permit Amendment** for disturbance of slopes of 20 percent or greater;
- **Zoning Clearance Amendment** to permit “Retail, general merchandise” commercial space, a permitted use in the DMU zoning district;
- **Tentative Map** to reconfigure the existing parcel boundaries;
- **Historic Design Review Amendment** to grant a Certificate of Appropriateness for new construction within the Historic Preservation Overlay District and the proposed redesignation of a Category B (“Contributory”) historic resource;
- **Sign Plan Amendment** to approve the proposed signage; and
- **Minor Use Permit Amendment** for on-street parking provided in the public right-of-way in compliance with Development Code Section 18.48.110 (Downtown Parking), Subsection D.

In addition to the above land use entitlements, the applicant is requesting approval of a 50 percent density bonus to increase the number of residential units from 41 to 62 units, with 10 “lower income” affordable housing units. Density bonus is a California State law that allows a developer to seek greater density than allowed by the underlying zoning with the provision of additional housing affordability within the project. Through the density bonus concessions, waivers of a number of the Town’s development standards are requested, including the commercial depth and frontage requirements of the 2040 Downtown Truckee Plan (Policy LU-CC-4); the multi-family residential project requirements for common open space (Development Code Section 18.58.180.A.1) and private exterior space (Development Code Section 18.58.180.A.2); the bicycle parking requirements (Development Code Section 18.48.090); building height (50 ft, or 3-stories, whichever is less); perimeter landscaping; transformer in right of way; and light trespass beyond property line.

Table 2 – Project Unit and Commercial Area Summary*

	Building A	Buildings B-C	Building D	Total
Studio	6	6		12
One-Bedroom	9	16	2	27
Two-Bedroom		6	5	11
Three-Bedroom		4	8	12
Total Residential Units	15	32	15	62
Commercial Space (sq. ft.)		2,652	1,022	3,674

* No changes are proposed in the number of units per building between the entitled

Figure 3 – Jibboom Streetscape Elevation



Project Processing and Review Scope

The scope of this project review is limited based on the project being submitted under the provisions of Senate Bill 330 (SB 330 – Housing Accountability and Housing Crisis Act), which limits a local agency’s ability to deny housing development projects that comply with objective general plan, zoning and subdivision standards.

As defined in in SB 330, a local agency is prohibited from “imposing or enforcing design standards established on or after January 1, 2020, that are not objective design standards.” An “objective design standard” is a “design standard that involves no personal or subjective judgment by a public official and is 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 before submittal of an application.” SB 330 is an effort to “meaningfully and effectively curb the capability of local governments to deny, reduce the density for, or render infeasible housing development projects.” (§65589.5(a)(2)(K)) and effectively prevents cities from denying projects based on discretionary design review. An agency may only deny a project if there is a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

While a project submitted pursuant to SB 330 is subject to objective design standards for the determination of an approval or denial, HPAC can review the project relative to the Historic Design Guidelines and make a recommendation to the Planning Commission on the project’s consistency or inconsistency with said Design Guidelines. Since HPAC is an advisory body, the Commission’s purview is not confined to objective standards. However, a project’s inconsistencies with Historic Design Guidelines would not constitute a basis for denial pursuant to SB 330.

Further, an SB 330 application is afforded other incentives, including the ability to apply zoning, design, and subdivision standards in effect at the time a Preliminary Application is deemed complete. The applicant submitted an SB 330 Preliminary Housing Development Application on August 7, 2023 (Town of Truckee Application #2023-00000108). Pursuant to SB 330, the Town of Truckee deemed the Preliminary Application complete on August 29, 2023, which locked in the zoning, design, subdivision and fee requirements that were in effect at that time for the duration of the entitlement process. Therefore, the Town of Truckee requirements that apply to the formal application include the 2040 General Plan and Downtown Truckee Plan adopted on May 9, 2023, and the Truckee Development Code in effect as of June 22, 2023.

On February 20, 2026, the Department of Housing and Community Development Department determined that the proposed Project Amendment maintains the vested objectives, standards, and policies “frozen” on August 29, 2023, with the submittal of the Preliminary Application. The Town of Truckee may continue to require that the application amendment be processed through the Major Change Amendment Application as this procedural requirement was in place on the date that vesting occurred. The Town can continue to review and process the Project Amendment application, provided that the Town applies the objective policies and standards that were vested from the August 29, 2023, date.

Projects submitted pursuant to SB 330 are subject to a maximum number of hearings and specific findings for denial should an agency not approve the project. Projects submitted pursuant to SB 330 are afforded a maximum of five public hearings in which the public agency reviewing the project must decide to approve or deny the project. Due to this limitation on the number of hearings allowed, and the other hearings that are required for this project review, the HPAC review will need to be completed in one hearing. This means that the Commission does not have the option to continue the hearing to allow for the applicant to provide additional information or respond in a future hearing to questions or comments from the Commissioners, as would typically be the case with a Historic Design Review application.

The application, as noted above, requests a bonus in the amount of density afforded to the project site, pursuant to California Density Bonus Law. Pursuant to the provisions of California Density Bonus Law, projects are afforded waivers from development standards and a reduced parking requirement. Examples of these waivers to development standards include items like setbacks, height, commercial depth, and retail requirements. The application includes requests to waive development standards related to commercial depth, retail requirements, and landscaping requirements.

Although any action by the Planning Commission to approve or deny the project entitlements is subject to the requirements of SB 330 and must be based on objective standards rather than subjective guidelines, the role of the HPAC is to review projects for consistency with the Town’s Historic Design Guidelines and provide a recommendation to the review authority on whether the project is consistent with the guidelines. This feedback from the HPAC will assist the Planning Commission in its overall review of the proposed project, even though a lack of consistency with the Historic Design Guidelines would not be a basis for denial of the project under SB 330.

The HAA does not prohibit the Town of Truckee from exercising its authority to condition the approval of a project. Instead, it provides limitations and conditions for the application of certain conditions. Specifically, the HAA limits the application of conditions that lower the residential density of the project. By “lower density,” this includes any conditions that have the same effect or impact on the ability of the project to provide housing. It should be noted that conditions which limit housing size could be considered a violation of SB 330. State policy also prohibits local governments from rejecting or otherwise making infeasible through conditions of approval very low-, low-, or moderate-income types of housing development projects without making specific findings.

Discussion/Analysis:

Background

Pursuant to Truckee Development Code Section 19.77.030.C, a Historic Design Review application is required to be forwarded to the HPAC for review. The HPAC shall review the application in accordance with the requirements of this Section and the Historic Design Guidelines and forward a recommendation of approval, conditional approval, or denial to the review authority.

Staff presented a previous iteration of the proposed project to HPAC on October 23, 2019. As part of the October 2019 evaluation, staff included a request that the HPAC review the project for consistency with the Downtown Specific Plan, including the Historic Design Guidelines, and provide preliminary feedback to the applicant and staff. Copies of the October 23, 2019 staff report and meeting minutes

are included in Attachments 6 and 7, respectively. At the October 23, 2019 hearing, the HPAC received public comments and deliberated on the proposed project, including reviewing the four basic principles for new construction as outlined in the Historic Design Guidelines:

- Respect the design character of the nearby historic properties.
- Maintain the setbacks and alignments in the surrounding context.
- Relate to the scale of nearby historic buildings.
- In residential areas, relate to the size of lot patterns.

The HPAC unanimously agreed that the project at that time was not consistent with each of the four principles. The project was subsequently revised, including reducing the number of units from 83 to 62 and making changes to the architectural design.

The applicant submitted a new project application in February 2024, reflecting alterations to the project design. The applicant reduced the number of units to 62 units and the design to the four-building concept. The HPAC reviewed the project at the July 10, 2024 hearing, received testimony from the public, and deliberated on the project. In summary, the Commission found Buildings A and B had good elements of historic design but identified that the massing and scale of Building D was inconsistent with the area. The HPAC was concerned that the elevator shaft at the rear of Building D was too large in scale. Buildings C and D, being comprised of concrete, did not reference the historic building materials found in Truckee. The meeting minutes from the July 10, 2024 HPAC hearing are included as Attachment 4. The HPAC voted 3-0 to recommend that the Planning Commission deny the Certificate of Appropriateness and not approve the requested entitlements for the project.

The Planning Commission approved the requested entitlements on September 17, 2024, pursuant to Resolution No. 2024-12. Following approval of the project, the applicant proposed changes to the project, highlighted in the Project Description section above. Table 3 presents the changes to the square footage of the buildings from the approved design to the proposed project and Table 4 presents a comparison of the conditioned area and unconditioned area between the approved project and the proposed project.

Table 3 – Project Square Footage Comparison

	Approved Design Sq. Ft.	Proposed Project Sq. Ft.	Net Change Sq. Ft.
Building A			
First Floor	402	1,641	1,239
Second Floor	2,577	3,474	897
Third Floor	2,535	3,475	940
Interior Common Area	1,820	Distributed in floor sq. ft.	
Unconditioned Area	4,752	4,484	-268
Total	12,086	13,074	988
Building B-C			
First Floor Conditioned Area	2,330	3,938	1,608
Second Floor	9,820	13,831	4,011
Third Floor	9,820	13,832	4,012
Interior Common Area	5,228	Distributed in floor sq. ft.	
Unconditioned Area	15,621	14,356	-1,265
Total	42,819	45,957	3,138
Building D			
First Floor Conditioned Area	1,109	2,295	1,186
Second Floor	6,436	7,192	756
Third Floor	7,572	8,484	912
Fourth Floor	4,875	6,791	1,916
Interior Common Area	1,809	Distributed in floor sq. ft.	
Unconditioned Area	12,706	11,414	-1,292
Total	34,507	36,176	1,669

Table 4 – Conditioned and Unconditioned Area Comparison

	Approved Design Sq. Ft.	Proposed Project Sq. Ft.	Net Change Sq. Ft.
Building A			
Conditioned Area	7,334	8,590	1,256
Unconditioned Area	4,752	4,484	-268
Total	12,086	13,074	988
Building B - C			
Conditioned Area	27,198	31,601	4,403
Unconditioned Area	15,621	14,356	-1,265
Total	42,819	45,957	3,138
Building D			
Conditioned Area	21,801	24,762	2,961
Unconditioned Area	12,706	11,414	-1,292
Total	34,507	36,176	1,669
Total Building Area	89,412	95,207	5,795

Due to the expansion of Building D, the proposed project would result in greater slope disturbance on slopes of 20 percent to 30 percent and slopes exceeding 30 percent. Table 5 below presents a comparison of the entitled project to the proposed project for slope disturbance.

Table 5 – Slope Analysis

	Entitled Building D Footprint - Sq. Ft.	Proposed Building D Footprint - Sq. Ft.	Change Sq. Ft.
< 20% Slope	4,089	3,640	-449
20% - 30% Slope	914	963	49
> Than 30%	5,633	5,650	17

Changes to all building elevations are proposed as part of the Project Amendment. These changes are summarized for each building.

Architectural Changes to Building A:

- 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.
- 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.
- The guardrails at the balconies have changed from solid walls to horizontal wood rails.
- 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.
- At street elevation, an additional entrance to the separate bike storage room has been added.
- Removal of the western driveway that bisected the western property, resulting in removal of a row of parking.

Architectural Changes to Buildings B-C:

- The massing has changed based on the unit floor plan changes and overall increase of the building length toward the east.

- 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.
- Fenestration ratio at the east wing has been slightly increased to provide appropriately sized windows.

Architectural Changes to Building D:

- The massing has changed based on the unit floor plan changes and overall reduction of the building length.
- Reducing the depth that the "eyebrow" projects over the sidewalk at the first floor.
- The fourth-floor step back is reduced. Originally the fourth floor stepped back approximately 30 feet from the front façade; the proposed amendment steps back the fourth floor by approximately 15 feet.
- Reducing the step backs of the second and third floors. The approved project steps back residences from the front façade by approximately 10 feet; the project amendment proposes reducing this step back to eight feet (8 ft.).
- The common deck amenity area on the fourth floor was eliminated.
- Changes in fenestrations and programming of materials.
- Reconfiguring the location of clerestory windows extending above the top of the fourth floor.

Figures 4 through 6 present the approved project elevations followed by the proposed project elevations.

Figure 4 – Building A Elevations

Approved Elevations



Proposed Elevations





Figure 6 – Elevations

Building D

Approved Elevations



Proposed Elevations



On February 20, 2026, the Department of Housing and Community Development determined that the proposed Project Amendment maintains the vested objectives, standards, and policies “frozen” on August 29, 2023, with the submittal of the Preliminary Application. As noted, the proposed project was submitted under the provisions of SB 330, which limits the review authority’s action to the project’s compliance with objective General Plan, zoning, and design standards. In summary, Senate Bill 330 limits a local agency’s ability to deny housing development projects that comply with objective general plan, zoning and subdivision standards. As an advisory body, the HPAC’s role is to review the proposed project for compliance with the Historic Design Guidelines and provide a recommendation to the Planning Commission on whether the project is consistent with those guidelines.

The project’s consistency with the objective standards of the General Plan, Development Code and Downtown Truckee Plan is discussed below.

Analysis

2040 General Plan

- Policy COS – 5.1: Continue to preserve slopes of 30 percent or greater as open space and avoid slopes of 20 percent to 30 percent if there are other, more suitable areas for development with slopes less than 20 percent.

Discussion

The project proposes grading slopes 30 percent or greater, and the Project Amendment would increase the footprint of Building D on slopes between 20 percent and 30 percent as well as the footprint on slopes exceeding 30 percent in grade. The decision makers for the project will have to evaluate whether the project meets this criterion or whether there are other, more suitable areas for the development on the site with slopes less than 20 percent.

Downtown Truckee Plan

- Staff have reviewed the project for consistency with the Downtown Truckee Plan. The project is generally consistent with the policies and objective standards of the Downtown Truckee Plan, subject to the requested density bonus waivers to commercial space depth and frontage percentage for commercial space required in Policy LU-CC-4.
- Policy LU-CC-4 requires projects with frontages of 100 linear feet or greater to provide 75 percent of the property frontage as ground floor commercial uses. The minimum depth specified in the subject policy is 30 feet. The project proposes commercial uses along approximately 53.3 percent of the street frontage and commercial depths varying between approximately 10 feet to 17 feet.
- The application states that compliance with this standard would physically preclude the project at the density permitted. Evidence in support of this statement was provided as follows: “The unique site constraints include a limited building area, a steep hillside, and requirements to widen Jibboom Street.” It also includes “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.”

Discussion

The applicant has requested a waiver pursuant to State Density Bonus Law to the objective development standards in the Downtown Truckee Plan related to store front depth and store front street frontage requirements. Granting the waiver will be at the discretion of the Planning Commission, which must find that physical constraints preclude compliance with the development standards. The Planning Commission granted the waiver for the approved project. The Project Amendment proposes minor reductions in the commercial space depth, but the Project Amendment increases the percent of commercial space fronting Jibboom Street. Given the physical constraints of the site, the findings for granting the waiver can be made in the affirmative.

Development Code

The project is subject to the standards of the Development Code dated June 22, 2023. Staff has reviewed the proposed project for compliance with the applicable Development Code standards and has found the project plans demonstrate consistency, compliance, or conformity with the applicable standards as demonstrated in Table 6 – DMU Development Code Consistency Matrix.

The project site is zoned DMU. The DMU zoning district is applied to areas in the Downtown Study Area appropriate for a combination of retail sales, offices, services, lodging and residential land uses. The development standards and permit requirements of the DMU district are intended to create a pedestrian-oriented mixed-use environment. For a complete list of allowed uses, see Table 2-7 in Chapter 18.12. There is no maximum floor area ratio. The maximum density for residential development is 24 dwelling units per acre. The DMU zoning district is consistent with the Mixed-Use land use classification of the Downtown Specific Plan.

- Multi-Family dwellings 2 to 10 units: Permitted by right
- Multi-Family dwellings 11 units or more, individual ownership: Development Permit required

Table 6 – DMU Development Code Consistency Matrix

Development Standard	Requirement in DMU Zoning District	2024 Entitled Project	Project Amendment
Front and Street-Side Setbacks	Edge of the existing or future sidewalk as improvement	Front – 6’ East Side – 18’	Front – 6” East – 1’-1”

Development Standard	Requirement in DMU Zoning District	2024 Entitled Project	Project Amendment
	determined by the Town Engineer.		
Side and Rear Setbacks	None required.	West- 5' Rear (min) – 11'	West – 2'-6", Rear – 3'-3"
Floor Area Ratio	No maximum.	1.22	1.33
Site Coverage	No maximum.	50%	58.3%
Height Limit	50 ft. or 3½ stories, whichever is less.	Building A – 42'-8" Building B-C – 43' Building D – 42' – 7" from average natural grade as provided in Section 18.30.090.B.1 of the 2023 Development Code	Building A – 46'-3" Building B-C – 41' to roof parapet; 47'-6" to stair access Building D – 45' from average natural grade as afforded pursuant to Section 18.30.090.B.1 of the 2023 Development Code
Landscaping	As required by Chapter 18.40 (Landscape Standards).	Consistent with	Consistency with landscape development standards has not been determined.
Outdoor Activities	All sales, displays and storage shall be conducted within an enclosed building, unless outdoor activities are approved in compliance with 18.58.190 (Outdoor Display and Sales Standards) and 18.58.200 (Outdoor Storage and Work Areas).	Yes	Yes
Parking and Loading	As required by Chapter 18.48 (Parking and Loading Standards).	66 spaces provided; 44 spaces required, pursuant to parking requirements afforded by State Density Bonus Law	60 spaces proposed; 45 spaces required, pursuant to parking requirements afforded by State Density Bonus Law
Signs	As required by Chapter 18.54 (Signs).	Consistent with provisions of Chapter 18.54	Consistency with sign development standards is being evaluated.
Solid Waste	1/3 of a yard per unit (21 cubic yards)	14 cubic yards	24 cubic yards
Snow Storage 18.30.130	50%	115% with the provision of hydronic driveways	115% with the provision of hydronic driveways

- Section 18.36.040.C provides that slopes greater than 30% shall be permanently preserved as open space. While the project proposes development on slopes of 20% and 30%, the Development Code affords the decision-making body with latitude in approving development on slopes of these gradients. Development Code Section 18.36.040.C.b states that the Planning Commission may authorize grading and structures on slopes exceeding 30% only if the Commission finds there is not sufficient area on the parcel with slopes less than 30% to accommodate a reasonable development, and measures have been incorporated into the development to minimize disturbance of the terrain.
- Section 18.36.040.C.c states that projects located in the Historic Preservation (-HP) Overlay District on Zoning Map Sheet #25 or in the FAR Incentive Infill Area on Zoning Map Sheet #28 shall be provided additional flexibility to construct on slopes exceeding 20% and 30% for the

purpose of achieving desired infill only if the review authority determined the development to be appropriate on the site and in keeping with the standards and criteria of this Chapter.

Discussion

As previously discussed in the 2040 General Plan conformance section, the Planning Commission will need to make findings in the affirmative relative to grading and hillside development standards on slopes greater than 20 percent for the project to be approved.

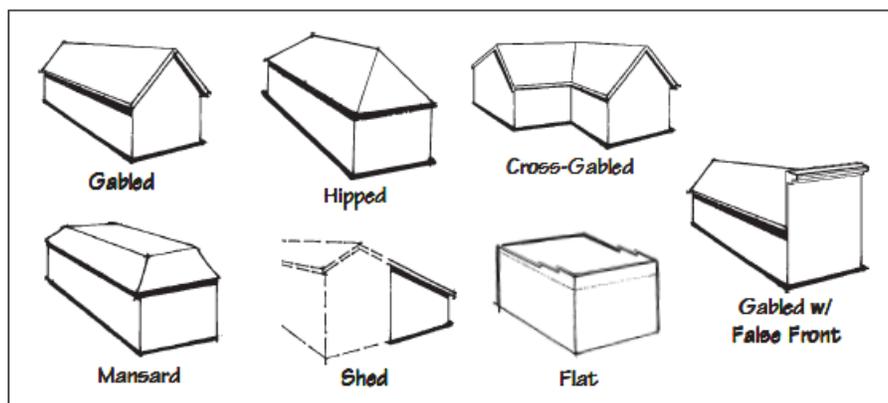
Historic Design Guidelines

As noted in Development Code Chapter 18.26.010, the Historic Preservation Overlay District Design Guidelines provided in Volume III of the Downtown Truckee Plan are intended as a guide to assist property owners and project designers in understanding the Town’s goals for attaining high-quality development that is sensitive to and compatible with the historic character of the Downtown area.

The project is subject to the Chapter 6 – Design Guidelines for Individual Building Components of the Historic Design Guidelines. The Design Guidelines for Individual Building Components identify appropriate roof forms. In Chapter 1 – The Downtown Review System – the Historic Guidelines define appropriate as being in compliance with the design guidelines. Design Guideline 6 in Chapter 6 identifies examples of roof forms that are considered appropriate. These examples are included in Figure 7. In evaluating the project, the HPAC would need to consider whether the proposed roof forms are considered appropriate consistent with the Historic Design Guidelines for roofs in Chapter 6.

The guidelines for new construction in the Downtown area are provided in Chapter 13 (General Guidelines for New Construction) of the Historic Design Guidelines. This section provides design guidelines for all new buildings in downtown Truckee to assist property owners in designing infill structures that are compatible with the existing downtown infrastructure. The basic principles for new construction relate to respecting the historic design character, setbacks, building alignment, scale and lot patterns. These guidelines are in addition to the guidelines that are provided for individual character areas, each of which reflect differences in historical development and existing features that contribute to the unique visual characteristics of each area.

Figure 7 – Roof Forms



Historic Design Guidelines from Chapter 13 for new construction, with an analysis of the project relevant to these guidelines, are provided below in Table 7.

Table 7 – Chapter 13 New Construction Historic Design Guideline Evaluation

Chapter 13 New Construction	Analysis
<p>Building Setbacks – The distance from the street or property line to the front of the building should be similar to that established historically in the Character Area and in similar contexts. Most buildings in the commercial area align at the inside walkway edge. This contributes to a sense of visual continuity in such blocks, and should be maintained.</p> <ul style="list-style-type: none"> ○ Maintain the pattern of alignment for building fronts in the Character Area. 	<p><i>Building setbacks along Jibboom Street are approximately six inches from the Jibboom Street property line. This setback is consistent throughout the project. This setback provides for the installation of a sidewalk along Jibboom Street, which would connect to the existing sidewalk to the west of the project site. At the east end of the project site, the building is setback approximately one-foot, one-inch from the property line and two-feet from the west property line. The rear setback is approximately three-feet. The proposed setbacks sit within the range of historic setbacks along the south side of Jibboom Street, while the rear and side setback at the east end of the site provides for open space areas.</i></p>
<p>Building Orientation – The manner in which a new building relates to the street is an important consideration in terms of compatibility with its context. Traditional siting patterns should be respected.</p> <ul style="list-style-type: none"> ○ Orient a new building parallel to its lot lines in a manner similar to that of historic building orientations. ○ Orient the primary entrance of a building toward the street. 	<p><i>The buildings are oriented to the streets and property lines. The buildings front Jibboom Street and High Street and lot lines at the rear of the level of the level portion of the site. This orientation is similar to that of existing buildings along Jibboom Street. Primary entrances to commercial / retail spaces are along Jibboom Street. Residential entrances are provided from parking areas and for Building D, located setback from Jibboom Street, across the open space at the street corner. Buildings B and C provide setback entrances from Jibboom located in Building C. Building A provides direct entrance to the residential units from Jibboom Street.</i></p>
<p>Mass and Scale – The mass and scale of buildings in Downtown Truckee are key considerations that effect compatibility. The height, width and depth of a new building should be compatible with historic buildings in the downtown and within the Character Area.</p> <ul style="list-style-type: none"> ○ New construction should appear similar in mass and scale to historic structures found in the Character Area. ○ A façade should appear similar in dimension to those seen historically in the town. 	<p><i>The proposed project increases the mass and scale of Jibboom Street. The proposed project increases the heights of buildings by proposing four-story buildings in Building A and Building D, framing the three story Building B-C. These building heights exceed the typical heights found on Jibboom Street. Existing structures at the west end of Jibboom Street are single story, and gradually increase in height to two and two-and-a-half story buildings. To the south of the project site, existing structures are single and two-story in height.</i></p> <p><i>The Project Amendment expands the massing by increasing the floor area of the fourth floor of Building D. Originally, the fourth floor of Building D was stepped back over 30</i></p>

Chapter 13 New Construction	Analysis
	<p><i>feet from the front façade. The proposed project reduces this step back by proposing that the fourth floor be stepped back approximately 15 feet from the front façade. The second and third floors in Building D have been expanded as well. Where the approved project stepped back the second and third floors by approximately 10 feet, the proposed project steps back the second and third floors by approximately eight-feet. The eastern side of building steps back the façade by approximately 10 feet from the elevator and stair enclosure.</i></p> <p><i>The building masses reinforce the topography of the site. Instead of terracing the project in a staircase pattern up the hillside, the project concentrates development on the level of portion of the site while reducing the scale adjacent to the hillside.</i></p>
<p>Building Form – Most historic buildings in Downtown Truckee have very simple forms, and new structures should respect this design tradition.</p> <ul style="list-style-type: none"> ○ In a new building use forms that are similar to those found traditionally in the Character Area. ○ Use traditional roof forms. ○ The number and size of dormer should be limited on a roof, such that the primary roof form remains prominent. ○ Roofs should be similar in size to those used historically on comparable buildings. 	<p><i>The proposed structures have more complicated forms than those found in Downtown Truckee. The forms include multiple articulations along the façades along Jibboom Street and variations in building colors. The forms are predominantly similar to those found in the character area with the exception of Building D. Roof form reflects those along Jibboom Street and Donner Pass Road. The project does not include dormers but does include gabled roof features in Building B.</i></p>
<p>Building Materials – Traditionally, a limited palette of building materials—wood, brick and stone—was used in Truckee. The type of materials used should be selected from those used historically in the community and specifically in the Character Area. Also, new materials should have a simple finish, similar to those seen historically.</p> <ul style="list-style-type: none"> ○ Maintain the existing range of exterior wall materials found throughout the Character Area. ○ Exterior wood finishes should appear similar to those used historically. ○ Masonry should appear similar to that used historically. ○ Newer, synthetic materials may be considered, if they appear similar in character and detailing to traditional building materials. ○ For larger buildings and projects on large parcels, consider a combination of appropriate materials as a means to reduce the apparent size of the project. ○ Materials should be applied in a matter similar to that used historically. 	<p><i>The materials palette for the project is limited and predominantly consists of wood and brick. Building A is comprised of a brick base, cedar wood fascia siding in shingles and horizontal forms, and aluminum clad wood windows.</i></p> <p><i>Building B contains similar materials with cedar wood fascia, wood railings, Belden brick veneer, and aluminum clad wood windows. Building C consists of Belden modular face brick in a metallic black color and in a dart-tex color, rustic cedar wood horizontal siding and board formed concrete.</i></p> <p><i>Building D contains a larger material palette. Materials include 22 gauge metal siding flat steel shingles that are rusted in color,</i></p>

Chapter 13 New Construction	Analysis
	<p><i>corrugated metal in two colors (mystique plus and rust), wood soffits, metal railings covered by perforated metal panels, and an asphalt shingle roof. Materials are applied in a manner that reduces scale by varying colors and types on building projections and recesses.</i></p>
<p>Roof Materials – A variety of roof materials exist in the Character Areas. Today, the use of composition shingles dominates. Historic research indicates that wood shingles and standing seam metal roofs were all seen in Truckee. Roof materials are major elements in the street scene and contribute to the character of individual building styles. Roof materials for new buildings should be used in a manner similar to that seen historically in the Character Area.</p> <ul style="list-style-type: none"> ○ Roof materials on new buildings should appear similar to those used traditionally. ○ If they are to be used, metal roofs should be applied and detailed in a manner that does not distract from the historic appearance of the building. 	<p><i>Buildings A, B, and D each use asphalt shingle roofing.</i></p> <p><i>Roofing on Building A is proposed to be pewter in color. Visible portions of the roof on Building B are proposed to be country gray in color. Roof portions that are visible on Building D are proposed to be pewter in color.</i></p> <p><i>Building C has a flat roof, and the material would not be visible.</i></p> <p><i>Existing roof materials along the north side of Jibboom Street and High Street appear to predominantly be composition shingle roofing. The project would be similar with these materials. On the south side of Jibboom Street, existing roof materials are wood vary and are comprised of wood and metal roofs.</i></p>
<p>Design Character – Traditionally, buildings in Truckee were simple in character. This is a fundamental characteristic that is vital to the preservation of the historic integrity of the downtown. New buildings should be distinguishable as more recent additions to the community, albeit in a subtle way such that the overall historic character is conveyed. Regardless of stylistic treatment, a new building should appear simple in form and detail, in keeping with the tradition of Truckee. Buildings also should be visually compatible with older structures in the Character Areas without being direct copies of them.</p> <ul style="list-style-type: none"> ○ Respect the sense of time and place in all projects. ○ Avoid stylistic ornamentation that confuses the history of Truckee. ○ New interpretations of traditional building styles are encouraged. 	<p><i>Buildings A through C reflect a simpler historic style while Building D is more progressive and eclectic in its design. However, each building has strong rectilinear patterns reflecting a simpler style and design. Each building is distinguishable as a more recent addition to the community, albeit Building D is not subtle in its addition. Buildings A through C appear to keep in the form and detail of Truckee, demonstrating a sense of time and place. However, Building D more closely embodies “Truckee Funk” with a mixture of materials.</i></p>
<p>Building Foundations – Many of Truckee’s historic houses were built on rock foundations. When possible, this should be continued.</p> <ul style="list-style-type: none"> ○ When designing a building foundation wall, design it to be compatible with similar historic buildings in the character area. ○ On any sloped site the building foundation and form should step with the natural topography of the site. 	<p><i>The project does not include rock foundations. However, the base of buildings are defined with a different material than is used in the first story facades. Building A has a brick base, Building C has a concrete base, and Buildings B and D have generally uniform materials extending along the first story façade of the buildings to the base.</i></p> <p><i>The buildings are primarily located on a level portion of the site, while being reduced in</i></p>

Chapter 13 New Construction	Analysis
	<i>scale as they extend northward towards and along the hillside. This design feature reduces the terraced appearance of the buildings.</i>

Chapter 15 of the Historic Design Guidelines identify the Historical Significance, Character Description, Design Goal and Policies, and Guidelines for the Commercial District Character Area.

Chapter 15 of the Historic Design Guidelines notes that Jibboom Street was less densely developed than other parts of the Character Area, with a more diverse mix of uses. Many residential building types could be seen, especially along the eastern two-thirds of the street. These “residences” were widely spaced along the street, and more than likely had gable roof forms and front porches. The following are Key Character Area Design Characteristics and Goals and Policies for the Commercial District.

Key Commercial District Character Area Design Characteristics:

- Buildings align at the sidewalk edge
- Vernacular commercial buildings
- One-, two-, and three-story buildings
- Masonry construction is predominant, although several wood-sided buildings also exist here
- Transparent ground floor with smaller windows “punched” into predominantly solid upper floors
- Predominantly flat-roof buildings, although gabled buildings with false fronts existed
- Canopies along Front Street
- Alley access to the commercial row
- Parking on the street and alley
- Jibboom Street serves as a transition between the downtown core and residential neighborhoods on the hillside
- Simpler building forms and styles found along Jibboom Street

Key Commercial District Character Area Goals and Policies

- The design goals for the Commercial District Character Area are:
- To emphasize the preservation and restoration of historic structures, when feasible
- To continue the use of traditional building materials found in the area
- To maintain the traditional mass, size and form of buildings seen along the street
- To design new commercial buildings with storefront elements similar to those seen historically but without direct imitation of historic details
- To design new construction that reinforces the retail-oriented function of the street and enhances its pedestrian character
- To promote friendly, walkable streets
- To align the setbacks of new buildings at the sidewalk edge on Front Street
- To reflect the historic building alignment in new construction on Jibboom Street
- To provide variety of building forms on Jibboom Street, which has a mix of storefronts with gable roof structures

Design guidelines for the Commercial District Character Area are provided in Chapter 15 of the Historic Design Guidelines. These include design guidelines for new buildings and specific guidelines that apply to Jibboom Street. Historic Design Guidelines from Chapter 15 for Jibboom Street, with an analysis of the project relevant to these guidelines, are provided below in Table 8.

Table 8 – Chapter 15 Jibboom Street Historic Design Guideline Evaluation

Chapter 15 Jibboom Street Historic Design Guidelines	Analysis
<p>Mass and Scale – Jibboom Street is characterized by a collection of relatively small scale structures. Although a few larger institutional structures exist, the smaller size and sloping roof forms of the simple residences and businesses dominated the scene historically and should continue to do so.</p> <ul style="list-style-type: none"> ○ Maintain the average perceived scale of one- and two-story buildings along Jibboom Street ○ Maintain the range of building heights that existed historically on Jibboom Street. ○ New construction should relate to existing historic buildings in mass and scale. ○ Use building masses that reinforce the perception of the natural topography. 	<p><i>The proposed project increases the mass and scale of Jibboom Street moving from the west to the east along the north side of the street. Existing structures at the west end of Jibboom Street are single story and gradually increase in height to two and two-and-a-half story buildings. The proposed project increases the heights of buildings by proposing three-story and a four-story building in Building D along the northern side of Jibboom Street. To the south of the project site, existing structures are single and two-story in height.</i></p> <p><i>The Project Amendment expands the mass by increasing the floor area of the fourth floor of Building D. Originally, the fourth floor of Building D was stepped back approximately 30 feet from the front façade. The proposed project reduces this step back by proposing that the fourth floor be stepped back approximately 15 feet from the front façade. The second and third floors in Building D have been expanded as well. Where the approved project stepped back the second and third floors by approximately 10 feet, the proposed project steps back the second and third floors by approximately eight-feet. The eastern side of building steps back the façade by approximately 10 feet from the elevator and stair enclosure.</i></p> <p><i>The building masses reinforce the topography of the site. Instead of terracing the project in a staircase pattern up the hillside, the project concentrates development on the level of portion of the site while reducing the scale adjacent to the hillside.</i></p>
<p>Building and Roof Form – Historically, individual building forms were simple rectangular solids with gabled roofs. Some had false- front facades obscuring the gable.</p> <ul style="list-style-type: none"> ○ Use roof forms that are similar in size and shape to those seen historically ○ Rectangular forms should be dominant on commercial 	<p><i>The project includes gabled roof forms in Buildings A and B at the west end of the project site. Buildings C and D at the east end of the site have predominantly more level roof forms. The proposed roof forms reflect the variety of roof forms</i></p>

Chapter 15 Jibboom Street Historic Design Guidelines	Analysis
<p>facades.</p>	<p><i>found along Jibboom Street and in the vicinity.</i></p> <p><i>Roof forms along Jibboom Street, as well as those on High Street are gabled or peaked, while roof forms to the south of the project along Donner Pass Road are flat in style. The project reflects these roof forms by locating gabled and peaked roofs in areas near similar roof forms. The flat, rectangular roof forms are more closely aligned across from the parking lot where views of flat, rectangular roofs along Donner Pass Road are visible. However, these flat, rectangular roof forms do not reflect the gabled roofs on High Street.</i></p>
<p>Building Setbacks – As a group, buildings in this area vary somewhat in their relationship to the street. Residential buildings are typically set back from the street edge, behind a small front yard, while commercial buildings are located at the sidewalk edge. New development should therefore respect these siting patterns.</p> <ul style="list-style-type: none"> ○ A new building should sit within the range of setbacks as seen historically. ○ Provide variety inside yard spacing. 	<p><i>Building setbacks along Jibboom Street are approximately six inches from the Jibboom Street property line. This setback is consistent throughout the project. This setback provides for the installation of a sidewalk along Jibboom Street, which would connect to the existing sidewalk to the west of the project site. At the east end of the project site, the building is setback approximately one-foot, one-inch from the property line and two-feet from the west property line. The rear setback is approximately three feet. The proposed setbacks sit within the range of historic setbacks along the south side of Jibboom Street, while the rear and side setback at the east end of the site provides for open space areas.</i></p>
<p>Positive Open Space – Open space and landscaping should be developed to enhance the appeal of the area to pedestrians.</p> <ul style="list-style-type: none"> ○ Locate open space on the site so it is visible from the street. ○ Courtyards and lawn area should reflect the relatively modest character of historic landscapes along Jibboom Street while accommodating contemporary functions. 	<p><i>Open space areas for the project are confined to decks, patios, and balconies, and a deck area at the rear of Building A. Site landscaping is similarly minimal. Site landscaping along the property frontages is minimal, which embodies an urban infill development. The project includes street tree plantings along Jibboom Street and landscaped bulb-outs that delineate access to the site. Landscaping is provided along the High Street frontage.</i></p>
<p>Architectural Character – Historic buildings in the area were simple in style, and did not have much architectural ornamentation. New buildings should also be simple in</p>	<p><i>Buildings A through C reflect a simpler historic style while Building D, simple in style, is more progressive in its design.</i></p>

Chapter 15 Jibboom Street Historic Design Guidelines	Analysis
<p>architectural character.</p> <ul style="list-style-type: none"> ○ Building details that maintain the simple character of this area are encouraged. ○ Repeat the patterns created by similar shapes and sizes of traditional building features. ○ Use porches, balconies, decks and stoops which are similar in form and scale to those found traditionally, to provide visual interest and a human scale. 	<p><i>However, each building has strong rectilinear patterns reflecting a simpler style and design. The project includes porches and decks for the residential units. Ornamentation is minimal primarily consisting of window accent trims, wood and metal balcony railings, standing seam metal awnings, and wood soffits. A human scale is maintained by providing ground floor commercial uses with a floorplate height of 14 feet at the Jibboom Street elevation and covered walkways along Jibboom Street providing approximately 10 feet, six-inches of clearance.</i></p>

Discussion

As noted above, the Historic Preservation Design Guidelines are subjective in nature and therefore do not constitute objective standards to which the project would be subject to for approval or denial from the Planning Commission. However, HPAC’s role is to review the project for consistency with the Historic Design Guidelines and provide a recommendation on whether the project is consistent with the Guidelines. For example, the Guidelines encourage:

- Massing with one primary building and other subordinate structures;
- Buildings should not exceed two stories in height
- Buildings should be stepped down at the property edge to minimize abrupt changes in scale;
- Use of roof forms that are similar in size and shape to those seen historically; and
- An architectural style that should be simple in character.

In reviewing the proposed project, the HPAC should consider whether the proposed Project Amendment is consistent with the Historic Design Guidelines, including the guidelines for new construction and the Guidelines for Jibboom Street.

The findings for approval of Historic Design Review projects are provided in Development Code Section 18.77.040 (Findings and Decision for Certificate of Appropriateness). This section states that the review authority may grant a Certificate of Appropriateness, with or without conditions, only if the following findings can be made:

- 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;
- 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;
- 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;
- 4) In case of construction of a new improvement, addition, building, or structure upon a designated historic resource site, the exterior of such improvements 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.

- 5) The proposed project is consistent with the General Plan, the Downtown Specific Plan and any applicable master plan.

Staff requests that the HPAC review the proposed Project Amendment in the context of the Historic Design Guidelines and provide a recommendation to the Planning Commission on whether the findings to grant a Certificate of Appropriateness can be made.

Staff Summary and Recommendation:

As it relates to evaluation of the project relative to the Historic Design Review Amendment entitlement, a list of recommended discussion topics for HPAC to consider are:

- 1) Is the proposed Project Amendment consistent with the overall intent and goals of the Historic Design Guidelines for new construction?
- 2) Is the proposed Project Amendment consistent with the character of the Commercial District Character Area and specifically the guidelines for Jibboom Street?

With respect to a recommendation, the following is provided for the HPAC:

That the Historic Preservation Advisory Commission (HPAC) review the proposed “Residences at Jibboom Project Amendment” project for consistency with the Downtown Truckee Plan, including the Historic Design Guidelines, and take the following actions

- 1) Forward a recommendation to the Planning Commission on whether to grant a Certificate of Appropriateness and approve the requested land use entitlements for the project.

Attachments:

Attachment 1 – Residences at Jibboom Project Amendment Plan Set

Attachment 2 – Applicant Project Justification

Attachment 3 – [July 10, 2024 HPAC Staff Memo](#)

Attachment 4 – [July 10, 2024 HPAC Minutes](#)

Attachment 5 – [Resolution No. 2024-12, with approved Residences at Jibboom Project Plans](#)

Attachment 6 – [October 23, 2019 HPAC Staff Memo](#)

Attachment 7 – [October 23, 2019 HPAC Meeting Minutes](#)