



PLANNING COMMISSION STAFF REPORT

Meeting Date: March 18, 2025

To: Town of Truckee Planning Commission

From: Yumie Dahn, Principal Planner

RE: Application No. 2024-00000134/MPA-ZC; Artist Lofts Railyard Master Plan Amendments and Tahoe Truckee Community Foundation Zoning Clearance (Railyard Downtown Extension District; 9848 Donner Pass Road; APN 019-421-004; Owner/Applicant: Downtown Truckee Investors LP)

Approved by: Denyelle Nishimori, Community Development Director

Recommended Action: That the Planning Commission adopt Resolution 2025-02, recommending to the Town Council the following actions:

- 1) Determine the project exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Sections 15183 and Public Resources Code 21166; and
- 2) Approve the Artist Lofts Railyard Master Plan Amendments and Tahoe Truckee Community Foundation Zoning Clearance based on the recommended findings and subject to the recommended conditions of approval.

Project Summary: The applicant is requesting a **Railyard Master Plan Amendment** to allow a new “nonprofit office and gathering space” use in the Downtown Extension (DE) District of the Railyard Master Plan and, if approved, a **Zoning Clearance** to establish a “nonprofit office and gathering space” use for Tahoe Truckee Community Foundation, a community nonprofit organization, on the 3,462 s.f. ground floor of the Artist Lofts, located at 9848 Donner Pass Road (APN 019-421-004).

Planning Commission’s Role: The Town Council relies on the Planning Commission to help guide land use decisions within the town of Truckee. The Planning Commission’s role is to review the proposed Artist Lofts Railyard Master Plan Amendments and Zoning Clearance and forward a recommendation to the Town Council.

Location/Setting: The requested Railyard Master Plan Amendment impacts the Downtown Extension (DE) District of the Railyard Master Plan area, which extends from the end of the historic downtown on Donner Pass Road and into the balloon track, primarily on the south side of Church Street (shown in red in Figure 1). The proposed Zoning Clearance is located on the ground floor of the Artist Lofts building, west of Roundhouse Way, between Church Street and Donner Pass Road, at 9848 Donner Pass Road (APN 019-421-004; shown in Figure 2).

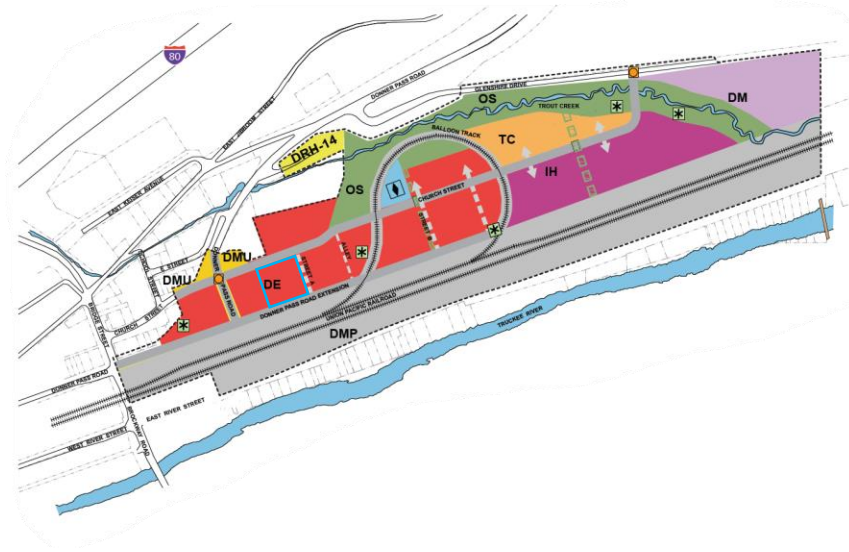


Figure 1: Railyard Master Plan Districts (DE is shown in red)

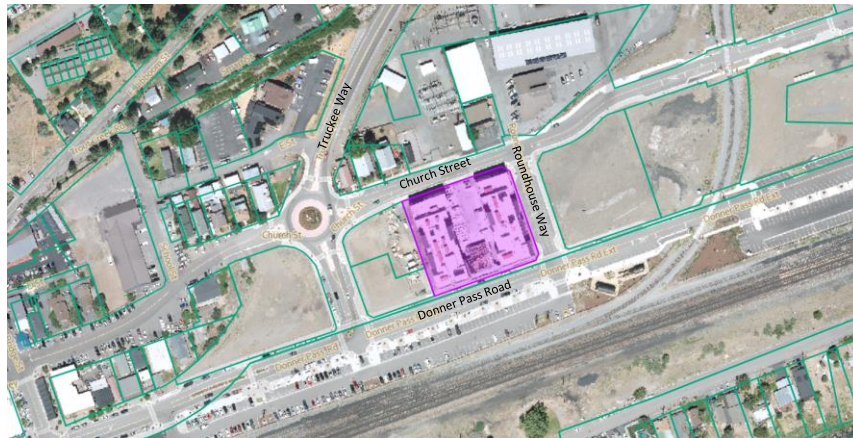


Figure 2: Artist Lofts Location (9848 Donner Pass Road; APN 019-421-004)

Project Site Information:

General Plan Designation:	Plan Area
Railyard Master Plan Area District:	Downtown Extension
Parcel Size:	For Zoning Clearance: 1.1 acres

Discussion/Analysis:

Background

Over the course of an over 20-year planning effort, the Town adopted the Truckee Railyard Master Plan in 2009 which was subsequently amended in November 2016 and renamed to the Truckee Railyard Mixed-Use Development Master Plan. The November 2016 plan, the Truckee Railyard Mixed-Use Development Master Plan (Railyard Master Plan or Master Plan; Attachment #4), serves as the regulatory document for all development within the Railyard Master Plan area. The primary goals of the Master Plan encourage a vibrant mixed-use development that offers diverse commercial uses and an enjoyable public realm with a strong sense of place that complements Truckee's unique mountain character. The Railyard Master Plan seeks to redevelop the Railyard area and to strengthen and expand but not mimic the historic downtown.

In addition to the Master Plan, the Town Council also approved a Development Agreement with the master developer at the time, Truckee Development Associates, LLC, of the Railyard Master Plan (Attachment #5). The Development Agreement is a contract between the Town and the original

developer, Truckee Development Associates (TDA), where additional public benefit was provided in exchange for set development terms. While the Development Agreement is in effect, the rights and requirements of the Development Agreement are passed along to new property owners as properties are sold and transferred. Use of a Development Agreement is commonly requested by developers of large projects to create surety in timing/land use application processing, fees, development standards, affordable housing/infrastructure requirements, etc. The Town cannot require use of a Development Agreement; it must be requested by the developer and the terms are negotiated between the Town and developer with final adoption by the Town Council. The Development Agreement includes a Parking Management Plan, Affordable Housing Agreement, and Streetscape Plan which are the governing standards for these requirements.

Since adoption of the Railyard Master Plan, four projects have been approved:

- 1) The Truckee Artist Lofts, a four-story 77-unit affordable housing, 3,600 s.f. of ground floor retail, and 22 on-site parking spaces (Approved in 2016, originally; amendment was approved in 2018).
- 2) A 12,130 s.f. three-screen movie theater with performing arts component, meeting hall, and bar and drinking establishment (Approved in 2019).
- 3) A 35,000 s.f. grocery store was approved in the balloon track (Approved in 2017).
- 4) The Old Lumberyard Phase 1 (previously called “The Crossing”) which included redevelopment of the Truckee-Tahoe Lumber Company downtown site and sheds into a 21,439 s.f. commercial development with an 18,000 s.f. outdoor plaza. (Approved in 2021). A portion of this project is located in the Railyard Master Plan area.

At the October 22, 2024 Town Council meeting, the Town Council reviewed its first quarterly update on the Fiscal Year 2023-2025 Strategic Workplan progress to provide direction to staff on proposed new workplan items. At this meeting, the Council considered a request from the Truckee Tahoe Community Foundation (TTCF) to expedite a Railyard Master Plan amendment to allow use of the Artist Lofts’ ground floor retail space. Staff estimated that the amendment would take approximately six months to amend the Railyard Master Plan if no substantial environmental review is required. The Town Council supported moving forward with the requested Railyard Master Plan Amendment to allow TTCF to occupy the space as it aligns with Council priorities, but directed staff to keep the amendment narrow to limit the potential of future asks from private developers (see Attachment #3).

Project Description

The applicant is requesting an amendment to the Railyard Master Plan to allow an office-type use for Tahoe Truckee Community Foundation (TTCF), a community nonprofit, within the ground floor of the Artist Lofts, located at 9848 Donner Pass Road (APN 019-421-004).

The applicant would use the 3,462 s.f. ground floor for three types of uses as described in the submitted justification letter (Attachment #2 for justification letter and Exhibit D of Resolution 2025-02 for proposed plans):

- Gathering Space (2,054 s.f.): A non-commercial flexible meeting room that can host casual conversations, provide a classroom setting, and host community events and meetings. TTCF does not intend to sell food or drinks; for events that desire food or alcohol, food will be catered and a temporary alcohol license will be obtained. Events could be 5:00 PM to 10:00 AM PM, with some extending beyond 10 PM.
- Facilitator’s Bullpen (440 s.f.): An office area for TTCF’s staff and other hosts to prepare for meetings, organize, and meet. This use would have typical office hours from 7:30 AM to 5:00 PM.
- Organizer’s Office (968 s.f.): Private office space for TTCF staff. This use would have typical office hours from 7:30 AM to 5:00 PM.

Additionally, the applicant would like to include approximately 1,300 s.f. of outdoor seating on private property for additional gathering/meeting space and allow for the option to host paid-to-attend events in the evening on weekends. TTCF may also allow other nonprofits use of the space.

Footnote 4 of Table 5-1 (Allowed Land Uses and Permit Requirements) in the Railyard Master Plan prohibits “Offices, business and professional” within the Downtown Extension District “within 30 feet depth of ground floor building frontage on a Primary Street. However, to facilitate initial leasing, the Town may allow these uses on the ground floors of buildings on Primary Streets in DE for a period of up to five years from issuance of the building’s final certificate of occupancy.” Donner Pass Road, where the Artist Lofts fronts, is considered a Primary Street. Other uses in the Downtown Extension District that are impacted by this footnote include community centers, schools, caretaker and employee housing, live/work units, child day care centers, public safety and utility facilities, and repair/maintenance – consumer products. The purpose of this footnote is to ensure that ground floor uses on Primary Streets are occupied by active, pedestrian-oriented uses to support the Railyard Master Plan’s vision. The prohibited uses typically do not generate pedestrian and customer activity to the area.

As part of the application, the applicant provided some potential options for use based on their reading of the Railyard Master Plan and Development Code. The applicant believes that TTCF’s use aligns with the Development Code definition of “Membership Organization Facilities”, which is an allowed use in the Downtown Extension District:

Permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for:

- business associations
- civic, social and fraternal organizations
- country clubs (golf courses separately defined)
- labor unions and similar organizations
- political organizations
- professional membership organizations
- other membership organization

Staff notes that because many of its meetings and events are intended to be open to the public, not just members of TTCF, TTCF’s use is not consistent with the definition of “Membership Organization Facilities.” In addition, the primary use of the site is “office” which is subject to Footnote 4.

As part of the application the applicant deferred to the Town to identify the appropriate pathway for the use. In order to allow the described use, staff is proposing a Railyard Master Plan Amendment to create a new land use definition for the “nonprofit office and gathering space” and to allow this type of use in the Downtown Extension Railyard Master Plan district. A new use would cater to TTCF’s needs while not impacting the intent of Footnote 4 and the Railyard Master Plan’s goals and the larger prohibition on office uses on the ground floor of buildings located along Primary Streets, as directed by the Town Council. This line item would be an added permitted use within Table 5-1 (Allowed Land Uses and Permit Requirements). No other changes to the table are proposed and all existing uses would remain as future options.

In order to comply with Council’s direction to limit the scope of the amendment, staff crafted the following definition for “nonprofit office and gathering space”:

An indoor noncommercial use for offices and small public or private community events and meetings operated by a nonprofit organization located on the ground floor of a building with a 100% affordable housing development project. For purposes of this definition, at least two-thirds of the total floor area for the project is required to be dedicated to the 100% affordable housing development. Small community events and meetings are limited to 120 people. Outdoor seating is permitted as an accessory to the primary use. This use does not include commercial entertainment and commercial recreation uses, which can be defined under "Indoor recreation centers," theaters and meeting halls", "sport facilities/outdoor public assembly uses."

The proposed language would allow this use in the Artist Lofts in perpetuity. This language was presented to the applicant who noted that as long as the Town agreed that the Artist Lofts met the requirements of the definition, they had no objections.

Land Use Approvals

The proposed request requires a Railyard Master Plan Amendment and, if approved, a Zoning Clearance for establishment of the newly permitted use to establish TTCF in the Artist Lofts building. In order to approve the Master Plan Amendment and Zoning Clearance, specific findings outlined in the Railyard Master Plan are required to be made, which are set forth in Exhibit C of Resolution 2025-02.

Railyard Master Plan Amendment

The requested Railyard Master Plan Amendment is a legislative action by the Town Council, which includes consideration of Planning Commission's recommendation. A legislative act is a discretionary action and can only be approved if the appropriate findings can be made.

Zoning Clearance

If the Railyard Master Plan is adopted, then a Zoning Clearance is required to establish the newly created, permitted "nonprofit office and gathering place" use within the Downtown Extension District of the Railyard Master Plan. As part of the Zoning Clearance application, the review authority will consider if the application is consistent with the content, purpose, and intent of the Master Plan, applicable Development Standards and Design Guidelines. Typically, Zoning Clearances are reviewed by the Community Development Director. However, since the Zoning Clearance is associated with the Railyard Master Plan Amendment, all concurrent permits are reviewed by the highest review authority; in this case, the Zoning Clearance will ultimately be reviewed by the Town Council.

General Plan/Downtown Truckee Specific Plan Consistency

The Railyard Master Plan area and project site are subject to a Development Agreement that vests the area with the requirements and policies in effect at the time of execution. The Development Agreement was executed in August 2017, prior to adoption of the 2040 General Plan and the Downtown Truckee Plan and is therefore subject to the 2025 General Plan and the Downtown Truckee Specific Plan. The project site is designated as Downtown Specific Plan Area in the 2025 General Plan. This land use designation includes commercial, industrial, public, residential, and mixed-use commercial and residential uses. The General Plan and Specific Plan seeks to enhance the desirability of the Downtown area as a "destination attraction" and develop the old mill site (the Railyard) as a pedestrian-oriented mixed use infill development, including both local- and tourist-serving commercial uses, as well as residences, and public uses. The Downtown is intended to be a community focal point that offers a diversity of reasons to visit, including shopping, services, community events, entertainment, and recreation, as well as public uses like parks and plazas

The Truckee Artist Lofts, received Certificate of Occupancy in November 2021. However, the ground floor of the Artist Lofts, which was approved as a retail use, has remained unimproved. The proposed Railyard Master Plan Amendment and Zoning Clearance for the "nonprofit office and gathering space" will allow this space to be activated with a community-focused use that will hold events and gatherings that serve the public. The proposed amendment and Zoning Clearance meets the intent of the General Plan's goals for community activity in the downtown.

Railyard Master Plan/Development Code Consistency

The purpose of the amendment is to ensure that the TTCF use is consistent with the Railyard Master Plan. Overall, staff believes that with the proposed amendment, the proposed Zoning Clearance is consistent with the Railyard Master Plan and applicable Development Code requirements. This section

is focused on the Zoning Clearance request to ensure consistency with the proposed new “nonprofit office and gathering place” use.

Use

The proposed “nonprofit office and gathering space” use definition was crafted to meet the needs of the described Tahoe Truckee Community Foundation use. Per Council’s direction, the use was defined narrowly to specifically address TTCF’s needs. The definition as identified in the *Project Description* section, includes three requirements related to affordable housing, square footage, and occupancy:

- *100% Affordable Housing Requirement:* The proposed definition requires that the “nonprofit office and gathering space” be part of a larger project that includes a 100% affordable housing project. The Artist Lofts has 77 residential units with 76 rentable affordable housing units and one exempt manager’s unit. The manager’s unit serves the affordable housing project and is part of its overall operations. While not explicitly defined elsewhere in the Development Code, Chapter 18.212 (Density Bonuses, Concessions and Incentives) identifies that a 100% affordable housing unit is exclusive of a manager’s unit. The Town has historically exempted manager’s units in order to define a project as 100% affordable housing, as was the case for Frishman Hollow, Henness Flats, and Artist Lofts.
- *Square footage:* The proposed definition includes a requirement that two-thirds of the floor area of the building be dedicated to affordable housing. Based on the square footage calculations in the completed building permit, the project is approved for 3,614 s.f. retail (currently, which slightly differs from the numbers provided in this application) and is approved with an overall square footage of 86,648 s.f. The community room, mechanical, and circulation spaces serve the affordable housing units and are considered part of the affordable housing project. While there is some additional square footage allocated to the retail space due to its own mechanical/circulation needs, the amount is considered minimal and does not impact the overall finding that the affordable housing component makes up at least two-thirds of the building square footage. Based on the building permit numbers, 95.8% of the building’s square footage is dedicated to affordable housing.
- *Occupancy:* The proposed definition includes a requirement for 120-person maximum for a “small community event.” TTCF’s description of anticipated maximum occupancy is 100 attendees and 15 staff, which is consistent with the definition.

Additionally, the outdoor seating area is approximately 1,300 s.f. and can seat approximately 30 seats. The use of the outdoor seating area is required to be accessory to the main office and gathering space uses and cannot be used independently of the main space. Condition of Approval No. 23 was added to ensure the outdoor seating is accessory to the “nonprofit office and gathering space” use.

Noise

The proposed community events and gathering spaces may have potential noise impacts on the onsite and future residential neighbors. However, staff believes application of the Town’s Noise Ordinances (Chapter 18.44 and Chapter 9.20) would adequately address impacts. Staff has included conditions of approval prohibiting use of the outdoor seating area after 10 PM and before 7 AM and prohibition of outdoor amplified noise at all times, which are consistent with the requirements of the Noise Ordinance. Outdoor amplified noise would also include noise from the interior of the building that can be heard outside. If ongoing verifiable complaints are received related to noise and the tenant/property owner, then a noise study could be required to identify the maximum volumes and decibels allowed to ensure compliance with the noise standards. Staff also notes that both the residential use and the new TTCF use would be managed by the same property owner, who will be motivated to ensure the uses are compatible. Staff also notes that the applicant has stated that the outdoor community park is dedicated to the residents of the Artist Lofts and would not be available for use by TTCF.

Traffic

The Town's on-call traffic consultant, LSC Transportation Consultants, Inc. (LSC), analyzed the trip generation associated with TTCF's proposed use and compared it to the previously contemplated retail use identified in the Artist Lofts and in the Railyard Master Plan Environmental Impact Report (EIR). Based on the analysis (Attachment #6), LSC determined the following:

The proposed project would generate approximately 42 daily vehicle trips with 10 in the PM peak hour (0 inbound and 10 outbound).

- The original specialty retail land use would generate approximately 72 daily vehicle trips with 4 in the PM peak hour (2 inbound and 2 outbound).
- Comparing the proposed project to the original analysis shows a decrease of 30 daily trips. During the PM peak hour, there will be an increase of 6 PM peak hour trips (-2 inbound and 8 outbound).
- As the project is located in the Railyard area, Level of Service (LOS) is not required for this project. However, qualitatively, while the PM peak hour shows a slight increase in trips, the impact on any single intersection is likely to be minimal, and the overall impact of the project is expected to be insignificant.

Based on this analysis, staff believes that the potential traffic impact related to the new use in comparison to existing allowed uses in the Downtown Extension District would be minimal.

Parking

The Railyard Master Plan Development Agreement includes a Parking Management Plan (PMP) which governs the parking requirements for the area, including new development and changes to or expansions of a land use or structure. The intent of the PMP is to ensure a common shared pool of sufficient but not excessive parking facilities is provided for all uses in the Railyard. Residential and hotel uses have clearly defined parking generation calculations. Other development is subject to a calculation of 3.0 spaces per 1,000 s.f. of development permitted or conditionally permitted in Table 5-1 of the Master Plan. The Parking Management Plan states that "parking requirements for the following uses shall be determined by the applicable land use permit for each use: outdoor commercial recreation, parks and playgrounds, private recreational facilities, schools, and sports facilities/outdoor public assembly."

The original developers of the Railyard installed infrastructure, including 396 parking spaces, within the public right-of-way. As part of the PMP, these public parking spaces are part of a public parking pool that is shared among the entirety of the Railyard Master Plan. Use of this parking pool and allocation of the parking spaces to meet project demand requirements are available to developers on a first-come-first-serve basis as new buildings and uses are constructed and/or established. When the Artist Lofts were constructed, 22 parking spaces were constructed on site and 96 of the 396 public parking spaces were allocated to the project (300 spaces are remaining). Of the required 118 parking spaces, 12 parking spaces were allocated to the then-approved retail space, all located in the public parking district. No other projects have used the parking pool since no other projects have been constructed; however, future projects will have access to the pool. If all parking spaces in the pool are taken, future developers could be required to either construct onsite parking or amend the PMP.

The Railyard Parking Management Plan standard calculation of 3.0 spaces per 1,000 s.f. calculation addresses the requirements for the office use, which would have normal business hours from 7:30 AM to 5:00 PM and is an already contemplated use in the Railyard Master Plan. If the Railyard PMP standard parking calculation is applied to the 2,052 s.f. space designated as the gathering space use, 6.2 parking spaces would be required, in addition to the parking required for the remaining office space. For reference, the Development Code requires one space per each 50 s.f. of gross floor area, plus ancillary use (e.g., bar, restaurant) for a public assembly use without fixed seats. For a 2,052 s.f. gathering space,

41 parking spaces would be required. If the Development Code standard is relied upon, up to 29 new parking spaces (41 required spaces minus the 12 spaces allocated to the residential use) could be required, which could be taken from the pool. The LSC trip generation study estimated an overall average vehicle occupancy of 2.39 visitors per vehicle for all events. For a 120-person event, 50 parking spaces may be required based on this generation. This calculation is assuming that during the gathering space events, it is unlikely that the staff will also be working in the office areas of the space. Further, no parking demand has been calculated for the outdoor seating since it is required to be accessory to the primary use and cannot be rented separately (Condition of Approval No. 23).

The gathering space could draw up to 120 people to the site after 5:00 PM. Currently, parking is available in the Railyard area; however, if the Railyard develops as a pedestrian-oriented downtown as envisioned in the master plan, there may be many reasons to visit the area after 5:00 PM (e.g., shopping, dining, recreation) that could impact parking availability. Additionally, residents of the Artist Lofts and any future residential units could also see a reduction in parking availability during these events.

The Planning Commission should consider the appropriate parking requirement for the project. On a day-to-day basis, the site will function primarily as an office use and LSC's trip generation analysis identified a minimal impact to trip generation in the area; however, occasional but regular gatherings are anticipated as part of the use. The PMP's intent is to ensure sufficient but not excessive parking, share parking among all uses, encourage alternative modes of transportation, and to allow flexibility. Parking standards are typically developed to ensure parking supplies meet the average parking demands of the use(s) and are not intended to accommodate all parking demand for the most impactful events or time periods. Condition of Approval No. 14 is currently written to not require additional parking, relying on the standard 3.0 spaces per 1,000 s.f. calculation, or the 12 parking spaces allocated to the retail component as part of the original Artist Lofts application. If the Planning Commission believes that additional parking should be required or that a parking study should be conducted to determine the appropriate amount that should be allocated to the pool, this condition can be amended. Staff notes that this the land use definition is specific and supports an affordable housing project and community nonprofit organizations.

Other Development Standards

No changes to the exterior lighting, architecture, solid waste and recycling storage, or site are proposed. Any future signage would be required to comply with the Town's current Development Code.

Development Agreement

As noted previously, the Railyard Master Plan was adopted in conjunction with a Development Agreement. The terms of the Railyard Development Agreement specifically vests the Railyard Master Plan area with the permitted uses identified in the Master Plan and substantial revisions to the permitted uses would require an amendment to the Development Agreement. However, the requested amendment to allow TTCF in the Artist Lofts building is proposed to be narrowly defined, not substantial in any way, and not intended to affect the feel or the adjacent uses in the larger Railyard Master Plan area. Staff reached out to all parties of the Development Agreement including Downtown Truckee Investors LP, TRY Trout & Industrial LLC, CP Truckee LLC, and Truckee Development Associates LLC to request their review of the proposed amendments and determine if an amendment to the Development Agreement was necessary or if the intent and purpose of the Development Agreement will not be impacted by this specific amendment. The Town required all parties of the Development Agreement to agree on the process before moving forward to Council for review. Responses from all but one entity were received; all responses that were received were in support of the amendment to the Railyard Master Plan and no requests to revisit the Development Agreement were submitted. Staff will continue to work on getting a response from the one remaining entity that is party to the Development Agreement prior to scheduling the Council hearing.

Environmental Review: LSC's analysis identified minimal, if any, trip generation impacts with the proposed addition of a new "nonprofit office and gathering space use" in the Downtown Extension District. The new use is similar in trip generation to other allowed uses within the district. The trip generation from the change of use from retail to "nonprofit office and gathering space" in the ground floor of the Artist Lofts was determined to generate minimal to no change. No other potential environmental impacts were identified by staff. Staff recommends that no further environmental review is required pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), and Public Resources Code Section 21166. The Town certified the Railyard Master Plan Final Environmental Impact Report (SCH #2007122092) in July 2009 and an Environmental Impact Report (EIR) Addendum was prepared in conjunction with the Truckee Artist Lofts application (2016-00000132) and accepted into the Railyard permanent record on May 10, 2015. The proposed Zoning Clearance would establish a use in an existing building and no other potential impacts were identified that were not previously analyzed as part of the Railyard Master Plan EIR.

Public Communication: The public hearing notice was published in the *Sierra Sun* on March 7, 2025 and mailed on March 5, 2025 to all property owners within 500 feet of the project site, as shown on the latest current tax roll of Nevada County. The applicant updated the onsite sign on February 28, 2025 indicating a notice of public hearing.

Staff Summary and Recommendation: The project is located within the Railyard Master Plan area where a mix of uses, including community-oriented gathering areas are anticipated. The inclusion of the "nonprofit office and gathering place" as an allowed use within the Downtown Extension District would specifically support community-oriented nonprofit uses and affordable housing projects, two key Town Council priorities. The proposed Tahoe Truckee Community Foundation Zoning Clearance will help activate the ground floor of the Artist Lofts and support a long-time local nonprofit that has served the community. Based on the Town Council's direction to limit the scope of the amendment, staff is recommending the proposed changes to ensure that it is specifically relevant to TTCF's request and needs. Staff believes that with adoption of the proposed amendments to the Railyard Master Plan, the proposed "nonprofit office and gathering place" is consistent with the Railyard Master Plan.

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

1. Continue the public hearing to a date and time certain.
The Planning Commission may request additional information from the applicant and/or staff (if new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted).
2. Land Use Permits
 - a. Recommend changes to the proposed Artist Lofts Railyard Master Plan Amendments and Zoning Clearance conditions of approval
 - b. Recommend denial of the proposed Artist Lofts Railyard Master Plan Amendments and Zoning Clearance on the basis that all of the required findings cannot be made.
3. Require additional environmental review.

Attachments:

Attachment 1: Planning Commission Resolution 2025-02

- Exhibit A: Proposed Railyard Mixed-Use Development Master Plan Amendments
- Exhibit B: Zoning Clearance Conditions of Approval
- Exhibit C: Findings
- Exhibit D: Plans

Attachment 2: Applicant Justification Letter and Additional Materials

Attachment 3: October 22, 2024 Town Council Meeting Minutes

<https://app.laserfiche.com/laserfiche/DocView.aspx?repo=r-6a91ddbc&customerId=140032387&id=59791768#?source=search&searchhandle=f727ce4a-0594-485f-a774-d07e34faa8ee>

Attachment 4: Current Railyard Master Plan

<https://portal.laserfiche.com/Portal/DocView.aspx?id=59514805&repo=r-6a91ddbc>

Attachment 5: Railyard Master Plan Development Agreement

<https://portal.laserfiche.com/Portal/DocView.aspx?id=59514805&repo=r-6a91ddbc>

Attachment 6: LSC Trip Generation Analysis