

# DOWNTOWN TRUCKEE PLAN APPENDICES

FINAL JUNE 2023







# Truckee 2040 Downtown Community Outreach

## A.1 Vision Truckee 2040 Workshop

The Town of Truckee conducted a community visioning workshop for the General Plan and Downtown Truckee Plan Update on March 14, 2019. The purpose of the workshop was to gather input on the opportunities and challenges to improve Truckee. The workshop was held at the Community Arts Center in Downtown Truckee from 6:00-8:00 p.m. with over 60 people in attendance for this open house event.

The evening began with a PowerPoint presentation by Community Development Director, Denyelle Nishimori, who welcomed attendees, gave an overview of the input sought on the General Plan and Specific Plan Update process, and summarized the format for the workshop exercises that evening. The following summarizes the key inputs and ideas for Downtown Truckee received at the community workshop, as well as subsequent input received from the Truckee Downtown Merchants Association to the same questions at a meeting with Town staff on May 1, 2019.

### A.1.1 Downtown Visioning Workshop Exercises

Three stations were set up to gather community input on the following topics and questions for Downtown Truckee:

- 1. Big Ideas for Downtown Truckee.** What is your vision for the future of Downtown? What are some transformational, visionary, or game-changing ideas for downtown? Are there any major improvements that Truckee should make to Downtown?
- 2. Defining Downtown Truckee.** How would you describe Downtown Truckee? Write in words, ideas, or phrases that come to mind for each category: past, present, and future.
- 3. Moving Around in Downtown.** Are there mobility issues for drivers, cyclists, and pedestrians in Downtown Truckee?

The results received from these workshop exercises are summarized in the following section.



*Big Ideas for Downtown Truckee Community Response*



*Defining Downtown Truckee Exercise*



*Open House Stations to gather community ideas*

## A.1.2 Downtown Visioning Workshop Results

Input received from each of the exercise questions are summarized by question and theme.

### 1. What is your vision for the future of Downtown?

#### Transportation Improvements

- ▶ Fix winter gridlock
- ▶ HOV lanes to ski resorts
- ▶ One-way streets with bike lanes, sidewalks, traffic calming

#### Public Transit Improvements

- ▶ Multimodal transit hub supporting buses, train, resort shuttles, bike share, rideshare (Uber, Lyft), and parking (x5)
- ▶ Transportation from neighborhoods to Downtown transit hub (x4)
- ▶ Free and frequent bus transit (x2)
- ▶ Don't move transportation center
- ▶ A monorail system or move people on rail

#### Bike and Pedestrian Improvements

- ▶ Public use bikes (x3)
- ▶ Narrow East River Street and add dedicated bike lanes to slow traffic
- ▶ Sidewalk from Old Brockway to Bridge Street
- ▶ Bike/ped path over the Truckee River
- ▶ Safe bike and pedestrian paths from the Legacy Trail to Downtown
- ▶ Crossing of the rail tracks from Donner Pass Road to East/West River Street

- ▶ Add wayfinding signs
- ▶ Improve trash bins

#### Parking

- ▶ Add a parking structure on West River Street
- ▶ Eliminate pay to park
- ▶ Additional parking (x3)
- ▶ Parking permits for locals

#### Downtown Mixed-Use Experience

- ▶ Strong retail and dining establishments for locals and tourists; more affordable food options; housing and parking on secondary streets
- ▶ A livable Downtown with robust public transit and housing density
- ▶ Bring the Truckee River into the Downtown experience (x5)
- ▶ A Downtown pedestrian-only zone, such as at Commercial Row & Church Street)
- ▶ River corridor as natural open space; connections from Downtown (x3)
- ▶ High density housing in the Downtown (x3)
- ▶ No high rise, high density structure on Jibboom
- ▶ Increase mixed-use space to eat, work, live, and play
- ▶ Don't deviate from Design Guidelines in historic character areas
- ▶ Outdoor art park

- ▶ Reopen Hilltop for winter sports
- ▶ Arts and culture focus
- ▶ Downtown hotels adjacent to businesses
- ▶ Move the post office (x5)
- ▶ Include a 300k sf railroad roundhouse with manufacturing spaces, history tour, underground parking in balloon track (x2)
- ▶ No big box shops
- ▶ Redefine retail space to be affordable, such as shipping container spaces
- ▶ Move industry off the river (x2)

## 2. How would you describe Downtown Truckee?

### Past

- ▶ Local, everyone knew and everyone and looked out for each other (x3)
- ▶ Small town, historic feel, slower pace (x6)
- ▶ Rough and ready, rugged mountain town, up to the mid-20th century (x7)
- ▶ Railroad town
- ▶ Pioneers, old west (x3)
- ▶ More of a gathering place for locals; businesses catered to locals and visitors (x2)
- ▶ Sleepy ski town; closed at 5 pm
- ▶ Seasonal
- ▶ Nowhere for a good cup of coffee
- ▶ More dogs than people
- ▶ Arts and culture were thriving
- ▶ Downtown owners contributed to developing the parking lot at the Depot

### Present

- ▶ Preserved mountain character, attractive
- ▶ Crowded; some locals stay away except shoulder seasons (x7)
- ▶ Traffic congestion (x2)
- ▶ Lack of parking (x6)
- ▶ Changing to more of a tourist center; too many vacation homes; more expensive (x7)
- ▶ Slow down growth; victim of its own success (x4)
- ▶ No gathering place for locals; corporate presence taking up community space; locals avoid Downtown (x4)
- ▶ Ski town, resort, recreation (x2)
- ▶ Access to nature (x1)
- ▶ Small town, historic feel, charming (x5)
- ▶ Progressive (x2)
- ▶ Heart and soul, unique, place to be (x3)
- ▶ Difficult to keep local businesses
- ▶ Arts, culture, history; public arts master plan in progress (x3)
- ▶ Social divide- the haves and have nots
- ▶ Current project, ie. The Railyard going in the right direction
- ▶ Not connected or pedestrian-friendly; dangerous pedestrian traffic in Brickelltown (x3)
- ▶ Great community support

### Future

- ▶ Maintain the historic, small town feel and charm (x7)
- ▶ Blend new with historic (x7)
- ▶ Slow down growth, traffic (x3)
- ▶ Innovative transit, transportation, and parking solutions (x4)
- ▶ Mixed-use/housing Downtown (x2)
- ▶ Identity linked to arts, culture, railroad history (x7)
- ▶ Clean up, move businesses from river (x5)
- ▶ Walkable, bikable, improve sidewalk, connections Downtown and to the river (x8)
- ▶ Pedestrian plaza on Church Street (x2)
- ▶ Price more for parking during the high seasons (x2)
- ▶ Larger, off-site parking lots, served by shuttles (x2)
- ▶ Free or reduced parking for locals, workers, local parking permit (x5)
- ▶ Places for locals to gather (x2)
- ▶ Keep small businesses (x2)
- ▶ Pop up hood, business incubator space (x3)
- ▶ Inclusive, diversify business to cater to all community members, economic levels (x3)
- ▶ Year round employment opportunities (x2)
- ▶ Assessment district for Commercial Row, Bridge Street, and Church Street
- ▶ Help property owners make improvements through financial and technical assistance
- ▶ Separate trash and recycling

3. Are there mobility issues for drivers, cyclists, and pedestrians in Downtown Truckee?

Transportation Improvements

- ▶ Some traffic calming and crosswalk enforcement
- ▶ West River Street is difficult for pedestrians; consider one way system with DPR, West River, and Jibboom
- ▶ Crossing flags at West River Street
- ▶ No roundabout at Bridge/DPR
- ▶ Add roundabouts to remove stop signs; wide for trucks so they don't get stuck (x2)
- ▶ Counterclockwise traffic - one way westbound on Jibboom and eastbound on DPR; worked great 25 years ago (x2)
- ▶ Pass through neighborhood traffic on Keiser Avenue and High Street (x2)
- ▶ 3 way stop at Bridge Street, DPR, and Brockway is poor (x3)
- ▶ Do not connect Downtown via Bridge Street; Downtown traffic is already at capacity
- ▶ Smart lights, signals when slow

Public Transportation Improvements

- ▶ Public transportation that runs at night/extended hours (x4)
- ▶ Public transit benefit incentive/commuter benefits program- incentivize decreasing the need for cars/parking
- ▶ Public transit from neighborhoods to Downtown to reduce congestion (x5)
- ▶ Car share/zip car rental (x2)

- ▶ More robust or enhanced public transit, ie. Downtown trolley/shuttle (x6)
- ▶ Public transit and alternative transportation (x2)
- ▶ More dial-a-ride options
- ▶ Bike-friendly public transport shuttles
- ▶ Hand powered railroad pump carts from the Railyard to Downtown as a fun activity

Bike and Pedestrian Improvements

- ▶ Connection between West River & Donner Pass Road since the fence went up
- ▶ Bike and pedestrian bridges over the river and railroad (x2)
- ▶ Separate pedestrians from traffic/cars
- ▶ Safe bikeways/paths in Downtown, esp. three way stop at Bridge Street (x4)
- ▶ Bike and ped-centric Downtown
- ▶ Bike paths from west side/Donner Lake
- ▶ Protected bike lanes to promote use
- ▶ Crosswalks in Brickelltown are not properly lit; drivers can't see people at night; consider some flashing lights (x2)
- ▶ Bike parking for employees that is safe and covered/bike racks (x 2)
- ▶ Local bike share program/electric bike rental (x3)
- ▶ Signage to bring together areas
- ▶ Continuous sidewalks in Downtown, esp. Jibboom Street (x2)
- ▶ Snow removal for sidewalks

- ▶ Zirrbrails- magnets repel and move people around inlaid tracks on sidewalks, etc. on historic tours

Parking Improvements

- ▶ Parking garages instead of street parking
- ▶ Inadequate parking (x2)

## A.2 Downtown Truckee Plan Virtual Workshop

The Town of Truckee conducted a virtual workshop for the Downtown Specific Plan to consider options for catalytic opportunity sites in the Downtown. These concepts were intended to gather input from the community on ideas for land use, housing, mobility, parking, and open space. The workshop, which consisted of a pre-recorded presentation and online survey, was made available to the community in English and Spanish between April 24 and May 31. Ninety-nine (99) responses were received on the online survey.

### A.2.1 Downtown Truckee Plan Virtual Workshop Exercises

The community weighed in on the site option concepts for the following six opportunity sites, identified in Figure B-1:

1. The Old County Corporation Yard (or West River Street Site) & Dependable Tow
2. Residences at Jibboom & Post Office Block
3. The Caltrans Corporation Yard
4. Truckee Tahoe Lumber
5. Truckee Beacon Gas Station
6. Hilltop & Reynolds

For each of the site options, the community was asked to provide input on:

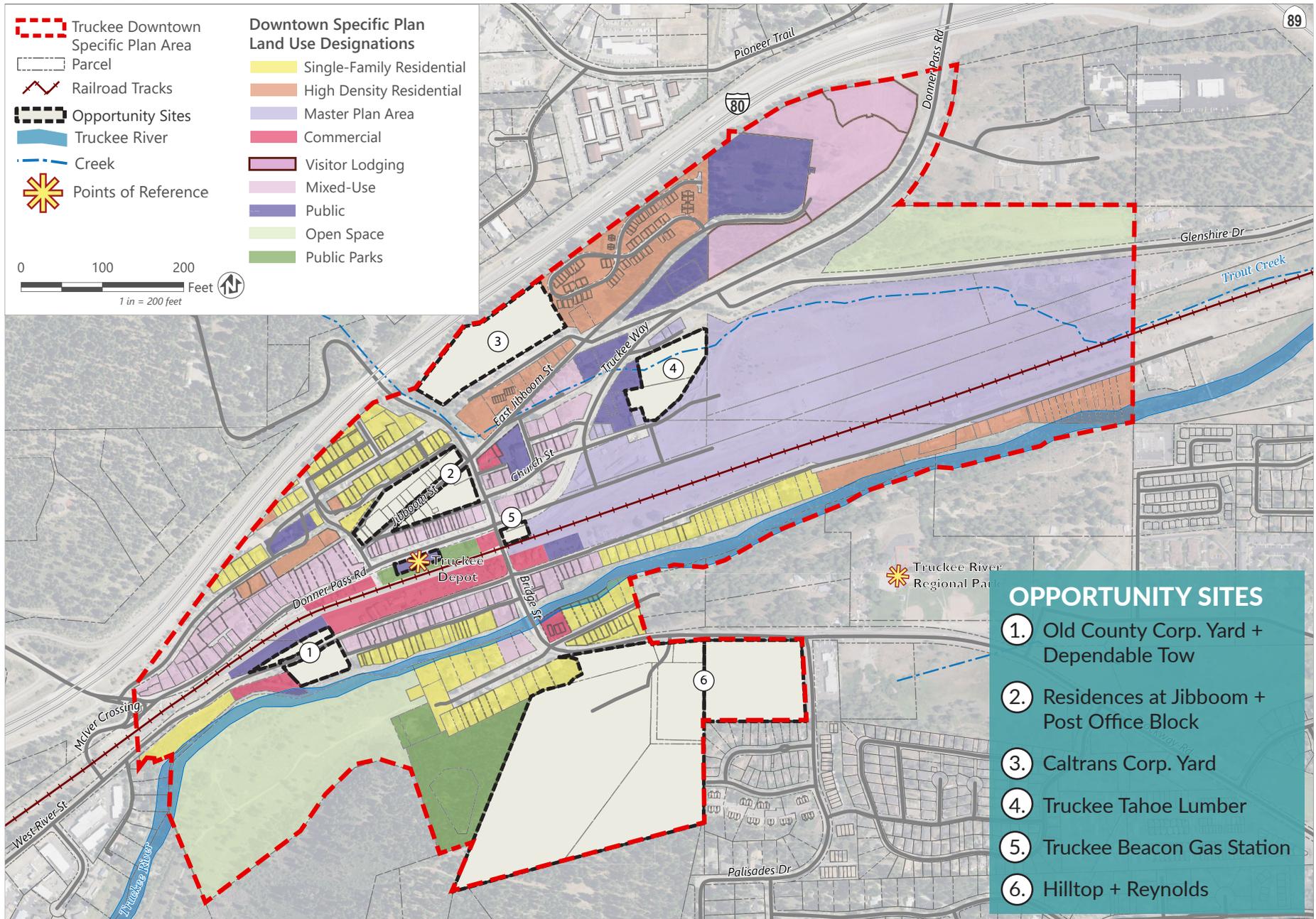
1. Which option do you prefer?
2. What do you like or dislike about the preferred option?
3. Are there other land uses we should consider?

The community was also asked the following:

4. Do you have any thoughts, ideas, or questions about the Downtown Specific Plan?

The responses to the questions for each of the Downtown site options are summarized in Table A-1 in the following section. The description and plan concepts for each site option follow in this section.

Figure A-1: Downtown Truckee Plan Emerging Land Uses and Development Opportunity Sites



Preliminary Land Uses, April 2020

# SITE 1 | OLD COUNTY CORP. YARD + DEPENDABLE TOW

## WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

## EXISTING GENERAL PLAN USES

Dependable Tow Site: Public Parking

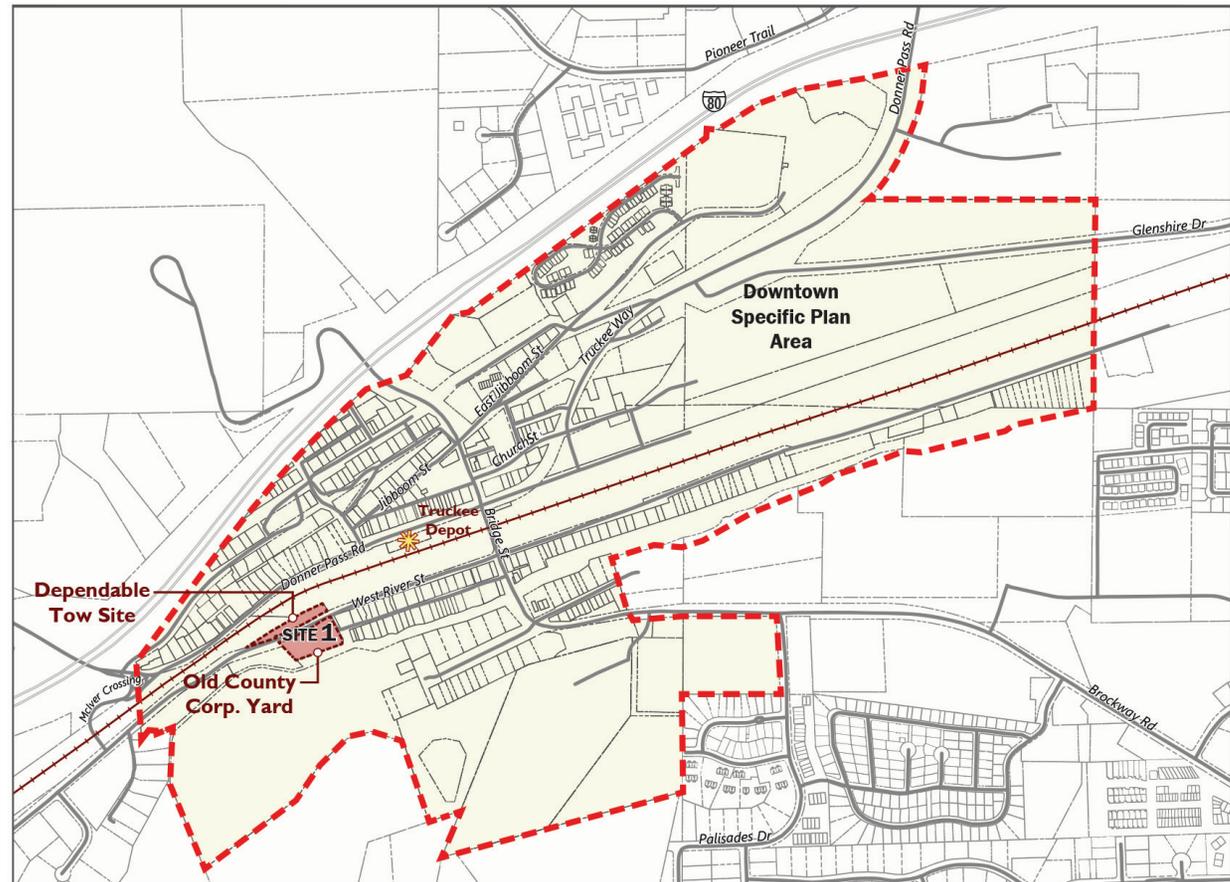
Old County Corp. Yard Site: Commercial

## OPTION A

Option A preserves the current Public Parking land use on the Dependable Tow site and the Commercial land use on the Old County Corp. Yard site.

## OPTION B

Option B plans for mixed-use development with small-scale commercial uses and housing above on the Dependable Tow site and mixed-use development on the Old County Corp. Yard site with commercial use, gathering spaces, a riverfront park, and opportunities for a river crossing.



Key Map - Site 1

# SITE 1 | OLD COUNTY CORP. YARD + DEPENDABLE TOW - OPTION A



## PLAN FEATURES

Old County Corp. Yard

- ① Old Trestle Restaurant (planned)
  - ② Commercial use; West River Site Study underway
- 
- Dependable Tow
- ③ No change. Retains current land uses.



Existing



# SITE 1 | OLD COUNTY CORP. YARD + DEPENDABLE TOW - OPTION B

## PLAN FEATURES

### Dependable Tow

- ① 10,000 sf commercial with 9 apartment units above in 3 buildings
- ② Proposed crossing over the railroad tracks
- ③ City parking lot behind Dependable Tow site

### Old County Corp. Yard

- ④ Old Trestle Restaurant (planned)
- ⑤ 8,000 sf food pavillion and indoor farmer's market in two structures and outdoor terrace
- ⑥ Corner plaza/event space at Riverside Dr.
- ⑦ Riverfront park
- ⑧ Proposed crossing over the Truckee River



Small Commercial Shops with Apartments Above



Amphitheater and Riverfront Park



Market Pavillion and Outdoor Plaza

## SITE 2 | RESIDENCES AT JIBBOOM + POST OFFICE BLOCK

### WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

### OPTION A

Option A shows the current development proposal for the Residences at Jibboom Street as multifamily housing with a total 4-story height and corner commercial shop. It reflects redevelopment of the Post Office Block to include a public parking garage and commercial and residential uses and consolidation and screening of trash areas.

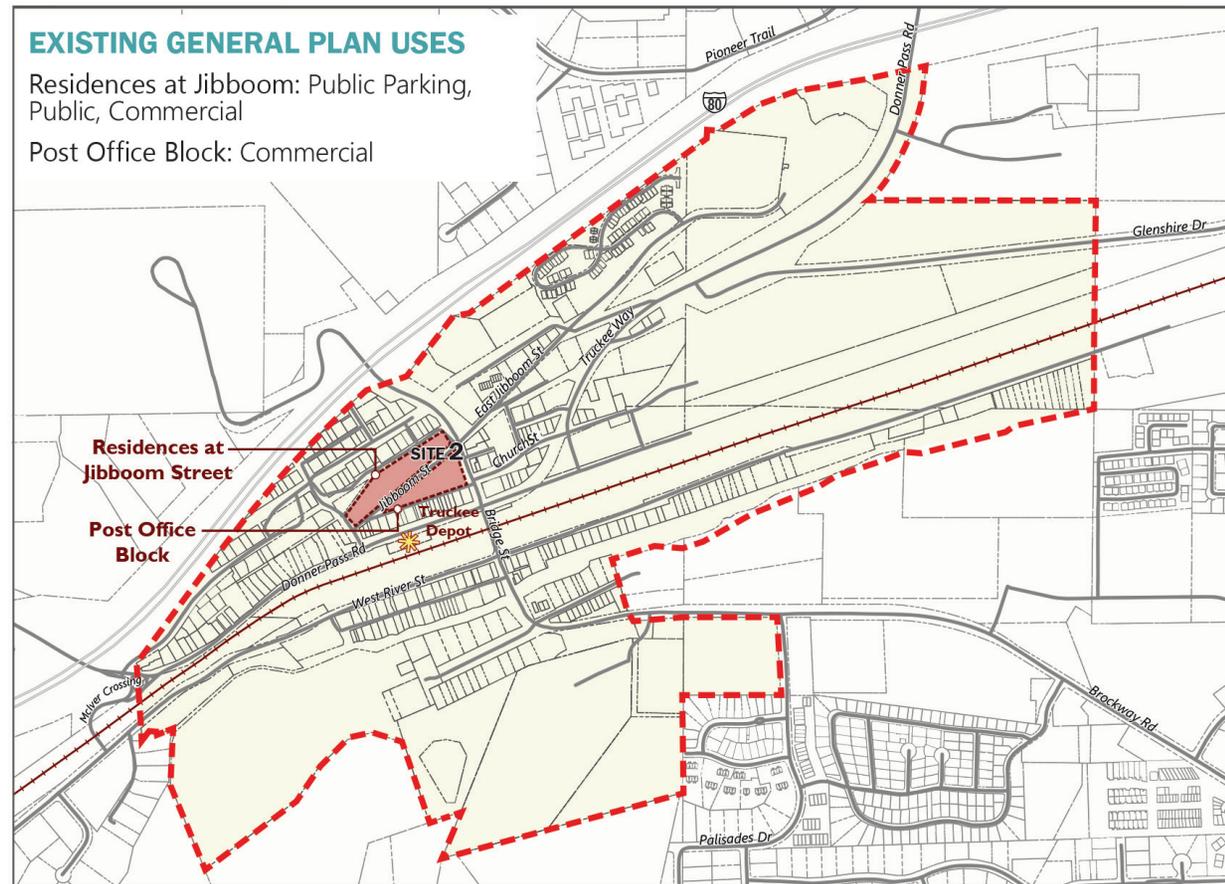
### OPTION B

Option B shows a concept for the Residences at Jibboom with live-work on Jibboom and multifamily housing behind within a total 4-story height and commercial uses and a larger corner plaza on Bridge Street. The same concept for the Post Office Block shown in Option A is also shown in Option B.

### EXISTING GENERAL PLAN USES

Residences at Jibboom: Public Parking, Public, Commercial

Post Office Block: Commercial



Key Map - Site 2

# SITE 2 | RESIDENCES AT JIBBOOM + POST OFFICE BLOCK - OPTION A

## PLAN FEATURES

Residences at Jibboom  
(Current Development Proposal of 4-Stories)

- ① 83 residences in 4 buildings with one level of parking on the ground floor and parallel on-street parking
  - ② 500 sf commercial & small corner plaza
- 
- Post Office Block
- ③ 35 apartments/condos wrapping parking garage and 6,400 sf commercial fronting Bridge and Jibboom Streets
  - ④ Public parking garage with consolidated trash dumpster storage
  - ⑤ 3,500 sf restaurant and triangular parklet



**CONCEPTUAL ITERATION FOR RESIDENCES AT JIBBOOM  
USED FOR COMMUNITY DISCUSSION PURPOSES ONLY**

# SITE 2 | RESIDENCES AT JIBBOOM + POST OFFICE BLOCK - OPTION B



## PLAN FEATURES

Residences at Jibboom (3-Stories)

- ① 12 live-work units (2-stories) in 2 buildings
- ② 44 apartments/condos in 3 buildings with parking behind live-work and on-street
- ③ 3,200 sf commercial on ground level with housing above and corner plaza

Post Office Block (same as Option A)

- ④ 35 apartments/condos wrapping parking garage and 6,400 sf commercial fronting Bridge and Jibboom Streets
- ⑤ Public parking garage with consolidated trash dumpster storage
- ⑥ 3,500 sf restaurant and triangular parklet



2-3 story live-work and multifamily housing behind



# SITE 3 | CALTRANS CORP. YARD

## WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

## EXISTING GENERAL PLAN USE

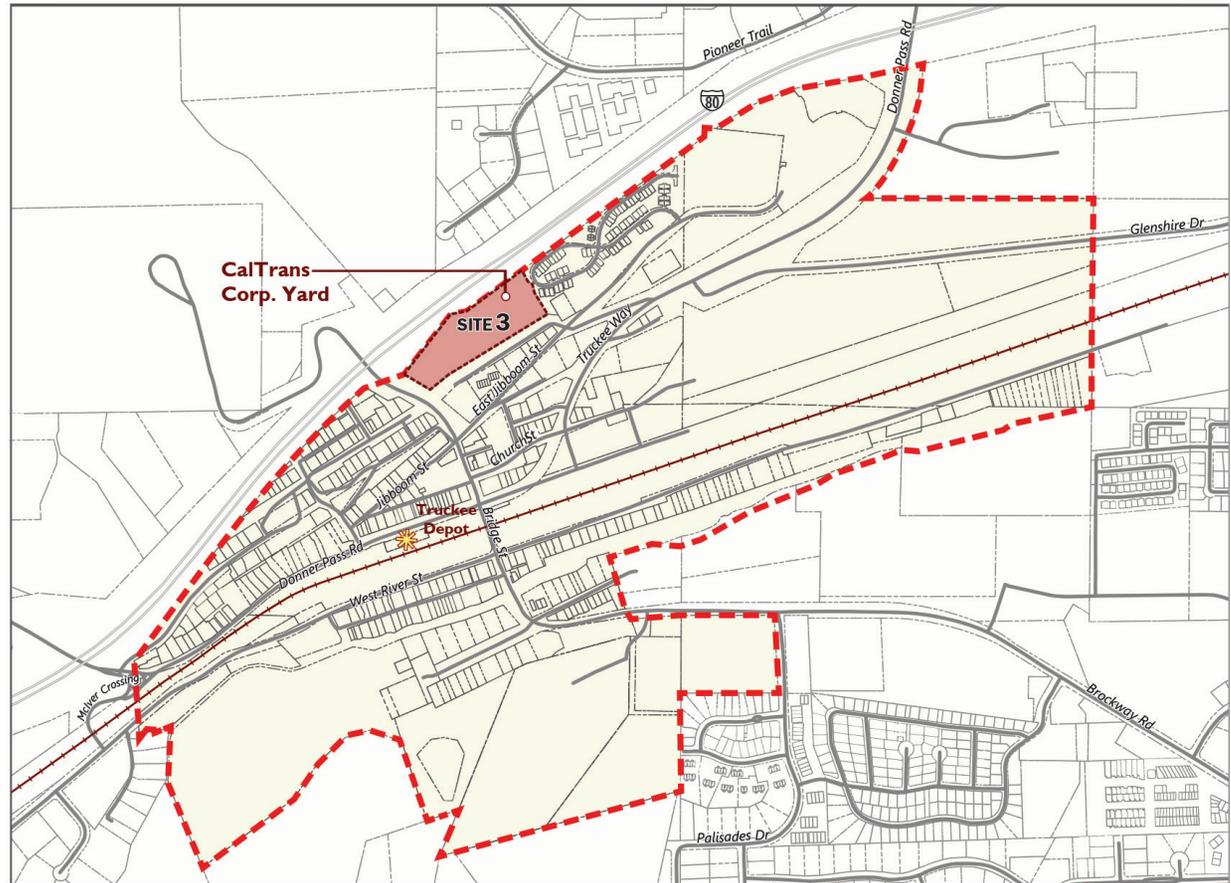
Public

### OPTION A

Option A shows 2-3 story townhomes with parking tucked under below and 3-story apartments or condos parked via a parking garage and centered on common spaces and a linear green.

### OPTION B

Option B shows a mix of single family cottage homes centered on a common green and parked in carports; 2-3 story townhomes with parking tucked below; 3-story apartments/condos with parking on the ground level; and community amenity spaces.



Key Map - Site 3

# SITE 3 | CALTRANS CORP. YARD - OPTION A



## PLAN FEATURES

- ① 36 townhomes with tuck-under parking
- ② 96 apartment or condos in two buildings
- ③ Shared parking garage
- ④ Common area spaces (dog park, greens, courtyards)



Apartment or condo units



Townhomes along a linear green



Townhomes along a shared courtyard

- Townhomes
- Apartments or Condos



# SITE 3 | CALTRANS CORP. YARD - OPTION B

## PLAN FEATURES

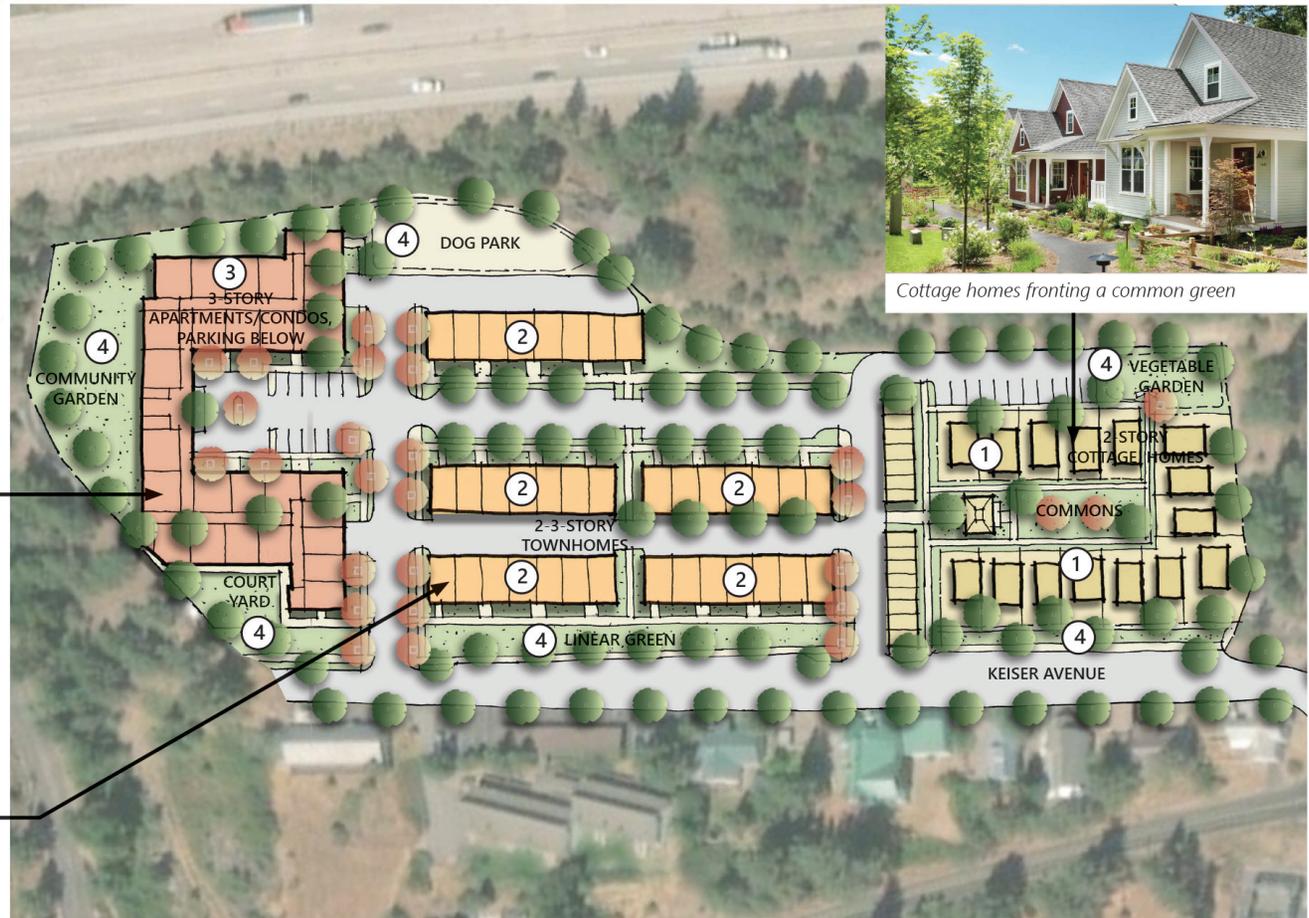
- ① 15 zero-lot line cottages around a common and clubhouse (carport garages)
- ② 36 townhomes with tuck-under parking
- ③ 78 apartments on 3 levels above 1 level of parking
- ④ Common area spaces (greens, community garden, vegetable garden, courtyards)



Apartment or condos over podium parking



Townhomes along a linear green



Cottage homes fronting a common green

- Single Family Homes
- Townhomes
- Apartments or Condos



## SITE 4 | TRUCKEE TAHOE LUMBER

### WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

### EXISTING GENERAL PLAN USES

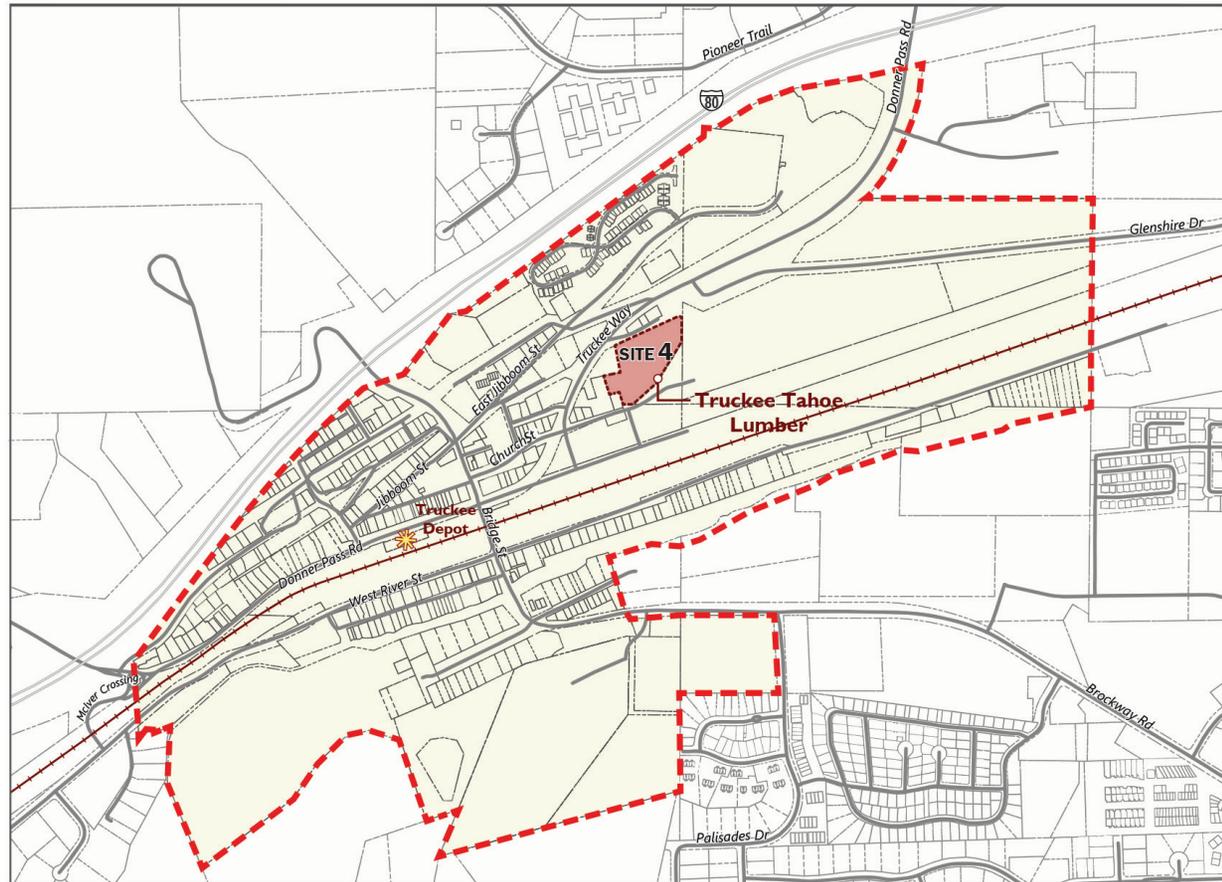
Public, Master Plan Area

### OPTION A

Option A shows the option to locate the Transit Center in the Railyard, a new public parking garage, and offices clustered around common area green spaces.

### OPTION B

Option B shows a concept for townhomes or other type of housing product and a corner neighborhood commercial shop.



Key Map - Site 4

# SITE 4 | TRUCKEE TAHOE LUMBER - OPTION A

## PLAN FEATURES

- 1 Proposed relocation of Transit Center to the north part of the balloon tracks in the Railyard
- 2 36,000 sf of office in three buildings centered on common courtyards
- 3 9,000 sf commercial with outdoor patio
- 4 Shared public parking garage wrapped on one side by 6,500 sf commercial uses
- 5 Plaza space along balloon track
- 6 Connection to creek trails



Offices organized around a shared courtyard



Commercial uses wrapping parking garage



# SITE 4 | TRUCKEE TAHOE LUMBER - OPTION B



## PLAN FEATURES

- ① 50 townhomes with tuck-under parking
- ② 2,000 sf of commercial uses
- ③ Common greens
- ④ Plaza space along balloon track
- ⑤ Courtyards fronting and connecting to creek trails



Townhomes fronting a shared courtyard



Parking in garages below homes



# SITE 5 | TRUCKEE BEACON GAS STATION

## WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

## EXISTING GENERAL PLAN USES

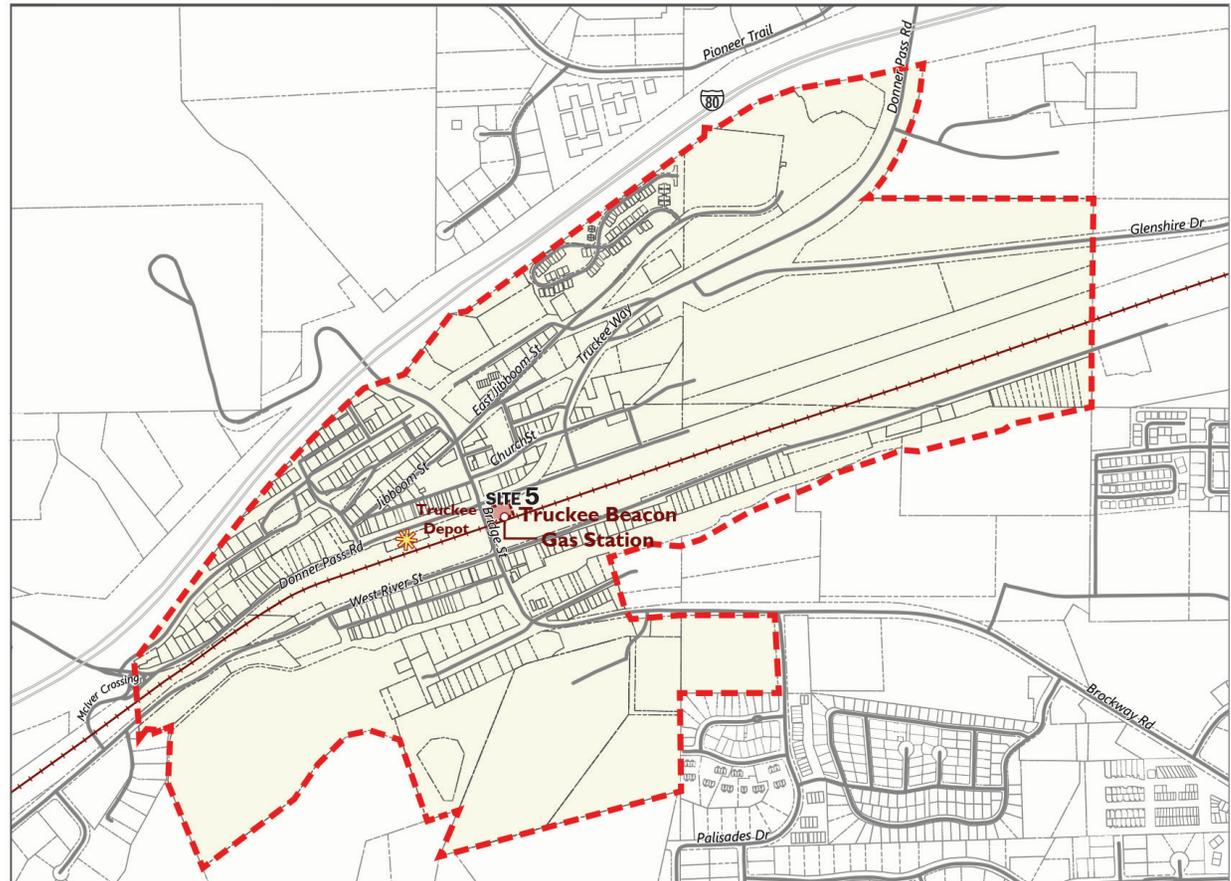
Truckee Beacon Gas Station: Public Parking, Master Plan Area

## OPTION A

Option A shows the concept for a restaurant with a rooftop deck and a coffee shop providing outdoor seating that is organized around a central plaza.

## OPTION B

Option B shows the concept for an event plaza, anchored by a public use, such as a community building and a permanent food concession stand.



Key Map - Site 5

# SITE 5 | TRUCKEE BEACON GAS STATION - OPTION A



## PLAN FEATURES

- ① 6,000 sf restaurant on 2 levels with outdoor patio and rooftop deck
- ② Coffee shop with outdoor patio
- ③ Shared courtyard plaza
- ④ Parking in adjacent lots



Coffee shop with outdoor seating



Shared courtyard plaza



Restaurant with a covered rooftop patio

# SITE 5 | TRUCKEE BEACON GAS STATION - OPTION B

## PLAN FEATURES

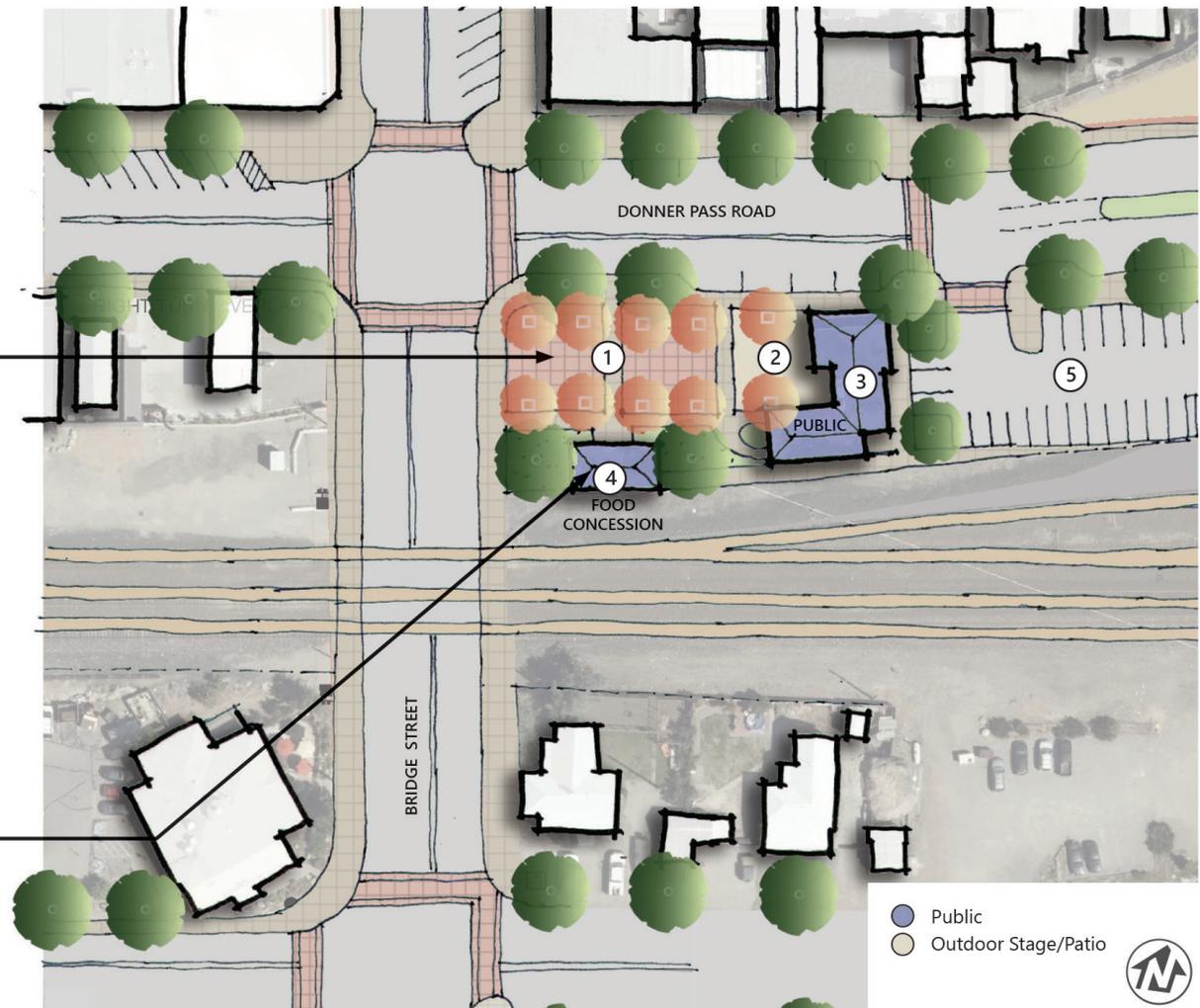
- ① Event plaza
- ② Raised patio/stage area
- ③ 4,000 sf community building and restrooms on 2 floors
- ④ Food concession
- ⑤ Parking in adjacent lots



Event plaza



Food concession



## SITE 6 | HILLTOP + REYNOLDS

### WORKSHOP EXERCISE

- Which option (A or B) do you prefer?
- What do you like or dislike about your preferred option?
- Are there other land uses we should consider?

### OPTION A

Option A shows a commercial center at Reynolds and preservation & mitigation of on-site wetlands. Within Hilltop, are shown commercial, including destination retail next to the Cottonwood Restaurant and a housing community with mix of townhomes and apartments or condos, neighborhood parks, greens, and preserved open space lands, including the historic ski hill.

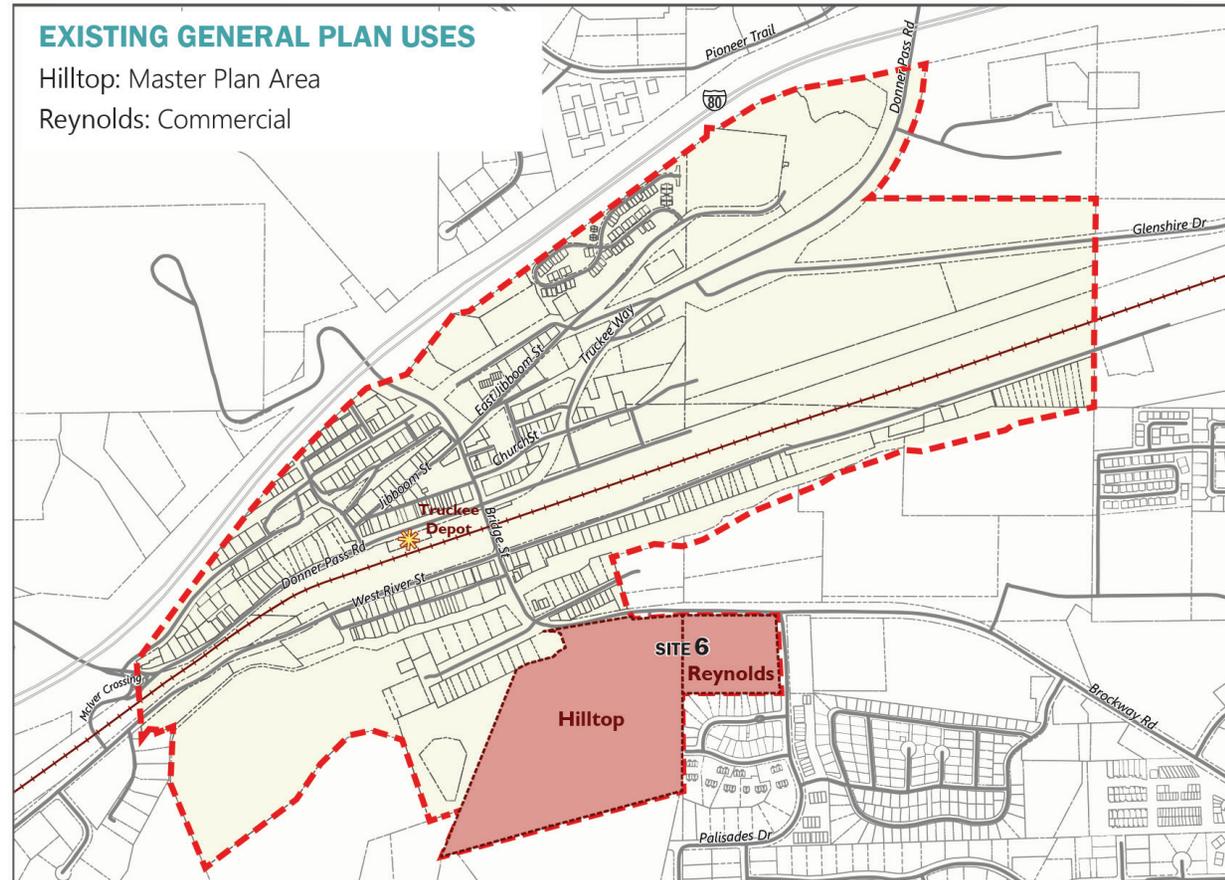
### OPTION B

Option B shows a concept for townhomes and preservation & mitigation of on-site wetlands at Reynolds. Within Hilltop, are commercial and destination retail uses adjacent to Brockway Road, similar to Option A, and a multifamily housing community organized around common area spaces and preserving open space lands, including the historic ski hill.

### EXISTING GENERAL PLAN USES

Hilltop: Master Plan Area

Reynolds: Commercial



Key Map - Site 6

# SITE 6 | HILLTOP + REYNOLDS - OPTION A

## PLAN FEATURES

### Hilltop

- ① 162 apartment or condo units with partial or below grade parking
- ② 32 townhomes in 5 buildings
- ③ 65 multifamily units with tuck-under parking in 4 buildings
- ④ Destination retail + Cottonwood rest.
- ⑤ 16,000 sf commercial in 3 buildings
- ⑥ Common area spaces and greens
- ⑦ Hilltop park
- ⑧ Preservation of ski hill and open space on the southern part of the site

### Reynolds

- ⑨ Preserved wetland area
- ⑩ 36,000 sf commercial in five buildings with shared parking lots
- ⑪ 2 new roundabouts on Brockway Rd.



Condos with tuck-under garage parking



Destination Retail



Apartments or condos



- Townhomes
- High Density Residential
- Commercial (COM.)



Commercial/office park

# SITE 6 | HILLTOP + REYNOLDS - OPTION B



## PLAN FEATURES

### Hilltop

- ① 120 apartment or condo units with partial or below grade parking
- ② 112 multifamily units with tuck-under parking in 11 buildings
- ③ Destination retail + Cottonwood rest.
- ④ 16,000 sf commercial in 3 buildings
- ⑤ Common area spaces and greens
- ⑥ Hilltop park
- ⑦ Preservation of ski hill and open space on the southern part of the site

### Reynolds

- ⑧ 51 townhome units with tuck under parking and central club house
- ⑨ Preserved wetland
- ⑩ Central green and clubhouse
- ⑪ 2 new roundabouts on Brockway Rd.



Condos with tuck-under garage parking



Apartments or condos



Townhomes with tuck-under garages



## A.2.2 Downtown Specific Plan Virtual Workshop Results

Table A-1 summarizes the responses to each of the Downtown site options. Responses to each question are numbered in the column heading. Common themes to the responses have been grouped.

Additional responses to Question 4, below, are organized by theme:

### 4. Do you have any thoughts, ideas, or questions about the Downtown Specific Plan?

#### Traffic/Circulation

- ▶ Railroad crossing from Railyard to East River Street and between West River and Donner Pass Road
- ▶ Better connectivity and pedestrian crossing from the regional park (half way along East River)
- ▶ Adding a bridge on the south side of the river and completion of the Truckee Donner Land Trust purchase
- ▶ Reduce speed on Brockway
- ▶ A plan to reduce congestion on DPR
- ▶ More passenger rail trips per day between Bay Area and Truckee (to help reduce vehicular congestion)
- ▶ Location of transit center is a huge driver
- ▶ Connections
- ▶ How will traffic be managed with growth; DPR will be congested; can we make DPR and Jibboom one way to circulate people around the whole Downtown

- ▶ Make sure trail connect all these developments with existing neighborhoods
- ▶ Don't silence the trains; we are a train town
- ▶ Support for sidewalk improvements
- ▶ E-bikes and e-parking, bicycle access
- ▶ Reevaluate the alternative transportation plan and make busing more viable (more frequent)
- ▶ In-lieu fees for Downtown parking

#### Uses/Design

- ▶ Less building, more outdoor uses
- ▶ Emphasize pedestrian connectivity and uses that activate Downtown
- ▶ Boost the economics with year round businesses to augment the seasonal work
- ▶ Housing for middle class locals; what's being built are apartments, townhomes, or high end single-family homes
  - Better jobs/housing balance
- ▶ Active senior housing with public transportation; homes for seniors to downsize e.g., cottages and townhomes
- ▶ Better wayfinding
- ▶ More gathering spaces and public facilities to support it
- ▶ Embrace the river
  - Riverfront access and park that takes advantage of the Truckee River
  - Continue to improve river access
  - Places to grab a bite and find a spot on the river

- How to get industrial uses along the river relocated or reimaged
- Small whitewater/kayak course associated with the riverfront park
- Play wave or surfing wave like in Bend or Boise
- Community meeting hall on the river
- ▶ A bigger library
- ▶ Grocery store
- ▶ Keep chain stores out of Downtown
- ▶ Plans do not appear to use HPAC guidelines
- ▶ A park between the historic church and roundabout
- ▶ Outdoor focused uses (ie. kayak and bike rental/sales, outdoor focused businesses)
- ▶ Incorporate the River Revitalization Strategy
- ▶ Continued improvements to East River

#### Growth Concerns

- ▶ Seems like way too much cumulative housing
- ▶ Concern about infrastructure to handle proposed projects
- ▶ Historic Downtown is iconic and must be preserved as the hub of the gold rush; over building is a huge concern
- ▶ Don't make Downtown overly master planned; allow organic growth, high level of arch design, abundant people spaces
- ▶ Didn't feel comfortable with the options; too much density on the plans; wanted to see more options for all areas
- ▶ Implementation plan with timeline

**Table A-1 Survey Responses to Downtown Site Option Concepts**

Site/Site Options	Existing/Proposed Land Use	1. Site Concept Preference	2. Likes	2. Dislikes/ Recommendations	3. Other Use Suggestions
<p><b>1. Dependable Tow &amp; Old County Corporation Yard (West River Street Site)</b></p> <p>Option A: Existing Uses</p> <p>Option B: Mixed-Use</p>	<p><b>Dependable Tow:</b> From Public, Public Parking, Commercial, to Mixed-Use</p> <p><b>Old County Corp. Yard:</b> Commercial</p>	<p>Option A: 5.4%</p> <p>Option B: 94.6% (93 responses)</p>	<ul style="list-style-type: none"> <li>▶ Riverfront park/open space (17)</li> <li>▶ River access, connectivity (9)</li> <li>▶ Bridge connections (9)</li> <li>▶ Commercial, mixed-use (7)</li> <li>▶ Housing (6)</li> <li>▶ Parking next to rail tracks (4)</li> <li>▶ Marketplace (4)</li> <li>▶ A place to congregate (2)</li> <li>▶ Connections from Downtown to West River</li> <li>▶ Riverside restaurant</li> <li>▶ Gateway, access to the Legacy Trail (1)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Prefer more park, open space; less commercial (6)</li> <li>▶ Not sure about housing adjacent to rail tracks</li> <li>▶ More setback from the road</li> <li>▶ More visual connection from West River to the park</li> <li>▶ More parking on Dependable Tow</li> <li>▶ Some housing on both sites</li> <li>▶ No amphitheater/ loud music</li> <li>▶ Flip the mixed-use and commercial</li> </ul>	<ul style="list-style-type: none"> <li>▶ Wi-fi connectivity, e-bikes (2)</li> <li>▶ Parking structure (2)</li> <li>▶ Downtown housing on County Corp Yard site</li> <li>▶ Community/public restrooms</li> <li>▶ Kayak, rafting access</li> <li>▶ Dog park</li> <li>▶ Space for outdoor and interactive art</li> <li>▶ ADA accessible riverfront trail</li> <li>▶ Music venue</li> <li>▶ Less parking</li> </ul>
<p><b>2. Residences at Jibboom &amp; Post Office Block</b></p> <p>Option A: 4-Story Residences (initial plan application)</p> <p>Option B: Mixed-Use</p>	<p><b>Residences at Jibboom:</b> Mixed-Use</p> <p><b>Post Office Block:</b> From Commercial to Mixed-Use</p>	<p>Option A: 24.2%</p> <p>Option B: 75.8% (91 responses)</p>	<ul style="list-style-type: none"> <li>▶ Mixed-use and live-work development (11)</li> <li>▶ 3 story vs. 4 story (10)</li> <li>▶ Interest in parking garage (4)</li> <li>▶ Housing, housing options (3)</li> <li>▶ Clean up of buildings south of Jibboom (1)</li> <li>▶ Parklet (1)</li> <li>▶ Consolidation of dumpsters (2)</li> <li>▶ Pedestrian-friendly street facade</li> <li>▶ Option B is more integrated with landscape</li> </ul>	<ul style="list-style-type: none"> <li>▶ Too much density; 4 stories is out of character; also blocks mountain views (13)</li> <li>▶ Traffic impact (4)</li> <li>▶ 4-story residential with live-work (5)</li> <li>▶ Maximize units (3)</li> <li>▶ Don't like 4-story garage (4)</li> <li>▶ A parking garage, not residence on Jibboom (2)</li> <li>▶ Modern architecture is out of character (2)</li> <li>▶ Support affordable, local workforce housing (6)</li> <li>▶ Not enough parking (6)</li> <li>▶ Green roofs (1)</li> <li>▶ Less is more (2)</li> </ul>	<ul style="list-style-type: none"> <li>▶ Keep the Jibboom Street site for parking</li> <li>▶ More space for parks (1)</li> <li>▶ Leave the post office (2)</li> <li>▶ Multi-story transit center and post office</li> <li>▶ Rooftop garden on parking garage</li> <li>▶ Local workforce housing</li> <li>▶ Street vendors</li> <li>▶ Bike lane on Jibboom</li> </ul>

**Table A-1 Survey Responses to Downtown Site Option Concepts**

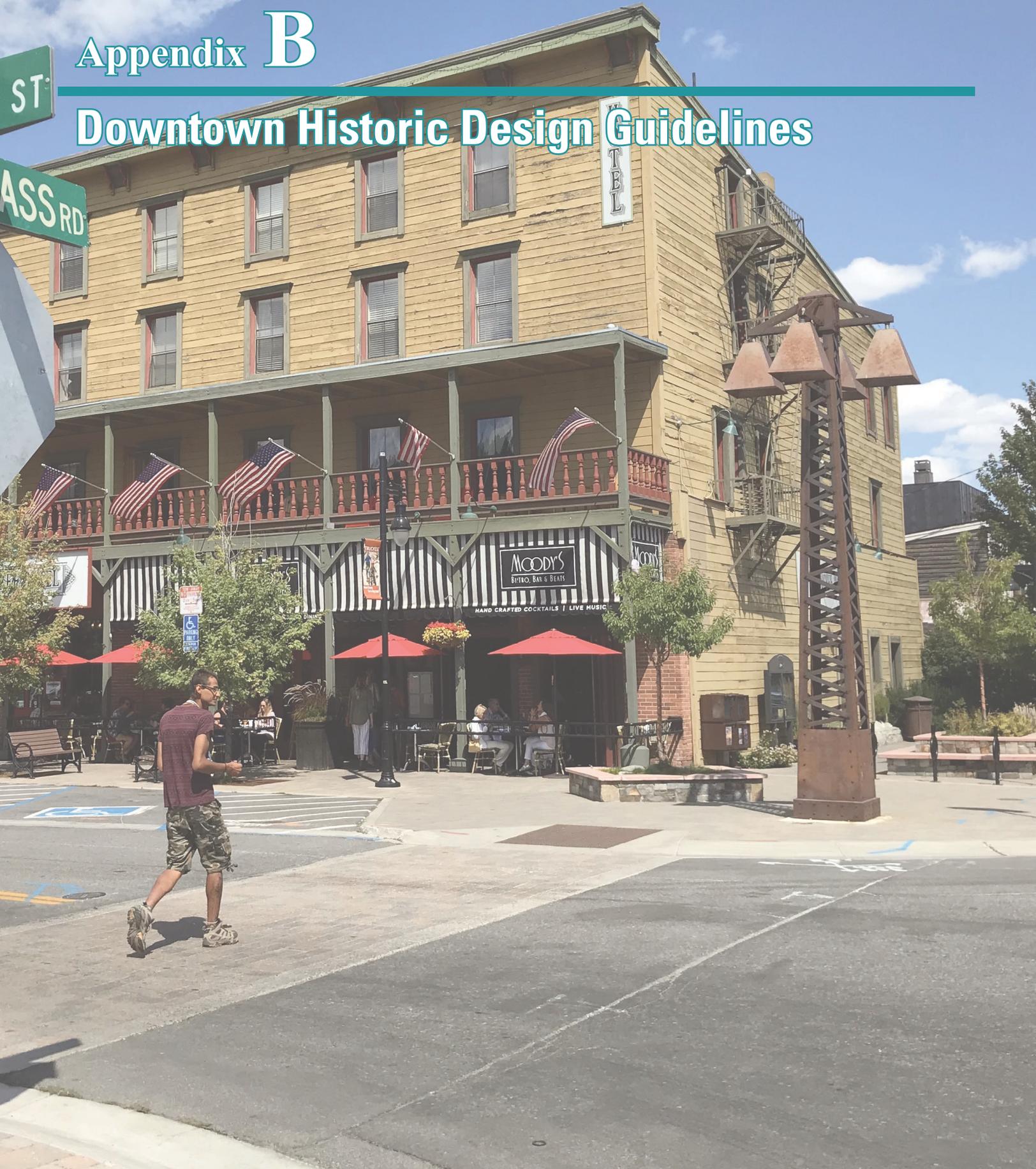
Site/Site Options	Existing/Proposed Land Use	1. Site Concept Preference	2. Likes	2. Dislikes/ Recommendations	3. Other Use Suggestions
<p><b>3. Caltrans Corporation Yard</b></p> <p>Option A: Multifamily Housing</p> <p>Option B: Housing Mix</p>	<p>From Public to High Density Residential</p>	<p>Option A: 28.9%</p> <p>Option B: 71.1%</p> <p>(90 responses)</p>	<ul style="list-style-type: none"> <li>▶ Wider variety of housing types in B (10)</li> <li>▶ Workforce, lower cost housing</li> <li>▶ Mixed-income housing</li> <li>▶ Dog park (5)</li> <li>▶ Cottages in Option B (7)</li> <li>▶ Potential for more housing and parking garage in Option A (3)</li> <li>▶ Community outdoor spaces (2)</li> <li>▶ Downtown views</li> </ul>	<ul style="list-style-type: none"> <li>▶ More density at this location; doesn't block views (3)</li> <li>▶ Less density, height (2)</li> <li>▶ Reduce parking burden (2)</li> <li>▶ Frontage of homes for energy efficiently</li> <li>▶ Outdoor play area for each residential development</li> <li>▶ Need affordable housing (4)</li> <li>▶ Be creative about Truckee style</li> <li>▶ Rooftop garden</li> </ul>	<ul style="list-style-type: none"> <li>▶ Senior residential living</li> <li>▶ Community services building with subsidized housing</li> <li>▶ Green space, apple trees</li> <li>▶ Single-family homes</li> <li>▶ Duplex or triplex townhomes</li> <li>▶ Commercial</li> <li>▶ Neighborhood commercial; small business opportunities</li> <li>▶ Public performing venue</li> <li>▶ Public dog park</li> <li>▶ Buffer between the freeway and housing</li> </ul>
<p><b>4. Truckee Tahoe Lumber</b></p> <p>Option A: Office</p> <p>Option B: Residential</p>	<p>From Public, Master Plan Area to Master Plan Area</p>	<p>Option A: 71.9%</p> <p>Option B: 28.1%</p> <p>(89 responses)</p>	<ul style="list-style-type: none"> <li>▶ Ideal for expansion of shops, office, and local businesses (6)</li> <li>▶ More office space needed Downtown (4)</li> <li>▶ More housing is needed (10)</li> <li>▶ Transit center somewhere in the Railyard (8)</li> <li>▶ Parking garage (4)</li> <li>▶ Connection to Trout Creek, open space (3)</li> <li>▶ Vital entry to Downtown</li> </ul>	<ul style="list-style-type: none"> <li>▶ A mixed-use option (7)</li> <li>▶ Move transit center west, closer to Downtown (6)</li> <li>▶ Affordable housing</li> <li>▶ Ensure adequate parking</li> <li>▶ Minimize parking garage visibility</li> <li>▶ Prefer cottages</li> <li>▶ Larger park along Trout Creek</li> <li>▶ Landowner idea of reuse of industrial buildings and a plaza/outdoor retail space</li> </ul>	<ul style="list-style-type: none"> <li>▶ Apartments/condos</li> <li>▶ Housing other than townhomes, apartments</li> <li>▶ Mix of retail and commercial</li> <li>▶ Movie theater</li> <li>▶ More restaurants or market place</li> <li>▶ Local bakery, butcher, fish market, etc.</li> <li>▶ Showcase local artists</li> <li>▶ More open space</li> <li>▶ Town hall</li> <li>▶ Post office with commercial, residential, and transit center</li> <li>▶ Vertical farm</li> <li>▶ Library with transit center and parking garage</li> <li>▶ Small boutique hotel</li> </ul>

**Table A-1 Survey Responses to Downtown Site Option Concepts**

Site/Site Options	Existing/Proposed Land Use	1. Site Concept Preference	2. Likes	2. Dislikes/ Recommendations	3. Other Use Suggestions
<p><b>5. Truckee Beacon Gas Station</b></p> <p>Option A: Restaurant</p> <p>Option B: Event Plaza</p>	<p>From Public Parking to:</p> <p>Option A: Commercial</p> <p>Option B: Public</p>	<p>Option A: 33.7%</p> <p>Option B: 66.3%</p> <p>(92 responses)</p>	<ul style="list-style-type: none"> <li>▶ More plazas, public open space, event space Downtown, ie. space for hosting Truckee Thursdays (18)</li> <li>▶ More restaurants and cafés (3)</li> <li>▶ Views from this site, rooftop patio (2)</li> <li>▶ Community building</li> </ul>	<ul style="list-style-type: none"> <li>▶ Plaza space somewhere else; too close to Bridge Street for events (2)</li> <li>▶ No food concession; lots of restaurants already (2)</li> <li>▶ Prefer one larger gas station somewhere else (2)</li> <li>▶ Ensure safety (2)</li> <li>▶ Commercial over civic use</li> <li>▶ Parking and open space</li> <li>▶ A combination of A and B like West 4th Street plaza (Reno)</li> <li>▶ A great gateway location</li> <li>▶ Wide building setback with broad sidewalks</li> <li>▶ Improve train track cross.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Transit site</li> <li>▶ Historical/train museum or environment collection with coffee shop</li> <li>▶ Public ice rink</li> <li>▶ Large green space/park with food concession</li> <li>▶ Gas station and convenience store upgrade</li> <li>▶ Bicycle rentals</li> <li>▶ Library</li> <li>▶ Outdoor consumption of alcohol</li> <li>▶ Housing</li> </ul>
<p><b>6. Hilltop &amp; Reynolds</b></p> <p>Option A: Commercial Center &amp; Mixed-Use Community</p> <p>Option B: Limited Commercial &amp; Mixed-Use Community</p>	<p><b>Hilltop:</b> Master Plan Area</p> <p><b>Reynolds:</b> Commercial to Mixed-Use</p>	<p>Option A: 40.7%</p> <p>Option B: 59.3%</p> <p>(91 responses)</p>	<ul style="list-style-type: none"> <li>▶ Housing emphasis in B; good housing site (15)</li> <li>▶ Preservation of wetlands and ski hill (6)</li> <li>▶ Prefer more commercial option along Brockway and use mix in A (3)</li> <li>▶ Protection of viewsheds</li> <li>▶ Opportunity for multifamily housing</li> <li>▶ More housing at Hilltop</li> <li>▶ Corner retail</li> <li>▶ Affordable homes</li> <li>▶ Roundabouts</li> <li>▶ Proximity to recreation</li> <li>▶ Brewery; outdoor gathering place/entertainment for families and locals</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduce commercial; too much in A (10)</li> <li>▶ Too much density, housing Downtown (5)</li> <li>▶ Commercial on Reynolds instead; better visibility (4)</li> <li>▶ Watch building heights on hill</li> <li>▶ Recreation potential</li> <li>▶ Improve connectivity to Downtown</li> <li>▶ Leave out destination retail</li> <li>▶ A mixed-use village with some commercial (2)</li> <li>▶ A transportation center and community facilities; infrastructure for ski hill</li> <li>▶ Limit ski hill to snow play like sledding over skiing</li> <li>▶ Don't develop</li> </ul>	<ul style="list-style-type: none"> <li>▶ Senior housing, co-housing</li> <li>▶ Neighborhood serving commercial for residents and adjacent neighbors</li> <li>▶ Event/community space for arts and crafts</li> <li>▶ More open space preservation</li> <li>▶ Single-family, duplex, townhomes</li> <li>▶ Trail and interpretive signs for ski hill, wetlands</li> <li>▶ Dog park</li> <li>▶ Community building with historic ski hill amenities</li> <li>▶ Ice skating; fitness courses; cross country skiing</li> <li>▶ Library on Reynolds</li> <li>▶ Expand Regional Park</li> </ul>

# Appendix B

## Downtown Historic Design Guidelines



# TRUCKEE DOWNTOWN SPECIFIC PLAN VOLUME 3: HISTORIC DESIGN GUIDELINES



TOWN OF TRUCKEE, CALIFORNIA



AUGUST 4, 2003

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Historic photographs are courtesy of Truckee Donner Historical Society, Tony Pace Private Photography Collection (courtesy of Sharon Pace Arnold) and Dana Scanlon Private Photograph Collection.

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# CHAPTER 1

## THE DOWNTOWN DESIGN REVIEW SYSTEM



### Introduction

This book presents design review guidelines for the downtown historic overlay in Truckee. These guidelines apply in addition to design standards and development regulations that are found in the Town's Development Code.

Design Review Guidelines, administered by the Community Development Director, are the primary regulatory tool the Town has chosen to protect its historical heritage and resources.

This publication includes guidelines that will be used by the Town in determining the appropriateness of proposals for improvements that involve alterations to historic buildings as well as new construction. Site work and improvements to existing, non-historic structures are also addressed.



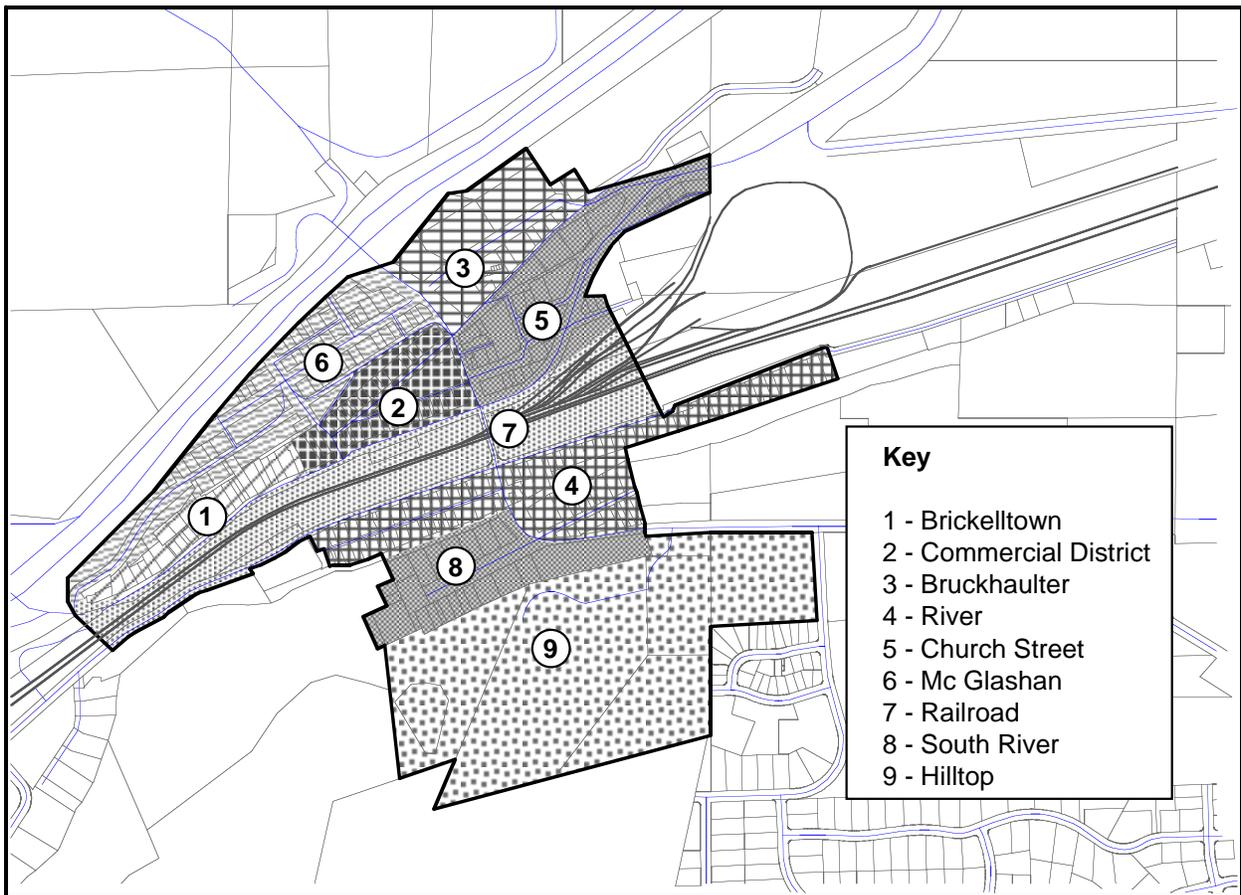
### Design Guideline definition:

"Several sections of the Development Code in various chapters are called 'design guidelines.' General design guidelines for multi-family and commercial uses appear in Article II, guidelines for landscaping, parking, and signs appear in Article III, and guidelines for residential subdivision design appear in Article V. Unlike zoning 'standards,' design 'guidelines' express Town preferences for development, but may be applied to projects with greater flexibility than other zoning standards. The design guidelines will be used during the land use/development permit review process as additional criteria for project review.

Design guidelines may be applied to specific projects with flexibility, because not all design criteria may be workable or appropriate for each project. In some circumstances, a guideline may be relaxed in order to accomplish another guideline that the project review body determines is more important in the specific case. The overall objective is to ensure that the intent and spirit of the design guidelines are followed, and to attain the best possible design within reason." *from Truckee Development Code - User's Guide, VII. Development Code Definitions*

## Design Districts and Character Areas

In addition to general guidelines for preservation and new development, special guidelines are included that relate to differing design contexts of individual neighborhoods. As a result, the historic area of Downtown Truckee is divided into nine geographic "Character Areas." The boundaries of the Character Areas are shown on the following map.



See in the above map, the historic area of Downtown Truckee is divided into nine geographic "Character Areas." Specific Design Guidelines for each character area are presented later in this document.

## Types of Projects Reviewed

Public and private entities proposing to do work within the historic overlay are subject to design review. The following are among the types of work reviewed:

- Alteration to the exterior of an existing structure
- Repair of exterior features on an existing structure
- New construction
- Addition to the exterior of an existing structure
- Moving an existing structure
- Demolition of an existing structure
- Erection of a fence or wall
- Erection or alteration of a sign
- Erection or alteration to an awning or canopy
- Site work, including landscaping
- Excavation and fill

The design review process is “reactive,” in that it only applies to proposed actions initiated by the property owner. While it guides an approach to certain design problems by offering alternative solutions, it does not dictate a specific outcome and it does not require a property owner to instigate improvements that are not contemplated. For example, if an owner plans to repair a deteriorated porch, the guidelines indicate appropriate methods for such work. If porch repair is the only work proposed by the property owner, the process does not require that other building features that may be deteriorated, such as a roof that is in poor condition, be repaired.

## A Basic Approach

Each project has unique attributes, which relate to the type of work involved, the use associated with it and its location within the district and the guidelines anticipate these variations in circumstances. In all cases, however, the following basic principles apply:

### 1. Keep it Simple.

The image of Downtown Truckee is that of a simpler time. Much of the built environment is composed of simple forms which reflect the climate, a “western” attitude, and the town’s remoteness as well as the limitations of early transportation systems.

### 2. Keep It in Scale.

Another aspect of Downtown Truckee is its sense of scale. Much of the old town is perceived from a variety of viewpoints. This overall scale is reflected in the street layout and in the buildings which enhance a pedestrian environment.

### 3. Respect All Historic Resources.

Truckee’s historic resources are very important. The sense of history is evident through the integrity of the town’s many historic buildings. Typically, old buildings should significantly outnumber new structures in an intact historic district. The *sense of time and place* on the street is also important. One should be able to perceive the character of the neighborhood as it was historically.

### 4. Make All New Design Compatible with its Existing Context.

The town is not frozen in time. For this reason, new construction should draw upon the design elements of the historic buildings, while not directly imitating them. New interpretations of traditional building types in the Historic District are encouraged, such that they are seen as products of their own time yet compatible with the history.

### 5. Read All Applicable Design Guidelines.

Applicants must demonstrate how their proposed project will comply with the design guidelines.

The preservation of historic resources, and enhancement of the pedestrian-friendly environment in downtown are well-established policies. The *Town of Truckee General Plan* includes several references to historic preservation in the Downtown Study Area (DSA). Key policies are included on this page.

## POLICIES

### ***DSA Policy 1:***

Preserve and enhance the historic mountain character of the Downtown Area.

### ***DSA Policy 7:***

Enhance the desirability of the downtown as a "destination attraction."

### ***Conservation and Open Space Goal 9:***

Protect cultural and historic resources and accommodate public access as appropriate.

### ***Conservation and Open Space Policy 9.1:***

Require evaluation of impacts to cultural resources for projects which involve substantial site disturbance.

### ***Conservation and Open Space Policy 9.2:***

Encourage appropriate reuse of historic structures for housing, public recreation, and commercial uses without compromising their historic character.

### ***Land Use Guiding Policy 1:***

Encourage a mix of residential, office, and commercial uses to enhance the pedestrian orientation of downtown, reduce traffic, and provide an environment that fosters street level activity and social interaction.

### ***Land Use Guiding Policy 2:***

Enhance the desirability of downtown as a destination attraction for locals and tourists by creating a variety of reasons for people to come downtown.

### ***Downtown Commercial Core Policy 2:***

Emphasize the commercial core of downtown as a pedestrian-oriented area.

### ***Downtown Commercial Core Policy 7:***

Protect the architectural character of existing historic buildings. Encourage renovations to upgrade the architectural character of historic buildings ... to provide continuity with Commercial Row.

### ***Residential Area Policy 2:***

New residential development shall be designed at a scale and character which is consistent with existing maintained historical residential structures.

### ***Truckee River Corridor Policy 3:***

Link the Downtown Commercial Core and the river through a combination of mini-parks, pedestrian and bicycle bridges, access paths, and a public signage program.

### ***Truckee River Corridor Policy 9:***

New residential development adjacent to the Truckee River corridor shall be clustered to protect sensitive riparian areas and scenic views to the river.

### ***Historic Resources Guiding Policy 1:***

Promote the preservation, rehabilitation and renovation of historic buildings.

### ***Historic Resources Guiding Policy 2:***

Discourage alterations to historic buildings which are not compatible with the building's historic and architectural character.

### ***Historic Resources Guiding Policy 3:***

Safeguard historic buildings from unnecessary removal and demolition.

### ***Historic Resources Guiding Policy 4:***

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

## 6. Residential Parking/Garages/Driveways

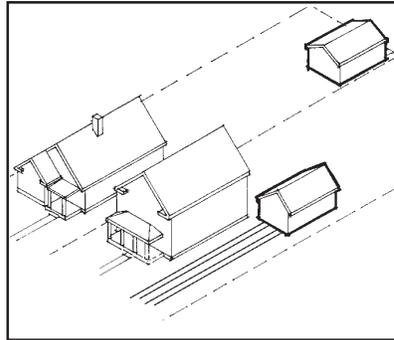
The visual impacts of parking—which includes driveways, garages and garage doors—should be minimized.

### A. Avoid parking in the front yard.

- 1) Traditionally, front yards were not used as paved parking lots, and instead, yards provided views to facades and open space.

### B. A garage should not dominate the street scene.

- 1) A garage should be subordinate to the primary structure on the site.



*In order to minimize the impact of a garage on the street scene, it should be detached and located to the rear of a building.*

*A typical design guideline format as used in this document.*

## A Typical Guideline

A typical design guideline may contain five parts:

- The first is the design element category under which the design guideline falls.
- Second is an introductory discussion of the design element and why it is important. Included in this discussion is a policy statement that describes a desired state or condition of the design element being discussed.
- Third is the design guideline statement itself, which is typically performance-oriented, describing a desired design treatment.
- The design guideline statement is followed by supplementary information that is treated as sub-points of the guideline. These sub-points are listed as arabic numbers under each design guideline.
- Additionally, a photograph or illustration may be provided, to clarify the intent of the guideline.

It is important to note that all of the elements of the design guidelines (i.e., including the introductory and informational sections, the policy statement, and the sub-points) constitute the material upon which the Town will make its determination of the appropriateness of a proposed project.

The numerical ordering of the guidelines does not imply a ranking of importance. The emphasis placed on individual guidelines varies on a case-by-case basis, depending upon the context of the proposed project.

## Truckee's Local Rating System

The following subcategories are used for classifying properties within Truckee's Historic Preservation Overlay District. They are explained in more detail in the definitions on pages 8 - 9:

### Category A. Essential

Buildings that are individually eligible for the National Register are considered "Essential" structures in the local survey rating. These are buildings that retain the highest degree of integrity.

### Category B. Contributing

Historic buildings that have experienced some alterations, yet still retain a relatively high degree of integrity.

### Category C. Supporting

Older buildings that have had substantial alterations but retain their overall form and scale, and which have the potential to be restored.

### Category D. Nonessential

These structures have been altered so radically that the historic information is no longer interpretable and they no longer retain sufficient integrity to have historic significance.

### *Applying the Ratings When Considering Property Improvements*

The historic survey criteria have implications with regard to the role of the Design Standards and Guidelines. For example, for properties rated "Category A. Essential," preservation of the property to the highest degree is the Town's goal and the guidelines that address preservation of existing historic features in place will be applied rigorously.

For properties rated "Category B. Contributing" on the local form, preservation of those original features that survive is also a goal and, in addition, removal of non-historic alterations and reconstruction of historic features are objectives. Those guidelines that address repair and replacement of historic elements therefore are particularly relevant to these proper-

ties. With respect to a demolition request the full list of criteria which are specified within the Development Code must be met in order to substantiate an economic hardship. Finally, in order to discourage speculative demolition of structures within the historic core, replacement plans are required prior to approval of any demolition application for a "contributing" property. These properties also receive a high priority for use of any incentives for preservation that may be offered.

For "Category C. Supporting" properties, preservation of those historic features that do survive remains a goal as well. In addition, special encouragement will be provided for property owners to restore their properties and the guidelines for removing non-historic alterations and reconstruction of missing elements will be emphasized. Owners of properties in this category are strongly encouraged to restore their buildings to their historic condition, but greater flexibility in treatment of more recent alterations and in repair of historic materials will be available. Emphasis is placed on using preservation incentives. As well, the economic hardship criteria will be less extensive and replacement plans are not required prior to demolition application approval. Also, demolition applications for structures in this category may be approved without going through the certificate of economic hardship process if the structure will be reconstructed in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

Finally, for properties in the "Category D. Nonessential" category, preservation is not an objective. In these cases, the guidelines for new construction apply. Alterations to the properties may occur that are compatible with the overall character of the district. Demolition applications for structures in this category are handled through normal city permitting procedures for non-historic properties.

## Which Chapters to Use

Depending upon the type of proposed development and its location in the Downtown, property owners and developers should use the following matrix to determine which chapters contain relevant information. This will assist in understanding how this document will be used during the design review process.

	Sect. I - Background Information	Sect. II - Treatment of Historic Properties	Chapter 4: Preservation Principles	Chapter 5: Architectural Features	Chapter 6: Historic Building Materials	Chapter 7: Individual Building Components	Chapter 8: Adaptive Reuse	Chapter 9: Additions	Sect. III - Special Guidelines	Chapter 10: Site Features	Chapter 11: Signs	Chapter 12: Public Improvements	Sect. IV - New Const. & Character Areas
Renovate or alter a Category A, B or C historic building or structure. *	✓		✓	✓	✓	✓							
Renovate or alter a non-historic, Category D building or structure. *	✓												✓
Convert a non-commercial structure (e.g., a house or church) to a commercial use.	✓						✓						
Add onto an historic building or structure.	✓							✓					
Add onto a non-historic building or structure	✓							✓					
Install new, or modify existing landscaping or site features.	✓									✓			
Install new, or modify existing public streetscape elements or public buildings.												✓	
Construct a new building or structure in a Character Area.	✓									✓			✓
Construct or alter a sign.	✓										✓		

\* These categories relate to the rating assigned in the Town's Historic Resources and Architectural Inventory. The Town of Truckee classifies older buildings that have been evaluated for the historic significance into four categories. Of these, the first three categories (A, B, and C) are considered historically significant. The fourth category (Category D) is for buildings that are not considered historic. See the preceding page for further definitions.

## Definitions of Key Terms

The degree to which a property owner must comply with design guidelines varies from project to project. The following terms related to compliance are used in the design guidelines contained in this document.

**Appropriate** - In some cases, a stated action or design choice is defined as being "appropriate" in the text. In such cases, by choosing that design approach, the applicant will be in compliance with the guideline. However, in other cases, there may be another approach that is not expressly mentioned in the text which also may be deemed "appropriate."

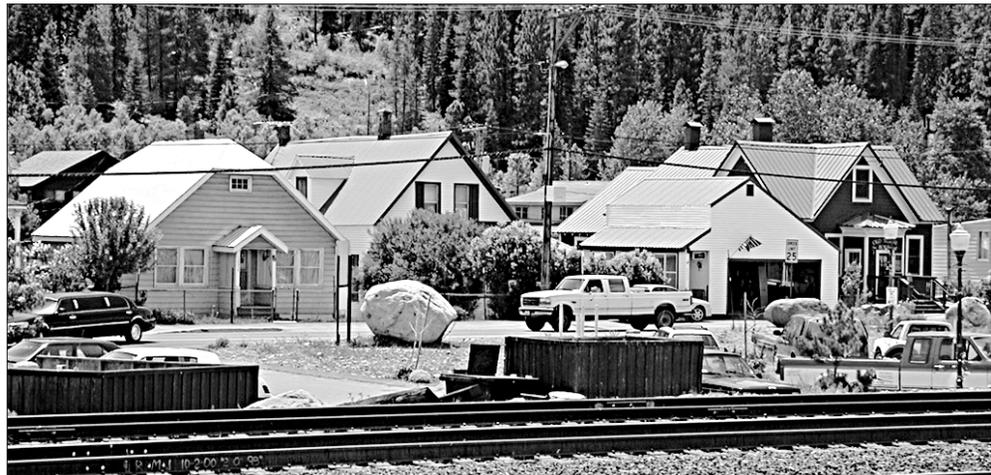
**Consider** - When the term "consider" is used, a design suggestion is offered to the applicant as an example of one method of how the design guideline at hand could be met. Applicants may elect to follow the suggestion, but may also seek alternative means of complying.

**Context** - In many cases, the applicant is instructed to relate to the context of the project area. The "context" relates to those properties and structures adjacent to, and within the same block, as the proposed project.

**Contributing** - Buildings within the historic district boundaries that were built within the period of significance and, although they have experienced some alterations, still convey a sense of history and retain their historic form are categorized "Contributing." These buildings would more strongly contribute to the historic district if they were returned to their original appearance through appropriate restoration. These also meet criteria for "contributing" properties for the National Register. Contributing buildings are designated as Category B in the Town's Historic Resources and Architectural Inventory.

**Encourage** - In some cases a particular design approach is "encouraged." In such cases, that method should be employed, unless an alternative would meet the intent of the guideline. For example, a guideline addressing the design of new buildings states that "New interpretations of traditional building styles are encouraged." In such a case, a new building should not directly imitate a historic style. However, a specific condition may arise in which an imitation, accurately executed, could be determined to be appropriate. Reconstruction of a building that once stood on a site that conveys a particularly significant part of the community's history is an example.

**Essential** - Those buildings within the Truckee Historic District that are individually eligible for the National Register are considered "Essential" structures in



*In many cases, the applicant is instructed to relate to the context of the project area. The "context" relates to those properties and structures adjacent to, and within the same block, as the proposed project.*

the local survey rating. These buildings are in comparatively original condition, or have been appropriately restored. While the buildings might be improved by some further, relatively minor, restoration efforts, preservation is the primary goal. Essential buildings are designated as Category A in the Town's Historic Resources and Architectural Inventory.

**Guideline** - In the context of this document, a "guideline" is a design preference that should be met when appropriate for a project. On a case by case basis a guideline may be relaxed by the review authority in order to facilitate compliance with another guideline that has been deemed more important, without compromising the overall objectives of the document.

**Historic Structure** - In general, an historic structure is one that is at least 50 years old or older, or is associated with significant people or events. In the context of this document, an historic structure is one that dates from the town's historic period of significance (1863-1950) used for defining context and retains an adequate amount of its integrity. Buildings that have been designated as Category A, B, or C in the Town's Historic Resources and Architectural Inventory are considered historic structures.

**Imperative mood** - Throughout this document, many of the guidelines are written in the imperative mood. The applicant is often instructed to "maintain" or "preserve" an established characteristic. For example, one guideline states: "Maintain the original proportions of a door." In such cases, the user shall comply unless it is determined that the guideline should be relaxed in order to facilitate compliance with other guidelines. In any case, the overall objective of the Historic Design Guidelines shall not be compromised.

**Inappropriate** - Inappropriate means impermissible. When the term "inappropriate" is used, the relevant design approach shall not be allowed. For example, one guideline states: "A new addition that creates an appearance inconsistent with the historic character of the building is inappropriate." In this case, a design out of character with the historic building would not be approved.

**Non-Essential** - These structures are those that, although they date from the period of significance, have been altered so radically that the historic information is no longer interpretable and they no longer merit preservation or restoration. In many of these buildings, nearly all of the structure's historic fabric has been replaced with new materials. Other nonessential structures may lie outside the boundaries of the historic district, or may have been constructed outside the period of significance.

**Preferred** - In some cases, the applicant is instructed that a certain design approach is "preferred." In such a case, that approach should be employed, unless an alternative can be demonstrated to meet the intent of the guideline. For example, a guideline addressing design character for a new building states: "A new design that draws upon the fundamental similarities among historic buildings in the community (without copying them) is preferred." In such a case, a design

that imitates an historic style generally is inappropriate. However, a specific condition may arise in which an imitation, accurately executed, could be determined to be appropriate. Reconstruction of a building that once stood on a site and that conveys a particularly significant part of the community's history is an example.

**Should** - If the term "should" appears in a design guideline, compliance is expected, when the particular condition described applies to the project at hand. However, flexibility in applying the guideline may occur, when relaxing it would permit greater compliance with other guidelines and when the general intent is still met. For example, a guideline states: "A historic chimney should not be removed." In most cases, compliance would be expected.

**Supporting** - There are buildings that were built within the period of significance but have had substantial alterations. Typically, these buildings have been altered by the addition of non-historic siding, historic porch enclosures, and remodeled windows and doors. These buildings still convey a scale and character that supports the overall feeling and association of the Historic Preservation Overlay District. Many of these buildings could, through the removal of these inappropriate alterations and with substantial restoration efforts, contribute to the National Register District and then could be reclassified as a Category B (Contributing) resource. Preservation of these buildings, when feasible, also is a goal. As they stand, supporting buildings are designated as Category C in the Town's Historic Resources and Architectural Inventory.

**When physical conditions permit or when feasible** - In some design guidelines, the applicant is asked to comply with the statement "when feasible." In these cases, compliance is required, except when the applicant can demonstrate that it is not physically possible to do so.



# CHAPTER 2

## HISTORIC OVERVIEW



This chapter provides a brief history of Truckee. It draws upon historic overview text developed by Kautz Environmental Consultants for the historic property survey. Other publications about the community also provided a contextual foundation. These are *Fire & Ice: A Portrait of Truckee* (Members of Truckee Donner Historical Society 1994) and *Truckee: An Illustrated History of the Town and Its Surroundings* (Meschery 1978).

The first real influx of Euroamerican people to the Sierra Nevada began in the 1840s. This was the initial wave of emigrants who traveled across the western half of the continent seeking their fortunes on the West Coast. By 1846, California had surpassed Oregon as the primary emigrant destination. A popular route across the Sierra Nevada Range, which American Indian groups had used for centuries, followed the course of the Truckee River and continued over what has become known as Donner Pass. This route lost favor temporarily after the 1846-47 Donner Party tragedy.

The discovery of gold along the western slopes of the Sierra Nevada opened the floodgates to the California Gold Rush. However, the Lake Tahoe-Truckee area was not a destination; gold was to be found in the valleys of the American, Bear, Yuba, and Feather rivers on the other side of the crest.

The Truckee River route was one of several options for entry into the California mines, and competition for freight and passenger traffic intensified between settlements along the trails. The Truckee River Basin, where the Truckee River begins its eastward descent, served as a springboard for those attempting to make the ascent of another 1,000 feet. Truckee is situated at approximately 6,000 feet above mean sea level, while the average elevation of the passes in the area is around 7,000 feet.

In 1863, Joseph Gray built a cabin along an ancillary road, establishing what was then known as Gray's Station, a stage stop. Unlike the rampant growth encountered at new mineral discoveries, this was to be Truckee's quiet and humble beginnings. The following year Joseph Gray and George Schaffer began the area's first lumber mill partnership. Other people be-



Early photographs illustrate a variety of designs for canopies along Commercial Row.

gan to settle along the Truckee River, including a prospector named John Keiser and a blacksmith named S.S. Coburn. From 1864-1868, Truckee was known as Coburn's Station, from its association with this man.

By the early 1860s, plans were formulated for a railroad crossing of the Sierra Nevada obstacle. This was preempted by the construction of an improved road through the Sierra. In 1864, the Dutch Flat and Donner Lake Wagon Road was opened over Donner Pass. It followed a nearly identical route through Truckee as the earliest emigrant had followed. This freight and passenger wagon road was situated near the proposed alignment of the transcontinental railroad, as it was designed to facilitate transportation of supplies to points along the rail line. The road formed the final link in a continuous freight and passenger road from Dutch Flat, in California's Mother Lode, to Comstock Mines near Virginia City, Nevada. By the summer of 1864, the California Stage Company, using Dutch Flat and Donner Lake Wagon Road, established regular stage connections between west and east, and Coburn's Station grew exponentially with the traffic. Knowing that a railroad was in the works, and with the improved stage line in operation, more lumber mills began to make an appearance in and around the area. E.J. Brickell and George Geisendorfer were only two such persons realizing the region's potential, but their Truckee Lumber Company (1867) would become a dominant player in the market.

The year 1868 is pivotal to the story of Truckee because the Central Pacific then conquered the summit and pulled its first locomotive into town, linking Truckee to the West Coast by rail. One month later, the settlement witnessed its first great fire, destroying

all of Coburn's Station except for Gray's cabin and lumber mill, and causing the town to rebuild slightly east. The new town with its new railroad took on a new name, Truckee. The Dutch Flat Donner Lake Wagon Road became Main Street then Jibboom Street. The Central Pacific's vision of its destiny was much grander, however, than just crossing this great mountain range; it was the spanning of a continent. This goal was realized in May 1869 in Utah and Truckee, as a result, became an important point between East and West.



*A turn-of-the-century image of the United Methodist Church and early residences demonstrates the pervasive use of wood lap siding.*

In 1914 Main Street in downtown Truckee was designated as the Lincoln Highway, the first coast to coast roadway in the United States. Contiguous segments within the various existing regional road systems were incorporated as interconnecting links in the Lincoln Highway. The route of the Lincoln Highway through



*The Truckee area benefitted by its transportation link helping to move goods and people across the mountains and by sending out its own products.*

Truckee closely follows segments of the original route of the Dutch Flat and Donner Lake Wagon Road and the Emigrant Trail. In 1927 portions of the Lincoln Highway were redesignated as the Victory Highway, a redundant road system conceived as a memorial to veterans of World War I. While the route through Truckee was referenced as the Victory Highway, many continued to call it the Lincoln Highway, hence causing some confusion in later years. Truckee citizens and prominent business leaders realized the tourism potential of automobile travel along a nationally recognized highway and succeeded in getting the Victory Highway/Lincoln Highway constructed through town. In 1928 the Lincoln Highway/Victory Highway was incorporated into the federal highway system and the route through Truckee was designated as U.S. Route 40.

The Truckee area benefitted by its transportation link by not only helping to move goods and people across the mountains, but by sending out its own products at the same time. The lumber mills, which now numbered in the dozens, were inundated with orders from the burgeoning Comstock Lode in Nevada, and from the continued growth in California. Truckee's alpine environment and transportation connection provided another opportunity: ice manufacture. Lumber companies capitalized on their frozen mill ponds, and soon other companies, devoted exclusively to ice manufacture, were appearing in town. For many years (1868-c.1920s), "ice harvesting was big business in the Truckee Area." It was shipped by rail throughout the west, sent to cool mines in the Comstock and to keep California produce fresh on its journey to eastern markets. Many ice companies operated in the Sierras, and Truckee boasted a few of its own (Trout Creek Ice Company, a.k.a., Henry's Ice Company). This operation was where the present-day Sierra Pacific Company substation is located.

From its origins as a stage stop, to the coming of the railroad and early lumber mills (from 1868 onward), Truckee was a full blown, growing community. It was not without its difficulties, however. Until things began settling down in the 1890s, people knew Truckee as a Lawless Boomtown. Still, some of the finest neighborhoods in Truckee's history would be built during this period, with the largest homes belonging to lumber barons like the Richardsons, Schaffer, and Burckhaultler. The Truckee Lumber Company, desiring employee housing that is appropriate to such



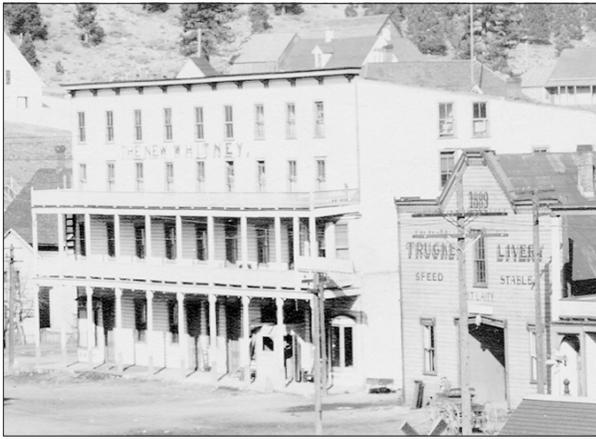
*While Truckee was prospering with the lumber and ice industries in full production, a number of modest residences and outbuildings were built.*

an important company, designed and built 'Brickelltown' along the west edge of town, near their mill and box factory (Brickelltown being named after E.J. Brickell, a partner in the operation). From its inception, the block was quite uniform in appearance, displaying Victorian Italianate influences on every home.

Agriculture was also clearly a significant part of early Truckee history. This area in the Sierras was a "dairyman's heaven." The region provided summer pasture for herds brought in from central California, and in earlier years there were reportedly 15-20 dairy farms near Truckee, which yielded enormous quantities (60,000 pounds) of "premium quality" butter that was in turn sold at "premium" prices throughout the west's urban markets. Two dairies are occasionally alluded



*The Varney-McIver Dairy is located along the extreme western margins of the historical community along Donner Pass Road. It is the only dairy that remains in the Downtown Truckee area.*



*The Whitney Hotel was one of the many buildings in Truckee to be affected by fire, and to be rebuilt.*

to around historic Truckee. The Von Fluee dairy was originally located on the south side of the Truckee River, occupying the lands around present-day River Street. The Varney-McIver Dairy is located along the extreme western margins of the historical community along Donner Pass Road. It is the only dairy that remains in the Downtown Truckee area.

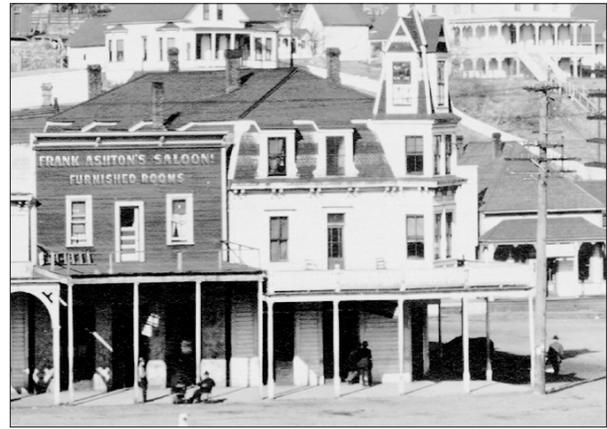
Many fires affected the town of Truckee. Besides the fire in 1868 that attacked Coburn's Station, massive fires swept through Truckee's residential and commercial districts in 1871, 1875, 1881, and again in 1883. With each fire and subsequent rebuilding, Truckee lost more of its early appearance. As a consequence, very few buildings remain from the earliest years of the Boomtown period.

Like a mining town seeing its mineral riches thin out, by the 1890s Truckee too was feeling its resources dwindle. The town's mainstay, lumbering, was dependent upon forests that were increasingly becoming depleted, and by the turn-of-the-century many mills had ceased operation. The ice industry, by providing the means to preserve produce, had proved vital to California's agricultural growth, but was feeling increased competition from artificial refrigeration.

Though this appeared to be a period of decline, Truckee's residential neighborhoods continued to grow, particularly due to a large influx of Italian immigrants. The railroad had made access to the town relatively easy, even in winter, and Truckee, long praised for its beautiful surroundings, began catering to an ever increasing, recreational clientele. By the

mid-1890s Truckee was host to Ice Carnivals, encouraging people from California and Nevada to enjoy the mountain winters. Sleighing, tobogganing, dog races, and the first of two giant Ice Palaces were just a few of the attractions offered to tourists.

Though fires still claimed some of Truckee's large and important properties during this period, the misfortune of entire neighborhoods being destroyed appears to have been avoided. Growth during this period, the lack of wide-scale fires, and subsequent slower development in the later periods have contributed to the survival of much of Truckee's late-nineteenth century historic fabric. Most of Truckee's historic neighborhoods, especially north of the commercial district, are from this period.



*An early commercial row saloon and hotel, circa 1913, before fire hit the commercial district, included a distinctive tower at the corner.*

Though the lumber and ice industry's days were numbered, the town seemed to have found a new identity as a tourist destination. The town's industrial overtones gave way to peaceful, serene mountain beauty. The introduction of Italian families to the community coincided with the final expulsion of the last Chinese residents by 1886. And the railroad, Truckee's lifeline, was soon to witness and begin competing with the automobile as a primary transportation source.

Long a mainstay of Truckee, the Chinese first arrived with the railroad, laboring in large numbers to build it across the Sierra. Many stayed to settle in the community, which was a tenuous partnership at best. By providing cheap labor, they were both sought by industry and denounced by higher paid, European work-

ers. Their community was frequently raided, harassed, and torn down. By 1878 they were forced to live south of the Truckee River, and a decade later, to move away altogether.

By the early part of the twentieth century Truckee was sharing its moment in the spotlight with its surroundings. Movie companies began arriving in large numbers, using the town as a base camp while filming in the mountains. A particularly significant aspect of this period was the development of the Hilltop Recreation Area for winter sports.

Although the snow-covered hillsides had been play areas for local residents since Truckee's earliest years of settlement, the concept of organized (and economically viable) winter sports was first introduced to the larger community by Charles McGlashan in about 1895. With the decline in the lumber industry, McGlashan had a vision of the area as a winter recreation destination for ice skating, tobogganing, sleigh rides, dog sled races, and ski contests. Ice carnivals with the famous ice palaces became prominent events in the mountain community from this time until about 1916. "Snowball Specials" (i.e., the winter excursion trains) continued to run until 1940 when the automobile became preferred transportation.

In the early 1900s to 1910s, recreational "ski-sport" was beginning to advance across the country. Several regional clubs (Tahoe and San Francisco's Sierra Club) were formed by 1915. Locally, Truckee residents formed their own "Sierra Skiing Club" around 1909. A tow to haul toboggans up "Hilltop" first appeared in the 1910 Truckee Ice Carnival, and when the Truckee Ski Club formed in 1913 they utilized this tow.

The area presently known as the "Hilltop" was purchased c. 1910-1920 from railroad developer Charles Crocker for use as a recreational ski area. The hilltop lodge was the first building constructed (c. 1928-29) on the property and was built by members of the Truckee Ski Club, the Truckee Outing Club, and Sierra Dog Derby Association. The hilltop was long known for its wooden scaffold ski jump constructed just east of the Hilltop Lodge. Guy Coates indicates that seven time Olympic ski jumping champion Lars Haugen designed Truckee's famous great wooden ski jump. The jump was demolished c. 1950s or 1960s. The ski hill reportedly had one of the nation's first mechanized ski lifts, and the property as a whole represents a significant historic recreational complex for the community, and larger region. The rope tow for the ski lift was installed about 1928, around the time of construction of the Hilltop Lodge. The current ski lift was reportedly constructed c. 1960.



*The new Sierra Tavern was built in the late 1930s as part of the Truckee commercial row.*



*The Stone Garage circa 1920, built on the site of Gray's cabin, provided for the maintenance needs of the automobile..*



*Small hotels, such as the one seen above provided visitors to the Truckee area with a resting place after their recreational pursuits.*

To the west and south of Truckee were the Donner campsite and Lake Tahoe, which became more easily accessible with the automobile's arrival. Fishing, camping, boating, and picnics were summer's favorite activities, while winter sports, kept Truckee alive all year long. From the early twentieth century until World War II, Truckee was the area's gateway to year-round recreation.

Fire again paid a visit to Truckee, attacking the commercial district in 1913 and again in the 1920s. The fact that Truckee rebuilt, once again, is proof of its continued economic viability and prosperity in the early decades of the twentieth century. It is also for this reason that the commercial district has a later historic feeling than the surrounding residential communities. The exceptions, of course, are the older brick businesses, such as Cabona's and the Capital Building, whose owners had earlier learned how to prevent fire's destructiveness. For all the large fires that passed through town, numerous smaller blazes seem to have done just as much damage - perhaps not monetarily, but to Truckee's character. The elaborate Sherritt House, both Truckee Hotels, the original Sierra Tavern, the second Ice Palace, the High School, the famous McGlashan mansion, and recently, the commanding Masonic building, not to mention dozens of residences, have vanished from the Truckee landscape for this reason.

As a moment of closure, the Truckee Lumber Company, in existence since the 1860s, finally shut its doors during the Gateway period, ironically due to a fire. By the 1930s, the last remaining ice companies had also ceased operations, no longer able to compete with modern refrigeration technology.

While the economic mainstays of the Truckee area, transportation and logging, have persisted into the twentieth century, the Lake Tahoe-Truckee area is now noted more for its recreational opportunities than anything else. Lake Tahoe, Squaw Valley, and the other areas surrounding Truckee have become a huge playground supporting a wide array of activities. However, the historical imprint of the railroad and logging boomtown is still very apparent in Truckee and its environs.

# CHAPTER 3

## ARCHITECTURAL STYLES



### Introduction

Truckee contains a diversity of architectural styles representing its history of commercial, residential, institutional and industrial development. This rich architectural heritage enhances the town and provides a strong sense of place. This chapter provides a brief overview of architectural styles found in Truckee. It is not exhaustive. Some architectural styles are not included here because they are either less significant to the historical development of the town or are too few in number to merit inclusion.

Property owners should review these descriptions carefully. In many cases, the design guidelines that follow make reference to the characteristics of the building styles that are presented in this chapter. This will aid the property owner in choosing appropriate design solutions for any proposed work.

### Historic Resources and Architectural Inventory Update

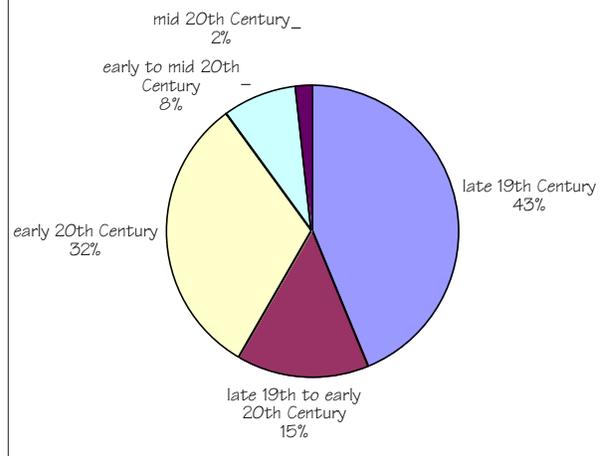
Some of the information found in this chapter on Truckee's architectural styles is adapted from the *Town of Truckee: Historic Resources and Architectural Inventory Update*, prepared by Kautz Environmental Consultants, Inc., in 2002. In particular, information regarding when construction occurred in Truckee, as well as the different types of buildings that were constructed, is provided.

### Construction Activity in Truckee

The architectural survey evaluated all properties constructed before 1950. Based on the periods of construction identified during the Kautz *Historic Resources and Architectural Inventory Update*, much of the construction of Truckee's representative architecture can be characterized in the following pie chart.

This indicates that well over half of the buildings recorded within the project area date from the earliest phase (1863-1909). The first time of unprecedented growth—when 43% of downtown Truckee's existing construction occurred—clearly had the highest rate of architectural construction. This “boom” was followed by a brief recession around the turn-of-the-20th century when the lumber industry began its decline. Shortly thereafter, another resurgence in development occurred, but then dropped off around the late 1930s and into the 1940s.

**Age distribution of properties included in the architectural survey for buildings constructed before 1950**



## Building Form and Scale

Generally, it appears that among all buildings recorded, the predominate architectural form is the gable-front residential building. Nearly 40% of all structures surveyed in the Historic Preservation Overlay District are gable-front. Buildings with cross-gable plans—such as T-gable, L-gable, gable-front-and-wing and I-plans—are also represented. The cross-gable, another residential building form, is found on 17% of the structures. Other residential building forms include: side-gables (12%), pyramidal/four-squares (1%), hipped gables (2%), clipped gables (3%), and shed (3%). Commercial buildings, which have rectangular forms with flat or slightly sloping roofs, make up 13% of the buildings.

Among all the buildings recorded in the Inventory, the building height category is dominated by the one-story form. This, again, is representative of the dominant residential architecture in Truckee, with 63% of all structures being one-story in height. Buildings of various heights are found throughout Truckee, however. One-and-one-half story (19%), two story (13%), three story (1%), and four story (1%) can all be found.

## Architectural Styles

The dominant architectural style represented in Truckee is a modest, relatively unadorned Folk/Vernacular style (48%). Folk/Vernacular houses, generally constructed circa 1860-1890 in Truckee, are characterized by gable-front forms and massed-plans. These buildings are relatively unadorned and also include forms of the gable-front-and-wing, hall-parlor, I-house,

side-gable, and pyramidal families. Originally, these buildings displayed porches of very simple construction (partial or full front, and/or wrap-around), along with minor variations in roof pitch and window placement (all typically double-hung, tall and rectangular).

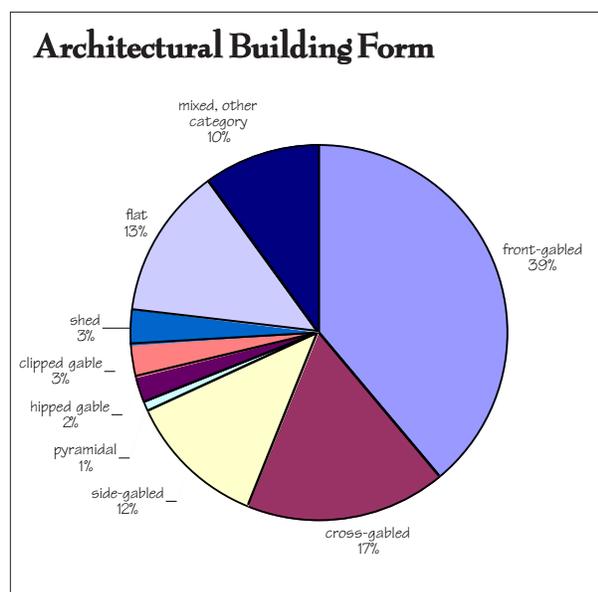
The second most frequent style is that of the vernacular commercial building (16%). The simple Folk Victorian style is also well represented (9%) along with the Craftsman (10%). Craftsman buildings are generally a single story, wood framed and have low pitched gabled roofs with wide eaves and exposed rafter tails. Other characteristics include full or partial width porches often under the principal roof and supported by tapered, squared columns or pedestals. Cladding varies greatly including wood clapboard, wood shingles, stone, brick, concrete and stucco.

More elaborate styles, Italianate (5%), Gothic Revival (3%), and Queen Anne (3%) are present but in limited numbers. Italianate styling is characteristically represented by buildings of two to three stories (rarely one story), low to moderate pitched roofs with overhanging eaves and decorative brackets beneath, tall narrow windows with elaborate arched or curved forms and decorative crowns, and occasionally cupolas or towers. The Gothic Revival style is reflected in buildings with steeply pitched roofs (usually with cross gables), decorated verge boards, windows with pointed-arch shapes, and a one-story porch often flattened by decorative Gothic arch detailing. Queen Anne styling is reflected by features including a steeply pitched roof often of irregular shape, a dominant front-facing gable, patterned shingles and wall texture patterns, bay windows, asymmetrical facade appearance, and partial and full-width porches generally with elaborate spindle work support posts and balustrade.

## Commercial Buildings

Because these buildings reflect commercial/trade development within the community over a relatively broad frame of time (1870s-1940s) there is not one dominant style or design, other than Vernacular which could accurately describe the commercial architecture.

The historic commercial buildings vary in height from one story to four stories. Most commercial buildings along Front Street are constructed of masonry (brick or brick and stone) materials, and are relatively modest in design with built-up shed or flat roofs.



Commercial architectural styles include Neo Spanish Colonial; Art Deco; Frontier Vernacular; and modest early 20th century vernacular commercial buildings, frequently with elaborate brick work patterning in multiple colors. Overall, the condition of Truckee's historic commercial buildings is relatively good, although most have slightly diminished levels of integrity resulting from alterations.

### **Residential Buildings**

Similar to Commercial Row, the domestic properties along Truckee's residential streets and neighborhoods vary in architectural styles, although the form of a one to 1-1/2 story, modest, gable-front, appears most frequently. In general, most historic residential buildings appear to represent an eclectic mixture of working class houses dating from the late 1870s to the 1940s. Within each neighborhood, building ages vary although those constructed during 1891-1909 comprise nearly half of all residences. Buildings constructed

from 1863 to 1890 and 1911 to 1940 are nearly equally represented and only a few buildings from the early Modern Years are present in the district. Unfortunately, relatively few of the residential properties from 1863-1890 have survived unchanged.

Although a number of residential buildings are large, there are relatively few with surviving elements that display "high-style" with respect to architectural design. The most notable of these are the Kruger-White House on Donner Pass Road and the Richardson House on High Street. Several large properties along High Street, East Jibboom Street, West River Street and Donner Pass Road have limited surviving detailing that suggests at one time they displayed grander architectural styles.

A summary of key characteristics of the most prevalent building types and styles appears on the following pages.

## Folk/Vernacular

circa 1863-1910



*A simple cross-gable vernacular form.*



*A raised, gable-front vernacular.*

Sometimes referred to as “other,” “no style” or “folk houses,” vernacular residential building reflect their basic functions and have modest detailing. The houses are constructed of simple designs, some of which remained common for decades. Many of these designs were indeed based on popular styles of the time, but the vernacular structures were much simpler in form, detail and function. Elements from other styles found in the district will appear on the vernacular types but in simple arrangements.

While the neighborhood includes “folk houses” of several types, the most prevalent is the gable-front. The gable-front Vernacular, usually one-story, has a front-facing gable roof with a full-width front porch.

### Characteristics

- hipped roof over the main block; projecting wing with front-facing gable
- porch, extending the length of the building, with shed roof on one-story; often a gable on two-story examples
- usually round columns
- tripartite, often Palladian window in upper story of gable
- tripartite division of windows on projecting wing
- clapboard wood siding, or shingles

# Folk Victorian

circa 1863-1910

Technically the word “Victorian” refers to the long reign of Queen Victoria, which lasted from 1833 to 1901 and encompassed the rich variety of architectural styles that were popular during the nineteenth century. Architecturally the word “Victorian” evokes the complexity and irregularity seen in the massing and materials of modest homes to large mansions. The use of Victorian era styles became available with the advent of rail transportation; access to national markets and culture was reflected in its architecture.

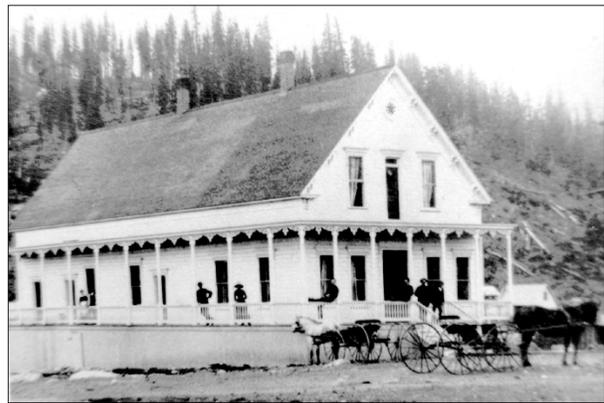
The majority of Truckee’s Folk Victorian houses do not represent pure examples. Simply describing a house as “Victorian” can be misleading because home builders tended to take elements from one style and mix it with another. Still, the term conjures up the image of a one or two story house, with an asymmetrical form, a steeply-pitched roof and “lots of gingerbread.”

## Characteristics

- complex massing made of towers, turrets, dormers, gables, bay windows and porches
- shingles are the most commonly used embellishment, especially in gable ends
- horizontal wood siding, often with a “crispness” that gives the building a repetition of light and shadow
- sometimes a combination of materials was used, such as horizontal siding on the first story and shingles on the second
- fancy scroll cut wood work, especially around gables and porches
- wrought or cast iron as cresting along ridge lines or as railings and fencing
- double-hung sash windows, made of wood
- large, plate-glass window with a fixed transom, often with leaded or stained glass
- Palladian windows in gable ends
- windows are often grouped in thirds (tripartite) in varying combinations



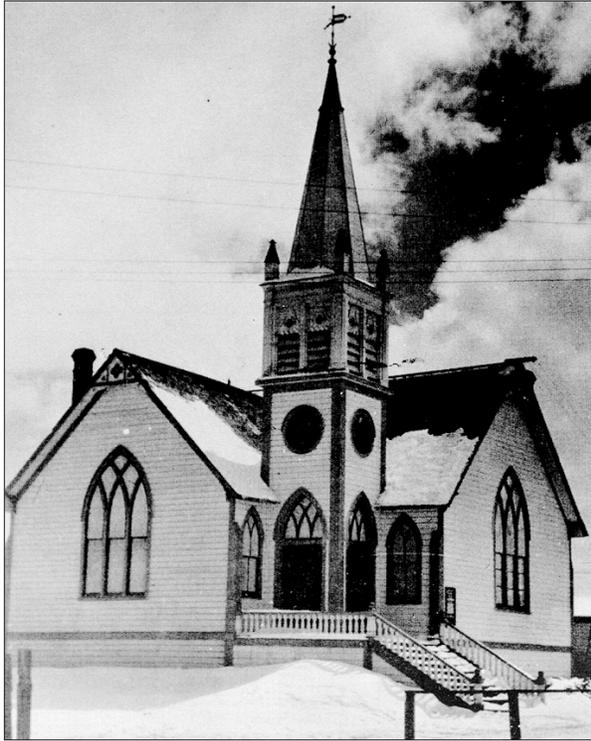
*A hip-roof cottage with turned posts on an inset porch.*



*Jigsaw ornamental trim is a signature of Folk Victorian building.*

# Gothic Revival

circa 1863-1880



*Original Gothic windows on the United Methodist Church*

The Gothic Revival style was most popular in this country during the 1870s. In a broader context, the style was part of the Picturesque Movement that valued emotion over rational thought. As a rejection of classicism the most vocal proponent of this style, Andrew Jackson Downing, emphasized vertical lines, deep colors and the use of applied ornament.

## Characteristics

- steeply pitched roof
- cross gable roof plan, or
- side gable roof plan with central cross gable over the door
- clapboard or plaster siding
- quoins
- decorative barge board along eaves of main gables and dormers
- two-over-two, double-hung sash windows
- pediments over windows
- bay windows
- lancet windows
- elaborate porch railings: turned posts, cut-out boards

# Italianate

circa 1863-1885

The Italianate style, along with other styles of the Picturesque Movement such as Gothic Revival and the Victorian Era, were a reaction to the formal classicism of the Greek Revival style. Popularized by Andrew Jackson Downing's pattern books published in the 1840s and 1850s, the Italianate style began to introduce more exuberant detailing to structures; such as rounded windows (often paired), decorative brackets and elaborate window hoods.

## Commercial Characteristics

- two or three stories
- quoins
- decorative paired brackets
- double doors with glass panels
- double-hung, narrow upper-story windows, often with round arch heads

## Residential Characteristics

- low-pitched hipped roof
- brick, wood clapboard, plaster
- overhanging eaves
- ornate treatment of the eaves, including the use of paired brackets, modillions and dentil courses
- double-hung, narrow windows, often with round arch heads
- window panes are either one-over-one or two-over-two
- protruding sills
- transom, often curved, above the front door
- ornate porch treatment, with round columns or square posts, and bargeboard ornament



*Projecting round arch window hoods.*



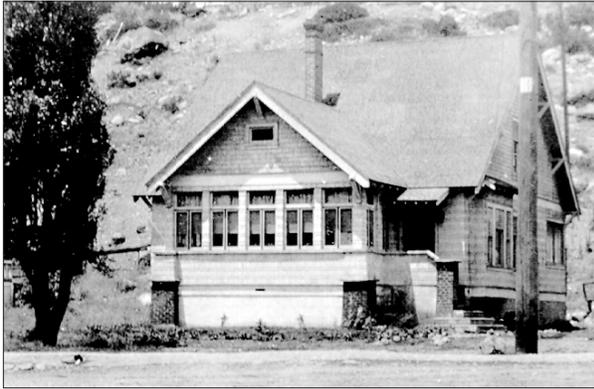
*Deep Italianate bracket.*



*Overhanging eaves with ornate treatment.*

## Craftsman

circa 1905-1930



*Exposed rafter ends and overhanging eaves.*



*Tapered, or "battered" porch columns reflect Craftsman details in this cottage.*

Craftsman homes were originally inspired by two California brothers—Charles Sumner Greene and Henry Mather Greene—who practiced in Pasadena from 1893 to 1914. Beginning as simple bungalows, the Craftsman style was known as the “ultimate bungalow.” Influenced by the English Arts and Crafts movement and oriental architecture, elements such as low-pitched gabled roofs, wide eaves, exposed roof rafters and porches with tapered columns were common.

### Craftsman Bungalow Characteristics

- low-pitched gabled roof
- decorative beams or braces under gables
- one-over-one, double-hung windows, or
- one-light, fixed window; with fixed transom
- prominent lintels and sills
- full or partial, open porch with square posts and tapered arched openings
- gabled dormers
- exposed rafters
- wide eaves
- wood clapboard, stucco
- concrete, brick or stone foundation

### Craftsman Cottage Characteristics

- steeply pitched gabled roof
- decorative beams or braces under gables
- exposed rafters
- full or partial, open porch
- wood clapboard or shingles
- concrete, brick or stone foundation

# Queen Anne

circa 1885-1905

Proponents of the Queen Anne style found their inspiration from the medieval art and architecture of its namesake's reign (1702-1714), growing out of recognition of vernacular, modest, pre-industrial structures and a desire to bring about a close relationship of architecture to ornamentation.

In the United States, it developed from a desire to identify a national style. Both the Centennial Exposition, held in Philadelphia in 1876, and the popularity of New England coastal towns exposed Americans to their colonial, vernacular architectural past. The wood clapboard and shingle houses that were constructed in eastern Massachusetts during the seventeenth and early eighteenth centuries brought about the usual longing of security and simplicity that earlier ages always evoke, and were all the more appealing because they were seen as purely "American." The new Queen Anne style used the broad gables, long sloping roofs and small pane windows of these early houses for the exterior, while giant hearths, inglenooks and spacious, inviting halls influenced interior design.

## Characteristics

- irregular, asymmetrical massing
- use of bay windows, towers, turrets, dormers, gables—anything that protrudes from the wall and the roof
- use of varying wall textures
- use of ornament: wooden scroll work on porches and gables, ornate metal railings
- windows with leaded or stained glass
- windows with large panes of glass surrounded by small panes
- tall brick chimneys



## Commercial Vernacular

circa 1863-1920

Usually limited to two to four stories, vernacular commercial buildings are divided into two distinct bands. The first floor is more commonly transparent, so goods can be displayed, while the second story is usually reserved for a residential, office or storage space. In Truckee, some smaller one-story examples exist, as do the early false front storefront.



*Horizontal wood siding.*



*Large display windows at street level.*



*Tall upper story windows.*

### False Front (with gable roof) Characteristics

- one to one-and-one-half stories in height
- gable roof with "false front" commercial facade
- horizontal wood siding
- large display windows or bay windows
- recessed entries
- simple bracketed cornices

### (Early) Flat Roof Characteristics

- two to four stories in height
- primarily masonry construction, with wood reserved for framing elements and architectural details
- large display windows
- transom lights, above entry and storefront windows
- kickplate, below the storefront window
- central, recessed entry
- tall second story windows
- decorative cornice at the top of the building
- sometimes a mid-belt cornice separates the first floor from the upper floors



*Decorative cornice and parapet.*

**(Later) One-Story Flat Roof Characteristics**

- one-story in height
- brick construction
- large display windows
- central, recessed entry
- patterns in brick-work for ornamentation and cornice element



*One-story flat false fronts.*



*Decorative brick corbeled cornice.*

## Railroad/Industrial

circa 1863-1910

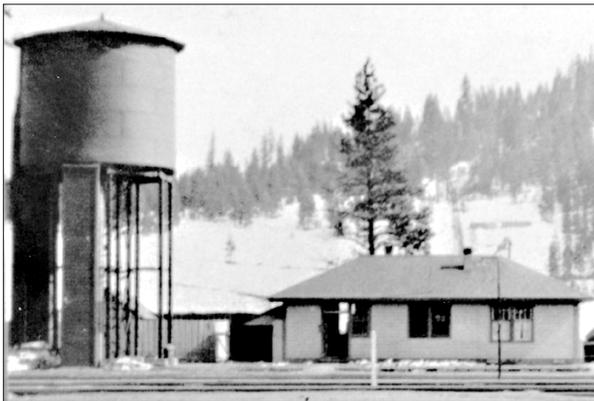
There were two classes of railroad and industrial type buildings seen in Truckee historically. Simple industrial buildings were scattered throughout the railroad right-of-way. These buildings had little architectural detailing. The buildings were often “clustered” in groups to service a single activity (e.g., lumber yard or warehousing). Commercial oriented railroad buildings were also found in the railroad right-of-way, but these provided services to residents and visitors and did exhibit some ornamentation and detail. The many hotels and passenger depots that once existed in downtown are examples.

### Characteristics

- one to one-and-one-half stories in height
- gable roof
- horizontal wood siding
- simple building forms
- simple brackets and other details on commercial-oriented buildings



*Gabled end details.*



*Simple buildings and roof forms.*



*Simple roof form.*



*Clustered buildings.*

# CHAPTER 4

## PRESERVATION PRINCIPLES



This chapter presents basic design principles for historic preservation that form the foundation for the design policies and guidelines for rehabilitation that follow.

### Basic Preservation Theory

In basic historic preservation theory, three concepts are particularly important to understand: historic “significance,” the time “period” that defines it and the physical “integrity” of a property.

#### The Concept of Significance

A building possessing architectural significance is one that represents the work of a noteworthy architect or builder, possesses high artistic value or that well represents a type, period or method of construction. An historically significant property is one associated with significant persons, or with significant events or historical trends or is a property already determined to be contributing to the significance of a recognized Character Area.

#### The Period of Significance

Downtown Truckee has a *period of significance*, which is the time period during which the area gained its architectural and historical importance. It is generally recognized that a certain amount of time should pass before the historical significance of a property can be evaluated. The National Register of Historic Places, for example, generally requires that a property be at least 50 years old or have extraordinary importance before it may be considered for listing.

Although individual historic neighborhoods may have a different period of significance, the downtown as a whole has a period of significance that spans approximately 87 years (1863-1950).

#### The Concept of Integrity

In addition to being from an historical period, an historic property also should retain sufficient “integrity”; that is, a high percentage of the structure should date from the period of significance. The majority of a building’s structural system and materials should be original, as should the majority of its character-defining features.

#### Special Circumstances

Some historic properties may be individually significant and not represent the community’s period of significance. For example, individual historic resources that are significant in their own right may have been moved into Truckee. These structures should also be preserved.

### Preservation Principles

The following preservation principles apply to all historic properties in Truckee’s Historic Preservation Overlay District.

#### **Respect the historic design character of a building.**

Don’t try to change its style or make it look older, newer or more ornate than it really was. Confusing the character by mixing elements of different styles is also an example of disrespect.

#### **Seek uses that are compatible with the historic character of a building.**

Building uses that are closely related to the original use are preferred. Every reasonable effort should be made to provide a compatible use for the building that will require minimal alteration to the building and its site. An example of an appropriate adaptive use is con-



*A historic building must retain sufficient integrity of its form, details and materials, as well as its overall character.*

verting a residence into a bed and breakfast establishment. This can be accomplished without radical alteration of the original architecture.

When a substantial change in function is necessary to keep a building in active service, then a use that requires the least alteration to significant exterior elements is preferred. It may be that, in order to adapt a building to the proposed new use, such a radical alteration to significant elements would be required that the entire concept is inappropriate. Experience has shown, however, that in most cases designs can be developed that both respect the historic integrity of the building and accommodate new functions.

**Early alterations, additions or construction more than 50 years old *may* have become historically significant and thus merit preservation.**

Many additions or alterations to buildings that have taken place in the course of time are themselves evidence of the history of a building and its neighborhood and therefore may merit preservation.

**More recent alterations, additions or new construction that are not historically significant may be removed.**

For example, stucco may presently obscure original wood. In this case, removal of this alteration, and restoration of the original material is strongly encour-

aged. In general, most alterations less than fifty years old lack historic significance.

## Preservation Terminology

Preservation projects may include maintenance of existing historic elements, repairs to deteriorated ones, the replacement of missing features and construction of new additions. The following terms shall apply in addition to the basic definitions set forth in Chapter 1.

1. **Demolition.** To tear down or destroy a building or a building element. In a total demolition, the entire structure is removed from the site, including original materials. In other cases, a partial demolition may occur. A rear wall may be removed, for example to construct an addition. If a partial demolition is extensive, it can result in such a substantial loss of integrity that the building may no longer retain historic significance.
2. **Maintenance.** Some work focuses on keeping the property in good working condition by repairing features as soon as deterioration becomes apparent, using procedures that retain the original character and finish of the features. In some cases, preventive maintenance is executed prior to noticeable deterioration. No alteration or reconstruction is involved. Such work is considered "maintenance."

3. **Preservation.** The act or process of applying measures to sustain the existing form, integrity and material of a building or structure, as well as the existing form and vegetative cover of a site is defined as “preservation.” It may include initial stabilization work, where necessary, as well as ongoing maintenance of historic building materials. Essentially, the property is kept in good condition.
4. **Reconstruction.** To recreate, out of new materials, a replica of an original feature of a building. This technique is often used to replace ornamentation that may have been removed. When applied selectively in an overall rehabilitation project, reconstruction of missing elements can enhance the historic appearance. In some rare cases, an entire building is reconstructed to match the original appearance. Such a structure would be compatible with its historic context, but would not be rated as having historic significance.
5. **Rehabilitation.** “Rehabilitation” is the process of returning a property to a state that makes a contemporary use possible while still preserving those portions or features of the property which are significant to its historical, architectural and cultural values. Rehabilitation may include the adaptive use of the building and additions may also occur.
6. **Remodeling.** To remake or to make over the design image of a building is to “remodel” it. The appearance is changed by removing original details and by adding new features that are out of character with the original. Remodeling is inappropriate for historic buildings.
7. **Renovation.** To “renovate” means to improve by repair, to revive. In renovation, the usefulness and appearance of the building is enhanced. The basic character and significant details are respected and preserved, but some sympathetic alterations may also occur. Alterations should be reversible, such that future owners may restore the building to its original design, should they wish to do so.
8. **Restoration.** To “restore,” one reproduces the appearance of a building exactly as it looked at a particular moment in time; to reproduce a pure style—either interior or exterior. This process may include the removal of later work or the replacement of missing historic features.

## Planning a Preservation Project

The following preservation principles apply to historic properties in Truckee and form the basis of the guidelines that follow.

1. If a feature is intact and in good condition, maintain it as such.
2. If the feature is deteriorated or damaged, repair it to its original condition.
3. If it is not feasible to repair the feature, then replace it with one that is the same or similar in character (materials, detail, finish) to the original one. Replace only that portion that is beyond repair.
4. If the feature is missing entirely, reconstruct it from appropriate evidence.
5. If a new feature or addition is necessary, design it in such a way as to minimize the impact on original features.

In essence, the least level of intervention is preferred. By following this tenet, the highest degree of integrity will be maintained for the property.

## The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings

The design guidelines in this document incorporate principles set forth in *The Secretary of the Interior's Standards for the Treatment of Historic Properties*—a widely accepted set of basic preservation design principles. The Secretary of the Interior's Standards are general rehabilitation guidelines established by the National Park Service. These standards apply in Truckee in addition to the guidelines set forth in this document. The Secretary of the Interior's Standards are a part of these Historic Design Guidelines and will be applied in the same manner as other guidelines, including the provision for flexibility as described in the "Definitions of Key Terms" in Chapter 1. The Secretary of the Interior's Standards will apply to buildings and resources designated as Category A and B in the Historic Resources and Architectural Inventory and to buildings and resources designated as Category C when rehabilitative work is proposed to reclassify the building or resource to Category A or B.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Alterations and additions to existing properties should not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material. Such design should be compatible with the size, scale, color, material and character of the property, neighborhood and environment.

# CHAPTER 5

## PRESERVATION OF ARCHITECTURAL FEATURES



### Introduction

Ornamental trim, including cornices, brackets and moldings are usually key character-defining features that contribute to the significance of historic structures in Truckee. This chapter provides general guidelines for treatment of such features. These apply to all historic structures. In addition, chapter six which follows, provides more information for some of the most typical details. Both chapters apply.

The best way to preserve historic building features is through well-planned maintenance. In some cases, historic building features may be damaged or deteriorated. When damage or deterioration occurs, repair the feature and any other related problems. In other situations, however, some features, or portions of the feature, may be beyond repair. In such a case, consider replacement. It is important, however, that the extent of replacement features be minimized, because the original feature contributes to the authenticity of the property as a historic resource. Even when the replacement feature exactly matches that of the original, the integrity of a historic building is to some extent compromised when extensive amounts of a feature or features are removed. This is because the original feature exhibits a record of the labor and craftsmanship from an earlier time. It is also important to recognize that all features weather over time and that a scarred finish to a feature does not represent an inferior feature, but simply reflects the age of the building. Preserving original features that show signs of wear is therefore preferred to their replacement.

### Topics Discussed in this Chapter:

1. Preservation of historic features
2. Repair of deteriorated features
3. Replacement with new features
4. Reconstruction of missing features



*Historic features, including building and architectural details, building form and scale contribute to the character and significance of a structure and should be preserved.*

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### References:

- ☞ Also consult *The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings*.
- ☞ Also consult *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Illustrated Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

## 1. Preservation of Historic Features

Overall, a high percentage of the original materials and features of a property must be maintained in a good condition, in order to retain the integrity of the resource as an historic property. Historic features, including architectural details, form and scale contribute to the character and significance of a structure and should be preserved. Continued maintenance is the best preservation method.

### A. Protect and maintain significant stylistic features.

- 1) Maintain historic features so that intervention is not required. Employ preventative treatments such as rust removal, caulking, limited paint removal and reapplication of paint.

### B. Avoid removing or altering significant architectural features.

- 1) Original doors, windows, porches, turned columns, brackets and jigsaw ornaments are examples of architectural features which should not be removed or altered.



*Maintain character-defining features. Then, repair only those features that are deteriorated. Finally, replace only those features that are beyond repair.*



*Employ treatments such as rust removal, caulking, limited paint removal and reapplication of paint in preservation procedures.*

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### References:

- ☞ For treatment of architectural features on non-historic buildings and for new buildings see Chapter 13.

## 2. Repair of Deteriorated Features

In some cases, original architectural features may be deteriorated. All details weather over time and a scarred finish does not represent an inferior material, but simply reflects the age of the building. Where repair is necessary, however, these guidelines apply.

### A. Repair those features that are deteriorated.

- 1) Isolated areas of damage may be stabilized using consolidants. For example, epoxies and resins may be considered for wood repair.
- 2) Patch, piece-in, splice, consolidate or otherwise stabilize existing materials.
- 3) Removing a damaged feature that can be repaired is inappropriate.
- 4) Protect other architectural features that are adjacent to the area being worked on.

### B. When disassembly of an historic feature is necessary for its restoration, minimize damage to the original material.

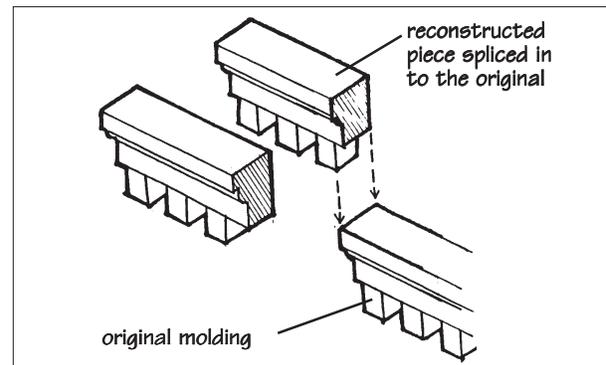
- 1) Document the location of an historic feature to be disassembled so it may be repositioned accurately.



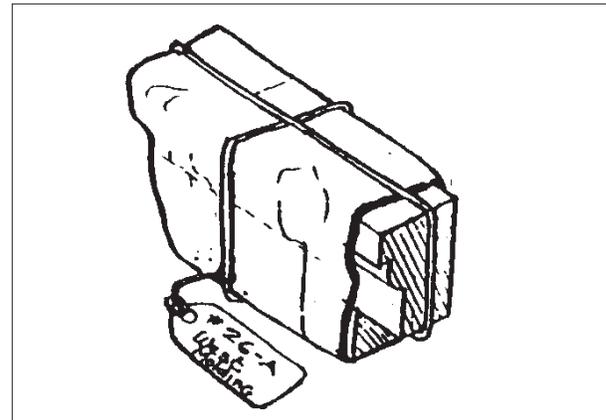
*Maintain character-defining features such as original porches. Repair those features that are deteriorated.*

### C. Use procedures for cleaning, refinishing and repairing an architectural feature that will not damage its appearance or material.

- 1) When choosing a preservation treatment, use the gentlest means possible that will achieve the desired results. Sandblasting is inappropriate.
- 2) Repairs such as rust removal, caulking, limited paint removal and reapplication of paint are recommended.



*Repair only those features that are deteriorated.*



*When disassembly of an historic feature is required in a restoration procedure, document its location so it may be repositioned accurately.*

### 3. Replacement with New Features

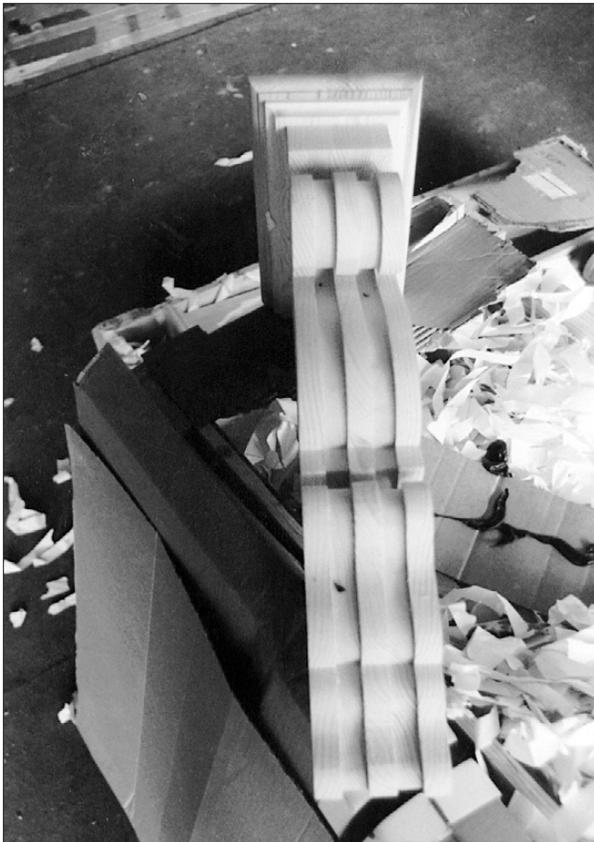
While restoration of a deteriorated feature is the preferred alternative, replacement may be necessary if it is beyond repair. The new material should match that being replaced in design, color, texture and other visual qualities.

#### A. Replace a deteriorated feature in-kind.

- 1) Use the same kind of material as the original when feasible.
- 2) In some instances, a substitute material may be acceptable if the size, shape, texture and finish convey the visual appearance of the original material.

#### B. When replacing a deteriorated feature remove only that which is deteriorated and must be replaced.

- 1) The new element should be similar in size, shape, texture and finish.



*Replacement of missing architectural elements should be based on accurate duplications of original features.*

### 4. Reconstruction of Missing Features

If an original feature is missing, reconstructing it is encouraged. This is especially important in Truckee, where many buildings have lost significant features.

#### A. Reconstructing a missing feature is encouraged.

- 1) The design should be substantiated by physical or pictorial evidence to avoid creating a misrepresentation of the building's genuine heritage.
- 2) A design that is based on details from similar structures within the Character Area may be considered. For example, where "scars" on exterior siding suggest the location of decorative brackets but no record exists of its design, then an historic bracket on another house that is clearly similar in character may be used as a model.
- 3) When reconstructing a feature, use the same material as the original when feasible. In some cases, however, an alternative material may be considered.

#### B. Adding a new decorative element that did not exist historically is inappropriate.

- 1) Conjectural designs that cannot be substantiated by written, physical or pictorial evidence are generally inappropriate.

# CHAPTER 6

## DESIGN GUIDELINES FOR INDIVIDUAL BUILDING COMPONENTS



### Introduction

This chapter presents design guidelines for the treatment of individual building components that make up the exterior of an historic structure. They are organized into nine design topics, of which the first four apply to commercial buildings and the last three apply to residential buildings. The others apply to both types of structures.

Preserving all key building components is a high priority for “Essential” buildings. Preserving those that exist and reconstructing missing ones are high priorities on facades visible from the public way for “Contributing” buildings. On “Supporting” buildings, preserving existing features is also a priority and reconstructing missing ones is strongly encouraged for primary facades.

### Topics Discussed in this Chapter:

1. Commercial Storefronts
2. Recessed Entries
3. Canopies
4. Cornices
5. Windows and Doors
6. Roofs
7. Porches
8. Building Foundations
9. Chimneys and Stovepipes

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### References:

- ☞ Other building components may be addressed in Chapter 5: Preservation of Architectural Features.
- ☞ For alterations to non-historic buildings and for new construction, see Chapter 13.
- ☞ Also consult *The Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings*.
- ☞ Also consult *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Illustrated Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

# 1. Commercial Storefronts

Commercial buildings typically have a clearly defined primary entrance and large windows that display goods and services offered inside. The repetition of these standard elements creates a visual unity on the street that should be maintained.

All storefront components should be preserved. Large plate glass display windows are typically supported on a bulkhead, or kickplate. In most cases, a second, horizontal band of glass, or transom, is mounted above the main display window.

## A. Preserve the historic character of a storefront, when it is intact.

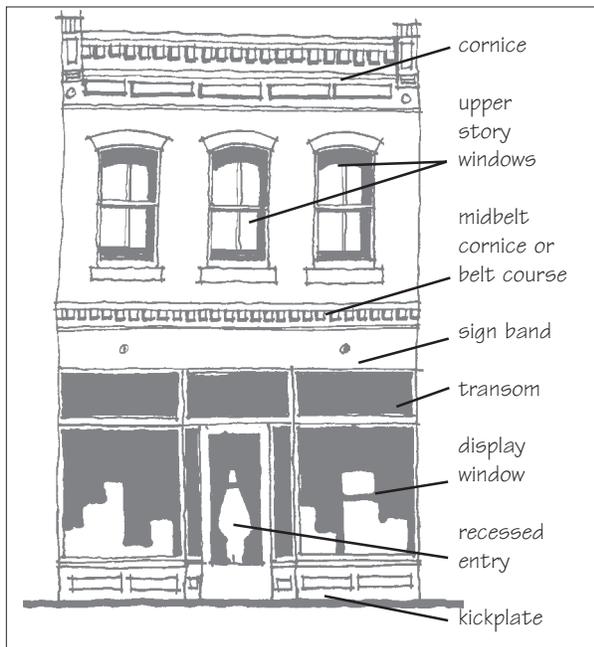
- 1) See the procedures for maintenance in Chapter 5.

## B. If a storefront is altered, restoring it to the original design is encouraged.

- 1) Historic photographs of Truckee should be used when determining the original character of a storefront design.
- 2) If evidence of the original design is missing, use a simplified interpretation of similar storefronts.



*If a storefront is altered, restoring it to the original design is preferred.*



*Typical commercial storefront components that should be preserved.*

**C. Where an original storefront is missing, reconstruct it to match the original design.**

- 1) The design should be substantiated by physical or pictorial evidence to avoid creating a misrepresentation of the building's genuine heritage.

**D. Where an original storefront is missing, and no evidence of its character exists, an alternative design is appropriate.**

- 1) An alternative storefront design should continue to convey the characteristics of typical storefronts, including the transparent character of the display window, a recessed entry and cornices.



*Where an original storefront is missing, reconstruct it to match the original design. (Compare with the two photos of the same building below.)*



*Using historic photographs can help in determining the original character. (Compare with below.)*



*This rehabilitation preserves surviving details and reconstructs missing ones.*

**E. Retain the kickplate as a decorative panel.**

- 1) The kickplate, located below the display window, adds interesting detail to the streetscape and should be preserved.
- 2) If the original kickplate is covered with another material, consider exposing the original design.

**F. If the original kickplate is missing, develop a sympathetic replacement design.**

- 1) Wood is an appropriate material for replacements on most styles. However, metal and masonry may also be considered when appropriately used with the building style.



*If the original kickplate is missing, develop a sympathetic replacement design. The replacement board-and-batten kickplate in the top photo is inappropriate; whereas, the simple painted wood design in the bottom photo is appropriate.*

## 2. Recessed Entries

Many primary entrances to commercial buildings are recessed, providing a shaded area that helps to define doorways and to provide shelter to pedestrians. The repetition of recessed entries also provides a rhythm of shadows along the street, which helps establish a sense of scale. Entrance doors were also traditionally topped with transom windows that extend the vertical emphasis of these openings. These features should be preserved.

**A. Maintain recessed entryways.**

- 1) Avoid adding a door that is flush with the sidewalk, especially those that swing outward.

**B. Restore an historic recessed entry if it has been altered.**

- 1) In some cases the historic door was not recessed. While retaining this position is preferred, it may be necessary to relocate the door to an inset position in order to comply with building codes.



Historically, as seen in this circa 1913 image, canopy supports were slim wood posts. Some had modest moldings and ornamental brackets.

### 3. Canopies

Historically canopies were noteworthy features in downtown Truckee and their continued use is encouraged. There were several types of canopies seen historically.

#### A. Preserve a canopy when it is intact.

- 1) A metal or wood canopy is appropriate in many historic style buildings in Truckee.

#### B. If a canopy is altered consider restoring to the original design.

- 1) Historic photographs of Truckee should be used when determining the original character of a canopy design.
- 2) If evidence of the original design is missing, use a simplified interpretation of similar canopies.

#### C. Where an original canopy is missing, reconstruct it to match the original design.

- 1) The design should be substantiated by physical or pictorial evidence to avoid creating a misrepresentation of the building's genuine heritage.

#### D. Where an original canopy is missing, and no evidence of its character exists, an alternative design is appropriate.

- 1) An alternative canopy design should continue to convey the characteristics of typical canopies seen on buildings in the area.
- 2) Design of a new canopy should be compatible with the character of the structure.
- 3) A canopy should reflect the dimensions of the facade width.

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#### References:

- ☞ More information regarding the treatment of cornices and ornamentation can be found in Chapter 5: Preservation of Architectural Features.

## 4. Cornices

Cornices are projecting ornamental moldings at the upper portion of a building wall or storefront. They are most apparent on late 19th century commercial structures, when several ornate, bracketed types were used. Mid-20th century buildings were, as a rule, less decorated and had simpler ornamentation. In each case the character of the cornice is an important feature that should be preserved.

### A. Preserve an original cornice.

- 1) See Chapter 5 for preservation procedures.



*When a building is missing its cornice, consider reconstruction or replacement with a new design.*



*A simplified interpretation may be considered for a replacement cornice if evidence of the original is missing.*

### B. Reconstruct a missing cornice when historic evidence is available.

- 1) Replacement elements should match the original details, especially in overall size and profile.
- 2) Use historic photographs to determine design details of the original cornice.

### C. A simplified interpretation may be considered for a replacement cornice if evidence of the original is missing.

- 1) Appropriate materials include stone, brick and stamped metal and fiberglass.



*Reconstruct a missing cornice when historic evidence is available.*

## 5. Windows & Doors

Windows and doors are some of the most important character-defining features of an historic structure. They give scale to a building and provide visual interest to the composition of individual facades. Distinct window and door designs, in fact, help define many historic building styles. Because window and door designs so significantly affect the character of an historic structure, their treatment is a very important consideration.

Many early residential windows were vertically-proportioned. Another important feature is the number of "lights," or panes, into which a window is divided. The design of surrounding window casings, the depth and profile of window sash elements and the materials of which they were constructed are also important features.

The manner in which windows and doors are combined or arranged on a building face also may be distinctly associated with a specific building style. All of these features are examples of elements in historic window and door designs that should be preserved.



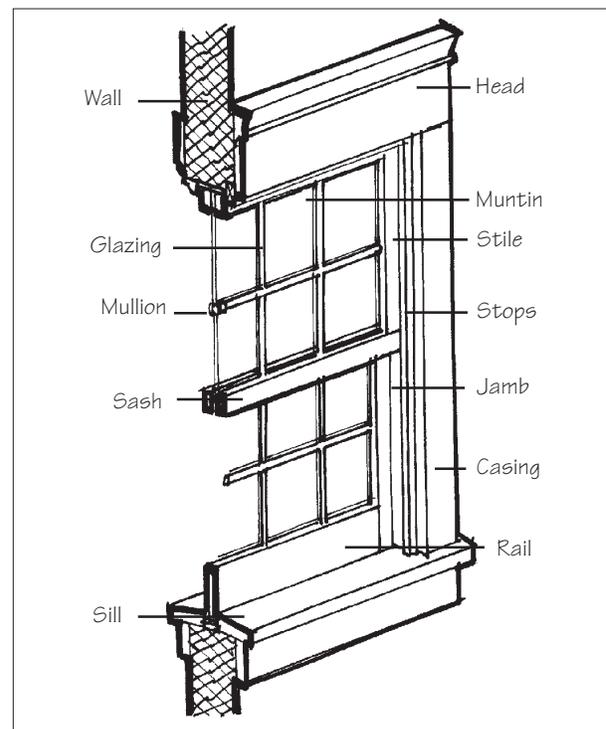
*Windows and doors in masonry buildings are often inset into relatively deep openings or they have surrounding casings and sash components which have a substantial dimension that cast shadows.*

### A. Preserve the functional and decorative features of original windows and doors.

- 1) Repair frames and sash by patching, splicing or reinforcing.
- 2) Avoid the removal of historic windows and sash.
- 3) If replacement is necessary, replace with a similar design, to match the original.

### B. Avoid changing the position of historic openings.

- 1) This applies to all key facades of *Essential* and *Contributing* properties.
- 2) Windows and doors on the fronts of *Supporting* buildings should be preserved as well.
- 3) Avoid creating an additional opening or removing existing ones on facades that are visible from the street.



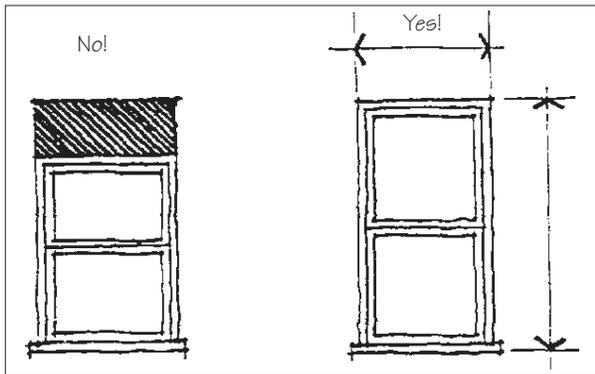
*Typical double-hung window components.*

**C. Maintain original window and door proportions.**

- 1) Altering the original size and shape is inappropriate.
- 2) Do not close down an original opening to accommodate a smaller window.

**D. Restoring an original opening which has been altered over time is encouraged.**

- 1) Consider reconstructing windows and doors that no longer exist in a primary facade.
- 2) Such reconstruction should occur only if it can be substantiated by physical or pictorial evidence.



*Maintain original window and door proportions.*



*Maintain original window and door proportions.*

**E. Maintain the historic subdivisions of window lights.**

- 1) Replacing multiple panes with single pane or operable window with a fixed one is inappropriate.
- 2) Replacing true divided lights with snap-in muntins is also inappropriate.



*Preserve the functional and decorative features of original windows and doors.*



*Maintain the historic subdivisions of window lights.*

**F. Maintain the historic ratio of window openings to solid wall to solid wall.**

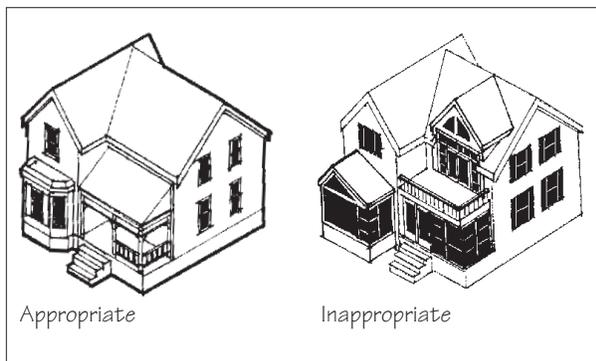
- 1) Significantly increasing the amount of glass will negatively affect the integrity of a structure.

**G. When replacing a window or door is necessary on an historic structure, match the original design as closely as possible.**

- 1) Preserve the original casing, and use it with the replacement.
- 2) Use the same material (wood) as that used historically.
- 3) Vinyl clad and aluminum windows are inappropriate on *Essential* and *Contributing* properties. They only may be considered on secondary facades of *Supporting* properties.
- 4) Match the number and size of divided lights and panels.
- 5) Glass in a window or door should be clear. Any type of tinting is inappropriate.

**H. A new window or door may be considered on a secondary facade only.**

- 1) A new opening should be similar in location, size and type to those seen traditionally.
- 2) A general rule for a window opening is that the height should be twice the dimension of the width.
- 3) Windows should be simple in shape, arrangement and detail.



Preserve the historic ratio of window openings to solid wall. The shaded areas on the sketches represent the amount of glass on a wall surface.

**I. Windows and doors should be finished with trim elements similar to those used traditionally.**

- 1) This trim should have a dimension similar to that used historically.
- 2) Divided lights should be formed from smaller mullions integral to the window. Pop-in muntins and mullions are inappropriate.

## 6. Roofs

The character of the roof is a major feature for an historic structure. The roof pitch, its materials, size and orientation are all distinct features that contribute to the character of the building. Typical residential roof shapes are gabled, hipped and shed. Gabled roofs are the most frequent. Most commercial buildings have gently sloping, almost flat, roofs, but some have gable and shed roofs. The historic character of a roof should be preserved.

**A. Preserve the original roof form and its details.**

- 1) Avoid altering the angle of the roof.
- 2) Place crickets or other snow guard devices in such a way that they do not alter the form of the roof as seen from the street.
- 3) Preserve decorative roof accessories such as cresting, ridgecaps and finials.



Historically, gable roof forms were the most typical for residential type structures.

**B. Preserve the original eave depth.**

- 1) Shadows created by traditional overhangs contribute to one's perception of a building's historic scale and therefore these overhangs should be preserved.
- 2) Cutting back roof rafters and soffits or in other ways altering the traditional roof overhang is inappropriate.
- 3) Boxing in exposed roof rafters is inappropriate.

**C. Preserve an historic roof by regular maintenance and cleaning.**

- 1) Inspect the roof for breaks, or holes in the surface, and to check the flashing for open seams.
- 2) Watch for signs of accumulated dirt and retained moisture which can lead to damaged roof, gutter or downspout materials.

**D. If a portion of the historic roofing material is damaged, replace it in-kind.**

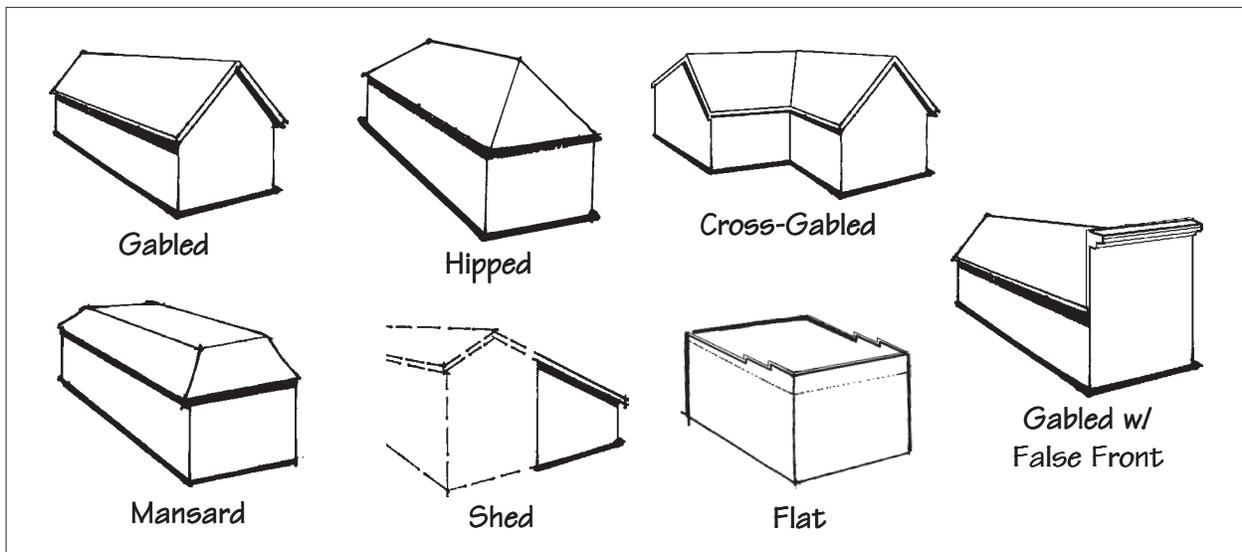
- 1) Avoid removing historic roofing materials that are in good condition.
- 2) If replacing some shingles is necessary, match the color, material and pattern of the original as closely as possible.

**E. For an entirely new replacement, the roof materials should appear similar to those used historically.**

- 1) A replacement roof material should be in keeping with the character of the architectural style of the historic structure.
- 2) Composite shingles and metal may be considered as alternatives to wood shingles.
- 3) Roof materials should be earth tones and have a matte, non-reflective finish.

**F. If it is to be used, a metal roof should be applied and detailed in a manner that is compatible with the historic character of the building and does not detract from its appearance.**

- 1) Metal roof materials should be earth tones and have a matte, non-reflective finish.
- 2) Seams should be of a low profile.
- 3) The edges of the roof should be finished similar to that seen traditionally. The edges of historic standing seam metal roofs were simply bent downward at the edges of the roof with a very slight overhang.



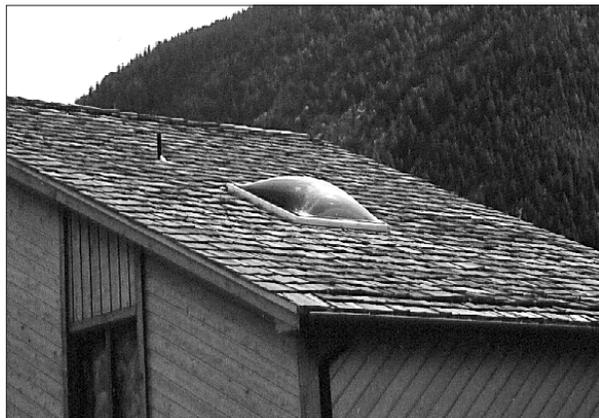
*Typical roof shapes seen throughout downtown Truckee.*

### G. Water from gutters and downspouts should drain away properly.

- 1) A downspout should empty onto a metal or concrete splashblock that slopes downward and away from the building.

### H. Minimize the visual impacts of skylights and other rooftop devices.

- 1) Locating a skylight or a solar panel on a front roof plane should be avoided.
- 2) Skylights and solar panels should not be installed in a manner that will interrupt the plane of the historic roof. They should be lower than the ridgeline.
- 3) Flat skylights that are flush with the roof plane may be considered on the rear and sides of the roof. Bubbled or domed skylights are not appropriate.



*Bubbled or domed skylights are not appropriate.*

## 7. Porches

Porches differ in height, scale, location, materials and articulation. Some are simple one-story structures, while others may be complex with elaborate details and finishes. These elements often correspond to the architectural style of the house and therefore the building's design character should be considered before any major rehabilitation work is begun. Historic porches should be preserved and they should receive sensitive treatment during exterior rehabilitation.



*Avoid enclosing a front porch. Compare the character of the enclosed porch on the left to that of an original porch on the home to the right.*

### A. Preserve an original porch.

- 1) Replace missing posts and railings where necessary, with wood ones (unless a different material is documented as being a part of the historic character).
- 2) Match the original proportions and the spacing of balusters in the railing.
- 3) Avoid using wrought iron posts and railings.

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### References

- ☞ More information regarding roof materials can be found in Chapter 6: Design Guidelines for Historic Building Materials.

## B. Maintain the open, transparent character of a porch.

- 1) When a porch must be enclosed, glass should be used and detailed in a manner that retains the historic sense of openness.
- 2) Enclosing a porch with opaque materials that destroy the openness and transparency of a porch is inappropriate.



*When a porch must be enclosed, glass should be used and detailed in a manner that retains the historic sense of openness.*

## C. If a porch is missing, consider reconstructing it to match the form and detail of the original.

- 1) Use materials similar to the original.
- 2) Avoid decorative elements that are not known to have been used on the building.



*If a porch is missing, consider reconstructing it to match the form and detail of the original.*

## 8. Building Foundations

The foundation and other structural elements of an historic resource is essential to the stability and integrity of a building. Sometimes well-meaning actions can result in foundation damage or weakening, but lack of good maintenance practice is probably the biggest problem. More than anything else, water is the most damaging destructive agent a foundation must face.

Many of Truckee's historic houses and sheds were built on stone foundations. While some of these have deteriorated and must be replaced, many are simply deteriorated and in need of shoring to make them structurally sound again. When replacement is necessary, however, a new foundation should be consistent with the original.

It is a common misconception in preservation projects that original building elements can be removed and replaced with new replica elements, and then call it rehabilitation. This is an inappropriate approach. Any time original building materials or features are removed from an historic resource, the overall integrity of the structure is diminished. Again, as previously discussed in *Chapter 4: Preservation Principles*, only after all other rehabilitation or restoration efforts have failed should an original building feature be replaced with one that is the same or similar in character. And then only that portion that is beyond repair should be replaced.

### A. Preserve original foundation walls and structural elements.

- 1) Retain a substantial portion of the original structural elements including structural supports and exterior foundation wall.
- 2) Replace only those portions that are deteriorated beyond repair. Any replacement materials should match the original in color, texture, size and finish.

**B. When replacing a foundation wall, design it to be compatible with that seen on similar historic buildings.**

- 1) The form, materials and detailing of a foundation wall should be similar to the original foundation and of nearby historic buildings. Match the mortar in strength, detail, composition and color.
- 2) New foundation walls should not increase the height of the structure to the degree that the historic character or alignment of building fronts are compromised.
- 3) If it is necessary to install windows and window wells in the foundation for egress, avoid placing them on the street facade, especially on historic structures.

**C. A chimney should be regularly checked for deterioration.**

- 1) Chimneys are subject to the same forces of deterioration as all other character-defining features. However, because of their location, chimney problems are more often neglected.
- 2) Annual chimney inspections should be conducted for leaning, cracking, deteriorated pointing or brickwork, deteriorated flashing, deteriorated flue liner, build-up of surface soot and intrusions such as nests or debris.

**D. A stovepipe, on any building, should have a matte, non-metallic dark finish.**

## 9. Chimneys and Stovepipes

Chimneys and stovepipes are integral parts of most residential construction in Truckee. Any major deterioration of a chimney compromises its purpose, with many implications for the comfort and safety of the building's inhabitants. The proper maintenance and repair of historic chimneys is therefore important.

**A. An historic chimney should not be removed.**

- 1) A chimney is an important exterior design element.
- 2) Re-line and repair an historic chimney rather than replace it, when feasible, or maintain it as a non-functioning feature if necessary.

**B. If replacement is absolutely necessary, a chimney should be replaced in the historic style.**

- 1) The chimney shape should match that of the historic one being replaced.
- 2) The brick laying pattern and mortar should match that of the historic chimney being replaced.



# CHAPTER 7

## DESIGN GUIDELINES FOR HISTORIC BUILDING MATERIALS



### Introduction

This chapter presents design guidelines for the treatment of historic building materials. The design guidelines are organized into relevant design topics, which each include individual policies and design guidelines. These often indicate how they apply to particular building rating categories, either “Essential,” “Contributing” or “Supporting” structures.

Wood siding and brick were the typical primary building materials used throughout Truckee. Wood siding occurred in a variety of forms but painted, horizontal lap siding was the most popular for residences as well as many other building types. Brick was primarily used for commercial structures. In each case, the distinct properties of the building material, including the scale of the material unit, its texture and finish, contribute to the historic character of a building and should be preserved.

The best way to preserve historic building materials is through well-planned maintenance. Wood surfaces should be protected with a good application of paint. In some cases, however, historic building materials may be deteriorated. When this occurs, repairing the material, rather than replacing it, is preferred. Frequently, damaged materials can be patched or consolidated using special bonding agents.

### Topics Discussed in this Chapter:

1. Wood and Siding
2. Paint
3. Masonry
4. Metals
5. Replacement Building Materials
6. Roof materials

In other situations, some portion of the material may be beyond repair. In such cases, consider replacement in-kind. The new material should match the original in appearance. If wood siding had been used historically, for example, the replacement also should be wood.

It is important that the extent of replacement materials be minimized, because the original materials contribute to the authenticity of the property as an historic resource. Even when the replacement material exactly matches that of the original, the integrity of an historic building is to some extent compromised when extensive amounts are removed. This is because the original material exhibits a record of the labor and craftsmanship of an earlier time and this is lost when it is replaced.

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### References:

- ☞ Also consult *The Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings*.
- ☞ Also consult *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Illustrated Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

It is also important to recognize that all materials weather over time and that a scarred finish does not represent an inferior material, but simply reflects the age of the building. Preserving original materials that show signs of wear is therefore preferred to their replacement.

Rather than replace original siding, some property owners consider covering it. Aluminum and vinyl are examples that are often discussed. However, using any material, either synthetic or conventional, to cover historic materials is inappropriate. Doing so would obscure the original character and change the dimensions of walls, which are particularly noticeable around door and window openings. The extra layer may in fact cause or hide further decay.



*Wood shingles were used frequently in Truckee.*



*Preserve original building materials and, when they must be replaced, do so in-kind.*

## 1. Wood and Siding

To preserve wood, maintain its painted finish. While lap siding is most prevalent on some buildings, log or board and batten may have been used. This also should be preserved in a manner that conveys its historic character.

### A. Preserve original siding.

- 1) Avoid removing siding that is in good condition or that can be repaired in place.
- 2) Remove only siding which is deteriorated and must be replaced.
- 3) If portions of wood siding must be replaced, be sure to match the style and lap dimensions of the original.

### B. Protect wood features from deterioration.

- 1) Provide proper drainage and ventilation to minimize decay.
- 2) Maintain protective coatings to retard drying and ultraviolet damage. If the building was painted historically, it should remain painted, including all trim.

### C. Repair wood features by patching, piecing-in, consolidating or otherwise reinforcing the wood.

- 1) Avoid the removal of damaged wood that can be repaired.



*Protect wood features from deterioration. If the building was painted historically, it should remain painted, including all trim.*

### D. Use technical procedures that preserve, clean, or repair historic materials and finishes.

- 1) Abrasive methods such as sandblasting are not appropriate.
- 2) A firm experienced in the cleaning of historic buildings should be hired to advise on the best, lowest impact method of cleaning.
- 3) Note that early paint layers may be lead-based, in which case, special procedures are required for its treatment.



*Repair wood features by patching or piecing-in new wood elements that match the original.*

**E. Remove later covering materials that have not achieved historic significance.**

- 1) If original materials are presently covered, consider exposing them. For example, asphalt siding that covers original wood siding should be removed. Some covering materials may contain hazardous materials such as asbestos. It is appropriate to remove these materials. Confer with the Town Chief Building Official for more information concerning the removal of these materials.
- 2) Once the non-historic siding is removed, repair the original, underlying material.

**F. Original building materials should not be covered.**

- 1) Vinyl, aluminum, imitation brick, stucco or other composite materials are inappropriate on historic structures.
- 2) If a property already has a non-historic building material covering the original, it is not appropriate to add another layer of new material, which would further obscure the original.



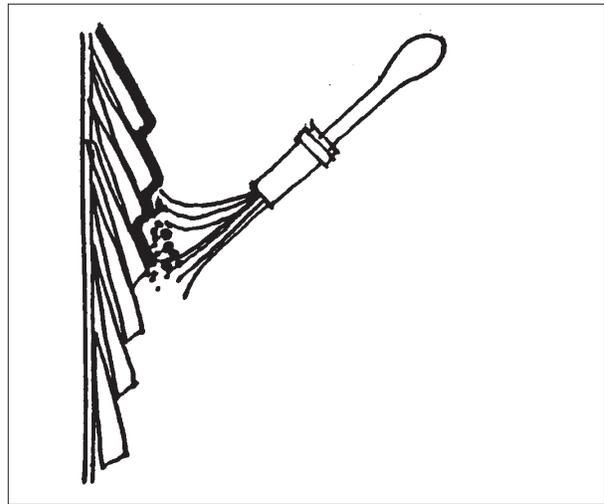
*Remove later covering materials that have not achieved historic significance.*

## 2. Paint

Buildings that were clad with lap siding were usually painted to protect the wood. Only sheds or other accessory buildings were left unfinished. The range of paint colors available historically was limited. Using traditional color schemes is preferred.

**A. Always prepare a good substrate for painting.**

- 1) Prior to painting, remove damaged or deteriorated paint only to the next intact layer, using the gentlest method possible.



*Always prepare a good substrate when repainting an historic structure.*

## B. Use compatible paints.

- 1) Some latex paints will not bond well to earlier oil-based paints without a primer coat.

## C. Using the historic color scheme is encouraged.

- 1) If an historic scheme is not to be used, then consider the following:
  - Generally, one muted color is used as a background, which unifies the composition.
  - One or two colors are usually used for accent, to highlight details and trim.
  - A single color scheme should be used for the entire exterior so upper and lower floors and subordinate wings of buildings are seen as components of a single structure.



*Prior to painting, remove damaged or deteriorated paint only to the next intact layer, using the gentlest method possible.*

## 3. Masonry

Some buildings in the commercial area were built of brick or stone. This masonry construction should be preserved in its original condition.

### A. Preserve masonry features that define the overall historic character of the building.

- 1) Examples are walls, cornices, pediments, steps, chimneys and foundations.
- 2) Avoid rebuilding a major portion of an exterior masonry wall that could be repaired. Reconstruction may result in a loss of integrity.

### B. Preserve the original mortar joint and masonry unit size, the tooling and bonding patterns, coatings and color.

- 1) Original mortar, in good condition, should be preserved in place.



*Preserve masonry features that define the overall historic character of the building.*

**C. Re-point mortar joints where there is evidence of deterioration.**

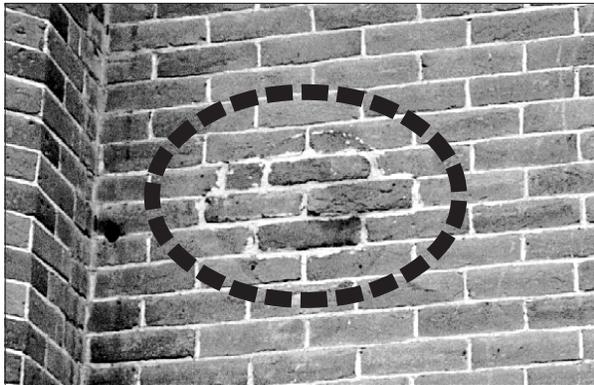
- 1) Duplicate the old mortar in strength, composition, color, texture, joint width and profile.
- 2) Mortar joints should be cleared with hand tools. Using electric saws and hammers to remove mortar can seriously damage the adjacent brick or stone.
- 3) Avoid using mortar with a high Portland cement content, because it will be substantially harder than the brick and does not allow for expansion and contraction.

**D. Brick or stone that was not painted historically should not be painted.**

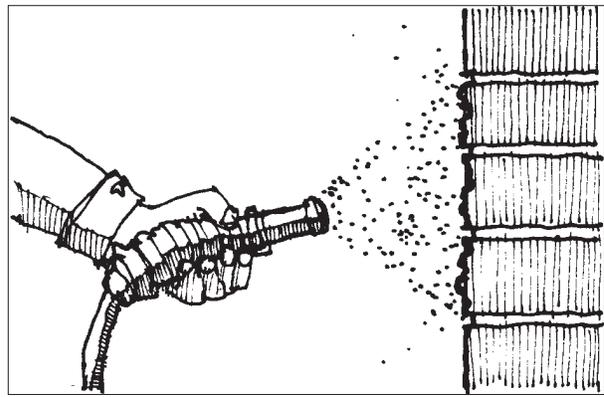
- 1) Painting masonry walls can seal in moisture already in the masonry, thereby not allowing it to breathe and causing extensive damage over the years.

**E. Protect masonry from water deterioration.**

- 1) Provide proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in decorative features.
- 2) Provide positive drainage away from foundations to minimize rising moisture.



*Avoid using mortar with a high Portland cement content, because it will be substantially harder than the brick and does not allow for expanding and contracting.*



*Abrasive cleaning methods, such as sand blasting, will not be allowed for brick structures.*

**F. Clean masonry with the gentlest methods possible.**

- 1) Test cleaning procedures in sample patches first.
- 2) Low pressure water and detergent cleaning, using bristle brushes, is encouraged.
- 3) Abrasive cleaning methods, such as sand blasting, will not be allowed. They may remove the water-protective outer layer of the brick and thereby accelerate deterioration.

## 4. Metals

Metals were used for a variety of applications including columns, roofing, and decorative features. Metal applications should be maintained where they exist.

### A. Preserve architectural metal features that contribute to the overall historic character of the building.

- 1) Provide proper drainage to minimize water retention.
- 2) Maintain protective coatings, such as paint, on exposed metals.

### B. Repair metal features by patching, splicing or otherwise reinforcing the original metal whenever possible.

- 1) The new metal should be compatible with the original.

### C. Use the gentlest cleaning method possible when removing deteriorated paint or rust from metal surfaces.

- 1) Harsh, abrasive cleaning methods should be avoided.



*Preserve architectural metal features that contribute to the overall historic character of the building.*

## 5. Replacement Building Materials

In some cases, the original material must be replaced. Using the same as the original is preferred, but an alternative may be considered. In either case, the new material should convey characteristics similar to the original.

### A. Replacement building materials should appear similar to those used historically.

- 1) The replacement material(s) should match the original material in scale, finish and composition.
- 2) If the original material is wood clapboard, for example, then the replacement material should be wood as well. It should match the original in size, the amount of exposed lap and in finish.
- 3) Replace only the amount needed. If a few boards are damaged beyond repair, then only they should be replaced, not the entire wall.
- 4) Materials such as aluminum and vinyl are inappropriate as substitute materials.



*Replacement materials should be applied in a manner similar to that used historically.*

**B. Exterior wood finishes should appear similar to those used historically.**

- 1) Maintain protective coatings of paint on exterior wood siding.

**C. Masonry should appear similar to that used historically.**

- 1) Masonry unit sizes should be similar to the original.
- 2) The texture and color of the brick also should be similar.

## 6. Roof Materials

Roof materials are major elements in a street scene and contribute to the character of individual building styles. However, they are susceptible to deterioration, and their replacement may become necessary in time. Replacement materials should be applied in a manner similar to that seen historically and chosen based on its compatible appearance to the structure and surrounding historic properties.

**A. Preserve original roof materials.**

- 1) Avoid removing roof material that is in good condition.
- 2) It is especially important to preserve historic materials, or replace them with similar materials when necessary.
- 3) Do not cover historic roof materials.



*Roof materials are major elements in a street scene and contribute to the character of individual building styles.*



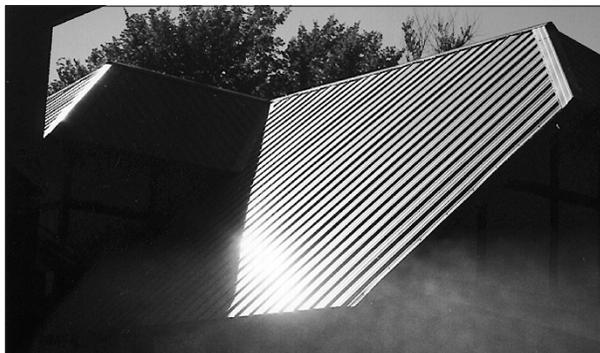
*Do not cover historic roof material with another material.*

**B. Roofing replacement materials should convey a size and texture similar to those used traditionally.**

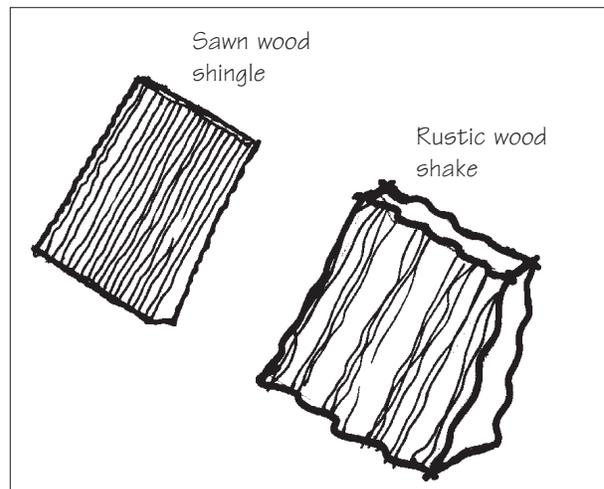
- 1) Where replacement is necessary, use materials similar to that seen historically.
- 2) The roof materials should be earth toned and have a matte, non-reflective finish.
- 3) Composition shingles may be considered, if they are colored in earth tones.
- 4) Sawn wood shingles may be considered for most building types. Rustic wood shakes are inappropriate.
- 5) Corrugated metal may also be appropriate.

**C. 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.**

- 1) Metal roof material should be earth toned and have a matte, non-reflective finish.
- 2) Seams should have a thin profile.



*A metal roof material should have a matte, non-reflective finish. The glare seen from this roof is inappropriate.*



*Sawn wood shingles may be considered for most building types. Rustic wood shakes are inappropriate.*



*A metal roof material should be earth toned and have a matte, non-reflective finish.*



# CHAPTER 8

## DESIGN GUIDELINES FOR ADAPTIVE REUSE



### Introduction

When adapting an historic structure to a new use, all of the other standards and guidelines for treatment of historic properties continue to apply. This chapter provides special direction on how those preservation principles relate when changing uses.

Be aware that a change in use may trigger compliance with other building and fire codes that could affect the historic character of a property. For example, changing a house to a commercial use may require fire separations that need special care in order to preserve the historic character. In a similar manner, complying with accessibility laws may require some changes. In such situations, seek alternative design solutions that will minimize the loss of historic building fabric and will avoid altering the historic character of the property.

### A. When adapting an historic structure to a new use, respect its historic character.

- 1) For example, when converting a residence to commercial use, maintain the overall residential character of the property.
- 2) This includes preservation of the key features of the building itself, as well as landscape and site design elements.



*When adapting an historic structure to a new use, respect its historic character.*

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References:

**B. Seek a use that is compatible with the historic character of the property.**

- 1) A use that is closely related to the original use is preferred. As an example, converting a residence to professional offices is relatively easy because exterior features can be maintained and even the interior floor plan is usually adaptable to an office layout.
- 2) A use that preserves the historic site design is also preferred. This may include the character of a front yard that is associated with an historic house.

**C. Minimize the impacts of complying with fire separation requirements.**

- 1) Seek alternative measures for complying that would preserve historic siding and structural systems. For example, consider using an external fire sprinkling system rather than replacing historic wood siding.



*Seek a use that is compatible with the historic character of the property.*

**D. Design accessibility improvements in a manner that will preserve the historic character of the property.**

- 1) Locate an access ramp, for example, in a way that preserves key features.

**E. Maintain the historic character of the manner in which a building orients to the street.**

- 1) For example, if an historic house is to be converted, preserve the historic relationship of a front yard with a walkway and stairs that lead to a front porch.

**F. When adapting historic landscapes and yards to new uses, also maintain the historic character.**

- 1) Preserve the general character of a modest, informal front yard with walkway, for example, rather than creating an overly decorative courtyard.
- 2) Develop a lighting design that is compatible with the historic character as well.

**G. Minimize the visual impacts of parking areas.**

- 1) Parking in a front yard is inappropriate.
- 2) See the guidelines in Chapter 10.

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**References:**

- ☞ See also the design guidelines for *Handicap Accessibility* in Chapter 10: Design Guidelines for Site Features.
- ☞ See also the design guidelines for *Residential Parking, Garages & Driveways* in Chapter 10: Design Guidelines for Site Features.

# CHAPTER 9

## DESIGN GUIDELINES FOR ADDITIONS



### Introduction

This chapter presents design policies and guidelines for the treatment of additions to historic properties, including existing additions, as well as the design of new ones. Constructing additions is part of the design tradition of Truckee, even from its earliest history. These often reflected needs for additional space or a change in use.

An early addition typically used forms and materials that were similar to the main building and it remained subordinate in scale and character. The height of the addition was usually positioned below that of the main structure and it was often located to the side or rear, such that the primary facade remained predominate. In some cases, an owner simply added a dormer to an existing roof, creating more usable space without increasing the footprint of the structure. This tradition of adding on to buildings is anticipated to continue and these early principles should be continued. Greater flexibility in designing an addition is available to properties rated as “supporting”.

### Topics Discussed in this Chapter:

1. Existing Additions
2. New Additions
3. Roof and Dormer Additions

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#### References:

☞ Also consult *The Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings, Standards 9 and 10.*

## 1. Existing Additions

An early addition to a building may be evidence of the history of the structure, its inhabitants and its neighborhood. This may have developed significance in its own right, and should be respected.

### A. Preserve an older addition that has achieved historic significance in its own right.

- 1) For example, a porch or a kitchen wing may have been added to the original building early in its history. Such an addition is usually similar in character to the original building in terms of materials, finishes and design.

### B. A more recent addition that is not historically significant may be removed.

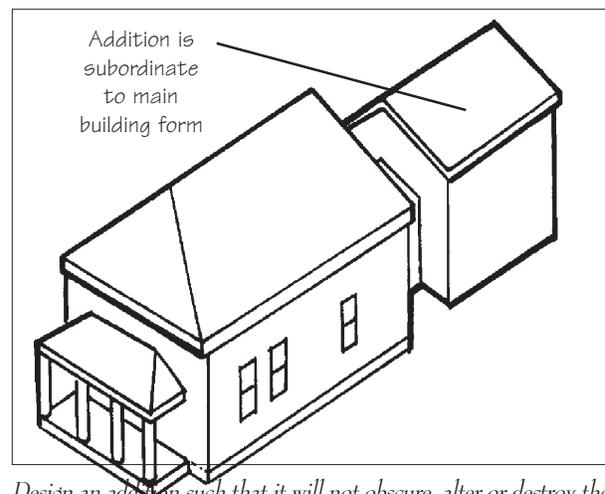
- 1) For example, a new room may have replaced a front porch within the last several decades. Such an addition has not achieved historic significance, and removing and restoring the original facade is preferred.

## 2. New Additions

When planning an addition consider the effect it will have on the historic building itself. The new work should be recognized as a product of its own time and yet it should be visually compatible with the original, and the loss of the historic fabric should be minimized as well. A design for a new addition that would create an appearance inconsistent with the historic character of the building is inappropriate.

### A. Design an addition such that it will not obscure, alter or destroy the character of the original building.

- 1) An addition that seeks to imply an earlier or later period than that of the building is inappropriate.
- 2) An addition that conveys an inaccurate variation on the historic style is inappropriate. For example, introducing very ornate "Victorian" details is inappropriate on the simple cottages of Truckee.
- 3) An addition should not obscure or damage character-defining features (such as windows, doors, porches, brackets or roof lines).



*Design an addition such that it will not obscure, alter or destroy the character of the original building.*

**B. An addition should be visually subordinate to the main building. This is especially important for buildings rated "Essential" and "Contributing."**

- 1) An addition should respect the proportions, massing and siting of the historic building.
- 2) The form and detailing of an addition should be compatible with the historic building. Simpler details on an addition can help distinguish it from the original structure.
- 3) Set an addition back from the primary facade in order to allow the original proportions, form and overall character of the historic building to remain prominent.
- 4) If an addition would be taller than the main building, set it back substantially from primary character-defining facades.
- 5) A small "connector" linking the historic building and the addition may be considered.



*A small "connector" linking the historic building (left) and the addition (right) may be considered.*

**C. A substantial addition should be distinguishable from the historic building so it can be understood as a more recent change.**

- 1) This can be accomplished with a jog in the wall planes, or by using a cornerboard to define the connection, or a subtle change in material or a subtle differentiation between historic and more current styles.

**D. The materials of an addition should be compatible with those of the primary structure.**

- 1) Matching the historic material is an appropriate approach, although new materials also may be considered.

**E. Windows in an addition that are visible from the public way should be compatible with those of the historic structure.**



*As seen from the street (top photo) the addition to the rear of this structure is not visible. This is encouraged.*

### 3. Roof and Dormer Additions

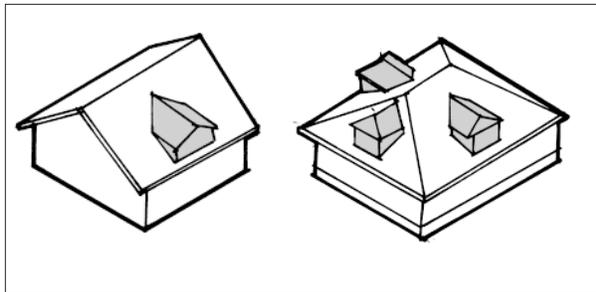
Dormers had limited use in Truckee, but they were sometimes employed. Most dormers had vertical emphasis, and only one or two were used on a side of a building. A roof or dormer addition should be designed in a manner that minimizes damage to historic building fabric, does not alter the perceived character from the street and is in keeping with the original structure.

#### A. A roof addition should be in character with the style of the primary structure.

- 1) The size of a roof addition, including dormers, should be kept to a minimum and should be set back from the primary facade so that the original roof line and form is perceived from the street.
- 2) Gabled dormers are appropriate for most architectural styles, and hipped dormers may be appropriate for some architectural styles.

#### B. A new dormer should remain subordinate to the historic roof in size and character.

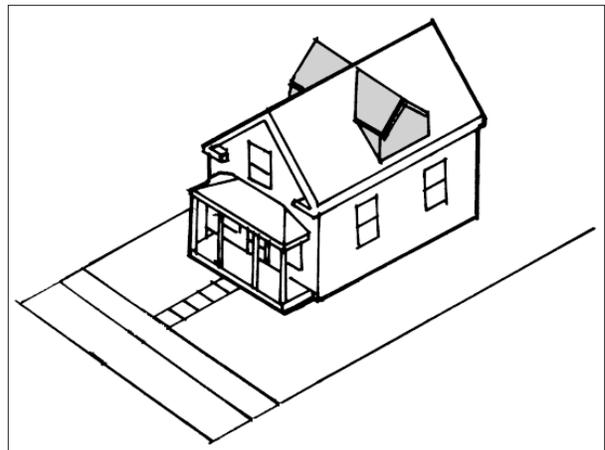
- 1) A new dormer should be lower than the primary ridge line and set in from the eave.
- 2) Greater flexibility may be considered for buildings rated "Supporting."



A roof addition should be in character with the style of the primary structure. Gabled dormers (left) are appropriate for most architectural styles, and hipped dormers (right) are appropriate for many architectural styles.



A new dormer should be constructed in a manner similar to those seen historically.



A new dormer should remain subordinate to the historic roof in size and character.

# CHAPTER 10

## DESIGN GUIDELINES FOR SITE FEATURES



### Introduction

This chapter presents design guidelines for the treatment of site features. These include landscape elements as well as parking and service areas. Many of the design principles set forth in this chapter address considerations of buffering incompatible or visually obtrusive features and coordinating, or linking desired circulation systems. Others promote design that would be compatible with historic landscape traditions, while also accommodating changing uses and needs.

### Topics Discussed in this Chapter:

1. Views
2. Landscape & Plant Materials
3. Site Retaining Walls
4. Cut-and-Fill
5. Fences
6. Building & Site Lighting
7. Residential Parking, Garages & Driveways
8. Public & Commercial Parking
9. Historic Accessory Structures
10. New Accessory Structures
11. Service Areas
12. Utilities
13. Snow Shedding
14. Accessibility

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### References:

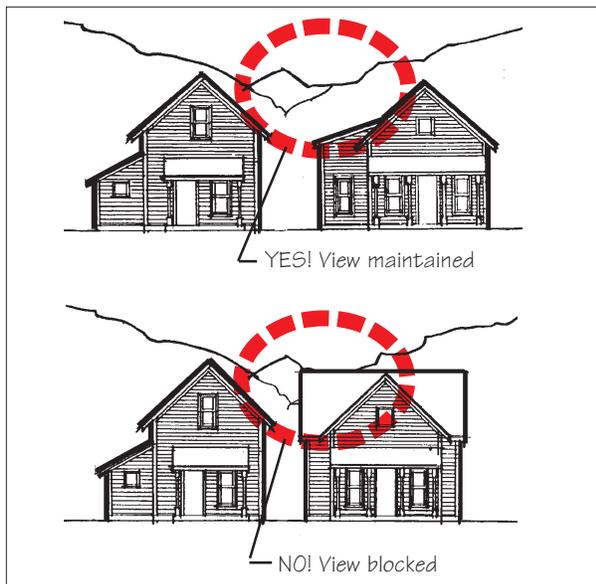
☞ See also Chapters 18.24, 18.30, 18.40, 18.42, 18.48, 18.50, 18.54 and 18.56 of the Truckee Municipal Code.

## 1. Views

Views to natural and historic features abound in Truckee and contribute to its unique setting. These view corridors should be respected. Maintaining views to the Truckee River from downtown is especially important.

### A. Preserve views to significant features from the public way.

- 1) Site plans for new construction should include consideration of retaining view opportunities for future projects.
- 2) Landscaping is encouraged and, in some situations, may be required in order to mitigate other visual impacts. Such landscaping, when mature, should maintain existing views and solar access corridors.
- 3) See also the Truckee Development Code, chapter 18.24.040(B)(2) which provides more guidance on locating buildings to preserve views, vegetation and existing land forms.



*Sloped roofs allow views along the side yard of a property. Such design elements are encouraged as methods of preserving view corridors.*

## 2. Landscaping & Plant Materials

Traditionally, a simple palette of plant materials appeared in Truckee, in response both to the limited availability of varieties and to the restricted range of plants that would grow successfully in Truckee's climate. While some variety in the landscaping is anticipated on individual properties, the overall character should be in keeping with that seen historically. Where historic plantings survive, they should be preserved to the extent feasible.

Plant materials should be used to create continuity among buildings, especially in front yards and along the street edge. Plants should be adapted to the Truckee climate while also being compatible with the historic context. Consideration also should be given to the future care and maintenance requirements of these materials.

### A. Preserve historic landscape features.

- 1) Existing on-site vegetation should be retained whenever possible and new landscaping should respect and incorporate existing landscape elements.
- 2) When trees must be removed, replace them with comparable plantings on the site.
- 3) Existing historic landscape features, such as fences, sidewalks and trees, should be preserved, and should be protected during construction.
- 4) Replacement plant materials should be similar in size or equivalent massing to the plants removed (e.g., a cluster of smaller new trees may be used to establish a massing similar to one large original tree).
- 5) See also the Truckee Development Code, chapter 18.30.080(A) which helps ensure the preservation of natural vegetation within the Town.

### B. Existing, native landscaping should be incorporated into the final landscape.

- 1) See also the Truckee Development Code, chapter 18.40.040(A)(3) which establishes a credit towards minimum landscape requirements when native plants are retained.

**C. In new landscape designs, use plant materials that are compatible with the historic context of Truckee.**

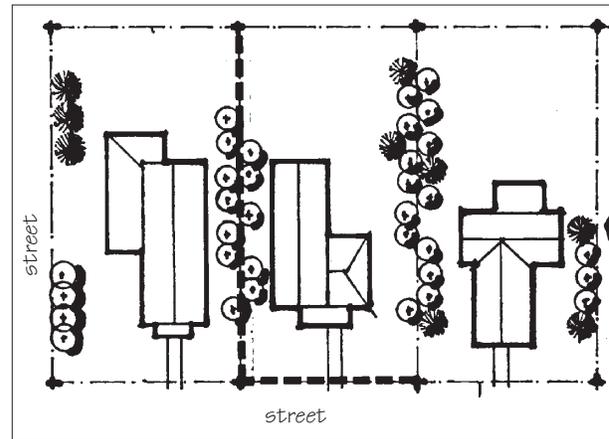
- 1) Landscaping schemes that are simple and subdued in character are encouraged.
- 2) Use plant materials in quantities and sizes that will have a meaningful impact in the early years of a project.
- 3) Hardy plant materials should be used to accent buildings, pedestrian areas, parking facilities and to provide shade.
- 4) Placement of plant materials should be used to establish a balanced relationship to buildings on and off site.

**D. Use plant materials that are adapted to the Truckee climate.**

- 1) Landscape designs should reflect a variety of deciduous and evergreen trees, shrubs, perennials and ground covers.
- 2) Plant materials should be selected for their structure, texture, color, ultimate growth characteristics and sense of unity with their surroundings.
- 3) A balance ratio of evergreen and deciduous plants should be planted.
- 4) Plant varieties that will survive the cold and snow loads should be used.
- 5) Shrubs, annuals and native plants in planter boxes (both fixed and free-standing) that are framed in natural wood or stone are encouraged.
- 6) See also the Truckee Development Code, chapter 18.42.080 for recommended plant materials.

**E. When plant materials are used for screening they should be designed to function year-round.**

- 1) When installed, these materials should be of a sufficient size and number to accomplish a screening effect year-round. For example, shrubs may be selected with a branch structure that will filter views in winter time, or mix evergreens with deciduous plants for a year-round effect.
- 2) Planting screens should include trees and shrubs. Ground covers and flowering perennials alone will not provide sufficient screening.
- 3) Plants should separate parking areas from buildings, walkways and rights-of-way.
- 4) See also the Truckee Development Code, chapter 18.30.110 which provides more information for screening and buffers between adjacent uses.



*Maintain a landscaped edge along the edge of a site. This will help to define the road edge and provide a separation between pedestrian and vehicular areas and neighboring properties.*

### 3. Site Retaining Walls

Stone retaining walls are used in some areas where steep slopes occur. Many of these have historic significance and should be preserved.

#### A. Preserve an original retaining wall.

- 1) Replace only those portions that are deteriorated beyond repair. Any replacement materials should match the original in color, texture, size and finish.
- 2) Do not introduce mortar into dry-stack retaining walls.
- 3) Painting an historic masonry retaining wall, or covering it with stucco or other cementitious coatings, is not appropriate.

#### B. Maintain the historic height, form and detailing of a retaining wall.

- 1) Increasing the height of a wall to create a privacy screen is inappropriate.
- 2) If additional screening is necessary, add planting materials or a fence.

#### C. Reduce water pressure on a retaining wall by improving drainage behind it.

- 1) Also provide drains in the wall to allow moisture to pass through it.

#### D. For a new retaining wall, use materials similar to those seen historically.

- 1) Natural rock or stone should be used for a new retaining wall.
- 2) Conventional unfinished concrete block is inappropriate.
- 3) Architectural block, with special texturing or color may be considered where it can be demonstrated that the result will appear to be in character with the area.

#### E. Minimize the perceived scale and mass of a new retaining wall.

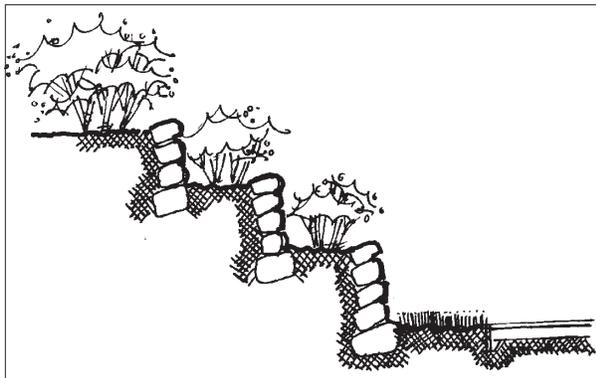
- 1) Where a wall is necessary, reflect the scale of traditional development and limit the width and height of a wall to the minimum necessary.
- 2) A wall that is less than four feet is encouraged.
- 3) Where the overall retaining height must be greater than four feet, use a series of terraces with short walls to maintain the traditional sense of a hillside where feasible.
- 4) Also consider varying the setback of individual wall to minimize the perceived overall width of a long wall.
- 5) Also consider varying the masonry pattern to provide variety in large walls.
- 6) See also the Truckee Development Code, chapter 18.30.120(F)(6) which provides more detail about retaining wall heights in conjunction with other Town setback requirements.

## 4. Cut-and-Fill

Site development may require cutting new driveways into relatively steep slopes along with substantial excavations for foundations. While basic engineering concerns are major issues in these cases, the visual impacts of these cuts can be significant. To the greatest extent possible, cutting-and-filling of sloping areas should be avoided but, where it must occur, the visual impacts should be minimized.

### A. Minimize cut-and-fill excavation that would alter the perceived natural topography of the hillside.

- 1) Use earth berms, rock forms or stone retaining walls to minimize visual impacts of cuts. Hedges and fences may also be appropriate in some locations.
- 2) Simple rock walls that use native stone may be considered. Exposed gabions, large, continuous surfaces of smooth, raw concrete and related structures are inappropriate.
- 3) See also the Truckee Development Code, chapter 18.30.080 which helps prevent premature grading of the existing terrain.



*Use earth berms, rock forms or stone retaining walls to minimize visual impacts of cuts. Hedges and fences may also be appropriate in some locations.*

## 5. Fences

When used historically, fences were simple wood picket or metal. These were relatively low in height and had a "transparent" character, allowing views into yards and providing interest to pedestrians. A few historic fences survive and should be preserved. New fences should be compatible with the historic setting as well.

### A. Preserve an original fence.

- 1) Replace only those portions that are deteriorated.
- 2) Typical historic fence types include: wood picket, wrought iron and twisted wire.
- 3) An historic wood fence should be protected against the weather with a painted finish.

### B. A new fence should be similar in character to those seen historically.

- 1) A fence that defines a front yard is usually low to the ground and "transparent" in nature. A fence should not exceed four feet in height.
- 2) Solid, "stockade" fences do not allow views into front yards and are inappropriate.
- 3) A new wood fence should be painted.
- 4) Chain link, concrete block, unfaced concrete, plastic, fiberglass, plywood, slatted "snow" fences and mesh "construction" fences are inappropriate.
- 5) See also the Truckee Development Code, chapter 18.30.070(C) for fence height limitations that apply to residential zoning districts.



*Historically, fences were low and had a degree of transparency. Original fences should be preserved and new ones should be designed to be in character.*

## 6. Building & Site Lighting

Exterior lighting should be a subordinate element, so that the stars in the night sky are visible. Traditionally, exterior lights were simple in character. Most used incandescent lamps. These were relatively low in intensity and were shielded with simple shade devices. This tradition should be continued.

### A. Exterior building lights should be functional and be in harmony with surrounding buildings.

- 1) Lights should not attract unnecessary attention to any one building.
- 2) External light fixtures should be simple in design and compatible with and complementary to the style of the building. They may also be contemporary, compatible designs.
- 3) Traditional materials such as baked enamel or porcelain, oxidized copper and cast iron should be used.
- 4) Steel, anodized aluminum or wood should be used for light standards.
- 5) Individual building lights should be secondary; whereas, the lighting of buildings should not detract from the primary lighting system which provides street and walkway illumination.
- 6) Lighting chaos and energy waste should be avoided.

### B. Minimize the visual impacts of site and architectural lighting.

- 1) Indirect lighting should be used whenever possible so that the light source is hidden from direct view.
- 2) Unshielded, high intensity light sources and those that direct light upward are inappropriate.
- 3) Shield lighting that is associated with service areas and parking lots.
- 4) See also the Truckee Development Code, chapter 18.30.060(D) for exterior lighting shielding requirements.

## 7. Residential Parking, Garages & Driveways

Although not a part of the early street scene of Truckee, the automobile and its associated storage is a part of contemporary life. In all cases, the visual impacts of parking—which includes driveways, garages and garage doors—should be minimized. On-site parking should be subordinate to other uses and the front yards should not appear to be a parking area.

### A. Avoid parking in the front yard.

- 1) Traditionally, front yards were not used as paved parking lots, and instead, yards provided views to facades and open space.
- 2) A parking pad located in the front of a residence is inappropriate.

### B. A parking area for a commercial use in a residential setting should be located to the side or rear of a lot, and detached from the main structure.

### C. A garage should not dominate the street scene.

- 1) A garage should be subordinate to the primary structure on the site.



*When parking in the front yard can not be avoided, it should be subordinate to other uses.*

#### **D. A detached garage is preferred.**

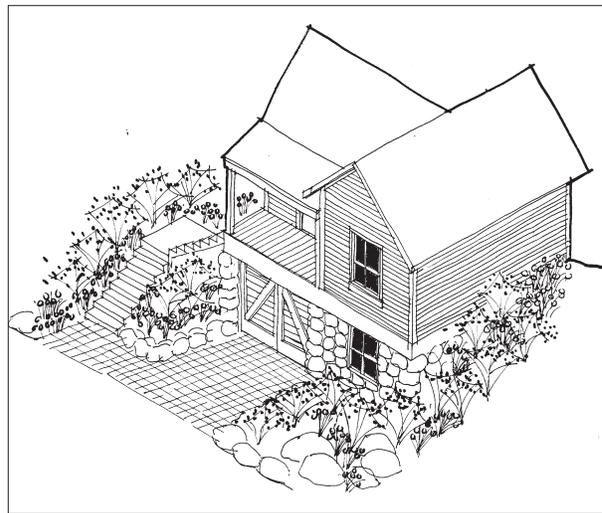
- 1) In order to minimize the impact of a garage on the street scene, locate it to the rear of the building. Setting a garage back substantially from the primary building front, may also be considered.
- 2) This will help reduce the perceived mass of the overall development.
- 3) The material and detailing of a detached garage should be utilitarian, to be compatible with other historic accessory structures.
- 4) See also the Truckee Development Code, chapter 18.48.080(j) for the dimensional requirements of a residential garage.

#### **E. When a garage must be attached, the percentage of building front allocated to it should be minimized.**

- 1) A garage door should be designed to minimize the apparent width of the opening. Use materials on the door that are similar to that of wall surface of the primary structure. This will make it read as an integral part of the structure. Wood clad garage doors are preferred.
- 2) When necessary, an attached garage should be detailed as part of the primary building.

#### **F. Use paving materials that will minimize the impact a driveway will have on a streetscape.**

- 1) Exposed aggregate concrete, gravel or chip and seal are appropriate paving materials.
- 2) Consider providing only ribbon strips of paving. This will reduce visual impacts—as well as allow more drainage through soils.
- 3) Plain asphalt or black top is not allowed.
- 4) Use materials that are not impervious to water and will not create runoff into the street or onto adjacent properties.
- 5) Consider sharing a single drive and curb cut where multiple driveways are needed.
- 6) See also the Truckee Development Code, chapter 18.48.080 for specific requirements related to driveways and site access.



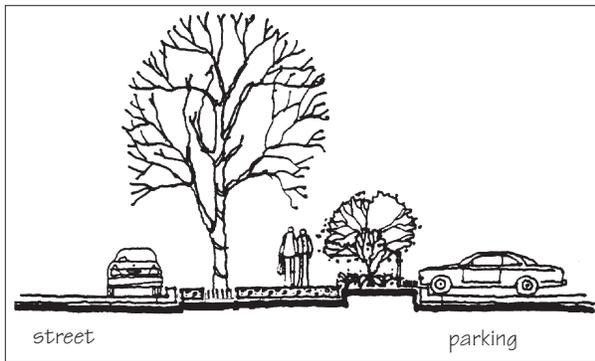
*Use materials on the door that are similar to that of wall surface of the primary structure. This will make it read as an integral part of the structure. Wood clad garage doors are preferred.*

## **8. Public & Commercial Parking**

Public parking lots were not a part of Truckee's early history either. The visual impacts of features associated with storage of automobiles, including driveways, garages and parking lots should be minimized. Care should also be taken to provide pedestrian circulation that is separate from, and does not conflict with, vehicular circulation.

#### **A. Screen a parking area from view from the street.**

- 1) Parking and circulation areas should be screened from public streets by combinations of low walls, berms, plant materials and changes in grade.
- 2) See also the Truckee Development Code, chapter 18.50.050 which provides more guidance for parking lot design, including circulation and landscaping.
- 3) See also the Truckee Development Code, chapter 18.40.040 which provides landscaping requirements for parking lot perimeters and interiors, as well as for buffers.



Where a parking lot abuts a public sidewalk, provide a buffer.



Where a parking lot abuts a public sidewalk, provide a visual buffer. This may be a landscaped strip or planter. Use a combination of trees and shrubs to create a landscape buffer.



On a sloped site, terrace parking areas to follow the existing topography.

**B. Design a parking area to be accessed from the rear of a site, rather than from the street.**

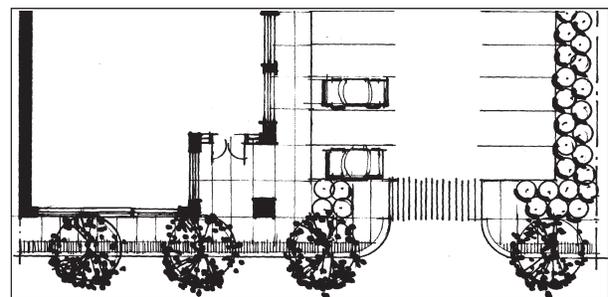
- 1) Parking placed along the side or rear of a site, or within a complex of buildings, allows project architecture and the beauty of the landscaped open space to take precedence.
- 2) See also the Truckee Development Code, chapter 18.48.080 for site access requirements.
- 3) See also the Truckee Development Code, chapter 18.50 for more guidance to parking lot design.

**C. Minimize the visual impact that large areas of parking create.**

- 1) Minimize the surface area of paving and consider using materials that blend with the natural colors and textures of the region. Options to consider are: modular pavers, gravel and grasscrete.
- 2) Large expanses of black-top or concrete are inappropriate.
- 3) When large parking lots are necessary, increase landscaping to screen the lot, and consider dividing the lot into smaller components. Provide landscaped "islands" in the interiors of lots. These may double as snow storage zones in winter months.
- 4) See also the Truckee Development Code, chapter 18.40.040 which provides landscaping requirements for parking lot interiors.
- 5) See also the Truckee Development Code, chapter 18.450 for parking lot design guidance.

**D. On a sloped site, terrace parking areas to follow the existing topography.**

- 1) Orient parking areas to fit within the topography. Placing a driving lane parallel to a site contour will reduce the need for cut-and-fill.
- 2) Use landscaping in terraced areas between parking lots.



Where a parking lot shares a site with a building, place the parking at the rear of the site or beside the building.

## 9. Historic Accessory Structures

Accessory structures are a part of the design traditions of downtown Truckee. They include garages, carriage houses, barns and sheds. Because accessory structures help interpret how an entire lot was used historically, their preservation is strongly encouraged.

### A. If an existing accessory structure has historic significance, then its preservation is encouraged.

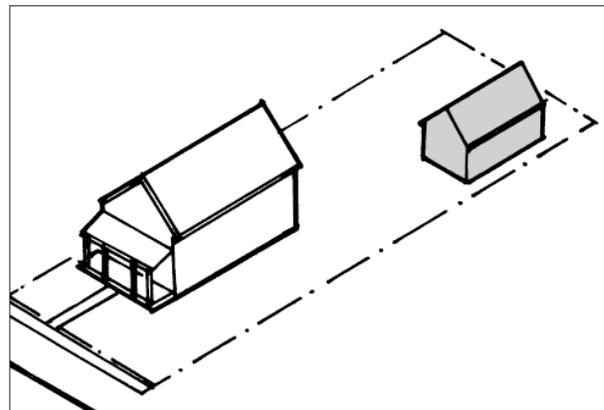
- 1) When treating an historic accessory building, respect its character-defining features such as its primary facade and roof materials, roof form, windows, doors and architectural details.
- 2) Avoid moving an historic accessory structure from its original location.

### B. If an existing accessory structure is beyond repair, then replacing it in-kind is encouraged.

- 1) An exact reconstruction of the accessory structure is not necessary. However, the replacement should be compatible with the overall character of the historic structure, while accommodating new uses.



*If an existing accessory structure has historic significance, then its preservation is encouraged.*



*Locate an accessory structure to the rear of a lot.*

## 10. New Accessory Structures

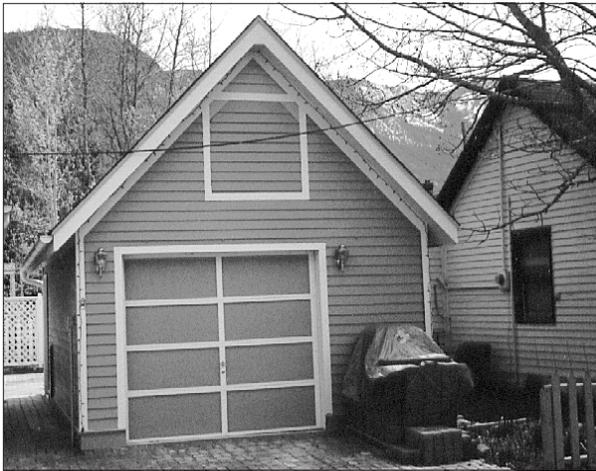
A new accessory structure should be subordinate to the primary structure on a site.

### A. Locate an accessory structure to the rear of a lot.

- 1) Locating an accessory structure to the side of a primary structure, but set back substantially may also be considered.
- 2) See also the Truckee Development Code, chapter 18.30.120, Table 3-3, which provides setback requirements for residential accessory uses and structures.

### B. Construct an accessory structure that is subordinate in size and character with the primary building.

- 1) In general, accessory structures should be unobtrusive and not compete visually with the house. While the roof line does not have to match the house, it is best that it not vary significantly.



*An accessory structure should be similar in character to those seen traditionally. Basic rectangular forms, with hip, gable or shed roofs, are appropriate.*



*Trash areas for commercial uses should be screened from view, using a fence, hedge or enclosure.*

- 2) An accessory structure should remain subordinate, in terms of mass, size and height, to the primary structure.

**C. An accessory structure should be similar in character to those seen traditionally.**

- 1) Basic rectangular forms, with hip, gable or shed roofs, are appropriate.

**D. Maintain the traditional range of building materials seen on accessory structures.**

- 1) Appropriate siding materials for secondary buildings include: unpainted or stained wood siding, wood planks, vertical board and batten siding or corrugated metal.
- 2) These materials should be utilitarian in appearance. The use of muted, natural colors and finishes is particularly encouraged.

**E. Maintain the simple detailing found on accessory structures.**

- 1) Ornate detailing on an accessory structure is inappropriate.
- 2) Avoid details that may give an outbuilding a residential appearance. Accessory structures should not mimic primary structures.

## 11. Service Areas

Service areas include places for loading as well as storage for trash, recycling containers, snow, firewood and site maintenance equipment. Many of these require access year-round and should therefore be carefully planned as an integral part of a site. At the same time, the visual impacts of service areas should be minimized. When laying out a site, adequate provision should be made for service areas. They should not simply be located in "left over" side yards, for example.

**A. Service areas should not be visible from major pedestrian ways.**

- 1) Locate a service area along the rear of a site, when feasible.
- 2) Trash areas, including large waste containers or dumpsters, should also be screened from view, using a fence, hedge or enclosure. For a larger storage area, consider using a shed to enclose it.

- 3) Consideration should be given to wintertime snow and ice buildup that could otherwise impede access to receptacles.
- 4) Combine service areas with those of other properties, when feasible.
- 5) See also the Truckee Development Code, chapter 18.24.040(B)(7) for more guidance regarding trash storage areas.

## 12. Utilities

Utilities that serve properties may include telephone and electrical lines, electrical transformers, ventilation systems, gas meters, propane tanks, air conditioners and telecommunication systems. Adequate space should be planned in a project from the outset and they should be designed such that their visual impacts are minimized.

### A. Minimize the visual impacts of utilities and service equipment.

- 1) Locate utilities at the rear of a property and screen them.
- 2) Minimize the visual impacts of exhaust systems by integrating them into the building design.
- 3) Any utility device or piece of service equipment should have a matte or non-reflective finish and be integrated with the building colors.
- 4) See also the Truckee Development Code, chapter 18.30.160 for guidance on the undergrounding of utilities.
- 5) See also the Truckee Development Code, chapter 18.24.040(B)(7) for more guidance regarding the screening of utility equipment.

### B. Screen rooftop appurtenances, such as mechanical equipment and antennas, from view.

- 1) See also the Truckee Development Code, chapter 18.24.040(C)(3) for more guidance.

### C. Solar devices should not block views or significantly detract from the setting.

- 1) See also the Truckee Development Code, chapter 18.30.140 which provides guidelines for the placement and screening of solar equipment.

## 13. Snow Shedding

New buildings should minimize the potential negative impacts of snow shedding patterns on adjacent properties and pedestrian ways.

### A. Provide for safe snow shedding and removal.

- 1) Commercial buildings with metal-clad roofs should have snow guards, brakes or other devices to prevent snow and ice shedding onto public ways.
- 2) Locate decks, courtyards and pedestrian ways such that snow shedding hazards are minimized.
- 3) Place crickets or other snow guard devices in such a way that they do not alter the form of the roof as seen from the street.
- 4) See also the Truckee Development Code, chapter 18.30.130 which provides snow storage area requirements for all developments with off-street parking except single-family dwellings, secondary residential units and duplexes.



*Place crickets or other snow guard devices in such a way that they do not alter the form of the roof as seen from the street.*

## 14. Accessibility

The Americans with Disabilities Act (ADA) mandates that places of public accommodation be accessible to all users.

### A. The guidelines introduced in this document should not prevent or inhibit compliance with accessibility laws.

- 1) All new construction should comply completely with the ADA.
- 2) Owners of historic properties also should comply to the fullest extent, while also preserving the integrity of the of the character-defining features of a building.
- 3) Special provisions for historic buildings exist in Federal and State accessibility laws that allow for some alternative design solutions.
- 4) Consult with the State Historic Preservation Office for more information regarding compliance or alternative design solutions for accessibility in an historic structure.

## 15. Newspaper Racks

Newspaper racks, when clustered at a corner or along sidewalks, can impede pedestrian activity and obscure the storefronts behind them. Their visual impact should be minimized.

### A. Minimize the visual impacts of newspaper racks.

- 1) Newspaper racks will be grouped and screened by a specialty enclosure. The design of the enclosure is to be consistent with the building materials guidelines for new buildings.
- 2) A newspaper rack should be painted in a muted color.
- 3) The specialty enclosure should not impede access to crosswalks or on-street parking and should not be located at corners or on crowded pedestrian ways.

# CHAPTER 11

## DESIGN GUIDELINES FOR SIGNS



### Introduction

This chapter presents design guidelines for the treatment of signs associated with commercial uses. The design guidelines are organized into relevant design topics, and within these are the individual policies and design guidelines upon which the Town will base its decisions.

Traditionally, a variety of signs were seen in Truckee. Five different types occurred:

- Small, freestanding signs mounted on a pole or post; located near the sidewalk because the primary structure or business was set back from the street (e.g., an area with residential character); printed on both sides
- Medium-sized, square or rectangularly-shaped signs that projected from the building above the awnings or canopies; printed on both sides
- Small signs hung below canopies
- Medium- to large-sized, horizontally-oriented rectangular signs attached flat against the building, above and/or below canopies; printed on one side only
- Window signs, painted on glass; used at the street level and on upper floors

### Topics Discussed in this Chapter:

1. Sign Context
2. Appropriate Signs
3. Materials
4. Sign Content
5. Sign Lighting

Signs that were mounted on the exterior advertised the primary business of a building. Typically, this use occupied a street level space and sometimes upper floors as well.

In addition, signs were mounted to fit within architectural features. In many cases, they were mounted flush above the storefront, just above moldings. Others were located between columns or centered in “sign boards” on a building face. This method also enabled one to perceive the design character of individual structures, and is the preferred alternative for most structures in Truckee.

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### References:

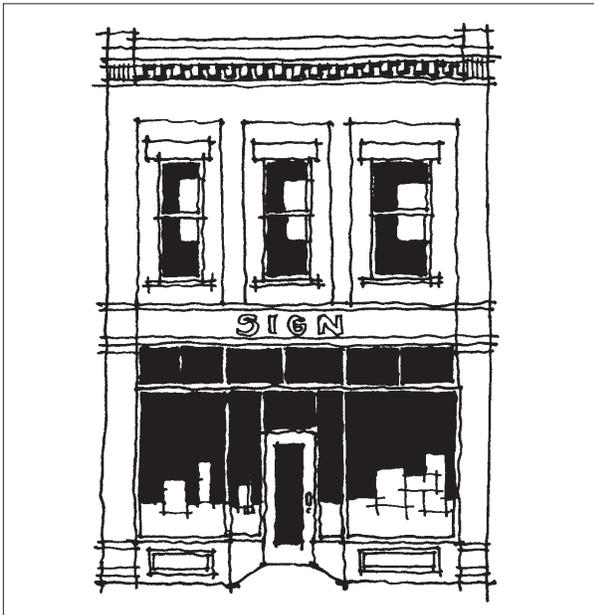
☞ Also consult Chapters 18.54 and 18.56 of the Truckee Municipal Code.

## 1. Sign Context

A sign typically serves two functions: first, to attract attention, and second to convey information, essentially identifying the business or services offered within. If it is well designed, the building front alone can serve the attention-getting function, allowing the sign to be focused on conveying information in a well-conceived manner.

### A. Consider the building front as part of an overall sign program.

- 1) Integrate a sign within the structure's design into a unified architectural statement.
- 2) Develop a master sign plan for the entire building. This is especially important for buildings that house multiple businesses. The master sign plan can then guide individual sign design decisions.
- 3) See also the Truckee Development Code, chapter 18.54.040 which provides more information about filing a Comprehensive Sign Program.



*Coordinate the overall facade composition, including ornamental details and signs.*

### B. Design a sign to be subordinate to the overall building composition.

- 1) A sign should be consistent with the proportions and scale of the elements within the structure's facade.
- 2) Locate a sign on a building such that it will emphasize design elements of the facade itself.
- 3) Study the facade of the structure to determine if there are any architectural features or details that suggest a location, size or shape for the sign. These could be bands or frames of brickwork, cornice lines, indentations or projections in the face material.
- 4) Look at the facade of the structure in relation to where adjacent businesses have placed their signs. There may be an established pattern of sign locations.
- 5) See also the Truckee Development Code, chapter 18.56.030(E) for more guidance regarding sign placement.

### C. Do not locate signs so that they cover architectural features that may be important to the structure's overall design.

- 1) This is especially important for a building with historic significance.
- 2) Design a sign to integrate with the architectural features of the building on which it is to be installed and not distract attention from them.
- 3) See also the Truckee Development Code, chapter 18.56.030(E) for more guidance regarding sign placement.

## 2. Appropriate Signs

### A. A flush-mounted wall sign may be considered.

- 1) In many cases, Vernacular Commercial buildings common in Truckee have a “sign band.” This is the ideal location for a primary building sign. The sign band is typically located above the transom and below the second-floor windows.
- 2) When using the sign band location, fit the panel within the band borders.
- 3) See also the Truckee Development Code, chapter 18.54.070(K) for more general standards.

### B. An awning sign may be considered.

- 1) An awning sign may be woven, sewn or painted onto the vertical valence of an awning.
- 2) Wording or graphics that are simple and concise are preferred.
- 3) Internal illumination of an awning sign is not recommended.
- 4) See also the Truckee Development Code, chapter 18.54.070(A) for more general standards.
- 5) See also the Truckee Development Code, chapter 18.56.030(F)(1) for more guidance regarding awning signs.

### C. A window sign may be considered.

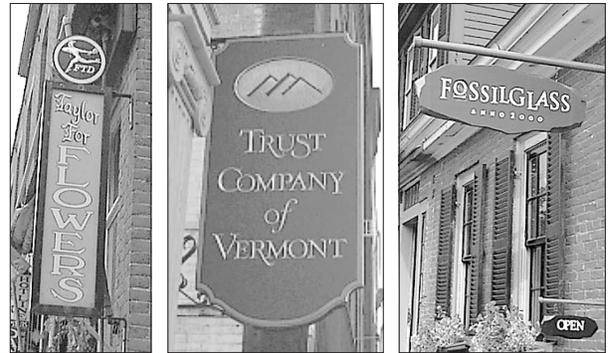
- 1) It may be painted on the glass or hung just inside a window.
- 2) See also the Truckee Development Code, chapter 18.54.070(L) for more general standards.
- 3) See also the Truckee Development Code, chapter 18.56.030(F)(2) for more guidance regarding window signs.

### D. A projecting sign may be considered.

- 1) A projecting sign is attached to a building face and is mounted perpendicular to the facade.
- 2) Locate a projecting sign near the business entrance at eye level, just above the door or to the side of it. A project sign may also be located on the underside of a canopy.
- 3) See also the Truckee Development Code, chapter 18.54.070(F) for more general standards.



A window sign may be considered. A window sign may be painted on or hung just inside a window.



A projecting sign may be considered.

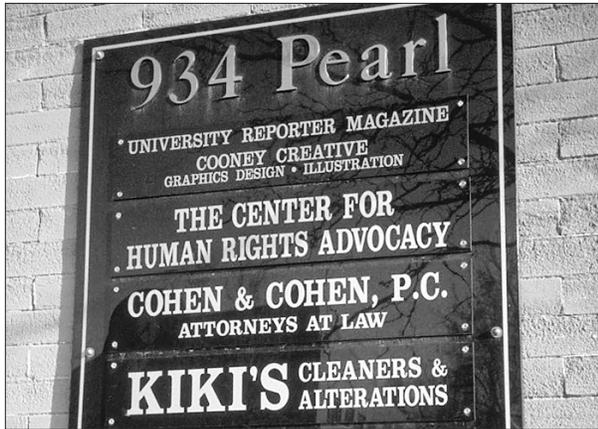
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### References:

- ☞ See also 18.54.080 to determine the maximum number, sign area, sign height and location requirements for appropriate signs in Truckee. Note that this information is organized by zoning district.

**E. A building directory sign may be considered.**

- 1) Where several businesses share a building, coordinate the signs. Align several smaller signs, or group them into a single panel as a directory.
- 2) Use similar forms or backgrounds for the signs to tie them together visually and make them easier to read.
- 3) A building directory sign is considered a wall sign; see also the Truckee Development Code, chapter 18.54.070(K) for more general standards.



*Where several businesses share a building, coordinate the signs.*



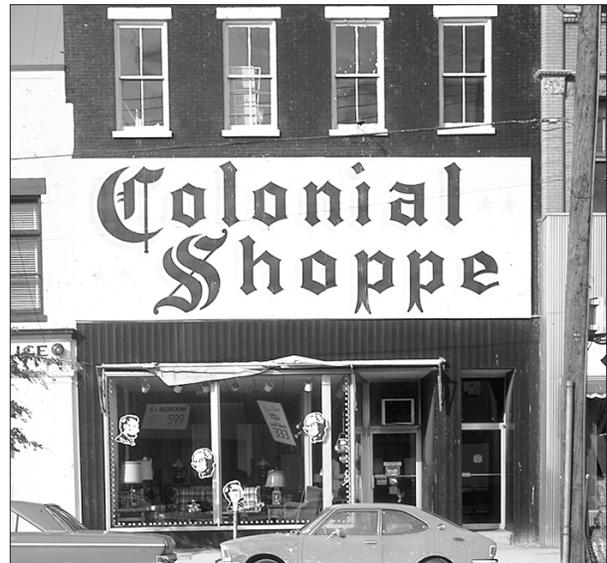
*A pole-mounted sign is preferred for smaller buildings, such as those historic residences converted to commercial uses.*

**F. A freestanding, ground-mounted sign may be considered.**

- 1) A freestanding sign may also be used in areas where the primary use is set back from the street edge.
- 2) A monument sign, where the sign itself is low to the ground with a large base or foundation, is generally not appropriate.
- 3) A pole-mounted sign, where a small sign panel is suspended from an arm that is attached to the pole, is preferred where a freestanding sign is needed for a commercial building that is set back from the street.
- 4) See also the Truckee Development Code, chapter 18.54.070(K) for more general standards.
- 5) See also the Truckee Development Code, chapter 18.56.030(F)(3) for more guidance regarding ground-mounted signs.

**G. Signs that are out of character with those seen historically and that would alter the historic character of the street are not recommended.**

- 1) Animated signs are inappropriate.
- 2) Any sign that visually overpowers the building or obscures significant architectural features is inappropriate.
- 3) See also the Truckee Development Code, chapter 18.54.050 for more information regarding prohibited signs.



*Any sign that visually overpowers the building or obscures significant architectural features is inappropriate.*

**References:**

- ☞ See also 18.54.080 to determine the maximum number, sign area, sign height and location requirements for appropriate signs in Truckee. Note that this information is organized by zoning district.

### 3. Materials

**A. Sign materials should be compatible with the design theme and use of materials on the building where the sign is to be placed.**

- 1) Painted wood and metal are preferred materials for signs.
- 2) Plastic is inappropriate.
- 3) Highly reflective materials that will be difficult to read are inappropriate.
- 4) See also the Truckee Development Code, chapter 18.56.030(B) for more guidance regarding sign materials.



*Painted wood and metal are preferred materials for signs.*

### 4. Sign Content

**A. Consider using a symbol for a sign.**

- 1) A symbol sign adds interest to the street, can be read quickly and is remembered better than written words.
- 2) See also the Truckee Development Code, chapter 18.56.030(C) for more guidance regarding the use of symbol signs.

**B. Sign colors should complement the colors used on the structures and the project as a whole.**

- 1) Overpowering colors should be restrained for use as accent colors.
- 2) See also the Truckee Development Code, chapter 18.56.030(A) for more guidance regarding sign colors.

**C. A simple sign design is preferred.**

- 1) Typefaces that are in keeping with those seen in the area traditionally are preferred. Select letter styles and sizes that will be compatible with the building front.
- 2) Generally, these are typefaces with serifs.
- 3) Avoid hard-to-read or overly intricate typeface styles.
- 4) See also the Truckee Development Code, chapter 18.56.030(C) for more guidance regarding sign design.

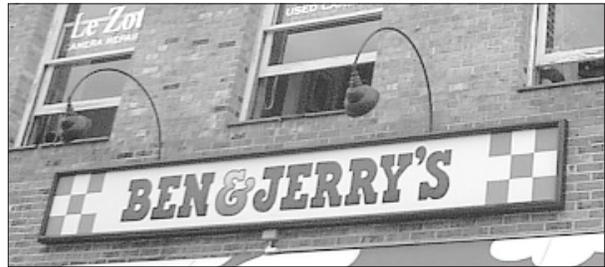


*Symbol signs add interest to the street, are quickly read and are remembered better than written words.*

## 5. Sign Lighting

### A Indirect lighting for a sign is permitted.

- 1) Direct light at the sign from an external, shielded lamp is preferred.
- 2) While internal illumination is discouraged elsewhere in Truckee, in the Downtown its use is inappropriate.
- 3) A warm light, similar to daylight, is preferred.
- 4) Light that shines directly in the eyes of pedestrians is not recommended.
- 5) See also the Truckee Development Code, chapter 18.54.060(C) for more guidance regarding the illumination of signs.
- 6) See also the Truckee Development Code, chapter 18.56.030(D) for more guidance regarding the illumination of signs.



*Lighting that is directed at a sign from an external, shielded lamp, is preferred.*

# CHAPTER 12

## DESIGN GUIDELINES FOR PUBLIC IMPROVEMENTS



### Introduction

This chapter provides design guidelines for public sector improvements in the downtown. This includes streetscape design, as well as the design of public buildings.

### Policy Base

The Downtown Specific Plan establishes key policies for development in the downtown, which include:

- To preserve the historic character of downtown as a whole
- To respect the different contexts or subareas within the downtown
- To enhance the pedestrian experience and promote pedestrian connections into adjacent neighborhoods
- To extend the pedestrian-oriented commercial area out from Commercial Row along Donner Pass Road to the west and to Jibboom Street behind Commercial Row.

The streetscape guidelines reflect these policies. They also reflect other objectives related to traffic and parking:

- To improve traffic flow in the downtown
- To reduce congestion and some intersections
- To provide parking in an organized manner
- To minimize the visual impacts of parking in surface lots

In addition, the Downtown Streetscape Plan also provides some design standards for public improvements within the street right-of-way. In case of differences between these guidelines and the Streetscape Plan, the Streetscape Plan shall take precedence.

Downtown Truckee Specific Plan  
Volume 2: Policies and Programs  
Final Plan • November 1997

- Executive Summary page 11: "Provide coordinated street furnishings."
- Chapter 5 page 2: "The degree to which these improvements are used in each sub-district should vary somewhat, reflecting the anticipated level of use by pedestrians and the relationship to other features in the area."
- Chapter 5 page 3: "Use decorative paving to identify pedestrian areas."
- Chapter 5 page 3: "Coordinate streetscape elements in other DSA sub-districts and Master Plan areas with improvements in the Downtown Commercial Core."
- Chapter 5 page 7: "Crosswalks at intersections located along major pedestrian circulation routes shall be constructed with decorative unit pavers or other suitable material."
- Chapter 5 page 7: "Simple materials, forms and features compatible with the historic buildings are appropriate."
- Chapter 5 page 7: "4. Selected furnishings must complement the historic and natural setting of the Downtown Commercial Core while accommodating the needs of a contemporary resort community."
- Chapter 5 page 10: "Fixtures and poles may vary by street segment, but should contribute to the overall charm of Downtown."

## Balancing Objectives

These design guidelines seek to balance the objectives of historic preservation, economic development and traffic engineering. Achieving a workable balance is key. Overall new streetscape improvements should remain subordinate to the historic structures that survive, while also providing an attractive place for pedestrians.

For much of the town's early history, streets were unpaved and few sidewalks existed. Historically, the streetscape was not exactly hospitable to pedestrians, although early photographs demonstrate the community's efforts to improve these conditions.

On the other hand, as the downtown seeks even more to cater to visitors and residents, pedestrian systems are needed that are inviting and that visually establish a sense of connectivity among different subareas of the commercial core. This includes the introduction of additional sidewalks, decorative paving and lighting. While sidewalks are being introduced in some areas, traffic flow and parking systems must also be considered.



*Historically, many streets were rustic in character, as this view of Jibboom Street demonstrates.*

## Historic Character of the Streetscape

Early photographs portray a rustic street scene in Truckee, but evidence of efforts to enhance the setting appear from the outset. What is apparent is that streetscape features such as boardwalks, fences and benches occurred somewhat randomly.

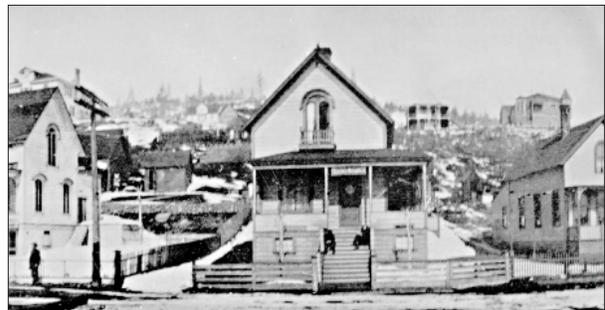
Initial improvements included boardwalks in some areas, primarily along Front Street, but also in other isolated applications as well. Later, simple concrete walks were installed. Most residential streets, however, remained without formally defined pedestrian ways. Within an individual property, owners sometimes constructed boardwalks as well. These led from the street to the front entrance.

Some service areas were screened with solid plank fences, which were similar in character to the wood finishes of nearby buildings.

Frequently, residential yards were defined by fences, in a variety of wood picket designs.



*Simple wood utility poles reflect a character of the street that may relate to street lighting concepts.*



*A variety of fences were used to define yards*

# 1. Public Buildings

Public buildings include churches, schools, libraries and governmental offices. Traditionally, buildings for these uses contrasted with the framework of storefronts and houses: While they are not aligned along a block like commercial buildings, they stand alone framed by a lawn as a foreground. Their large scale, however, distinguishes them from their residential counterparts. Entrances are also more prominent. They are clearly a part of the downtown, however, with entrances oriented to the street and walkways that promote pedestrian use. This helps to convey their function as a gathering place. This tradition of designing civic institutions as landmarks in the urban fabric should continue.



*Civic buildings, including churches stood out as accents of the town fabric.*

## **A. Locate civic institutions such that they encourage pedestrian traffic to nearby downtown businesses.**

- 1) Design civic institutions to reinforce the system of streets and sidewalks downtown.
- 2) Convenient pedestrian connections should link abutting civic institutions.
- 3) Provide edges of a civic property that are inviting to pedestrians.
- 4) Provide outdoor spaces designed for public use.

## **B. Minimize the visual impacts of automobiles.**

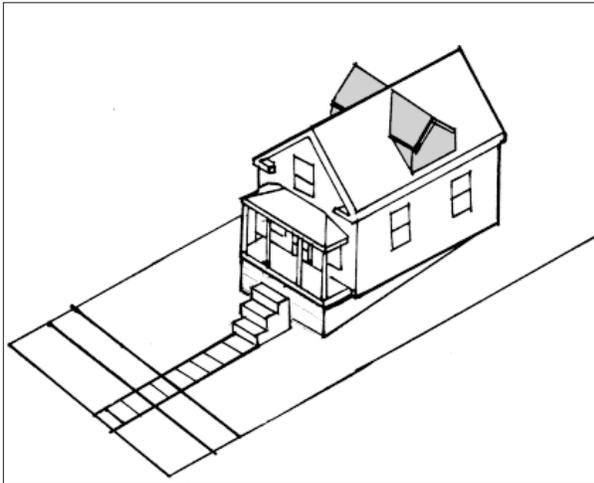
- 1) Locate primary entrances to face the street, not a parking lot.

## **C. Convey a sense of human scale.**

## **D. Minimize impacts on adjacent historic resources.**



*While many streets had no sidewalks at all, early photographs do show that wooden boardwalks were used frequently.*



*In an area that historically was residential, maintain some yard space between the sidewalk and the building. Historic porches and steps also should be preserved.*

## 2. Streetscape Design Character

Enhancements to the streetscape should occur that enhance one's ability to perceive the historic character of downtown, improve pedestrian circulation and visually link properties within a neighborhood.

In a sense, the street is being adaptively reused, to accommodate changing needs, just as many historic buildings are.

### A. The overall character of the streetscape should not impede one's ability to interpret the historic features of the area.

- 1) Highly ornamental elements, for example would suggest an inaccurate heritage of the community.
- 2) The overall streetscape should be modest in character, while also meeting contemporary functional needs.

### B. The overall character of the streetscape also should reflect the subarea within which it is located.

- 1) An area that historically has been residential should continue to reflect this character in the manner in which landscape materials are used, for example.

## 3. Sidewalks

While many streets had no sidewalks at all, early photographs do show that wooden boardwalks were used frequently. Where they were employed, they provided a visual unity to an area, with a simple textured surface. This tradition should be continued.

### A. A sidewalk design should reflect the character of its historic context.

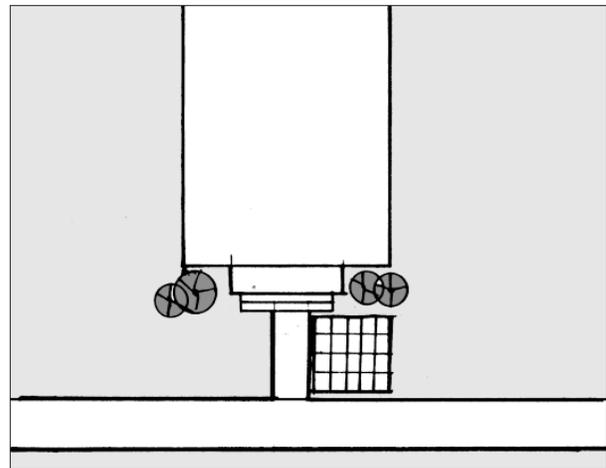
- 1) In general, sidewalk designs should be modest in character.
- 2) In a commercial area, the sidewalk should be attached to the curb, when feasible.
- 3) In an area that historically was residential, maintain some yard space between the sidewalk and the building. Historic porches and steps also should be preserved. (See also Site Design Guidelines.)

**B. Sidewalk paving should be a simple concrete finish.**

- 1) Broom-finished, grey concrete is preferred for the predominant material.
- 2) A scored concrete, which reflects the texture of boardwalks used historically, also may be considered.
- 3) The exception is along Commercial Row, where a decorative modular paver is used.

**C. Decorative paving may be used to define special functional areas.**

- 1) For example, using decorative paving at crosswalks and in courtyards is appropriate.
- 2) Decorative paving should be similar to the paver used in Commercial Row.



*Decorative paving may be used to define special functional areas, as illustrated above, with paving defining a seating area.*

## **4. Street Lighting**

In Truckee's earliest history, no public street lighting was used. Then, when the first street lights were installed, they were simple, utilitarian devices. New street lights should continue this tradition of simplicity, while accommodating new needs.

**A. Street lights should have a simple design character.**

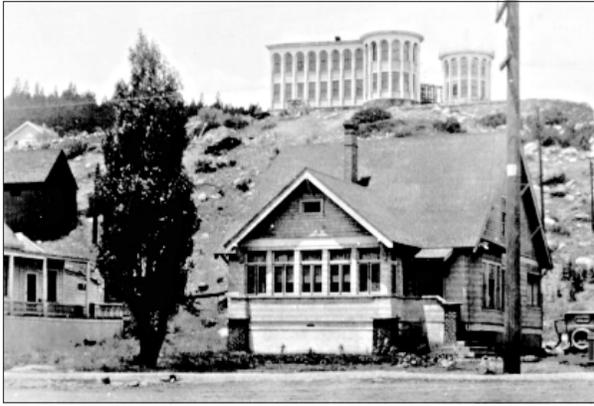
- 1) Highly ornamental lights that convey a history that was not a part of Truckee are inappropriate.
- 2) The exception is along Commercial Row, where ornamental lights are presently installed.

**B. Street lighting should be shielded.**

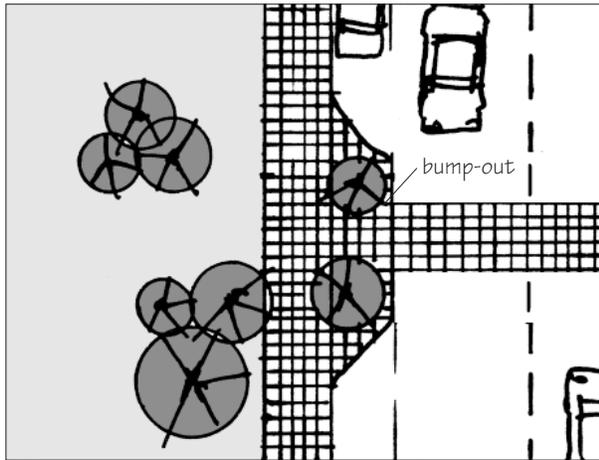
- 1) This will help to minimize glare into the nighttime sky and reduce light spill onto adjacent properties.



*Street lights should have a simple design character.*



*Historically, trees were planted randomly and located in yards*



*Consider clustering trees in defined planting areas.*



*Use of plank fence for screening service areas*

## 5. Street Trees

Historically, trees were planted randomly and located in yards, rather than in the public right-of-way (although the informal layout of many streets may have resulted in some trees appearing to be in the street). Rows of uniformly spaced street trees were not a part of the design traditions of downtown. While installation of some street trees may occur, the informal planting patterns should be continued.

### A. Where they are to be used, street trees should be planted randomly, to convey an informal character.

- 1) Consider clustering trees in defined planting areas.

### B. Use a variety of species for street trees.

- 1) This will help to convey the diversity and irregularity of the historic character of the area.

## 6. Planters

Formally defined planters were not a part of the historic character of downtown. Today, planters are a desirable feature that can enhance the pedestrian experience. Where they are used, however, they should not impede one's ability to interpret the historic character of the area.

### A. Where they are to be used, planters should be placed randomly, to convey an informal character.

## 7. Fences

Fences have been used traditionally to define areas of special functions and to screen service areas. This tradition should be continued in streetscape designs.

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### References:

- ☞ See also Chapter 10: Design Guidelines for Site Features.

# CHAPTER 13

## GENERAL GUIDELINES FOR NEW BUILDINGS



This section presents design guidelines for all new buildings in downtown Truckee. The guidelines provide property owners with assistance 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.

In addition to the general Guidelines for New Buildings, more specific ones are included for individual Character Areas of Downtown Truckee. These Character Areas each reflect differences in historical development and existing features that contribute to the unique visual characteristics of each area. The Character Areas are:

- Brickelltown Character Area
- Commercial District Character Area
- Burckhalter Character Area
- River Character Area
- Church Street Character Area
- McGlashan Addition Character Area
- Railroad Character Area
- South River Character Area
- Hilltop Character Area

### **Character Area Boundaries**

The boundaries for these Character Areas generally follow those defined in historical studies, particularly the publication *Fire and Ice: A Portrait of Truckee* (ed. Members of the Truckee Donner Historical Society, 1994). However, in some cases, two or more

historic neighborhoods have been combined to form a new, single Character Area to reflect the similarity in design policies that they share.

In drawing the boundaries for these Character Areas, the lines delimiting three other planning variables also were considered:

### **Historic Preservation District Overlay**

The Town of Truckee has adopted an historic preservation overlay boundary for the downtown. This defines the area for which the preservation design guidelines presented in this document apply. All of the Character Areas are drawn to fit within this boundary. In some cases, therefore, portions of the neighborhoods that may have historically been associated with the area are excluded from the purview of these design guidelines.

### **Historic Neighborhood Boundaries**

Historians generally define neighborhood boundaries based on their early development patterns. In Truckee, they were defined in some cases by subdivision filings and in other cases by cultural histories of the residents who tended to congregate in certain portions of the town. These boundaries are generally defined in the publication, *Fire and Ice*. When the current physical design features that were used to define the Character Area boundaries correspond to these historic neighborhoods, they are used.

## **Downtown Specific Plan Study Area**

In 1997, with the publication of the *Downtown Truckee Specific Plan*, a series of eight sub areas were defined within the Downtown Study Area: "Each sub area has its own unique characteristics, problems and

opportunities, therefore, a set of land use policies and implementation measures have been developed for each." When the current physical design features that were used to define the Character Area boundaries correspond to those sub areas identified in the Specific Plan, they are used.

### **The Basic Principles for New Construction**

While the design guidelines for new construction presented in the following chapters provide direction for specific design issues, some basic design principles form the foundation for them. The following principles apply in Truckee:

#### **1. Respect the design character of the nearby historic properties.**

Don't try to make a new building look older than it is. The copying or exact duplication of architectural styles or specific historic buildings is also inappropriate. Often, a contemporary interpretation of those architectural styles seen historically will work best.

#### **2. Maintain the setbacks and alignments of buildings in the surrounding context.**

A new building should be set back a similar distance from the street as those nearby historic buildings and incorporate a landscaped area that is in keeping with the neighborhood. Other alignments, such as

those seen from similar eave heights, porch heights and the relative alignment of window and door moldings, are also important.

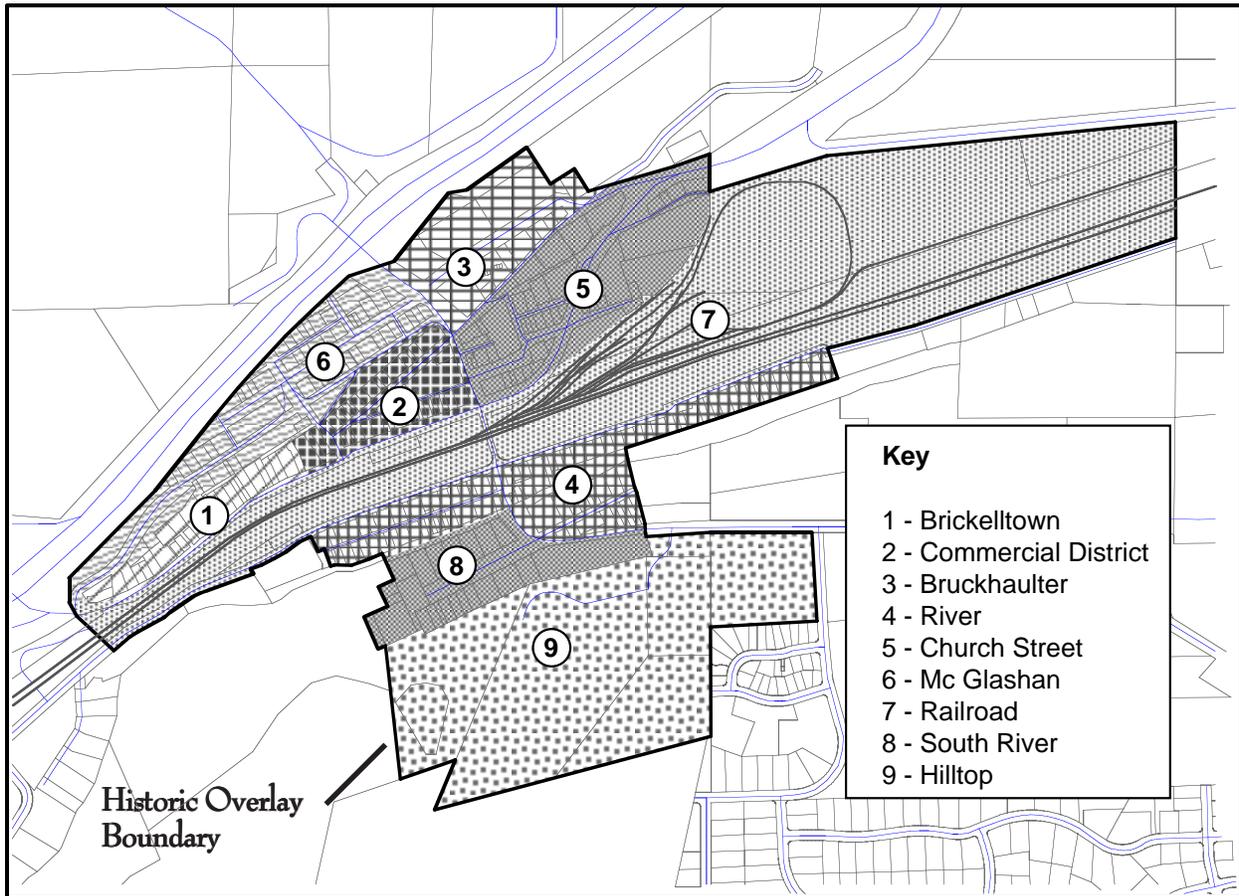
#### **3. Relate to the scale of nearby historic buildings.**

A new building should relate to the general size, shape and proportions of those buildings seen historically. It is equally important for a new building to use similar primary building materials, at least in appearance.

#### **4. In residential areas, relate to the size of lot patterns.**

A new building should be in proportion with the overall size of its lot. Generally, smaller homes are built on smaller lots, and larger homes are reserved for larger lots. Although many of the lots and the traditional scale of single-family houses in the Character Areas are smaller than current tastes support, a new building should, to the greatest extent possible, maintain the established scale.

# Downtown Truckee's Character Areas



*Downtown truckee is generally considered to be the area encompassed by the Historic Overlay Boundary, which is on the map above. This is then divided into nine sub-areas.*

# Guidelines for New Buildings

These guidelines apply to all new construction within the Historic Preservation Overlay for downtown.

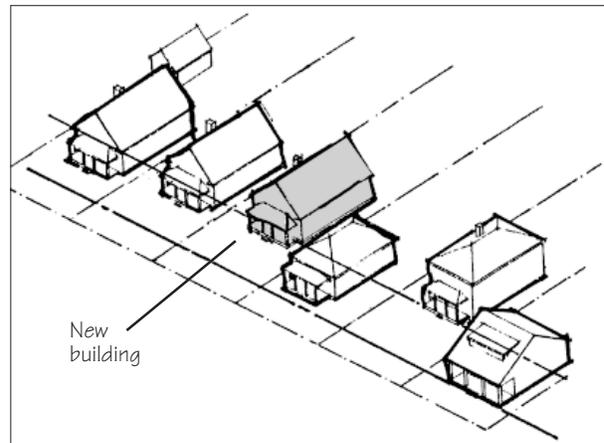
## 1. Building Setbacks

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. On many residential streets buildings align with relatively uniform setbacks. This results in a sense of visual continuity along a block and helps to highlight the curvilinear nature of these streets. This is an important feature that should be maintained. In other places, however, some variety in setbacks exists and in such a situation greater flexibility in setback is appropriate.

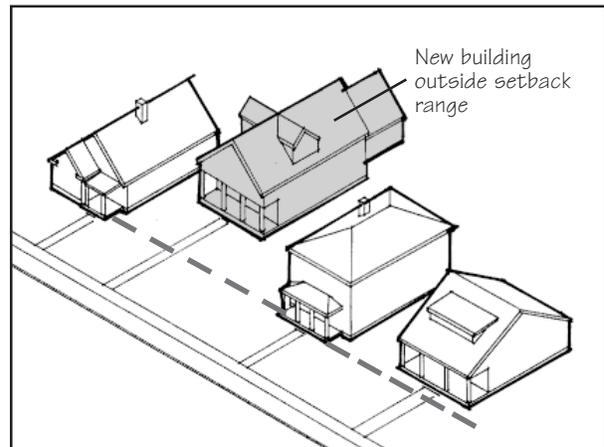
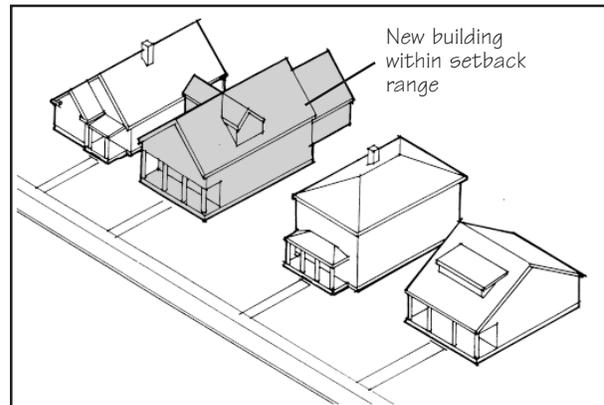
By contrast, most buildings in the commercial area align at the inside walkway edge. This contributes to a sense of visual continuity in such blocks, and should be maintained.

### A. Maintain the pattern of alignment for building fronts in the Character Area.

- 1) In a residential context, where similar front setbacks are characteristic, maintain the alignment of uniformly setback facades.
- 2) In a residential context, where variety in building setbacks is a part of the historic context, locating a new building within the traditional range of setbacks is appropriate.
- 3) In some cases, site constraints may prevent aligning a new building with the historic context. In these situations, using landscaping elements such as fences and walls to define these lines should be considered.



Where variety in building setbacks is a part of the historic context, locating a new building within the traditional range of setbacks is appropriate.



In a residential context, where similar front setbacks are characteristic, maintain the alignment of uniformly setback facades. In the bottom sketch, the new building is outside of the traditional range of setbacks and is inappropriate.

## 2. 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.

### A. Orient a new building parallel to its lot lines in a manner similar to that of historic building orientations.

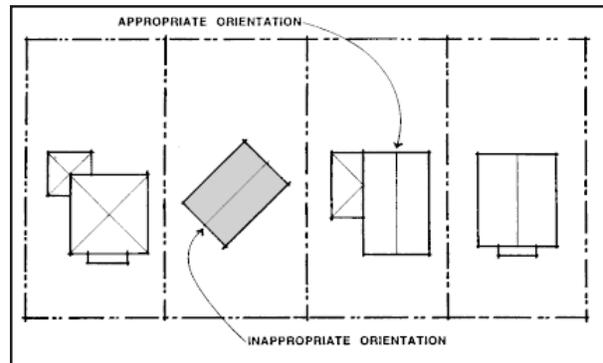
- 1) This orientation also should be compatible with any distinctive lot patterns in the relevant Character Area. (Exceptions may apply in the Hilltop and Railroad Character Areas.
- 2) This applies to both primary and accessory structures.

### B. Orient the primary entrance of a building toward the street.

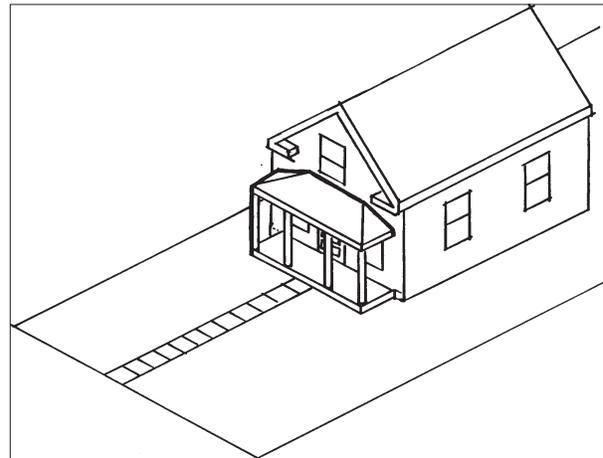
- 1) Buildings should have a clearly defined primary entrance. For example, provide a recessed entryway on a commercial building, or provide a porch on a residential structure, to define its entry.
- 2) The gable end of a structure should also face the street.
- 3) Entrances on the rear or sides of buildings should clearly be secondary to those on the front.
- 4) Exceptions apply in the Hilltop and Railroad Character Areas, where buildings may orient to a shared open space.

### C. In some cases two dwellings appear on the same lot. In situations where the historic building is set to the back of the lot it may be appropriate for a new building to be in front of the existing historic building.

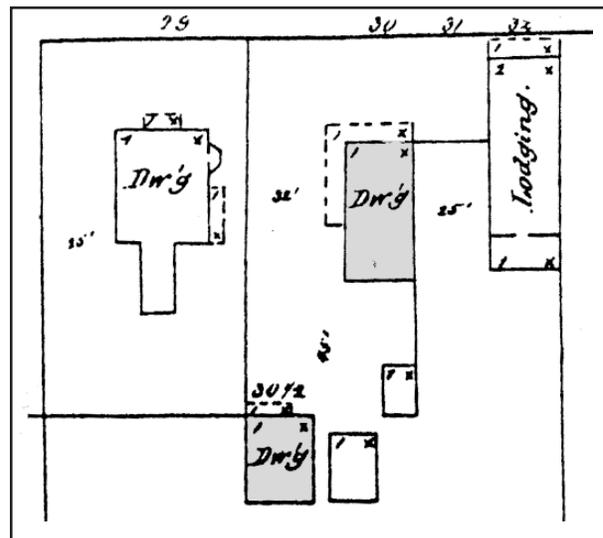
- 1) This should be reviewed on a case-by-case basis.
- 2) New construction should be historically compatible with the existing structure on the lot.
- 3) This option would be appropriate in a case where the historic building does not have a strong orientation to the street that would be altered by construction of a new building on the site.



Orient a new building parallel to its lot lines, similar to that of historic building orientations.



Orient the primary entrance of a building toward the street. The gable end of a structure should also face the street.



In some cases two dwellings appear on the same lot, as seen in the c. 1890 map above.

### 3. 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

#### A. New construction should appear similar in mass and size to historic structures found in the Character Area.

- 1) Break up the massing of larger buildings into components that reflect this traditional size.
- 2) An exception may be a new civic or institutional building that is intended to be a dominant feature in the Character Area.

#### B. A facade should appear similar in dimension to those seen historically in the town.

- 1) Typically, a residential building front ranges from 20 to 25 feet in width, with larger residences ranging from 30 to 35 feet in width. Additional widths were accomplished with a setback or change in building plane.
- 2) Commercial buildings typically had building fronts ranging from 15 to 30 feet in width.
- 3) Civic and institutional buildings may vary from the typical facade dimensions.

### 4. Building Form

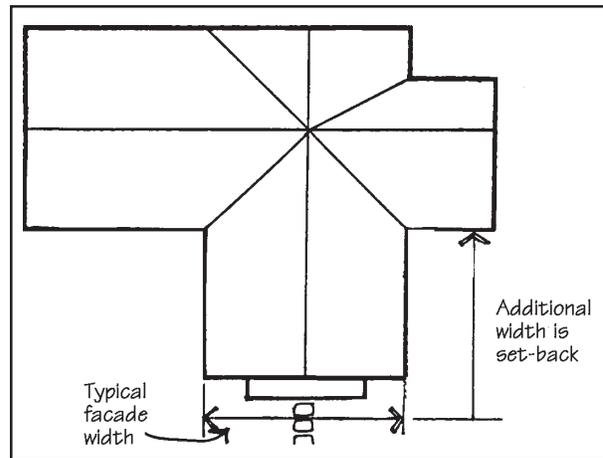
Most historic buildings in Downtown Truckee have very simple forms, and new structures should respect this design tradition.

#### A. In a new building use forms that are similar to those found traditionally in the Character Area.

- 1) The overall building form should be similar to historic buildings found in the specific Character Area.
- 2) Maintain the traditional proportions (height to width to depth) found in the Character Area.

#### B. Use traditional roof forms.

- 1) Sloping roof forms, such as gabled and shed, should be the dominant roof shapes in residential contexts.
- 2) Non-traditional roof forms are inappropriate.
- 3) Flat roof lines are appropriate on commercial structures on Commercial Row.



Typically, a residential building front ranges from 15 to 30 feet in width. Additional widths were accomplished with a setback or change in building plane.

#### C. The number and size of dormers should be limited on a roof, such that the primary roof form remains prominent.

- 1) Dormers should be used with restraint, in keeping with the simple character of buildings in Truckee.

#### D. Roofs should be similar in size to those used historically on comparable buildings.

- 1) The length of a roof ridge should not exceed those seen historically on comparable buildings. Historically, in residential contexts, the maximum ridge length was 35 to 40 feet.



Dormers should be used with restraint, in keeping with the simple character of buildings in Truckee.

## 5. Building Materials

Traditionally, a limited palette of building materials—wood, brick and stone— was used in Truckee. Accessory structures also had a limited range of materials, sometimes more rustic and utilitarian in character. 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.

### A. Maintain the existing range of exterior wall materials found throughout the Character Area.

- 1) Appropriate materials for primary structures include horizontal lap siding, board-and-batten, shingles (in limited applications), brick and stone.
- 2) Stucco, when it is tinted earth tone in color and detailed to express visual interest and convey a sense of human scale will be considered on a case-by-case basis. For example, use reveals or scoring lines to create panels to establish a rhythm and texture along a wall, or provide moldings and frame openings that establish shadow lines and visual relief. Stucco shall not be the primary building material and may only be approved for use as a secondary material on a case-by-case basis.
- 3) Reflective materials, such as mirrored glass or polished metals, are inappropriate.
- 4) Rustic shakes are inappropriate.
- 5) Corrugated metal may be considered on accessory structures and as additive forms on commercial buildings.

### B. Exterior wood finishes should appear similar to those used historically.

- 1) Maintain protective coatings of paint or stain on exterior wood siding.
- 2) The lap dimensions of siding should be similar to that found traditionally (i.e., four to five inches of lap exposure).

### C. Masonry should appear similar to that used historically.

- 1) Masonry unit sizes should be similar to those found traditionally.
- 2) The texture and color of the brick also should be similar.



*Synthetic materials, such as this composite Hardiplank may be considered, if they appear similar in character and detailing to traditional building materials.*

### D. Newer, synthetic materials may be considered, if they appear similar in character and detailing to traditional building materials.

- 1) New materials must have a demonstrated durability in this climate and have the ability to be repaired under reasonable conditions.
- 2) Details of synthetic siding should match that of traditional wood siding. The lap dimensions of synthetic siding should be similar to that of historic wood-lap siding, which are typically four to five inches of exposure.
- 3) Physical samples of any synthetic materials may be required, and their use will be approved on a case-by-case basis.

### E. 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.

### F. Materials should be applied in a manner similar to that used historically.

- 1) For example, brick veneer should not “float” above a wood clapboard wall.

## 6. 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.

### A. Roof materials on new buildings should appear similar to those used traditionally.

- 1) Composite shingles in muted colors are appropriate.
- 2) Sawn wood shingles are appropriate for most building types. Rustic wood shakes are inappropriate.
- 3) Metal roofs may be considered.

### B. 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.

- 1) Metal roof materials should be earth tones and have a matte, non-reflective finish.
- 2) Seams should be of a thin, low profile.
- 3) Many modern metal roofing materials do not have proportions that are appropriate to the historic character of the town and are inappropriate.



*Metal roof materials should be earth tones and have a matte, non-reflective finish.*



*Composite shingles in muted colors are appropriate*

## 7. 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.

### A. Respect the sense of time and place in all projects.

- 1) In all new construction, one should be able to perceive the character of the downtown as it was historically. Do not, however, attempt to create an exact perception of a point of time in the past.

### B. Avoid stylistic ornamentation that confuses the history of Truckee.

- 1) Use ornamental details with constraint, and do not use historic details in a way that would confuse the history of the area.

### C. New interpretations of traditional building styles are encouraged

- 1) A new design that draws upon the fundamental similarities among historic buildings in the community (without copying them) is preferred. This will allow new structures to be seen as products of their own time yet compatible with their historic neighbors.
- 2) The exact copying or replication of historic styles is discouraged.

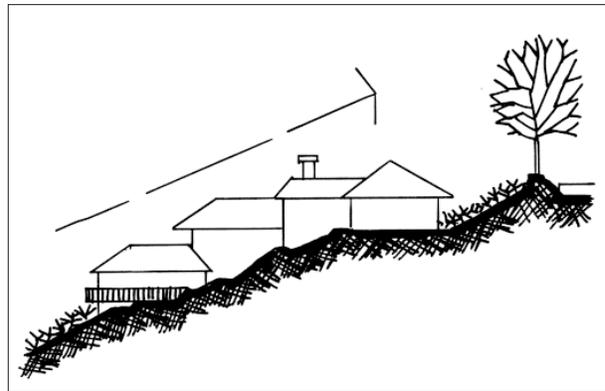
## 8. Building Foundations

Many of Truckee's historic houses were built on rock foundations. When possible this should be continued.

### A. When designing a building foundation wall, design it to be compatible with similar historic buildings in the character area.

- 1) The form, materials and detailing of a foundation wall should be similar to that of nearby historic structures.

### B. On any sloped site the building foundation and form should step with the natural topography of the site.



*On any sloped site the building foundation and form should step with the natural topography of the site.*



# CHAPTER 14

## THE BRICKELLTOWN CHARACTER AREA



The Brickelltown Character Area comprises much of the land between Donner Pass Road and High Street, as well as a few structures on the northeast side of Interstate 80. The area includes a row of buildings along the western portion of Donner Pass Road, built at the foot of a large cut in the hillside to the north of the highway. Railroad tracks lie south of Donner Pass Road. Note that historically this neighborhood extended farther to the west, but several structures were removed for construction of the interstate interchange and those parcels are excluded from the Character Area boundary. Today, Brickelltown serves as the western gateway to Truckee.

### Historic Significance

Along Donner Pass Road, Brickelltown was the location of Coburn's Station, one of the early Truckee settlements destroyed by fire. Today this neighborhood is home to some of the oldest residences in Truckee. It is known for its large Utilitarian and Victorian style residences, many of which have been converted to commercial uses. The buildings in this area are made almost exclusively from wood. Many of these houses were part of a subdivision planned by the Truckee Lumber Company. Perhaps the most notable residential structure in the neighborhood is the Kruger-White House. Kruger, along with E.J. Brickell, owned the Truckee Lumber Company. Partly due to the large number of Brickell's family members that settled in

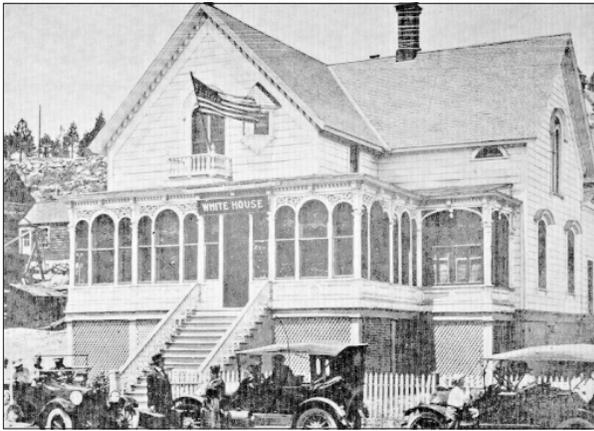
the neighborhood, it bears his name. Brickelltown's long association with the two owners of the former Truckee Lumber Company is an important part of its history.

There has been a long history of mixed uses. One of the most notable non-residential uses was for accommodations. In 1904, C.B. White, a banker and Southern Pacific Railroad Ticket Agent, purchased the Kruger residence. During the early twentieth century, the Whites opened the home as the "White House Hotel."



*The Brickelltown neighborhood is located at the base of a steep hill near the western entrance of downtown.*

☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.



*A historic photo of the White House Hotel, now known as the Kruger-White House.*

## Historic Character Description

Historic maps show that the area was predominantly residential in character, except for some commercial uses located in close proximity to the Commercial Row. Virtually all of the residential structures had front porches facing the street. Many of these porches spanned the entire width of the building, but some were L-shaped, and wrapped around to the side of the house.

Historically, a typical parcel had one large structure located at the front (near Donner Pass Road), with smaller supporting buildings located in the rear (toward the hillside). The buildings followed the curvature of the hillside, but still appeared to be in relative alignment with one another as viewed from the street. Somewhat reflective of the commercial character of the downtown area, buildings in Brickelltown were a little more densely constructed at the eastern end, near the Commercial District. This served as a transition between the commercial uses and the surrounding residential neighborhoods. Buildings in the western portion of the neighborhood were therefore a little more spread out.



*A mix of building types in Brickelltown provides a sense of visual diversity.*

## Current Character

Today, the Brickelltown Character Area is noted for a steep hillside backdrop that defines the northern boundary. Due to the railroad right-of-way across the street, most of the structures here are located on only the north side of Donner Pass Road.

A mix of building types in this Character Area, that date from 1885 to 1930, provides a sense of visual diversity. Examples of traditional domestic, commercial and industrial architecture are found in this small neighborhood. Most buildings are simple in design, although some ornamentation was used historically. The smaller buildings tend to exhibit very few details, reserving most ornamentation for porches on domestic buildings and cornice lines for commercial architecture.

The Character Area is presently dominated by historic period residences, although some modern garage and warehouse buildings exist. Additionally, several historic residences have been converted into commercial uses. The showpiece of this area, as well as the community, is the Kruger-White House. This elaborate, Italianate mansion stands in great contrast to the more modest gable-front and cross-wing workers' cottages that flank it.

Exterior wall materials traditionally were horizontal lap siding, for commercial and residential architecture alike. Stone was used generally for foundations.

The limited combination of roof forms found on the buildings creates another striking feature. Most are simple gable roofs, with ridge lines perpendicular to the street. Wood shingles and standing seam metal were used on many early buildings, while today composition shingles are frequently used.

Even though the Brickelltown Character Area is both domestic and commercial in character, most buildings are located near the street edge, although small front yards are important historic features. Building entrances are also close to the street. A varied line of building setbacks is seen, although a sense of street wall defined by building fronts is present. Parking is typically located in the front yard. Retaining walls are located in rear yards.



*Wood shingles and standing seam metal were used on many early buildings in Brickelltown.*



*The Character Area is presently dominated by historic period residences, although some modern garage and warehouse buildings exist.*

Some key design characteristics of this Character Area are:

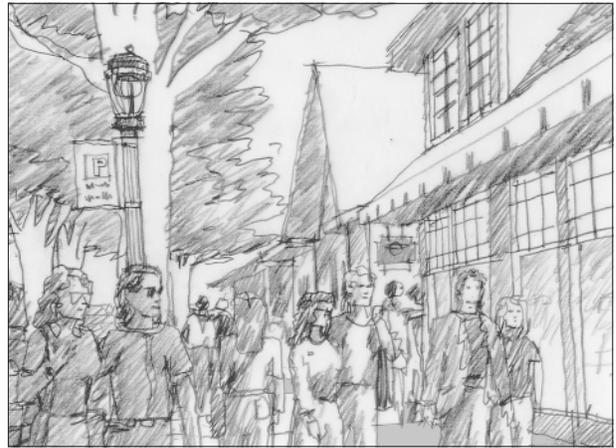
- Simple roof forms
- Raised porch entrances on domestic buildings
- Gable front on domestic buildings
- Some raised foundations
- Horizontal wood lap siding is the prominent building material
- Variety of architectural types and styles
- Simple detailing on simple buildings
- Elaborate detailing exists on larger, high-style structures
- Buildings are one or two stories in height
- Varied orientation of ridge lines on gable roofs
- Small front yards

## Design Goals & Policies

The Brickelltown Character Area should continue to develop in a coordinated manner so that an overall sense of visual continuity is achieved. Preservation of the historic integrity of this area is a primary goal. Gabled buildings, with small front yards, should be the predominant theme. At the same time, the walking experience should be enhanced for pedestrians and the visual impacts of parking on site should be minimized. Projects that include a primary building with a subordinate secondary structure will aid in maintaining the historic character of the area.

The design goals for the Brickelltown Character Area are:

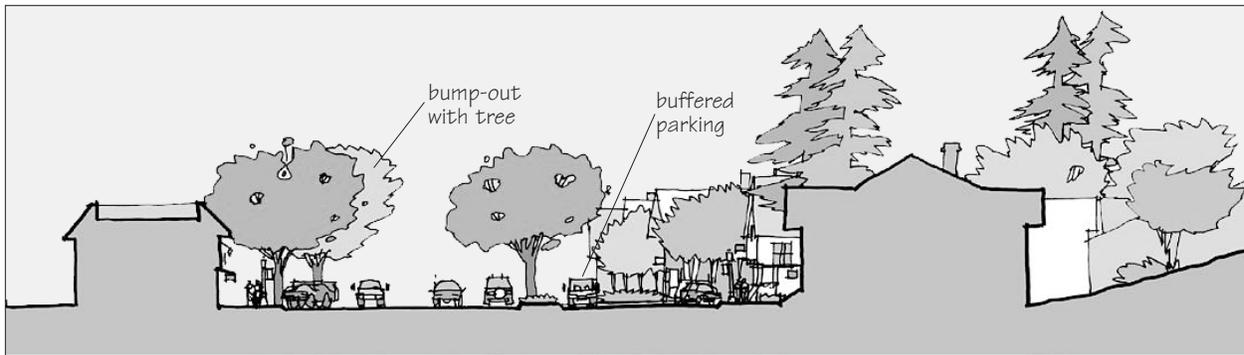
- To emphasize the preservation and restoration of historic structures, when feasible
- To maintain the general historical alignment of buildings
- To maintain traditional building mass, scale and forms along the front line of properties
- To locate additional building mass (when necessary) to the rear of the property
- To continue the use of traditional building materials
- To use the hill cut to conceal additional building mass
- To minimize visual impacts of hill cuts, use landscaping, stepped retaining walls, stem walls, and similar construction methods.
- To enhance the pedestrian experience
- To minimize the visual impacts of cars



*Enhancing the pedestrian experience should be one of the goals for the Brickelltown Character Area.*



*The Brickelltown Character Area should continue to develop in a coordinated manner so that an overall sense of visual continuity is achieved.*



*If parking must be located to the front, it should be separated from the building front with a small yard and should be buffered from the street.*

## Design Guidelines for New Buildings

### 1. Streetscape

The Brickelltown Character Area establishes the outermost edge of development in the downtown. Any changes to the streetscape should result in projects that respect the historic street curvature. Additional streetscape enhancement should maintain front yards where feasible.

#### A. Maintain the historic street curvature.

- 1) Where new streetscape elements are introduced, the historic layout of the street form should be preserved, to the extent feasible.

#### B. Any new front yards should match the dimensions of historic front yards along the street.

- 1) These may be developed as courtyards, but should continue to convey a modest residential yard character, to the extent feasible.

#### C. Maintain historic yard character.

1. Locate sidewalks along front edge of yards.

### 2. Parking

Parking on site should be visually subordinate to the residential character of the street.

#### A. Locate parking to the rear when feasible, or positioned to the side, but behind the front building line.

#### B. If parking must be located to the front, it should be separated from the building front with a small yard and should be buffered from the street.

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#### References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

### 3. Mass and Scale

The original residences and small, false-front commercial buildings contribute greatly to the overall character of this area. Although a few larger institutional structures exist, the smaller size and gable roof forms of the simple residences and businesses dominated the scene historically and should continue to do so.

#### A. Maintain the average scale of one- and two-story buildings along the street.

- 1) As a means of minimizing the perceived mass of a project, consider developing a set of smaller buildings, with one primary building and other subordinate structures, rather than one large structure.
- 2) Consider a series of small building modules, or components, that may be interconnected.

#### B. Maintain the similarity of building heights.

- 1) The apparent height of the primary facade should not exceed two stories. This includes additions and new construction.
- 2) Taller portions may step back from the street side.

### 4. Building and Roof Form

Historically, individual building forms were simple rectangular solids with gabled roofs, and false-front facades obscuring them on commercial structures. This tradition should be continued in new development.

#### A. Use building forms similar to those found traditionally.

- 1) Vertically-oriented rectangular shapes are typical and are encouraged.
- 2) One simple form should be the dominant element in a building design.
- 3) Building forms that step down in size to the rear of the lot are encouraged.
- 4) Smaller, secondary buildings should be simple rectangular shapes, as well.

#### B. Use roof forms that are similar in scale and character to those used historically.

- 1) Sloping, gable roof forms should be the dominant shapes.
- 2) Traditional roofs are simple and steeply pitched and most have gabled ends facing the street. Most primary roofs have pitches of 9:12, although some are as low as 7:12.
- 3) A flat roof also may be considered for secondary portions of a building.
- 4) Roofs composed of a combination of planes, but simple in form, are also encouraged.
- 5) Ridgelines should be similar in length to those seen historically.



*Place the height of the porch decks at an elevation similar to those found historically when feasible.*

### 5. Porches

Porches are especially characteristic of the Brickelltown Character Area. Although a wide variety of design details for porches is found, the basic organization of a porch as an entry element is an important feature that should be continued.

#### A. Use porches to define front entrances.

- 1) New porches should be similar in mass and size to those found historically in the Character Area.
- 2) Place the height of the porch decks at an elevation similar to those found historically when feasible.
- 3) Porches should have a finished (painted) appearance.

# CHAPTER 15

## THE COMMERCIAL DISTRICT CHARACTER AREA



The Commercial District Character Area constitutes the business core of the historic downtown, in which most buildings were constructed with storefronts close to the sidewalk edge. This area roughly stretches between Bridge Street and Spring Street along Front Street. A portion of Jibboom Street also lies within this Character Area.

### Historic Significance

After a fire destroyed Coburn's Station in 1868, some of the first buildings were erected in the Commercial District area. By 1885, much of Front Street, between Spring and Bridge Streets, was a well established commercial center. Fire, however, would continue to destroy parts of the downtown for years to come, resulting in the prevalent use of brick in the construction.

Behind Front Street was Jibboom Street. This area was home to the first residence in Truckee, Joseph Gray's log cabin (built in 1863), and also the location of Truckee's first Chinese settlement. By 1875, Jibboom Street was well known for an entirely different reason. The area became Truckee's "red light" district, and it continued as such until the 1940s.

### Historic Character Description

Comparing historic maps from 1898 and 1907, a clear progression of development can be seen. 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.

Canopies were also significant architectural features on the majority of commercial buildings. Historic maps and photographs show a solid line of them



*The Commercial District Character Area constitutes the business core of the historic downtown.*

☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

stretching from Bridge to Spring Streets. Over the years, breaks in this canopy line occurred. This coming-and-going of the canopies, however, was also a part of the tradition of building in Truckee.

Jibboom Street, on the other hand, was not as densely developed as its Front Street counterpart. In fact, much of the land was a large corral. A more diverse mix of uses also occurred 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.



*Jibboom Street serves as a transition between the downtown core and residential neighborhoods on the hillside.*



*The west end of the Downtown District serves as a transition to the residences in the Brickelltown Character Area. Buildings step down in scale and exhibit many residential characteristics.*

## Current Character

Today much of the Commercial District, except for Jibboom Street, reflects commercial development over a broad period between 1870 and 1940. Because of this, a variety of commercial building types exists. The buildings are, however, related to each other through the use of masonry construction, the existence of a storefront and their historical setting near the railroad’s freight and passenger depots. A “refined” image is presented to the street, with decorative trim and painted finishes, while the rear facades are utilitarian in nature and constructed of simpler materials.

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



*A “refined” image is presented to the street.*

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.

There are eleven buildings that are constructed entirely of brick and concrete block. These buildings are concentrated at each end of Commercial Row. Most of the structures in the middle of the strip are at least partially brick, with stucco or wood used in combination.

A recently improved sidewalk on Front Street is made up of several different patterns of custom brick shapes in combination with a variety of concrete finishes. The walk is continuously covered on the western one-third, mostly by second story balconies above. The remainder of the Commercial Row sidewalk is open to the sky above. Details such as the ornamental lampposts and the scale of signage and storefronts increase visual interest.

Some key features of this Character Area are:

- 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



*The buildings seen along the street are one to two stories in height, with some reaching heights of four stories.*



*Several small, one-story buildings exist in downtown Truckee.*



*Canopies align at the sidewalk edge along Front Street.*

## Design Goals & 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



*New buildings, like the one on the right, should continue the use of masonry construction.*



*One of the important design goals is to align new buildings at the sidewalk edge on Front Street.*

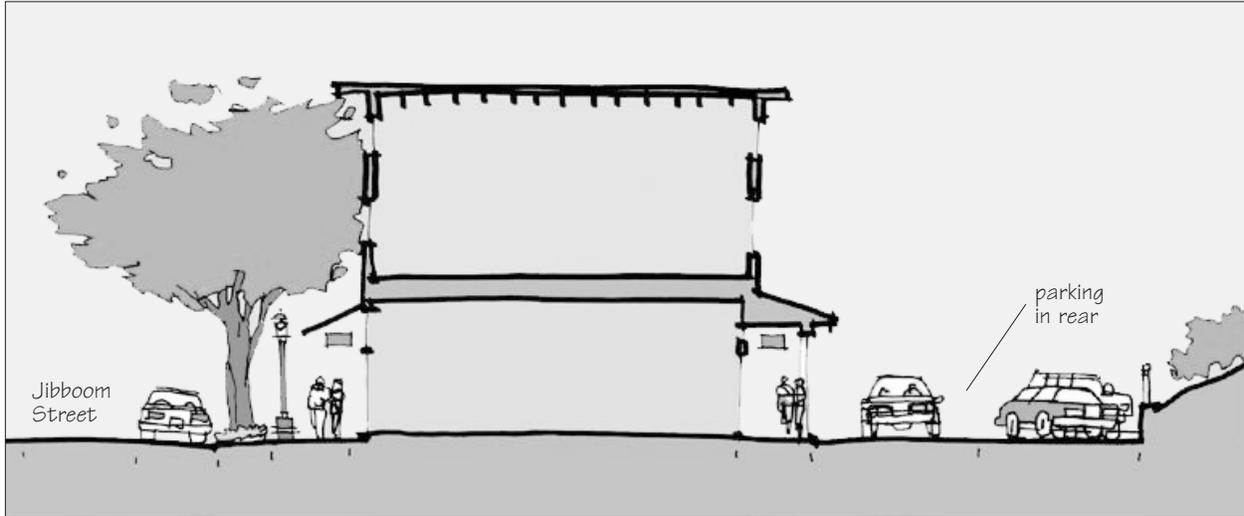


*Another important design goal is to provide a variety of building forms on Jibboom Street, which has a mix of storefronts with gable roof structures.*

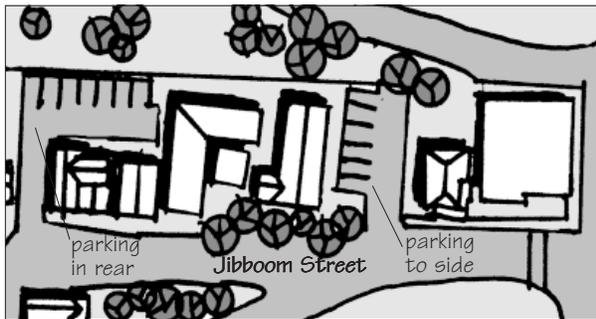


*Jibboom Street serves as a transition between the downtown core and residential neighborhoods on the hillside.*

## Design Goals & Policies, cont.



*In some cases, commercial buildings may be "double-fronted", orienting to the street and to parking in rear.*



*This sketch illustrates a variety of building forms on Jibboom Street, which has a mix of storefronts with gable roof structures.*



*Design goals include designing new commercial buildings with storefront elements similar to those seen historically but without direct imitation of historic details.*

These guidelines in this chapter are presented in two sections. The first section applies principally to Front Street. The second section applies to Jibboom Street.

## Design Guidelines for New Buildings

### Front Street

#### 1. Building Setbacks

Buildings create a strong edge to the street because they traditionally aligned on the front lot line and were usually built out the full width of the parcel to the side lot lines. Although small gaps do occur between some structures, they are the exceptions. These characteristics are vitally important to the historic integrity of the district and should be preserved.

##### A. Maintain the alignment of facades at the sidewalk's edge.

- 1) Locating an entire building front back from the established storefront line is inappropriate.

#### 2. Mass and Scale

Patterns are created along the street by the repetition of similarly-sized building elements. For example, uniform facade widths evenly spaced along Front Street create a rhythm that contributes to the visual continuity of the district. These features and similar patterns are some of the most important characteristics of the Commercial District Character Area and should be respected in all rehabilitation and new construction.

##### A. Maintain the average perceived size of buildings.

- 1) Facade heights of new buildings should fall within the established range of the block, and respect the historic proportions of height to width.
- 2) Floor-to-floor heights should appear similar to those of historic buildings in the area.

##### B. Traditional spacing patterns created by the repetition of uniform building widths along streets must be maintained.

- 1) No facade should exceed 50 feet without a clear expression of this standard module.
- 2) Where a building must exceed this width, use a change in design features to suggest the traditional building widths. Changes in facade material, window design, facade height or decorative details are examples of techniques that may be considered. These variations should be expressed through the structure such that the composition appears to be a collection of smaller building modules.

#### 3. Building and Roof Form

One of the most prominent unifying elements of Front Street is the similarity in building form. Commercial buildings were simple rectangular solids, deeper than they were wide. This characteristic is important and should be continued in new projects.

##### A. Rectangular forms should be dominant on commercial facades.

- 1) Rectangular forms should be vertically oriented.
- 2) The facade should appear as predominantly flat, with any decorative elements and projecting or setback "articulations" appearing to be subordinate to the dominant form.

##### B. Use a flat roof line as the dominant roof form.

- 1) Gabled roofs may also be used as accents.
- 2) Parapets on side facades should step down towards the rear of the building.

##### C. Along rear facades, a building should step down in height, and not be a continuous two- or three-story facade plane.

- 1) This is especially encouraged when rear areas are anticipated to have pedestrian activity.
- 2) Consider using additive forms, such as sheds, stairs and decks. These forms must, however, remain subordinate to the primary structure.

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#### References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

## 4. Recessed Entries

Many primary entrances to commercial buildings are recessed, providing a shaded area that helps to define doorways and to provide shelter to pedestrians. The repetition of this feature along the street contributes to the traditional or human scale of the area, and should be continued in a portion of the future projects.

### A. Maintain the pattern created by recessed entryways.

- 1) Set the door back from the front facade an adequate amount to establish a distinct threshold for pedestrians. A recessed dimension of four feet is typical.
- 2) Where entries are recessed, the building line at the sidewalk edge should be maintained by the upper floor(s).

## 5. New Storefront Character

The street level floors of traditional Truckee commercial buildings are clearly distinguishable from the upper floors. First floors are predominantly fixed plate glass with a small percentage of opaque materials. Upper floors are the reverse—opaque materials dominate, and windows appear as smaller openings puncturing the solid walls. These windows are usually double-hung. The street level is generally taller than the upper floors. Storefronts of 12 to 14 feet high are typical, whereas second floors of 10 to 12 feet are typical. This typical storefront character should be maintained.

### A. Maintain the traditional spacing pattern created by upper story windows.

- 1) Maintain the historic proportions of windows.
- 2) Headers and sills of windows on new buildings should maintain the traditional placement relative to cornices and belt courses.

### B. Maintain the distinction between the street level and the upper floor of a new building in the Commercial Row.

- 1) The first floor of the primary facade should be transparent glass predominantly.
- 2) Upper floors should be perceived as being more opaque than the lower floor.
- 3) Highly reflective or darkly tinted glass is inappropriate.
- 4) Express the traditional distinction in floor heights between street levels and upper levels through detailing, materials and fenestration.

### C. A canopy may be considered on commercial storefront types.

- 1) The designs should be simple in character.

## 6. Detail Alignment

A strong alignment of horizontal elements exists at the first floor level with moldings and canopies that are found at the top of display windows; at upper floor levels, alignment is found among cornices, window sills and headers. This alignment of horizontal features on building facades is one of the strongest characteristics of the street and should be preserved. It is important to note, however, that slight variations do occur, which add visual interest.

### A. The general alignment of horizontal features on building fronts must be maintained.

- 1) Typical elements that align include: window moldings, tops of display windows, cornices, copings and parapets at the tops of buildings.
- 2) When large buildings are designed to appear as several buildings, there should be some slight variation in the alignment of horizontal features.

## 7. Corner Lots

Many buildings on corner lots exhibit special features that add accent to both Front Street and the crossing streets. Corner entrances, towers and storefront windows that extend along both street facades are examples. These elements are appropriate in corner lot locations and should be encouraged.

### A. Special features that highlight buildings on corner lots may be considered.

- 1) Develop both street elevations to provide visual interest to pedestrians.
- 2) Corner entrances, bay windows and towers are examples of elements that may be considered to emphasize corner locations.
- 3) Storefront windows, display cases and other elements that provide visual entrances to facades along side streets are also appropriate.

## *Jibboom Street*

### 1. 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.

#### A. Maintain the average perceived scale of one- and two-story buildings along Jibboom Street.

- 1) As a means of minimizing the perceived mass of a project, consider developing a set of smaller buildings, with one primary building and other subordinate structures, rather than one large structure.
- 2) Consider a series of small building modules, or components, that may be interconnected.

#### B. Maintain the range of building heights that existed historically on Jibboom Street.

- 1) The apparent height of a primary facade should not exceed two stories.

#### C. New construction should relate to existing historic buildings in mass and scale.

- 1) Maintaining the historic mass and scale of buildings on Jibboom Street is of primary importance. Where a new project abuts a designated historic structure, step the building down at the property edge to minimize abrupt changes in scale, or increase side yard setbacks to reduce the impact.
- 2) Maintain the traditional proportions of building height, width and depth found in existing historic buildings.
- 3) Attachments that provide variety in building form are encouraged. Rear additions that step down in scale are also encouraged.

#### D. Use building masses that reinforce the perception of the natural topography.

- 1) Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size.
- 2) Step buildings down at hillside edges, to minimize visual impacts and reduce the apparent height.

### 2. Building and Roof Form

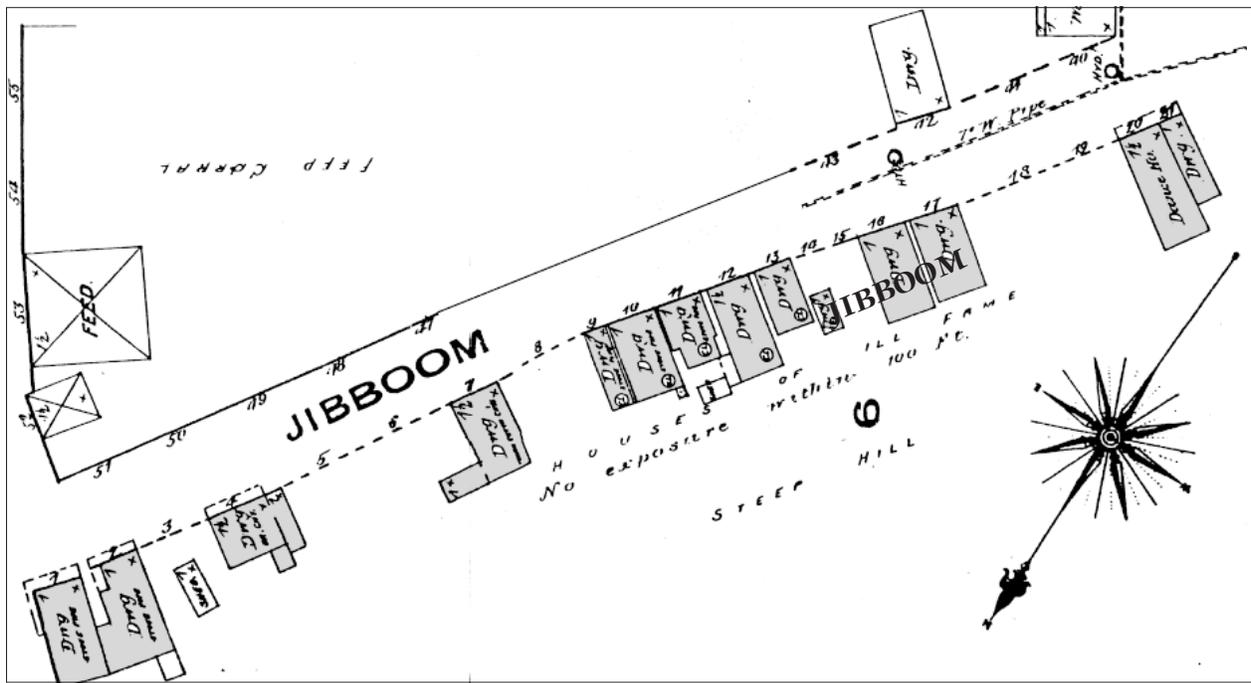
Historically, individual building forms were simple rectangular solids with gabled roofs. Some had false-front facades obscuring the gable. These traditions should be continued in new developments.

#### A. Use roof forms that are similar in size and shape to those seen historically.

- 1) Sloping, gable roof forms should be the dominant roof shapes on residential type buildings.
- 2) Roofs composed of a combination of roof planes, but simple in form, are also encouraged.
- 3) Each individual roof should be in scale with those on historic structures.

#### B. Rectangular forms should be dominant on commercial facades.

- 1) Rectangular forms should be vertically oriented.
- 2) The facade should appear as predominantly flat, with any decorative elements and projecting or setback "articulations" appearing to be subordinate to the dominant form.



As seen in this 1885 historic map of Jibboom Street as a group, buildings in this area vary somewhat in their relationship to the street.

### 3. 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.

#### A. A new building should sit within the range of setbacks as seen historically.

- 1) Some structures should align at the sidewalk edge. Others should be set back, with small courts or yards.
- 2) A large development should include varied setbacks.
- 3) Landscaping and fences that help define the yard's front edge are encouraged.

#### B. Provide variety in side yard spacing.

- 1) Side yard widths should fit within the range seen historically.
- 2) Side yards are more varied in the northern part of this Treatment Area, and more flexibility in design will be given.

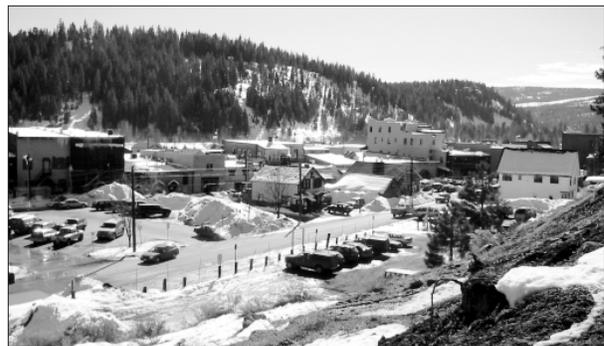
### 4. Positive Open Space

Open space and landscaping should be developed to enhance the appeal of the area to pedestrians.

#### A. Locate open space on the site so it is visible from the street.

- 1) Courtyards and arcades that open to the street are encouraged.
- 2) Rear yards between primary and secondary structures were found traditionally and are also appropriate.

#### B. Courtyards and lawn area should reflect the relatively modest character of historic landscapes along Jibboom Street while accommodating contemporary functions.



Open space and landscaping should be developed to enhance the appeal of the area to pedestrians.

## 5. 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 architectural character.

### A. Building details that maintain the simple character of this area are encouraged.

- 1) Ornamental trim and decoration that is in character with the manner in which ornamentation has been applied historically is encouraged.
- 2) Consider eaves, mullions, corner boards and brackets.
- 3) Use architectural ornamentation in limited amounts on individual buildings.
- 4) Traditional locations for decorative elements are porches and eaves.

### B. Repeat the patterns created by similar shapes and sizes of traditional building features.

- 1) Double-hung, vertically proportioned windows similar to those used historically are particularly encouraged.

### C. 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.



*Historic buildings in the area were simple in style, and did not have much architectural ornamentation.*

# CHAPTER 16

## THE BURCKHAULTER CHARACTER AREA



The Burckhaulter Character Area is essentially confined to the top and sides of a prominent hill behind the Commercial District. Early development here took advantage of the southern exposure and access to downtown. Today the Burckhaulter Character Area contains only the western portion of what historically was identified as the Burckhaulter Neighborhood. (The eastern portion is now vacant land and is excluded from the Character Area boundary.)

### **Historic Significance**

This neighborhood dates from (1863-1890) and originally contained many of the community's oldest residential buildings. Historically, this area had several large and "high-style" buildings, including the Burckhaulter Mansion itself, which was destroyed by fire in 1976.

Truckee's mortuary was also located in the Burckhaulter Character Area. The mortuary business was later relocated to the Church Street/Trout Creek Character Area, across from the community center.



*Historically, this area had several large and "high-style" buildings.*

### **Historic Character Description**

Due to the steep topography found in the Burckhaulter neighborhood, the area was not as densely developed as residential streets below it. Much larger houses, located on larger lots, were also the norm here. Many of these were built toward the rear of their lots, at the top of the steep slopes, and facing downhill. Because of this, a long series of straight stairs were very common. There also seemed to be private access to carriage houses and barns at the top of these parcels, opposite the public access from the stairs.

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☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

## Current Character

The Burckhaulters Character Area contains a collection of Victorian era residences that date from 1890 to 1910. They represent a distinctive part of town and contribute greatly to the downtown's historic significance. Alterations have slightly diminished the collection of Victorian, Queen Anne and Italianate style properties. Additionally, several modern residential properties—both single-family and multifamily—have been constructed in this area.

With respect to scale, buildings range from small cottages to larger, single-family homes. Maintenance facilities for CalTrans also are located in the neighborhood. Most buildings are simple in design, although some ornamentation was used historically. The smaller houses tend to exhibit very few details, reserving most ornamentation for porches. Larger houses show more ornamental detail. However, even these are modest overall. This limited range of application is an important characteristic of the area.

Exterior wall materials traditionally were horizontal wood siding. Stone was used generally for foundations.

The limited combination of roof forms found on many buildings creates another striking feature. Most are simple gabled or hip roofs. Steep pitches are common. Wood shingles and standing seam metal were used on many early buildings, while today composition shingles are frequently used.



*Porches are distinctive features in the Burckhaulters Area.*

Some key design characteristics of this Character Area include:

- Single family residences are the dominant type of structure
- Several larger houses were here historically, mixed in with smaller ones
- Front yards are defined by a fence
- Wood lap siding is the dominant building material
- Variety of architectural styles exists
- Gabled or hipped roofs dominate
- Simple detailing
- Hillside backdrop
- Rear portions of lot adjacent to Keiser while building fronts face downhill
- Buildings range from one-and-one half to two-and-one half stories
- Raised porches overlooking Jibboom Street
- Buildings are located to the rear of the lot
- Majority of yard is on the downhill slope
- Auto access from Keiser
- Retaining wall



*A long set of stairs was commonly used for public access from the street below the house.*

## Design Goals & Policies

The Burckhauler Character Area should continue to develop with buildings that relate in form, mass and scale to residential structures seen historically.

The design goals for the Burckhauler Character Area are:

- To emphasize the preservation and restoration of historic structures, when feasible
- To continue the use of traditional building materials
- To maintain traditional building mass, scale and forms
- To minimize visual impacts of hill cuts, using stepped retaining walls and landscaping
- To encourage the use of front porches that face the street
- To encourage detached garages and other secondary structures that are subordinate in character and scale to the primary structure



*Retaining walls and fences were popular to define property lines. In addition note that secondary structures were subordinate in character and scale to the primary structure.*

# Design Guidelines for New Buildings

## 1. Mass and Scale

Historically there were both smaller and larger residences mixed together in the Burckhault Character Area. These residences shared similar detailing and were generally one and one-half to two and one-half stories. The mass and size of buildings in Truckee are among the elements that have greatest influence on compatible construction in the community. The height, width and depth of a new building should be compatible with historic buildings within the Burckhault Character Area and especially with those structures that are immediately adjacent to the new building. The size of a building also should relate to its lot size and placement on the lot.

**A. New construction should appear similar in mass and scale to historic structures found in the Burckhault Character Area.**

**B. A larger building should be divided into “modules” that reflect the traditional scale of construction.**

- 1) If a larger building is divided into “modules,” these should be expressed three-dimensionally, by having significant architectural changes throughout the entire building.
- 2) Consider stepping down the mass of larger buildings to minimize the perceived scale at the street.

**C. A facade should appear similar in dimension to those seen historically in the town.**

- 1) Building elements should be in scale with the overall mass of the building.

**D. Use building masses that reinforce the perception of the natural topography.**

- 1) Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size.
- 2) Step a building down to minimize visual impacts and reduce the apparent height.

## 2. Building Orientation

The Burckhault Character Area varies in grade and has a number of lots which can be accessed from either the uphill street edge or the downhill street edge. Many of the larger structures were oriented to face the downhill street front.

**A. Orient facades to the street.**

- 1) On streets with a significant grade change building facades should orient to face the downhill street front.

## 3. Views

Traditionally in the Burckhault Character Area the hillside served as the backdrop to structures. Views to the hillside should be preserved.

**A. Screen views from the public way to any service or parking areas.**

- 1) Landscaping is encouraged, and may be required in order to mitigate visual impacts of service areas.
- 2) Any landscaping, when mature, should maintain existing views to the hillside.

**B. Preserve views to scenic features and the hillside.**

- 1) Consider positioning buildings on the site to maintain significant view corridors.

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### References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

# CHAPTER 17

## DESIGN GUIDELINES FOR THE RIVER CHARACTER AREA



The long River Character Area includes properties along East River Street, West River Street, East South River Street and Riverside Drive, extending in an east/west corridor along both sides of the Truckee River and south of the railroad right-of-way.

### Historic Significance

American Indians made spring and summer camps along the river's banks before the neighborhood began to develop. Permanent settlement of the River Character Area was initiated by Italian immigrants in the 1870s. A Truckee pioneer, Johnathan Moody, also developed a small subdivision at the eastern end of East River Street between 1890 and 1910.



*The Truckee River runs through the middle of the River Character Area.*

For a short time a Chinese neighborhood also existed in a part of this area. Today, very little remains architecturally to suggest the significant history associated with the Chinese community. The three buildings with historic associations that survive have been substantially modified. The Chinese Herb Shop has undergone major remodeling, but is the only remaining property that has proven connections to a significant aspect of early development associated with the Chinese community. Perhaps what is most notable about this area is the absence of large buildings along the south side of the street, which are clearly depicted in historic photographs.

### Historic Character Description

Along East and West River Streets a single family residential neighborhood developed, although other uses were also constructed along portions of East River Street. Some boarding houses, commercial uses and even some multifamily residences were found. Nonetheless, the predominant character was still that of a residential neighborhood.

Most of these houses were small and located on small lots with narrow side yards between structures. A variety of building widths was seen, however. As with many of the residential neighborhoods in Truckee, those along River Street also incorporated a front

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☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

porch that faced the street. These houses faced north towards the rail yards and the Commercial District, not the river.

The rear yards of these structures backed onto an unimproved "lane" which was to become Riverside Drive. The simpler "cabins" found along this lane were the only structures on the north side of the river to face south and take advantage of the views to the river. As one moved east towards East River Street, the single family residential character became much more pronounced and the density of development increased. Additions to the rear of houses were also a strong part of the tradition here.



*The Chinese Herb Shop has undergone major remodeling, but is the only remaining property that has proven connections to a significant aspect of early development associated with the Chinese community.*



*This historic photo, taken of the River Character Area looking north toward the Brickelltown Character Area, illustrates the variety of building widths that occurred and the consistent orientation of structures toward the railroad. Gable roofs are predominant. Rear yards of these structures backed onto an unimproved "lane" which was to become Riverside Drive.*

## Current Character

The River Character Area is noted for the Truckee River which runs through the middle of the neighborhood. Most buildings date from 1890 to 1930, with the exception of those few historic structures in the Chinatown/South Truckee neighborhood that date from 1878 to 1890.

This area is dominated by residential architecture. While residential building types dominate, some commercial and industrial architecture is found in this large neighborhood. Many early commercial properties (including hotels, saloons, boarding houses, bakeries and laundries) were mixed in with the residences. These streets reflect the wide variations in building plans, forms and architectural styles for the community. Representative styles include Vernacular, Frontier Vernacular Commercial, Queen Anne, Folk Victorian, Italianate and Craftsman. Similar to the commercial district, this area was affected by fires in the early 20th century and as a consequence, new architectural styles were constructed to replace earlier buildings.

Although it is one integral neighborhood, the River Character Area includes four distinct streets that have subtly different design characteristics. The south side of River Street has many of its original Victorian era structures. These buildings all exhibit a relatively uniform alignment from the street edge. This is also the

only street that does not back directly onto the Truckee River. The back yards of these structures face onto Riverside Drive. Whereas, on East River Street more contemporary structures are found. The back yards of these structures also slope down to the river's edge. Riverside Drive has many smaller, more utilitarian structures than those seen on East and West River Streets. Finally, South River Street, that area historically associated with the Chinese, is the only street in the Character Area on the south side of the river. Most of these structures also are more contemporary.

Most historic buildings are relatively simple in design. Many newer residences have been added to the area since its historical development; however, a portion that originally were used as residences have been converted to commercial uses.

Exterior wall materials traditionally were horizontal lap siding or stucco, for commercial and residential architecture alike. Stone was used generally for foundations.



*Some early, neighborhood commercial structures also can be found in the area.*

Some key design characteristics of this Character Area include:

- Transitional residential neighborhood
- Mix of commercial, residential and industrial uses in neighborhoods
- False-front commercial buildings (along West River Street)
- Gable-front residential buildings
- One- and two-story buildings
- Wood lap siding is the dominant building material
- Retaining walls are located along yards adjacent to the river
- Newer construction incorporates landscaped front yards and off-street parking
- River Street widening removed some on-street parking
- Front porch
- Buildings on River Street have rear yards that back onto Riverside Drive
- Buildings on River Street have a relatively uniform alignment
- Buildings on East and South River Streets have front yard setbacks that fall within a narrow range
- Buildings on East River Street have landscaped front yards
- Buildings on East and South River Streets have rear yards that slope down to the river
- Alley character along Riverside Drive
- Informal, native vegetation along river edge



*Riverside Drive has many smaller, more utilitarian structures than those seen on East and West River Streets.*

## Design Goals & Policies

The River Character Area should continue to develop with buildings that relate in mass and scale to the forms seen historically.

The design goals for the River Character Area are:

- To emphasize the preservation and restoration of historic structures, when feasible
- To maintain views to the Truckee River
- To continue the use of traditional building materials
- To maintain traditional building mass, scale and forms
- To maintain the general alignment of building fronts
- To encourage the use of residential building forms
- To encourage the use of front porches that face the street
- To encourage detached garages and outbuildings that are subordinate in character and scale to the primary structure



*The use of a front porch that faces the street is strongly encouraged in the Character Area.*



*The preservation and restoration of historic structures in the River Character Area is an important goal.*



*In order to get parked cars off the street, detached garages that are subordinate in character and scale to the primary structure are encouraged.*



*Preserving the character of the Truckee River as it runs through the Character Area is an important goal.*

# Design Guidelines for New Buildings

## 1. Positive Open Space

A variety in open space is a part of the character of this area that should be maintained. Therefore, site plans in the River Character Area should be developed with open spaces in mind.

### A. Open spaces should be developed to enhance yards and view corridors.

- 1) Open spaces should not simply be "left over" space.
- 2) Develop outdoor areas that promote pedestrian activity.

## 2. Views

Views of the natural setting of Truckee are some of the community's greatest assets that contribute to the quality of life and value of properties and should be protected and enhanced whenever feasible. Views to the Truckee River are outstanding and give special identity to this Character Area. These amenities should be protected as much as possible. All projects should be planned to reinforce and preserve existing public view corridors and to establish new view opportunities. In doing so, consideration should be given to how views from existing projects may be affected by new construction. When feasible, planning for views should be in balance with traditional site layouts and yard spacings.

### A. Preserve views to significant features such as the Truckee River.

- 1) Respecting established side yard setbacks will help to maintain views to the river.
- 2) Alternative positioning of buildings on the site may be considered when doing so would maintain significant view corridors.
- 3) Landscaping is encouraged, and in some situations, may be required in order to mitigate other visual impacts. Such landscaping, when mature, should maintain existing views and solar access corridors.

### B. Building forms that respect existing views are encouraged.

- 1) For example, rectangular forms oriented with the long side perpendicular to the street will often provide views through the property.
- 2) Reduced building footprints that increase side yard view corridors are also encouraged.

## 3. Building Setbacks

Most front facades align at a relatively uniform setback from the street in each block. The rhythm created by the placement of buildings and side yards is an especially important characteristic of the area. This historic development pattern contributes to the visual continuity of the neighborhood and should be preserved.

### A. Maintain the alignment of building fronts along the street.

- 1) Setbacks should fall within the established range of setbacks in the block.
- 2) For additions to existing buildings, set them back from the front of the structure such that they do not alter the perceived character of the front.



*Maintain the alignment of building fronts along the street.*

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## References:

- ☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.
- ☞ See also Chapter 18.20.050 - River Protection Overlay District, of the Truckee Municipal Code for development standards along the Truckee River.

## 4. Building Orientation

Traditionally, a building was oriented with its primary wall planes in line with the parcel's property lines. These traditional patterns of building orientation should be maintained.

**A. Orient a new building parallel to its lot lines, similar to that of historic buildings.**



*Orient a new building parallel to its lot lines, similar to that of historic buildings.*

## 5. Plant Materials

With portions of the River Character Area being more established in their development, it is important for new projects to take advantage of any site features that are existing. Existing stands of vegetation, for example, are important in the history of Truckee and add character to the area as a whole. These features should be retained whenever feasible.

**A. Incorporate existing stands of native vegetation in landscape plans.**

**B. For properties adjacent to the Truckee River, maintain the natural character of the river edge.**

**C. Preserve and enhance wildlife habitats along the river edge.**

## 6. Mass and Scale

The mass and scale of buildings are among the elements that have greatest influence on compatible construction in the area. The height, width and depth of a new building should be compatible with historic buildings within the River Character Area and especially with those structures that are immediately adjacent to the new building. Residences in the Character Area range from one to two stories, but are typically one and one-half story. Therefore, the tradition of one-to two-story street facades should be continued.

**A. New construction should appear similar in mass and scale to historic structures found in the River Character Area.**

1) Break up the massing of larger buildings into components that reflect this traditional size.



*Residences in the Character Area range from one to two stories, but are typically one and one-half story.*

## 7. Building and Roof Form

Traditionally, simple building forms appeared in Truckee. Most were modest rectangular shapes. In some cases, larger masses were achieved by combining two or more simple masses, in which case one of the masses typically appeared to be the "dominant" element, while others appeared to be attached to it. The "integrity" of the dominant form was a distinctive feature. Maintaining this tradition of building is vital to the protection of the character of Truckee and the visual relationship with the River Character Area.

**A. Use building forms similar to those used traditionally in the River Character Area.**

**B. The simple forms of gable, hip and shed roofs are appropriate.**

- 1) Dormers should be simple and subordinate to the overall roof form.
- 2) Alternative roof element shapes may be considered in instances where views and solar access are to be protected and preserved.

**C. Roofs should be similar in size to those used historically on comparable buildings.**

**D. Buildings adjacent to the Truckee River should step down in height toward the river edge of the property.**



*The simple forms of gable, hip and shed roofs as seen in this image, are appropriate.*

## 8. Porches

A majority of the residences in the River Character Area have front porches. These serve to reinforce the visual continuity of the neighborhood.

**A. The use of a porch is strongly encouraged and it should appear similar to those seen traditionally.**

- 1) The porch floor and roof height shall appear similar to those seen traditionally on the block.
- 2) Use similar building design elements and materials as those seen traditionally.
- 3) The front porch shall be "functional," in that it is used as a means of access to the entry.



*A front porch shall be "functional," in that it is used as a means of access to the entry.*



*A majority of the residences in the River Character Area have front porches. These serve to reinforce the visual continuity of the neighborhood.*



# CHAPTER 18

## THE CHURCH STREET CHARACTER AREA



The Church Street Character Area includes the Church Street neighborhood identified in *Fire and Ice*. Historically, these neighborhoods were visually associated. The construction of the highway separated the eastern and western portions, but nonetheless, the design policies for these areas are related.

The Character Area is directly east of the Commercial District. It is roughly bounded by Jibboom Street on the north, Bridge Street on the west, the railroad right-of-way on the south and those properties east of Highway 267.

### Historic Significance

George Schaffer was an early Truckee pioneer and one of the several houses that he built is located behind the Truckee Hotel, which is at the northeastern corner of Front and Bridge Streets. A stone firebreak exists between this house and the hotel. Dr. William Curless, Joseph Gray and Reverend T.S. Unen were some of the neighborhood's other leading residents. Joseph Gray, Truckee's first "white" resident, also fought for the rights of the Chinese community.

The two neighborhood churches—the Methodist church and the Catholic church—remain the focus of the neighborhood today. The First Methodist Church was constructed in 1869 and the Assumption Catholic Church was constructed in 1885. It was originally built at the east end of Church Street, but in 1907, was moved next to the large rock to the east of the Methodist church. During construction of Highway 267, the church was moved one more time to its current location.



*Today, the Methodist church remains in its original location and serves as a focal point for the neighborhood.*

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☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

For many years, an elementary school was also located in the Church Street neighborhood. The school was replaced, however, by another institutional building: the Truckee Donner Recreation Center.

The area was noted for ice harvesting at the Trout Creek Ice Company, although very little evidence of these ice harvests remain today. The Church Street Character Area displays un-patterned architectural construction including the Catholic church and associated rectory, and an eclectic mix of historic and modern residential buildings.

## Historic Character Description

The Church Street neighborhood was mostly residential in character with a few institutional buildings serving as accents. Comparing two historic maps (from 1898 and 1907) for the Church Street neighborhood, several clues to the development of the area can be discerned.

First, the area primarily consisted of small residences that lined Church Street. These houses were all set back a similar distance from the street, had front porches and small side yards. There appeared to be more residences in the western portion of the neighborhood, closer to the downtown. Development thinned out as the neighborhood approached the railroad right-of-way at the eastern end. Porches also varied in design. Many were full-width, but some wrapped around the side of a house. A few even wrapped around three sides of a house.



*Across the street from the Methodist church and the Recreation Center stand a row of houses that exhibit the traditional characteristics of the area.*

## Current Character

The Church Street Character Area is noted for Highway 267 that runs northeasterly through the neighborhood. The highway separates it into two parts. The western half contains the greatest concentration of buildings. In the heart of the neighborhood, Church Street is quite wide, reading as a large open space. Many cars park here, however.

A mix of building types, that date from 1890 to 1930, provides a sense of visual diversity. Both traditional domestic and institutional architecture are found here.

The Methodist church, the Catholic church and the Truckee Tahoe Recreation Center dominate the western portion of the Character Area. At the east end of Church Street, only three historic properties survive: two residences—one of which was a hospital—and a railroad warehouse.

Although most of the buildings in the western portion of the area have original residential associations, many have been converted to commercial uses. Several commercial properties (hotel, restaurant, offices) can be found here.



*The northern part of the Character Area.*

Most residential architecture in this neighborhood is simple, gable-fronted vernacular, although several buildings with Folk Victorian detailing have survived. Many residences that are located on the south side of Church Street have rear yards and secondary structures that are exposed along Highway 267.

The far northeastern corner of the Character Area possesses a small, unique group of vernacular buildings that all display an excellent level of integrity, although their condition is somewhat deteriorated.

Most buildings are simple in design, although some ornamentation was used historically. The smaller buildings tend to exhibit very few details, reserving most ornamentation for porches.

Exterior wall materials traditionally were horizontal lap siding, for commercial and residential architecture alike. Masonry was used generally for foundations.

The limited combination of roof forms found on the buildings creates another striking feature. Most are simple gables. Wood shingles and standing seam metal were used, while today composition shingles are frequently used.



*A mix of building types in this Character Area, that date from 1890 to 1930, provides a sense of visual diversity.*

Some key design characteristics of this Character Area include:

- Churches dominate and anchor area
- On-street parking
- Adjacent to Trout Creek
- Small residential neighborhood pockets
- Wood lap siding is the dominant material
- Front porches face the street (some are inset and some are projecting)
- Standing seam metal roofs
- One to one and one-half stories
- Front facing gable
- Buildings are adjacent to the street without a yard on the south side of the street
- Buildings are set back from the street with a front yard on the north side of the street
- On-street parking
- Outbuildings to the rear of a lot
- No curb cuts along Church Street itself
- Trout Creek is partially enclosed
- Retaining walls along Trout Creek
- East of Highway 267 is visually separate from the west side



*Although always having a "back yard" character, it was not until the later addition of Highway 267, that many residences on the south side of Church Street have rear yards and secondary structures that are now exposed.*

## Design Goals & Policies

The Church Street Character Area should continue to develop with buildings that relate in mass and scale to the building forms seen historically.

The design goals for the Church Street Character Area are:

- To emphasize the preservation and restoration of historic structures, when feasible (the restoration of "Supporting" buildings to upgrade rating is a priority in this area)
- To continue the use of traditional building materials
- To maintain traditional building mass, scale and forms
- To encourage the use of residential building forms (institutional buildings should serve as accents only)
- To encourage the use of front porches that face the street
- To encourage detached garages that are subordinate in character and scale to the primary structure
- To visually reconnect the eastern portion by promoting new infill that draws upon characteristics seen in the west side



*Residential type structures align along the street.*



*Encourage the use of residential building forms such as these small houses in the northeastern portion of the Character Area facing a narrow lane that overlooks Trout Creek.*



*An early view of the south side of the Methodist Church.*

# Design Guidelines for New Buildings

## 1. Building Setbacks

Most front facades align with relatively uniform setbacks in each block. The rhythm created by the placement of buildings and side yards is an especially important characteristic of the area. This historic development pattern contributes to the visual continuity of the neighborhood and should be preserved.

### A. Maintain the alignment of building fronts along the street.

- 1) Setbacks should fall within the established range of setbacks in the block.
- 2) For additions to existing buildings, set them back from the front of the structure such that they do not alter the perceived character of the front.
- 3) Landscaping and fences that help define the yard's front edge are encouraged.

## 2. Mass and Scale

The height, width and depth of a new building should be compatible with historic buildings within the Church Street Character Area and especially with those structures that are immediately adjacent to the new building. There may be exceptions to this rule in the case of institutional structures that serve to anchor the neighborhood. The size of a building also should relate to its lot size and placement on the lot. A limited mix of "small" and "large" building sizes exist in the Church Street Character Area. Even on larger lots where larger buildings occur, the traditional building size is preserved. This established size should be maintained.

### A. New construction should appear similar in mass and size to historic structures found in the Church Street Character Area.

- 1) Residences in the Character Area range from one to two stories, but are typically one and one-half story.
- 2) The tradition of one- to two-story street facades should be continued.

### B. A facade should appear similar in dimension to those seen historically in the Character Area.

- 1) Break up the massing of larger buildings into components that reflect the traditional size.

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#### References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

### 3. Building and Roof Form

The traditional residential building form consists of a simple rectangular mass capped with a gabled or hipped roof. Additions are usually located to the rear of the main building. In a basic sense, it is the combinations of these shapes that establish a sense of scale for the neighborhood. These characteristic forms should be preserved.

#### A. Use building forms similar to those found traditionally.

- 1) Vertically-oriented rectangular shapes are typical and are encouraged.
- 2) One simple form should be the dominant element in a building design.
- 3) Building forms that step down in size to the rear of the lot are encouraged.
- 4) Smaller, secondary buildings should be simple rectangular shapes, as well.

#### B. Use traditional roof forms.

- 1) Sloping roof forms, such as gabled, hip and shed, should be the dominant roof shapes. Avoid flat roofs.
- 2) Traditional roofs are simple and steeply pitched and most have hip or gabled ends facing the street. Most primary roofs have pitches of 9:12, although some are as low as 7:12. Shed roofs, on additions, have a wider range of pitches from 4:12 to 12:12.
- 3) Non-traditional roof forms are inappropriate.
- 4) Orient primary ridge lines perpendicular to the street.



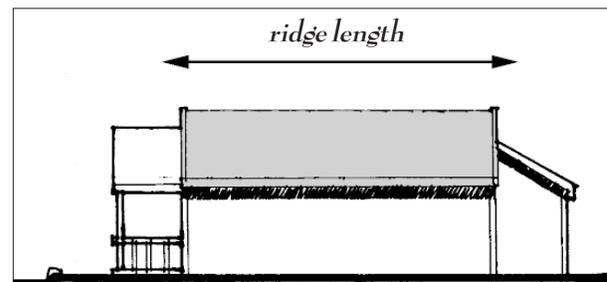
*Use building forms similar to those found traditionally.*

#### C. The number and size of dormers should be limited on a roof, such that the primary roof form remains prominent.

- 1) Dormers should be used with restraint, in keeping with the simple character of buildings in Truckee.
- 2) The top of a dormer roof should be located below the ridge line of the primary roof and set back from the eave.

#### D. Roofs should be similar in size to those used historically on comparable buildings.

- 1) The length of a roof ridge should not exceed those seen historically on comparable buildings. Historically, in residential contexts, the maximum ridge length was 35 to 40 feet.



*The length of a roof ridge should not exceed those seen historically on comparable buildings.*

## 4. Porches

A majority of the residences in the Church Street Character Area have front porches. These serve to reinforce the visual continuity of the neighborhood.

**A. The use of a porch is strongly encouraged and they should appear similar to those seen traditionally.**

- 1) The porch floor and roof height shall appear similar to those seen traditionally on the block.
- 2) Use similar building design elements and materials as those seen traditionally.

**B. The front porch shall be "functional," in that it is used as a means of access to the entry.**



*The use of a porch is strongly encouraged and it should appear similar to those seen traditionally.*

## 5. Garages

Although not a part of the historic street scene in Truckee, the automobile and its associated storage is part of contemporary life. Therefore, the visual impacts of parking, which include driveways, garages and garage doors, should be minimized. On-site parking should be subordinate to other uses and front yards should not be used for parking.

**A. A garage should not dominate the street scene.**

- 1) A garage should be subordinate to the primary structure on the site.

**B. A detached garage is preferred.**

- 1) In order to minimize the impact of a garage on the street scene, locate it to the rear of the building. Setting a garage back substantially from the primary building front, may also be considered.
- 2) This will help reduce the perceived mass of the overall development.
- 3) The material and detailing of a detached garage should be utilitarian, to be compatible with other historic accessory structures.



# CHAPTER 19

## DESIGN GUIDELINES FOR THE McGLASHAN ADDITION CHARACTER AREA



The McGlashan Addition is located in the northwest portion of the community, bounded on the north by I-80 and the south by High Street and on the east by Bridge Street.

### **Historic Significance**

Charles McGlashan, a noted community developer, is credited with undertaking development of this area in the 1890s. McGlashan built his mansion near Rocking Stone, mostly because of a shortage of good residential lots in Truckee at the time.

The Richardson Brothers, also a significant force in the community, operated a business and constructed a beautiful home in this neighborhood as well. One of the community's few historic brick residences is also located in the McGlashan Addition.



*The McGlashan Addition was initially developed by Charles McGlashan, a noted community developer, in the 1890s.*

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☞ Please see page 91 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

## Historic Character Description

Historically, the McGlashan Addition was organized around the three primary east-west streets—High, Keiser and Perkins—which were all single-loaded, with residences on only the uphill side. Accessory structures and rear yards were typically accessed from the next street up the hill. Building setbacks varied on each of these streets, but they fell into a limited range overall. Front porches also were prominent features.

Historic maps from 1890, 1898 and 1907, also show that additions were a part of the area's early tradition. Connecting smaller structures to the main house with "linking" elements was also a part of this tradition. These same maps show that High Street evolved from a row of single-family residences in 1890, to larger structures by 1898 due to many additions, and to a mixed use character with some commercial structures or uses seen along the street by 1907.

The western end of this neighborhood, around the area where McGlashan's Mansion stood, was much less developed than the eastern half. Although the Interstate is now in this area, it did not appear to be developed historically.



*The Richardson House retains much of its original integrity and decorative woodwork in the eaves and on the porch. Compare with how the structure looked historically in the photo on the left.*

## Current Character

Development in the McGlashan Addition Character Area continued through 1910-1950 and the architecture reflects the diverse characteristics of construction design and style for various periods (including Vernacular, Craftsman, Folk Victorian, Italianate and Gothic Revival). Several buildings representative of early Truckee can be found here.

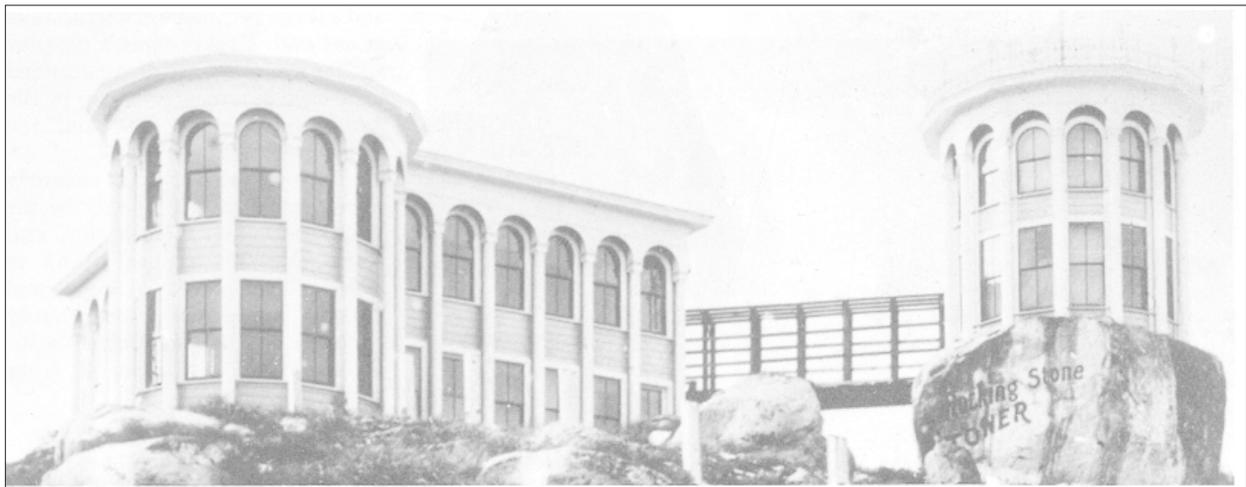
Buildings range from small, wood frame, single-family cottages to larger, single-family homes. One story residences make up the majority of the structures. Most buildings are simple in design, although some ornamentation was used historically. A limited range of detail is an important characteristic of the area. It also contains several residences of historical importance that serve as “accents” within the neighborhood: the McGlashan Mansion shelter and the Standard Oil building at Perkins and High Streets.

Exterior wall materials were horizontal wood siding. Stone was used generally for foundations.

A limited combination of roof forms found on many buildings creates another striking feature. Most are simple gabled or hip roofs. Steep pitches are common. Wood shingles and standing seam metal were used on many early roofs, while today composition shingles are frequently used.



*The McGlashan Mansion and Museum served as a significant landmark to both the Character Area and Truckee as a whole. Today, all that remains is the shell from the butterfly museum. The historic photograph below shows how “McGlashan’s Crystal Palace” once appeared.*



*The historic photograph above shows how “McGlashan’s Crystal Palace” once appeared.*

Some key design characteristics of this Character Area include:

- A hilltop location with an overview of downtown Truckee and the Truckee River
- Walkable streets, but sidewalks do not exist
- One, two and three story buildings (three story buildings are mostly on the downslope side of the street)
- Many streets have buildings on only one side, because of the steep slopes
- Primary building facade is oriented downhill
- Garages in front are both attached and detached
- Winding, steep roads
- Wood frame structures
- Pitched roofs, usually symmetrical, with wood shingles
- Front porches face the street
- Some buildings are on raised foundations
- Varied building setbacks
- Single lot depth
- Retaining walls and fences define property lines



*One of the guiding principles in the Character Area is to maintain the traditional building mass, scale and form that is a part of the context.*

## **Design Goals & Policies**

The McGlashan Addition Character Area should continue to develop with buildings that relate in mass and scale to the building forms seen historically.

The design goals for the McGlashan Addition Character Area are:

- To emphasize the preservation and restoration of historic structures, when feasible
- To continue the use of traditional building materials
- To preserve and maintain views to below
- To maintain traditional building mass, scale and forms
- To minimize visual impacts of hill cuts; use stepped retaining walls and landscaping
- To encourage the use of residential building forms
- To encourage the use of front porches that face the street
- To minimize visual impacts of parking platforms, on downhill sites
- To encourage first floors that are raised from grade and accessed with steps, on uphill sites
- To minimize the visual impact of garages by “tucking” under the structure and concealing it with matching materials, on uphill sites

# Design Guidelines for New Buildings

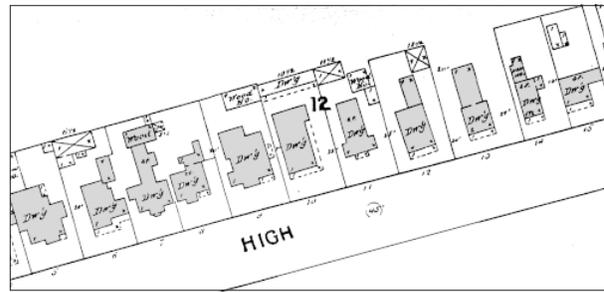
## 1. Building Setbacks

Most front facades align at a relatively uniform setback from the street in each block. The rhythm created by the placement of buildings and side yards is an especially important characteristic of the area. This historic development pattern contributes to the visual continuity of the neighborhood and should be preserved.

### A. Maintain the alignment of building fronts along the street.

- 1) Setbacks should fall within the established range of setbacks in the block.
- 2) For additions to existing buildings, set them back from the front of the structure such that they do not alter the perceived character of the front. Typically a setback from the building front should be, at a minimum, equal to the width of the facade.

### B. Side yards should match the dimensions of historic yards along the street.



*This historic map of High Street illustrates the uniform setbacks that were established within the McGlashan Character Area.*

## 2. Building Orientation

New projects in the McGlashan Character Area may be seen from lower viewpoints, and therefore any project has the potential for significant visual impact on the overall character of the town. Visual impacts of any hillside development should be minimized.

### A. Align buildings with others in the McGlashan Character Area.

- 1) Setbacks should fall within the traditional range of setbacks found within the Character Area.

### B. Minimize cuts into the hillside that would increase the visual impact of the structure from lower viewpoints.

- 1) Use stepped retaining walls and landscaping to decrease the visual impact of hillside cuts.

### C. In order to minimize the impact of foundations either conceal or decrease the visible portions of the foundation.

### D. Orient the primary entrance of a building toward the street.

- 1) Buildings should have a clearly defined primary entrance. For example, provide a porch on a residence.

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## References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

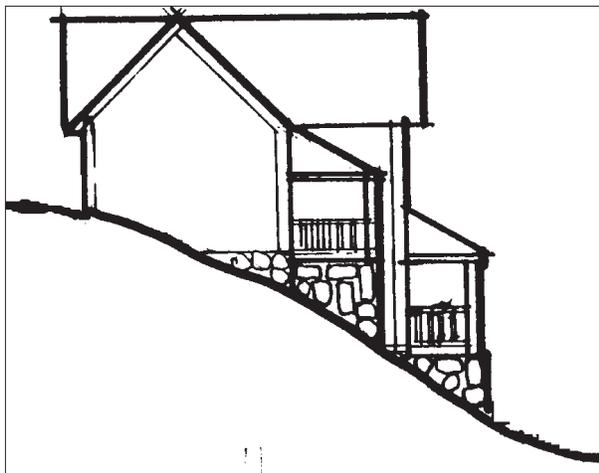
### 3. Mass and Size

The height, width and depth of a new building should be compatible with historic buildings within the McGlashan Character Area and especially with those structures that are immediately adjacent to the new building. The size of a building also should relate to its lot size. A limited mix of "small" and "large" building sizes exist in the McGlashan Character Area. Even on larger lots where larger buildings occur, the traditional building size is preserved. This established range of building sizes should be maintained.

#### A. New construction should appear similar in mass and size to historic structures found in the McGlashan Character Area.

- 1) Residences in the Character Area from one- to two-stories, but are typically one and one-half story.
- 2) The tradition of one to two story street facades should be continued.
- 3) Break up the massing of larger buildings into components that reflect this traditional size.

#### B. A facade should appear similar in dimension to those seen historically in the town.



*Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size.*

#### C. Use building masses that reinforce the perception of the natural topography.

- 1) Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size.
- 2) Step buildings down at hillside edges, to minimize visual impacts and reduce the apparent height.
- 3) Avoid placing tall buildings at high points on the site or in other highly visible areas.

### 4. Building and Roof Form

Traditionally, simple building forms appeared in the area. Most were modest rectangular shapes. In some cases, larger masses were achieved by combining two or more simple masses, in which case one of the masses typically appeared to be the "dominant" element, while others appeared to be attached to it. The "integrity" of the dominant form was a distinctive feature. Maintaining this tradition of building is vital to the protection of the character of Truckee and the visual relationship with the McGlashan Character Area.

#### A. Use building forms similar to those seen traditionally in the McGlashan Character Area.

#### B. Roof slopes that repeat the slope of the hillside are encouraged.

- 1) Roof forms that protect views of significant features and existing view corridors are encouraged.
- 2) Use muted colors that blend with the hillside.

## 5. Garages

Although not a part of the historic street scene in Truckee, the automobile and its associated storage is part of contemporary life. Therefore, the visual impacts of parking, which include driveways, garages and garage doors, should be minimized. On-site parking should be subordinate to other uses and the front yards should not appear to be a parking area.

### **A. A garage should not dominate the street scene.**

- 1) A garage should be subordinate to the primary structure on the site.

### **B. A detached garage is preferred.**

- 1) In order to minimize the impact of a garage on the street scene, locate it to the rear of the building. Setting a garage back substantially from the primary building front, may also be considered.
- 2) This will help reduce the perceived mass of the overall development.
- 3) The material and detailing of a detached garage should be utilitarian, to be compatible with other historic accessory structures.



# CHAPTER 20

## THE RAILROAD CHARACTER AREA



*The Railroad Character Area contains the railroad tracks and those lands flanking them.*

The Railroad Character Area contains the railroad tracks and those lands flanking them. This area is generally within the railroad's right-of-way and is sparsely developed. Historically, it had some warehouse and industrial type buildings. It is different from the other areas of downtown and the design policies for it reflect this.

### **Historic Significance**

The railroad line and its associated properties represent one of the fundamental reasons for the town's existence. Railroad crews began laying tracks from Sacramento toward the Sierras while Joseph Gray was erecting his log cabin in the Truckee River Basin in 1863. By 1867, Gray and George Schaffer had built the first lumber mill on the river.

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☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

Almost a year later the *Virginia City Daily Tresspass* ran an announcement from Coburn's Station: "Last evening...the last connecting rail between California and Nevada...had been laid. Tomorrow the cars will run from Reno to Sacramento."

The railroad continued to figure prominently in Truckee. The Freight Depot, the oldest railroad building in town, was constructed in 1891 and a passenger depot was built in 1896.

Other key businesses and industries located along the rail line. The far eastern portion of this area was originally dominated by the Truckee Power and Light hydroelectric plant which no longer stands. The power station served an important social and economic purpose, for here, many poker games were held which involved significant Truckee land exchanges.



*In 1896, a passenger depot was built, and it is still in operation in the center of town.*

## Historic Character Description

Historically, many more buildings existed within the railroad "right-of-way" than do now. Building types and styles varied. Hotels and depot sported decorative trim while industrial buildings were larger, simple masses. The large rail and industrial buildings found here did not have storefronts or front porches, but rather loading docks. These structures were also accessed from two sides: from the railroad tracks for the loading and unloading of goods, and from the street for the delivery and pickup of these goods.

Just as the entire area is linear, organized along the railroad tracks, the buildings too were often very linear. A clustering of buildings around a single function was also seen (e.g., lumber, ice, repair and maintenance, and hotels). These clusters included separate buildings for storage, offices, manufacturing, livestock, lodging, ice and coal, and were often organized around a central gathering space.

Over time, these buildings would come and go. They were replaced by newer or larger structures, or sometimes weren't replaced at all. This was partly due to cycles of fire, function and economics. Through its history, however, it has remained visually distinct from other part of downtown.



*A mix of forms have given variety to this area.*

## Current Character

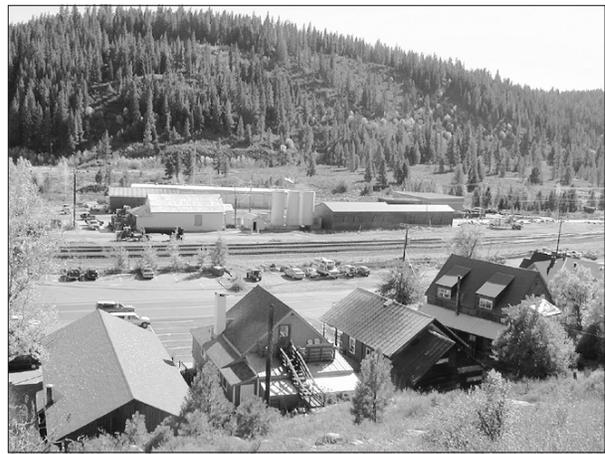
The Railroad Character Area is a mostly linear space except in the balloon track area and is organized around the functions of the railroad. Generally, this area is viewed as open space. Only a few rail and industrial buildings remain; the rest of the land is used for parking or is unimproved. Potential for substantial development exists here.

Some key design characteristics of this Character Area include:

- Visible from most of downtown
- Flat open space
- Minimal vegetative cover
- Railroad and industrial style buildings
- Area runs the length of the downtown



Existing railroad associated buildings located in the railroad right-of-way.



Longer rooflines exist in this area.



The curve of the balloon track definitively shapes the eastern portion of this Character Area.



Industrial features include signal posts.



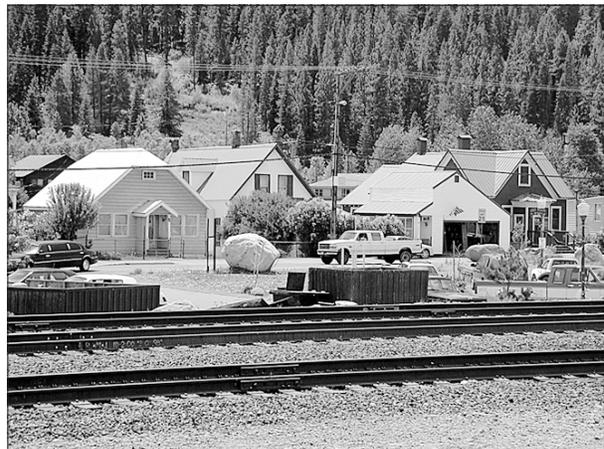
*Traditionally, many buildings were "double-fronted," facing the street and the railroad.*

## Design Goals & Policies

As the Railroad Character Area builds out, the Town wishes to ensure that it appears to be visually related to the community, through building forms and size. It also should reflect its design traditions without directly imitating the buildings that existed before. A mix of uses is encouraged and a mix of building types is also appropriate.

The design goals for the Railroad Character Area are:

- To draw upon the warehouse and railroad building designs seen historically without direct imitation
- To also consider the traditional storefront as a model to mix in among warehouse/industrial building types
- To provide pedestrian amenities
- To provide a scale of projects that is compatible with the overall scale of the downtown



*Houses along East River Street look onto the Railroad Area.*



*Taller structures also appear in this area.*

# 1. Street Layout

The Railroad Character Area represents an area of town that has traditionally contained a mix of industrial and retail establishments. The platting and placement of buildings should reflect the traditional character of the area, while providing a transition between the adjacent character areas.

**A. Planning for the Railroad Character Area should extend adjacent streets without mimicking them.**

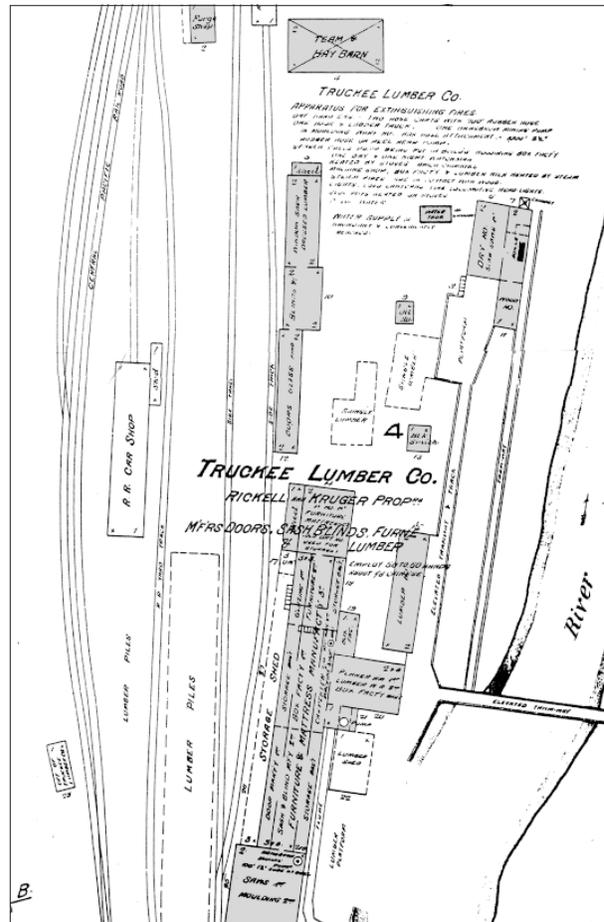
# 2. Positive Open Space

Open space should be developed to enhance the appeal of the area to pedestrians. This open space should be developed as a public amenity for use by residents and visitors alike.

**A. Locate open space on the site so it is visible from the street.**

- 1) If multiple structures are proposed, the spaces between the buildings should contribute to the overall positive open space on the site, and be of a size adequate enough to provide a distinct separation between building forms.
- 2) Courtyards should have solar exposure when feasible.
- 3) Courtyards that are totally closed from public view and access are discouraged.

**B. The Railroad area should incorporate an open space system that provides a focus for the district**



*This historic 1885 map of the Railroad Character Area illustrates a typical cluster of buildings that framed an open space.*

## References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

### 3. Building Orientation

The Railroad Character Area developed in association with the railroad and shipping industry. Many of the buildings in this area were oriented parallel to the tracks to facilitate loading and unloading of goods.

**A. Large rectangular buildings should orient the long side of the building parallel with the railroad track.**

### 4. Building Setbacks

As a group, the few remaining buildings in this area relate to the street in a similar manner, with loading docks or entries facing the street. Historically they were organized in clusters around a central gathering space. A uniform line of building fronts rarely appeared here. New developments should respect the historic siting patterns of the area.

**A. Buildings setbacks may vary.**

- 1) Varied setbacks are encouraged as appropriate to accommodate positive open space and clustering of buildings.

### 5. Mass and Scale

Historic buildings in the Railroad Character Area ranged in scale from large warehouses and depots to small storage sheds. Today, this same variety in the walls of buildings along the street should occur in new projects.

**A. New buildings should reflect the range of sizes that appeared historically in the area.**

- 1) Structures may be larger than those seen historically if they are designed to appear to be a collection of smaller masses. See the techniques described below.

**B. The maximum width of a primary facade shall be 75 feet.**

- 1) Primary facades that exceed 75 feet should be differentiated by a significant setback in the wall plane, creating positive open space in these setbacks such that they will enhance the streetscape.
- 2) Variations in facade treatment should be continued through the structure, including its roof line and front and rear facades, such that the composition appears to be a collection of smaller buildings.

**C. Create variety in wall planes to minimize the apparent scale.**

- 1) Extensive repetition of similar forms on large monolithic surfaces that would lead to the perception of a large building mass is inappropriate.
- 2) Consider varying the setbacks of walls facing the street on large projects that occupy several parcels.
- 3) Also consider varying materials and textures to reduce the perception of large expanses of wall surface.

**D. As a means of minimizing the perceived mass of a project, consider developing a set of smaller buildings rather than one large structure.**

- 1) This is the preferred method of reducing perceived scale and primarily applies to large projects where several parcels have been combined, and the potential for a large-scale building is greater.
- 2) Although freestanding buildings are preferred, several primary building forms may be linked by "connectors," which should be designed such that they are clearly perceived as separate elements that are subordinate to and smaller than the structures they are linking.

## 6. Building and Roof Form

Historically, individual building forms were simple linear rectangular solids. Roof forms were simple, either shed, gable or flat. The dominant roof of each building was typically one of these types. These traditions should be continued in new developments.

### A. Use building forms that reflect the simple utilitarian forms of railroad buildings and structures seen in the area traditionally.

- 1) One simple form should be the dominant element in a building design.
- 2) Smaller, secondary buildings should be simple rectangular shapes, as well.

### B. Gabled and shed roofs are encouraged and should have a pitch that is similar to that seen historically.

## 7. Pedestrian Systems

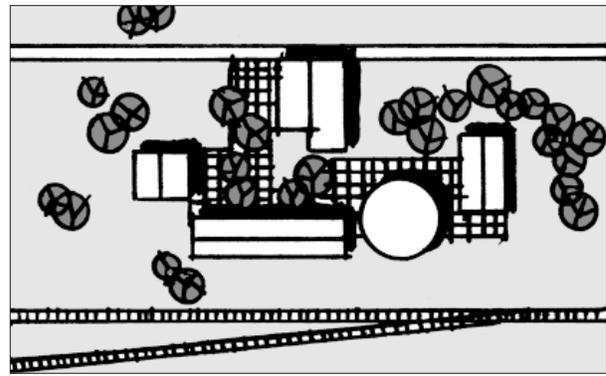
The Railroad Character Area should develop as a pedestrian-oriented environment. Streets, sidewalks and pathways should encourage walking and bicycling within this area. New projects should take this into account by designing for the pedestrian at a human scale and by providing visual interest along the street.

### A. Develop the ground floor level of all projects to encourage pedestrian activity.

- 1) Provide variety in setback, height, color, texture of materials and building size and form to enhance the pedestrian experience.
- 2) For a project in which a commercial storefront is to be developed, include elements such as display windows, kickplates, transoms and midbelt cornices.
- 3) Storefront display windows provide visual interest along the street and are encouraged.

### B. Consider developing paths within the parcel that encourage pedestrian access.

- 1) Paths to interior courts and terraces are encouraged.
- 2) When developing multiple buildings on a site, it is especially important to provide paths through the site.



*Use building forms that reflect the simple utilitarian forms of railroad buildings and structures seen in the area traditionally.*

## 8. Warehouse Character

Many buildings in the area exhibited the simple features of warehouse structures. These included vertically proportioned double-hung windows, large doors and loading docks. New designs that draw upon these traditions without literally copying them are appropriate.

### A. Window dimensions that are similar to those used traditionally are encouraged.

### B. Upper story windows with a vertical emphasis are encouraged.

### C. New construction should incorporate loading docks similar to those seen traditionally.

- 1) Many older warehouses are introducing pedestrian related uses and are incorporating such elements as outdoor seating on the loading docks.

### D. Openings similar in size and depth to loading dock doors should be incorporated into new construction.

- 1) Contemporary interpretations of loading dock doors, which are similar in scale and overall character to those seen historically, are encouraged.



# CHAPTER 21

## THE SOUTH RIVER CHARACTER AREA



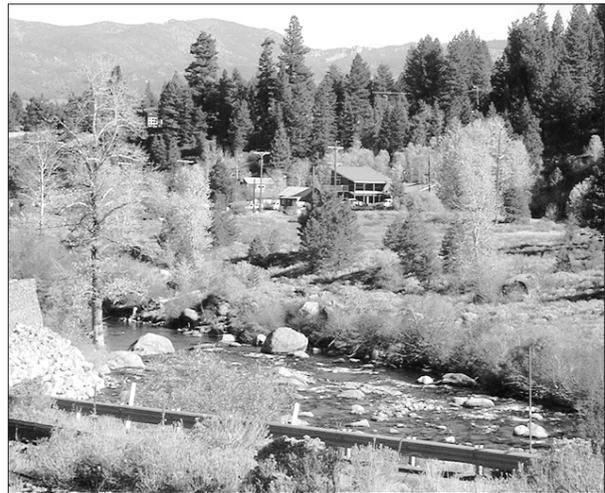
The South River Character Area contains parcels along the portion of South River Street that lies west of Highway 267. This area is visually separated from the other streets along the river and developed with different patterns.

### **Historic Significance**

The South River Character Area has few surviving historic properties. Here many of Truckee's large scale industrial and commercial activities once took place. Truckee's first lumber mill was located in the South River Character Area, as was the Von Fluee dairy. South River also contains the site of the town's last Ice Palace, which was an important community landmark in the early twentieth century.

### **Historic Character Description**

Historically, this area included a mix of building types, including some single-family residences, some larger boarding houses, and even some large industrial operations. However, the area was never very densely built out. There was a fair amount of open space around many of the structures. South River Street was one of the few streets in town, however, that was double-loaded—that is, there were buildings located on both sides of the street, because it was relatively flat.



*Today, the site of Truckee's last Ice Palace is open land on the Truckee River.*

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- ☞ Please see page 97 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.
  - ☞ See also Chapter 18.20.050 - River Protection Overlay District, of the Truckee Municipal Code for development standards along the Truckee River.

## Current Character

Although this area had some of the town's largest structures (those associated with the lumber mills), much of the South River Character Area is perceived as open space today. Only one structure survives from the area's historical period of development. The majority of the residences found in the character are contemporary occurrences.

Some key design characteristics of this Character Area include:

- Substantial amounts of open land and lots of grassy areas with native shrubs
- Large lots
- Views across river to Commercial District and buildings on Riverside Drive
- River access on north side
- Some houses are located along river banks
- Front-facing gable
- Wood clad buildings
- Diversity of architecture in new construction; some is contemporary
- Buildings are set back from the street
- Hillside back drop
- Landscaped front and side yards
- Parking in front yards



*Only one structure survives from the area's historical period of development, 1890 through 1910.*

## Design Goals & Policies

The South River Character Area should continue to develop with buildings that relate in mass and scale to the building forms seen historically.

The design goals for the South River Character Area are:

- To emphasize the preservation and restoration of historic structures, when feasible
- To continue the use of traditional building materials
- To maintain traditional building mass, scale and forms
- To maintain the range of building mass and forms that reflect the mix of uses seen historically
- To encourage the use of front porches that face the street
- To encourage detached garages that are subordinate in character and scale to the primary structure
- To give special consideration to the western end of the area, which is where the Ice Palace and ski run out were
- To respect the natural character of the river edge

# Design Guidelines for New Buildings

## 1. Positive Open Space

Open space within any development enhances both the immediate surroundings as well as the town as a whole. Portions of the South River Character Area, such as the site of the last Ice Palace, are presently perceived as open space. This perception should be continued as much as possible even as the area develops. Site plans should be planned to maximize the perception of this open space.

### A. Arrange buildings in groups that will maximize shared open space.

- 1) Clustered housing, zero lot lines and other creative planning concepts may be appropriate to create large areas of shared open space.
- 2) Include open spaces with special amenities that encourage use, such as benches and sitting areas.
- 3) Consider clustering parking areas to reduce paved surface areas and allow increased areas of shared open space.
- 4) Plans that include some lots without street frontage may be considered.

**B. If several buildings are proposed for the site, the spaces between the buildings should contribute to the overall positive open space of the project and the area.**

- 1) Buildings should be positioned on the site in a manner that minimizes the apparent mass and scale and maximizes open space.

### C. Connect open spaces among large projects.

- 1) Where many projects abut one another, open spaces should be organized in a manner which maximizes their areas.
- 2) Open spaces also should connect with any trails or other open spaces in the vicinity, especially along the river.

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## References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

## 2. Views

Views of the natural setting of Truckee are some of the community's greatest assets that contribute to the quality of life and value of properties and should be protected and enhanced whenever feasible. Views to the Truckee River, are outstanding and give special identity to this Character Area. These amenities should be protected as much as possible, even as the areas develop. All projects should be planned to reinforce and preserve existing public and private view corridors and to establish new view opportunities. In doing so, consideration should be given to how views from existing projects may be affected by new construction. When feasible, planning for views should be in balance with traditional site layouts and yard spacings.

### A. Preserve views to significant features such as the Truckee River.

- 1) Respecting established side yard setbacks will help to maintain the views to the river.
- 2) Balancing view opportunities with traditional setbacks found in older residential neighborhoods is encouraged.
- 3) Although traditional siting on lots that is along conventional platted lines is encouraged, alternative positioning of buildings on the site may be considered when doing so would maintain significant view corridors.
- 4) Site plans for new construction should include consideration of retaining view opportunities for future projects.
- 5) Landscaping is encouraged, and in some situations, may be required in order to mitigate other visual impacts. Such landscaping, when mature, should maintain existing views and solar access corridors.

### B. Building forms that respect existing views are encouraged.

- 1) For example, rectangular forms oriented with the long side perpendicular to the street will often provide views through the property.
- 2) Reduced building footprints that increase side yard view corridors are encouraged.



*Views of the natural setting of Truckee are some of the community's greatest assets that contribute to the quality of life and value of properties and should be protected and enhanced whenever feasible.*

## 3. Building Setbacks

Most front facades align at a relatively uniform setback from the street in each block. The rhythm created by the placement of buildings and side yards is an especially important characteristic of the area. This historic development pattern contributes to the visual continuity of the neighborhood and should be preserved.

### A. Maintain the alignment of building fronts along the street.

- 1) Setbacks should fall within the established range of setbacks in the block.
- 2) For additions to existing buildings, set them back from the front of the structure such that they do not alter the perceived character of the front. Typically a setback from the building front should be, at a minimum, equal to the width of the facade.

### B. Side yards should match the dimensions of historic yards along the street.

- 1) Locate a building so that it does not block views or access to the river.

### C. Site a building to complement and enhance views from the street to the river.

- 1) Orient sloping roofs to provide views.
- 2) Also use side yard setbacks as view opportunities.

## 4. Building Orientation

Traditionally, a building was oriented to the street with its primary entrance also facing the street. These traditional patterns of building orientation should be maintained throughout the community.

### A. Orient the primary entrance of a building toward the street.

- 1) Buildings should have a clearly defined primary entrance. For example, provide a porch on a residential structure to define its entry.

## 5. Plant Materials

With portions of the South River Character Area being more established in their development, it is important for new projects to take advantage of any site features that are existing. Existing stands of vegetation, for example, are important in the history of Truckee and add character to the area as a whole. These features should be retained whenever feasible.

### A. Incorporate existing stands of native vegetation in landscape plans.

### B. For properties adjacent to the Truckee River, maintain the natural character of the river edge.

### C. Preserve and enhance wildlife habitats along the river edge.

## 6. Mass and Scale

The height, width and depth of a new building should be compatible with historic buildings in the community at large, within the South River Character Area and especially with those structures that are immediately adjacent to the new building. The size of a building also should relate to its lot size and placement on the lot.

### A. New construction should appear similar in mass and size to historic structures found in the Character Area.

- 1) Residences in the Character Area range from one to two stories, but are typically one and one-half story.
- 2) The tradition of one- to two-story street facades should be continued.
- 3) Break up the massing of larger buildings into components that reflect this traditional size.

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### References:

- ☞ See also Truckee Municipal Code Chapter 18.42.080 - Recommended Plant Materials.

## 7. Building and Roof Form

Traditionally, simple building forms appeared in Truckee. Most were modest rectangular shapes. In some cases, larger masses were achieved by combining two or more simple masses, in which case one of the masses typically appeared to be the "dominant" element, while others appeared to be attached to it. The "integrity" of the dominant form was a distinctive feature. Maintaining this tradition of building is vital to the protection of the character of Truckee and the visual relationship with the River Character Area.

### A. Use building forms similar to those seen traditionally in the South River Character Area.

- 1) The overall building form should be similar to historic buildings seen in the area.
- 2) Maintain the traditional proportions (height to width to depth) found in the residential neighborhoods of Truckee.

### B. The simple forms of gable, hip and shed roofs are appropriate.

- 1) Dormers should be simple and subordinate to the overall roof form.
- 2) Alternative roof element shapes may be considered in instances where views and solar access are to be protected and preserved.

### C. Roofs should be similar in size to those used historically on comparable buildings.

### D. Orient major roof elements to protect views.

### E. Buildings adjacent to the Truckee River should step down in height toward the river edge of the property.

## 8. Porches

A majority of the residences in the South River Character Area have front porches. These serve to reinforce the visual continuity of the neighborhood.

### A. The use of a porch is strongly encouraged and they should appear similar to those seen traditionally.

- 1) The porch floor and roof height shall appear similar to those seen traditionally on the block.
- 2) Use similar building design elements and materials as those seen traditionally.
- 3) The front porch shall be "functional," in that it is used as a means of access to the entry.

## 9. Garages

Although not a part of the historic streetscene in Truckee, the automobile and its associated storage is part of contemporary life. Therefore, the visual impacts of parking, which include driveways, garages and garage doors, should be minimized. On-site parking should be subordinate to other uses and the front yards should not appear to be a parking area.

### A. A garage should not dominate the street scene.

- 1) A garage should be subordinate to the primary structure on the site.

### B. A detached garage is preferred.

- 1) In order to minimize the impact of a garage on the street scene, locate it to the rear of the building. Setting a garage back substantially from the primary building front, may also be considered.
- 2) This will help reduce the perceived mass of the overall development.
- 3) The material and detailing of a detached garage should be utilitarian, to be compatible with other historic accessory structures.

# CHAPTER 22

## DESIGN GUIDELINES FOR THE HILLTOP CHARACTER AREA



The Hilltop Character Area contains buildings along Hilltop Road that were historically associated with a recreational ski area known as Hill Top. The area is at the southern edge of the Downtown Truckee study area and reflects the boundary as defined in the Downtown Specific Plan. A significant portion of the land is undeveloped; however, there is some high density housing, a restaurant and the historic ski hill.

### **Historic Significance**

The hill that makes up part of this Character Area was the site of a ski jump that was used during

Truckee's Winter Carnivals. At the base of the ski jump was the Hill Top Lodge, dating to 1928. The lodge, constructed from railroad ties, was part of the ski area begun by railroad developer Charles Crocker. Hill Top was a center for winter activities and was home to one of the nation's first mechanical ski lifts. Features associated with the South River Character Area, such as the toboggan lift from the Ice Palace, also occur within the boundaries of this Character Area. Hilltop is associated with the significant recreational development that occurred in this particular portion of the community during 1910-1950.



*Further up the ridge Hill Top Lodge, dating to 1928, is associated with the significant recreational development that occurred in this particular portion of the community.*

☞ Please see page 91 (Chapter 13: General Guidelines for New Buildings) for a map that shows this Character Area in its Truckee context.

## Historic Character Description

Historically this area was made up of isolated buildings that evolved into clusters of development centered around open space. Generally there was one larger element, such as a lodge, and a series of subordinate outbuildings. The configuration of these buildings was informal and responded to the natural landscape and topography.

## Current Character

Much of the Hilltop Character Area is perceived as open space. Undeveloped land here is in a relatively natural state, which contrasts with the South River Character Area below. Since this area is quite visible from viewpoints lower on the river basin floor and from across the valley, concern should be given to the visual impact of any project upon the overall perception of open space. In some locations, steep slopes may also present technical construction problems and visual impacts may be especially significant. In addition, remnants from the ski industry, including lifts and cleared paths representing former ski runs, are present in the area.

Some key design characteristics of this Character Area include:

- Trees and open space
- Views to and from much of Truckee
- Steep slopes
- Single-family residences from the 1940s
- Gabled or hipped roof forms
- Horizontal wood siding
- Simple detailing

## Design Goals & Policies

The Hilltop Character Area should develop with buildings that minimize their visual impacts on the hillside.

The design goals for the Hilltop Character Area are:

- To maintain the open space character
- To locate buildings around open spaces, rather than align along streets
- To cluster new buildings around historic ski spaces
- To preserve the buildings that date from the 1940s
- To avoid the cut-and-fill technique for building on steep slopes
- To avoid the removal of existing landscaping and to provide adequate, new landscaping that may help reduce a building's perceived size
- To reduce the visual impacts of new developments, including additions
- To relate to the character of buildings located below these slopes through building form, material, size and informal clustering arrangements
- To continue the use of traditional building materials

# Design Guidelines for New Construction

## 1. Street Layout

The Hilltop Character Area establishes the outermost edge of development in the town. The platting and placement of buildings should result in projects that blend with the natural hillside and which are minimally visible from within the core of the town. The location of the Hilltop Character Area above the core of the town, along with the steep terrain, increase the visibility of streets and driveways in the area. The area should establish a gradual change from the core to the hillside. Of special concern are any areas where the topography requires substantial cuts and retaining structures. Any new street should be curvilinear and informal in design.

**A. Locate buildings in line with existing contours.**

**B. Minimize the visual appearance of all new roads, as seen from lower viewpoints in town.**

- 1) Although some road layouts are established in this area, consider ways to minimize disturbance of natural topography wherever new roads or drives are contemplated.
- 2) Keep cut-and-fill to a minimum.
- 3) Consider schemes that provide for compact streets and shared drives to minimize the area of paved (impervious) surfaces.



*Consider schemes that provide for compact streets and shared drives to minimize the area of paved (impervious) surfaces.*

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### References:

☞ See also Chapter 10: Design Guidelines for Site Features and Chapter 13: General Guidelines for New Buildings.

## 2. Positive Open Space

The hillside areas are presently perceived as open space. This perception should be continued as much as possible even as the area develops. Projects should be planned to maximize the perception of this open space.

### A. Arrange buildings in groups that will maximize shared open space.

- 1) Clustered housing, zero lot lines and other creative planning concepts may be appropriate to create large areas of shared open space.
- 2) Include open spaces with special amenities that encourage use, such as benches and sitting areas.
- 3) Consider clustering parking areas to reduce paved surface areas and allow increased areas of shared open space.
- 4) Plans that include some lots without street frontage may be considered.

### B. If several buildings are proposed for the site, the spaces between the buildings should contribute to the overall positive open space of the project and the area.

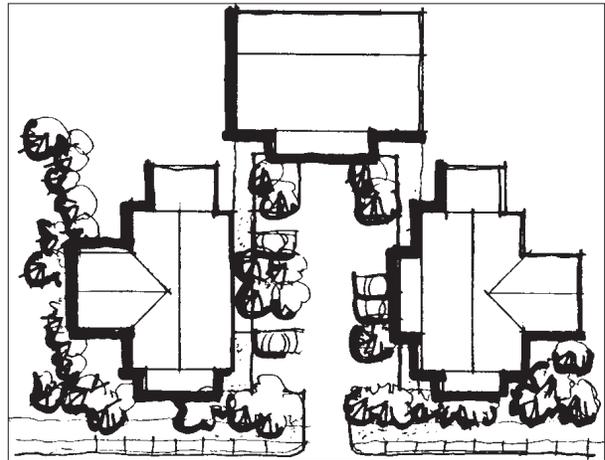
- 1) Buildings should be positioned on the site in a manner that minimizes the apparent mass and scale and maximizes open space.

### C. Connect open spaces among large projects.

- 1) Where many projects abut one another, open spaces should be organized in a manner which maximizes their areas.
- 2) Open spaces also should connect with any trails or other open spaces in the vicinity, especially to Ponderosa Palisades and the Truckee River.



*Arrange buildings in groups that will maximize shared open space.*



*Consider clustering parking areas to reduce paved surface areas and allow increased areas of shared open space.*



*Views from the Hilltop Character Area into the core of town are very important and should be preserved.*

### 3. Views

Views from the area into the core of town and from the town to the Hilltop Character Area are very important and should be preserved. The impact that structures and site elements could have on these view corridors is great and should be avoided. Careful planning of any proposed projects is a must. In particular, the preservation of key view corridors along historic lines of lifts, ski runs, and tows should be considered. These areas could be utilized as pedestrian routes or links to open space.

#### A. Preserve views to scenic features.

- 1) Consider positioning buildings on the site to maintain significant view corridors.
- 2) Balancing view opportunities with traditional setbacks found in older residential neighborhoods is encouraged.
- 3) Alternative positioning of buildings on the site may be considered when doing so would maintain significant view corridors.
- 4) Site plans for new construction should include consideration of retaining view opportunities for future projects.
- 5) Landscaping is encouraged, and in some situations, may be required in order to mitigate other visual impacts. Such landscaping, when mature, should maintain existing views and solar access corridors.



*The preservation of key view corridors along historic lines of lifts, ski runs, and tows should be considered.*

### 4. Building Orientation

New projects in the Hilltop Character Area should respect the historic natural setting which may be seen from lower viewpoints, and therefore any project has the potential for significant visual impact on the overall character of the town. Visual impacts of any hillside development should be minimized.

#### A. Cluster buildings around open space similar to the traditional orientation in the area.

#### B. Orient buildings on the site to complement the natural topography.



*Orient buildings on the site to complement the natural topography.*

## 5. Landscaping

Although most projects are encouraged to provide landscaping and screening on site, the use of typical ornamental materials may not be appropriate in the Hilltop Character Area. Typical hillside planting materials are natural and very modest in character. Simple grasses and trees should be considered for landscaping materials.

### A. Use plant materials that blend with the hillside.

- 1) Landscape schemes that are rough, natural and/or subdued in character are encouraged.
- 2) Extensive areas of exotic plants and sod are discouraged where they would be visible from the public right-of-way.
- 3) Preserve existing plant materials of significant size (e.g., including trees, shrubs and other natural landscape features) in place or relocate them within the site.

### B. Preserve existing tree canopy as much as feasible.



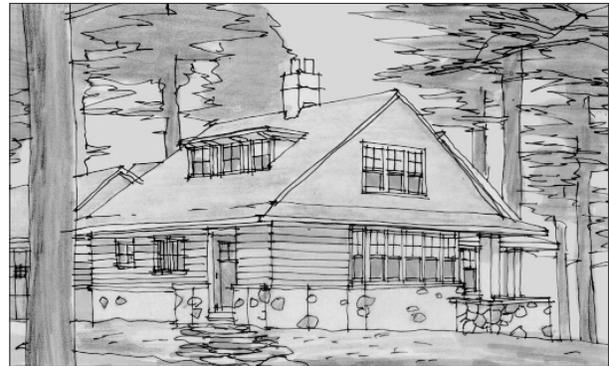
*Landscape schemes that are rough, natural and/or subdued in character are encouraged.*

## 6. Mass and Size

The mass and size of buildings in Truckee are among the greatest concerns for compatible construction in the community. The natural, hillside character of the Hilltop Character Area is important and should also be maintained. Buildings in this Character Area will have significant impacts on the historic structures below and the perception of natural open space surrounding the town. These impacts should be minimized. Visually overpowering building forms should be avoided.

### A. Use building masses that reinforce the perception of the natural topography.

- 1) Buildings that cut into slopes are encouraged where they can help minimize the perceived mass and size.
- 2) Step buildings down at hillside edges, to minimize visual impacts and reduce the apparent height.
- 3) Avoid placing tall buildings at high points on the site or in other highly visible areas.



*The natural, hillside character of the Hilltop Character Area is important and should also be maintained.*

## 7. Building and Roof Form

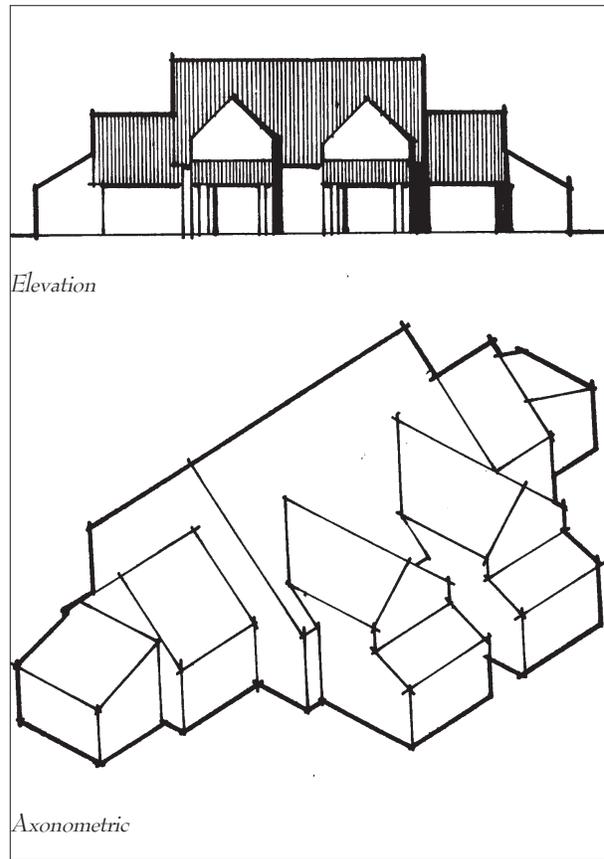
Traditionally, simple building forms appeared in Truckee. Most were modest rectangular shapes. In some cases, larger masses were achieved by combining two or more simple masses, in which case one of the masses typically appeared to be the "dominant" element, while others appeared to be attached to it. The "integrity" of the dominant form was a distinctive feature. Contemporary design approaches are encouraged; however, buildings should appear to be similar in scale to those found traditionally and visual continuity should be reinforced through the use of similar materials, proportions and shapes to those found throughout the town. It is especially important that buildings create a gentle transition in scale along boundaries with other Character Areas.

### A. Use building sizes that will appear to be similar in scale to those found traditionally in town and convey a sense of human scale.

- 1) As seen from the town center, buildings should also appear similar in scale with the town core.
- 2) In order to break up the perceived mass of larger structures, divide them into modules that are similar in size to buildings seen traditionally.

### B. Buildings which are near the South River and River Character Areas should be similar in mass and scale to the adjacent residential structures to create a gentle transition to the Character Areas.

- 1) Maintain the proportions of buildings found traditionally in Truckee, to protect the scale and character of the Character Areas.
- 2) On lots that abut residential structures, building forms should step down.
- 3) Provide one- and two-story elements at property edges.



*In order to break up the perceived mass of larger structures, divide them into modules that are similar in size to buildings seen traditionally.*

### C. Building heights on larger projects should be a variety, including some one- and two-story elements at the edges.

### D. Large lots should be developed with several buildings, rather than a single structure to help reduce the perceived scale of the project.

- 1) The area between the buildings should contribute to the overall positive open space of the site.

## **8. Lighting**

Those in the other parts of Truckee can easily see all of the Hilltop Character Area. Light emanating from within a building can have an effect upon the character of the town at night. Large areas of glass can become sources of glare and can affect perception of the night sky. Lighting should be shielded or otherwise minimized.

### **A. Reduce the amount of light emanating from a development in the hillside.**

- 1) Lighting from buildings located higher on hillsides are more visible at night and may affect the night character of the community.
- 2) Large areas of glass in exterior walls that may allow "spill-over" of interior light sources, resulting in nighttime glare, should be used with caution.

