

LETTER OF JUSTIFICATION

Date: June 17, 2024
Project: Truckee Railyard Hotel
District: Downtown Extension
Location: Town of Truckee, California
Regarding: Development Permit Application
Applicant: Presidio Companies
To: Town of Truckee Planning Division

Introduction

The vision for the Truckee Railyard Hotel began in June 2022 with an initial pre-application (No. 2022-00000072). This project is now being submitted after two years of planning and market analysis, during which important Town feedback has been received and incorporated. Specifically, this Letter of Justification references the following feedback from the Town:

1. Letter dated August 3, 2022
2. Letter dated September 26, 2022
3. Letter dated May 9, 2023
4. Letter dated August 29, 2023
5. Email dated September 29, 2023

The site, which represents the westernmost parcel in the Truckee Railyard (Parcel 1), has significant development constraints due to size and configuration, but is nonetheless a critical parcel connecting Historic Downtown, the Downtown Extension and the rest of the Truckee Railyard. During the design and planning process, considerable attention has been given to this unique location, its relationship to Historic Downtown and community character, and its relationship to broader Town

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policies and goals related to sustainability and climate impact embodied in the 2040 General Plan.

Proposed Use

The project will consist of:

Old project description

- 60 hotel units;
- 30 balconied residential units operated under the “Transient rental, multifamily dwellings” permitted land use under the Railyard Master Plan (less than 30 day stays);
- 3,561 square feet of restaurant space, consisting of a 2,407 square foot ground floor restaurant located at the corner of Donner Pass Road and Truckee Way with corner outdoor patio dining, and a 1,154 square foot south facing rooftop bar;
- 1,007 square foot ground floor street front retail facing Donner Pass Road;
- 524 square foot flexible meeting space and private dining room;
- 1,250 square foot rooftop fitness center and wellness room;
- 3,641 square foot southwest facing rooftop pool and terrace, with covered pool lounge; and
- A partially paved and levelled southwestern outdoor gathering space with bike parking, opportunity for public art, landscaping, lighting and a paved pathway to the rear of the project along the existing rock.

The breakdown of unit types between the hotel units and residential units is as follows:

Hotel Studios	57	Residential Studios	23	Total Studios	80
Hotel 1bdr	2	Residential 1bdr	6	Total 1bdr	8
Hotel 2bdr	1	Residential 2bdr	1	Total 2bdr	2
	60		30		90

The restaurant space (ground floor and rooftop) and retail space will be open to the public (i.e., those not staying at the project). These spaces may be operated in-house or leased to a third-party operator(s). No leasing of space or specific operational programming has been completed, so no specific merchant or tenant information is

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available (including hours of operation), and of course merchants, types of businesses and tenant information (including the operational structure, i.e., lease vs, in-house operation) may change over time. However, we anticipate:

- For the ground floor restaurant space, a one, two or three meal a day restaurant serving liquor, beer and wine, operating six or seven days a week during customary hours;
- For the rooftop space, a bar serving liquor, beer and wine with al-a-carte food options and/or full meals, operating seven days a week during customary hours; and
- For the retail space, the selling of goods or services consistent with the branding, positioning and operation of the project as a whole, operating six or seven days a week during customary hours.

The location of the retail space, ground floor restaurant space and corner outdoor patio dining space, together with the southwestern public plaza and location of the hotel lobby, is intended to maximize pedestrian activation along Donner Pass Road. We believe activation of uses along this important corridor is and should be a priority for any development on this site. While the public plaza or portions thereof may be intermittently siphoned off for private use by guests or patrons of the project, Donner Pass Road serves as an important gateway to the Downtown Extension and uses along this corridor have been planned to accommodate a variety of interests and areas to gather. While a specific public art installation(s) has not been identified, public art is intended to be incorporated into the plaza with a potential location identified.

Careful consideration was also given to vehicular ingress and egress. The arrival experience for guests and patrons is of critical importance, and a singular entrance and exit along Church Street is suboptimal. Not only does such singular entrance option minimize opportunities for on-site parking, it also congests vehicular flow along Church Street (with vehicles turning right and left along the same right of way) and eliminates opportunities for efficient guest/patron drop off and valet near the main activation drivers of the project (public plaza, hotel lobby, retail, ground floor restaurant, and vertical transportation to the rooftop bar).

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As such, the project proposes a one-way entry along Truckee Way (vehicles turning right into the property), with adjacent guest/patron drop off and valet service and a one-way path towards main onsite parking and vehicular exit. Most important, the proposed option maximizes on-site parking (total 15 spots onsite), allows for efficient vehicle flow across the property, and provides direct visual interest of the existing rock and growing pine tree as vehicles enter the site and guests/patrons enter the building.

In order to accommodate this vehicular ingress/egress plan, the project proposes replacing a single parallel parking spot along the westside of Truckee Way with a parallel parking spot on the southside of Church Street. In addition, in response to important Town feedback, the structural entrance to the property along Truckee Way has been carefully designed to eliminate large visual gaps and provide a seamless yet thoughtfully articulated visual flow along Truckee Way, anchored by the ground floor restaurant and outdoor patio dining at the corner of Donner Pass Road and Truckee Way.

For additional reference, please also see the Parking Plan, Solid Waste & Recycling Storage Plan, and Affordable Housing plan separately enclosed with this application.

Alignment with Sustainability and Climate Impact Goals

While not a specific requirement of this Letter of Justification or project specific approvals, it is important to describe the project direction as it relates to sustainability and climate impact. This project will serve as the launch of a new hospitality brand focused, at its core, on sustainable and climate first design, construction and guest experience. The mission of the brand is to foster, through experiential travel, education and collective action towards our common goal of achieving net zero by 2050.

To align with this mission, the project intends to:

- Incorporate sustainable, resource efficient materials and engineering systems;
- Seek to educate guests, patrons, and the broader community (through onsite interactions, touchpoints, and pre- and post-travel communications) about

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climate impacts individually and collectively, and avenues to lessen that impact; and

- Incentivize carbon neutral operations and guest/patron carbon footprint via technology and a brand specific loyalty program(s).

Much of the specific design and construction specifications applicable to the brand mission around sustainability will be identified during the design development and construction drawings phase (MEP systems, energy efficient glazing systems, in-room IoT, specific on-site renewable energy storage systems, etc.). However, at this entitlement stage, the following fundamental sustainability features are intended to be incorporated into the project:

- A mass timber (CLT) structure engineered and sourced in North America;
- Maximization of rooftop surface (together with the specific orientation of the building) for solar PV arrays and onsite battery storage; and
- Configuration of onsite surface parking and electricity infrastructure to maximize opportunity for EV charging.

Underpinning the project is the core belief that climate first hospitality development is not only the right thing to do, but also what must be done. To this end, we look forward to working with the Town to integrate the project into the Town’s sustainability and climate impact policies and goals.

Findings

1. The proposed development is:

A. Allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of a Development Permit, and complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards; and

B. The proposed site is served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.

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The project site falls within the DE (Downtown Extension) Zoning District of the Railyard Master Plan and complies with the allowable land uses and development standards of that zone along with the Truckee Development Code standards (setbacks, height, parking, landscaping, etc. – see the Development Standards Consistency Matrix along with the Parking Plan and Solid Waste & Recycling Storage Plan enclosed with this submittal). In particular, the proposed use is consistent with, and within the limitations provided by, the density limitations of the Maximum Allowable Development under the Railyard Master Plan:

Table 1: Four MAD Options

Use	Option 1a	Option 1b	Option 2a	Option 2b
Residential Units	220	257	220	257
Live/Work Units	15	-	15	-
Work/Live Units	50	28	50	28
Retail/Service (sf)	65,000	65,000	80,000	80,000
Office (sf)	10,000	32,500	10,000	32,500
Movie Theater (seats)	750	750	750	750
Condo Hotel (rooms)	60	60	60	60
Grocery Store (sf)	35,000	35,000	20,000	20,000
Civic/Community Building (sf)	25,000	25,000	25,000	25,000

With respect to the thirty (30) residential units in the project to be operated as transient rentals, “Transient rental, multifamily dwellings” is a permitted land use in the Downtown Extension under the Railyard Master Plan. The Truckee Short Term Rental Ordinance would not apply to the project due to the timing of adoption of the Railyard Development Agreement, and even if the Truckee Short Term Rental Ordinance were deemed to apply to the project, the project would be exempt under Section 5.02.030.B. of the ordinance given that it is in a non-residential zone and will have 24-hour onsite management.

As part of the Railyard Phase I Infrastructure Plan, all roadways and infrastructure have been previously designed and installed to serve the build-out of the project effectively.

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2. The Development Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted.

The project is exempt from CEQA under CEQA Guidelines section 15183 as the project is consistent with the previously approved Railyard Master Plan EIR and there are no project-specific impacts peculiar to the project or site. The site has already been graded, cleared and developed and is generally devoid of natural vegetation, or biological resources (other than natural rock formation along the northwesterly boundary which has been integrated into the design as a focal view backdrop to the front entrance of the hotel). The project as proposed and conceived will meet the Railyard Master Plan’s designation of land uses and specific design guidelines; therefore it is consistent with the CEQA review and analysis conducted during the Railyard Master Plan EIR.

3. There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.

The project is located in Downtown Truckee and fronts along Donner Pass Road, Church Street and Truckee Way which are all roadways meeting Town requirements for Public roadways and are suitable for emergency vehicles if necessary. A majority of the frontage improvements have already been constructed as part of the Railyard infrastructure improvement plan and the site is well suited for development with connection stubbed into the project site for storm drainage, public water, public sewer and electrical and communication infrastructure available to service the site and are serviced and maintained by public utility agency/districts. Capacity for both water and sewer are available by the respective districts along with infrastructure to provide

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sufficient fire flow for fire lines and hydrants. Development fees will be paid to the respective agencies serving the project as applicable.

4. *The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use and disposal of hazardous materials.*

The project will comply with the requirements of the Nevada County Department of Environmental Health and the Truckee Fire Protection District including, but not limited to restaurant / food prep permitting, fire access, fire line and suppression requirements. No transportation, or disposal of hazardous materials in violation of any applicable laws is proposed as part of this project.

5. *For projects that are not processed concurrently with Streamlined Residential Review (Chapter 18.79), The Proposed Development is:*

- A. Consistent with the General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan and the Particulate Matter Air Quality Management Plan;***
- B. Consistent with the design guidelines, achieves the overall design objectives of the design guidelines and would not impair the design and architectural integrity and character of the surrounding neighborhood;***
- C. Physically suitable for the type and density/intensity of development being proposed; and***
- D. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code.***

As described above, the project site falls within the DE (Downtown Extension) Zoning District of the Railyard Master Plan and complies with the allowable land uses and development standards of that zone along with the Truckee Development Code standards (setbacks, height, parking, landscaping, etc. – see the Development Standards Consistency Matrix along with the Parking Plan and Solid Waste & Recycling

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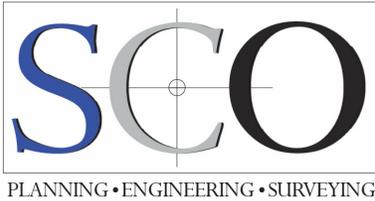
Storage Plan enclosed with this submittal, as well as the full discussion above under *Proposed Use and Findings Section 1*).

Throughout the design process, and starting with the feedback in the Town’s initial response to the project’s first preliminary application, the following design objectives have been considered and incorporated into the proposed design, among other things:

- Overall architectural expression based on simple but visually separated building forms that appear to have “grown together;”
- Varied streetwall frontages with multiple regressed pedestrian entrances with a main corner outdoor dining patio;
- Visually separated roof articulation design to reduce the visual mass of the building and eliminate continuous forms;
- Use of natural materials centered on a prominent, symmetrically designed mass timber structure with variation along visually separated building masses (the composition appears to be collection of smaller building modules);
- Rooftop pool and food/beverage facing the important south frontage;

In addition, as discussed, the southwest public plaza will be specifically incorporated into the project as an important connector between the end of Historic Downtown and the Railyard. This location will be utilized to draw pedestrians from Commercial Row to the Railyard.

The site is minimally sloping and ideal for construction of the project with minimal additional grading infrastructure necessary to the serve the project. The streets are of the correct character and width to serve the project as proposed.



RESPONSIVE SUBMITTAL FOR ENTITLEMENTS

Date: August 19, 2025
Project: Truckee Railyard Hotel
District: Downtown Extension
Location: Town of Truckee, California
Regarding: Development Permit Application
Applicant: CP Truckee LLC (originally Presidio Companies)
To: Town of Truckee Planning Division

Introduction

This Responsive Submittal for Entitlements is in response to the Town’s letter and accompanying materials dated September 27, 2024 in connection with Planning Application No. 2024-00000086/DP (“Town Comments”). The project applicant, originally Presidio Companies and now CP Truckee LLC (“Project Applicant”), has spent more than ten months re-envisioning the project in response to Town Comments. Project Applicant is now the record owner of the subject parcel.

Proposed Use

The project now consists of¹:

- 60 hotel units;
- 15 for-sale (individual ownership) multifamily residential units, which will utilize the “Transient rental, multifamily dwellings” permitted land use under the Railyard Master Plan and, when completed, will each be registered for a short-term rental license;
- 5,216 square feet of food and beverage space, consisting of a 3,488 square foot ground floor restaurant and kitchen, and a 1,728 square foot rooftop bar, warming kitchen and BOH/service space;
- 2,449 square foot ground floor dedicated meeting and event space;
- 2,292 square foot ground floor fitness center and wellness space;

¹ Square footages listed here are gross square footages per the plans.

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- Rooftop pool, spa and terrace, with rooftop event space;
- 17 on-site covered parking spaces (15 non-ADA and 2 ADA spaces); and
- Outdoor event and plaza space.

Residential Units

The residential units consist of 13 two-bedroom units and 2 three-bedroom units. As suggested by Town Comments, the residential units have now been separated from the hotel units and commercial areas. They will share common access through the hotel lobby, elevator core, and elevator lobbies, and the residential corridors within each floor will be subject to key-card access or other lock-off mechanism.

A Tentative Map has been included with the re-submittal showing the intended parcelization and subdivision of the subject parcel between the individually ownership residential units and the remainder of the parcel.² In addition, a Tentative Map Application has been provided as part of this re-submittal. As stated above, these residential units will be condominiumized and marketed for sale to individual owners. The owner(s) of the residential units will have the right, but not the obligation, to short-term rent the units when not occupied. As such, each residential unit will utilize the “Transient rental, multifamily dwellings” permitted land use under the Railyard Master Plan and, when completed, will each be registered for a short-term rental license.

Onsite parking for the residential units is discussing in the “Vehicle and Bike Parking” section below.

² The Tentative Map shows the creation of three airspace lots. The individual ownership residential units will be a subdivision of Lot 2.

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Food and Beverage Spaces

The ground floor restaurant has been moved from the southeastern corner of the project to the southwestern corner. This move has several benefits. First, the location is now more closely and directly connected to Historic Downtown and the main pedestrian corridor, allowing for more interest and activation for pedestrians travelling between the restaurant or hotel and Historic Downtown along Donner Pass Road. Second, the location allows for better optimization and continuity of service to the ground floor outdoor event/plaza spaces and the meeting/event space.

No specific programming (i.e., menu, hours of operation etc.) has been determined for either the ground floor restaurant or rooftop bar, however Project Applicant intends to operate such spaces in-house. It is also anticipated that the ground floor restaurant and rooftop bar will be available to guests/patrons not staying at the project, and that such use would constitute 50% of the total use of the spaces.

Meeting and Event Space

The previous retail space has been replaced by a larger meeting and event space that will be available for personal and business meetings, events and other gatherings consisting with the commercial operation of the project. The space will be divisible to accommodate large and small groups. It is anticipated that the meeting and event space will be available to guests/patrons not staying at the project, and that such use would constitute 25% of the total use of the space.

Fitness and Wellness Space

The fitness and wellness spaces has been moved from the fourth floor to the southeastern portion of the ground floor. The new fitness and wellness space, while not fully programmed, is intended to contain fitness specific equipment and amenities in addition to wellness specific amenities and activations (such as, for example, a meditation room, lectures, art experiences, and other wellness related gatherings and experiences) that will be available to guests/patrons not staying at the project. It is anticipated that such use by non-staying guests/patrons will be 25% of the total use of the space.

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Originally, the ground floor contained only one pedestrian centered corner activation – the restaurant located at the corner of Donner Pass Road and Truckee Way (the original hotel lobby was not intended to be an active gathering space for pedestrians or hotel guests). With the relocated, expanded and re-imagined fitness and wellness space, the project is now bookended by two pedestrian friendly and activated amenities along the primary Donner Pass Road corridor, encouraging pedestrian flow and interest from Historic Downtown to the Railyard and solidifying the project’s role as a gateway to the Railyard.

Continued Alignment with Sustainability and Climate Impact Goals

As stated in the original Letter of Justification, the project will serve as the launch of a new hospitality brand focused on sustainable and climate first design, construction and guest experience. The revised project continues this spirit with:

- A mass timber structure which has been intentionally exposed at architectural focal points;
- Anticipated EV charging infrastructure available for each on-site parking stall; and
- Maximization of the potential locations for PV panels on the roof.

During the design development phase and beyond, Project Applicant anticipates being able to further refine the project’s sustainability elements, including engineering systems, finishes, and other infrastructure, as well further develop the brand’s education and awareness initiatives/experiences related to sustainability. In addition, in alignment with the Railyard Master Plan, Project Applicant intends to seek LEED certification for the project, in addition to other similar certifications.

Development Standards

1. Height Limit.

As revised, the project meets the required height limits except for two mechanical towers. Similar to the original project, these mechanical towers are necessary to accommodate the four-story elevators servicing the project (a total of three elevators, as opposed to two elevators in the original project). As suggested in Town Comments, including with this resubmittal is an application for a Minor Use Permit for the mechanical towers.

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2. Front Setback and Solar Exposure

Please refer to the “Gross Area and City Requirements” sheet, specifically diagram #2 and #5. The project has been revised to comply with these standards.

3. Streetwall Height and Articulation

Please refer to the “Gross Area and City Requirements” sheet, specifically diagram #4. Required setbacks along the streetwall can be seen on the Level 3 floor plan. The project has been revised to comply with these standards

4. Vehicle and Bike Parking

Please see the updated Vehicle and Bike Parking Plan including with this resubmittal. It is unclear what shared BOH spaces were included in the Town’s calculations, but for the purpose of being overinclusive, the updated calculations include: (1) the use of gross square footages in place of net square footages, (2) the ground floor kitchen, and the rooftop warming kitchen and BOH/service space (in addition to the restaurant and bar), (3) the meeting space, (4) the fitness/wellness space, and (5) employee parking assuming ~40 FTEEs.

In total, Project Applicant calculates that 116 parking spots are needed, with 12 required onsite for the residential units. A total of 17 parking spots are provided on site, two of which are ADA parking, and all which have adequate space for a two-foot overhang. The remaining 15 spots will be dedicated for the residential units (one for each unit), and usage of such spots will be managed under a parking management plan developed by Project Sponsor and administered by onsite management.

A total of 99 offsite parking spaces are required. A total of 70 spots have been contractually reserved in the Parking District by Project Applicant with Truckee Development Associates, LLC. As stated in the Parking Plan, Project Applicant is encouraged by the Town’s response dated May 9, 2023 to the project’s preliminary application regarding conditioning the project at the entitlement stage, having in mind that there are no other active projects in the Downtown Extension District that have officially submitted for approvals with the Planning Department. It is anticipated that this project will be the first project after the Artist Lofts to obtain building permits within

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the Downtown Extension, and therefore sufficient parking spaces in the Parking District will be available in the Parking District at the time of building permit.

As such, with regards to the 99 offsite parking spaces required, it is confirmed that the project will utilize the Parking District to satisfy the offsite parking requirements (as to the 70 spots contractually secured with TDA and the remaining 29 required).

As part of the branding and operations of the project, it is anticipated that valet service will be available to all guests and patrons, operated adjacent to the main lobby and primary vehicle entrance. As part of this service, onsite and offsite parking utilization and logistics will be optimized to ensure efficient use of parking resources. As the project progresses and the uses/needs of the remaining undeveloped areas of the Downtown Extension District become known, this valet service could expand into private facilities and/or serve the broader Downtown as a whole. We note that the Parking Management Plan specifically addresses valet service as a lever to ensure a “more efficient use of existing parking supply.”

Further, as part of the project’s sustainability goals, and in alignment with the Railyard Master Plan, Project Applicant intends to develop incentive programs for employees, guests and residents to promote the use of local and regional public transportation programs (such as TART), car sharing, and other forms of shared and sustainable transportation to minimize vehicle-miles traveled and the need for parking onsite or in the Parking District.

For bike parking, Project Applicant calculates a total of 32 spaces required as follows³:

- 15 residential long term
- 3 residential short term
- 14 non-residential short term

It is unclear from the Railyard Parking Management Plan (which governs bike parking in the DE) whether the meeting and fitness/wellness spaces would be treated similar to “Restaurant Uses” for purposes of bike parking requirements. To be overinclusive, all of these spaces (including the kitchen and other applicable BOH spaces) were included

³ As with vehicle parking, please see the Parking Plan for a detailed calculation.

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in the calculations since it is anticipated that they will be available to guests/patrons not staying at the project.

As noted in the original plans, the 15 residential long term bike parking will be housed in the ground floor gear room. Given the size of the gear room, there is ample space to park and store the bikes for use and access by residents and guests. We welcome a meeting with the Town Engineer to discuss potential layouts and other logistics related to the residential long-term bike parking.

5. Driveway and Loading

Project Applicant acknowledges the Town Comments regarding driveway encroachments. Given the limited size of the site, the impact of the existing rock, existing easements, and the intensity of uses in the MAD, efficient and proper development of the site is constrained. We encourage a meeting with the Town Engineer and/or Community Development Director to discuss what findings are necessary to justify the existing driveway program. Significant analysis went into the current arrangement, taking into the account vehicular flow around the roundabout, emergency access, efficient flow of vehicles through the site, and the avoidance of logjams. Project Applicant strongly feels that the existing arrangement maximizes the availability of the site for development while optimizing vehicular flow and safety in and around the site.

The size and relative configuration of the site also impacts the availability space for loading. The project has two loading areas: (1) three parallel spaces in the interior for guests and, when applicable, commercial purposes, and (2) a large commercial loading area adjacent to the trash enclosure (when not in use for trash pickup). The loading area adjacent to the trash enclosure has been enhanced with a walkway connecting the area to BOH spaces (where extra care was given to not impact the existing rock formation) and an additional elevator adjacent to the kitchen allowing for vertical transport.

Project Applicant believes that this loading arrangement is sufficient for the intended uses of the project, and is the best available loading program for the site given the planned uses. We encourage a meeting with the Town Engineer and/or Community Development Director to discuss loading in more detail.

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6. Signs

A complete sign program, including design and typography, has not yet been developed at this time but will continue to be developed as the project and branding progress. The specific sign design will depend on the final architectural expression of the project.

Project Applicant has updated the locations, types and sizes of the proposed signs in response to Town Comments in an updated Signage Plan sheet.

7. Exterior Lighting

In response to Town Comments, please refer to the updated conceptual Exterior Lighting Design package including with this resubmittal. Also included with the resubmittal are updated specifications for the exterior lighting controls and fixtures. The project has been revised to comply with these standards.

8. Easements and Engineering Comments

We encourage a meeting with the Town Engineer to discuss any remaining impacted easements, frontage improvements, stormwater and snow storage. Included with this resubmittal is an updated Preliminary Grading, Drainage, and Utility Plan, a Preliminary Storm Water Quality and Erosion Control Plan, and an updated Snow Storage Plan. In addition, please refer to the “Gross Area and City Requirements” sheet, specifically diagram #2, which shows the 8’ clear walk space and 4’ amenity way around the site.

9. Fences

Please refer to the “Exterior Elevations” sheets in the architectural plans, as well as the updated site plan in the civil set. The project has been revised to comply with these standards.

10. Solid Waste and Recycling

An updated Solid Waste and Recycling Storage Plan is including with this re-submittal.

We are encouraged that the Town is working with the TTSD to increase the frequency of pick up. Project Applicant is committed to increasing service once the additional

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frequency is established between the Town and TTSD. It is unclear whether a Physical Space Waiver form is required for the project during the entitlements stage or later. If required at the entitlements stage, Project Applicant will complete and deliver the waiver promptly.

No additional receptacles have been proposed, however the trash enclosure has been widened to accommodate access without removal of existing containers. We would encourage a meeting with the Town Engineer or other applicable party to discuss the optimization of the trash enclosure to accommodate more containers or receptacles, having in mind that there will be increased frequency of pick up in the future. If necessary, the existing trash enclosure can be further widened to accommodate additional container or receptacles.

Affordable Housing

An updated Affordable Housing Plan is included with this resubmittal, which calculates that a total of 6 affordable units are required in connection with the project.

It is unclear from Town Comments what additional BOH spaces were included in the Town’s calculation. BOH spaces for employees of the hotel operation would be included in the affordable housing calculations for the hotel units. In any case, for the purpose of being overinclusive, the updated calculations include: (1) the use of gross square footages in place of net square footages, (2) the ground floor kitchen, and the rooftop warming kitchen and BOH/service space (in addition to the restaurant and bar space), (3) the meeting space, and (4) the fitness/wellness space.

As noted in the Affordable Housing Plan, a total of six spaces have been secured in the Artists Loft project from TDA as credits towards affordable housing units required the project.

Design

Since Town Comments were received in September 2024, Project Applicant has spent more than 10 months re-envisioning the project, with a significant amount of that time focused on a complete overhaul of the architectural design and feel. After this work, Project Applicant believes that the revised design is responsive to Town Comments.

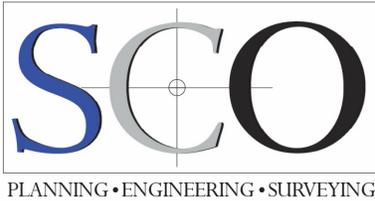
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Specifically, significant changes were made to materials selection, streetwall height and streetwall articulation to help reduce the visual mass of the building. Rounded corners, excessively light materials, glass railings, and limestone have all be removed from the design. Strong elements of Truckee’s history remain with a new modern, industrial look with varied architectural elements and a continued nod to “Truckee Funk.”

To help visualize the design beyond the exterior elevations provided in the architectural plans, Project Applicant has included three professional renderings of the project at different viewpoints. While these renderings may not include every detail in the current architectural plans, they help visualize the look and feel of the proposed exterior finish selections and materials, and the overall building articulation and design, from a 3D standpoint.

At the appropriate time, Project Applicant is excited to discuss the architectural changes with the Town in connection with the entitlements process.



**2nd responsive
submittal from applicant
to Town**

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Grass Valley, CA 95945
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reception@scopeinc.net

SECOND RESPONSIVE SUBMITTAL FOR ENTITLEMENTS

Date: October 30, 2025
Project: Truckee Railyard Hotel
District: Downtown Extension
Location: Town of Truckee, California
Regarding: Development Permit Application
Applicant: CP Truckee LLC (originally Presidio Companies)
To: Town of Truckee Planning Division

Introduction

This Second Responsive Submittal for Entitlements is in response to the Town’s letter and accompanying materials dated September 18, 2025 in connection with Planning Application No. 2024-00000086/DP (together with all subsequent email communications with the Town in connection therewith, “Town Comments”). Town comments below are italicized and Project Applicant’s responses are in red.

Responses

General information: Please indicate which residential units will be two-bedroom units and which will be three-bedroom units. Floor plans would also help with the full understanding of the project. On a technical note, please add a scale and north arrow to the architectural stie plan.

The residential units have been labeled on updated floorplans to account for number of bedrooms. Complete floorplans are still in design and not included. Scale and North Arrow have been added.

Height: Please show the lowest and highest points of natural grade and the average natural grade to determine the height of the building and the mechanical towers. Please also include information on the height exception you are requesting for the mechanical towers. The roof plan does not indicate where these mechanical towers are proposed. It appears the additional height being requested is five feet, please confirm. Some street level views and views from

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adjacent parcels/roads would also be helpful in supporting your statement that the additional height would not be visible.

The lowest, highest and average natural grade are shown on south and east building elevations. The overall height and mechanical towers are based off the highest limitations set for maximum building height and maximum mechanical appurtenances from the average natural grade. Information included on the mechanical appurtenances are shown on elevations. Roof plan updated to show where the mechanical appurtenances are proposed. The additional height requested is the maximum allowable 5'-0" for mechanical appurtenances. Diagrams of sight line views from adjacent parcels/roads are provided on the Roof Plan sheet.

Use clarification: On the "Gross Area & City Requirements" sheet, Detail 2/E0.2, an area in front of the restaurant space is called out as "patio space and patio entry beyond easement." Please clarify the intent of this space. It does not seem to appear on any other site plan.

Site plan updated to call out the patio and show where the access point to the restaurant patio/restaurant are located.

Parking clarification; Quantity: Your parking calculation indicates that you are accommodating one parking space per two full-time equivalent employees for an additional 20 spaces. I'm unclear which standard this calculation is intended to accommodate. These additional 20 spaces may not be required. However, some of the 20 spaces may cover the required parking for the public portions of the outdoor dining spaces and possible event spaces.

We were under the impression, based on the Town's comments in a previous response, that employee parking (at a 1:2FTE ratio) was required. Based on the Town Comment above, we note that this ratio of employee parking is not required.

Parking clarification; Space dimensions: Each of the spaces appear to 9' wide and 18' in length. An 18' long parking space is allowed as long as a two-foot bumper overhang is provided. Please note that the two-foot bumper overhang is also allowed over adjacent sidewalks provided that a minimum clear distance of four feet is maintained on the sidewalk or pedestrian path at all times. Any vertical obstructions, including EV stations, should accommodate this overhang and pedestrian path.

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Site plan updated to show bumper overhang at each parking stall, and at least 4'-0" minimum unobstructed pathway at the sidewalk west of parking is retained.

Parking clarification; Parking management: It would be helpful to understand how the valet parking program will operate in the Parking District, including how locations of vehicles will be tracked, if chase cars will be used and where they will be stored, anticipated turnaround times for vehicle retrieval, how potential overnight parking will address snow removal operations, how paid parking will be addressed, and how parking will be accommodated on high parking demand days and times such as Truckee Thursdays. Additional details on the expected operations may help lessen concerns related to parking. Consideration of other parking management programs such as shuttle programs for ski resorts, airport, and employees should also be incorporated into the project.

Based on the Town responses dated September 30, 2025 from the Associate PWD, we understand there to be a total of approximately 130 overnight spaces in the Parking District, of which 50 are permitted to be utilized by the Artist Lofts residents. This leaves a total of 80 overnight parking spaces available in the Parking District.

With respect to the hotel uses of the Project at a ratio of 1:1, the Project, when at full capacity, would require 60 overnight spaces in the Parking District, well within the 80 remaining. We note that, on average, hotel occupancy is anticipated to be 60% to 70% over the course of a full calendar year, with many days being 50% or less in shoulder season. We feel that the Parking District is well able to accommodate the overnight parking uses require by the Project, as was intended when the Parking District and associated Parking Management Plan for shared parking was established.

With respect to the specific comments, we take them seriously and have modeled our anticipated operations on best practices from peer resort communities such as Aspen, Jackson, Breckenridge, Whistler, and other areas of Lake Tahoe.

Valet Operations and Tracking

The anticipated valet program will use a ticketless SMS/app-based system (e.g., SMS Valet, Summon), which electronically assigns vehicles to specific stalls in the Parking District. This technology is already deployed at other hospitality projects including MOLLIE Aspen, where guests text for vehicle retrieval with an

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expected turnaround of 10–15 minutes. This approach ensures accurate stall assignment, real-time tracking, and efficient retrieval.

Turnaround Times and Staffing

Based on these systems, retrieval times will average 5–10 minutes, even during peak periods. Additional staff can be scheduled based on demand during Truckee Thursdays, winter weekends, and holidays. No chase cars are anticipated to be used. The chosen ticketless SMS/app-based system will be managed such that requests are made in advance with sufficient time to retrieve cars.

Payment of Parking District Facilities

All vehicles will pay prevailing public rates, either directly through our program or via centralized billing added to a guest folio. Staff will be trained to ensure that no public parking stall is being utilized by a Project guest without appropriate payment.

Snow Removal and Overnight Parking

We will coordinate with the Parking District authorities to respect overnight restrictions and snow management needs. Comparable programs in Jackson, Whistler, and Breckenridge demonstrate that hotels can successfully relocate or re-stage cars during snow operations without disrupting municipal plowing.

We understand from the Associate PWD that the current operating procedure within the parking area south of Donner Pass Road is to perform snow removal operations on a “flip-flop” basis, where the north side of the lot is maintained one night and the south side of the lot is maintained on opposite nights. Staff will be trained to move vehicles as necessary to accommodate these procedures and, as mentioned, will coordinate with the Parking District authorities to ensure smooth snow management.

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High-Demand Events

During special events such as Truckee Thursdays, our valet may operate on a reservation only basis with additional attendants and, potentially, overflow agreements with nearby private lots – based on specific circumstances. This mirrors strategies used in other resort towns to manage exceptional surges.

Employee and Shuttle Programs

To further reduce pressure on the Parking District, hotel employees and guests will be incentivized to use any available public shuttle programs (including TART) and other forms of public transportation for transport in and around Truckee and nearby destinations.

Loading spaces: A description of the expected loading and unloading needs for the commercial and hotel uses would help ensure that the provided loading area is sufficient for the project. Information about other similar types of uses and their operations would help support the proposed loading area.

Based upon the size of the Project, its anticipated uses and its amenities, we anticipate food and beverage deliveries once per day, and hotel OS&E deliveries one per week. We believe this is more than sufficient to serve the needs of the project. Vehicles for commercial deliveries can temporarily use the driveway serving the west trash enclosure and utilize the western interior walkway to deliver goods directly to the kitchen/restaurant area (which has access to an elevator and other areas of the Project).

In addition, the main vehicular driveway for the parking area is currently designated for one-way travel only (south to north) but is wide enough for two vehicles. Commercial vehicles can temporarily park on one side of the driveway to unload if other areas are unavailable.

For guest drop off and loading, we have designated three spots parallel to the main entry to the Project, which is sufficient for temporary loading while check and valet interfacing occur.

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Easements: The site plans show a few structures in the easements. There are 12 bicycle parking spaces in the 18’ public utility easement and two projecting signs and planters proposed in the front easement. Use of these easements will be required to be reviewed by the easement holders under a Minor Use Permit.

The bicycle parking has now been moved out of the 18’ public utility easement. As noted on the sign plan, the sign plan states that the sign locations are conceptual to show future locations. It is the intention to have the comprehensive sign program approved as part of a future submittal.

The planters are critical to ensure well-articulated areas near important entries, and it is intended for these planters to be non-permanent (but architecturally pleasing) features and extensions of the hardscape. Given the non-permanent nature of these planters, we assume that approval of the easement holders will not be required.

Signs: While you can defer the review of all signs to a future application the preferred option is to have Planning Commission review the comprehensive project, including signs, as part of this application. If you would like to defer the full sign review, please note on the sign exhibit that the sign locations are conceptual to show future locations and the sign program will be reviewed as part of a future submittal. The partial information can be provided for Planning Commission’s review for their feedback but a sign plan could not be approved until a complete package is provided.

As noted on the sign plan, the sign plan states that the sign locations are conceptual to show future locations. It is the intention to have the comprehensive sign program approved as part of a future submittal. We welcome the Planning Commission’s review for their feedback on the enclosed conceptual sign plan.

Bicycle parking: The quantities provided in the Parking Plan meet the bicycle parking demand requirement. As noted, 12 short-term bicycle parking spaces are located within an easement and approval of this location is required from all easement holders. It is unclear where the remaining short-term and long-term bicycle parking spaces are proposed. Please clarify.

The bicycle parking has been moved out of the easement and is now spaced out around the Project. Two are west of the main back door, three are located next to the trash enclosure, five are just off Church Street and seven are located on the back patio. See label 2 on Civil Sheet 1 of 6. Long term spaces will be located in the gear room of the Project.

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Outdoor event spaces/plazas and rooftop event space: If you are anticipating that the outdoor areas will be used as event spaces, please describe the intended programming of these spaces. If the spaces are intended to be an outdoor public plaza with no expected commercial use, please revise the project description and site plans. If you are anticipating rental of these spaces for commercial uses, then these uses, hours of operation, and potential noise levels should be considered as part of this application.

It is anticipated that all labeled outdoor event/plaza and rooftop spaces will be available for commercial uses consistent with the operation of the Project and will be similar in programming and functionality to the interior meeting space – i.e., bookable corporate or personal functions, gatherings and/or other events as amenities to the Project’s other uses. All outdoor events and functions would adhere to applicable regulations regarding noise, hours of operation etc. Specific identifiable uses and hours of operations will depend on the events or functions, which are unknown at this time.

Exterior lighting: The revised lighting package has significantly reduced the lighting proposed but it still appears to be proposing 143,691 lumens, which is 51% greater than the 95,000 lumens allowed for the 0.95-acre parcel. It appears the large quantity of lumens are being generated from LE-X (shielded cove light – LED tape) and LH-X (wall-mounted downlight accent light). Unless I am misinterpreting the lighting package provided, the proposed lighting should be significantly pared down to comply with the exterior lighting requirements of the Town code.

Please refer to the email from our lighting designer sent on October 7, 2025 which states “that was a mistake in the fixture schedule. The actual fixture should be the one specified in the cut sheet on page 18, the mini-micro from B+K lighting. I have attached the full manufacturer's cut sheet for your reference, showing 139lm per fixture, which should match the control schedule and keep us under the overall allowance.” With this clarification, the current lighting proposal is approximately 4,000 lumens under the applicable limit. A copy of the manufacturer's cut sheet is included with this re-submittal.

Solid waste and recycling: The previous comments from the Solid Waste and Recycling Division noted that a food waste dumpster and cardboard dumpster were required and noted that the 10 recycling carts were sufficient for the near-term requirements of the site. In addition to these two dumpsters, at least one dumpster for mixed waste is required. The proposed 17.5'x15' trash enclosure does not meet the requirements for storage as each dumpster requires a 10'

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wide x 9’ deep location. For two dumpsters, at least 20’ clearance in width is required, and for a three-dumpster enclosure, at least 30’ clearance is required. Additionally, the Tahoe Truckee Sierra Disposal (TTSD) requires at least 80’ straight line clearance in front of the enclosure to service the dumpster. More information on the requirements for service can be found in the guide. We can also set up a meeting with the Solid Waste and Recycling Division and/or TTSD to more fully understand the requirements.

Based on discussions with TTSD, we have updated the trash plan to accommodate the needed clearance and quantity of dumpsters. See label 1 on Civil Sheet 1 of 6. We were able to maintain current onsite parking numbers.

Tentative Map: The gray color tones used for the Airspace Lot Key for Lots 2 and 3 are not differentiated enough. It is also not clear where the common area module is located.

The colors have been updated for contrast. The common area module is a small 1’ by 1’ square located on the third floor.

Tentative Map: Please remove the note referencing the “multi-family residential, transient rental” use from the Tentative Map.

This reference has been removed.

Tentative Map: Requirements for an owner’s association and maintenance agreement will be applied to the project.

Noted, these and other applicable common interest development documents will be generated for the Project.

Streetscape Plan: The Truckee Railyard Streetscape Plan identifies the southwestern corner of the property for a plaza/square with public art and open space/park near the rock. Consider a pedestrian walkway from the plaza through the site to Church Street, by the rock. The walkway could be open only during business hours to manage use of the area. This walkway would be more consistent with the intent of the Streetscape Plan. Additionally, consider how public art could be accommodated in this space in the future. While not required, you may also want to consider if public art could be accommodated in or near the mechanical yard on the northeast corner of the building.

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Given the overall constraints of the site and development code requirements (including, but not limited to, trash, onsite parking, snow removal, landscaping and location of the existing rock formation), a pedestrian walkway from the plaza through the site to Church Street is not feasible without materially diminishing anticipated uses/density, site operability, and the overall value of the site to the broader Railyard. In particular, great effort was made to create a north-south walkway adjacent to the rock connecting the trash facilities and delivery zone to a main entrance of the Project. This walkway is critical to operational flow and must be available for use by Project employs and guests at all necessary times. Allowing pedestrian use of this walkway would severely impact the Project.

Public art, however, is of major interest. The western outdoor event/plaza space is intended to house public art. We are also open to considering public art in or around the mechanical yad to the extent it would not impact necessary Project mechanical facilities or installations.

Design: The design of the project is generally consistent with the Railyard Master Plan design guidelines. However, as you consider other changes, consider ways to break up the block size building and reduce the mass and scale of the structure. While the project includes a rooftop bar and patio restaurant to help meet the intent of design guideline DE-G41, scaling the southwestern portion of the building down may help the project transition from the historic district to the Railyard Master Plan area. Slight material differentiations for the residential wing may also help break up the building mass.

As noted in our previous response, we spent more than ten months re-envisioning the project in response to all previous Town comments, and much of this effort was directed at redesigning the architecture and addressing the mass of the building. We appreciate the note that the current design is generally consistent with the Railyard Master Plan and design guidelines.

Regarding the southwestern portion of the building, please refer to Architectural Sheet 10 (exterior renderings). The southwestern corner now includes a ten foot setback with exposed mass timber columns. This ten foot setback appears in three other locations along the front façade of the building along Donner Pass Road, which exceeds the requirements of the development code. After much deliberation, we cannot accommodate any other elements that create less scale without significantly impacting

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the look and feel of the building and the architecture, or without reducing the density or overall uses of the site.

Engineering Division comments: The Engineering Division has provided a couple of comments and typical Engineering Division conditions for your reference. The Engineering Division has requested information and related revisions to address the requirements for clear path of travel. Additionally, they have requested exhibits for frontage improvements on Donner Pass Road, Truckee, Way, and Church Street. The comments attached provide more detailed guidance.

Please refer to Civil Sheet 6 of 6 showing the 4' amenity zone, and 8' clear path (6' along Church St.).

Short-term rentals: The “transient rental, multi-family dwellings” is permitted in the Downtown Extension and a Zoning Clearance for this use can be considered as part of the 15 multi-family dwelling units. Please note that the Town expects to work on possible amendments to the Railyard Master Plan that would go into effect once the Development Agreement expires. One amendment may be to remove the transient rental uses from the Railyard Master Plan area. If the Council adopts this change and the transient rental use is not exercised within the allowed timeframe of the land use entitlement, the possible changes in the Master Plan may impact whether or not the transient rental use could be allowed in your project. Additionally, as you have requested, the Town’s Short-Term Rental Division will be considering potential amendments to the program and presenting them to the Town Council in the future to incorporate your project into the short-term rental certificate program. Once the short-term rental ordinance is amended, the requirements of the short-term rental ordinance, as adopted, would apply to your project.

As noted in an email on September 19, 2025, our understanding based on pre-app responses on September 26, 2022 is that, given the timing of the Development Agreement vs. the STR ordinance, only the requirements in the ordinance tied to health and safety would apply to the Project (e.g. neither the cap nor the certificate process would apply). Specifically, we have not requested the STR Division to consider amendments to the ordinance so we are unclear about the Town Comment above.

Once a certificate of occupancy is issued for the residential units, we would register them as short term rentals and would comply with the health and safety provisions of the STR ordinance. We would not be seeking a certificate under the current STR

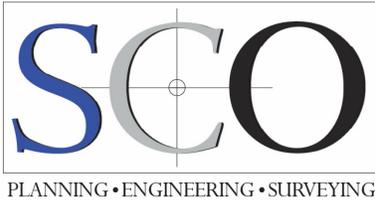
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ordinance. We note that, in the pre-app responses, it was stated that “the requirements for registration and payment of transient occupancy tax have been in place since 1993 and would also apply to the Railyard Master Plan area.” It is our intent and desire to comply with these registration requirements as opposed to the certification requirements under the STR ordinance.

Clear path of travel: The “Level 01 City Set Back Requirements” detail on the “Gross Area and City Requirements” sheet in the submittal shows an 8’ clear walking space where there are numerous obstructions (trees, planters, seat walls, streetlights, parking meters, fire hydrants, etc.) present based on comparison to the Civil Sheets. Provide a path of travel exhibit that clearly shows the required 8’ (and 6’ on Church Street) clear path of travel along the sidewalk considering all existing and proposed streetscape features (amenity zone, signs, snow poles, parking meters, utilities, furniture, rock bollards, fire hydrants, planters, trees, streetlights, etc.) and any protrusions from the building. Please revise frontage improvements and streetscape designs to provide the required Clear Path of Travel after consideration of all existing and proposed frontage improvements.

See Civil Sheet 6 of 6 for a sidewalk exhibit showing clear path of travel and 4’ amenity zone.



Letter of Justification for Tentative Map

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LETTER OF JUSTIFICATION TENTATIVE MAP

Date: August 19, 2025
Project: Truckee Railyard Hotel
District: Downtown Extension
Location: Town of Truckee, California
Regarding: Development Permit Application
Applicant: CP Truckee LLC (originally Presidio Companies)
To: Town of Truckee Planning Division

Introduction

This Letter of Justification is being delivered in connection with a Tentative Map application associated with existing application No. 2024-00000086/DP for the Truckee Railyard Hotel (“Existing Project”). As noted in said application, the Existing Project consists of a subdivision of the property into airspace parcels and residential units.

Proposed Use

The Existing Project consists of¹:

- 60 hotel units;
- 15 for-sale (individual ownership) multifamily residential units, which will utilize the “Transient rental, multifamily dwellings” permitted land use under the Railyard Master Plan and, when completed, will each be registered for a short-term rental license;
- 5,216 square feet of food and beverage space, consisting of a 3,488 square foot ground floor restaurant and kitchen, and a 1,728 square foot rooftop bar, warming kitchen and BOH/service space;
- 2,449 square foot ground floor dedicated meeting and event space;
- 2,292 square foot ground floor fitness center and wellness space;
- Rooftop pool, spa and terrace, with rooftop event space;

¹ Square footages listed here are gross square footages per the plans.

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- 17 on-site covered parking spaces (15 non-ADA and 2 ADA spaces); and
- Outdoor event and plaza space.

Findings

- 1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with all applicable provisions of the Subdivision Map Act, the General Plan, any applicable Specific Plan and/or Master Plan, the Development Code, the Trails Master Plan, the Particulate Matter Air Quality Management Plan, and the Public Improvements and Engineering Standards.**
- 2. The site is physically suitable for the type and density/intensity of development being proposed.**

With respect to Findings 1 and 2, the Existing Project site falls within the DE (Downtown Extension) Zoning District of the Railyard Master Plan and complies with the allowable land uses and development standards of that zone along with the Truckee Development Code standards (setbacks, height, parking, landscaping, etc. – see the Development Standards Consistency Matrix along with the Parking Plan and Solid Waste & Recycling Storage Plan enclosed with this submittal). In particular, the proposed use falls squarely within the allowed Maximum Allowable Development under the Railyard Master Plan:

Table 1: Four MAD Options

Use	Option 1a	Option 1b	Option 2a	Option 2b
Residential Units	220	257	220	257
Live/Work Units	15	-	15	-
Work/Live Units	50	28	50	28
Retail/Service (sf)	65,000	65,000	80,000	80,000
Office (sf)	10,000	32,500	10,000	32,500
Movie Theater (seats)	750	750	750	750
Condo Hotel (rooms)	60	60	60	60
Grocery Store (sf)	35,000	35,000	20,000	20,000
Civic/Community Building (sf)	25,000	25,000	25,000	25,000

With respect to the for-sale (individual ownership) multifamily residential units, these units will be condominiumized and marketed for sale to individual owners. The owner(s) of the

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residential units will have the right, but not the obligation, to short-term rent the units when not occupied. “Transient rental, multifamily dwellings” is a permitted land use in the Downtown Extension under the Railyard Master Plan. The Truckee Short Term Rental Ordinance would not apply to the Existing Project due to the timing of adoption of the Railyard Development Agreement, and even if the Truckee Short Term Rental Ordinance were deemed to apply to the Existing Project, the Existing Project would be exempt under Section 5.02.030.B. of the ordinance given that it is in a non-residential zone and will have 24-hour onsite management.

As part of the Railyard Phase I Infrastructure Plan, all roadways and infrastructure have been previously designed and installed to serve the build-out of the Existing Project effectively.

The Existing Project is in the second round of entitlements submittals with the Town and has been fully redesigned in response to Town comments related to anticipated uses and design objectives.

3. There are adequate provisions for public and emergency vehicle access, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to the public health and safety.

The Existing Project is located in Downtown Truckee and fronts along Donner Pass Road, Church Street and Truckee Way which are all roadways meeting Town requirements for Public roadways and are suitable for emergency vehicles if necessary. A majority of the frontage improvements have already been constructed as part of the Railyard infrastructure improvement plan and the site is well suited for development with connection stubbed into the project site for storm drainage, public water, public sewer and electrical and communication infrastructure available to service the site and are serviced and maintained by public utility agency/districts. Capacity for both water and sewer are available by the respective districts along with infrastructure to provide sufficient fire flow for fire lines and hydrants. Development fees will be paid to the respective agencies serving the project as applicable.

4. The tentative map approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources, including fish, wildlife, and their habitat, that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted.

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The Existing Project is exempt from CEQA under CEQA Guidelines section 15183 as it is consistent with the previously approved Railyard Master Plan EIR and there are no project-specific impacts peculiar to the project or site. The site has already been graded, cleared and developed and is generally devoid of natural vegetation, or biological resources (other than natural rock formation along the northwesterly boundary which has been integrated into the design as a focal view backdrop to the front entrance of the hotel). The Existing Project as proposed and conceived will meet the Railyard Master Plan’s designation of land uses and specific design guidelines; therefore it is consistent with the CEQA review and analysis conducted during the Railyard Master Plan EIR.

- 5. The subdivision will not be detrimental to the public health, safety, or welfare of the Town, or injurious to the property or improvements in the vicinity in which the property is located.***

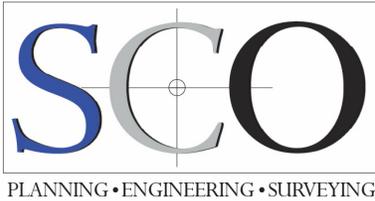
- 6. The proposed subdivision, together with the provisions for its design and improvement, will not conflict with easements, acquired by the public at large for access through or use of, property within the proposed subdivision unless alternate easements for access or use will be provided and the alternate easements will be substantially equivalent to ones previously acquired by the public.***

As stated above, the Existing Project is allowed under the Maximum Allowable Development in the Railyard Master Plan and is consistent with the Development Code. Also as stated above, the Existing Project is in the second round of entitlements submittals with the Town and has been fully redesigned in response to Town comments related to anticipated uses and design objectives.

As part of the Railyard Phase I Infrastructure Plan, all roadways and infrastructure have been previously designed and installed to serve the build-out of the Existing Project effectively.

- 7. The discharge of sewage from the proposed subdivision into the community sewer system will comply with the requirements prescribed by the Lahontan Regional Water Quality Control Board.***

The Existing Project will comply with the requirements of the Lahontan Regional Water Quality Board. The site is equipped with sufficient sewer infrastructure to connect to public sewer lines, and the project will be developed consistent with applicable water quality requirements.



Letter of Justification for Minor Exception

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LETTER OF JUSTIFICATION MINOR USE PERMIT FOR MECHANICAL TOWERS

Date: August 19, 2025
Project: Truckee Railyard Hotel
District: Downtown Extension
Location: Town of Truckee, California
Regarding: Development Permit Application
Applicant: CP Truckee LLC (originally Presidio Companies)
To: Town of Truckee Planning Division

Introduction

This Letter of Justification is being delivered in connection with a Minor Use Permit application associated with existing application No. 2024-00000086/DP for the Truckee Railyard Hotel (“Existing Project”). As noted in said application, the Existing Project includes two mechanical towers necessary to accommodate the four-story elevators servicing the Existing Project (“Mechanical Towers”). The Mechanical Towers exceeds the 50’ height limit in the Development Code.

Town comments in connection with the Existing Project acknowledge that the Development Code allows penthouses, towers, and similar structures and necessary mechanical appurtenances to be authorized to exceed the height limit subject to the approval of a Minor Use Permit.

As noted, the Mechanical Towers are a necessary element of the four-story structure with active rooftop amenitization on the fourth floor. The locations of the Mechanical Towers are strategically placed to avoid detection from a pedestrian perspective in and around the street front.

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Proposed Use

The Existing Project consists of¹:

- 60 hotel units;
- 15 for-sale (individual ownership) multifamily residential units, which will utilize the “Transient rental, multifamily dwellings” permitted land use under the Railyard Master Plan and, when completed, will each be registered for a short-term rental license;
- 5,216 square feet of food and beverage space, consisting of a 3,488 square foot ground floor restaurant and kitchen, and a 1,728 square foot rooftop bar, warming kitchen and BOH/service space;
- 2,449 square foot ground floor dedicated meeting and event space;
- 2,292 square foot ground floor fitness center and wellness space;
- Rooftop pool, spa and terrace, with rooftop event space;
- 17 on-site covered parking spaces (15 non-ADA and 2 ADA spaces); and
- Outdoor event and plaza space.

Findings

1. *The proposed development is:*

- A. Allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of a Development Permit, and complies with all applicable provisions of the Truckee Development Code, Municipal Code, and Public Improvement and Engineering Standards; and***
- B. Consistent with the Town of Truckee General Plan, any applicable Specific Plan and/or Master Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.***

2. *The design, location, size and operating characteristics of the proposed development would be compatible with the existing and future land uses in the vicinity.*

With respect to Findings 1 and 2, the Existing Project site falls within the DE (Downtown Extension) Zoning District of the Railyard Master Plan and complies with the allowable land uses and development standards of that zone along with the Truckee Development Code

¹ Square footages listed here are gross square footages per the plans.

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standards (setbacks, height, parking, landscaping, etc. – see the Development Standards Consistency Matrix along with the Parking Plan and Solid Waste & Recycling Storage Plan enclosed with this submittal). In particular, the proposed use falls squarely within the allowed Maximum Allowable Development under the Railyard Master Plan:

Table 1: Four MAD Options

Use	Option 1a	Option 1b	Option 2a	Option 2b
Residential Units	220	257	220	257
Live/Work Units	15	-	15	-
Work/Live Units	50	28	50	28
Retail/Service (sf)	65,000	65,000	80,000	80,000
Office (sf)	10,000	32,500	10,000	32,500
Movie Theater (seats)	750	750	750	750
Condo Hotel (rooms)	60	60	60	60
Grocery Store (sf)	35,000	35,000	20,000	20,000
Civic/Community Building (sf)	25,000	25,000	25,000	25,000

With respect to the for-sale (individual ownership) multifamily residential units, these units will be condominiumized and marketed for sale to individual owners. The owner(s) of the residential units will have the right, but not the obligation, to short-term rent the units when not occupied. “Transient rental, multifamily dwellings” is a permitted land use in the Downtown Extension under the Railyard Master Plan. The Truckee Short Term Rental Ordinance would not apply to the Existing Project due to the timing of adoption of the Railyard Development Agreement, and even if the Truckee Short Term Rental Ordinance were deemed to apply to the Existing Project, the Existing Project would be exempt under Section 5.02.030.B. of the ordinance given that it is in a non-residential zone and will have 24-hour onsite management.

As part of the Railyard Phase I Infrastructure Plan, all roadways and infrastructure have been previously designed and installed to serve the build-out of the Existing Project effectively.

The Existing Project is in the second round of entitlements submittals with the Town and has been fully redesigned in response to Town comments related to anticipated uses and design objectives

Truckee Railyard Hotel– MUP Application

August 2025

- 3. The proposed development would not be detrimental to the public health, safety or welfare of the Town, or injurious to the property or improvements in the vicinity and zoning district in which the property is located.**
- 4. The proposed development is consistent with the design guidelines, achieves the overall design objectives of the design guidelines, and would not impair the design and architectural integrity and character of the surrounding neighborhood.**

With respect to Findings 3 and 4, as stated above, the Existing Project is allowed under the Maximum Allowable Development in the Railyard Master Plan and is consistent with the Development Code. As stated above, the Existing Project is in the second round of entitlements submittals with the Town and has been fully redesigned in response to Town comments related to anticipated uses and design objectives.

- 5. The Minor Use Permit approval is in compliance with the requirements of the California Environmental Quality Act (CEQA) and there would be no potential significant adverse effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted.**

The Existing Project is exempt from CEQA under CEQA Guidelines section 15183 as it is consistent with the previously approved Railyard Master Plan EIR and there are no project-specific impacts peculiar to the project or site. The site has already been graded, cleared and developed and is generally devoid of natural vegetation, or biological resources (other than natural rock formation along the northwesterly boundary which has been integrated into the design as a focal view backdrop to the front entrance of the hotel). The Existing Project as proposed and conceived will meet the Railyard Master Plan's designation of land uses and specific design guidelines; therefore it is consistent with the CEQA review and analysis conducted during the Railyard Master Plan EIR.

- 6. The site for the proposed use is:**
 - A. Physically suitable for the type and density/intensity of development being proposed;**
 - B. Adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards and other features required by the Truckee Development Code; and**
 - C. Served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.**

Truckee Railyard Hotel– MUP Application

August 2025

As stated above, the Existing Project is allowed under the Maximum Allowable Development in the Railyard Master Plan and is consistent with the Development Code. As also stated above, the Existing Project is in the second round of entitlements submittals with the Town and has been fully redesigned in response to Town comments related to anticipated uses and design objectives.

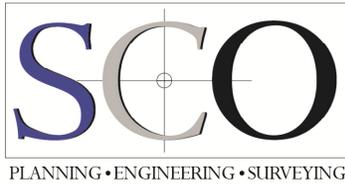
As part of the Railyard Phase I Infrastructure Plan, all roadways and infrastructure have been previously designed and installed to serve the build-out of the Existing Project effectively.

- 7. *There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Adequate provisions shall mean that distribution and collection facilities and other infrastructure are installed at the time of development and in operation prior to occupancy of buildings and the land, and all development fees have been paid prior to occupancy of buildings and the land.***

The Existing Project is located in Downtown Truckee and fronts along Donner Pass Road, Church Street and Truckee Way which are all roadways meeting Town requirements for Public roadways and are suitable for emergency vehicles if necessary. A majority of the frontage improvements have already been constructed as part of the Railyard infrastructure improvement plan and the site is well suited for development with connection stubbed into the project site for storm drainage, public water, public sewer and electrical and communication infrastructure available to service the site and are serviced and maintained by public utility agency/districts. Capacity for both water and sewer are available by the respective districts along with infrastructure to provide sufficient fire flow for fire lines and hydrants. Development fees will be paid to the respective agencies serving the project as applicable.

- 8. *The proposed development is consistent with all applicable regulations of the Nevada County Department of Environmental Health and the Truckee Fire Protection District for the transport, use and disposal of hazardous materials.***

The Existing Project will comply with the requirements of the Nevada County Department of Environmental Health and the Truckee Fire Protection District including, but not limited to restaurant / food prep permitting, fire access, fire line and suppression requirements. No transportation, or disposal of hazardous materials in violation of any applicable laws is proposed as part of this project.



**Affordable Housing Plan
Truckee Railyard Hotel**

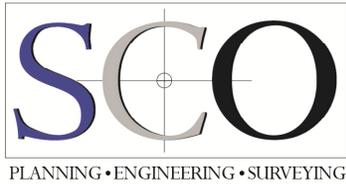
The proposed project consists of:

- 60 hotel units;
- 15 residential units;
- 5,216 square feet of food and beverage space , consisting of a 3,488 square foot ground floor restaurant and kitchen, and a 1,728 square foot rooftop bar, warming kitchen and BOH/service space;
- 2,449 square foot ground floor dedicated meeting and event space; and
- 2,292 square foot ground floor fitness center and wellness space.

Based on the above uses, a total of 5 affordable housing units are required under the Affordable Housing Plan contained in the Railyard Development Agreement. The calculation is on Exhibit A.

Six (6) units have been secured within the Artist Lofts, per agreement with Truckee Development Associates, LLC, as credits towards affordable housing units required by the project.

[Exhibits on following pages]

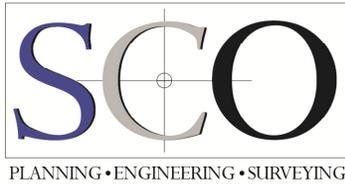


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Exhibit A

Affordable Housing Calculations (using gross s.f.)

	Use	Units or s.f.	# FTEE	Notes
	Hotel	60	19.80	0.33 factor used in Springhill approvals
	Restaurant/Bar/Kitchen/Warm-BOH	5,216	10.43	1 per 500sf
	Meeting	2,449	4.90	1 per 500sf
	Fitness/Wellness	2,292	4.58	1 per 500sf
	Total FTEE		39.71	
	Workforce Units Required	2.84		<i>7% per Development Code for 20-40 FTE</i>
	Residential	15		
	Inclusionary Units Required	2.25		<i>15% of total units</i>
	Total Units Required	5.09		
	Rounded Up	6.00		



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Exhibit B

Affordable Housing Calculations

	Use	Units or s.f.	# FTEE	Notes
	Hotel	90	35.00	Results in a 0.39 ratio, greater than in SpringHill Approvals
Restaurant, Bar, Meeting/PDR		4,085	8.17	1 per 500sf
Retail		1,007	2.01	1 per 500sf
	Total FTEE		45.18	
	Workforce Units Required	3.23		
	Residential	30		
Inclusionary Units Required		4.50		15% of total units
	Total Units Required	7.73		WFH + IH Units
	Rounded Up	8.00		
	Residential Units < 500sf	18		
	Total Credits	3.60		Capped at 5 credits
	Rounded Down	3.00		
	Total Net Units Required	5.00		

Railyard - Parcel 1

From: **Scott Kyman** | skyman@lojagroup.com

Thursday, Aug 14 at 2:01 PM

To: **Yumie Dahn** | ydahn@townoftruckee.gov

Cc: **Rikesh Patel** | rikesh@presidioco.com

Hi Yumie,

This email shall serve as confirmation that Truckee Development Associates, LLC has an agreement with CP Truckee LLC to transfer up to six affordable housing credits as needed for their project on Parcel 1 at the Railyard. Please let me know the process for transferring the credits when needed.

I'm available should you have any questions or need anything else from me.

Thanks,

Scott

Scott Kyman

Senior Vice President, Acquisitions and Dispositions

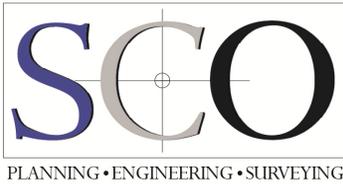
Loja Real Estate, LLC

2099 Mt. Diablo Blvd., Suite 200

Walnut Creek, California 94596

(925) 951-0632 - direct

(818) 261-1840 - cell



Vehicle and Bike Parking Plan Truckee Railyard Hotel

The proposed project consists of:

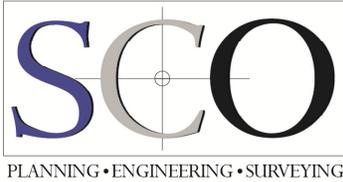
- 60 hotel units;
- 15 residential units;
- 5,216 square feet of food and beverage space , consisting of a 3,488 square foot ground floor restaurant and kitchen, and a 1,728 square foot rooftop bar, warming kitchen and BOH/service space;
- 2,449 square foot ground floor dedicated meeting and event space; and
- 2,292 square foot ground floor fitness center and wellness space.

A total of 99 offsite parking spaces are required. A total of 70 spots have been contractually reserved in the Parking District by Project Applicant with Truckee Development Associates, LLC. Project Applicant is encouraged by the Town's response dated May 9, 2023 to the project's preliminary application regarding conditioning the project at the entitlement stage, having in mind that there are no other active projects in the Downtown Extension District that have officially submitted for approvals with the Planning Department. It is anticipated that this project will be the first project after the Artist Lofts to obtain building permits within the Downtown Extension, and therefore sufficient parking spaces in the Parking District will be available in the Parking District at the time of building permit.

As such, with regards to the 99 offsite parking spaces required, it is confirmed that the project will utilize the Parking District to satisfy the offsite parking requirements (as to the 70 spots contractually secured with TDA and the remaining 29 required).

As part of the branding and operations of the project, it is anticipated that valet service will be available to all guests and patrons, operated adjacent to the main lobby and primary vehicle entrance. As part of this service, onsite and offsite parking utilization and logistics will be optimized to ensure efficient use of parking resources. As the project progresses and the uses/needs of the remaining undeveloped areas of the Downtown Extension District become known, this valet service could expand into private facilities and/or serve the broader Downtown as a whole. We note that the Parking Management Plan specifically addresses valet service as a lever to ensure a "more efficient use of existing parking supply."

Further, as part of the project's sustainability goals, and in alignment with the Railyard Master Plan, Project Applicant intends to develop incentive programs for employees, guests and residents to promote the use of local and regional public transportation programs (such as TART), car sharing, and other forms of shared and sustainable transportation to minimize vehicle-miles traveled and the need for parking onsite or in the Parking District.



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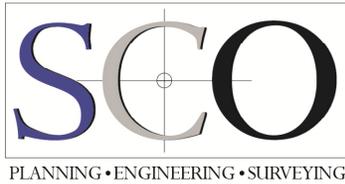
For bike parking, Project Applicant calculates a total of 32 spaces as follows:

- 15 residential long term
- 3 residential short term
- 14 non-residential short term

It is unclear from the Parking Management Plan (which governs bike parking in the DE) whether the Meeting and Fitness/Wellness spaces would be treated similar to “Restaurant” uses for purposes of bike parking requirements. To be overinclusive, all of these spaces (including the kitchen and other applicable BOH spaces) were included in Project Applicant’s bike parking calculations since it is anticipated that they will be available to guests/patrons not staying at the project.

As noted in the original plans, the 15 residential long term bike parking will be housed in the ground floor gear room. Given the size of the gear room, there is ample space to park and store the bikes for use and access by residents and guests. We welcome a meeting with the Town Engineer to discuss potential layouts and other logistics related to the residential long-term bike parking.

[Parking calculations follow]



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EXHIBIT A

Vehicle and Bike Parking
 (using gross s.f.)

Use	Units or s.f.	# spots	Notes		
Hotel Studios	58	58.0	1 per guest room		
Hotel 1bdr	2	2.0	1 per guest room		
	60	60.0	Rounded up	12	short-term (1:5)
Residential 2bdr	13	19.5	1.5 per 2bdr		
Residential 3bdr	2	4.0	2 per 3bdr	15	long-term (1:1)
	15	24.0	Rounded up	3	short-term (1:6)
Rest./Bar/Kitchen/Warm-BOH	5,216				
Public Utilization	50%	7.8	3 per 1,000sf		
		8.0	Rounded up	1.3	short-term (1:2000sf)
Meeting	2,449				
Public Utilization	25%	1.8	3 per 1,000sf		
		2.0	Rounded up	0.3	short-term (1:2000sf)
Fitness/Wellness	2,292				
Public Utilization	25%	1.7	3 per 1,000sf		
		2.0	Rounded up	0.3	short-term (1:2000sf)
Approx #FTEs	40	20.0	1 space per 2 FTE		
		20.0	Rounded up		
				32	
Total Spots Needed		116			
Total Onsite Spots Needed		12			Total Bike Parking
Total Onsite Spots Provided		17	15 are non-ADA	15	Residential Long-Term
Total Offsite Spots Needed		99		3	Residential Short-Term
				14	Non-Residential Short Term

Truckee Railyard Hotel

Truckee, California

LIGHTING FIXTURES SPECIFICATIONS

Entitlement_Rev 1
October 24, 2025



764 N Magnolia Ave, #3 - Chicago IL 60613 - Tel: 312.662.3215
287 S Santa Anita Ave, Pasadena, CA 91107 - Tel: 607.342.2736
hello@within-light.com / within-light.com

1. GENERAL

- 1.1 The specification sheets indicating the lighting design requirements for specific areas within this project form part of this document and should be read in conjunction with these preambles and the relevant lighting drawings, and associated sketches.
- 1.2 All quantities shall be checked against the construction drawings.
- 1.3 Final locations and details associated with all lighting equipment is to be confirmed with the design team.

2. SUBMITTALS

- 2.1 Shop drawings/ fixture submittals shall be submitted for approval for all light fixtures in accordance with the requirements of the Construction Documentation. Shop Drawings shall clearly indicate the reference number of Construction Documentation used in the development of the Shop Drawings and the names of the job and Lighting Designer. Shop Drawings shall be complete submissions for approval and shall include complete lighting fixture model numbers and complete lamp model numbers. Catalog Cut Sheets lacking sufficient detail to indicate compliance with Construction Documentation will not be accepted. Where applicable, Shop Drawings shall include the wiring diagram, scale plans, and details showing the method of installation of lamp holders, lamps, reflectors, transformers and secondary feeds as well as a complete bill of materials. Where applicable, verify field dimensions and include them on Shop Drawings showing exact locations and lamp shapes and lengths. Provide copies of approved Shop Drawings for owner's use in maintenance and lamp replacement. All prior changes to Shop Drawings are to be "clouded" and dated prior to resubmission. No variation from the general arrangement and details indicated on the drawings shall be made on the Shop Drawings unless required to suit the actual conditions on the premises, and then only with the written acceptance of the Architect. All variation must be clearly marked as such on drawings submitted for approval.
- 2.2 Review of Shop Drawings or samples does not waive contract requirements. Approval of the Shop Drawings or samples does not relieve the Contractor from the responsibility for deviations from the specifications or drawings unless they have provided a letter noting such deviations at time of submission, and received written approval for such deviations. Approval of Shop Drawings or samples does not relieve the Contractor from responsibility for errors in the Shop Drawings or samples. Contractor shall be fully responsible for lighting fixtures that are manufactured or installed without approved Shop Drawings or lighting fixtures not manufactured in accordance with requirements or the Architect and Lighting Designer's Shop Drawing reviews.
- 2.3 Submit samples of each lighting fixture type as requested for approval prior to manufacture. The samples shall be complete with specified lamp(s), ready for hanging, energizing, and examining, and shall be shipped, prepaid by Contractor, to the Lighting Designer, or as otherwise advised. Samples must be an actual working unit of materials to be supplied. Samples will be returned but should not be included in quantities listed for the project.

3 ALTERNATES AND SUBSTITUTIONS

- 3.1 Manufacturers listed in the Lighting Fixture Schedule shall be assumed capable of supplying the listed lighting fixtures unless exceptions are set forth in their quotations. Any such exceptions shall immediately be brought to the attention of the Architect and the Lighting Designer.
- 3.2 No substitutions shall be permitted for specific lighting fixture types where noted in the Lighting Fixture Schedule. The Contractor shall submit lighting fixtures from the manufacturers listed for each lighting fixture type on the Lighting Fixture Schedule. Should the Contractor wish to have lighting fixtures considered other than those specified, the lighting fixtures must be submitted ten (10) days in advance of the bid. A complete Working sample and an independent lab photo-metric report must be submitted for each lighting fixture to be considered. Failure to submit within that deadline constitutes a guarantee that only specified products will be supplied. This provision does not apply to lighting fixture types specifically noted as “no substitutions” in the Lighting Fixture Schedule. The Architect and Lighting Designer shall be the sole judges in determining whether a proposed substitution complies with the specifications, and shall reserve the right to disqualify any manufacturers.
- 3.3 Contractor shall provide itemized costs for all lighting fixtures.
- 3.4 The electrical distributor has the authority to require unit pricing from the manufacturer’s representatives for those products so specified. Failure on the part of the manufacturer’s representative to comply with this requirement may result in changes to the specifications.

4 STANDARDS COMPLIANCE

- 4.1 All lighting equipment shall be in full compliance with the appropriate city, state and national codes. Standards requirements particular to individual lighting fixture types are indicated on the relevant specification sheet. For projects in the United States, equipment should conform to the Underwriters Laboratories Standards.
- 4.2 All lighting equipment shall demonstrate general construction quality conforming to the highest commercial standards. All materials used shall be appropriate for their intended function, shall be resistant to corrosion and to thermal and mechanical stresses encountered in the normal application and function of the fixtures.
- 4.3 All lighting equipment shall be completely factory assembled, wired and equipped with necessary sockets, ballasts, wiring, shielding, reflectors, channels, lenses and other parts and accessories as required to fulfill normal application and function.
- 4.4 The cost of obtaining any necessary approvals shall be included in any tender price, detailed as a separate item.

5. TECHNICAL REQUIREMENTS

5.1 Lighting fixtures

- 5.1.1 Equipment selected as a standard item from a particular manufacturer's range has been specified with a view to performance, optics, maintenance, quality, aesthetics, etc.
- 5.1.2 Should alternative equipment be offered, full technical and photometric data shall be supplied to the Lighting Designer in time to enable its accurate assessment. If any variants of standard lighting fixtures are required, these shall be developed by the manufacturer of the standard lighting fixture, unless otherwise specifically stated, and shall be manufactured to the same standards as the equivalent specified lighting fixture.
- 5.1.3 If specified, two copies of all working drawings of proposed variants, shall be supplied to Lighting Designer for approval prior to fabrication.
- 5.1.4 Notwithstanding the above, the manufacturer shall remain responsible for ensuring compliance with relevant standards, the accuracy of the information shown on his drawings at all times and for ensuring that the equipment shown fulfills the requirements of this specification.
- 5.1.5 The Lighting Designer cannot accept responsibility for the installation of non-approved lighting fixtures.
- 5.1.6 The final location of each lighting fixture and where relevant its integration with the architecture shall be as detailed on the construction issue drawings. The Lighting Designer cannot accept responsibility for lighting fixtures installed in a manner other than intimated in the relevant drawings or as otherwise agreed.
- 5.1.7 All exterior lighting equipment shall be designed and manufactured specifically for use in exterior environment and shall have materials, parts and general construction suitable for this requirement.
- 5.1.8 For the specification of lighting within the furniture refer to furniture manufacturer. Lighting fixtures purchased and installed within furniture will be the responsibility of the furniture contractor prior to delivery to site.

5.2 Control Gear

- 5.2.1 All necessary control gear and transformers shall be mounted within the lighting fixture unless shown as being located remotely. All such gear shall be of good quality construction, shall comply with all relevant statutory regulations, shall be compatible with the lamps specified, and shall be mounted and wired in accordance with the manufacturers' instructions.
- 5.2.2 Where appropriate, the lighting fixture manufacturer shall ensure compatibility between control gear and the proposed control system. They shall also provide all necessary data regarding gear losses, etc. to enable the dimmers to be sized correctly.

5.2.3 Transformers shall have a stable output voltage of 11.8V / 22.8V, under varying loads, where the output voltage is nominally quoted at 12V / 24V.

5.2.4 Unless otherwise stated, all transformers shall be suitable for dimming on their primary side via a remote lighting control system.

5.2.5 Where gear or transformers are installed remotely, care should be taken to ensure that any audible sounds generated by control gear, or by lamp filaments via control gear are kept to a minimum.

5.2.7 Electrical supply connections shall be designed to facilitate the easy installation of the lighting fixtures. The supplier shall liaise with the Electrical Engineer to ensure any specific requirements in this respect are met.

5.2.8 Remote Transformer in well ventilated and accessible locations. Architect and contractor to coordinate. Distance between fixtures and remote transformer must not exceed manufacturer's recommendation.

5.3 Lamps

5.3.1 A complete set of lamps shall be supplied at the completion of construction work prior to practical completion.

5.3.2 Manufacturer to ensure LEDs and LED fixtures are color matched to the highest level of accuracy.

5.3.3 The following lamp manufacturers are approved; General Electric; Osram, Sylvania; Philips or approved.

5.3.4 Incandescent and tungsten halogen lamps shall not be operated, other than for initial testing, prior to final inspection.

5.3.5 Should alternative lamps be offered, the contractor should supply a working sample of the lamp to the Lighting Designer for review and approval.

5.3.6 For LED, fluorescent, and HID sources, alternative lamps may only be substituted if full technical data is first supplied to the Lighting Designer to enable their accurate assessment and approval.

5.3.7 All fluorescent lamps shall be triphosphor, color 94 or equivalent and suitable for use with electronic ballast.

5.3.8 For low voltage reflector lamps, alternative may only be substituted where the lamp has the same lumen output, beam angle, lamp cover and shield characteristics as the lamp specified.

5.3.9 Allowance shall be made for the specialized installation of lighting as required (i.e. cold cathode). Such installation may require the services of a specialized sub-contractor.

5.3.10 Refer to the Electrical Engineers documentation for emergency lighting requirements and provisions.

Lighting Fixture Specifications

6. GENERAL KEYNOTES

REMARKS	DESCRIPTION
1	Manufacturer/Supplier must comply with Within Light Studio lighting specifications.
2	Compatibility of dimmable driver with lighting control system to be verified by installing electrical contractor/ electrical engineer.
3	Remote driver to be located in dry accessible area.
4	Lighting Fixture to be UL listed and to meet all local code requirements.
5	Final linear lengths and power feed location to be verified by electrical contractor/ electrical engineer.
6	Contractor to provide all connectors, hardware and accessories for a complete and working system.
7	Finish to be confirmed with Interior Designer/ Architect.
8	Contractor to verify ceiling thickness, housing and mounting accessory requirements.
9	Decorative fixture plug to be compatible with US outlets.
10	Refer to Interior Designer specification package.

Architectural Lighting Fixture Schedule

FIXTURE TYPE	MANUFACTURER INFO	DESCRIPTION	LAMPING	REMARKS Refer to Section 6.0
LA-X	MANUFACTURER: Solais Lighting NAME: Stretta ST2Arm CODE: ST2ARM-R1(*8)-BA-PW(*7)-FL-H-27-700-UNV-NCH-HL CONTACT: Samantha Graziano A+M (Archibald & Meek) 537 W. Wrightwood Avenue Elmhurst, IL 60126 T: 773-302-6679 E: sgraziano@amirep.com	DESCRIPTION: Recessed mounted (in ceiling) adjustable LED round downlight, 360° horizontal and 40° vertical adjustability. LOCATION: Restaurant Entrance FINISH: White*7 CONTROL: 0-10v dimmable to 0.1% DRIVER: Integral ACCESSORIES: Honeycomb Louver	LAMP: LED Integral WATTS: 8 W VOLTS: 120 V LUMENS: 700 lm CCT: 2700K CRI: 98+ CRI OPTICS: 36° beam angle IP: IP 20	Remark # 1, 2, 4, 6, *7, *8
LA-1-X	MANUFACTURER: Solais Lighting NAME: Stretta ST2Arm CODE: ST2ARM-R1(*8)-BA-PW(*7)-WFL-H-27-700-UNV-NCH-HL CONTACT: Samantha Graziano A+M (Archibald & Meek) 537 W. Wrightwood Avenue Elmhurst, IL 60126 T: 773-302-6679 E: sgraziano@amirep.com	DESCRIPTION: Same as fixture type LA except beam angle to be different. LOCATION: Lobby and Restaurant Entrance FINISH: White*7 CONTROL: 0-10v dimmable to 0.1% DRIVER: Integral ACCESSORIES: Honeycomb Louver	LAMP: LED Integral WATTS: 8 W VOLTS: 120 V LUMENS: 700 lm CCT: 2700K CRI: 98+ CRI OPTICS: 55° beam angle IP: IP 20	Remark # 1, 2, 4, 6, *7, *8
LB-X	MANUFACTURER: Lucent Light NAME: In Wall 40 CODE: AIW40-27-(Finish*7)-LP CONTACT: David Martin Western Lighting 626-298-2501 david@westernecs.com	DESCRIPTION: Recessed in wall round step light. LOCATION: Restaurant Entrance and Waking Path FINISH: TBD CONTROL: Phase with 0.1% dimming DRIVER: Remote ACCESSORIES: TBD	LAMP: LED Integral WATTS: 2.6 w VOLTS: 3 v LUMENS: 30 lm CCT: 2700 K CRI: 90 CRI OPTICS: TBD° optic IP: IP 66	Remark # 1, 2, 3, 4, *7,
LC_X	MANUFACTURER: FX Luminaire NAME: Modern CODE: MP-30 CONTACT: FX Luminaire - USA Headquarters Tel: (1) 760-744-5240 Fax: (1) 760-744-7461 1940 Diamond Street San Marcos, CA 92078	DESCRIPTION: L shaped bollard. 20.2" tall LOCATION: Restaurant Entrance FINISH: TBD CONTROL: Phase with 1% dimming DRIVER: Integral ACCESSORIES: N/A	LAMP: LED Integral WATTS: 2.2 w VOLTS: UNV LUMENS: 60 lm CCT: 2700 K CRI: 85+ CRI OPTICS: TBD° optic IP: IP 67	Remark # 1, 2, 4, 7,
LD-X	MANUFACTURER: DMF Lighting NAME: X Series CODE: XCS-R-6-S-D-07-WF-H-27-BK*7-T-00-S CONTACT: PG Enlighten Jim Sychta 500 Quail Ridge Dr Westmont, IL 60559 847-228-1199	DESCRIPTION: Surface mounted (in ceiling) LED round 3" diameter cylinder downlight. LOCATION: Restaurant Terrace FINISH: BLACK *7 CONTROL: Phase with 1% dimming DRIVER: Integral ACCESSORIES: N/A	LAMP: LED Integral WATTS: 9.5 W VOLTS: 120 v LUMENS: 750 lm CCT: 2700 K CRI: 90+ CRI OPTICS: 50° optic IP: Damp	Remark # 1, 2, 4, 6, *7

Architectural Lighting Fixture Schedule

FIXTURE TYPE	MANUFACTURER INFO	DESCRIPTION	LAMPING	REMARKS Refer to Section 6.0
LE-X	MANUFACTURER: LLI Lighting NAME: Tight Pitch 0.75W LED Tapelight - IP65 CODE: LLI-LTP0.75W-65-27K-24V-90-TBD(*5)-TBD(*5)-TBD(*5) Channel: LLI-XS-THIN-SA-F-TBD(*5) CONTACT: Elaine Kilburg KSA Lighting + Controls 150 E. Pierce Rd. #650 Itasca, IL 60143-1222 312-659-1515 ksalighting.com	DESCRIPTION: Surface mounted LED tapelight with aluminum channel, frosted lens and remote dimmable driver. LOCATION: Parking Lot and Pergolas FINISH: N/A CONTROL: 0-10v with 1% dimming DRIVER: Remote ACCESSORIES: Aluminum Mounting Channel, Mounting clip & End Cap	LAMP: LED Integral WATTS: 0.75 W per ft VOLTS: 24 V LUMENS: 75 lm / ft CCT: 2700K CRI: 90+ CRI OPTICS: Frosted optic IP: IP 65	Remark # 1, 2, 3, 4, *5, 6
LF-X	MANUFACTURER: DMF Lighting NAME: X Series CODE: XCW-R-6-W-D-07-WF-H-00-00-27-BK*7-T-00-S CONTACT: PG Enlighten Jim Sychta 500 Quail Ridge Dr Westmont, IL 60559 847-228-1199	DESCRIPTION: Wall mounted LED round 3" diameter cylinder downlight. LOCATION: Parking Lot FINISH: BLACK *7 CONTROL: 0-10v with 1% dimming DRIVER: Integral ACCESSORIES: N/A	LAMP: LED Integral WATTS: 9.5 W VOLTS: 120 v LUMENS: 750 lm CCT: 2700 K CRI: 90+ CRI OPTICS: 50° optic IP: IP 65	Remark # 1, 2, 4, 6, *7
LF-1-X	MANUFACTURER: DMF Lighting NAME: X Series CODE: XCW-R-6-W-D-07-NS-H-00-00-27-BK*7-T-00-W CONTACT: PG Enlighten Jim Sychta 500 Quail Ridge Dr Westmont, IL 60559 847-228-1199	DESCRIPTION: Wall mounted LED round 3" diameter cylinder downlight. LOCATION: Parking Lot FINISH: BLACK *7 CONTROL: 0-10v with 1% dimming DRIVER: Integral ACCESSORIES: N/A	LAMP: LED Integral WATTS: 9.5 W VOLTS: 120 v LUMENS: 750 lm CCT: 2700 K CRI: 90+ CRI OPTICS: 20° Wall Washer optic IP: IP 65	Remark # 1, 2, 4, 6, *7
LG-X	MANUFACTURER: FX Luminaire NAME: Evo Petite Path Light CODE: EP-31-E2W-12R-X-BC CONTACT: Central Turf & Irrigation Supply 914-347-5166 5 Nepperhan Avenue Elmsford, 10523	DESCRIPTION: Mushroom shaped bollard. 15.2" tall LOCATION: Outdoor Event FINISH: BLACK *7 CONTROL: Phase with 1% dimming DRIVER: Integral ACCESSORIES: Long Slot Spike	LAMP: LED G4 lamp WATTS: 2.6 w VOLTS: UNV LUMENS: 125 lm CCT: 2700 K CRI: 82+ CRI OPTICS: TBD° optic IP: IP 65	Remark # 1, 2, 4, 7,
LH-X	MANUFACTURER: BK Lighting NAME: Denali Staff star style 'L' LED CODE: SF-24"-L-DE-LED-x67-FL-(Finish*7)-13-11-90-(base mounting) CONTACT: Chicago Lightworks Bryan Terrell 505 Warrenville Rd #101 Lisle, IL 60532	DESCRIPTION: L shaped bollard with adjustable accent head. LOCATION: Pedestrian pathway FINISH: TBD CONTROL: 0-10v with 0.1% dimming DRIVER: Integral ACCESSORIES: Long Slot Spike	LAMP: LED Integral WATTS: 27 w VOLTS: 120 v LUMENS: 139 lm CCT: 2700 K CRI: 90 CRI OPTICS: 35° optic IP: 66	Remark # 1, 2, 4, *7,



SPECIFICATION CODE

PROJECT _____ TYPE _____

SPECIFIER _____ MEMO _____

ORDERING CODE BREAKDOWN

ST2Arm

REMODEL | NEW CONSTRUCTION
STRETTA ADJUSTABLE 2" DOWNLIGHT

MAIN FEATURES

- Designed for remodel installation; new construction tray and Chicago plenum/airtight housing optional
- 95 CRI Standard; 98+ CRI option available
- Delivering up to 900 lumens at 3000K, 95 CRI and 10W
- 40° tilt and 360° rotation for optimal adjustability
- Solais' proprietary driver technology delivers smooth, flicker-free dimming (per IEEE 1789-2015) to 1% via phase-cut or 0-10V
- Custom TIR optic platform to ensure smooth beams and excellent light control with no need for a solite lens
- Modular platform with easy maintenance for individual components
- Fixture accommodates up to 2 accessories. (1 per module and trim)



Round and square with beveled flange shown above.



/ / / TBD*7/ / / / / - -

FIXTURE	COLLAR	TRIM	TRIM FINISH	BEAM SPREAD	CRI	CCT	LUMENS	POWER SUPPLY	INSTALLATION	FIXTURE OPTIONS	OPTIONS
ST2ARM	R1 : Round; 0.5"-0.75"	BD : Beveled Down Flanged	PW : Perfect White	NSP ¹² : 13°	9 : 95 CRI	22 ³ : 2200K	700 : 8W	UNV : 120-277V 1% Phase-cut and 0-10V	NCT : New Construction Tray	CASPC : Casambi Wireless Phase-cut Node	Module Options (1 max)
	R2 : Round; 0.75"-1.38"	BDM : Beveled Down Microflange	BK : Black	NFL : 22°	H : 98+ CRI	25 ³ : 2500K	900 : 10W		NCC : New Construction Tray with Commercial Hanging Brackets with Vertical Adjustment	CAS10 : Casambi Wireless 0-10V Node	HL : Honeycomb Louver
	S1 : Square; 0.5"-0.75"	BDT : Beveled Down Flangeless	BR : Bronze	FL : 36°	D ² : Dim-to-Warm	27 : 2700K		UDA : 120-277V 0.1% Logarithmic DALI-2 D4i		CAS : Casambi Wireless DALI-2 Node	LS : Linear Spread Lens
	S2 : Square; 0.75"-1.38"	BA : Beveled Adjustable Flanged	SV : Silver	WFL : 55°		30 : 3000K			NCH : New Construction CP/IC Housing	AWN : Lutron Athena Wireless DALI-2 Node	Trim Options (1 max)
		BAM : Beveled Adjustable Microflange				35 : 3500K			RM : Remodel Floating J-box	LEV : Leviton Intellect DALI-2 Node	ST : Solite Lens
		BAT : Beveled Adjustable Flangeless				40 : 4000K				WAT : Wattstopper/ Encelium Wireless DALI-2 Node	CT : Clear Lens
		FD : Flat Pinhole Down Flanged				50 : 5000K				EM : 10W Integrated Emergency Battery Backup	LT : Linear Spread Lens
		FDM : Flat Pinhole Down Microflange									WT : Wide Flood Lens
		FDT : Flat Pinhole Down Flangeless									
		BW : Beveled WW Flanged									
		BWM : Beveled WW Microflange									
		BWT : Beveled WW Flangeless									

Notes: ¹NSP options are 90+ CRI when selecting '9'
²Dim to Warm is 98+ CRI, 3000K to 1800K; Unavailable with NSP
³2200K, 2500K are only available with '9' and are 90+ CRI
 Solais recommends no lens on trim for best performance
 Collar color will be matched to trim finish selection



SPECIFICATION CODE

PROJECT _____ TYPE _____

SPECIFIER _____ MEMO _____

ORDERING CODE BREAKDOWN

ST2Arm

REMODEL | NEW CONSTRUCTION
STRETTA ADJUSTABLE 2" DOWNLIGHT

MAIN FEATURES

- Designed for remodel installation; new construction tray and Chicago plenum/airtight housing optional
- 95 CRI Standard; 98+ CRI option available
- Delivering up to 900 lumens at 3000K, 95 CRI and 10W
- 40° tilt and 360° rotation for optimal adjustability
- Solais' proprietary driver technology delivers smooth, flicker-free dimming (per IEEE 1789-2015) to 1% via phase-cut or 0-10V
- Custom TIR optic platform to ensure smooth beams and excellent light control with no need for a solite lens
- Modular platform with easy maintenance for individual components
- Fixture accommodates up to 2 accessories. (1 per module and trim)



Round and square with beveled flange shown above.



/ / / TBD*7/ / / / / - -

FIXTURE	COLLAR	TRIM	TRIM FINISH	BEAM SPREAD	CRI	CCT	LUMENS	POWER SUPPLY	INSTALLATION	FIXTURE OPTIONS	OPTIONS
ST2ARM	R1 : Round; 0.5"-0.75"	BD : Beveled Down Flanged	PW : Perfect White	NSP ¹² : 13°	9 : 95 CRI	22 ³ : 2200K	700 : 8W	UNV : 120-277V 1% Phase-cut and 0-10V	NCT : New Construction Tray	CASPC : Casambi Wireless Phase-cut Node	Module Options (1 max)
	R2 : Round; 0.75"-1.38"	BDM : Beveled Down Microflange	BK : Black	NFL : 22°	H : 98+ CRI	25 ³ : 2500K	900 : 10W		NCC : New Construction Tray with Commercial Hanging Brackets with Vertical Adjustment	CAS10 : Casambi Wireless 0-10V Node	HL : Honeycomb Louver
	S1 : Square; 0.5"-0.75"	BDT : Beveled Down Flangeless	BR : Bronze	FL : 36°	D ² : Dim-to-Warm	27 : 2700K		UDA : 120-277V 0.1% Logarithmic DALI-2 D4i		CAS : Casambi Wireless DALI-2 Node	LS : Linear Spread Lens
	S2 : Square; 0.75"-1.38"	BA : Beveled Adjustable Flanged	SV : Silver	WFL : 55°		30 : 3000K			NCH : New Construction CP/IC Housing	AWN : Lutron Athena Wireless DALI-2 Node	Trim Options (1 max)
		BAM : Beveled Adjustable Microflange				35 : 3500K			RM : Remodel Floating J-box	LEV : Leviton Intellect DALI-2 Node	ST : Solite Lens
		BAT : Beveled Adjustable Flangeless				40 : 4000K				WAT : Wattstopper/ Encelium Wireless DALI-2 Node	CT : Clear Lens
		FD : Flat Pinhole Down Flanged				50 : 5000K				EM : 10W Integrated Emergency Battery Backup	LT : Linear Spread Lens
		FDM : Flat Pinhole Down Microflange									WT : Wide Flood Lens
		FDT : Flat Pinhole Down Flangeless									
		BW : Beveled WW Flanged									
		BWM : Beveled WW Microflange									
		BWT : Beveled WW Flangeless									

Notes: ¹NSP options are 90+ CRI when selecting '9'
²Dim to Warm is 98+ CRI, 3000K to 1800K; Unavailable with NSP
³2200K, 2500K are only available with '9' and are 90+ CRI
 Solais recommends no lens on trim for best performance
 Collar color will be matched to trim finish selection



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Stretta
rev 04/2025

North America

lucent®

+1 518 239 8300

InWall40



InWall provides fully recessed wall light for interior and exterior installation. InWall products are Wet rated and include round and square variants. Springs for hollow wall and tube for solid surfaces installation available. Available in 3 color temperatures. TRIAC/Phase, 0-10V/1-10V, DMX and DALI/digital dimming.

Project Ref: _____ Location Ref: _____

Specify fixture part number (All boxes must be filled in to correctly order)

AIW40 TBD*7

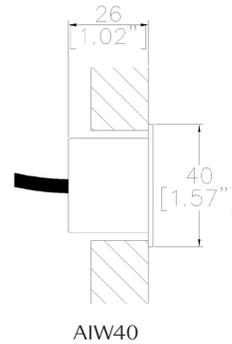
- CCT
- 27 2700K
 - 30 3000K
 - 40 4000K

- Finish
- BSS Brushed Stainless Steel
 - PSS Polished Stainless Steel
 - BRZ Flamed Bronze
 - ABZ Antique Bronze (Interior Only)
 - ASV Matt Silver (Interior Only)
 - ABK Matt Black
 - WH Matt RAL9016 White

- Dimming Protocol^
- S Non-Dimmable
 - P TRIAC/Phase (120V ONLY) (25-10% Minimum Dimming)***
 - LP Lutron Forward Phase 2-Wire (1% Dimming) (120V ONLY)
 - ESS EcoSystem 5-Series (5% Dimming)
 - LHE EcoSystem Hi-Lume Fade to Black (1% Dimming)
 - LAE Lutron 3-Wire Hi-Lume (1% Dimming)
 - LHP Lutron Hi-Lume Premier EcoSystem (0.1% Dimming)
 - A 0-10V (15-5% Minimum Dimming)***
 - ESD EldoLED Solo DALI2 (0.1% Dimming)
 - EED EldoLED Eco DALI2 (1% Dimming)
 - ESA EldoLED Solo 0-10V/1-10V (0.1% Dimming)
 - EEA EldoLED Eco 0-10V/1-10V (1% Dimming)
 - B Bluetooth**

- Accessories
- XX Not required
 - TH381 IP68/Wet Connector

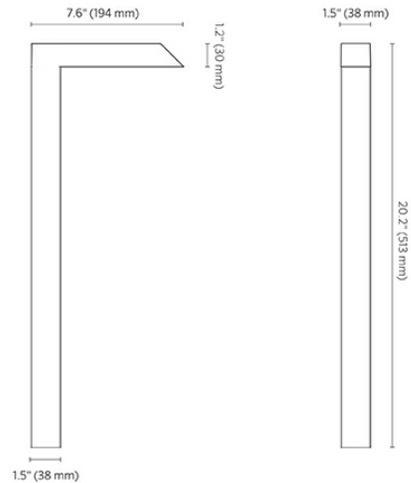
- Installation Methods
- IW40-90-SPRING Springs for Hollow Walls
 - IW40-TUBE Indoor Tube
 - IW40-CONDUIT Conduit Box



FXLuminaire

Modern™ MP-30 and MP-31

PATH LIGHT



Modern™ MP-30 and MP-31 SPECIFICATIONS

Model	MP-30	MP-31	
Light Source	PowerBoard™ Integrated LEDs	G4 LED Lamp	
Power	1LED	ZDC	E2
Total Lumens (lm)	60	40-85	50
Input Voltage (V)	10-15	11-15	10-15
Power Consumption (VA)	2.2	4.3	1.3
Efficacy (lm/W)	30.0	13.0	44.9
Color Temperature (CCT)	2700K 3000K 585-595 nm	-	2700K 3000K
Color Rendering Index (CRI)	85+	-	84+
Maximum Candela (cd)	30	30	25
Luxor® Compatibility			
Powerline Zoning (Z)	Included	Included	-
Smooth PWM Dimming (D)	Included	Included	-
RGBW Color-Changing (C)	-	Included	-
Minimum Rated Life (L70/B10)	72,000 Hrs	55,000 Hrs	33,000 Hrs

LANDSCAPE AND ARCHITECTURAL LIGHTING

Learn more. Visit: fxl.com | +1 760-744-5240

X Series

Project:	Type:
Product Code:	Date:

V021725



3" Surface Mount Cylinder

- Versatile, small diameter surface mount cylinder
- Installs Directly to a surface or recessed mounted junction box, ideal for areas with limited ceiling height & plenum space restrictions
- Wet Listed & IP65 rated

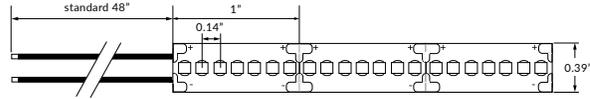
PRODUCT BUILDER

CYLINDER	<input type="text" value="XCS"/>	XCS Surface Mount Cylinder			
SHAPE	<input type="text" value="R"/>	R Round			
SIZE	<input type="text" value="6"/>	6 6.5 Inch	9 9 Inch		
CANOPY	<input type="text" value="S"/>	S Standard	F Flangeless ¹		
LIGHT OPTIONS	<input type="text" value="D"/>	D Downlight <input type="radio"/>	A Adjustable ²		
LUMENS DOWN	<input type="text" value="07"/>	07 750 lm	10 1000 lm	12 1250 lm ³	15 1500 lm ³
BEAM SPREAD DOWN	<input type="text" value="NS"/>	NS Narrow Spot (20°)	SP Spot (30°)	FL Flood (40°)	WF Wide Flood (50°) ³
SPECIALTY LENS	<input type="text" value="0"/>	0 None <input type="radio"/>	H Hex Louver ^{2,5}		
CCT	<input type="text" value="27"/>	27 2700K ⁶	30 3000K ⁶	35 3500K	40 4000K
		3W Warm Dim ^{4,6}	T1 Tunable White ⁷ (4000K-1800K)	T2 Tunable White ⁷ (6500K-2700K)	
FINISH ⁸ TBD*7	<input type="text" value="WH"/>	WH White <input type="radio"/>	BK Black <input type="radio"/>	BA Brushed Aluminum <input type="radio"/>	
		BZ Bronze <input type="radio"/>	CC Custom Color <input type="radio"/>		
DIMMING	<input type="text" value="0"/>	O 0-10V	T TRIAC/ELV	D DALI-2 ⁹	
EMERGENCY	<input type="text" value="00"/>	00 None			
TRIM	<input type="text" value="S"/>	S Standard	N Snoot ³ (Black Only)	W Wall Wash ³	
		O Decorative: Open ³	Y Decorative: Hyperbolic ³	F Decorative: Float ³	



PROJECT _____ SPECIFIER _____
 SKU _____
 QUANTITY _____ DATE _____

TIGHT PITCH 0.75W LED TAPELIGHT - IP65

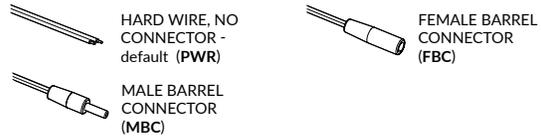


TECHNICAL INFORMATION

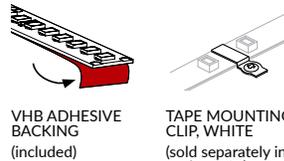
NOTE: All data has +/- 5% tolerance.

WATTAGE	0.75W per foot
IP RATING	IP65 - wet locations. Not suitable for submersion, limited protection against harsh environments.
OUTPUT	2200K - 71 lm/ft 2700K - 75 lm/ft 3000K - 78 lm/ft 3500K - 82 lm/ft 4200K - 87 lm/ft 5200K - 91 lm/ft
INPUT VOLTAGE	24VDC
OPERATING TEMP.	-13° to 140° F
CRI	90+
CUT LENGTH	Every 1", or every 7 LEDs
MAXIMUM RUN	26 feet
DIMENSIONS	0.4" W x 0.11" H (10mm x 2.8mm)
ADHESIVE BACKING	Yes - VHB
LIFESPAN	50,000 hrs
WARRANTY	3 year limited
POWER SUPPLY	Compatible with all 24VDC power supplies -- see page 4

LEAD TYPES



MOUNTING



EXTRUSIONS



ORDERING GUIDE

← PRODUCT CODE →

SERIES	IP RATING	COLOR	VOLTAGE	CRI	LENGTH	OPTIONAL CODE →				
LLI-LTP0.75W	65	27K (75 lm/ft) 22K (71 lm/ft) 30K (78 lm/ft) 35K (82 lm/ft) 42K (87 lm/ft) 52K (91 lm/ft)	24V	90	TBD*5 <small>(enter length in inches, up to 312")</small>	POWER FEED				
						<table border="1" style="width: 100%;"> <tr> <th style="width: 50%;">LEAD TYPE</th> <th style="width: 50%;">LEAD LENGTH</th> </tr> <tr> <td>TBD*5</td> <td>TBD*5</td> </tr> </table> <p><small>Default [blank] - 48" hard wire end feed (PWR48)</small></p> <p>PWR Hard wire (no connector) Enter desired wire length in inches</p> <p>MBC Male barrel connector</p> <p>FBC Female barrel connector</p> <p>N/A * No lead attached</p> <p><small>*Compatible with DIY connectors, see page 2</small></p>	LEAD TYPE	LEAD LENGTH	TBD*5	TBD*5
LEAD TYPE	LEAD LENGTH									
TBD*5	TBD*5									

Example part number: LLI-LTP0.75W-65-35K-24V-90-96in
 Default 48in power wire (PWR48) included on all custom lengths. Use OPTIONAL section to specify other power feed(s).

X Series

Project:	Type:
Product Code:	Date:

V021725



3" Wall Mount Cylinder

- Versatile, small diameter cylinder family
- Robust machined aluminum construction
- Wet Listed options for exterior locations

PRODUCT BUILDER

CYLINDER	<input type="text" value="XCW"/>	XCW Wall Mount Cylinder
SHAPE	<input type="text" value="R"/>	R Round
SIZE	<input type="text" value="6"/>	6 6.5 Inch 9 9 Inch
BRACKET	<input type="text" value="W"/>	W Standard (Wet) S Slim (Damp) ¹
LIGHT OPTIONS	<input type="text" value="D"/>	D Downlight A Adjustable ²
LUMENS DOWN	<input type="text" value="07"/>	07 750 lm 10 1000 lm 12 1250 lm ³ 15 1500 lm ³
BEAM SPREAD DOWN	<input type="text" value="NS"/>	NS Narrow Spot (20°) SP Spot (30°) FL Flood (40°) WF Wide Flood (50°) ³
SPECIALTY LENS	<input type="text" value="0"/>	0 None H Hex Louver ⁴
LUMENS UP ^{3,5}	<input type="text" value="00"/>	00 None 07 750 lm 10 1000 lm 12 1250 lm
BEAM SPREAD UP ^{3,5}	<input type="text" value="00"/>	00 None SP Spot (25°) FL Flood (40°) WF Wide Flood (60°)
CCT	<input type="text" value="27"/>	27 2700K 30 3000K 35 3500K 40 4000K
FINISH ⁸ TBD*7	<input type="text" value=""/>	WH White <input type="radio"/> BK Black <input type="radio"/> BA Brushed Aluminum <input type="radio"/>
		BZ Bronze <input type="radio"/> CC Custom Color <input type="radio"/>
DIMMING	<input type="text" value="0"/>	0 0-10V T TRIAC/ELV D DALI-2 ^{9,10}
EMERGENCY	<input type="text" value="00"/>	00 None
TRIM DOWN	<input type="text" value="S"/>	S Standard N Snoot (Black Only) W Wall Wash ^{9,10}
		O Decorative: Open ³ Y Decorative: Hyperbolic ³ F Decorative: Float ³
TRIM UP ³	<input type="text" value=""/>	[Blank] N/A <input type="radio"/> S Standard <input type="radio"/> N Snoot ¹¹ (Black Only)
		O Decorative: Open ¹¹ Y Decorative: Hyperbolic ¹¹ F Decorative: Float ¹¹

X Series

Project:	Type:
Product Code:	Date:

V021725



3" Wall Mount Cylinder

- Versatile, small diameter cylinder family
- Robust machined aluminum construction
- Wet Listed options for exterior locations

PRODUCT BUILDER

CYLINDER	<input type="text" value="XCW"/>	XCW Wall Mount Cylinder			
SHAPE	<input type="text" value="R"/>	R Round			
SIZE	<input type="text" value="6"/>	6 6.5 Inch	9 9 Inch		
BRACKET	<input type="text" value="W"/>	W Standard (Wet) <input type="radio"/>	S Slim (Damp) ¹		
LIGHT OPTIONS	<input type="text" value="D"/>	D Downlight <input type="radio"/>	A Adjustable ²		
LUMENS DOWN	<input type="text" value="07"/>	07 750 lm	10 1000 lm	12 1250 lm ³	15 1500 lm ³
BEAM SPREAD DOWN	<input type="text" value="NS"/>	NS Narrow Spot (20°)	SP Spot (30°)	FL Flood (40°)	WF Wide Flood (50°) ³
SPECIALTY LENS	<input type="text" value="0"/>	0 None	H Hex Louver ⁴		
LUMENS UP ^{3,5}	<input type="text" value="00"/>	00 None	07 750 lm	10 1000 lm	12 1250 lm
BEAM SPREAD UP ^{3,5}	<input type="text" value="00"/>	00 None	SP Spot (25°)	FL Flood (40°)	WF Wide Flood (60°)
CCT	<input type="text" value="27"/>	27 2700K	30 3000K	35 3500K	40 4000K
FINISH ⁸ TBD*7	<input type="text" value=""/>	WH White <input type="radio"/>	BK Black <input type="radio"/>	BA Brushed Aluminum <input type="radio"/>	
		BZ Bronze <input type="radio"/>	CC Custom Color <input type="radio"/>		
DIMMING	<input type="text" value="0"/>	0 0-10V	T TRIAC/ELV	D DALI-2 ^{9,10}	
EMERGENCY	<input type="text" value="00"/>	00 None			
TRIM DOWN	<input type="text" value=""/>	S Standard	N Snoot (Black Only)	W Wall Wash ^{9,10}	
		O Decorative: Open ³	Y Decorative: Hyperbolic ³	F Decorative: Float ³	
TRIM UP ³	<input type="text" value=""/>	[Blank] N/A <input type="radio"/>	S Standard <input type="radio"/>	N Snoot ¹¹ (Black Only)	
		O Decorative: Open ¹¹	Y Decorative: Hyperbolic ¹¹	F Decorative: Float ¹¹	

FXLuminaire

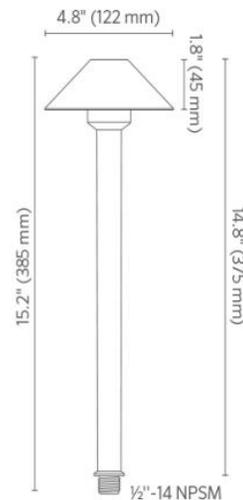
EVO™ EP-31 Petite Path Light



PROJECT
CATALOG #
TYPE
NOTES

Ideal for any path or area lighting project, the 15" (387 mm) Evo™ EP-31 Petite Path Light features a small footprint along with a globe-style lens and built-in shade reflector for optimum lumen output. It also includes a 12" (305 mm) riser, a 5" (127 mm) diameter top hat/shade, and a nitrile O-ring for exceptional weatherproof sealing.

As part of the Evo Collection™, this injection-molded fixture reduces environmental impact with recycled composite construction build while offering a lower-cost option that doesn't sacrifice on design or output. Developed for simplicity, it comes with a G4 LED Lamp and is available in a black finish that blends into the landscape.



EVO™ EP-31 Petite Path Light ORDERING INFORMATION

Fixture	Power	Riser Height	Compliance	Finish
EP-31	E2W 1.3 VA, 2700K G4 lamp (20 W equivalent lamp)	12R	[default] North America (UL Listed)	BC Black Composite
			E International (CE Certified)	

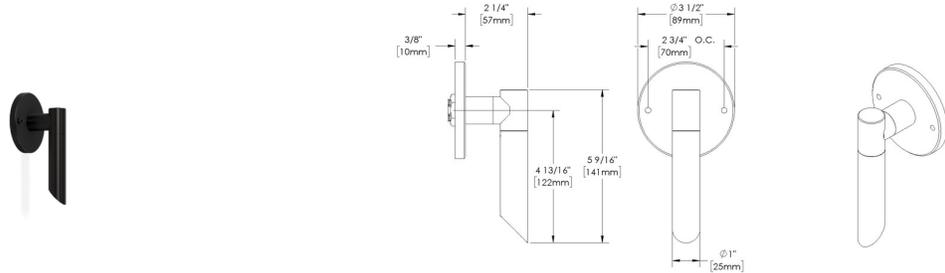
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EXAMPLE FIXTURE CONFIGURATION: EP-31-E3W-X-BC

MINI MICRO - Wall Mount - Low Voltage Driver - LED High-Power - Single - Downlight or Uplight - Symmetrical Optics
MINI MICRO - Wall Mount - Low Voltage Driver - LED High-Power - Aluminum - Surface Mount - Cap A - Single - Downlight or Uplight - Symmetrical Optics

Date Project Type Page: 1 of 5

UPGRADED



Configure

WARNING: This is a low voltage driver product. Please check "Mountings With A Power Supply" or "Power Supplies" to order remote transformer separately.

Catalog Number Logic

MM-WM-LOD-LHP-AL-SM-CA-DS-OSYM- _ _ _ _ -WL00- _ _

Light Source

- [e70]**
2700K CRI80 - 3W - LED High-Power
139 - 167 lumens
- [e71]**
3000K CRI80 - 3W - LED High-Power
146 - 146 lumens
- [e72]**
4000K CRI80 - 3W - LED High-Power
164 - 197 lumens
- [e73]**
Amber - 3W - LED High-Power
- lumens

- [e85]**
2700K CRI90 - 3W - LED High-Power
- lumens
- [e86]**
3000K CRI90 - 3W - LED High-Power
- lumens
- [e87]**
3500K CRI80 - 3W - LED High-Power
- lumens

Optic

- [SP]**
Spot (15 - 24°)
- [SP2]**
Spot (15 - 24°)
- [NFL]**
Narrow Flood (25 - 29°)

Lens

- [12]**
Soft Focus
- [13]**
Rectilinear

Shielding

- [00]**
Not included (Standard)
- [11]**
Honeycomb Baffle

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Updated 07/09/2025

Truckee Railyard Hotel

Truckee, CA

LIGHTING CONTROL SPECIFICATIONS

Entitlement
July 17, 2024



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1. OUTLINE OF OPERATION

1.1 Public Area Control.

1.1.1 The lighting management system (LMS) controls all of the interior public area lighting within the front of house space. Components may include:

- Control Processor With Timeclock
- Dimming Control Modules
- Switching Control Modules
- Emergency Lighting Control Panel
- Window Treatment Control
- Interface With A/V Equipment
- Interface With Building Management System

1.1.2 The LMS can interface directly with the Building Management system.

1.1.3 The lighting management system (LMS) controls all of the exterior lighting (building & landscape). Pre-programmed lighting scenes to be triggered via timeclock events linked to the sunrise/sunset times of the location.

1.2 Guest room Control (where applicable).

1.2.1 The guest room lighting control system is a component of the overall Room Management System (RMS). The RMS is a networked system to monitor and control all functions within the guest room. Components may include:

- Lighting
- HVAC
- A/V
- Window Treatment
- Occupancy Sensor
- Communication with building management system

1.2.2 The RMS can interface directly with the hotel building management system to alert hotel staff regarding room occupancy and guest requirements.

1.2.3 The RMS manufacturer may include the guest room lighting control system or provide an interface to connect to a separate lighting control system from a different manufacturer.

2. TERMINOLOGY

2.1 Lighting Zones. A collection of individual lighting fixtures that should always be controlled together. A zone may contain multiple lighting circuits as per the electrical drawings

2.2 Lighting Scenes. Preprogrammed light levels for a selected group of lighting zones. Scenes can be triggered by timeclock events or manually at keypads.

2.3 Keypads. Control wall stations that communicate with the control panel to trigger programmed scenes.

2.4 Control Panel. Unit containing the control modules and mounting racks as well as the control processor.

3. GENERAL SYSTEM SPECIFICATION

3.1 Intelligent Control

3.1.1 The Manufacturer shall provide a control processor with fully sufficient hardware and software to setup, program and maintain the lighting control system. The software should come preloaded with all project information and the necessary connection cables/leads.

3.1.2 The manufacturer shall ensure that all devices supplied with this contract shall be addressable via the software

3.1.3 The Manufacturer shall ensure this system is fully operational and shall integrate as required with other building/room functions. Refer to electrical engineering documentation for further information.

3.2 Memory Scene Controllers

3.2.1 The control modules specified shall be controlled by one or more microprocessor based memory scene controllers which shall provide all of the following facilities:

3.2.2 The Memory Scene Controller shall be capable of storing, and fade processing on command the required lighting scenes, over the number of zones.

3.2.3 The assignment of levels for any or all control zones in each scene, and all other assignable parameters shall be via the control panel and a hand-held programming device.

3.2.4 All final setting up of the lighting scenes will be conducted in the presence of the Lighting Designer over a minimum period of one (1) day. The system employed for all programming shall be made available to the Lighting Designer at no cost with a commissioning engineer from the Manufacturer in attendance to program and demonstrate the scenes to the Lighting Designer and the Client's satisfaction.

3.2.5 All data programmed within the system shall be stored in non-volatile memory and shall be secure for a minimum of one (1) month on power failure and shall not be affected by power failure or normal system operations.

3.2.6 The system will provide a "hard copy" of the programmed memory, which can be removed and retained. This hard copy will allow the system to easily re-programmed should the system memory become corrupted or destroyed.

3.4 Control Panel

- 3.4.1 The control modules shall be able to accommodate the stated load types and functions (dim, switch, etc.) as identified within the control zone schedule. The supplier shall propose the installation arrangements of dimmer modules for approval by the Lighting Designer and Electrical Engineer.
- 3.4.2 The control panel should have data port for programming via external device and push button with touch screen for on board programming.
- 3.4.3 A number of control zones may require more than one dimmer module to handle the electrical load. The Manufacturer shall provide a breakdown schedule of dimmer module configurations for each control zone within the specification they provide. This documentation shall be permanently displayed adjacent to the relevant dimmer modules and shall also be incorporated into the system manual.
- 3.4.4 The control module racks shall be supplied fully wired and suitably labeled by permanent means. Final load circuits shall be labeled in accordance with the final load circuit designation as detailed in the Electrical Engineers contract documents.
- 3.4.5 Final control module specification to be coordinated with the Electrical Engineer.

3.5 Keypads

- 3.5.1 Keypads shall be provided and located as indicated on the lighting plans.
- 3.5.2 Keypads to communicate with the control processor to trigger scenes or functions as programmed. Operations shall be via programmable push buttons. If desired push buttons to be able to incorporate LED indication.
- 3.5.3 All keypads shall have removable metal or powder coated faceplate (final finish to be confirmed by Architect/Interior Designer prior to ordering) with permanent engraved labeling and facility for temporary labeling as required. Final labeling and mounting location of all panels to wall box. Final labeling and mounting location of all panels to be agreed with the Lighting Designer, Architect, and Interior Designer.
- 3.5.4 Should specific switch panels be required to accommodate additional control functions (i.e. non-lighting items, sound and/or DMX addressing), the Manufacturer shall ensure that the necessary protocols and control options are provided to fully integrate such items into the control scenes and panels as detailed in the Electrical Engineer's contract documents.
- 3.5.5 Local (in-line) switches or dimmer switches for table and floor lamps shall be provided as indicated in the lighting specifications. Such dimmers shall enable the local operation of each decorative item. Table and floor lamps shall be plugged/wired to such devices and designed in a manner to prevent removal from the room.

3.5.6 All local micro switches - door-operated controls shall be provided by the Electrical Contractor.

3.5.7 Unless otherwise noted, the entire lighting elements within the Front of House, including those controlled by micro switches in furniture, shall be linked to the lighting control system.

4. RELATED ISSUES

- 4.1 A single Manufacturer to form a complete, independent system shall supply all relevant items. In addition, the Manufacturer shall include any other items necessary in order to ensure the correct operation of the systems in accordance with the specification. The Manufacturer shall be responsible for ensuring that the switching/dimming modules used are suitable for controlling the loads as specified.
- 4.2 The system shall be capable of being expanded in terms of operational capacity via the addition of all necessary hardware and software enabling seamless operation and control of the expanded system, if so desired.
- 4.3 The Manufacturer shall provide an interface (if required) for the lighting control system to integrate with the specified Building Management System and Security System for this project. Refer to electrical and mechanical engineering drawings and specifications.
- 4.4 The Manufacturer shall verify that fluorescent dimmable ballasts, low voltage transformers, discharge lamp gears, LED drivers, and all other relevant control gear and modules specified for use on this project are suitable for use and will perform as required with the lighting control system.
- 4.5 Unless otherwise noted, lighting not controlled via this system shall be switched in a conventional manner using analogue switches or motion detectors. Refer to electrical engineering drawings and specifications.
- 4.6 The selected Manufacturer shall provide two (2) samples of all interface devices to the Architects/Interior Designers for approval and verification prior to commencement of manufacture.
- 4.7 The selected Manufacturer shall confirm all interconnecting cable requirements and suitability of cable routes with the Contractor. The Contractor shall provide shop drawings of all components, together with wiring schematics showing intended wiring routes through the building.
- 4.8 The Contractor shall confirm that the cable routes and equipment locations chosen shall not result in any adverse interference, which shall affect the operation of the lighting control system or of any other equipment or cables in the vicinity.
- 4.9 The Contractor shall seek confirmation of labeling for all keypads from the Architects/Interior Designers prior to manufacture and shall identify the required dates by which such information shall be provided to achieve the Construction Schedule and inform the Manufacturer.

5. COMMISSIONING, PROGRAMMING, & TRAINING

5.1 The Contractor shall supply one single volume within twenty (20) days of commissioning incorporating a full system operational description, all component specifications, scaled drawings for all devices, wiring schematics for installed cabling, manuals for each device, installation details, programming instructions and all safety advisories required under law or specified by the Manufacturer or installer.

5.2 The Manufacturer shall fully commission the lighting control system with the Contractor and demonstrate its correct operation, in accordance with this specification, in the presence of the Lighting Designer, prior to commencement of final programming.

5.3 The Manufacturer shall allow a minimum of one (1) day and one (1) night for programming of the lighting control system with the Lighting Designer.

5.4 The Manufacturer shall allow a minimum of one (1) day and one (1) night for assistance to the Architect, Lighting Designer and Electrical Engineer in training designated staff members in use of the lighting control system. This shall include programming, setting levels, use of all devices and resetting electrical items such as circuit breakers etc.

5.5 If required, additional training shall be provided as requested as an additional cost item.

6. PROPOSED MANUFACTURERS

Lutron
Crestron
ETC
Inncom

Refer to Electrical Engineer for details

7. LIGHTING CONTROL SCHEDULE

Please refer to associated document for detailed schedule of Lighting Control Zones with associated loads and lamp types

Please refer to Electrical Engineers' circuiting schedule for actual circuit breakdowns of stated control zones and areas.

Control Zone Schedule

ZONE	FIXTURE TYPE	DESCRIPTION	WATTS per UNIT	QUANTITY	CONNECTED LOAD	CONTROL	LUMENS per UNIT	LUMENS TOTAL	Notes
GROUND FLOOR PLAN									
X-01	LA-1-X	Recessed Downlight	8.0W	2	16.0W	0-10v	700 Lm	1,400 Lm	
X-02	LE-X	LED tape	0.8W	23	17.3W	0-10v	75 Lm	1,725 Lm	
X-03	LA-X	Recessed Downlight	8.0W	2	16.0W	0-10v	700 Lm	1,400 Lm	
X-04	LB-X	Step Lights	2.6W	4	10.4W	0-10v	29 Lm	116 Lm	
X-05	LC-X	Path Lights	2.2W	3	6.6W	0-10v	60 Lm	180 Lm	
X-06	LD-X	Surface Mounted Downlight	9.5W	9	85.5W	0-10v	750 Lm	6,750 Lm	
X-07	LA-1-X	Recessed Downlight	8.0W	2	16.0W	0-10v	700 Lm	1,400 Lm	
X-08	LG-X	Mushroom Planter Lights	2.6W	8	20.8W	0-10v	125 Lm	1,000 Lm	
X-09	LE-X	LED tape	0.8W	48	36.0W	0-10v	75 Lm	3,600 Lm	
X-10	LF-X	Wall Mounted Downlight	9.5W	33	313.5W	0-10v	750 Lm	24,750 Lm	
X-11	LH-X	Wall Mounted Accent Light	3.0W	12	36.0W	0-10v	139 Lm	1,668 Lm	
X-12	LA-1-X	Recessed Downlight	8.0W	2	16.0W	0-10v	700 Lm	1,400 Lm	
X-13	LF-1-X	Wall Mounted Downlight	9.5W	6	57.0W	0-10v	750 Lm	4,500 Lm	
X-14	LB-X	Step Lights	2.6W	4	10.4W	0-10v	29 Lm	116 Lm	
X-15	LH-X	Wall Mounted Accent Light	3.0W	1	3.0W	0-10v	139 Lm	139 Lm	
X-16	LH-X	Wall Mounted Accent Light	3.0W	2	6.0W	0-10v	139 Lm	278 Lm	
X-17	LH-X	Wall Mounted Accent Light	3.0W	1	3.0W	0-10v	139 Lm	139 Lm	
X-18	LH-X	Wall Mounted Accent Light	3.0W	4	12.0W	0-10v	139 Lm	556 Lm	
X-19	SIGN LTG	Hotel Signage By Others	20.0W	3	60.0W	TBD	50 Lm	150 Lm	
X-20	SIGN LTG	Restaurant Signage By Others	20.0W	1	20.0W	TBD	50 Lm	50 Lm	
X-21	LH-X	Wall Mounted Accent Light	3.0W	5	15.0W	0-10v	139 Lm	695 Lm	
LEVEL 2									
X02-01	LH-X	Wall Mounted Accent Light	3.0W	5	15.0W	0-10v	139 Lm	695 Lm	
LEVEL 3									
X03-01	LH-X	Wall Mounted Accent Light	3.0W	5	15.0W	0-10v	139 Lm	695 Lm	
LEVEL 4									
X04-01	LE-X	LED tape	0.8W	480	360.0W	0-10v	75 Lm	36,000 Lm	
X04-02	LH-X	Wall Mounted Accent Light	3.0W	9	27.0W	0-10v	139 Lm	1,251 Lm	
X04-03	LB-X	Step Lights	2.6W	11	28.6W	0-10v	29 Lm	319 Lm	
X04-04	LB-X	Step Lights	2.6W	12	31.2W	0-10v	29 Lm	348 Lm	
TOTAL					1253.3W			91,320 Lm	

NOTE
 All quantities and loads must be verified by installing electrical contractor/electrical engineer.
 All LED tape quantities must be verified on site by installing electrical contractor/electrical engineer.