

1/27/2026

Letter Of Justification

The following summarizes the requested modifications to the Hotel/Conference Center project following the 3rd Planning Commission Approval dated 10/08/25. These requested changes are outlined in detail and also document the progression of changes as the project has been improved and refined incorporating comments given at the three (3) previous Planning Commission Hearings (4/25/25, 5/15/25 and 10/08/25).

The current requested changes are a result and benefit of an intensive design effort of all the relevant design disciplines and recommendations to improve the project in terms of safety, efficiency, court yard programming, availability of materials, initial construction and long-term maintenance considerations. Changes requested were further evaluated in terms of fire-safety standards and aesthetics. Items Proposed for review are as follows:

Changes to project after PC3 review (10/08/25):

- Lighting plan and photometric plan updates per coordination with lighting levels and documentation required by planning department. (E1.01, E1.11-13, E6.00, LD)
- Spa Enclosure sizing and location within the courtyard revised per Health Department requirements. Subsequent updates to the hardscape, landscape, lighting, grading, drainage, plumbing and electrical design within the courtyard. (A2.75)
- Service outbuilding length increase to account for spa equipment and hydronics equipment within the structure. (A2.70)
- Western property fence height adjusted along the site retaining wall to account for coordination with grading levels along the north-west length of property. All fence heights are under the max allowed 6' above finish grade while maintaining screening of back of house / guest spaces from the highway vantage point. (42/A3.10)
 - Heights above grade included in site sections 52-55/A_4.00 (this submittal)
 - Rendered view from Highway 89 included on 35 and 55 A8.00 (this submittal)

Items proposed for review in this submittal (11/26/25):

- Roofing material change from metal standing seam to comp shingles. (A3.00-A3.14)
 1. Lower long-term repair and maintenance costs.
 2. Reduced installation cost compared to metal roofing.
 3. Improved thermal performance reduces energy use.
 4. Class A fire-rated composite options support fire-safety goals.
 5. Cool-roof composite options reduce heat absorption and mechanical cooling load.

Letter of Justification Continued

- Removal of all exterior balconies on guestrooms (A3.00-A3.14)
 1. Removes fall hazards and railing compliance issues.
 2. Reduces risk of long-term water intrusion and structural deterioration.
 3. Improves building envelope LEED efficiency.
 4. Avoids expensive long-term balcony maintenance
 5. building elevation revisited to avoid repetitious facades. Window type replaced and wood trim added to create variation of depth.
- Exterior siding change from stained wood to fiber cement panel (A3.00-A3.14)
 1. Siding paint to match color tones from original proposal and surrounding buildings in the development.
 2. Greater resistance to moisture, pests, and weather conditions.
 3. Non-combustible fiber-cement siding supports fire-safety standards.
 4. Less reliance on natural cedar resources.
 5. Lower long-term maintenance and repainting costs.

We appreciate consideration of these modifications. We look forward to construction and completion of the Village at Gray's Crossing Hotel and Conference Center and to offer Truckee additional opportunities for beautiful, thoughtful and desirable accommodations for those looking to visit this great area and community.

This submittal to the Planning Commission includes an updated Affordable Housing / Workforce Housing Plan that is not a change, but simply updated to accurately reflect what has been built, what is proposed to be built, the likely order and phasing of what is left and includes the key summarizing core requirement "that deed restricted units have been constructed and that additional deed restricted affordable units will be constructed ahead of, or concurrently with additional market elements of the Village at Gray's Crossing.

The Tentative Map previously approved has predominantly been executed with the filing of a Final Subdivision Map creating the various parcels and easements. It does however include a Condominium Air Space Plan which includes the ability create air space for the Village Studio Lofts and Lift Work Loft comprised of 21 residential units (9 affordable) and the lower level mixed used commercial spaces. It is requested that this Tentative Map / Condominium Plan be approved to provide adequate time for construction and creation of the condominium plan. The primary change to this Tentative Map / Condominium Plan is that the 4-plex containing four (4) deed restricted affordable units has been constructed and not designed for separate air-space ownership. It will remain in common ownership for "rental" of the four (4) units and has been removed from the Tentative Map/ Condominium Plan.

Lastly, the 3rd floor lounge/bar located within the hotel was tied to southerly car wash site in terms of a shared parking arrangement of the thirteen (13) parking stalls identified on that site plan after car wash business hours to offer additional parking for the 3rd floor

Letter of Justification Continued

lounge/bar to public patrons not staying at the hotel. A modification to Condition 14C is proposed with two (2) options to successfully provide the same practical effect for the success of the lounge and overall village parking plan.

As indicated, these requests are a result of the benefit of the overall team of design professionals to meet the overall requirements, conditions, mitigations and to successfully bring forth a great project. We appreciate your review and consideration of these requests/updates.

Highlighted changes have been approved as part of the building permit level but are incorporated here into the overall project review.

Minor changes approved by the Community Development Director after Planning Commission approval

Floor/Area	SF	Change
basement:	1,709 sf	
1st floor	32,118 sf	1.7% increase
2nd floor:	28,986 sf	1.7% decrease
3rd floor:	28,986 sf	1.3% increase
total gross:	91,799 sf	2.4% increase
<hr/>		
event hall total gross:	4,893 sf	1.5% increase

Changes to project data after 01/30/24:

- Utility line locations have been refined due to site constraints and required points of connections. See civil plans.
- Conference Center building shifted south-east (plan north) to account for egress circulation around the rear of the building. See sheet A0.2.
- Loading ramp base has widened to account for a larger trash enclosure per Town Standards and a wider egress ramp appropriate to the occupant load. No changes have been made to the level; of the trash enclosure that would affect Planning's previously approved screening of this site element. See sheets A0.2 and A0.3.
- A pedestrian access route has been added to connect the sidewalks across the drive aisle on the west side of Edwin Way. An accessible route from the sidewalk to the hotel's front entry has been added as well. See sheet A0.2.
- Building footprint has made minor shifts north to accommodate required structural grid.
- There has been a minor reduction of glazing at the ground floor area surrounding the main lobby entry and the guest equipment storage room due to considerations of operations on the interior. See sheet A3.11.
- South elevation of conference center has been adjusted to account for structural considerations and to create a chase for airwall room partition to recess into. This has resulted in a slight reduction in clerestory glazed area and a new chimney element articulated on this facade. See sheet A3.15.
- Wall mounted building sign removed from third story height and brought to ground level wall near lobby entrance in accordance with sign ordinance requirements. See sheet A3.11 and A0.4.
- One additional screened mechanical unit has been added on the hotel roof at the south-east corner. See sheets A1.13 and A3.11.
- A covered walkway has been added between the hotel and convention center to provide a protected service route for staff members operating between the two buildings. The canopy is a stand-alone structure and does not physically connect to either building.

Changes to project at PC1 Review (12/30/24):

- Courtyard amenity and landscape design revised (A0.2, G1.0)
 - Pool and saunas removed from scope of work

- Courtyard storage building reoriented on site
- Curb added at concrete walls to accommodate exterior grade and wood separation. (S5.60)
- Added details at roof steps, canopies, and drag lines (S5.80-5.82)
- Added sheet for additional roof details (S5.83)
- DOAS and grease exhaust duct routing on roof have been revised based on new shaft location. (M1.19)
- Generator located on site plan at end of loading ramp. (A1.0)

Changes to project at PC2 review (4/25/25):

- Service window at restaurant bar on south exterior wall has been removed due to seating/bar relocation. (44/A3.12)
- Accordion window at restaurant bar reduced to bar height rather than floor-ceiling height due to bar relocation. (44/3.12)
- Courtyard amenities reconfigured for better operational usage and fire code restrictions. No change to number of saunas or firepits. Courtyard service/storage building relocated to be centered on lawn. (A0.2/A2.75)
- Hardscape design developed at outdoor guest experience spaces. (L-H.1)
- Loading dock and its pedestrian ramp removed and trash enclosure reconfigured to meet trash loading requirement. (A0.2/A0.3)

Changes to project at PC3 review (5/15/25):

- Hardscape design and furniture layout at outdoor dining and gathering area (between lobby and conference center) revised to accommodate change from built up fireplace to low fire pit ring. (L-H.1)
- Landscape planting plan revised to account for accent trees at outdoor guest experience areas and for fire defensible planting throughout the site per fire code requirements to reduce and space out the plants in the design. (L3.1)
- Wall mounted signage on either side of lobby entrance and on conference center removed from elevations as it is not proposed within this permit. (A3.11)
- Removal of roof screens - no visible equipment at roof top (A3.10)

Changes to project after PC3 review (10/08/25):

- Lighting plan and photometric plan updates per coordination with lighting levels and documentation required by planning department. (E1.01, E1.11-13, E6.00, LD)
- Spa Enclosure sizing and location within the courtyard revised per Health Department requirements. Subsequent updates to the hardscape, landscape, lighting, grading, drainage, plumbing and electrical design within the courtyard. (A2.75)
- Service outbuilding length increase to account for spa equipment and hydronics equipment within the structure. (A2.70)
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 - Heights above grade included in site sections 52-55/A_4.00 (this submittal)
 - Rendered view from Highway 89 included on 35 and 55 A8.00 (this submittal)

Proposed changes for Project Amendment #3

Items proposed for review in this submittal (11/26/25):

- Roofing material change from metal standing seam to comp shingles. (A3.00-A3.14)
 1. Lower long-term repair and maintenance costs.
 2. Reduced installation cost compared to metal roofing.
 3. Improved thermal performance reduces energy use.
 4. Class A fire-rated composite options support fire-safety goals.
 5. Cool-roof composite options reduce heat absorption and mechanical cooling load.
- Removal of all exterior balconies on guestrooms (A3.00-A3.14)
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 1. Siding paint to match color tones from original proposal and surrounding buildings in the development.
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 5. Lower long-term maintenance and repainting costs.

THE VILLAGE AT GRAY'S CROSSING HOTEL / CONFERENCE CENTER

PROPOSED AMENDMENT OF CONDITION 14C – PARKING FOR 3RD FLOOR LOUNGE/BAR

Background

At the Planning Commission hearing on January 16, 2024, the Commission considered architectural and site modifications to the Village at Gray's Crossing Hotel. The project as currently approved has 271 physical spaces and use of a four-space credit (van accessible EV space) totally 275 spaces which is six (6) parking spaces above the required 269 parking spaces required per Condition No. 18 described in the 2019 and 2021 resolutions. These spaces constitute a 25% reduction based upon a shared parking agreement amongst the hotel, conference center and mixed-use commercial units and the residential units above managed as a single comprehensive project. The Planning Commission modified condition 14c to allow the 3rd Floor Lounge/Bar to be open to the general public in addition to hotel guests with opportunity for thirteen (13) additional spaces at the southerly car wash site to be available after car was business hours if additional parking was necessary at peak 3rd floor lounge/bar hours.

Proposed Parking Modification

Currently the hotel site work has begun and the hotel / conference center is likely to be completed in 2027. It has not been determined by the owner/developer when to construct the approved car wash, or if in the future a different, or better allowed use is determined. As such, the thirteen (13) parking spaces shown on the car wash site plan are not immediately planned for construction. As these thirteen (13) parking spaces were tied to allowing the 3rd floor lounge/bar to be opened to the general public, two (2) proposals are offered to the Planning Commission to reach the same "Practical Effect".

Option 1 (Preferred) – Hotel Valet Employee Parking Program – Valet for Employees During Peak

Option 2 – Construction of Thirteen (13) parking spaces in same general location of where parking is approved on Car Wash Site

OPTION #1 - HOTEL VALET EMPLOYEE PARKING PROGRAM

Overview of Program

When the Hotel is known to have a 90% occupancy rate, or greater (116 rooms + out of the 129 room availability), hotel management will institute an employee valet program

PROPOSED AMENDMENT OF CONDITION 14C

between the peak parking period of the hotel, restaurant and 3rd floor bar (**5 PM and 10 PM**). This mitigation is proposed to provide additional parking, instituted entirely by staff, to ensure that a maximum number of spaces will be available for members of the public that aren't staying at the hotel to enjoy and utilize the 3rd floor lounge and bar.

Overview of Program

Operations & Procedures:

1. Upon review of reservation system and a determination that 90% occupancy, or greater guests are expected at the hotel on a particular evening, Management will provide notification (text) to seventeen (17) employees scheduled to work during the 5 PM to 10 PM shift window to arrive at the porte cochere drop-off where their vehicle will be parked via valet to one of the (17) spaces south of the conference and fronting the trash enclosure areas.
2. **Parking Space Preparation:** The seventeen (17) spaces identified for Valet include four (4) spaces designated as typical parking and ten (13 additional spaces with a minimum 9x20' dimension. These four (4) typical parking spaces will have an orange cone placed within mid-day hours when likely vacant to be available for employee valet between the hours of 5-10 PM.
3. **Vehicle Handling:** Safe parking in designated areas with keys maintained for valet vehicles.
4. **Employee Departure:** Text/app notification for vehicle readiness, smooth pick-up at the [porte-cochere](#) for employees with a vehicle that was parked upon completion of their shift.
5. **Staffing:** Attract and train vetted attendants for professional parking flow, safety, and service for staff parked vehicles.
6. **Peak Hour Planning:** Scheduling of staff working in peak (5-10 PM) is key to minimize effort necessary for initial parking and retrieval and to minimize queuing areas to avoid congestion.
7. **Oversight:** Management to actively review and manage employee valet program for overall success of the hotel / conference center, restaurant and lounge and for the overall success of the village and shared parking agreement.

PROPOSED AMENDMENT OF CONDITION 14C

OPTION #2 - Construction of Car Wash Parking (13 Spaces)

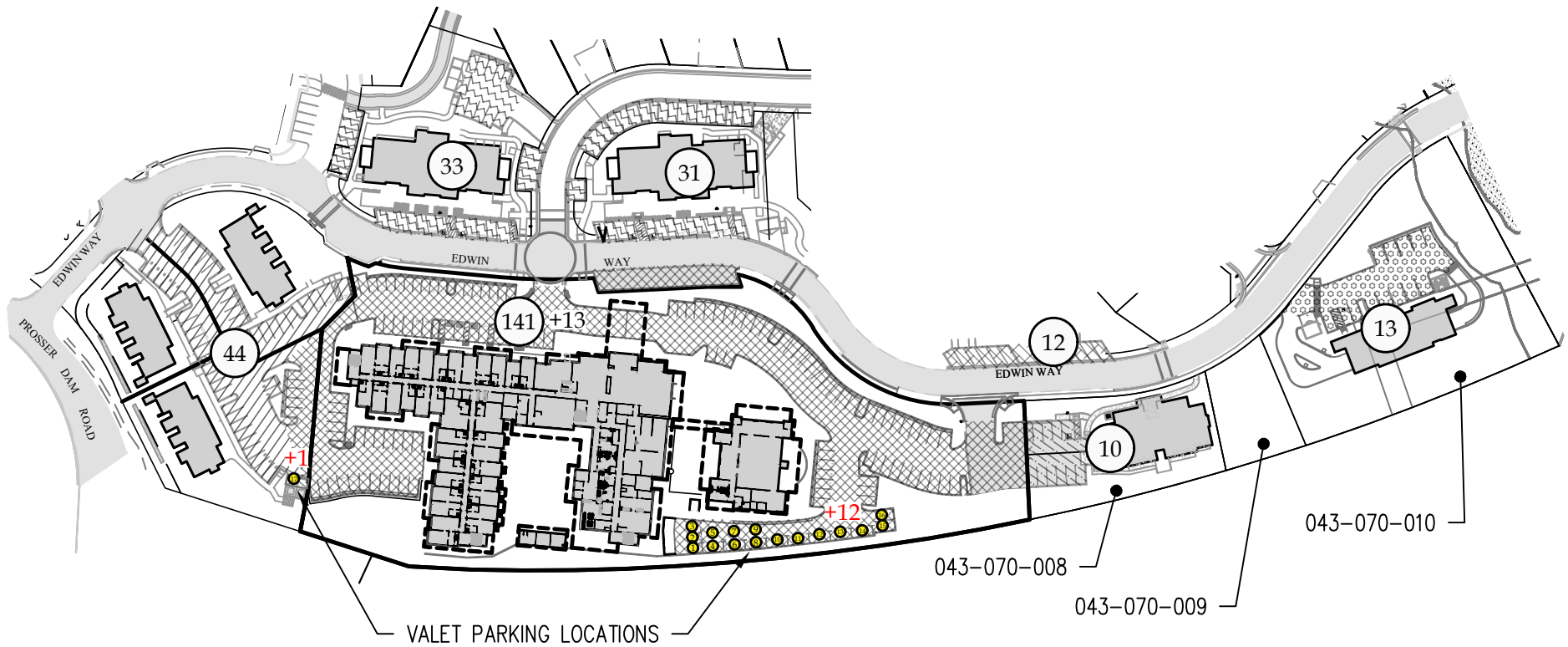
Overview of Option #2

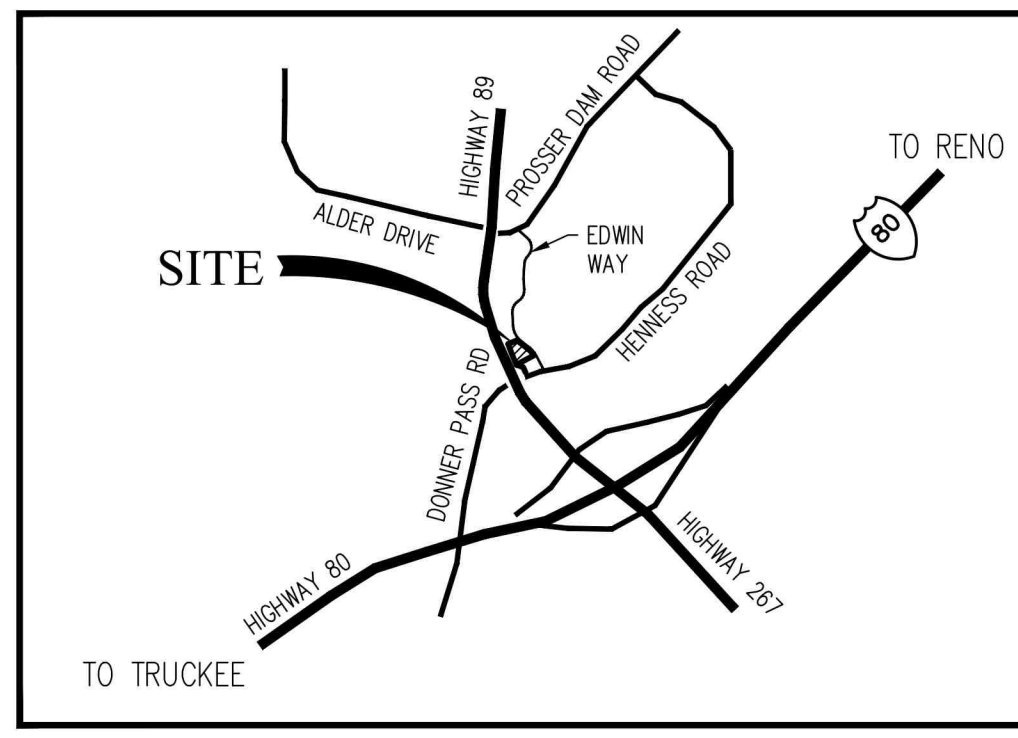
As indicated in previously approved Condition 14C, construct thirteen asphalt parking spaces prior to the construction of the Car Wash. As indicated herein, the approved car wash is not immediately planned for construction and the owner/developer may construct the car wash in the future, or determine if a better allowed use is viable. As such, thirteen (13) temporary asphalt parking spaces with aggregate base shoulders and appropriate water quality treatment/snow storage could be constructed in the “general same” footprint where parking is to be constructed as part of the approved Car Wash project. These temporary spaces would be completed prior to Certificate of Occupancy, or before the 3rd floor lounge / bar be allowed for public usage beyond that of hotel guests.

LEGEND

	PARKING FOR HOTEL	141 (+13 VALET SPOTS)
	PARKING FOR STUDIO LOFTS	44
	PARKING FOR LIVEWORK	64
	PARKING FOR 4PLEX	10
	COMMON PARKING	12
		<hr/>
		271 (+13 VALET SPOTS)

	FUTURE/POTENTIAL CAR WASH SITE	13
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VICINITY MAP
NO SCALE

- NOE**
- 1 - RETENTION POND
 - 2 - BIO-SWALE
 - 3 - TRASH ENCLOSURE; BOX RIB SIDING ON POST WITH REINFORCED CONCRETE APRON
 - 4 - LANDSCAPE BERM
 - 5 - 3" ASPHALT OVER 8" AGG. BASE (TYP.)
 - 6 - BARRIER CURB
 - 7 - TYPE E CURB AND GUTTER
 - 8 - BICYCLE PARKING
 - 9 - PAY STATION



- LEGEND**
- PROPOSED BIO-SWALE
 - PROPOSED RETENTION POND
 - EXISTING ASPHALT PAVEMENT
 - PROPOSED ASPHALT PAVEMENT
 - PROPOSED CONCRETE
 - TRUNCATED DOMES
 - (1) RECORD INFORMATION PER BOOK 9, SUBDIVISIONS, PAGE 26, O.R.N.C.
 - (2) RECORD INFORMATION PER BOOK 8, SUBDIVISIONS, PAGE 182, O.R.N.C.

PROJECT INFORMATION

OWNER / APPLICANT

JOHN & SABRA ABBATE, TRUSTEES
140 Heron Way
Merced, CA 95341
Contact: Matthew Abbate - matthew@aiacorp.net

PLANNING & ENGINEERING

SCO PLANNING & ENGINEERING, INC.
140 Litton Drive, Suite 240
Grass Valley, CA 95945
Contact: Martin Wood - 272.5841

ARCHITECT

SEVAN-MULTI-SITE SOLUTIONS
3025 Highland Parkway Suite 850
Downers Grove, IL, 60515
Contact:

GENERAL PLAN / ZONING

GRAYS CROSSING SPECIFIC PLAN
CN (VILLAGE COMMERCIAL)

APN'S / LAND AREA

043-070-010 ("LOT T" BOOK 9, SUBDS, PG 26)
43,295 ± SF

FIRE PROTECTION

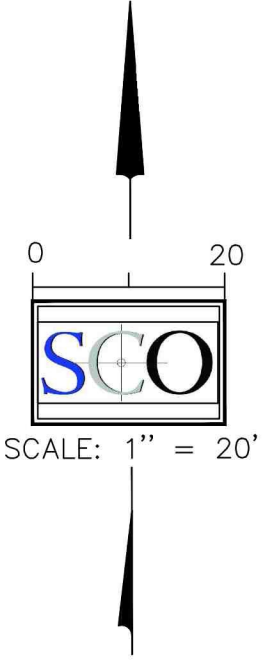
TRUCKEE FIRE PROTECTION DISTRICT

WATER & ELECTRICAL

TRUCKEE DONNER PUBLIC UTILITY DISTRICT

SEWER

TRUCKEE SANITARY DISTRICT

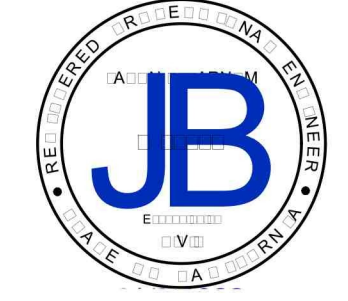


LAND USE & PARKING STATISTICS						
	LAND AREA			PARKING		
	Sq. Ft.	Acres	%		Proposed	Required
Bldg Footprint	□□□□	□□□	□□□	ADA	1	1
Asphalt	□□□□	□□□	□□□	Vacuum Stations	9	
Concrete	□□□□	□□□	□□□	Standard	3	
Landscape/OS	□□□□	□□□	□□□	Compact	0	
				Bicycle	3	15% or 3 min
TOTAL	43,295	0.99	100	TOTAL	16	

TOTAL IMPERVIOUS SURFACE: 34.8% (19,903 SF)
TOTAL AREA OF PROPOSED DISTURBANCE: 60.0% (26,095 SF)

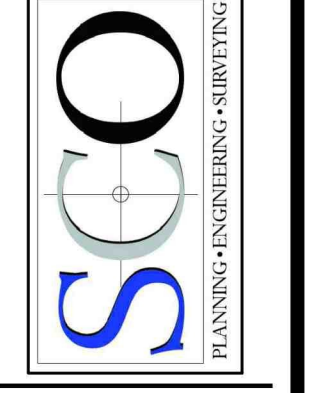


DATE SIGNED: _____



DESIGNED: JB/MW	DATE
DRAWN: NUB	NO. REVISIONS
PROJ. NO: 202152	
DWG-SEE DAY STAMP	
DATE-SEE DAY STAMP	

DEVELOPMENT PERMIT
 VILLAGE CAR WASH
 SITE PLAN
 CALIFORNIA
 CITY OF NEVADA CITY



GRASS VALLEY
(530) 272-5841
TRUCKEE
(530) 582-4043
FAX: (530) 272-5880

Village at Grays Crossing

Inclusionary/Workforce Housing Plan

Per the Grays Crossing Specific Plan and outlined in the Village at Gray's Crossing Planning Commission Development Approval No. 2019-17 (Condition #36), Nine (9) residential units shall be income restricted. These include the residential fourplex (4 units) and five (5) of the studio lofts which shall be deed restricted for moderate-income family households (120% of the area median income) in perpetuity, based on Nevada County income limits. The purchaser, or renter of an individual affordable unit shall occupy that unit as his or her principal residence.

Nine (9) deed restricted affordable units are required per the Specific Plan and it is required that these units be built concurrently as market rate and commercial development occurs. Currently twelve (12) Townhomes have been constructed and as such, 2.4 units affordable units are required. To meet this requirement, "the fourplex" (4) units were constructed and completed. Currently, the affordable fourplex units satisfies the inclusionary housing/workforce housing requirement for the twelve (12) existing townhomes, (3) future townhomes and the hotel/conference and commercial development aspects of the Village at Grays Crossing.

Beyond completion of fifteen (15) of the twenty-four (24) townhomes and the hotel/conference and commercial development, the mixed use buildings located on Lots A, B, or C (Bk.9 Subd., Pg. 26, O.R.N.C.) can be constructed to incrementally bring an additional five (5) inclusionary/work force units to fulfill the Village at Gray's Crossing project inclusionary/work force housing requirement.

One of, or a combination of the studio loft buildings located on Lots A, B & C per the Final Map for the Village at Gray's Crossing, recorded in Book 9 of Subdivisions, Page 26, Official Records of Nevada County and located in the northwesterly corner of the village will contain the five (5) deed restricted affordable units.

Anticipated Schedule of Construction of Remaining Inclusionary/Workforce Units

The primary construction objectives in 2026 are construction of the hotel and conference center. Townhome construction is anticipated to exceed 15 in 2028 contingent upon market conditions. Studio Loft Buildings "Lot A" and "Lot C" will be built concurrently to meet, or exceed the affordable housing requirements.

From: [Martin Wood](#)
To: [Yumie Dahn](#)
Cc: [Matthew Abbate](#)
Subject: RE: Village at Gray's Crossing Hotel
Date: Monday, February 9, 2026 10:09:29 AM
Attachments: [image002.png](#)

Good morning Yumie. See the following expanded and detailed phasing plan as requested.

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Phasing Plan

Hotel / Conference Center: Foundations in Summer 2026; Construction completed Summer 2029

Townhomes 13 – 16: Foundations in and completed, construction completed in 2029

Townhomes 21 – 24: Foundations in by end of 2029, construction completed in 2029

Townhomes 17 – 20: Foundations in by end of 2029, construction completed in 2030

Mixed Use Studio Lofts Lots A & C: Foundations in by end of 2028, construction completed in 2029

Mixed Use Studio Lofts Lot B: Foundation in by end of 2030, construction completed in 2031

Mixed Use Lift Work Lofts: Foundations in by end of 2030, construction completed in 2031

Mixed Use Lift Work Lofts: Foundations in by end of 2030, construction completed in 2031

Car Wash: Foundation in by end of 2029, construction completed in 2030

Martin D. Wood
SCO Planning & Engineering, Inc.

Principal

530-272-5841 (Office)

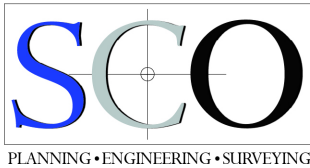
530-277-5093 (Mobile)

1072 E Main St

Grass Valley, CA 95945

(530) 272-5841

Please note our new address



www.scopeinc.net

From: Yumie Dahn <ydahn@townoftruckee.gov>
Sent: Thursday, February 5, 2026 4:14 PM
To: Martin Wood <martinwood@scopeinc.net>
Cc: Matthew Abbate <matthew@aliacorp.net>
Subject: RE: Village at Gray's Crossing Hotel

Hi Martin,

For a phasing plan, we need clear timelines, not based on market conditions. You can always start construction earlier, but we need to know when the phase begins and ends.

Here's an example:

- Hotel: Foundations in by 2028; construction completed by 2030
- Townhomes 13-16: Foundations in by 2028; construction completed by 2030
- Townhomes 16-24: Foundations in by 2029; construction completed by 2031
- Mixed use buildings and car wash: Foundations in by 2029, completed by 2031

Can you put something together that includes these types of specifics? We don't want to extend the permits out too far but we want to make it reasonable that construction can happen. Given that most of the permits are in for permits or construction drawings have been mostly completed, I think a small extension works.

Sincerely,

-Yumie

From: Martin Wood <martinwood@scopeinc.net>
Sent: Thursday, February 5, 2026 3:07 PM
To: Yumie Dahn <ydahn@townoftruckee.gov>
Cc: Matthew Abbate <matthew@aliacorp.net>
Subject: RE: Village at Gray's Crossing Hotel

Yumie,

The proposed construction schedule is as follows:

- Hotel / Conference Center (ASAP, Spring 2026)
- Townhome Construction is anticipated to exceed 15 in in Summer of 2028, dependent on market conditions. Studio Lofts Buildings on Lot A and Lot C will be built concurrently to meet or exceed affordability unit requirements.

From: [Angelique Macklin](#)
To: [Yumie Dahn](#)
Cc: [Matthew Abbate](#); [SCO Reception](#); [Martin Wood](#)
Subject: Re: Village at Gray's Crossing Hotel Project Amendment #2 - Complete Letter
Date: Friday, March 6, 2026 10:22:40 AM
Attachments: [image002.png](#)

Hi Yumie,

Thank you for the phone call Wednesday. Please see my follow up written below:

- It looks like the proposed fiber cement is smooth, which is great. I'll be including that as a requirement.
Ok.

- I also am considering if the brown fiber cement boards should be a different color that does not mimic wood. Have you considered other colors?

AGD has reviewed the color scheme used on the building and feels that the use of brown paint is the best design choice. This will keep the hotel consistent with the color palette used at the Village at Gray's. Considering that the hotel's scale is much larger than the surrounding mixed-use and townhome buildings, we do not want to deviate in a way that would make this building less cohesive with the rest of the development.

- I am also considering whether other types dimensions or orientation of fiber cement can be used for at least one of the applications? Panels, vertical boards?

Clarification: AGD is still proposing a vertical orientation for one of the three fiber cement boards, consistent with the wood that was previously approved. The brown and dark grey boards are horizontal while the light grey are vertical as shown in the elevations. If there is confusion caused by the material swatches shown on A3.00, AGD is happy to reissue a revised sheet showing the vertical orientation for the grey panel. Please advise.

- Why was the paver material changed? Is this paver material only in the spa area?

The paver was selected for use as an accent material in the courtyard and spa enclosures. For consistency, we are using it as an accent hardscape element at all guest outdoor zones, including the outdoor dining and the patios surrounding the event hall. It is used to define spaces as a ground accent, but the main ground surface is concrete.

- Is the board formed concrete tile intended to be on the building? What is the underlying material? Are there other more authentic materials you can use, if you can't use actual board formed concrete?

Yes, the board formed concrete is located on the building at the lobby exterior walls, as shown on the elevations. It is a porcelain tile on a wood framed wall. The previously approved design was a board-formed veneer on a wood framed wall, but due to concerns with constructability, durability, maintenance, and cost, we have shifted to a tile product in order to create the same effect on the facade with less issue of appearance changes over time and on going costs to the client. This is the only location where the tile needs to be used. Other concrete walls on site will be poured in place, such as the raised planters, retaining walls and bases of fences.

On Thu, Mar 5, 2026 at 12:14 PM Martin Wood <martinwood@scopeinc.net> wrote:

Good morning Yumie. Please see responses below in red to your questions on the parking plan.

Sincerely,

Martin D. Wood

SCO Planning & Engineering, Inc.

Principal

530-272-5841 (Office)

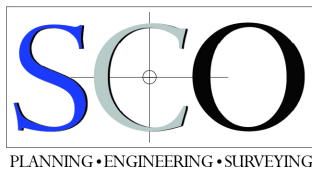
530-277-5093 (Mobile)

1072 E Main St

Grass Valley, CA 95945

(530) 272-5841

Please note our new address



www.scopeinc.net

From: Yumie Dahn <ydahn@townoftruckee.gov>

Sent: Wednesday, March 4, 2026 1:30 PM

To: Martin Wood <martinwood@scopeinc.net>; Matthew Abbate <matthew@aliacorp.net>

Cc: Angelique Salinas <angelique@andrewgoodwin.us>; SCO Reception <reception@scopeinc.net>

Subject: RE: Village at Gray's Crossing Hotel Project Amendment #2 - Complete Letter

Hi,

Angelique and I touched base on the design questions. Here are some questions about the parking plan:

- Who would be the trained valet employees? Since they are not necessary all of the time, will you be cross training other employees?
 - **There are a number of staff (front desk, housekeeping, concierge, food and beverage) that can be cross-trained for employee valet when necessary.**
- 2 of the valet parking spaces (numbers 12 and 13 on the south side) of are existing parking spaces that are already approved. These do not add to the overall parking count. I think the overall parking capacity needs to increase by a difference of 13. I think additional stacking of cars would be required in the aisle.
 - **We are utilizing four (4) of the existing spaces in that area and were +10 spaces. Per your comment we have added three (3) additional valet spaces in the isle to be +13 as requested (see attached revised exhibit).**
- The parking exhibit shows "+9". Is this correct? Is this intended to show that there are 11 additional parking spaces? The narrative indicates that there are 14 spaces with 10 new spaces and 4 existing spaces. I am not sure if this all matches. Can you clarify or update the documents?
 - **Described above. We are now Plus + 13 spaces. (see revised exhibit)**
- The solid waste team stated that parking of the area will have to remain clear up until 5 PM Monday-Friday for trash/recycling pick-up (see attached). I will be adding this as a condition and the parking management plan will also be required to acknowledge this. I imagine that there will be an inherent desire to ensure trash is picked-up and the hotel will be motivated to manage this. **Agreed. We don't want to impede trash pick-up, as such the parking plan starts at 5 and will follow pick-up for trash that may occur on a given day.**
- How many employees do you anticipate will be working during these peak periods? I just want to make sure there would be at least 13 employees. Otherwise, we would have to require a valet parking plan that would also serve guests.
 - **When occupancy and restaurant reservations are high, an excess of 17 employees will be working during the peak period of 5-10 PM (bar staff, restaurant staff, management, concierge, check-in, etc.).**
- I think the 90% occupancy threshold is too high. I think it needs to be at 75% or some other lower number.
 - **We chose 90% as that seemed appropriate and the math works that 90% occupancy rate leaves 13 rooms vacant, or 13 parking spaces vacant as well. If parking becomes tight operationally during peak periods described, the occupancy threshold could be reduced to 85% (19 rooms vacant, or 19 parking spaces vacant).**

As you can probably tell, I think staff will be recommending use of the valet plan rather than the car wash parking. We just want to make sure it makes sense and that I understand your intentions.

Feel free to call with any questions or discuss further.

Sincerely,

-Yumie